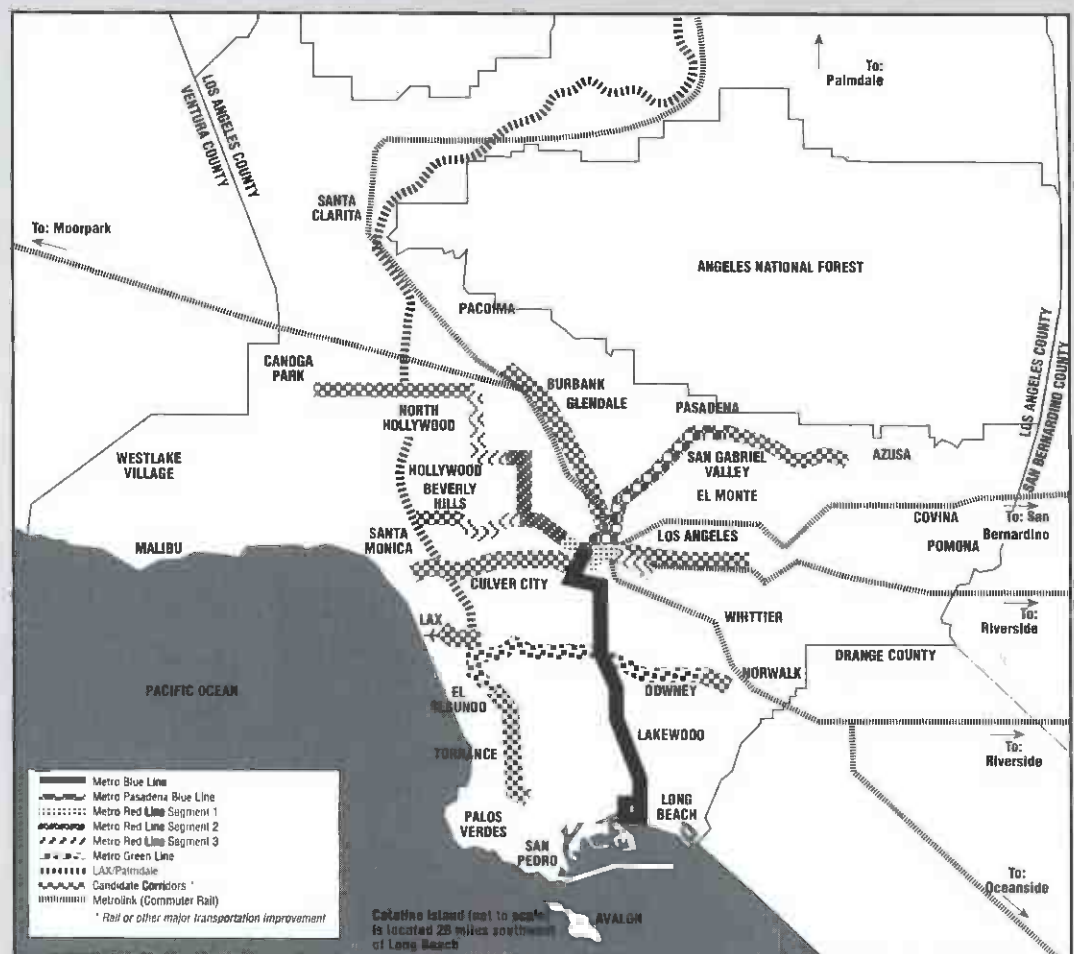


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line

Cost Status (\$000)
 Original Budget 841,000
 Expended to Date 52,495 *
 Current Budget 841,000

Schedule Status:

Revenue Operations Date:
 Original November 1997
 Forecast June 1998

Project Progress

Design Actual: 73%
 Construction Actual: 0%

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

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 504,534 *
 Current Budget 717,802

Schedule Status

Revenue Operations Date:
 Original October 1994
 Forecast May 1995

Project Progress

Design Actual: 99%
 Construction Actual: 86%

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 662,941*
 Current Budget 1,511,681

Schedule Status: Revenue Operations Dates:

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

Project Progress

Design Actual: 99%
 Construction Actual: 35%

Metro Red Line Segment 3 - North Hollywood Extension

Cost Status (\$000)
 Original Budget 1,310,822
 Expended to Date 73,261*
 Current Budget 1,310,822

Schedule Status

Revenue Operations Date:
 Original 2000
 Forecast May 2000

Project Progress

Design Actual: 75%
 Construction Actual: 0%

*Expenditure data through Apr 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status		Project Progress	
	(\$000)	Suspended for Reassessment	
Original Budget	490,663	Design	
Expended to Date	7,392*	Actual: 27%	
Current Budget	490,663	Construction	
Schedule Status		Actual: 0%	
Revenue Operations Date:			
Original	1999		
Forecast	1999		

Vehicle Acquisition Project			
Cost Status		Project Progress	
	(\$000)	Suspended for Reassessment	
Original Budget	254,000	Design	
Expended to Date	2,921 *	Actual: 0%	
Current Budget	254,000	Manufactured	
Schedule Status:			
Delivery of Final Cars:			
Original	November 1997		
Forecast	November 1999	Actual 0%	

* Expenditure data through Apr 1994

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

STATUS DATE: 05/31/94

(IN THOUSANDS)

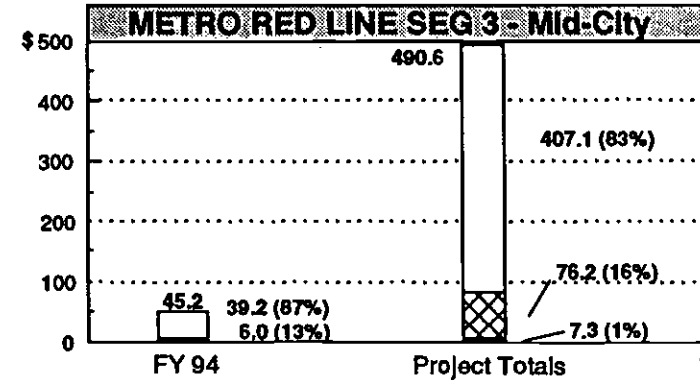
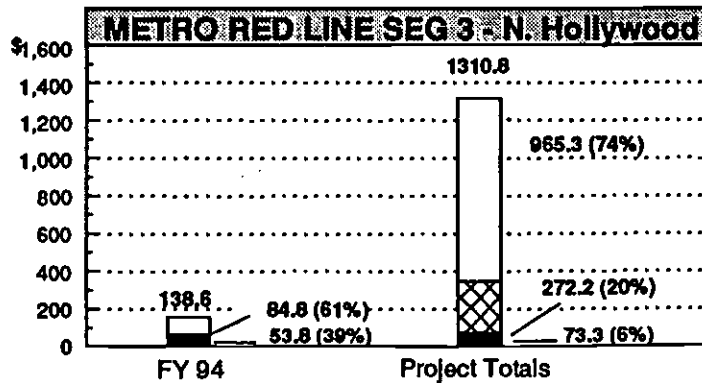
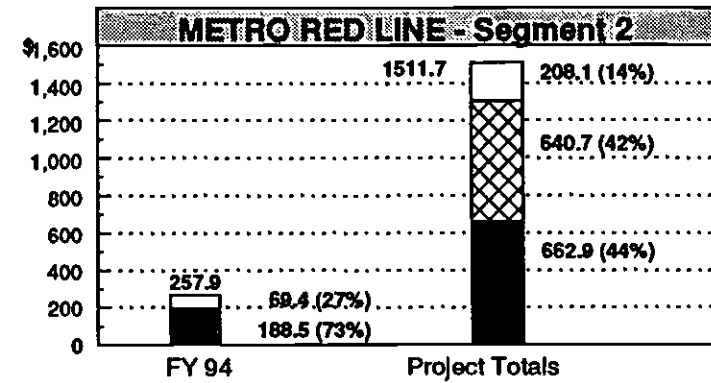
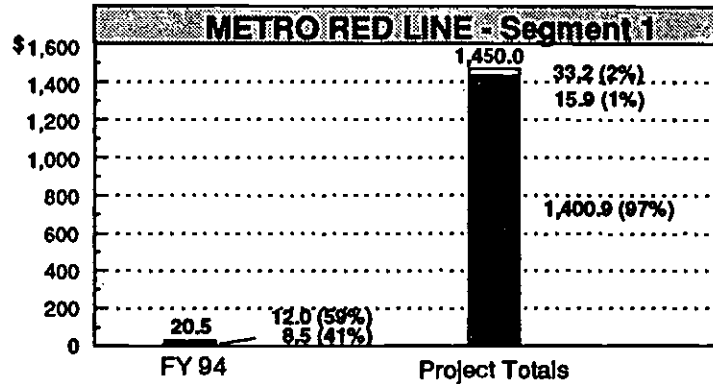
PROJECT: TOTAL RAIL PROGRAM

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	4,703,337	84,560	3,146,968	32,958	2,065,209	40,936	2,008,944	4,651,654	(51,683)
S PROFESSIONAL SERVICES	1,469,230	1,750,465	7,428	1,343,383	19,460	1,090,844	19,459	1,088,419	1,785,530	35,065
R REAL ESTATE	453,432	517,647	11,352	310,065	14,510	306,029	14,510	306,709	516,995	(653)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	140,136	(3,621)	109,579	1,637	86,154	1,638	85,634	141,944	1,808
D SPECIAL PROGRAMS	11,044	20,870	3	6,285	144	2,634	144	2,634	21,709	839
C CONTINGENCY	464,255	291,947	0	0	0	0	0	0	333,520	41,573
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	7,388,008	99,722	4,915,460	68,710	3,544,471	75,377	3,484,630	7,415,607	27,599

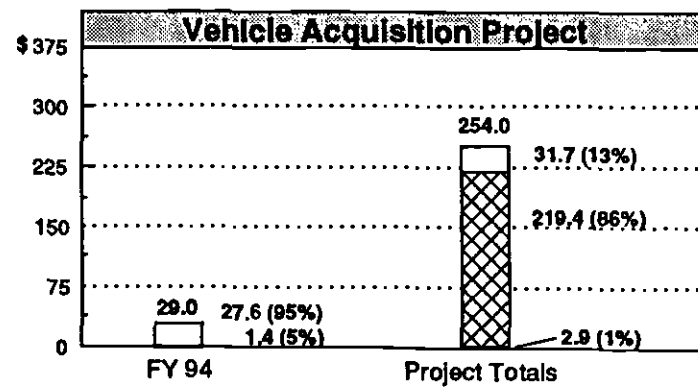
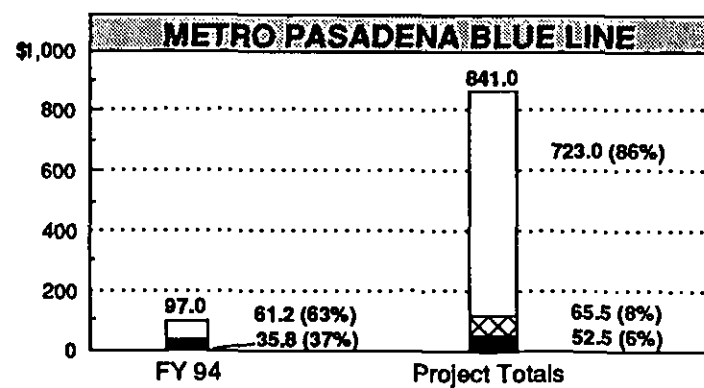
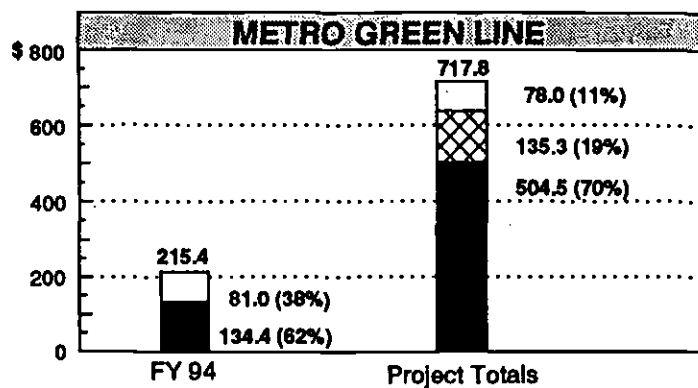
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	55,024	(60)	43,068	0	18	0	0	45,698	(9,325)
S PROFESSIONAL SERVICES	0	8,225	0	4,533	18	4,073	18	4,073	8,554	329
R REAL ESTATE	0	0	0	1	0	0	0	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	43	0	14	0	14	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	13,139	11,139
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	(60)	47,646	18	4,105	18	4,087	67,411	2,163
PROJECT GRAND TOTAL	7,035,169	7,453,256	99,662	4,963,106	68,728	3,548,576	75,395	3,488,717	7,483,018	29,762

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

BUDGET STATUS - May 27, 1994
(In \$ Millions)

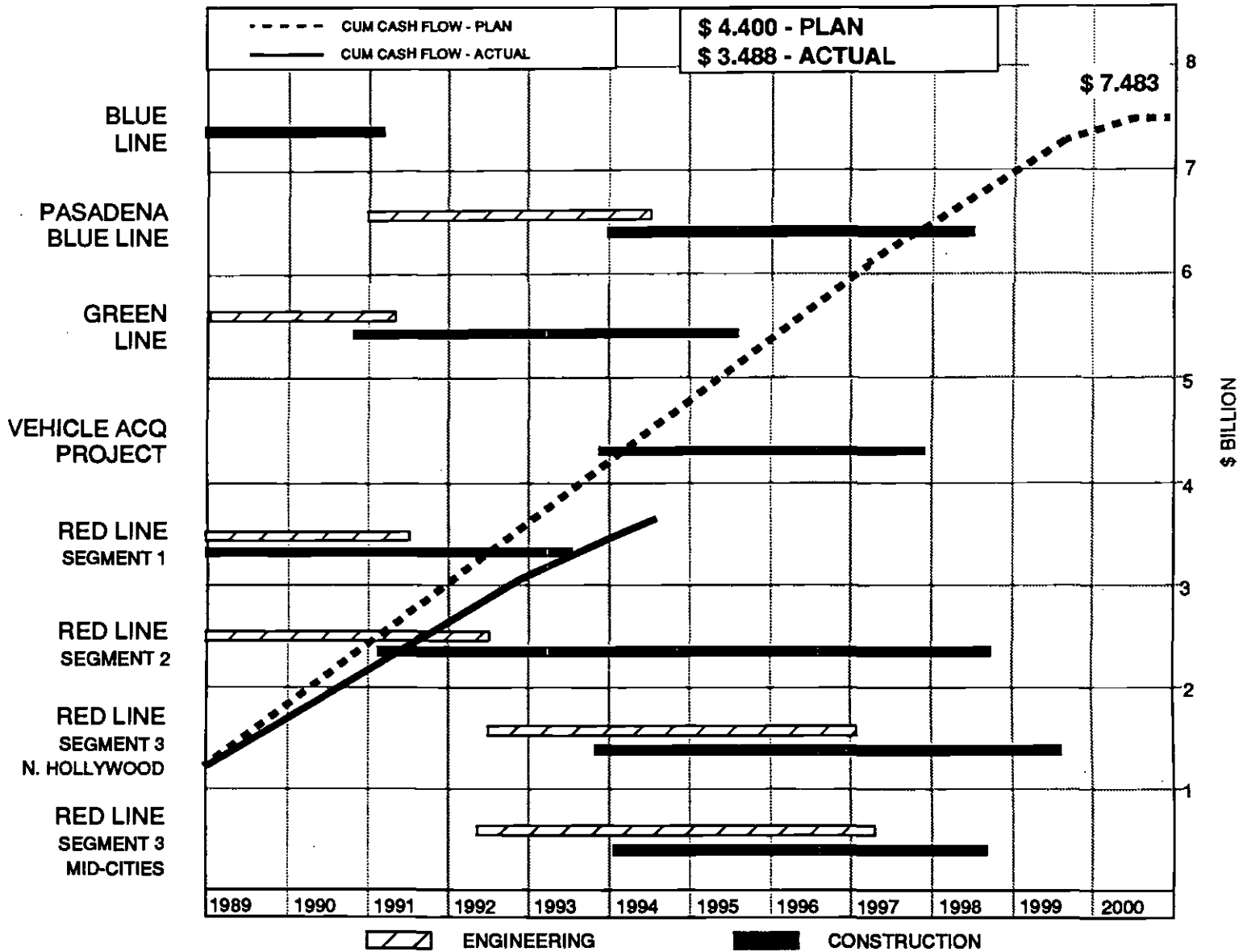


BUDGET STATUS - May 27, 1994
(In \$ Millions)



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											25.0	2	55.4	11	84.0	33	164.4	2
FLEXIBLE CONGESTION RELIEF													28.0	5			26.0	0
FTA-SECTION 9							90.8	8									90.6	1
STATE			337.6	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	29	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	399.9	58					344.7	26	94.4	19	116.4	47	1460.6	20
AMERICAN DISABILITY ACT (PROP C)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	254.0	100	7453.2	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

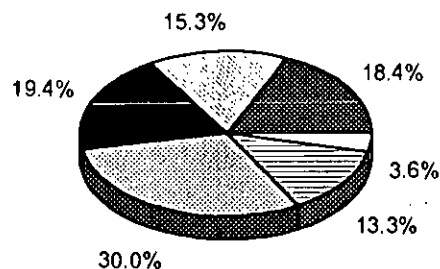
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 05/27/94

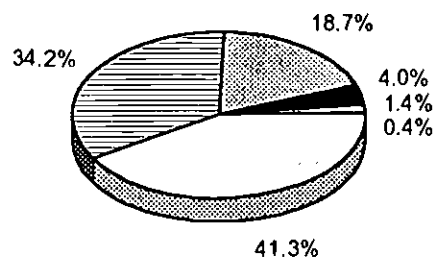
COST LEVEL

Total: \$75 Million

VOLUME



DOLLARS

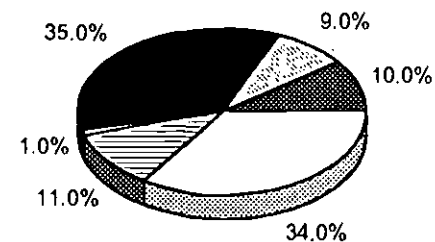
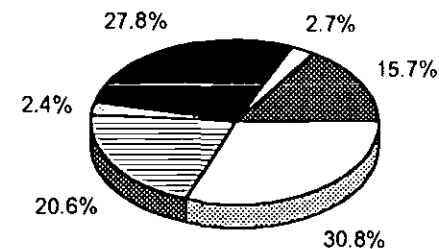


Legend

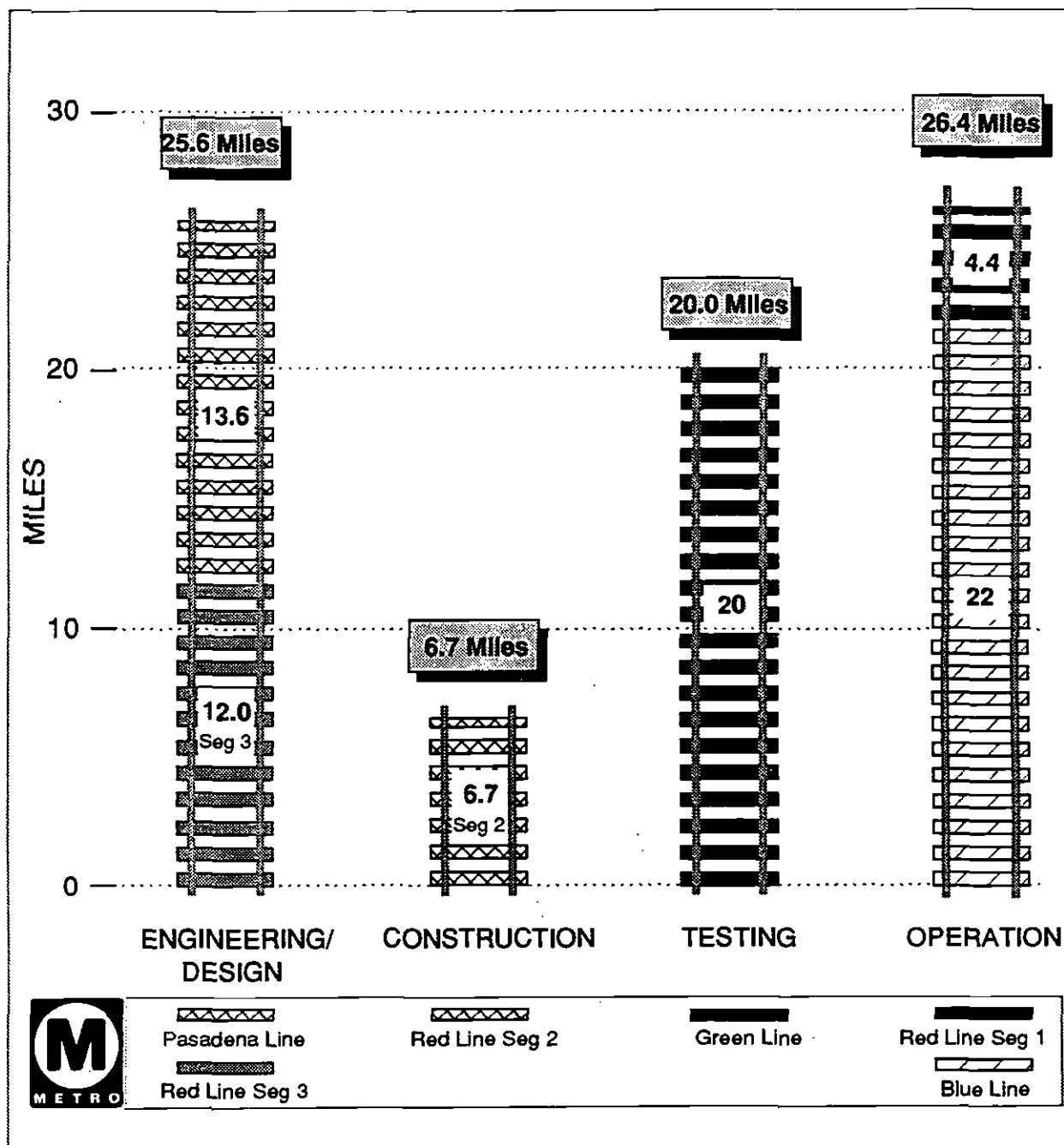
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 413



METRO RAIL SYSTEMS PROGRESS REPORT



MARCH 1994

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	149	7	142	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	82	5	0	0
Red Line Seg 3 NH	181	30	***	11**	***
Red Line Seg 3 MC***	61	0	54	7**	120

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

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The RCC corporate goal for project administration costs is 20%. The current forecast data for project administration costs totals 24.3% which exceeds the corporate goal by 4.3%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.22% of total program costs, which just exceeds the 4% corporate goal by 0.22%. 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%	509,487	58.90%	487,617	67.93%	812,270	56.11%	1,030,977	68.20%	774,100	58.96%	334,300	68.13%	232,370	90.21%	4,838,808	64.66%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	66,860	5.75%	85,644	6.52%	48,543	9.69%	0	0.00%	516,984	6.91%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	77,083	8.91%	81,794	11.40%	221,659	15.29%	148,254	9.81%	68,394	5.21%	38,071	7.76%	7,625	2.98%	712,468	9.52%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	72,337	10.06%	116,429	8.03%	132,973	8.80%	103,134	7.85%	35,000	7.13%	0	0.00%	623,700	8.33%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.85%	95,558	6.59%	57,857	3.83%	57,876	4.39%	19,627	4.00%	5,336	2.07%	315,788	4.22%	4%
OTHER	14,222	1.62%	27,165	3.14%	18,020	2.51%	32,671	2.25%	23,916	1.58%	36,462	2.78%	11,731	2.39%	0	0.00%	164,187	2.19%	
SUBTOTAL	193,106	22.01%	210,904	24.38%	199,758	27.83%	488,317	32.16%	363,001	24.01%	265,666	20.23%	104,429	21.26%	12,961	5.03%	1,816,143	24.27%	20%
CONTINGENCY	963	0.11%	70,302	8.13%	9,949	1.39%	31,432	2.17%	31,143	2.06%	187,572	14.29%	3,391	0.69%	12,267	4.76%	347,020	4.64%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(5,569)	-0.78%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(35,746)	-0.48%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	717,802	100.00%	1,450,019	100.00%	1,511,682	100.00%	1,312,984	100.00%	490,663	100.00%	257,598	100.00%	7,483,019	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 May Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - May 1994

No new items.

ONGOING

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

Action: Review and verify configuration management roles and responsibilities.

Status: Recommended for RCC action.

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

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

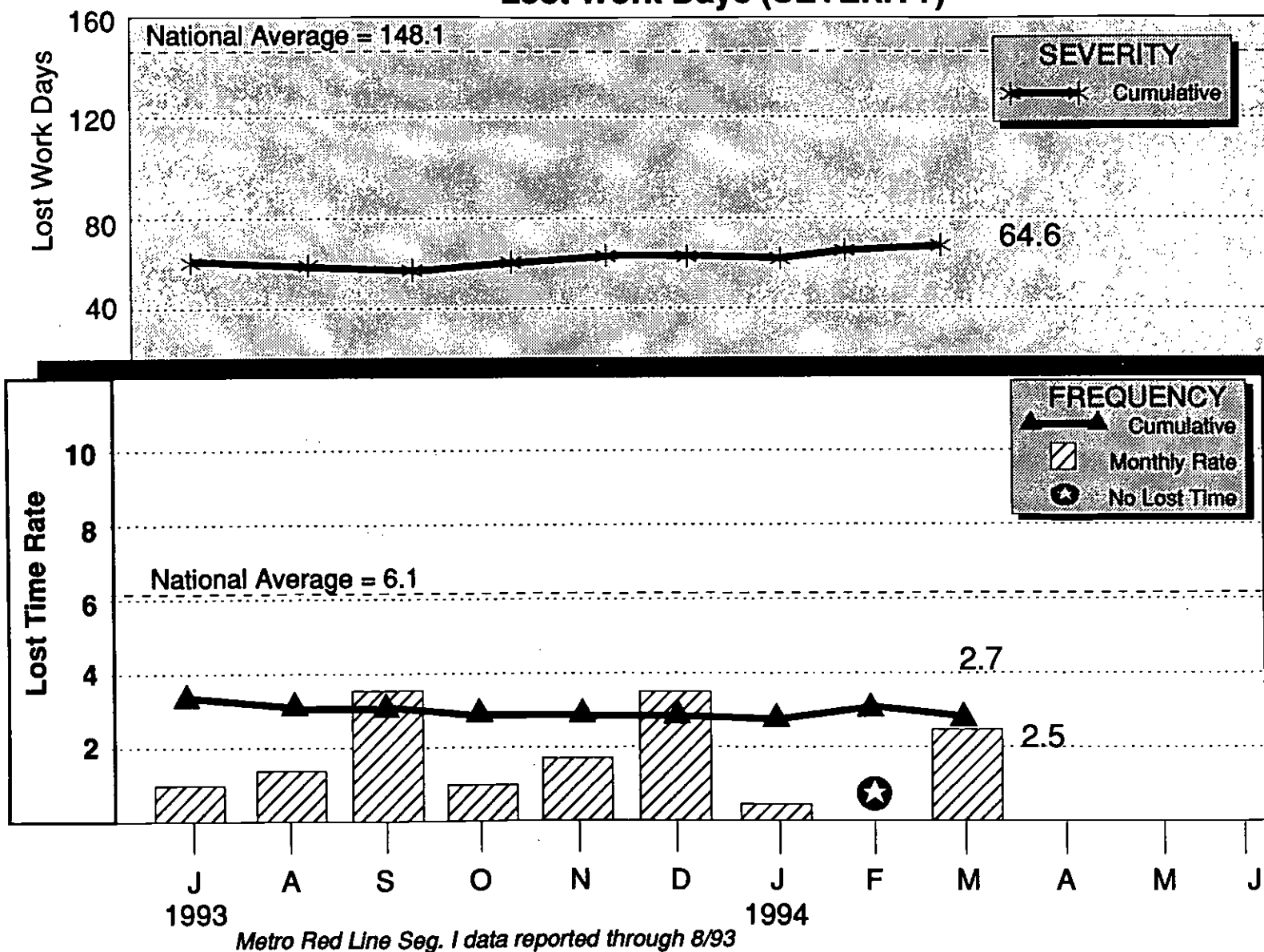
Status: Under RCC review.

RESOLVED

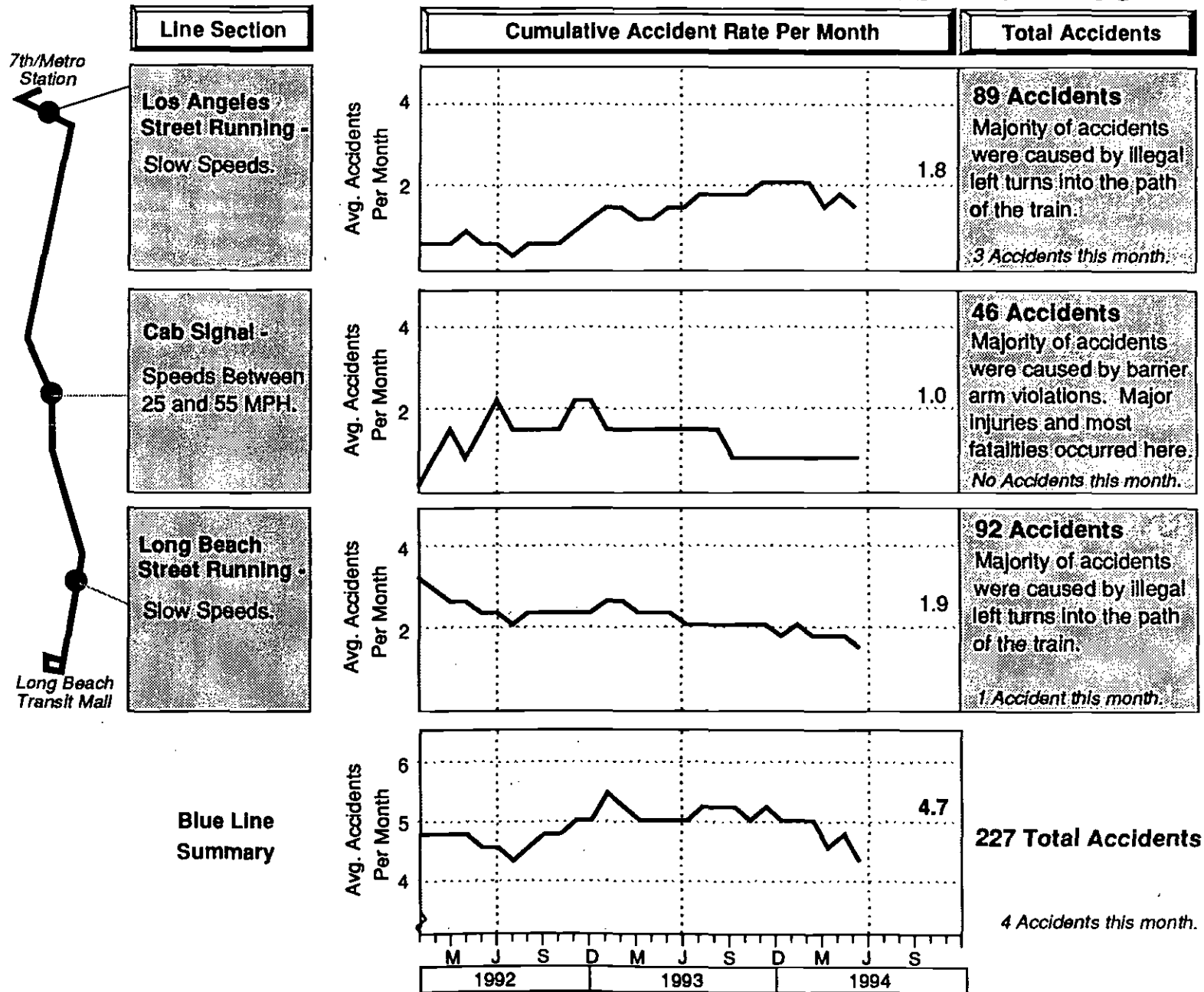
No newly resolved items.

TOTAL PROGRAM

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



INVOICE PROCESSING

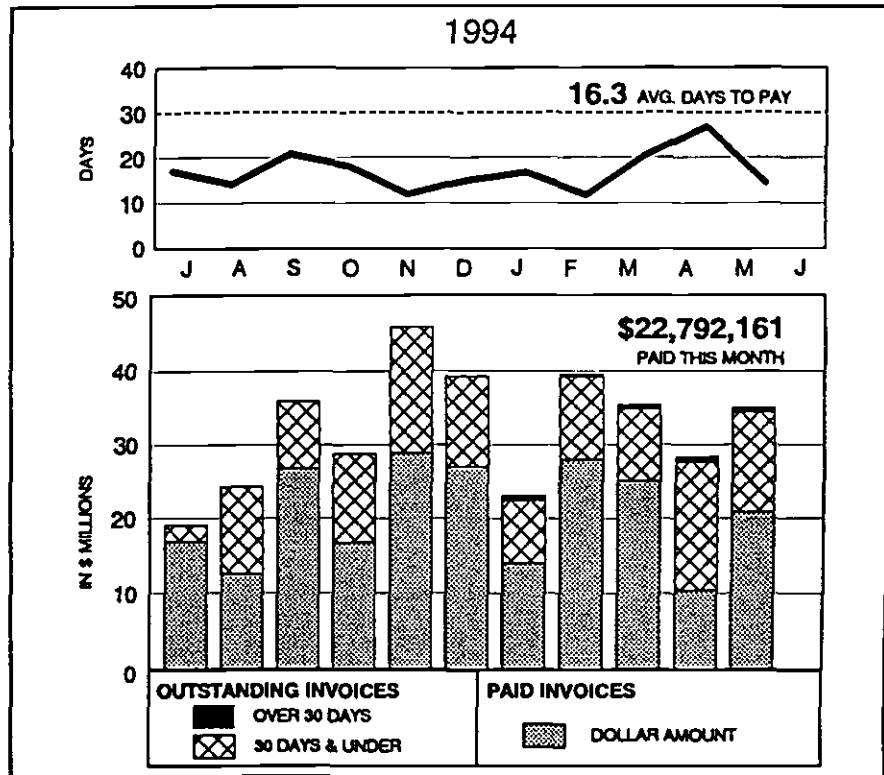
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 16.3 days.

- 46 invoices were paid this month for a total value of \$22,792,161.

- There were 29 outstanding Construction or Procurement invoices under 30 days old for \$14,543,159.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

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

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R81 Metro Red Line Segment 2

Page: 1

UPDATE:27-Jun-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
B290	ANCILLARY CONSTRUCTION AND MAIN				09/05/94	09/22/94	11/02/94	11/18/94	12/05/94	12/28/94	MAHAFFEY \ \

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R82 Metro Red Line Segment 3

Page: 2

UPDATE:27-Jun-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C0329	Universal City Demolition for C0311/0321	Unit			09/07/94	09/28/94	10/26/94	11/07/94	11/14/94	11/23/94	Mendoza \Wilson \Williams
C0351	North Hollywood Station	Unit			08/29/94	09/21/94	11/02/94	11/17/94	12/05/94	12/28/94	Gatewood \Wilson \Williams
C0358	North Hollywood Demolition	Lump			07/11/94	07/27/94	08/16/94	08/23/94	09/12/94	09/28/94	Mendoza \Wilson \Williams

EXECUTIVE SUMMARY

Final engineering design progress for the month of May is 62% vs 77% planned. Final design is continuing with the submittal of Contract C6420, LA River to Arroyo Seco Line Segment.

Pre-Final design is continuing with the submittal of Contract C6470, Ave. 50, Ave. 57, and Southwest Museum.

In-Progress design is continuing with the submittals of Contracts C6430, Arroyo Seco Bridge Renovation; C6450, Del Mar to Memorial Park; C6475, Mission and Fillmore; and C6510/C6525, Stations at Lake, Allen and Sierra Madre Villa.

Value engineering for Contract C6400, Yard and Shops, was completed on May 9, 1994. Several cost reduction items were identified and are currently being implemented in design to reduce construction costs.

A Section Designer presentation of conceptual design was made to RCC on May 23, 1994 for Contract C6480, Chinatown Station.

Progress for Contract C6510, Stations at Lake, Allen and Sierra Madre Villa, is continuing with the completion of the environmental site assessments at the Johnson & Johnson and Builder's Emporium station sites. The Final Supplemental Environmental Impact Report (FSEIR) was approved by the MTA Board on May 25, 1994. Negotiations are in progress on design changes at the alternative SMV station site.

The demolition and construction of Contract C6410, Los Angeles River Bridge, is underway. Temporary shoring for excavation support at foundations of the new bridge is currently being installed. Also scheduled are installation of steel soldier piles as part of the new bridge foundation.

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

A bid opening for Contract C6430, Arroyo Seco Bridge Reconstruction, was held on May 11, 1994. RCC staff is evaluating the Bids.

EXECUTIVE SUMMARY (con't)**COST STATUS** (in millions)

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

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Forecast Revenue Operations Date June, 1998
- Design Progress
 - Final Design Progress - Actual 62%
 - Overall Design Progress - Actual 73%
- Construction Progress (B)
 - Los Angeles River Bridge Progress - Actual 5%
 - Overall Construction Progress - Actual < 1%

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

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	149	7	142	TBD *	TBD *
LAST MONTH	161	7	154	TBD	TBD

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

EXECUTIVE SUMMARY (con't)

The MTA Art-for-Rail Program staff is working closely with the station artists. Presentations on station and artist concepts to MTA, the involved Cities and community groups 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. Limited Notice to Proceed has been issued for redesign to incorporate cost reduction measures for the yard.

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

Status: Negotiation of redesign costs is continuing with the Section Designer. RCC and EMC are evaluating alternative Elysian Park fire lane access roads for presentation and discussion with Councilman Hernandez's office and Supervisor Molina's office.

Ratkovich Interface at LAUPT

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

AREAS OF CONCERN (con't)

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

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

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. A priority list for real estate acquisitions is being prepared for the project due to current budget limitations.

Del Mar Station

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

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

Status: MTA has opened escrow for purchase of the Catellus property at the Del Mar site. Preparation of a memorandum of understanding outlining terms and conditions for the transportation center is in progress. Design is continuing on limited scope of work.

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

Concern: 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 has completed appraisals on both station site alternatives. RCC is reviewing technical and environmental issues at station sites.

Status: Environmental site assessments has been completed at the Johnson & Johnson and Builder's Emporium station sites. FSEIR was approved by the MTA Board on May 25, 1994. Negotiations are in progress on design changes at alternative SMV station site.

Cornfield Yard

Concern: The permanent LRT easement through Cornfield has been modified. Negotiations with local Southern Pacific representatives need to be concluded and real estate transactions completed.

Action: An offer needs to be submitted to Southern Pacific Transportation Corporation (SPTC) and escrow opened.

Status: Real Estate offer made and accepted by SPTC. Terms of offer are approved by MTA Board. Escrow has opened.

NEW**Marmion Way Corridor**

Concern: Evaluation of betterments on Marmion Way between Avenue 50 to Avenue 60 has increased project design and construction costs.

Action: Agreement is required from City of Los Angeles for betterment issues.

AREAS OF CONCERN (con't)

Status: Notification has been issued to affected City agencies. Response is pending. Decision is required for direction to EMC to remove the betterments defined from the construction documents.

RESOLVED

None.

KEY ACTIVITIES - MAY

- Continued Camera Ready designs on C6420 (LA River to Arroyo Seco line segment) and C6440 (Arroyo Seco to Del Mar line segment); Pre-Final design on C6450 (Del Mar to Memorial Park line Segment) and C6460, the 210 Freeway line segment bridge modifications; Trackwork and Systems.
- Final design continuing to Pre-Final submittals on all stations and landscape contracts. Station presentations to RCC and City/community groups continuing.
- Completed seismic upgrade change order on C6410, LA River Bridge.
- Obtained MTA Board approval on FSEIR.
- SCRRA awarded Contract C7300, Union Station East Wall, to Morrison Knudsen. EMC and MTC are performing contract oversight.

KEY ACTIVITIES - PLANNED FOR JUNE

- Complete appraisal for Terminal Annex easement and submit offer to Ratkovich.
- Negotiate key contract change request on design changes with EMC.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Complete bid evaluation for C6430, Arroyo Seco Bridge Reconstruction.
- Initiate changes in design scope of work attributed to FSEIR document.
- Close escrow with Catellus for Del Mar Station site in Pasadena.
- Close escrow with Southern Pacific Transportation Co. (SPTC) for Cornfield Yard easement.
- Perform value engineering on C6450, Del Mar to Memorial Park below grade line segment.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 13-Jun-94
Status Date: 27-May-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	1,977	4,004	889	1,726	487,512	13,988
S Professional Services	183,206	197,415	546	72,625	3,862	49,069	3,862	49,069	201,741	4,326
R Real Estate	68,100	72,308	10	532	68	240	68	240	74,308	2,000
F Utility/Agency Force Accounts	8,442	21,997	(4,713)	3,078	182	1,299	182	1,299	21,975	(23)
D Special Programs	3,377	4,402	0	386	24	160	24	160	9,163	4,761
C Contingency	62,705	71,355	0	0	0	0	0	0	70,302	(1,053)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	(4,157)	118,074	6,113	54,774	5,024	52,495	865,000	24,000

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

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

14-Jun-94

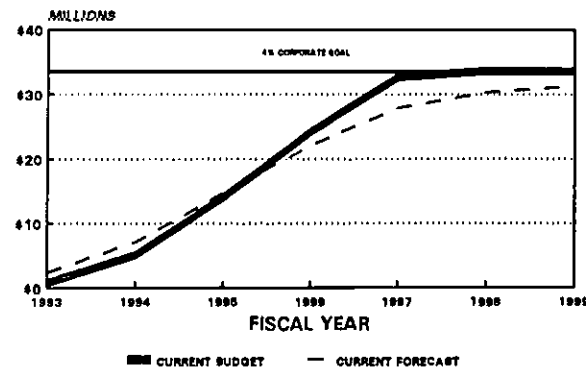
MAY 94

STATUS OF FUNDS BY SOURCE

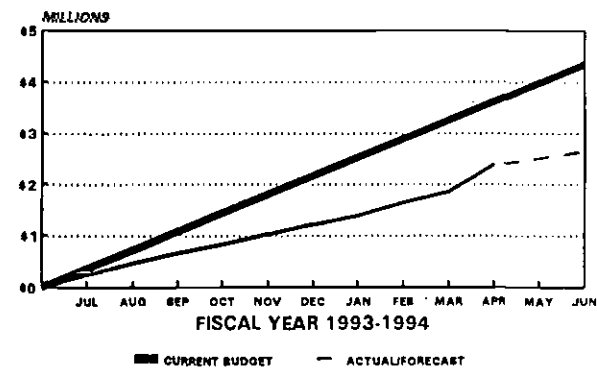
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$0	0%	\$0	0%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$86,841	\$118,074	35%	\$52,495	15%	\$52,495	15%
TOTAL	\$841,000	\$86,841	\$118,074	14%	\$52,495	6%	\$52,495	6%

NOTES: EXPENDITURES ARE THROUGH APRIL 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



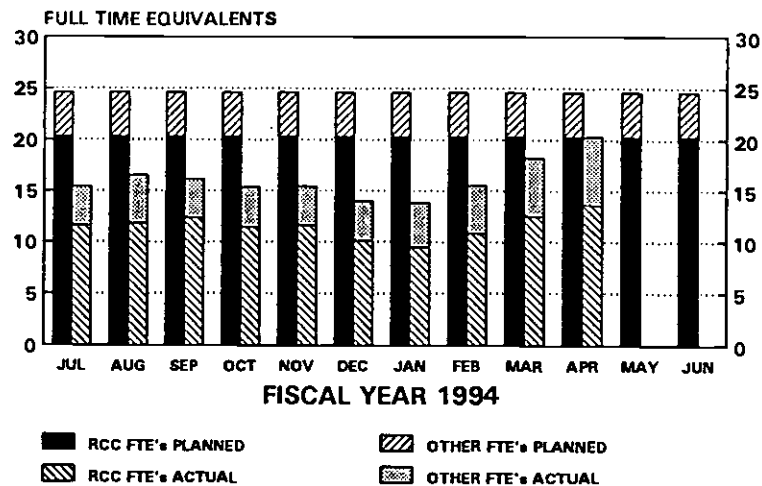
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

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

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 2,650
BUDGET PLAN TO DATE	\$ 3,623
ACTUAL TO DATE	\$ 2,383

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

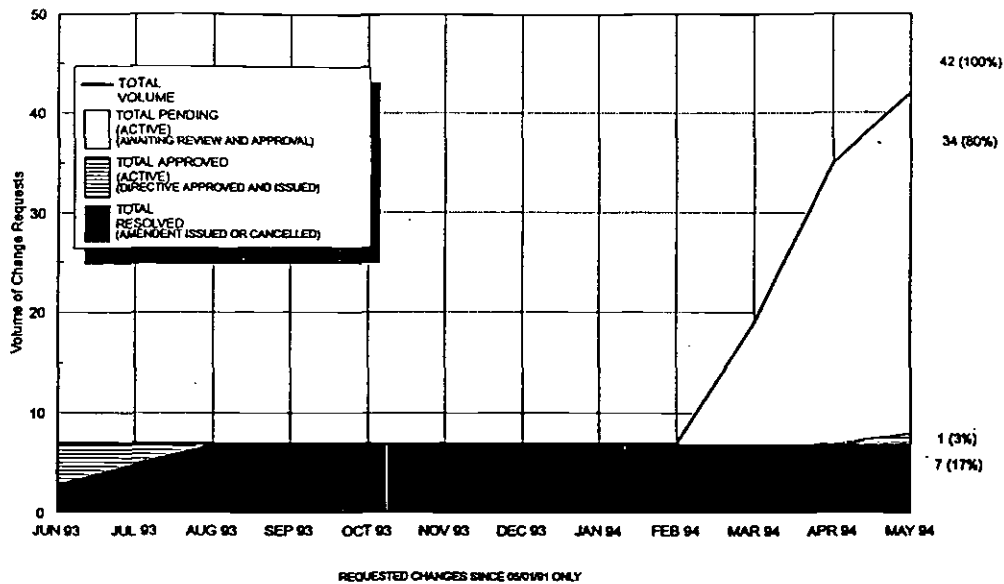
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	14
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	20

(*) Other FTE's :

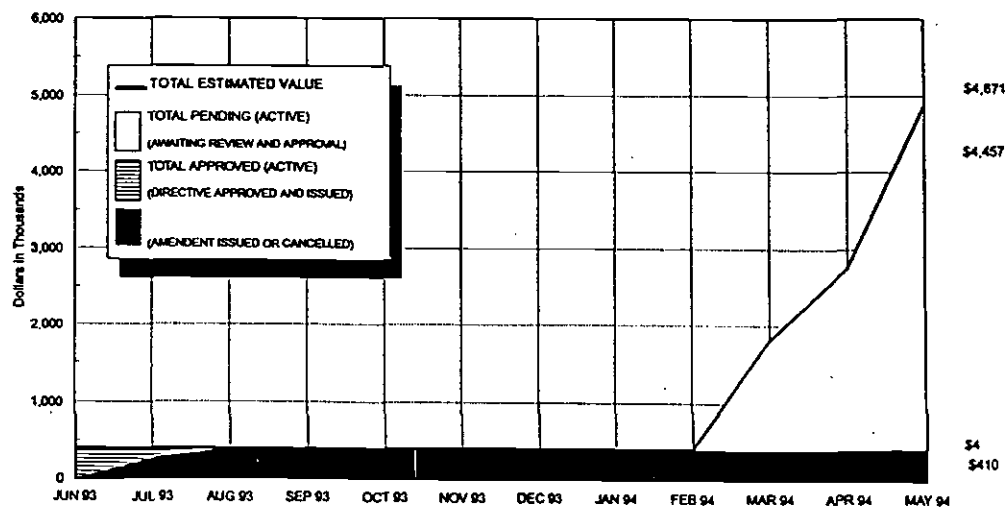
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

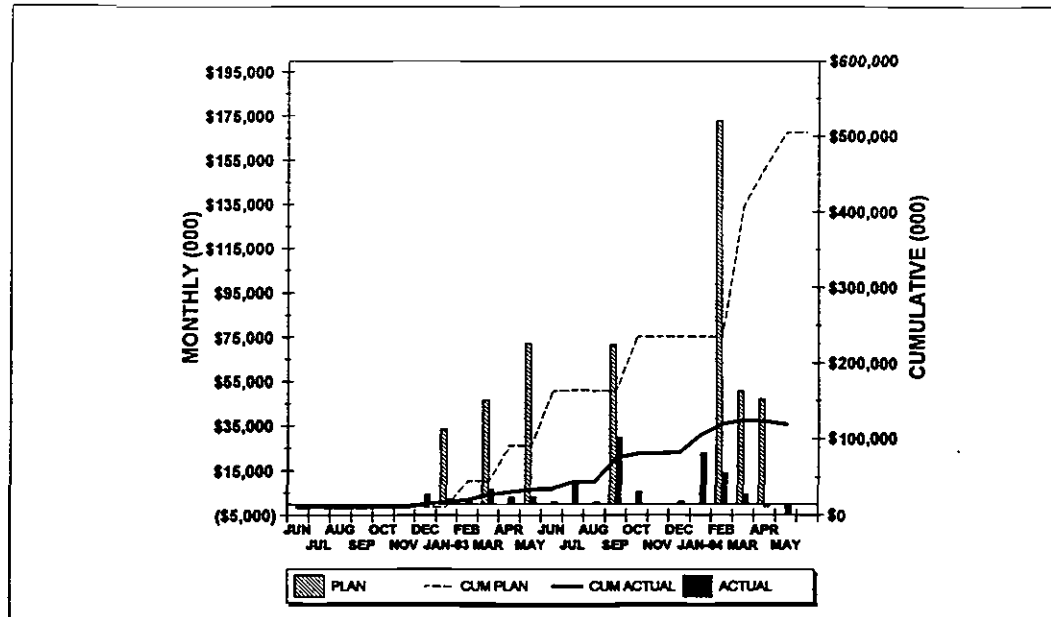


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	15	11	9	0	35
PERCENT	43%	32%	25%	0%	100%

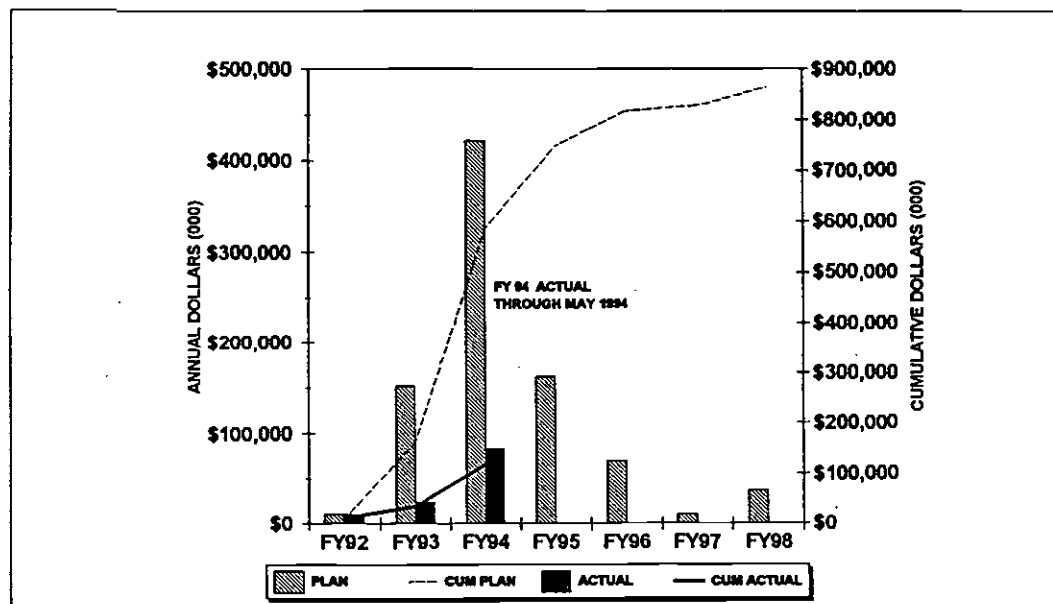
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



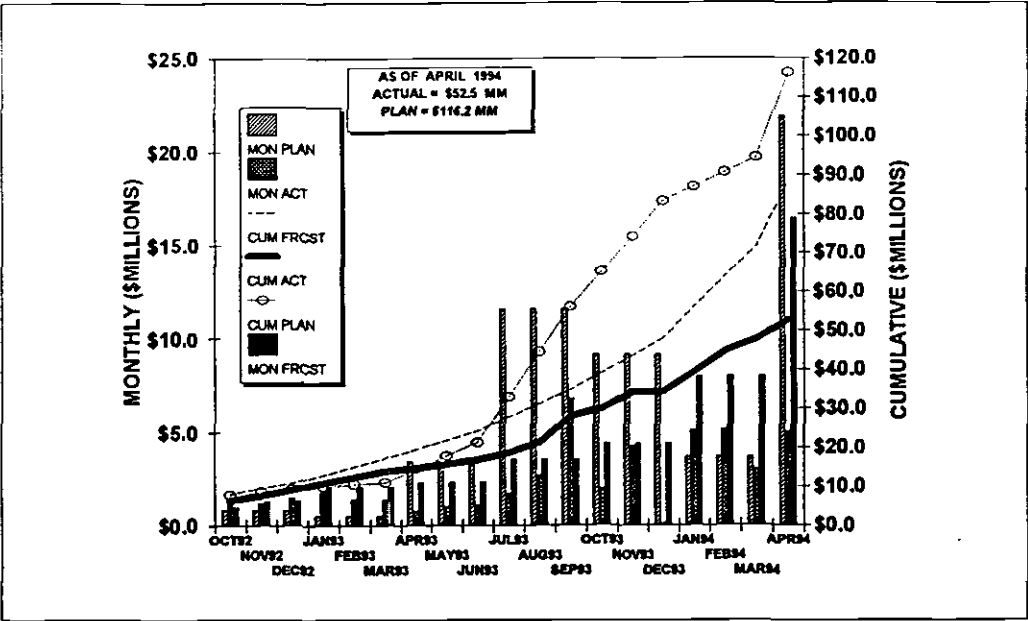
ANNUAL PROJECT COMMITMENTS



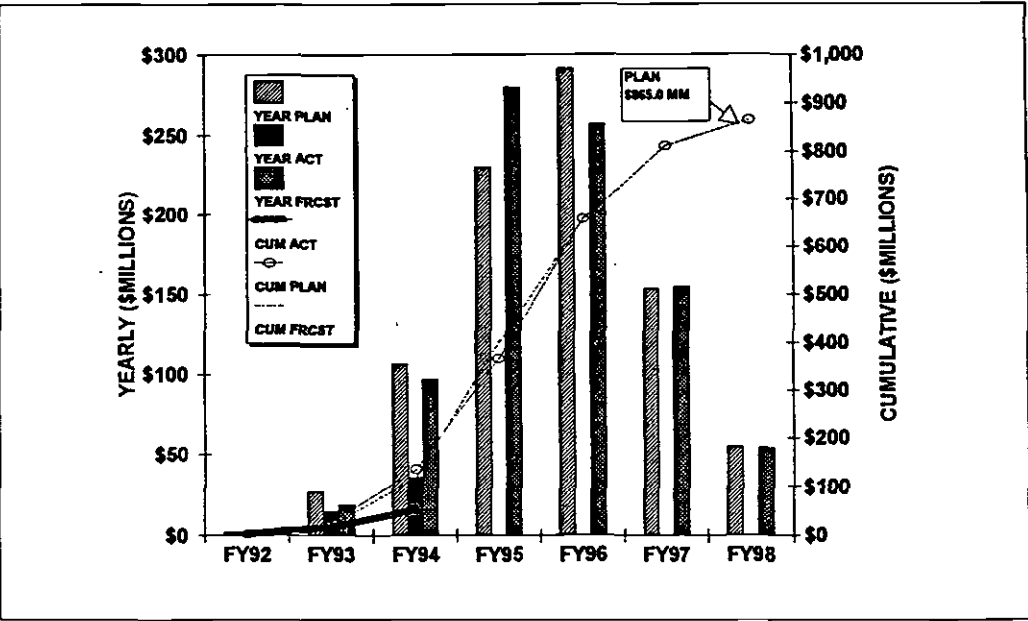
TOTAL PROJECT COMMITMENTS



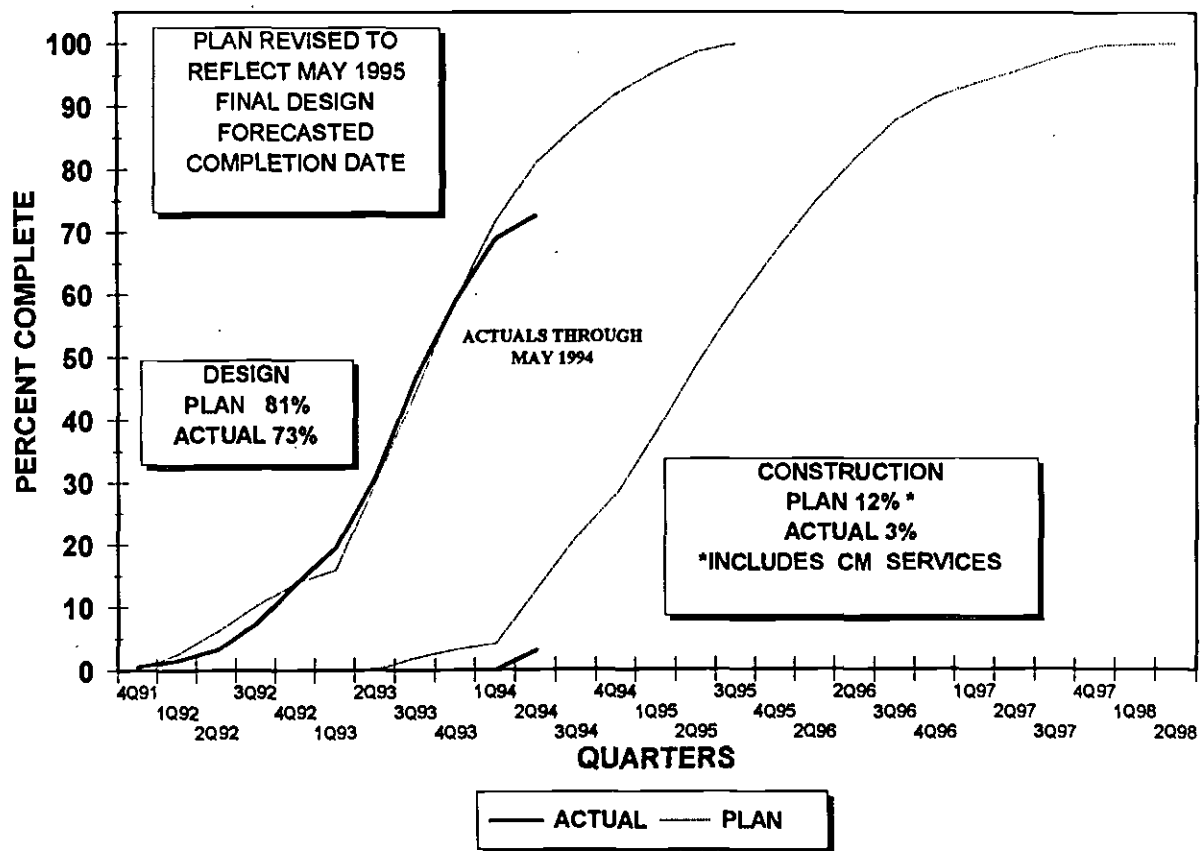
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW

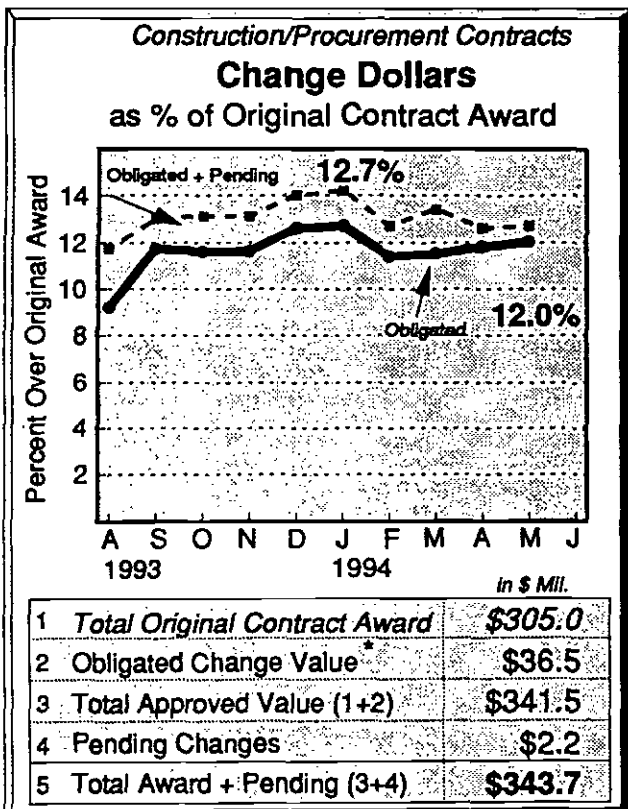
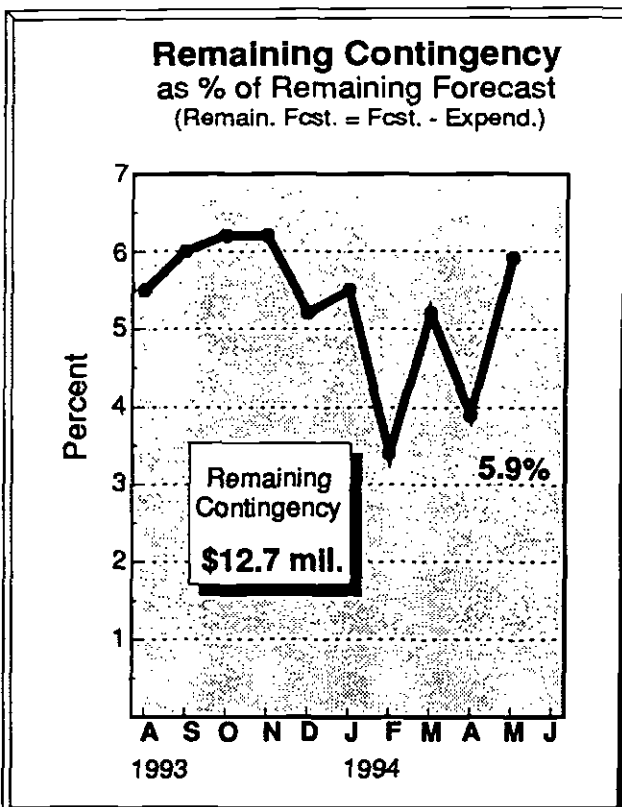
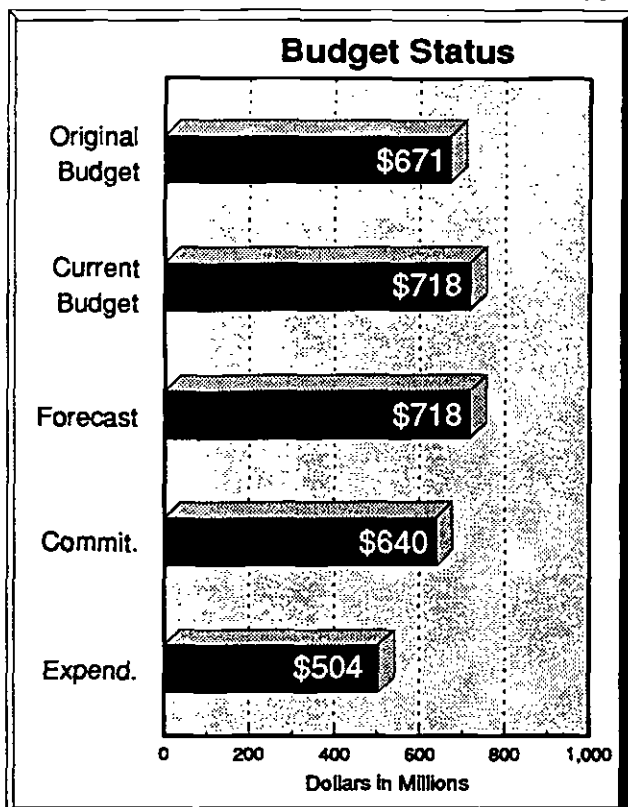


PASADENA BLUE LINE - PROGRESS SUMMARY



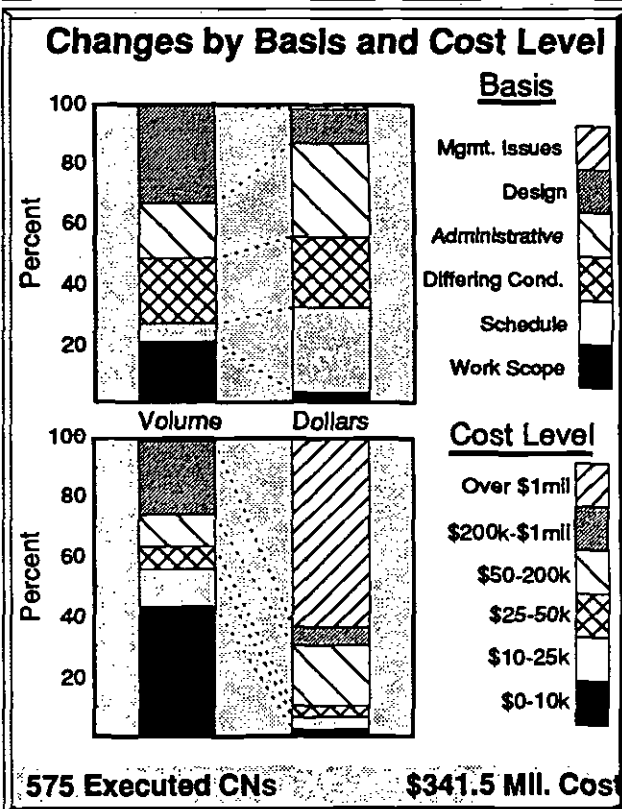


FINANCIAL STATUS



R2305941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

July 1994

✓ AWARD APPROVAL
No contract awards this month.

Employment Status

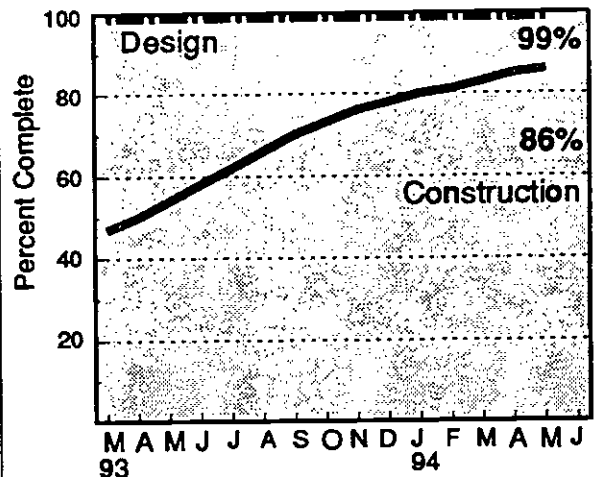
Months of Employment Provided

14,616

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

50 Days Behind
(negative float)

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

CT44-12 Systems
Elevators/Escalators

H0900 Systems
Safety Systems

CT08 Systems
105/110 Station

H1100 Systems
Automatic Train Control

C100 Systems
105-Compton

H1200 Systems
Traction Power Supply

H0831 Systems
SCADA

H1400 Systems
Overhead Contact

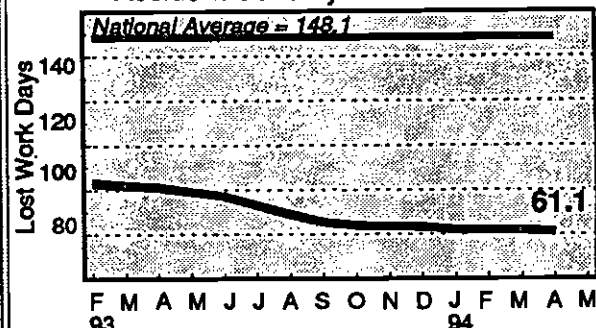
H0832 Systems
Cable Transmission

P2020 Integrated Test
Start-up Vehicles

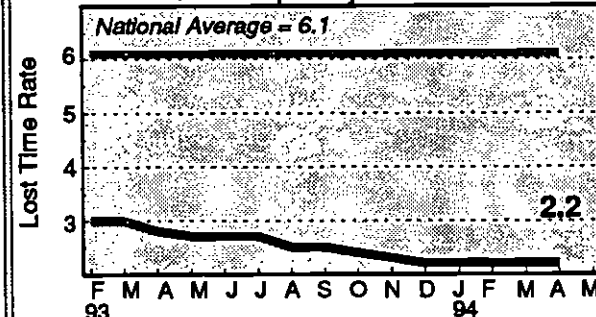
Systems Integrated Test
Norwalk-Marine ABS

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 86%

REAL ESTATE STATUS

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

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

- Concern:** Map case design has only recently been finalized. Contract H0900 (Safety and Security Communications Systems) requires map case cable be installed in order to do its work.
- Action:** Redesign of the cable through the map case has eliminated the need for complete unit installation prior to Contract H0900 access.
- Status:** Fabrication of the redesigned cable unit is scheduled to begin May, 1994. The contractor has committed to expedient installation of cableways to facilitate Contract H0900 access. Installation of the cableway wyes is to begin in early June, 1994.

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

- Concern:** Portions of station stairs have not been constructed per applicable code. Any required rework of station stairs could adversely impact follow-on contracts.
- Action:** The contractor has completed stair surveys at Marine and Douglas Stations where problems have been identified. Remaining surveys are to be scheduled.
- Status:** The Resident Engineer has approved the contractor's repair procedures. Portions of stairs at Marine south and Douglas south will have to be rebuilt. The contractor is currently proceeding with corrective work for out-of-tolerance stairs at Aviation, Marine and El Segundo Stations.

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

- Concern:** Design changes made to station edge pavers have affected work at the stations and may impact follow-on contracts.
- Action:** Meetings have been held with OKA, the contractor, the edge paver fabricator and the installer to address of concern. All issues with the exception of schedule impact caused by this re-design have been settled.
- Status:** Edge paver installation is tentatively scheduled to begin the first week of June, 1994. Schedule impact has been negotiated and resolved.

RESOLVED**Availability of Additional Integrated Test Team and Potential Schedule Impact**

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

Action: EMC has determined that an additional integrated test team could be added a couple of months prior to pre-revenue operations.

Status: EMC has assessed the practicality of an additional test team.

KEY ACTIVITIES - MAY 1994

A preliminary light rail vehicle clearance test was conducted at the I-105 Freeway West Segment, the El Segundo Guideway and the Hawthorne Yard.

KEY ACTIVITIES - PLANNED FOR JUNE 1994

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

A media event consisting of train rides on the recently delivered light rail vehicles, is also scheduled this June.

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

Project: R23 METRO GREEN LINE

Period: Apr 29, 1994 to May 27, 1994
Run Date: Jun 3, 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	-7,431	484,698	1,224	425,449	4,083	331,251	9,269	317,494	-5,374	476,976	-7,722
S PROFESSIONAL SERVICES	108,562	0	180,477	519	175,871	2,456	152,357	2,456	152,357	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	0	24,489	0	24,404	0	24,404	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	160	10,800	914	9,485	914	9,485	0	10,640	140
O SPECIAL PROGRAMS	4,675	0	4,790	3	4,495	72	1,388	72	1,388	0	4,790	0
C PROJECT RESERVE	59,613	2,831	15,331	0	0	0	0	0	0	774	9,949	-5,382
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-595	0	-595	0	-5,569	949
GRAND TOTAL	671,000	-4,600	717,802	1,907	639,843	7,526	518,291	12,713	504,534	-4,600	717,802	0

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

08-Jun-94

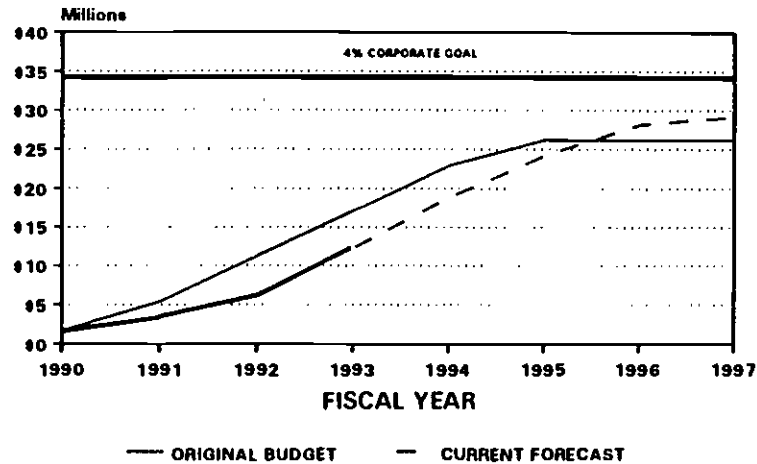
MAY 94

STATUS OF FUNDS BY SOURCE

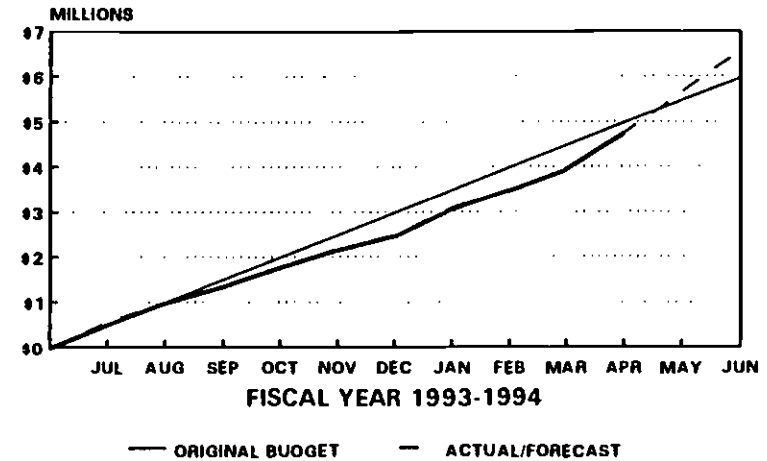
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$91,866	\$298,776	\$301,842	329%	\$298,776	325% (1)	\$299,399	326%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$128,000	42%	\$0	0%	\$0	0%
STATE PROP 108	\$22,400	\$22,400	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$84,000	\$84,000	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$6,400	\$623	\$4,865	76%	\$623	10%	\$0	0%
TOTAL	\$717,802	\$610,935	\$639,843	89%	\$504,535	70%	\$504,535	70%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



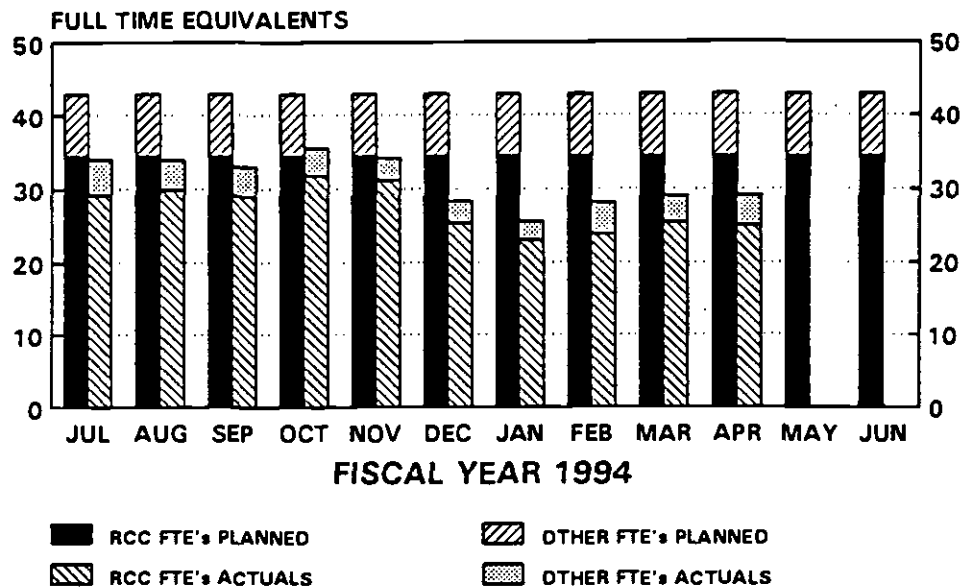
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$ 5,965
CURRENT FORECAST	\$ 6,577
BUDGET PLAN TO DATE	\$ 4,971
ACTUAL TO DATE	\$ 4,729

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

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

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 06/27/94

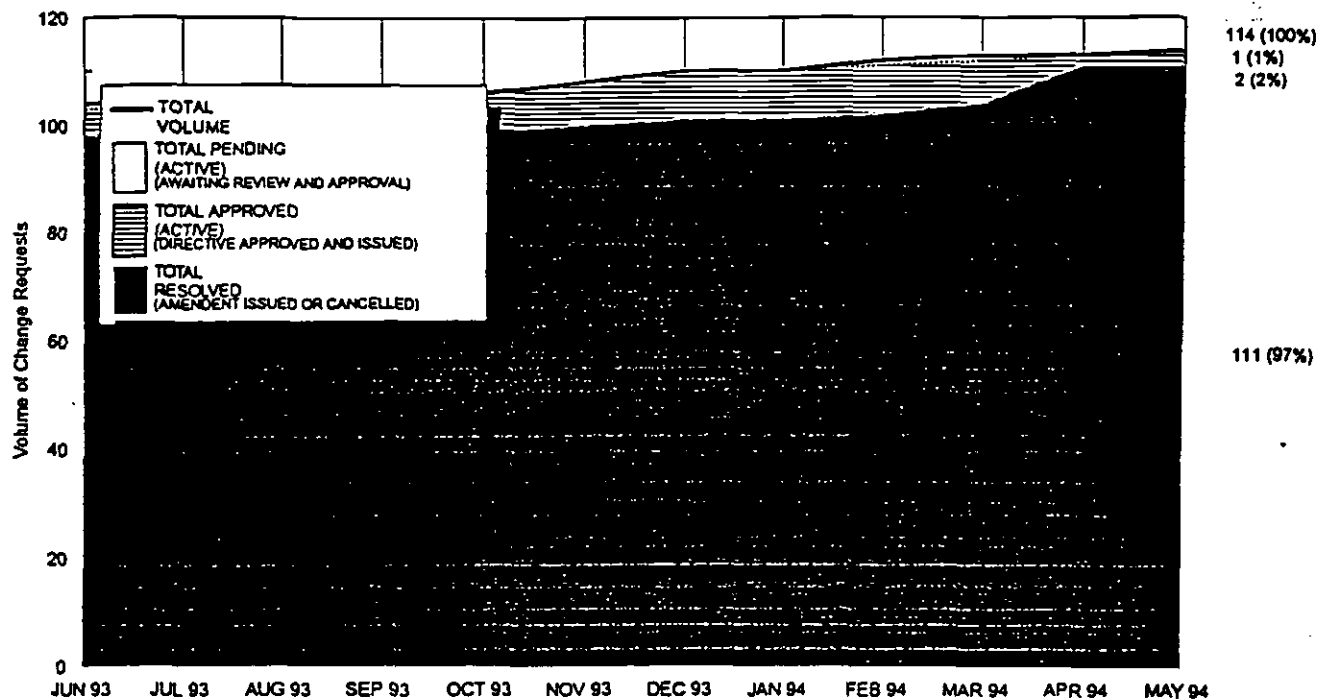
MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)		APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW-ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP-LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (8xC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K.**	L. (J-K)	M.
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$0	\$3,739,910	0%	0%	\$472,991	\$100,000	\$372,991	21%
C0095	\$9,573,083	12%	\$1,106,808	\$10,679,891	\$623,617	\$10,396,700	74%	77%	\$282,191	\$325,000	\$142,809	104%
C0100	\$59,826,710	15%	\$8,971,290	\$68,800,000	\$4,724,417	\$64,553,127	53%	88%	\$4,248,873	\$1,387,227	\$2,859,646	68%
C0101	\$11,279,980	83%	\$7,120,040	\$18,400,000	\$8,104,927	\$17,384,897	86%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,876,463	\$8,200,000	\$1,226,282	\$8,547,818	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$0	\$1,130,971	0%	0%	\$113,097	(\$85,600)	\$198,697	-76%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$2,394,179	\$21,714,179	88%	99%	\$341,359	(\$1,833,406)	\$2,174,765	20%
C0501	\$5,006,841	14%	\$718,124	\$6,724,965	\$624,249	\$5,831,090	87%	99%	\$93,875	\$108,420	(\$12,545)	102%
C0600	\$15,514,000	39%	\$6,026,000	\$21,542,000	\$4,994,337	\$20,506,337	83%	99%	\$1,033,663	\$168,839	\$864,825	86%
C0610	\$10,248,912	25%	\$2,565,191	\$12,814,103	\$2,298,043	\$12,544,855	90%	99%	\$269,148	(\$99,264)	\$368,402	86%
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$2,122,788	\$3,603,238	92%	87%	\$174,686	\$215,000	(\$40,314)	102%
H0832	\$3,684,088	220%	\$8,558,412	\$12,442,500	\$7,169,621	\$11,053,709	84%	71%	\$1,388,791	\$370,874	\$1,017,917	88%
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$273,448	\$10,221,628	27%	16%	\$721,372	\$401,000	\$320,372	68%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,329	19%	39%	\$269,833	\$77,107	\$192,726	42%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,003,024	\$58,788,024	22%	41%	\$3,619,776	\$405,500	\$3,214,276	30%
H1200	\$18,796,123	15%	\$2,819,418	\$21,615,541	\$1,044,882	\$19,841,006	37%	94%	\$1,774,536	\$635,688	\$1,138,849	60%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	(\$27,500)	\$1,271,001	-14%	8%	\$222,275	\$27,505	\$194,770	0%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$873,175	\$12,111,175	59%	76%	\$470,625	\$102,526	\$368,099	68%
P1800	\$5,576,208	5%	\$278,910	\$5,855,118	(\$737,115)	\$4,841,093	-264%	100%	\$1,016,025	\$0	\$1,016,025	-264%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$733,391	\$45,358,391	14%	74%	\$4,841,609	\$144,390	\$4,497,219	16%
TOTAL:	\$301,095,803	19%	\$58,323,784	\$359,419,586	\$35,503,766	\$338,599,568	61%	86%	\$22,820,018	\$2,448,815	\$20,371,203	65%

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

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

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

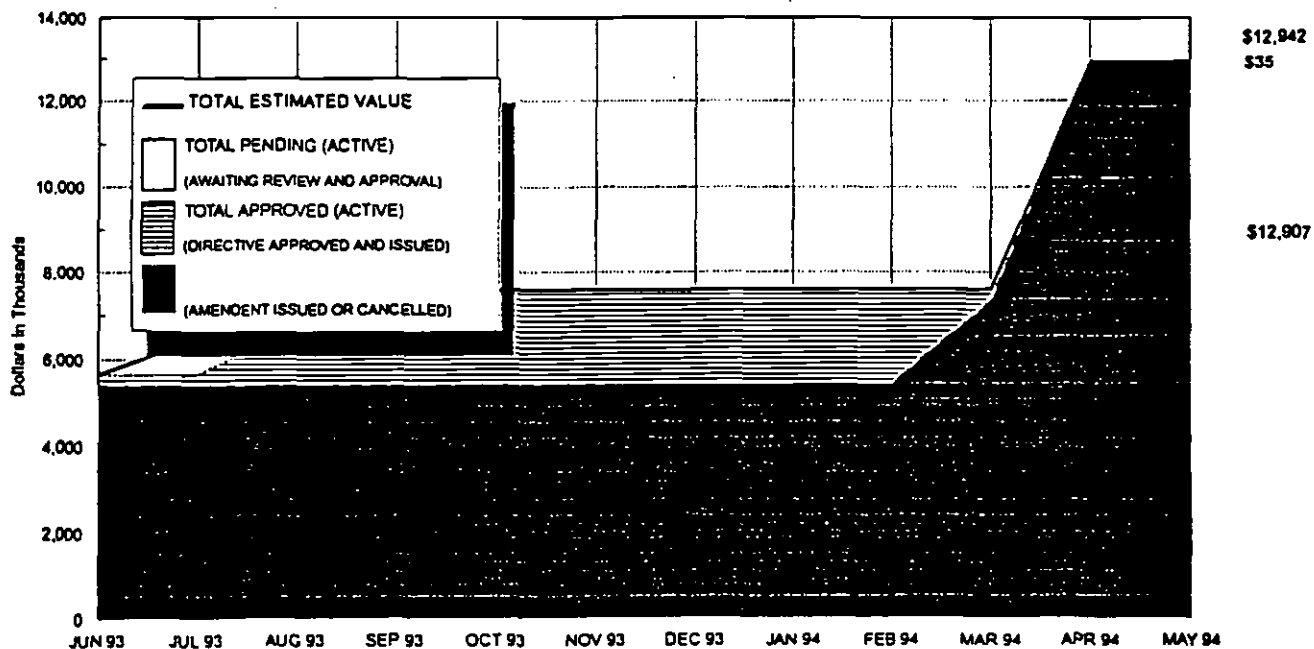
CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



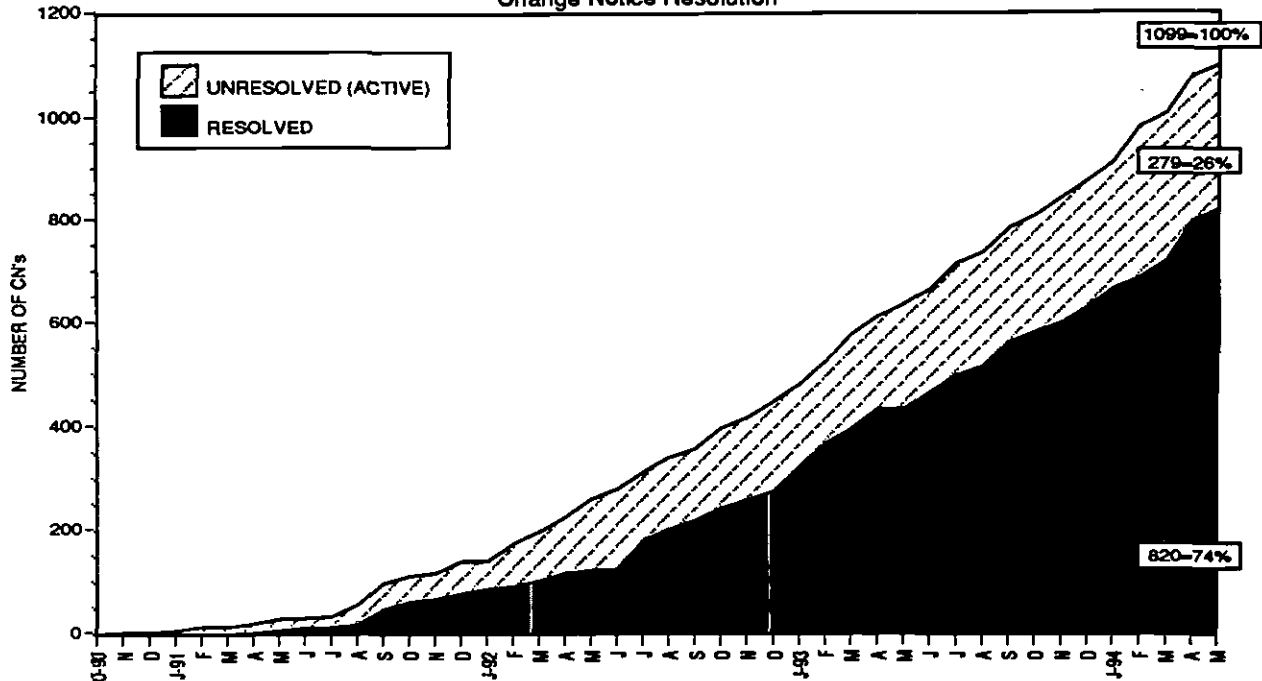
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	0	2	2
PERCENT	33%	0%	0%	66%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES

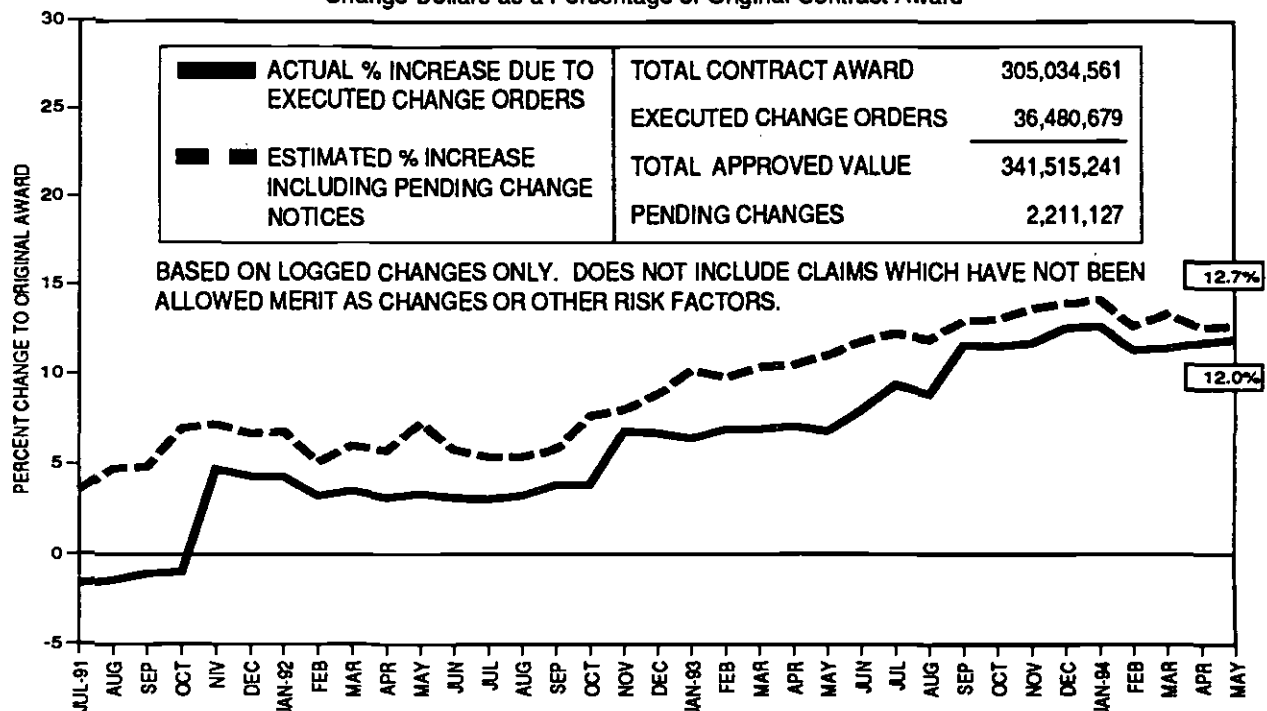


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	81	26	44	128	279
PERCENT	29%	9%	16%	46%	100%

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

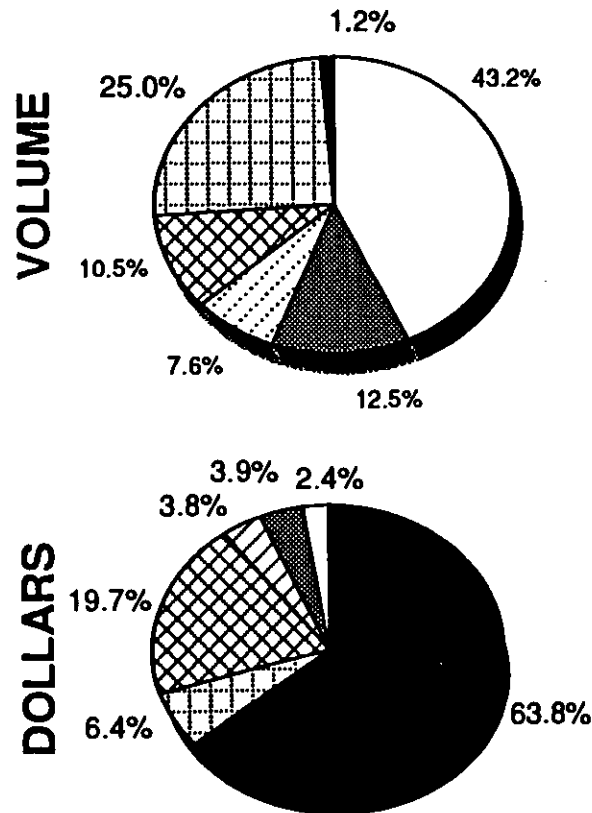


CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 6/14/94

COST LEVEL

Total: \$34,221,208.59

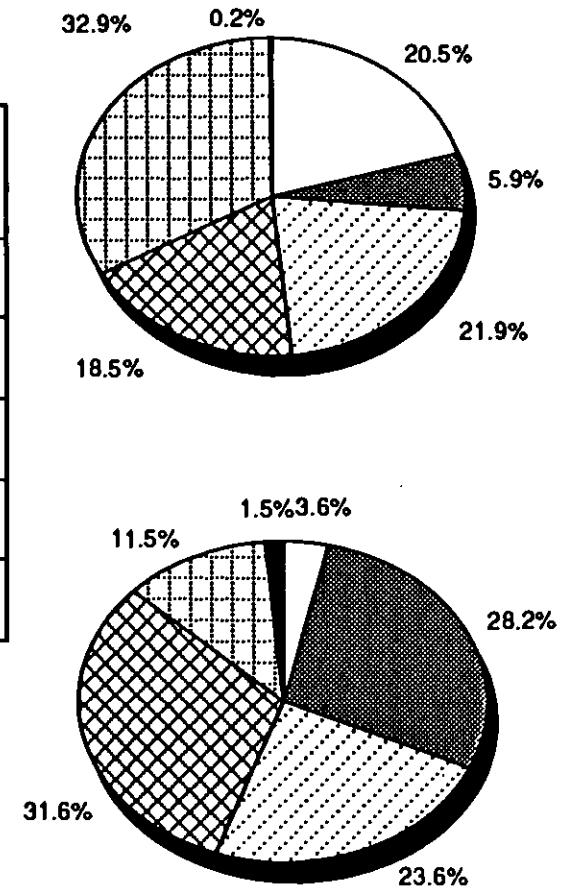


LEGEND

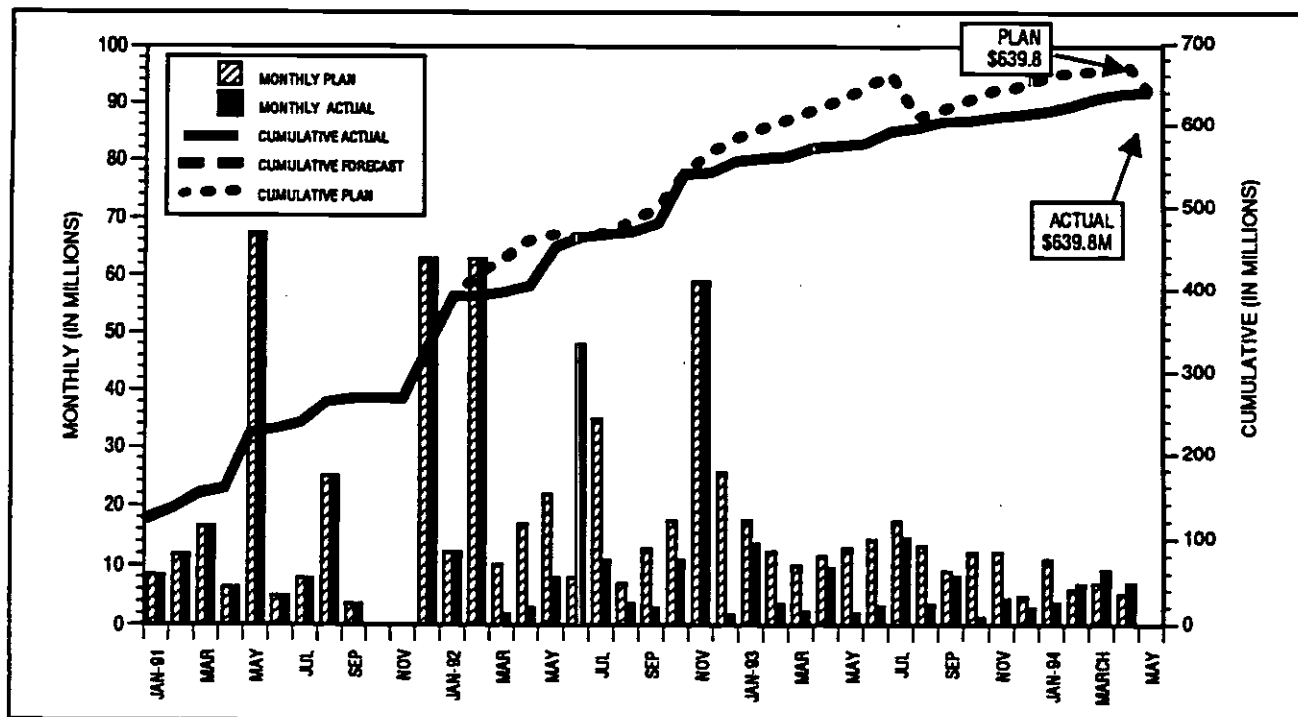
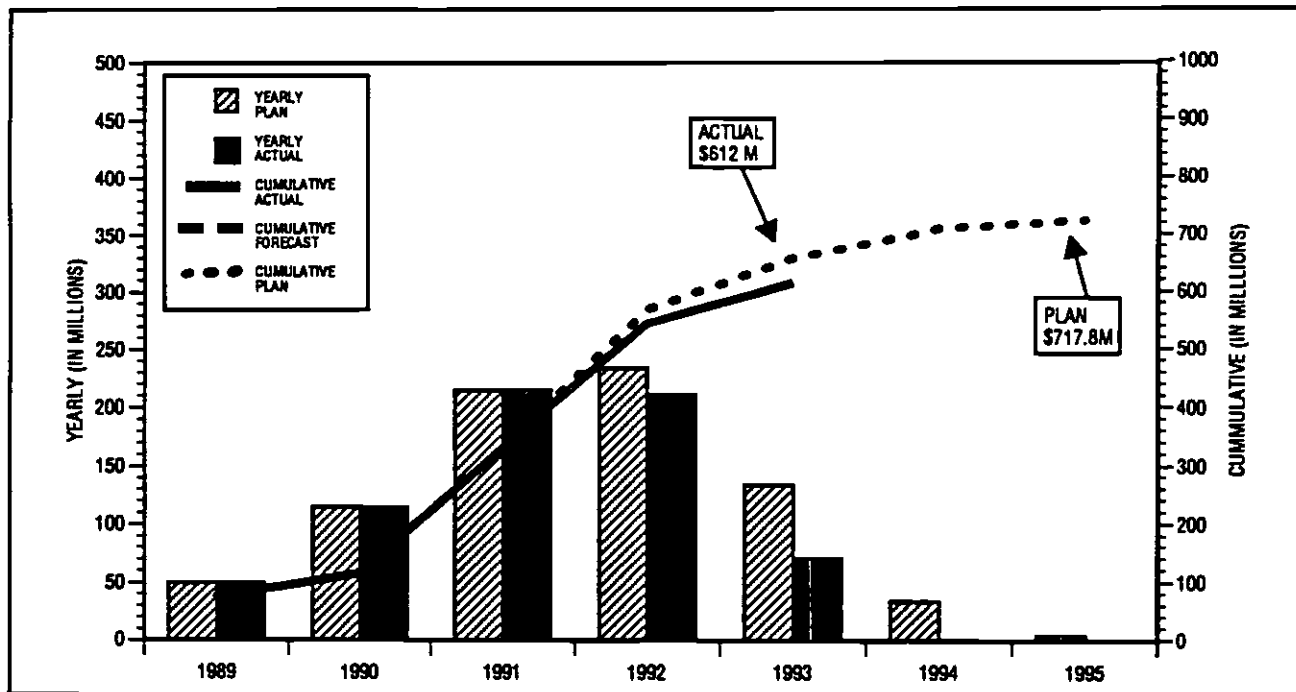
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 575

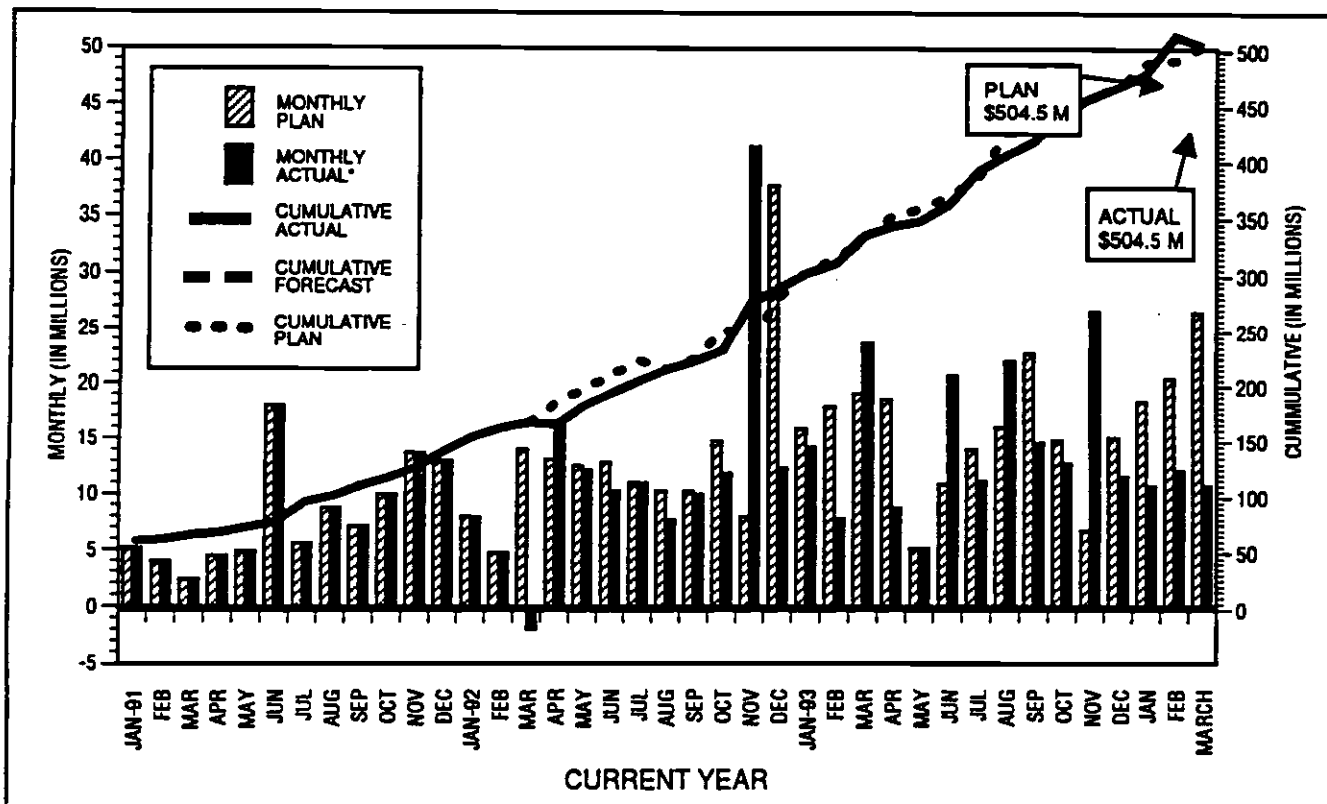
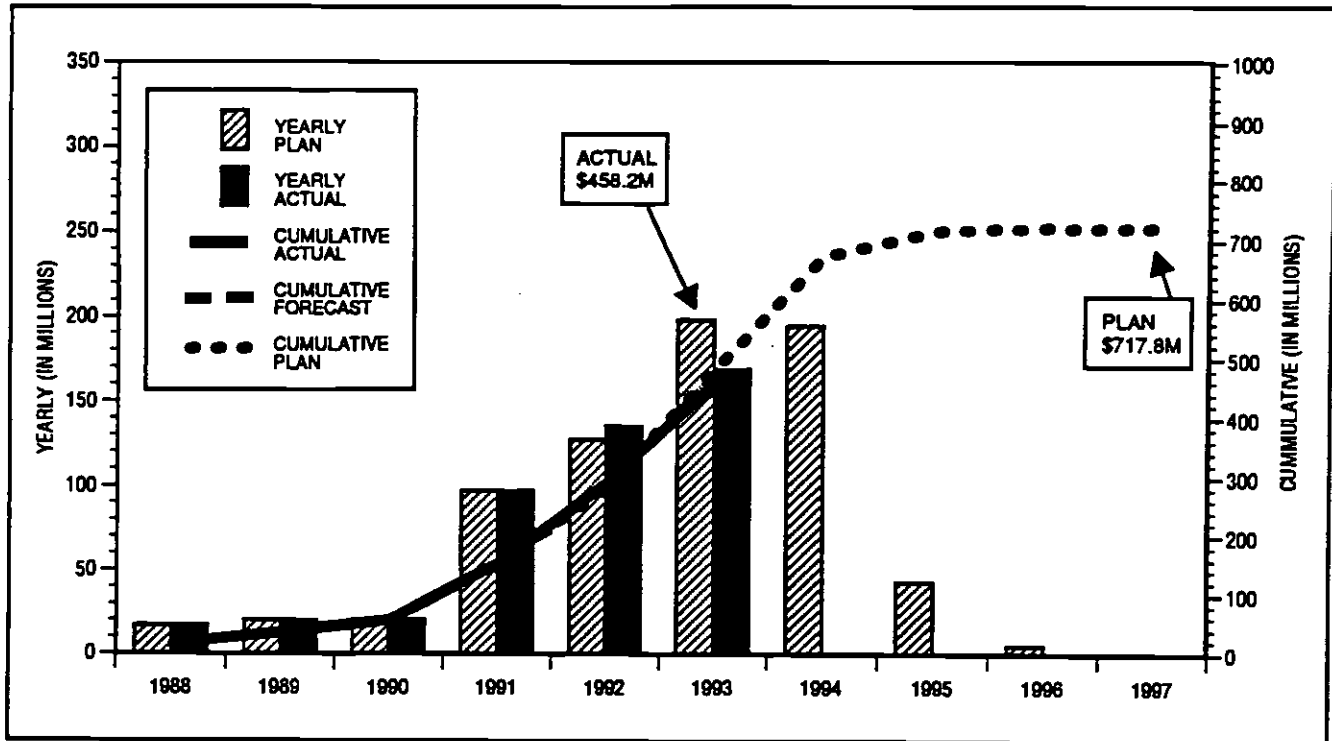


PROJECT COMMITMENTS



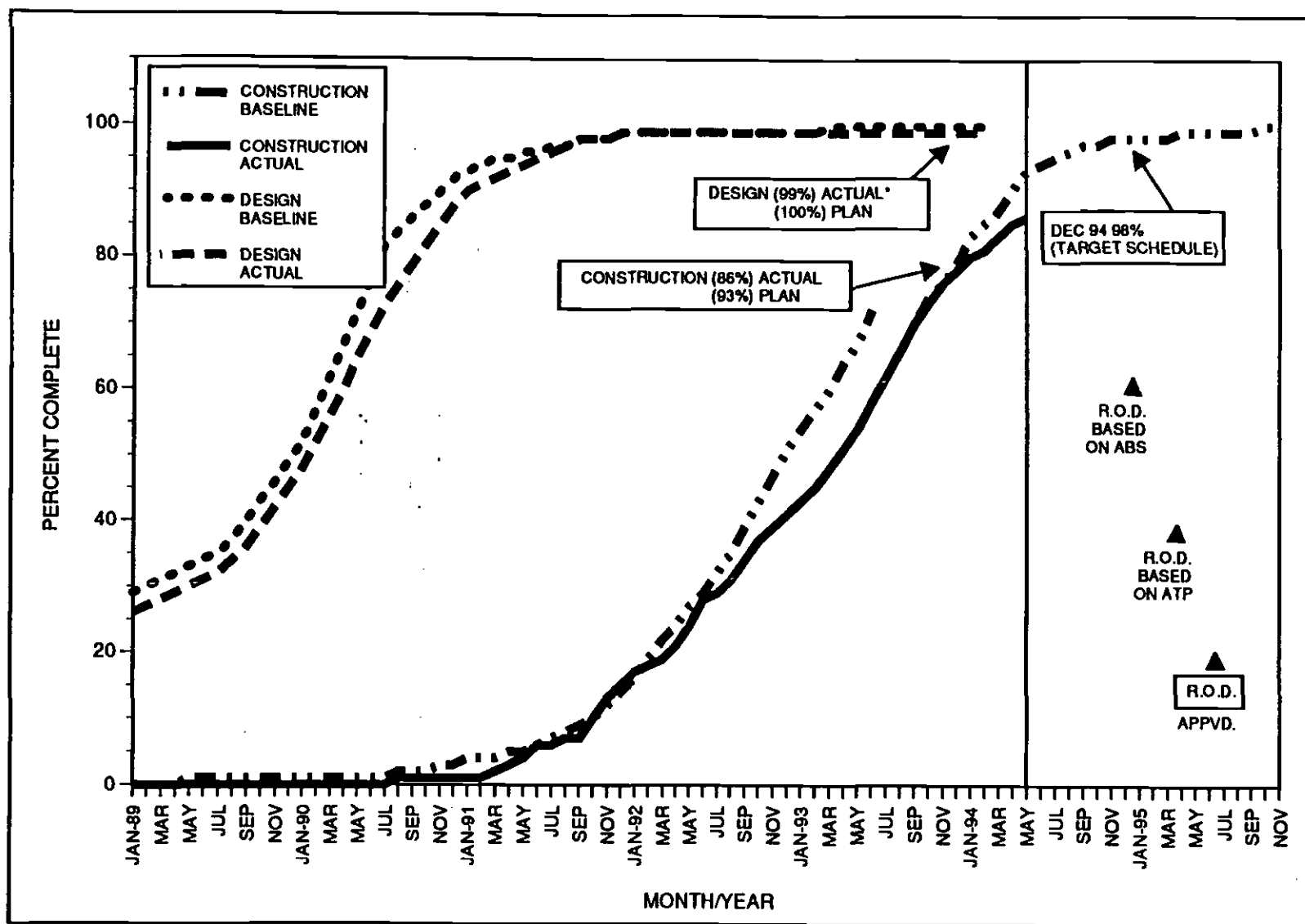
CURRENT YEAR

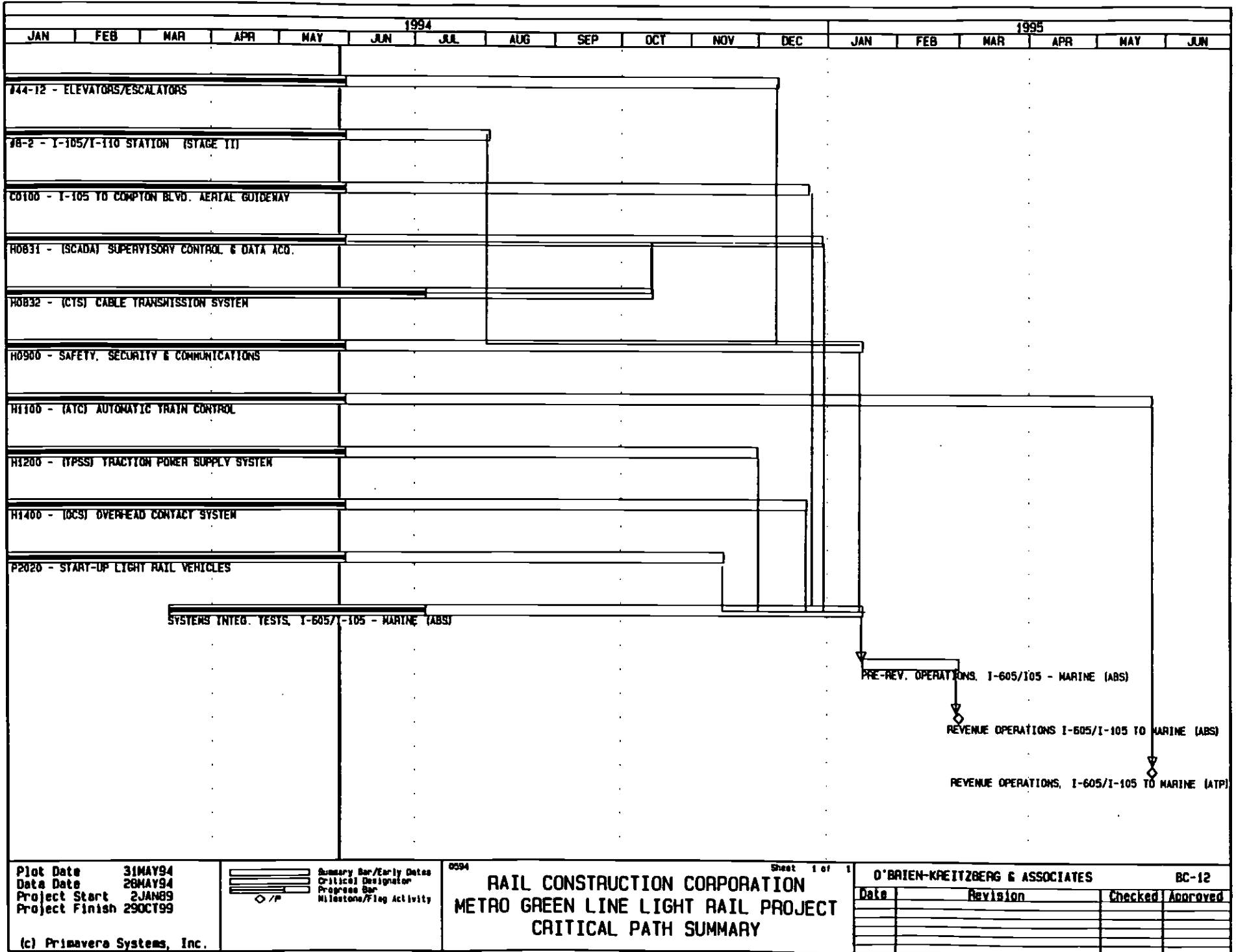
PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY





LEGEND

O	Open. Action still required.
	Completed or Not Applicable

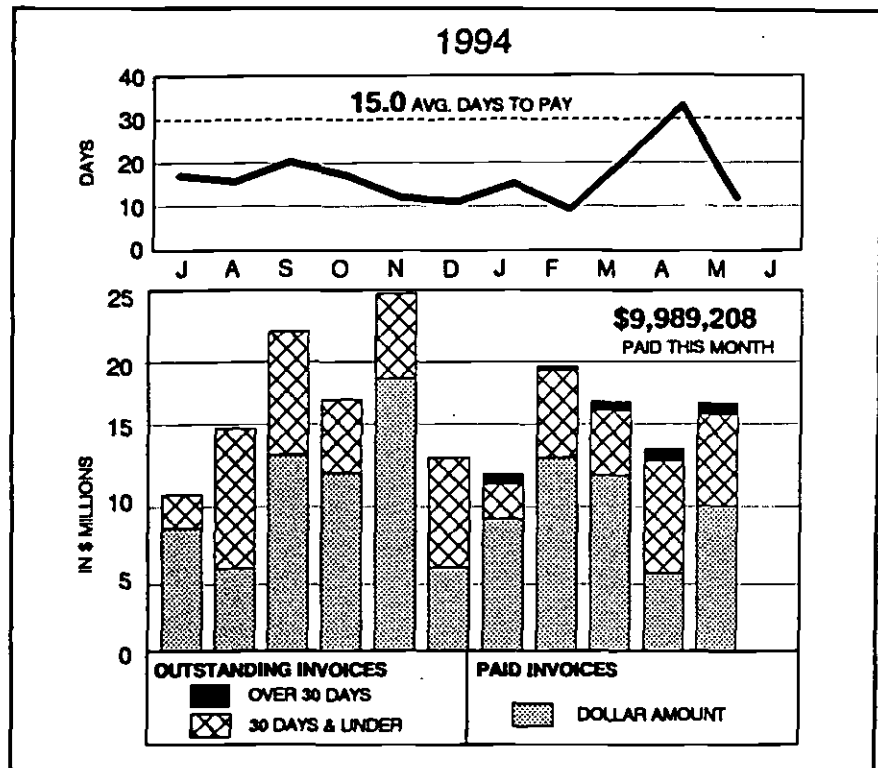
CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

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			Nov 94
C0501	Systems Facilities Sitework	0	0	0	0			Jun 94
C0610	Trackwork - El Segundo	0	0	0	0			May 94
P1800	Special Trackwork		0	0	0			May 94
C0600	Trackwork I-105	0	0	0	0			May 94
C0400	Main Yard & Shop	0	0	0	0			Jul 94
H1310	Signs & Graphics	0	0	0	0	0		Dec 94
H0901	PIDS	0	0	0	0	0		Dec 94
H0831	SCADA	0	0	0	0	0		Nov 94
H0832	CTS	0	0	0	0	0		Dec 94
H0840	Fare Collection Equipment	0	0	0	0	0		Dec 94
P2020	LRV's - 15 cars	0	0	0	0	0		Jan 95
C0090	Miscellaneous Construction	0	0	0	0			Jan 95
C0100	Guideway Construction	0	0	0	0			Jan 95
C0170	ADA Elevators	0	0	0	0			Jan 95
H0900	SSCS	0	0	0	0	0		Feb 95
H1200	TPSS	0	0	0	0			Feb 95
C0095	Fencing/WIDS	0	0	0	0	0		Jul 95
H0889	Radios	0	0	0	0	0		Jun 95
H1100	ATC	0	0	0	0	0		Feb 97

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.0 days.
- 22 invoices were paid for a total value of \$9,989,208.
- There were 12 outstanding Construction or Procurement invoices under 30 days old for \$6,242,625.
- There were 3 outstanding Construction or Procurement invoices over 30 days old for \$876,144.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

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

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

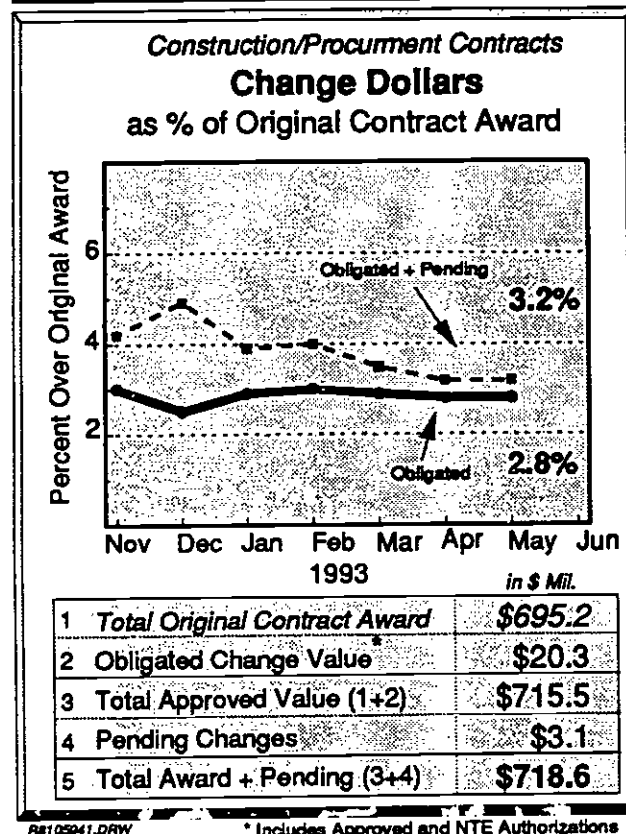
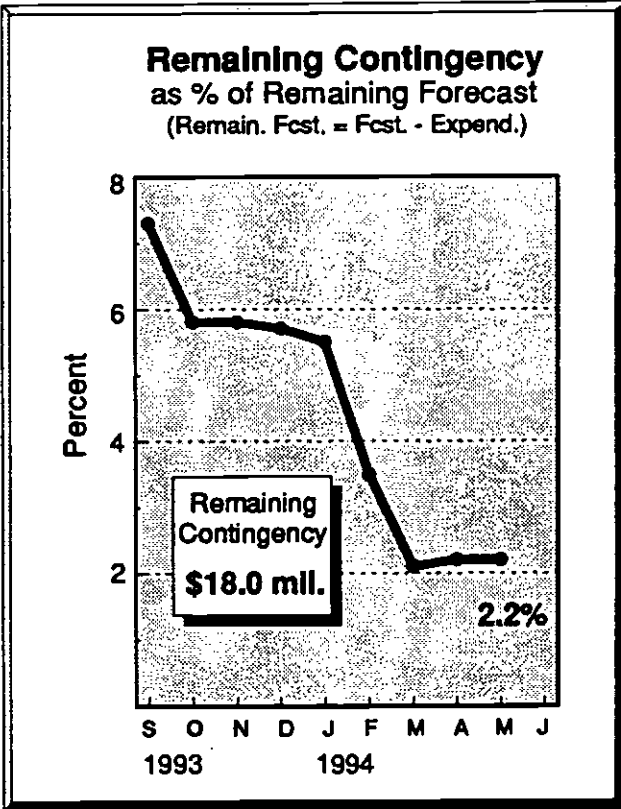
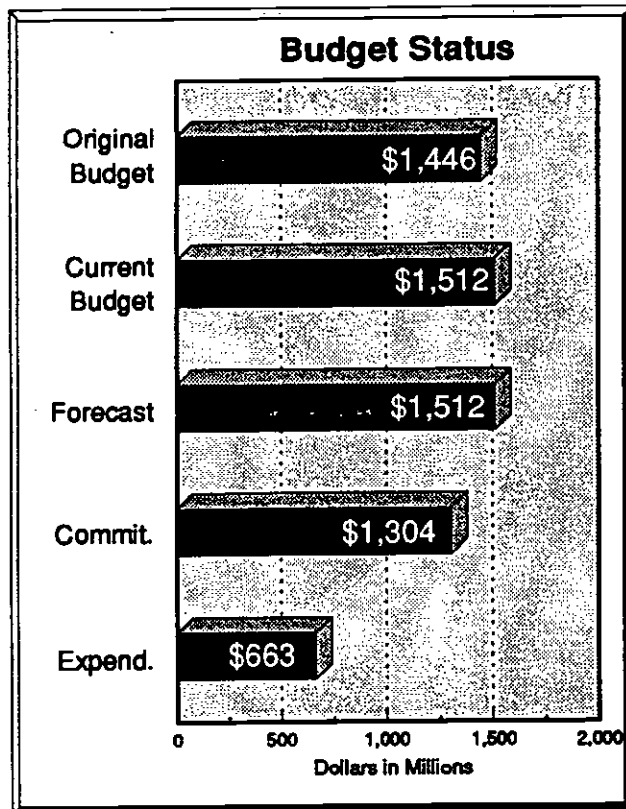
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A16S	7th & Flower Station	0	0	0	0	0	In litigation.	Sept 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Sept 94
A620	Automatic Train Control	0	0	0	0		Outstanding claims.	Jun 94
A640	Communications	0	0	0	0	0	Active contract.	Jun 94

REMAINING ACTIVITIES

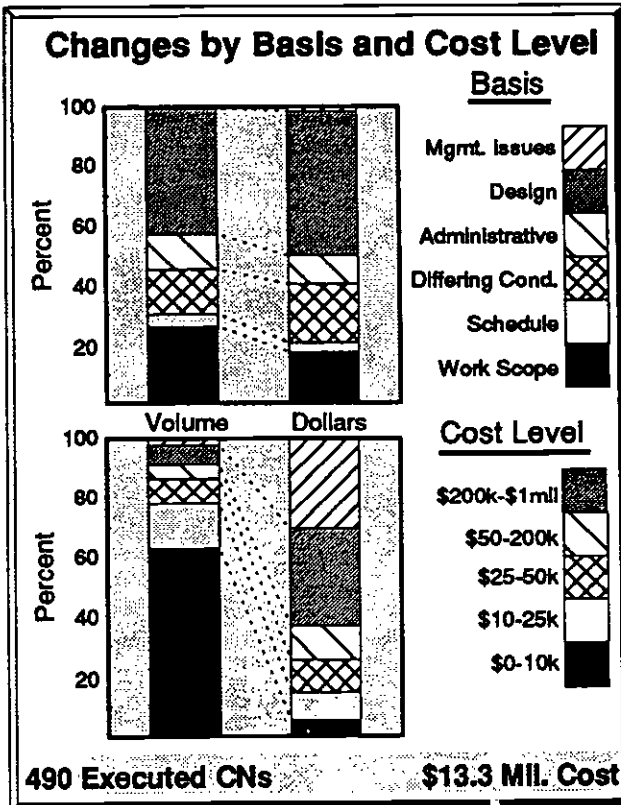
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8105941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

July 1994

✓ AWARD APPROVAL

No contract awards this month.

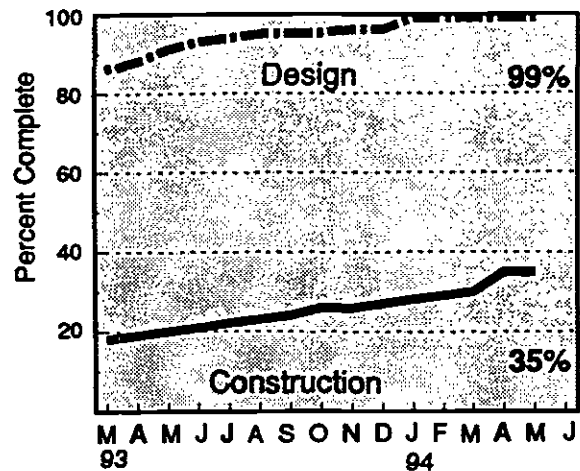
Employment Status

Months of Employment Provided

19,224Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



Revenue Operation Date:

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

Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

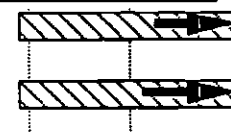
42 days ahead
B215 (posit float)
21 days ahead
B610 (posit float)

B215 Construction

Wilshire/Vermont Station

B610 Construction

Trackwork



Jul Dec Jun

Vermont/Hollywood

43 days behind
(negative float)

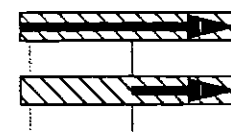
B251 Construction

Vermont/Hollywood Tunnel

B271 Construction

Hollywood/Western Station

B610 Trackwork



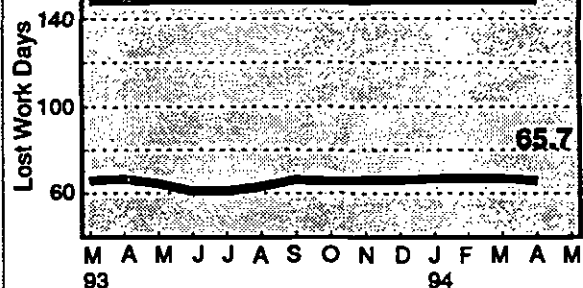
Jul Dec Jun

93 94

Safety

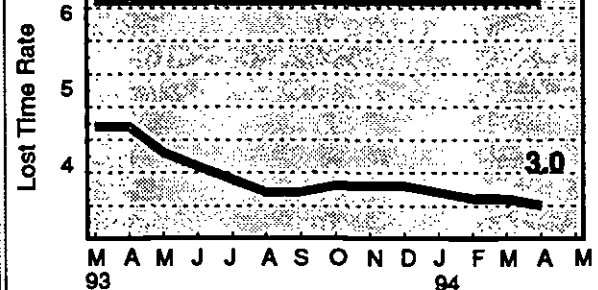
Accident Severity Rate - Cumulative

National Average = 148.1



Accident Frequency Rate - Cumulative

National Average = 6.1



EXECUTIVE SUMMARY

COST STATUS

in \$ million

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

SCHEDULE STATUS

- Current Revenue Operation Dates

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress 99%
- Construction Progress 35%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	87	82	5	0	0
LAST MONTH	87	80	5	2	59

- 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 82 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

Wilshire Corridor

- Public Affairs staff continue working on mitigation issues for Wilshire Corridor businesses. For Contract B201, MacArthur Park, surrounding businesses will be included in the coupon program. The MTA will donate furniture to the Portals Shelter, a non-profit agency near Contract B211, Wilshire/Vermont Station. Also, a corporate membership was purchased for the Wilshire Community Center Involvement Association. For Contract B221, Wilshire/Normandie Station, Public Affairs is working on mitigation issues with Solano Travel, Pasta Paradiso, Horsefeathers and 58 minute photo. Weekly meetings continue between Public Affairs and the Wilshire Radisson Hotel. For Contract B231, signage was purchased for the Plume Salon and Atlas Bar and Grill.

Vermont Corridor

- For Contract B241, Vermont/Beverly station, Public Affairs continues to work with business owners to address their mitigation issues. Staff is working on a signage and advertising program. Contract B251, Vermont/Hollywood Tunnel, the hole through for the Vermont AR tunnel occurred. Public Affairs staffed an information table for the monthly "Culture in the Afternoon" program at Barnsdall Art Park. Staff also accompanied KCOP Channel 13 on an underground tour of the tunnel.

Also, Public Affairs is working with businesses on the east side of Vermont to address their issues because k-rails were set up on the east side of Vermont Avenue to prepare for soldier pile installation. Contract B261, Vermont/Sunset station had its official community groundbreaking celebration at the construction site with Children's Hospital, Kaiser Permanente Medical Center and Queen of Angeles-Hollywood Presbyterian Medical Center administrators participating in the program. Public Affairs is held discussions with engineering regarding the design of the second

EXECUTIVE SUMMARY (CON'T)

entrance. Public Affairs is also working with Operations/Planning/Scheduling to address bus rerouting and bus stop removal and relocation due to the addition of the second entrance.

Hollywood Corridor

- Contract B271, Hollywood/Western station met with all businesses in the area to distribute construction notices and flyers and introduce new Public Affairs staff. For Contract B281, Hollywood/Vine station, utility relocation began and a noise and vibration mitigation plan was created. The star removal program also continued. Staff also met with surrounding business owners and distributed flyers. Public Affairs attended and/or staffed the following meetings: Hollywood Chamber of Commerce, CRA Hollywood Advisory Committee, Hollywood Mobility Action Committee and the Hollywood Arts Council.

AREAS OF CONCERN

ONGOING

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

Concern: The projected delay to the Vermont/Hollywood Corridor Revenue Operation Date (ROD) remains at one and one-half months due to the impact of lower than expected mining rates for the Hollywood tunnels. The delay to the ROD is a "day per day" relationship with the B251 tunnel Contractor's delay in completing the initial excavation of the tunnels.

AREAS OF CONCERN (CON'T)

- Action:** Continue schedule review of critical path activities for the following contracts: Contract B251, Vermont/Hollywood Tunnel; Contract B271, Hollywood/Western Station, lower station excavation and concrete placement; Contract B610, Trackwork Installation; Contract B631, TPS Installation and Testing; Contract B620, Operational and Dynamic Testing; integration testing of all systems; and pre-revenue operations to ROD, to determine how best to mitigate the remaining delay.
- Status:** The RCC staff has identified a list of potential mitigation measures as candidates for detail schedule analysis. This list includes evaluating whether or not further mitigation of Contract B251 is warranted and cost effective due to: near critical, secondary and tertiary critical paths, evaluation of all critical path contracts for mitigation implementation; and incorporation of lessons learned from Segment 1.

RESOLVED**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 Board approved the staff's recommendation to exercise the A650 option at the April 18, 1994 meeting and the MTA Board is scheduled to act on the option at the May 25, 1994 meeting. As a precautionary measure in the event, the MTA Board does not exercise the A650 option, Engineering Services Contract E0090 provides for preparation of specifications to be used for rebidding if necessary. Using an Invitation for Bid (IFB) approach will facilitate the obtaining of vehicles prior to the Vermont/Hollywood ROD.

AREAS OF CONCERN (CON'T)

Status: The MTA Board approved staff's recommendation to exercise the A650 option on May 25, 1994. This item is no longer an area of concern.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

May 1993, Financial Management Information System

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

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

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

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - MAY

Design

- Contract B641, Radio (design/furnish/install), received Notice to Proceed on May 11, 1994.
- Contract B648A, Communications (installation Wilshire Corridor), received approval for award from the RCC Board on May 16, 1994, and from the MTA on May 25, 1994.
- Contract B760, Signs & Graphics (design/supply), received Notice to Proceed on May 16, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, substantial completion was recognized March 4, 1994. Continued electrical and mechanical testing, rework to correct punchlist items, and final cleanup.
- Contract B211, Wilshire/Vermont Station, Stage I, completed placement of exterior walls and roof for east Blast Relief Shaft (BRS) and excavation of all side structures and installation of lagging at west BRS. Continued backfill of the top of the station box and installation of HDPE and protective slab on roof and plenum structures.
- Contract B215, Wilshire/Vermont Station, Stage II, completed installation and pre-loading of the excavation support system at the Ancillary Level (A) of the entrance structure.
- Contract B221, Wilshire/Normandie Station and Line, installation of exterior walls and roof slab at the station entrance and mezzanine level stainless steel handrails. Continued installing ceiling hangers at the high bay area, interior work at crosspassages, street restoration and backfill operations.
- Contract B231, Wilshire/Western Station and Crossover, completed bus layover, area retaining walls concrete pour, elevator frame in Plaza. Placed terrazzo tile at the Pierce Building and the Texaco Building, at the Western Avenue sidewalk adjacent to the Wiltern Theater Building, and the sidewalk adjacent to the McKinley Building.

KEY ACTIVITIES (CON'T)

- Contract B241, Vermont/Beverly Station, soldier pile installation is ongoing. Telephone ductbank relocation work and utility relocation continued; water line installation started at the north end of the station.
- Contract B251, Vermont/Hollywood Tunnels, completed placement of stairway concrete at shaft #18, and excavation to the invert in the AL tunnel at shaft #19. Production of floating slab sections is complete.
- Contract B252, Vermont/Santa Monica Station, completed Automatic Traffic Surveillance and Control System (ATSAC) punchlist work and installed the Closed Circuit Television (CCTV) pole in May.
- Contract B281, Hollywood Vine Station, one hundred and seventy-four Terrazzo Star Panels (Walk of Fame) have been removed. Removal of existing trees within the limits of construction along Hollywood Boulevard continued.
- Contract B611, Running Rail, delivery of running rail for Segment 2 is now accomplished.
- Contract B643, Closed Circuit Television, Preliminary Design has been tentatively approved, pending resubmittal of the Preliminary Design Review (PDR) package. Contractor to order equipment in late May or early June.
- Contract B646, Fire and Emergency Management, Preliminary Design Review on the Telephones and Emergency Trip Station was completed.
- Contract B710, Escalators and Elevators, fabrication of the equipment for Contracts B221 and B231 continued.
- Contract B740, Ventilation Equipment, completed transfer of the equipment to the east end of Contract B221 station. Completed noise tests for the SE and UPE fans in May 1994. Submittals for the B215 station are being reviewed.
- Contract B745, Air Handling & TPSS Fans, the Air Handling Units (AHU) submittals for the B215 station were reviewed and returned to the Contractor; the Contractor's proposal is expected shortly.

KEY ACTIVITIES (CON'T)

- Contract B761, Illuminated Signs and Edgelights Procurement, a change notice was issued to create separate contract milestones for station pylons, and to revise payment provisions for station sets.

KEY ACTIVITIES - PLANNED FOR JUNE

Design

- Contract B642, Public Address (procurement), is expected to receive approval for award from the MTA on June 22, 1994.
- Contract B648A, Communications (installation Wilshire Corridor), is scheduled to receive Notice to Proceed on June 13, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue final cleanup in the pocket track structure and the AR and AL tunnels.
- Contract B211, Wilshire/Vermont Station, Stage I, continue with repair work at the lower and upper track levels, backfill top of the station box at the east and west end; and install HDPE and protective slab on roof and plenum structures.
- Contract B215, Wilshire/Vermont Station, Stage II, continue fabrication of struts, wales and plates for level (B) of the excavation support system.
- Contract B221, Wilshire/Normandie Station and Line, continue construction of side structures, complete station main entrance, continue structural backfill and HVAC and electrical rough-ins.
- Contract B229, Temporary Ventilation During Construction, complete fans, bulkhead and door frame construction of BL/BR track bulkheads at Contract B221. DWP service installation at Wilshire/Normandie which will provide needed power.
- Contract B231, Wilshire/Western Station, continue installation of concrete pour at the Plaza area and Bus Layover Area and paving and striping of north lane of Wilshire Boulevard.
- Contract B241, Vermont/Beverly Station, pile installation continues and telephone ductbank relocation is progressing.
- Contract B251, Vermont/Hollywood Tunnel, continue excavation and support of crosspassages (Hollywood Line), preparation for concrete (Vermont Line), and shaft excavation for upper structure.

KEY ACTIVITIES (CON'T)

- Contract B252, Vermont/Santa Monica Station, continue waterline installation under local traffic control and removal of existing street light luminaries.
- Contract B281, Hollywood/Vine Station, continue site mobilization and start-up activities.
- Contract B643, Closed Circuit Television, the Contractor will complete a second resubmittal package by June 3, 1994. The Final Design Review (FDR) is scheduled for June 22, 1994.
- Contract B644, Fiber Optic and Cable Transmission, FDR was held on May 27, 1994. Design package has been approved, however, final FDR approval is contingent on approval of all outstanding resubmittals. A proposal is due May 23, 1994.
- Contract B710, Escalators and Elevators, delivery of the Contract B231 equipment is scheduled for July 10, 1994, and October 21, 1994 for Contract B221.
- Contract B740, Ventilation Equipment, continue installation of the B740 equipment at the B231 station and equipment transfer to the B221 west end from the MTA storage yard.
- Contract B745, Air Handler & TPSS Fans, Fabrication of B215 air handling units will commence in June 1994.
- Contract B761, Illuminated Signs and Edge Lights Procurement, Contract B221 Station set is being prepared for shipment to storage facility on June 7, 1994. The edgelights for the station were delivered on March 31, 1994, the original milestone delivery date.

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

Project: RB1 METRO RED LINE - SEGMENT 2

Period: Apr 29, 1994 to May 27, 1994
Run Date: Jun 13, 1994
Units: \$ in Thousands (Truncated)

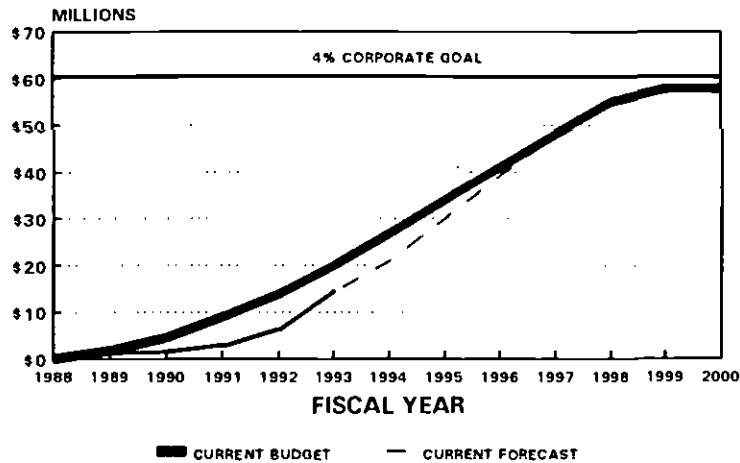
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	932,864	58,958	847,486	14,274	393,878	12,901	370,166	-164	956,862	23,998
S PROFESSIONAL SERVICES	289,150	0	354,803	70	312,223	6,732	207,976	6,732	207,976	184	354,802	0
R REAL ESTATE	79,827	0	83,568	0	75,176	628	69,810	628	70,580	0	86,860	3,292
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	29,796	105	20,547	50	9,885	50	9,885	866	29,642	-153
D SPECIAL PROGRAMS	2,044	0	4,402	0	537	12	427	12	427	0	560	-3,841
C PROJECT CONTINGENCY	145,743	0	40,999	0	0	0	0	0	0	-887	18,004	-22,994
A PROJECT REVENUE	0	0	0	0	0	0	-181	0	-181	0	-300	-300
TOTAL PROJECT	1,446,432	0	1,446,432	59,134	1,255,971	21,698	681,795	20,324	658,854	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	55,024	0	43,068	0	0	0	0	0	43,892	-11,131
S PROFESSIONAL SERVICES	0	0	8,225	0	4,533	18	4,073	18	4,073	0	8,198	-27
R REAL ESTATE	0	0	0	0	1	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	43	0	14	0	14	0	20	20
C PROJECT CONTINGENCY	0	0	2,000	0	0	0	0	0	0	0	13,139	11,139
TOTAL NEW REQUIREMENTS	0	0	65,249	0	47,646	18	4,087	18	4,087	0	65,249	0
GRAND TOTAL	1,446,432	0	1,511,681	59,134	1,303,617	21,716	685,882	20,342	662,941	0	1,511,681	0

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

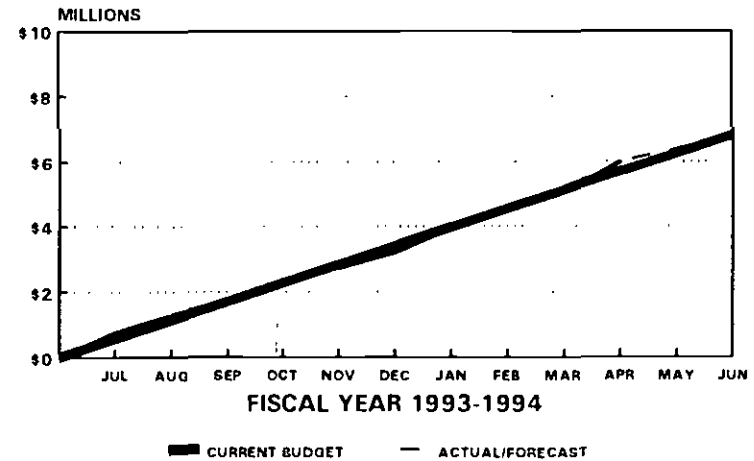
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$596,714	89%	\$277,599	42%	\$268,397	40%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$115,485		\$63,005		\$59,938	
STATE	\$185,129	\$133,000	\$152,202	82%	\$133,000	72%	\$133,000	72%
MTA	\$440,303	\$148,954	\$297,827	68%	\$109,914	25%	\$112,993	26%
CITY OF L.A.	\$96,000	\$49,600	\$65,377	68%	\$46,971	49%	\$43,317	45%
BENEFIT ASSESS.	\$58,000	\$0	\$28,365	49%	\$28,365	49%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$19,635	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS. SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	0%	\$28,365	
TOTAL	\$1,446,432	\$948,842	\$1,255,970	87%	\$658,854	46%	\$646,010	45%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$404	\$3,717	62%	\$407	7%	\$407	7%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$3,665	\$43,930	74%	\$3,680	6%	\$3,680	6%
GRAND TOTAL	\$1,511,681	\$952,911	\$1,303,617	86%	\$662,941	44%	\$650,097	43%
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992. (2) The Cost Overrun Account includes CAPRA funds only. (3) The current Benefit Assessment District revenue shortfall is being funded by MTA. (4) Expenditures are cumulative through April 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

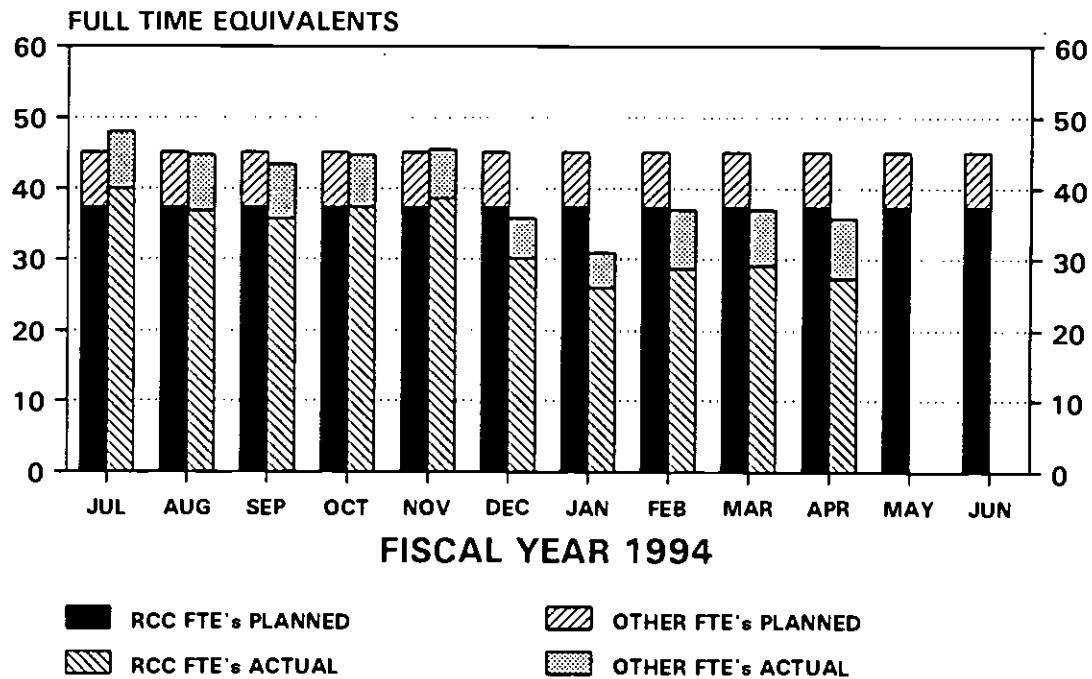
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FORECAST % OF TOTAL PROJECT	3.9%
ACTUAL THROUGH FY 93	\$ 14,686

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$6,834
BUDGET PLAN TO DATE	\$5,695
ACTUAL TO DATE	\$6,005

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	27
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	36

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 06/13/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,481,685	\$50,058,958	12.3%	61%	99%	\$3,441,042	\$91,516	\$3,349,526	62%	12.5%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$1,900,548	\$40,387,725	4.9%	38%	80%	\$3,058,270	\$43,511	\$3,014,759	39%	5.1%
B215	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$13,000	\$26,190,700	0.0%	0%	0%	\$2,598,830	(\$1,000)	\$2,599,830	0%	0.0%
B218	\$84,000	135%	\$86,600	\$150,600	\$80,194	\$144,194	125.3%	93%	100%	\$6,406	\$0	\$6,406	93%	125.3%
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$5,769,997	\$85,582,790	7.2%	53%	75%	\$5,094,534	\$1,902,527	\$3,192,007	71%	9.6%
B228	\$957,428	10%	\$95,742	\$1,053,170	\$5,000	\$962,428	0.5%	5%	0%	\$90,742	\$21,169	\$69,573	27%	2.7%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$3,282,633	\$56,927,834	6.1%	61%	90%	\$2,081,887	\$1,720,331	\$381,556	93%	9.3%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$80,000	\$41,017,557	0.1%	1%	0%	\$4,035,756	\$50,000	\$3,985,756	3%	0.3%
*B251	\$129,655,578	5%	\$7,000,894	\$136,656,472	\$2,998,952	\$132,655,530	2.3%	43%	44%	\$4,000,942	(\$1,051,105)	\$5,052,047	28%	1.5%
B252	\$50,879,831	11%	\$5,651,158	\$56,730,789	\$11,183	\$50,890,795	0.0%	0%	0%	\$5,839,994	\$35,000	\$5,804,994	1%	0.1%
B261	\$44,986,998	10%	\$4,496,700	\$49,483,698	\$0	\$44,986,998	0.0%	0%	0%	\$4,496,700	(\$51,330)	\$4,548,030	-1%	-0.1%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$95,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	\$0	\$38,948,000	0.0%	0%	0%	\$3,894,800	\$0	\$3,894,800	0%	0.0%
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$82,000	\$49,369,000	0.2%	1%	0%	\$5,832,440	\$159,000	\$5,673,440	4%	0.5%
B288	\$76,478	14%	\$10,622	\$87,100	\$9,845	\$86,323	12.9%	93%	100%	\$777	\$0	\$777	93%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B610	\$16,689,652	10%	\$1,668,965	\$18,358,617	\$16,800	\$16,706,252	0.1%	1%	0%	\$1,652,365	(\$80,027)	\$1,712,392	-3%	***%
*B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	0.0%
*B612	\$3,994,355	10%	\$399,436	\$4,393,791	\$0	\$3,994,355	0.0%	0%	0%	\$399,436	\$0	\$399,436	0%	0.0%
*B614	\$2,646,829	10%	\$264,683	\$2,911,512	\$0	\$2,646,829	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	\$18,031,265	13%	\$2,326,033	\$20,357,298	(\$31,367)	\$17,998,898	-0.2%	-1%	0%	\$2,357,400	(\$162,229)	\$2,519,629	-8%	-1.1%
*B630	\$6,157,150	10%	\$615,715	\$6,772,865	\$100,071	\$6,257,221	1.6%	16%	0%	\$515,644	\$0	\$515,644	16%	1.6%
B631	\$4,467,165	10%	\$446,717	\$4,913,882	\$0	\$4,467,165	0.0%	0%	0%	\$446,717	\$0	\$446,717	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	(\$800)	\$435,817	0%	0.0%
*B645	\$2,566,871	5%	\$117,258	\$2,684,129	\$0	\$2,566,871	0.0%	0%	0%	\$117,258	\$0	\$117,258	0%	0.0%
*B646	\$2,547,766	10%	\$254,777	\$2,802,543	\$0	\$2,547,766	0.0%	0%	0%	\$254,777	\$0	\$254,777	0%	0.0%

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

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 05/13/94

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.
B6488	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,962	19%	\$2,715,277	\$17,158,239	\$10,000	\$14,452,962	0.1%	0%	0%	\$2,705,277	\$170,000	\$2,535,277	7%	***%
*B740	\$10,526,288	10%	\$1,052,627	\$11,578,995	\$191,678	\$10,717,946	1.8%	18%	23%	\$860,949	\$15,500	\$845,449	20%	2.0%
*B745	\$1,808,381	48%	\$825,136	\$2,633,517	\$291,486	\$2,099,877	16.1%	35%	20%	\$533,640	\$123,523	\$410,117	50%	22.9%
*B761	\$3,226,672	10%	\$322,667	\$3,549,339	\$0	\$3,226,672	0.0%	0%	0%	\$322,667	\$124,921	\$197,746	39%	3.9%
*B795	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	0%	\$200,468	\$0	\$200,468	0%	0.0%
	\$695,210,580	11%	\$76,248,590	\$771,459,170	\$20,283,043	\$715,493,624	2.9%	27%	27%	\$55,965,546	\$3,145,507	\$52,820,039	31%	3.4%

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

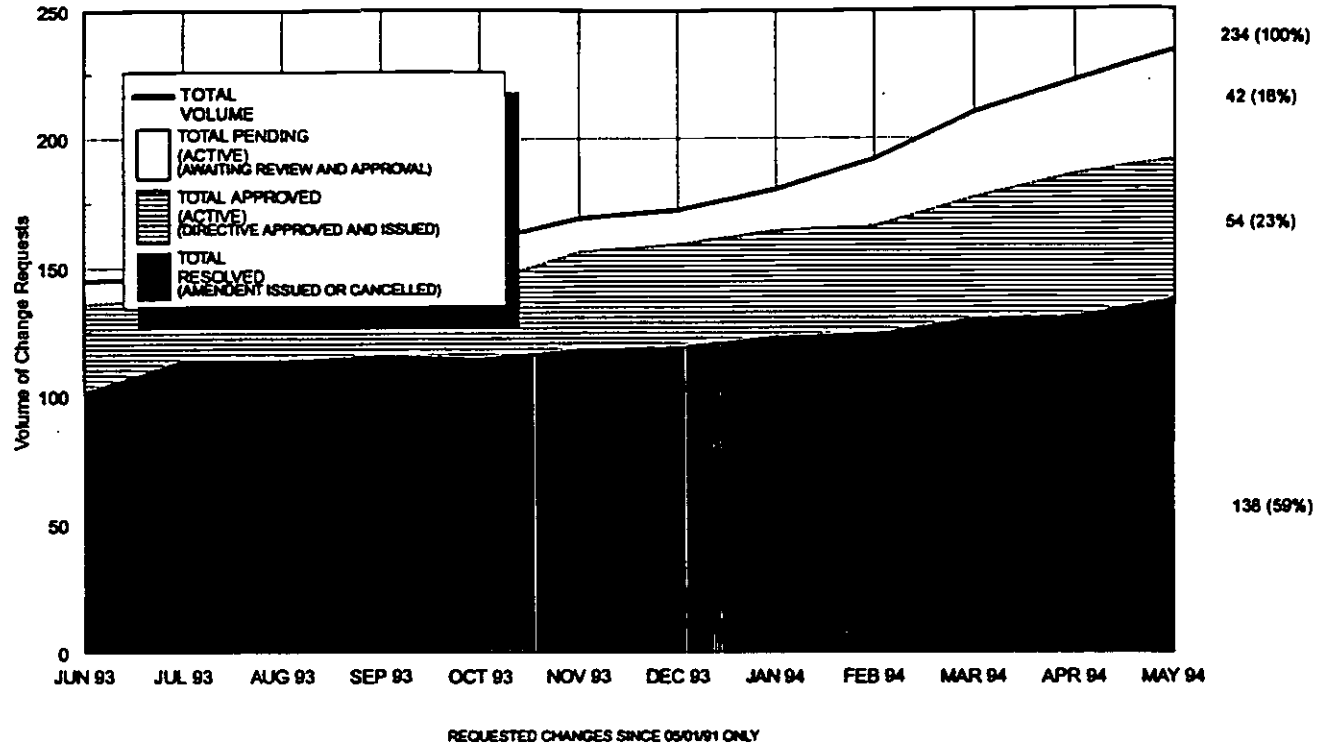
[*] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

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

PAGE 2

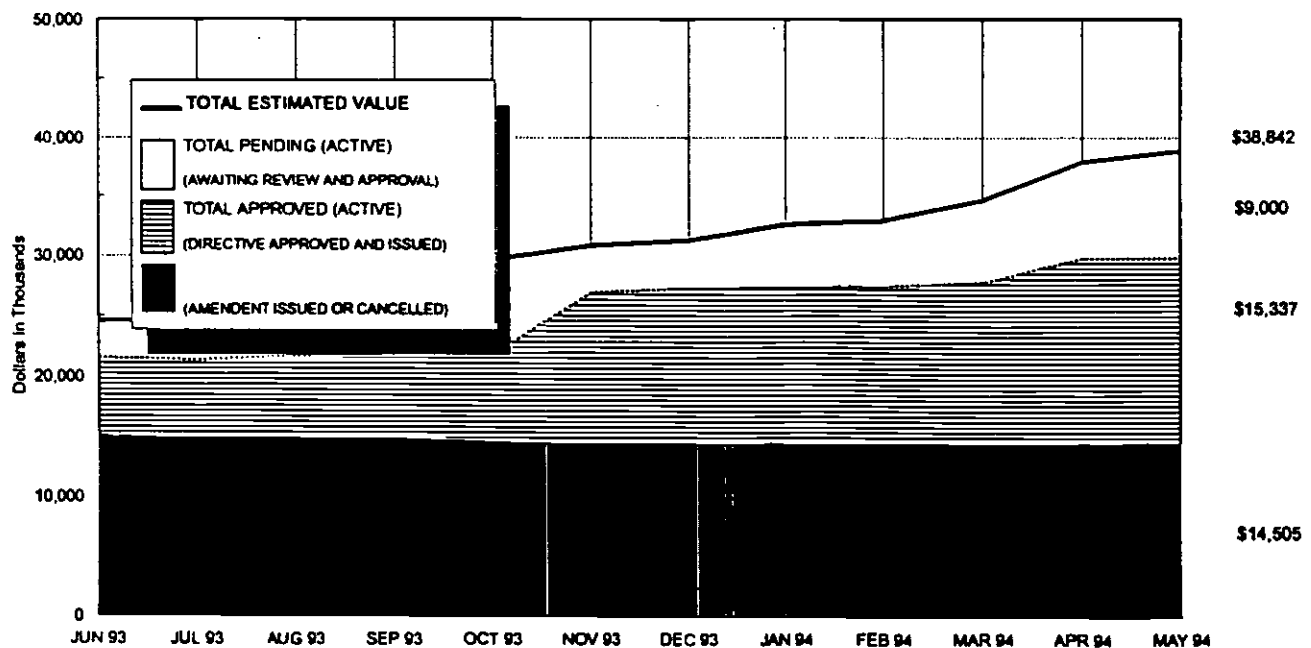
T RUBIO
PROJECT VALUE SUMMARY 05/13/94

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

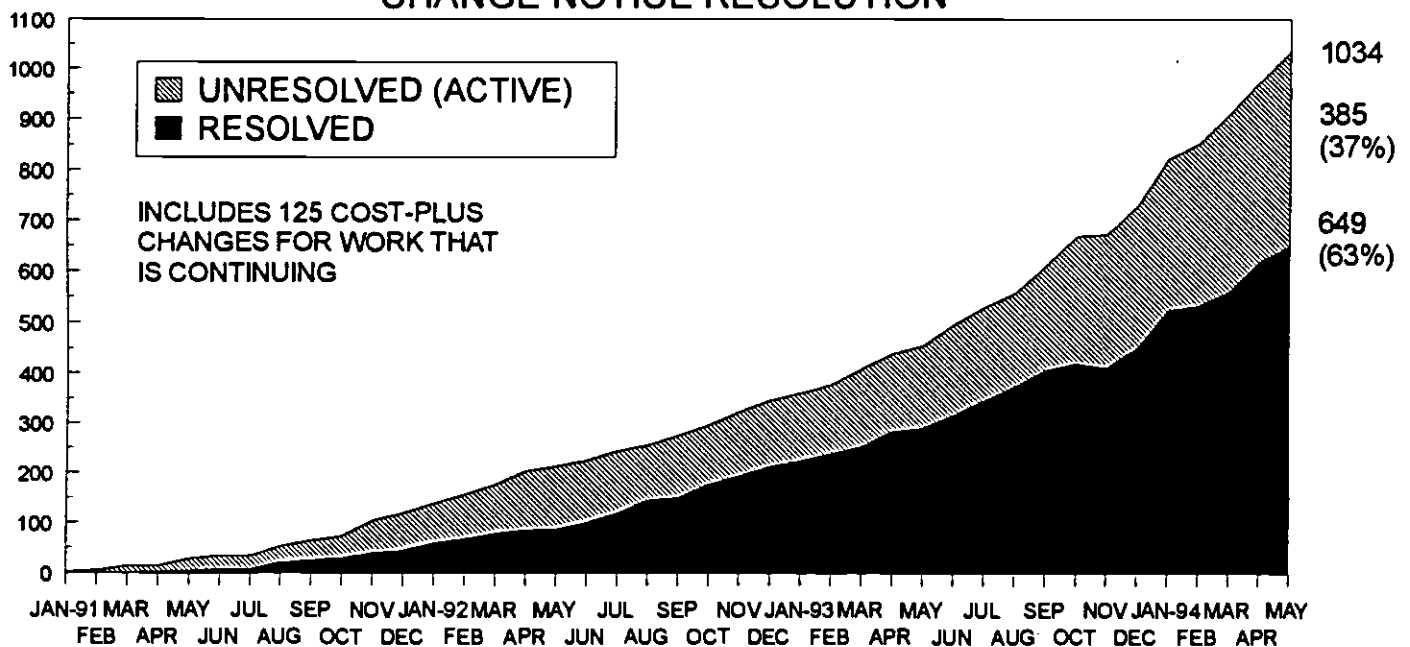


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	13	12	59	96
PERCENT	13%	14%	13%	60%	100%

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



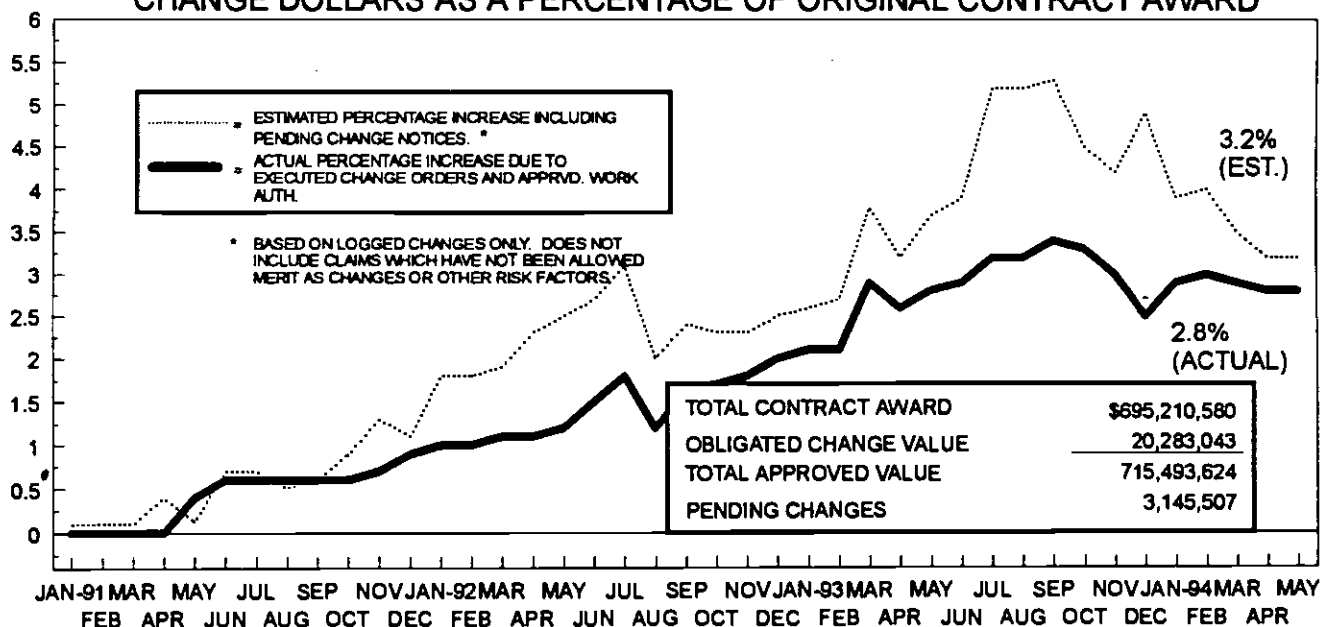
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	134	45	33	173	385
PERCENT	35%	12%	8%	45%	100%

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



R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE BASIS BREAKDOWN

R81B - R81B

EXECUTED CHANGES AS OF 05/13/94

		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	89	18.16%	\$1,869,826.88	14.04%
115	ADDITIONAL/NEW WORK	26	5.31%	\$407,108.00	3.06%
120	DELETION OF WORK	12	2.45%	\$28,444.66	0.21%
		---	---	---	---
		127	25.92%	\$2,305,178.43	17.31%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	9	1.84%	\$346,582.00	2.60%
220	ACCELERATION OF WORK	4	0.82%	\$78,826.41	0.59%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	7	1.43%	\$0.00	0.00%
		---	---	---	---
		20	4.08%	\$424,207.41	3.19%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	62	12.65%	\$2,188,860.63	16.51%
320	HAZARDOUS MATERIALS	6	1.22%	\$437,650.41	3.29%
330	SAFETY CONDITIONS	6	1.22%	\$3,288.17	0.02%
		---	---	---	---
		74	15.10%	\$2,639,899.11	19.82%
TERMS AND CONDITIONS					
400	TERMS AND CONDITIONS	1	0.20%	(\$2,000.00)	-0.02%
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	22	4.49%	\$181,947.00	1.37%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCES	6	1.22%	\$178,814.04	1.35%
		---	---	---	---
		29	5.92%	\$359,561.04	2.70%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	357	14.71%	\$883,283.38	6.63%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	78	15.92%	\$3,732,866.78	28.03%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS)	295	12.24%	\$1,858,392.48	14.71%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	60	1.02%	\$532,463.18	4.00%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	5	1.02%	(\$813,824.28)	-4.61%
		---	---	---	---
		207	42.24%	\$6,494,450.53	48.77%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.61%	\$179,584.76	1.35%
		---	---	---	---
		3	0.61%	\$179,584.76	1.35%
OUTSIDE AGENCY REQUESTS					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	122	4.45%	\$187,066.60	1.25%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	1	0.20%	\$2,700.00	0.02%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	2	0.41%	\$123,787.40	0.93%
		---	---	---	---
		15	3.06%	\$293,553.90	2.20%
EXERCISE OF CONTRACT OPTIONS					
800	EXERCISE OF CONTRACT OPTIONS	9	1.84%	\$426,505.36	3.20%
		---	---	---	---
		9	1.84%	\$426,505.36	3.20%
OTHER					
900	OTHER	6	1.22%	\$193,696.38	1.45%
		---	---	---	---
		6	1.22%	\$193,696.38	1.45%

R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE BASIS BREAKDOWN

R81B - R81B

EXECUTED CHANGES AS OF 05/13/94

	# CN'S	% Total Volume	Change Cost	% Total Change Cost
PROJECT TOTALS:	490	100.00%	\$13,316,636.92	100.00%

R81 - Metro Red Line Seg-2

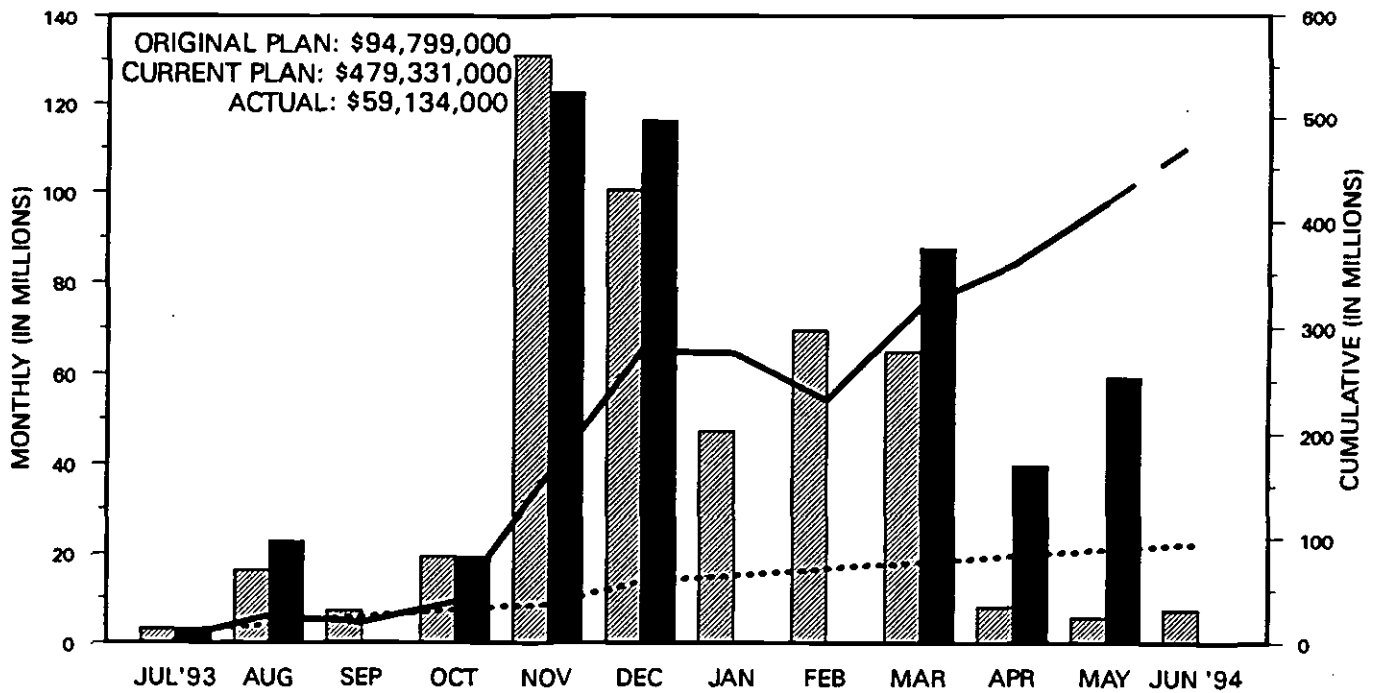
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE COST LEVEL BREAKDOWN

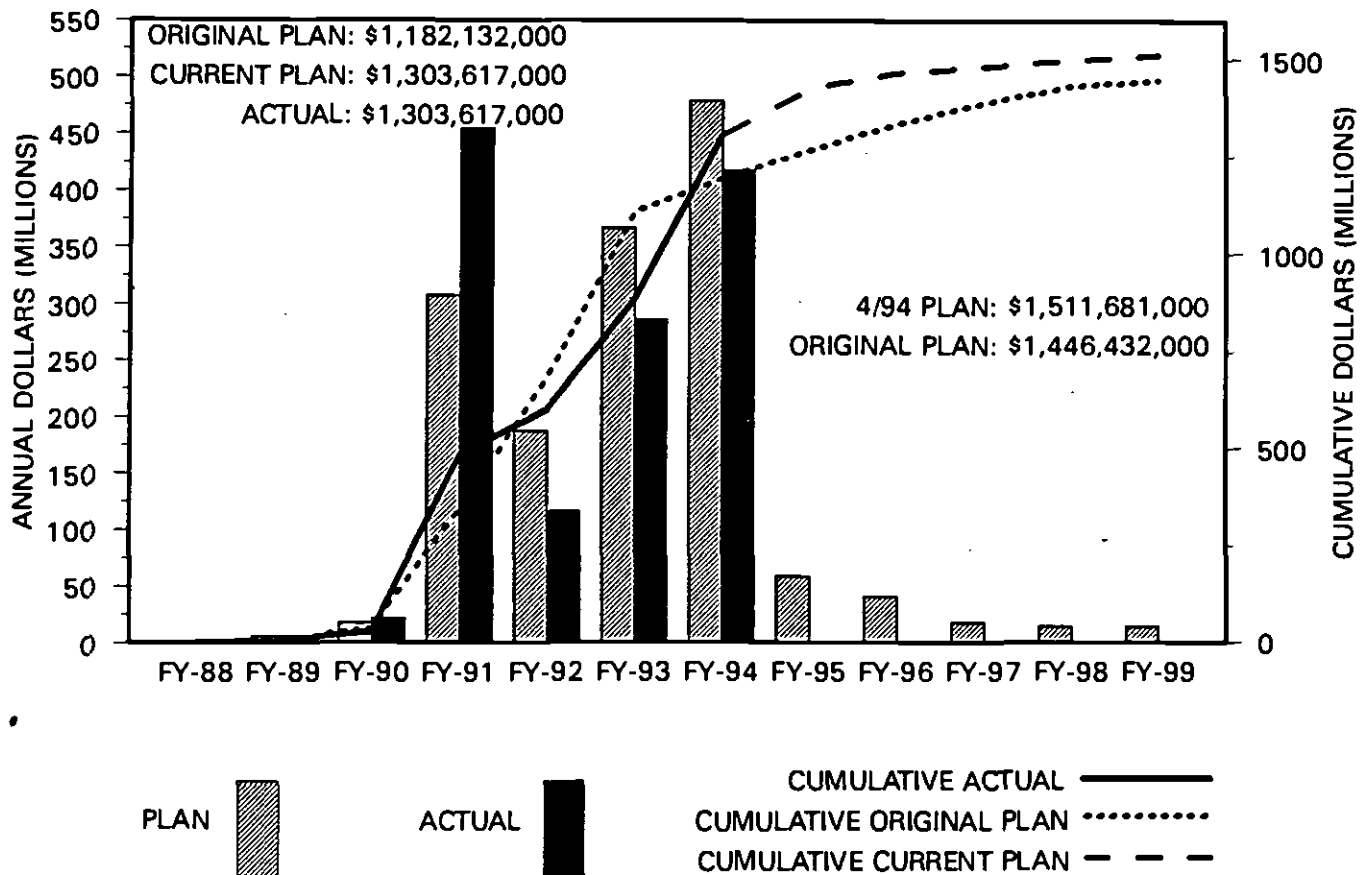
EXECUTED CHANGES AS OF 05/13/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	10	2.04%	\$4,040,619.62	30.34%
> 100-200	33	6.73%	\$4,410,246.03	33.12%
> 50-100K	23	4.69%	\$1,506,989.06	11.32%
> 25-50K	41	8.37%	\$1,405,121.97	10.55%
10-25K	74	15.10%	\$1,249,674.79	9.38%
0-10K	309	63.06%	\$703,985.45	5.29%
PROJECT TOTALS:	490	100.00%	\$13,316,636.92	100.00%

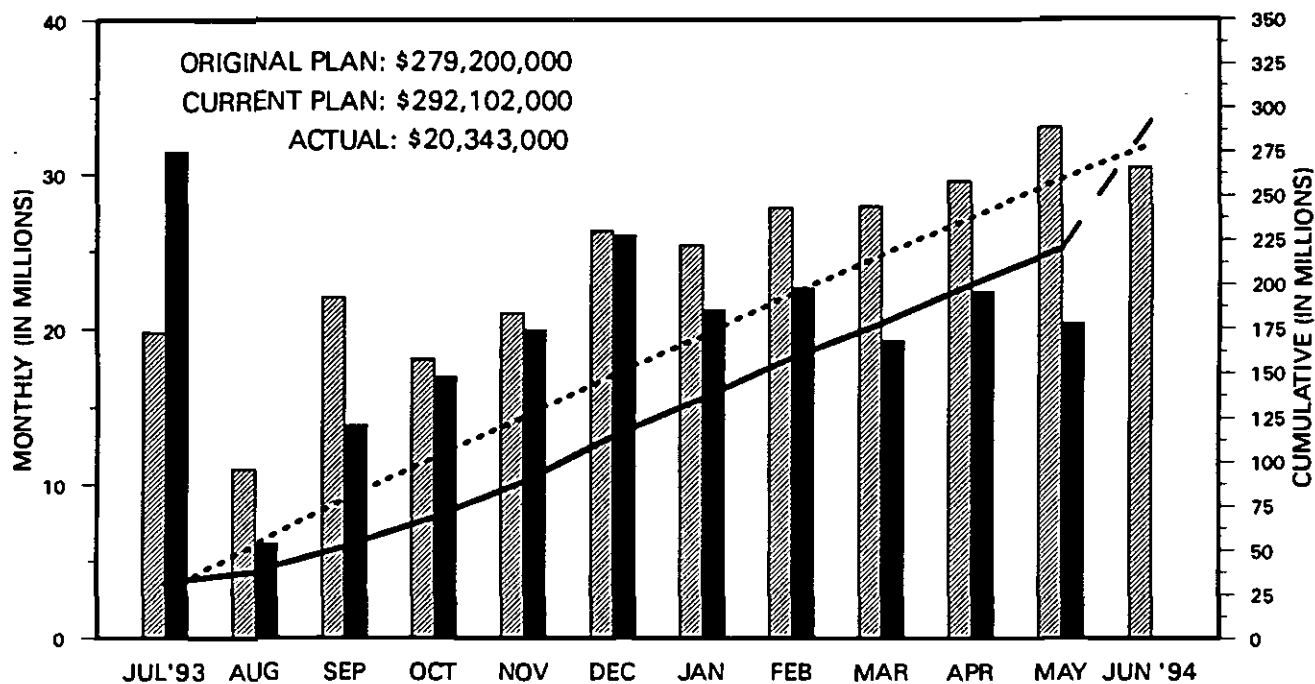
ANNUAL PROJECT COMMITMENTS (FY '94)



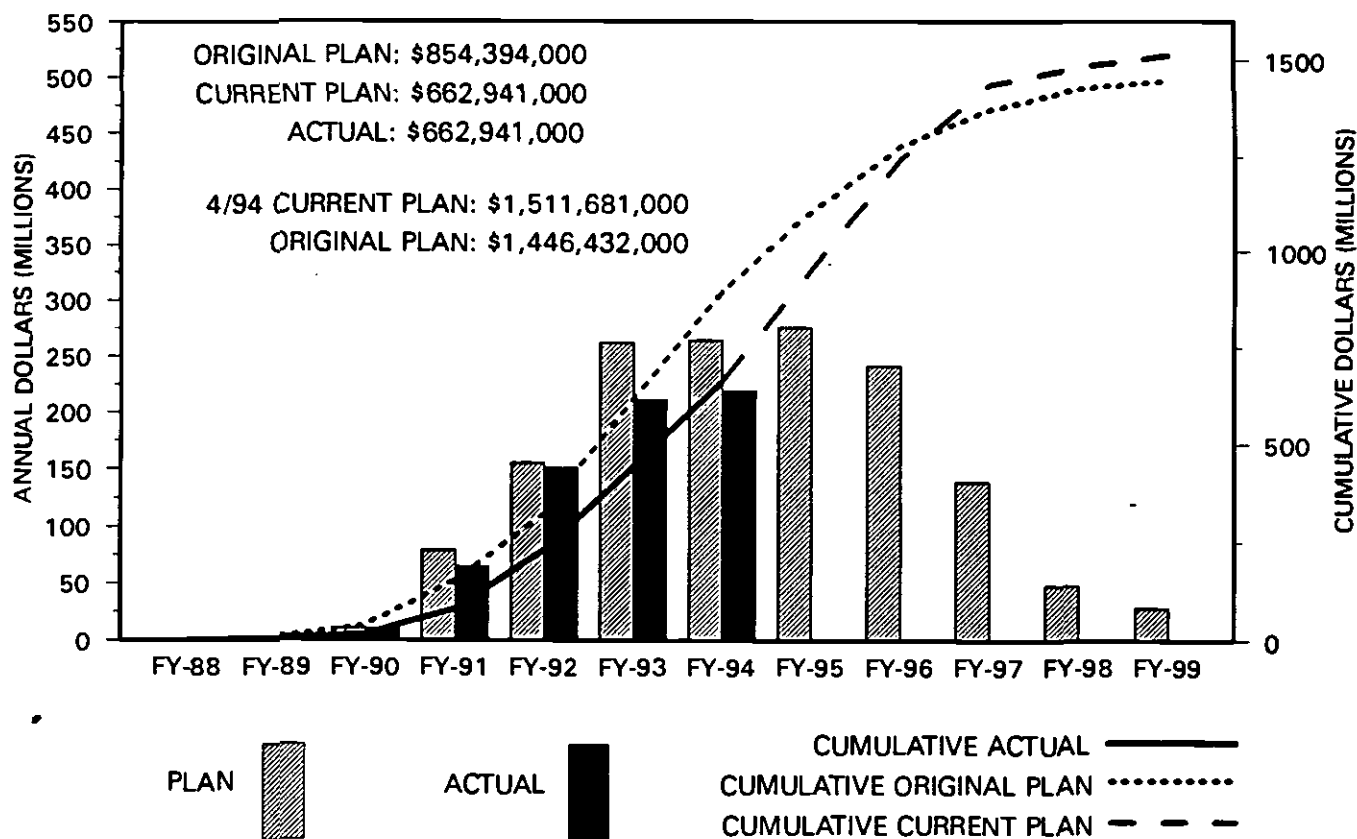
TOTAL PROJECT COMMITMENTS



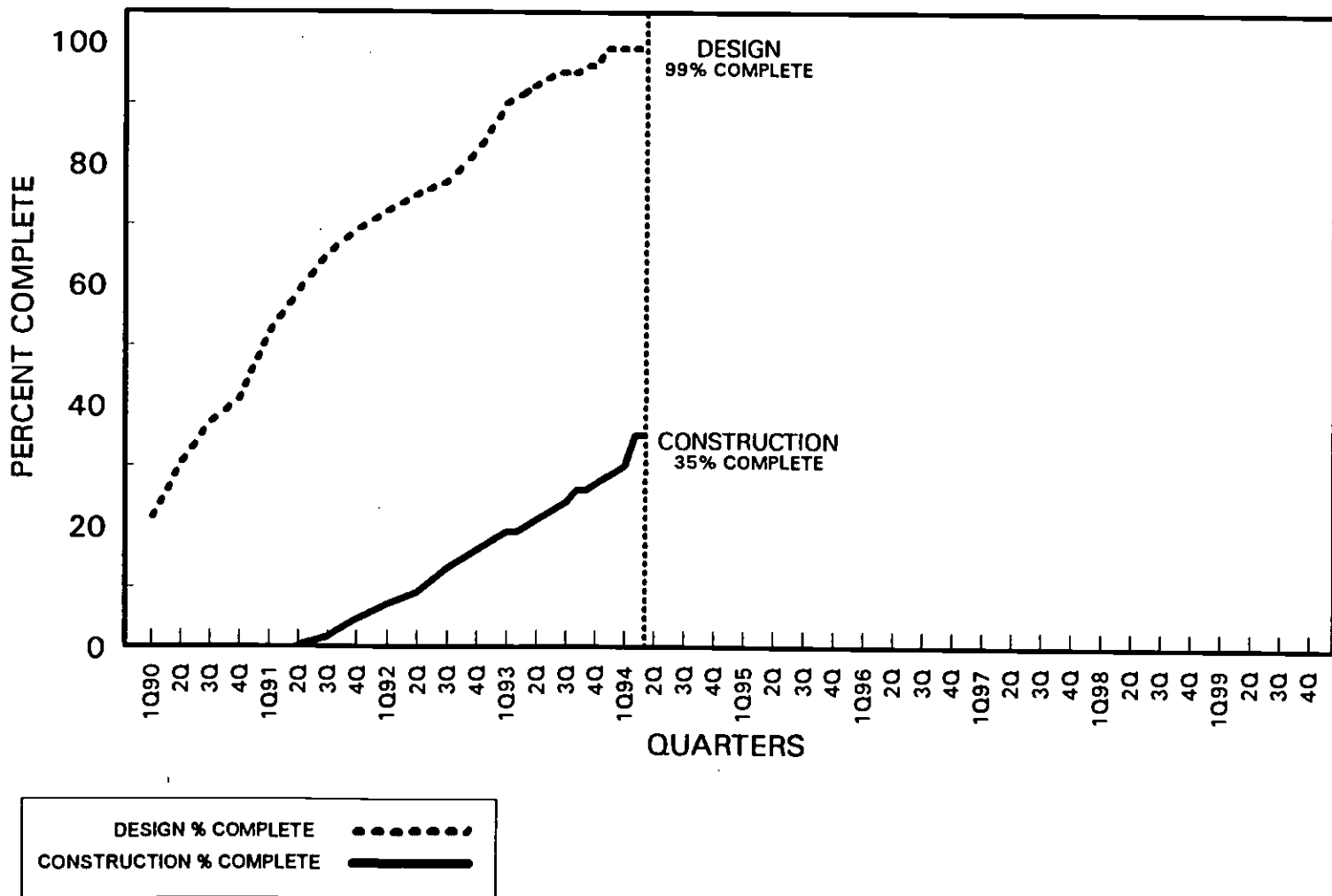
ANNUAL PROJECT CASHFLOW (FY '94)



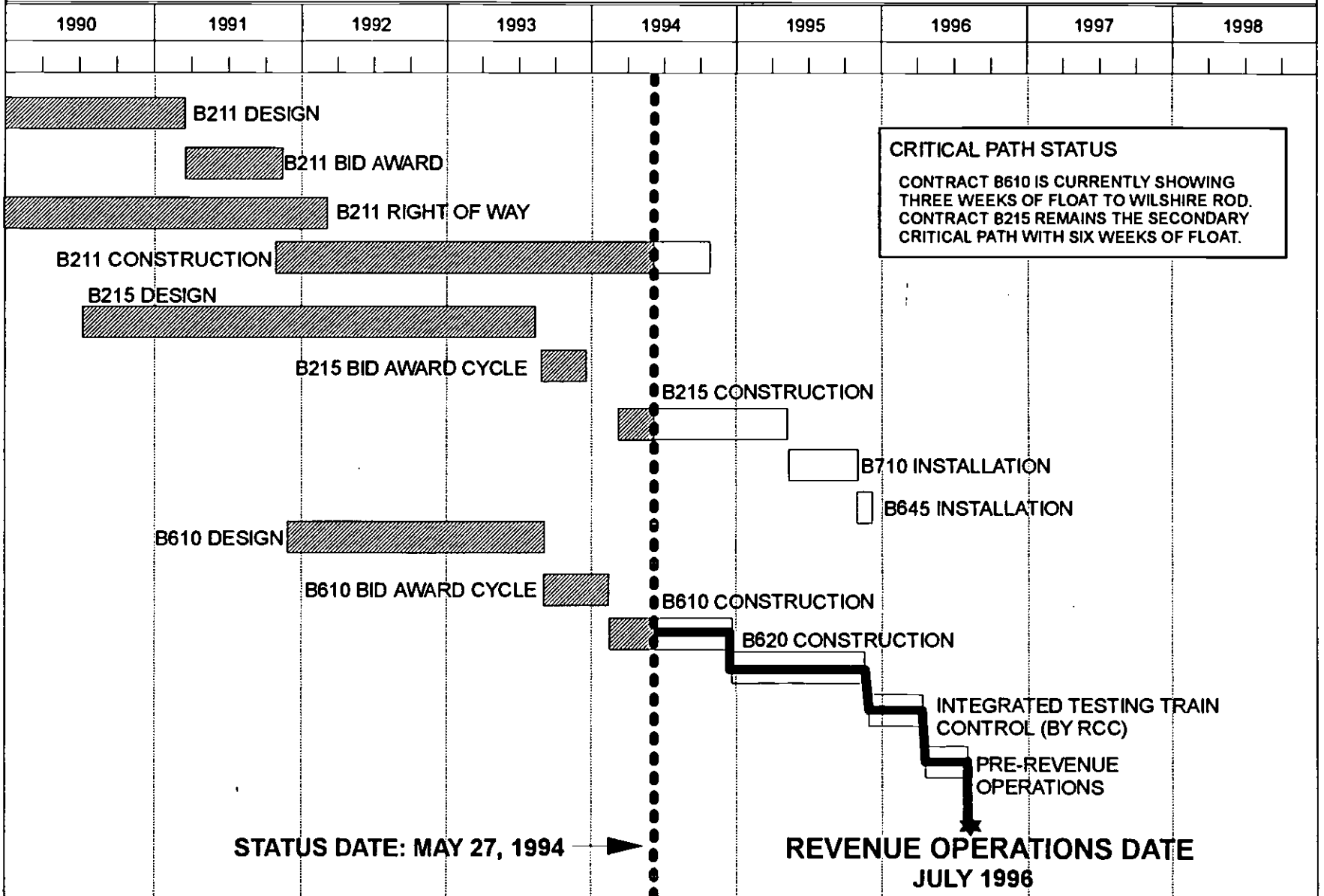
TOTAL PROJECT CASHFLOW

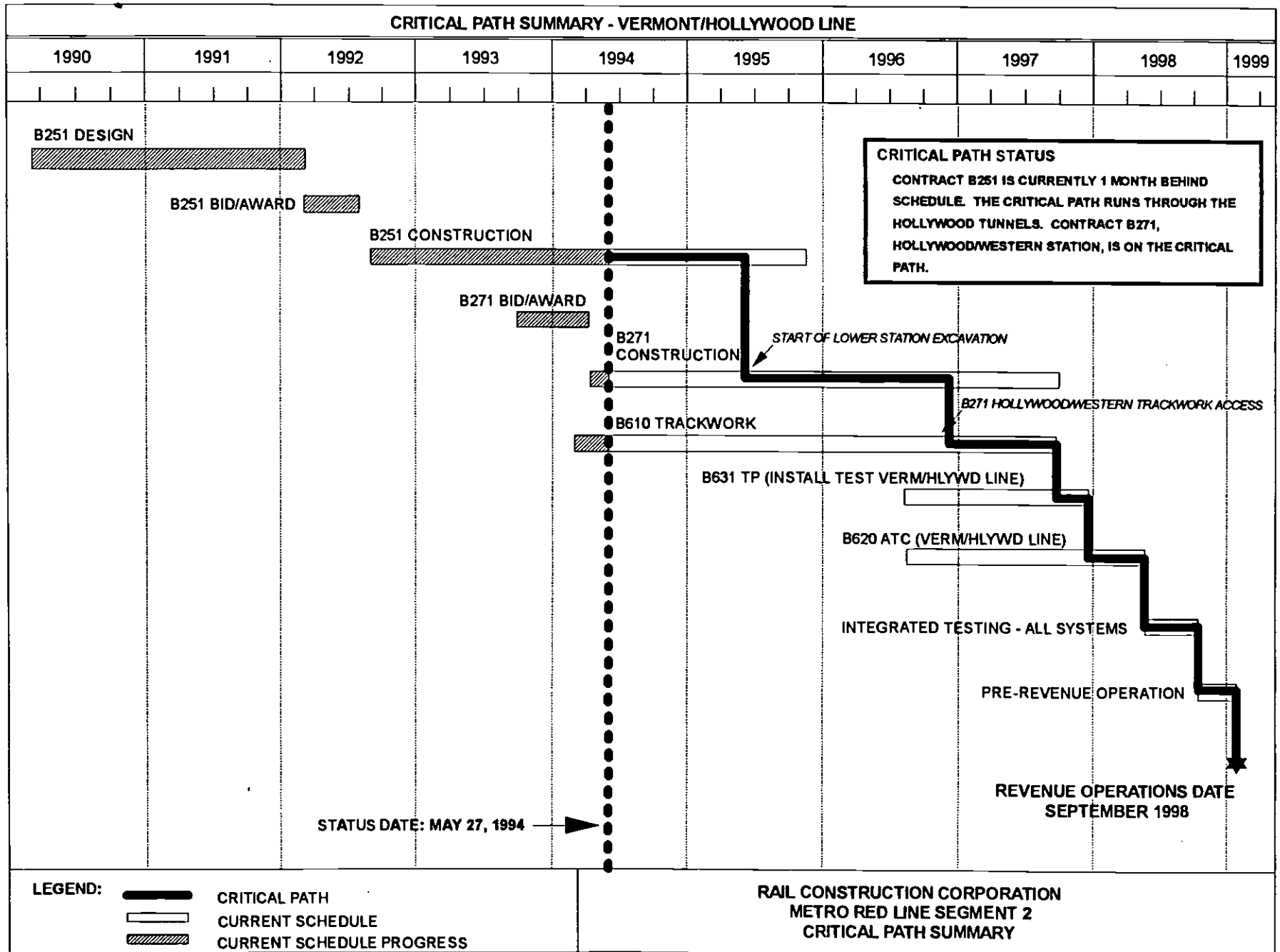


RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

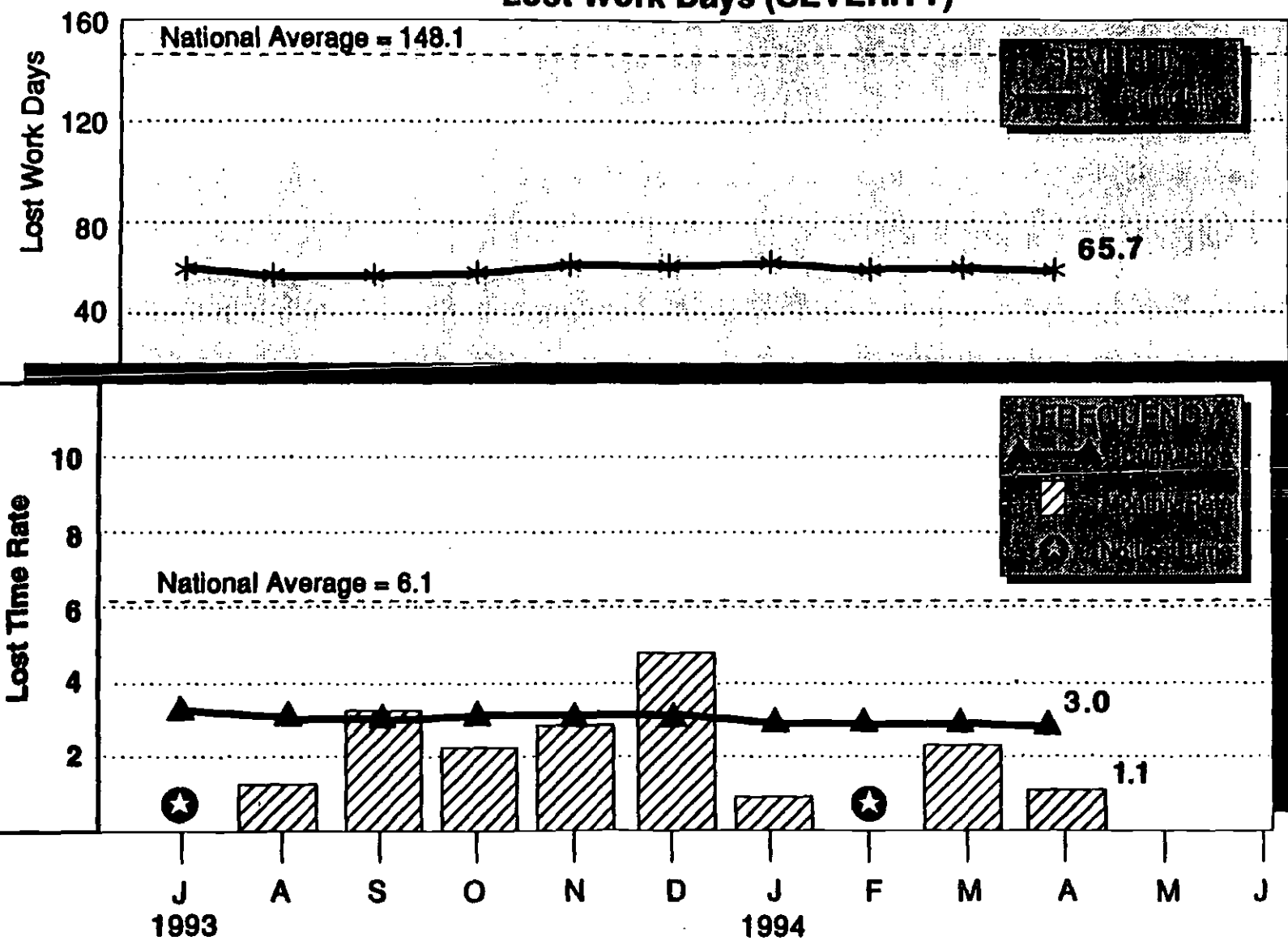


CRITICAL PATH SUMMARY - WILSHIRE LINE





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

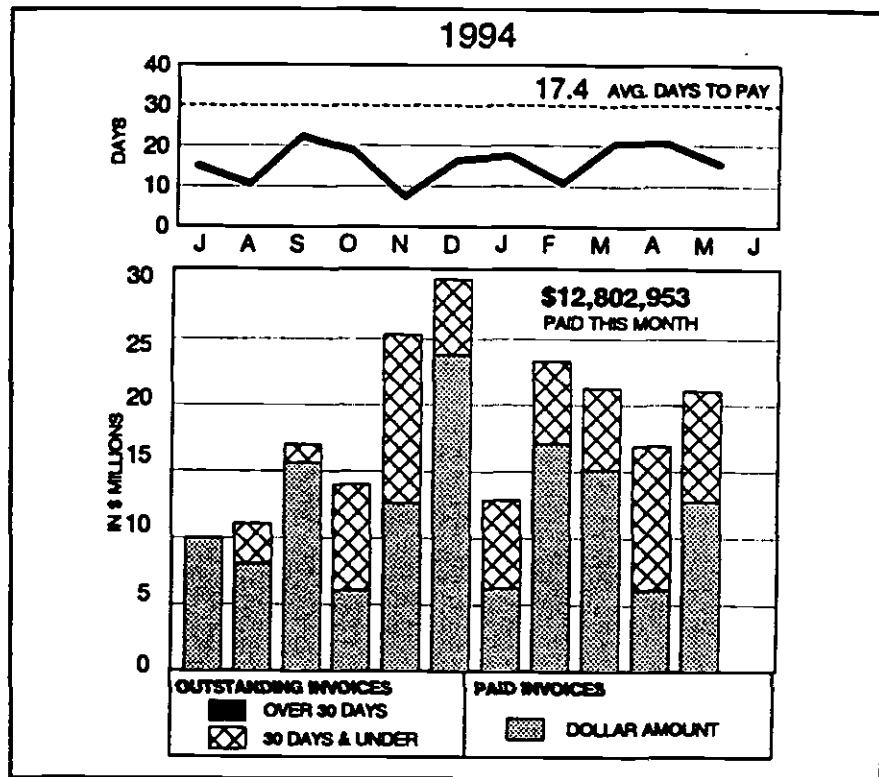


NOTE: DATA CURRENT AS OF APRIL 1994.

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.4 days.
- 24 invoices were paid for a total value of \$12,802,953.
- There were 17 outstanding Construction or Procurement invoices under 30 days old for \$8,300,534.
- There were no outstanding Construction or Procurement invoices over 30 days old.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1994	9	6,559,574	2	34,641	34	1,924,263	9	402,019
FEB 1994	9	6,141,796	1	14,583	32	3,695,497	11	461,592
MAR 1994	8	6,178,591	1	66,292	32	5,797,433	15	348,944
APR 1994	14	10,711,127	0	0	44	7,067,838	15	289,669
MAY 1994	17	8,300,534	0	0	42	6,631,088	18	231,434

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION**

OVERVIEW

Contract C0301, Hollywood/Highland Station and Tunnel finishes, Addendum No. 3 was completed on May 23, 1994. The bid opening for this contract is scheduled for July 7, 1994.

The final design for Contract C0311, Tunnel from Station 613+00 to Universal City, was submitted May 9, 1994. The submittal was not based on the inclusion of the mid-line ventilation shaft. The RCC requested a study regarding the technical feasibility of deferring the vent shaft and structure, and the adding of the Caltrans shaft into the C0311 contract scope of work. Deferral of the shaft will result in a delay to the currently scheduled Camera Ready date of June 6, 1994. Mitigation plans are being prepared to maintain the scheduled Notice to Proceed.

Contract negotiations with the Section Designer for Contract C0321, Universal City Station, are being finalized based on a scope of work that includes two entrances on the northwestern side of Lankershim Boulevard. The In Progress submittal is scheduled for August 15, 1994, and the Camera Ready date was rescheduled from March 10, 1995, to February 15, 1995. The feasibility of further design schedule recovery is being considered.

The scope of Contract C0326, Universal City Roadways, Site Restoration and Landscaping was redefined, including modifications agreed to by MCA, Inc. The design concept is being developed for approval in preparation for the Preliminary Engineering effort. The Caltrans Project study report is in process.

The Camera Ready for Contract C0328, Building Demolition and Site Clearing at Universal City Phase 1, was submitted on May 16, 1994. The contract was advertised on the same date. The prebid meeting is scheduled for June 1, 1994 and the bid opening is planned for June 30, 1994.

Design submittals for Contract C0329, demolition and Site Clearing (Phase 2) are on hold pending approval of scope changes to Contract C0326.

EXECUTIVE SUMMARY (CON'T)

Contract C0352, North Hollywood Site work, In Progress submittal was made on May 11, 1994, and the Final Design submittal for Contract C0358 and C0359, Building Demolition and Site Clearing at North Hollywood Station (combined into one package) is due May 31, 1994.

Contract C0331, Line Section from North Hollywood Station to Universal City Station, completed utility relocation on the east side of Lankershim Boulevard. The Contract continues installation of a substation on the staging area and general site mobilization activities.

Key studies underway are: Contract C0311, Ventilation Shaft, deferral analysis, Universal City Contracts repackaging and scope changes; Contract C0301 Addendum No. 4 and No. 5 development; and Caltrans shaft access availability to Contract C0311. The coordination study of the temporary and post ventilation system for Contract C0301 was completed and incorporated into Addendum No. 4.

- **MID CITY EXTENSION**

Design of the Mid City Extension has been suspended and a reassessment study is being conducted on the proposed alignment. The reassessment is considered necessary as a result of geotechnical and environmental tests, required for final design, which have found significantly higher concentrations and flows of hydrogen sulfide gas than previously measured. It includes further surface investigations and studies to determine construction feasibility in the presence of hydrogen sulfide.

Phase 1 of the reassessment is scheduled to conclude with a report to be presented to the RCC and MTA Boards in July 1994, rather than in May as originally planned. An environmentally focused Phase 2 program is currently being formulated for implementation upon conclusion of Phase 1, subject to Board approval.

- **EAST SIDE EXTENSION**

The MTA/RCC initiated a Value Engineering effort for the East Side Extension with reference to the under-platform exhaust (UPE) and the emergency ventilation systems design.

EXECUTIVE SUMMARY (CON'T)

FEIS/FEIR/PLANNING

- Formal award of contract LCA-023-94, Little Tokyo/Yards Transportation Community Linkages Program will be complete after contract compliance issues are resolved. Once selected, the consultant team will coordinate work efforts with the Cordoba team on the community linkages program and station area master planning.

POST-PRELIMINARY ENGINEERING

The major activities during this period by EMC was to continue to support the Area Team and their environmental subconsultant by developing further studies. These studies involved the bus interface at Whittier/Atlantic and the entrance to the Little Tokyo Station.

EMC, in coordination with RCC, developed the East Side Contract Unit Descriptions (CUD). Currently, all technical management and administration departments are in the process of writing the Project Implementation Plan (PIP) for the final design of the first four stations. The PIP will be based on the approved CUD's.

The Geotech subconsultant, Engineering Science, started the field work for the installation of methane gas probes. Engineering Science is currently reviewing the draft report on the Coyote Pass escarpment fault studies.

The right-of-way subconsultant, PSOMAS, completed the survey control monumentation drawings. EMC also completed the calculation for all centerline control. This will be used to calculate parcel boundaries.

EXECUTIVE SUMMARY (CON'T)**COST STATUS**

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

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

North Hollywood Extension

- The Project Contingency forecast decreased a net of \$7.4 million for the North Hollywood Extension primarily due to: 1) the stipulation of top down construction for the mid-line vent shaft at Contract C0311, Tunnel from Station 613+00 to Universal City 2) reassessment of legal and environmental costs associated with parcel acquisition in the real estate area and 3) and an upward revision to the cost for utility relocation work at the Hollywood/Highland Station site and a provision for Los Angeles city work toward the end of construction. Project Contingency currently stands at \$187.6 million.

Mid City Extension

- The forecast decreased because of corresponding increases in the E0070 and EN027 contract forecasts. The most significant increase was the E0070 contract which is due to the Phase II reassessment. Furthermore, the EN027 contract has caused a decrease in Project Contingency due to the Phase I reassessment overrun and the Phase II reassessment forecast. Project Contingency is currently \$3.39 million.

EXECUTIVE SUMMARY (CON'T)

East Side Extension

- Present East Side expenses are primarily Professional Services.

SCHEDULE STATUS

North Hollywood Extension

- The critical path for the North Hollywood Extension currently shows negative 11 working days of total float. The critical path is through Contract C0311, Line Section from Universal City Station to Station 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.

Mid City Extension

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

Design work on the Mid City alignment is suspended pending the outcome of this study.

East Side Extension

- A weekly to do list was maintained to outline action items required to keep the critical path schedule. A critical path schedule was created to show the necessary steps to move toward completion of the Community Linkages Program (Tasks 3 & 4). For the month of May the critical component in maintaining the schedule was the two week review process with FTA and incorporation of their comments by May 13, 1994. This critical milestone depended solely on the ability of FTA to review the document and give the consultant team to review, comment and sign-off on the document which

EXECUTIVE SUMMARY (CON'T)

delayed the original deadline for revising the FEIS/FEIR document. It therefore became necessary for MTA to separate the federal (FEIS) from the state local (FEIR) process. The CEQA document will still maintain the original schedule of the MTA Board action on June 22, 1994. However, the FEIS will take a separate course to allow for sufficient FTA comment on review. This will allow the milestones for the ROD and execution of the FFGA amendment to August.

- The percentage of Preliminary Engineering complete was 95.3% actual versus 91.3% planned for the month of May. The current P.E. schedule reflects EMC'S continuing support of the RCC Segment 2 Area Team with the finalization of geotechnical reports due for completion by June 30, 1994. All PE activities are substantially complete.

PUBLIC AFFAIRS

North Hollywood Extension

- Public Affairs staff met with Canyon School, Selma Avenue School, Blessed Sacrament School and Le Conte Middle Schools regarding Contract C0301, Hollywood/Highland Station. Staff also discussed mitigation measures with various businesses and conferenced with the management of the Stella Adler Theater, Church of Scientology and the Box Museum. Public Affairs attended and/or staffed the following meetings: Hollywood Chamber of Commerce, CRA Hollywood Advisory Committee, Hollywood Mobility Action Committee and the Hollywood Arts Council.

REAL ESTATE

North Hollywood Extension

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B251	15	15	15	15	15	15	15	15	4	12	11	15	15	0
C0301	3	3	3	3	3	3	3	2	0	2	2	1	1	1
C0311	110	110	100	2	2	2	2	2	0	2	2	2	2	1
C0321	30	30	30	16	18	20	18	13	4	4	5	5	5	3
C0331	11	11	11	11	11	11	11	8	4	0	0	4	4	0
C0351	12	12	11	7	7	7	7	2	2	0	0	2	2	6
TOTAL	181	181	170	56	56	58	56	42	14	20	20	30	30	11

EXECUTIVE SUMMARY (CON'T)

- To date, 30 parcels have been acquired. Twelve of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

Mid City Extension

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

East Side Extension

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

AREAS OF CONCERN

NEW

Real Estate - North Hollywood Extension

Concern: There are 11 real estate parcels currently being projected in the worst case scenario not to be available by the scheduled "need dates." All parcels showing negative float are expected to be available prior to the Contractor's need date.

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

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

Completion of FTA and Agency Review Period - East Side Extension

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

AREAS OF CONCERN (CON'T)

Action: To accommodate this need for the FEIS, MTA has separated the federal (FEIS) from the state/local (FEIR) process. The FEIR (CEQA document) will still maintain the original schedule of MTA Board action on June 22, 1994. However, the FEIS will take a separate course to allow for sufficient FTA and public agency comment and review.

Status: The MTA Board will take action on the FEIR June 22, 1994, as planned. In addition, MTA will continue to work with the FTA to obtain comments and Agency signatures necessary for the federal FEIS process to move toward the ROD and amendment of the FFGA.

ONGOING

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

Concern: Evaluation of a proposal to defer the mid-line vent shaft at the existing location and to explore alternative locations for a ventilation tunnel will delay the Camera Ready submittal. Outstanding issues resulting from recent additional requirements may further impact the design schedule.

Action: Select future location of the alternative ventilation tunnel and expedite deletion of the mid-tunnel shaft from the C0311 documents. Identify and implement mitigation plans.

Status: Prepared a report on the impacts of temporary deferral of the mid-tunnel vent shaft. Evaluated required modifications to the C0311 documents. The Caltrans shaft at Interstate 101 and Lankershim Boulevard is being combined with Contract C0311 to minimize interface between C0311 and C0321 contractors and mitigate float on the Project schedule.

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

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

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

Status: The Section Designer is proceeding with work on the station site and EMC is coordinating the layout of the new Station Access Road with Contract C0321 entrances.

Contract C0326, Universal City Roadways Design - North Hollywood Extension

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

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

Status: Proceeding with the PSR process and coordinating roadway layouts with City agencies per the MTA/MCA agreement. Coordination of third party issues are underway.

AREAS OF CONCERN (CON'T)

RESOLVED

Additional Initial Operable Segments Analysis - East Side Extension

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

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

Status: Alternative IOSs were analyzed to the satisfaction of the FTA.

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

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

Action: EMC, with the help of MTA operations, developed conceptual drawings for the bus/rail interface and potential layovers at each station. These drawings also served as the basis for the environmental impact analysis. In addition, special attention was given to the Whittier/Atlantic Station which is the terminal station of the East Side Extension project.

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

AREAS OF CONCERN (CON'T)

Revised Preliminary Engineering Drawings - East Side Extension

Concern: After completion of the initial Preliminary Engineering drawings a limited number of modifications and changes were made to the alignment. Therefore, revised Preliminary Engineering drawings are required for the consultant team to meet the April 22, 1994, deadline for the draft FEIS/FEIR. The environmental analysis depends largely on the horizontal and vertical alignment of the LPA, therefore, even small changes may affect the environmental impact analysis.

Action: All the changes to the horizontal and vertical alignment revised set of Preliminary Engineering drawings by EMC.

Status: EMC completed the revised drawings and distributed them to MTA and the consultant team for incorporation into the FEIS/FEIR.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW **NONE**

ONGOING

February 1994, Consultant Operating Procedures

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

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

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

RESOLVED **NONE**

KEY ACTIVITIES - MAY**North Hollywood Extension**Design/Construction

Addenda No. 3 for Contract C0301, Hollywood/Highland Station and Tunnel finishes, was completed on May 23, 1994.

The Final Design submittal for Contract C0311, Line Section from Station 613+00 to Universal City, was completed on May 9, 1994.

Contract C0328, Building Demolition and Site Clearing at Universal City Phase 1, was advertised for bid on May 16, 1994.

Contract C0352, North Hollywood Site work, In Progress design was submitted on May 11, 1994.

Contract B641, Radio, initial Notice to Proceed for Segment 2 work was issued on May 11, 1994 (a later phased Notice to Proceed is scheduled for Segment 3).

Contract B760, Signs and Graphics, the Notice to Proceed for Segment 2 work was issued on May 16, 1994 (a later phased Notice to Proceed is scheduled for Segment 3).

DWP completed the relocation of the 60" water line at Universal City Station Crossover.

Utility relocation work (gas, water and power) continued in Hollywood Boulevard by the utility companies.

KEY ACTIVITIES - PLANNED FOR JUNEDesign/Construction

Addendum No. 4 for Contract C0301, Hollywood/Highland Station and Tunnel finishes, is scheduled to be issued on June 10, 1994.

The Camera Ready submittal for Contract C0311, Tunnel from Station 613+00 to Universal City, is scheduled for June 6, 1994. Deferral of the ventilation shaft and structure is being contemplated and this, with the attendant modification of concepts for ventilation and of the track level rooms, would delay the design submittal. Evaluation of the impact is in progress by RCC/PD/EMC team.

The Pre-Final Design submittal for Contract C0351, North Hollywood Station with Crossover and Tailtrack complete, is scheduled for June 8, 1994.

The Final Design submittal for Contract C0358, Building Demolition and Site Clearing at North Hollywood Station, Phase 1, is scheduled for May 31, 1994, and the Camera Ready submittal for June 27, 1994.

Preliminary Engineering for Contract C1610, Trackwork Installation, is scheduled for completion on June 29, 1994.

Initial Notice to Proceed for Contract B642, Public Address, and Contract B648A, Communications Gas and Seismic, are scheduled for June 22, 1994, and June 13, 1994, respectively.

Contract C0331 is scheduled to start street decking by mid-June 1994.

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

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

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

Responded to MTA and RCC comments and provided a revised, full administrative draft FEIS/FEIR for delivery. Discussed portions of the administrative draft with the FTA.

Provided to the FTA the transmittal letters and the materials for the Section 106 review by the State Office of Historic Preservation (SOHP) and the Advisory Council on Historic Preservation (ACHP), and the 4(f) review by the Department of the Interior.

Completed drafting of all assigned sections of FEIS/FEIR.

Completed final draft of Operable Segments Analysis for incorporation into funding paper of MTA which was submitted to the FTA.

Completed review of the final cost estimates for Preliminary Engineering.

For legal review, continued an ongoing review of the completed FEIS/FEIR, and pertinent California Environmental Quality Act (CEQA) statutes and case law.

TRAFFIC ANALYSIS:

Completed final draft of FEIS traffic, parking and construction sections. Involved complete re-analysis of construction impacts.

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

PROJECT PLANNING:

Completed the Draft Report for Task 3.1, Transportation Planning & Coordination.

KEY ACTIVITIES (CON'T)

Held a team meeting with Cordoba, Meyer Mohaddes, George Yepes, Warren Furutani and Barrio Planners to discuss planning efforts for all seven stations.

Completed Economic Draft Report. The Report is divided into two main sections. There is an overview section for the total alignment, and a section that contains economic analysis for each proposed station.

Market based recommendations for various types of commercial space were made on a station-by-station basis.

Completed the draft report summarizing all research, analysis and conclusions for entertainment-related market tasks.

PLANNING AND URBAN DESIGN:

Completed the Urban Design Analysis Maps for six stations (500-600 foot radius).

Continued planning and research for overall Community Profile (written report of history and socio-cultural context of project).

Continued preparation, research and meeting for establishing a cultural framework for the project.

COMMUNITY OUTREACH:

Conducted RAC Meeting No. 7 held on May 12, 1994. Developed a calendar for all SAAC meetings.

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

Prepared scope of architectural services and completed drawing list with man-hour estimate for the design work to be performed by EMC and Section Designers as part of PIP for Little Tokyo, First/Boyle, Brooklyn/Soto and First/Lorena Stations.

Reviewed CUD packaging.

Prepared First/Boyle Station and Mariachi Plaza construction easement sketches.

KEY ACTIVITIES (CON'T)

Coordinated with Area Team and Environmental Group and prepared several concepts for Whittier/Arizona Station bus layover.

Studied Little Tokyo Station entrance portal at the middle of Third Street.

GEOTECHNICAL:

Engineering Science started field work for installation of methane gas probes. Six out of eleven required probes have been installed.

Started review of a draft report on Coyote Pass escarpment fault studies.

MECHANICAL:

Prepared scope of services for EMC and Section Designers' design effort for four stations and tunnels.

Prepared drawing list and man-hour budget for four stations, tunnels, station entrances and appendages.

RIGHT-OF-WAY:

PSOMAS completed survey control monumentation drawings.

Completed calculations for centerline control. Centerline control maps will be completed at a later date.

STRUCTURAL:

Prepared PIPs for final design of four stations which include underpinning, bus-way bridges, and cut-cover access shaft at Brooklyn/Soto.

Prepared scope of work for structural design of stations and appurtenance for both EMC and Section Designers.

KEY ACTIVITIES - PLANNED FOR JUNE

FEIS/FEIR PROJECT PLANNING

The consultant team will continue to respond to all comments received from the MTA and the FTA. The staff will incorporate all changes into the FEIS to be sent to the FTA for signature.

The MTA Board will take action on the FEIR (CEQA document) and adopt the Mitigation Monitoring Program as well as the Statement of Findings and Overriding Considerations.

In addition, the community linkages phase of the project will continue to accelerate and the Station Area Advisory Committees (SAAC) will be formed for the Project Planning component of the project.

PRELIMINARY ENGINEERING

ARCHITECTURAL:

Complete and submit PIP to RCC for negotiations.

Continue to coordinate with Area Team and Environmental Group to review and update Preliminary Engineering drawings.

CIVIL:

Complete and submit PIP to RCC for negotiations.

Continue to support Area Team on special studies.

ELECTRICAL:

Complete and submit PIP to RCC for negotiations.

Continue to support Area Team on special studies.

GEOTECHNICAL:

Complete and submit PIP to RCC for negotiations.

KEY ACTIVITIES (CON'T)

Continue review of the fault studies. Review draft/final methane gas probes report and complete installation of gas probes.

RIGHT-OF-WAY:

Calculate impacted parcel boundaries.

STRUCTURAL:

Complete and submit PIP to RCC for negotiations.

Complete scope of work.

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

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

Period: Apr 29, 1994 to May 27, 1994
Run Date: Jun 8, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	890,729	21,114	225,960	2,011	16,793	5,873	14,440	2,053	756,084	-134,644
S PROFESSIONAL SERVICES	254,747	0	254,747	423	93,561	3,546	37,336	3,546	37,336	633	265,310	10,563
R REAL ESTATE	84,534	0	84,534	796	21,010	796	21,010	796	21,010	2,279	85,644	1,110
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	824	5,026	77	473	77	473	2,395	16,210	2,973
C PROJECT CONTINGENCY	67,575	0	67,575	0	0	0	0	0	0	-7,360	187,572	119,997
TOTAL PROJECT	1,310,822	0	1,310,822	23,158	345,559	6,431	75,613	10,294	73,261	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	-60	0	0	18	0	0	-60	1,806	1,806
S PROFESSIONAL SERVICES	0	0	0	0	0	0	0	0	0	-10	356	356
TOTAL NEW REQUIREMENTS	0	0	0	-60	0	0	18	0	0	-70	2,162	2,162
GRAND TOTAL	1,310,822	0	1,310,822	23,097	345,559	6,431	75,631	10,294	73,261	-70	1,312,984	2,162

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

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

Period: Apr 29, 1994 to May 27, 1994
Run Date: Jun 15, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,075	0	388	0	186	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	0	39,427	329	6,978	329	6,982	3,160	104,429	6,296
R REAL ESTATE	53,303	0	53,303	4	126	4	126	4	126	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	15	96	15	96	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	-3,160	3,391	3,391
GRAND TOTAL	490,663	0	490,663	4	83,482	349	7,590	349	7,392	0	490,663	0

METRO RED LINE SEGMENT 3
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : METRO RED LINE SEG 3 - EAST SIDE EXTENSION

STATUS PERIOD : 29-Apr-94 TO 27-May-94
 STATUS DATE : 27-May-94
 UNITS : DOLLARS IN THOUSANDS

ELEMENT DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3) (12)
		PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T CONSTRUCTION	0	0	0	0	0	0	0	0	0	0	0	0
S PROFESSIONAL SERVICES	11,998	0	11,998	0	10,807	358	6,075	350	5,644	0	10,537	(1,461)
R REAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0
F 3RD PARTY	2	0	2	0	2	0	2	0	2	0	2	0
C CONTINGENCY	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	12,000	0	12,000	0	10,809	358	6,077	350	5,646	0	10,539	(1,461)

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

MAY 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$24,416	\$296,714	44%	\$24,416	4%	\$13,433	2%
FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$26,214	49%	\$26,214	49%	\$26,214	49%
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	\$2,723	1%	\$2,723	1%	\$2,723	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$118,064	\$345,559	26%	\$73,261	6%	\$62,278	5%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 1994.

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

MAY 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$15,284	\$81,604	34%	\$5,514	2%	\$5,134	2%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400	\$460	\$460	0%	\$460	0%	\$460	0%
TOTAL	\$490,663	\$17,162	\$83,482	17%	\$7,392	2%	\$7,012	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 1994.

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

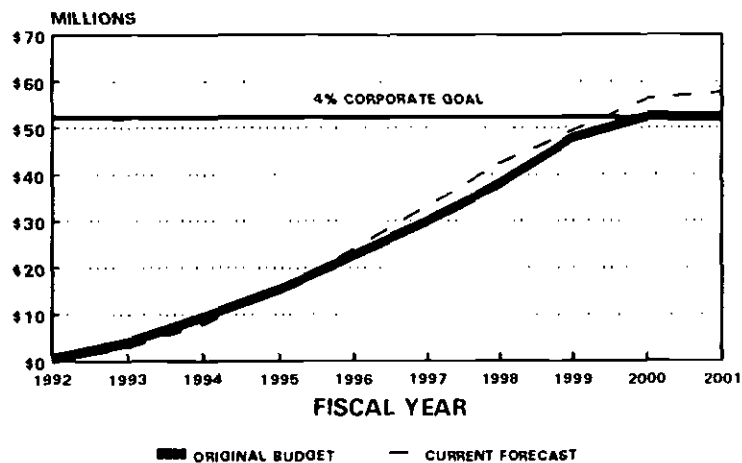
MAY 94

STATUS OF FUNDS BY SOURCE

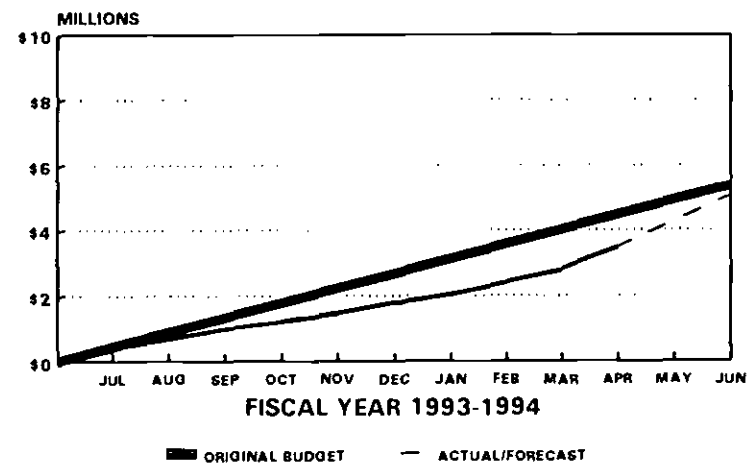
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$10,309	52%	\$5,385	27%	\$41	0%
PROP A	\$18,150	\$18,150	\$500	3%	\$261	1%	\$225	1%
TOTAL	\$38,000	\$38,000	\$10,809	28%	\$5,646	15%	\$266	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



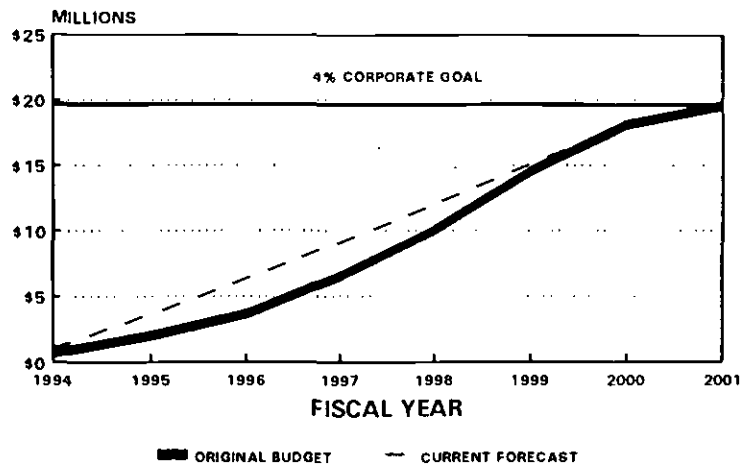
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

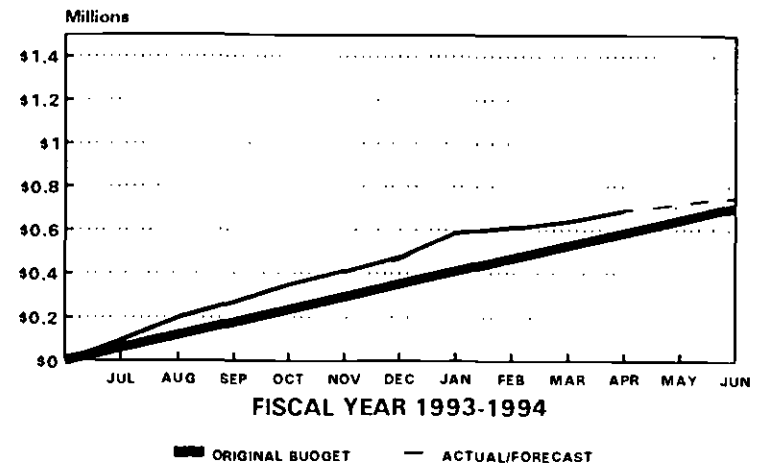
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$ 5,077
PLAN BUDGET TO DATE	\$ 4,483
ACTUAL TO DATE	\$ 3,494

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

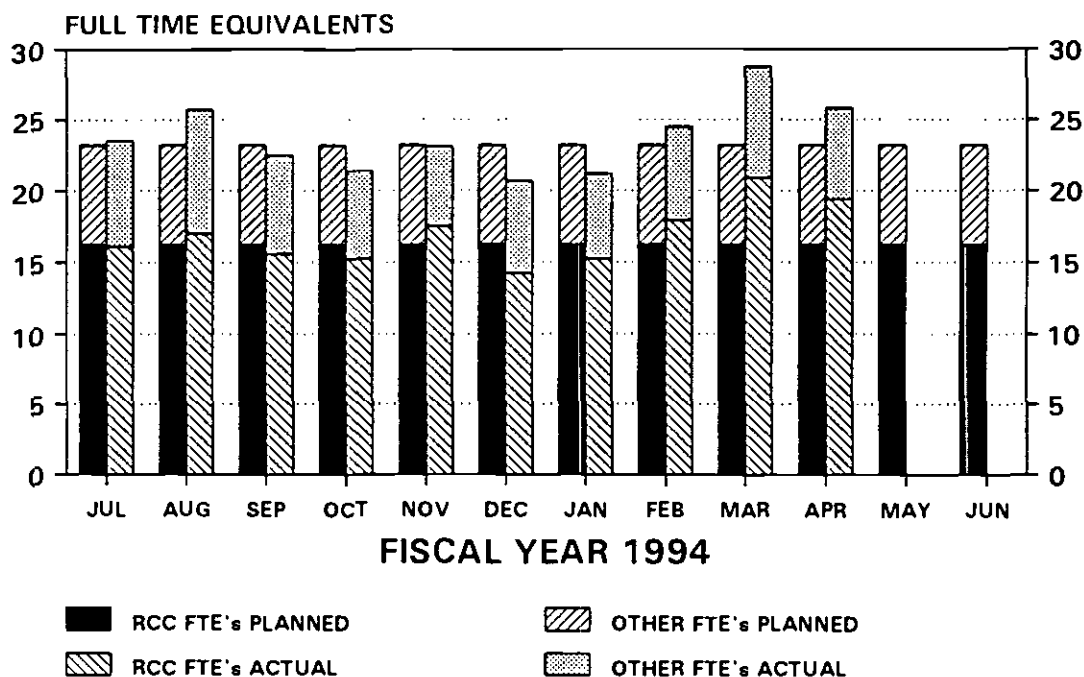
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 93	\$ 0

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$ 753
BUDGET PLAN TO DATE	\$ 588
ACTUAL TO DATE	\$ 693

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

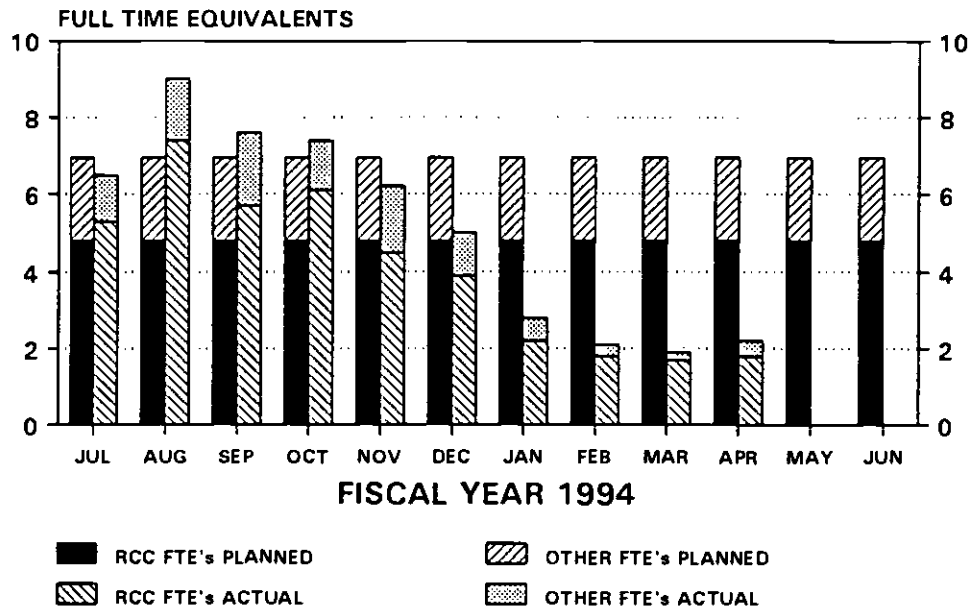
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	16
RCC FTE's ACTUAL	19
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	26

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



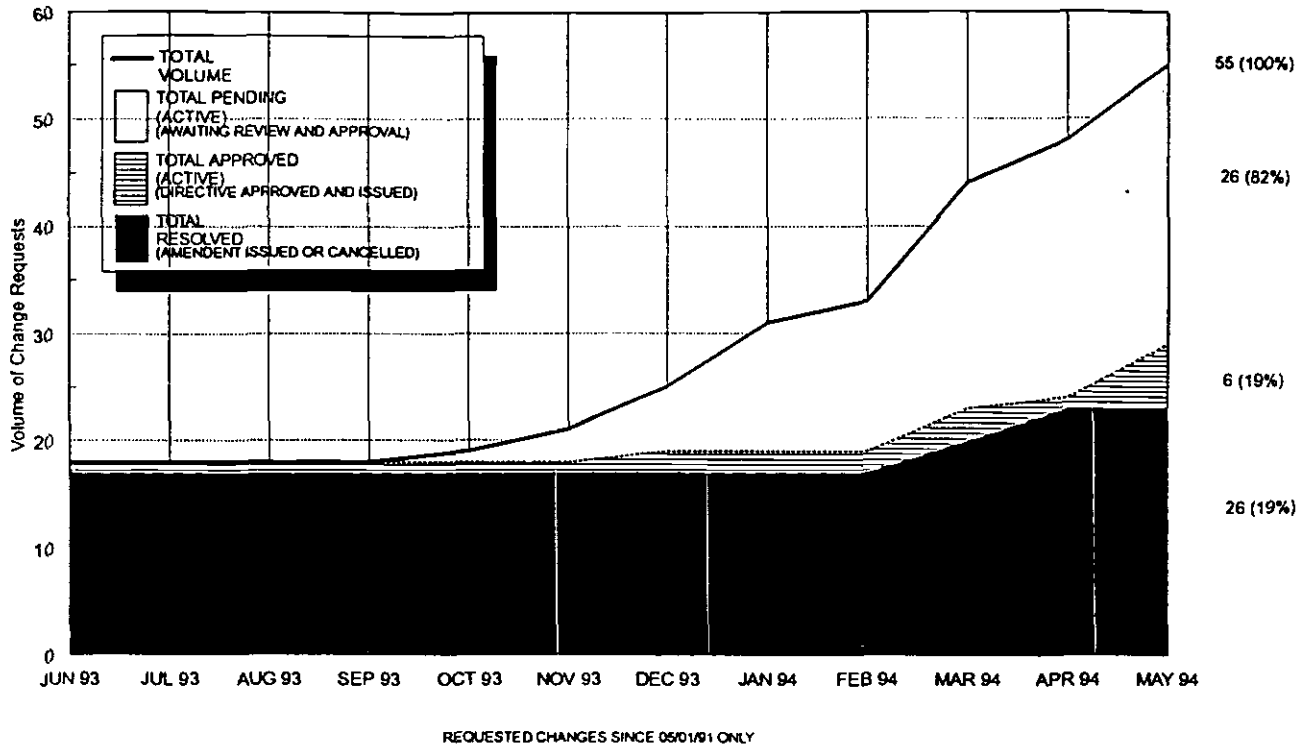
FY'94 Budget

RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

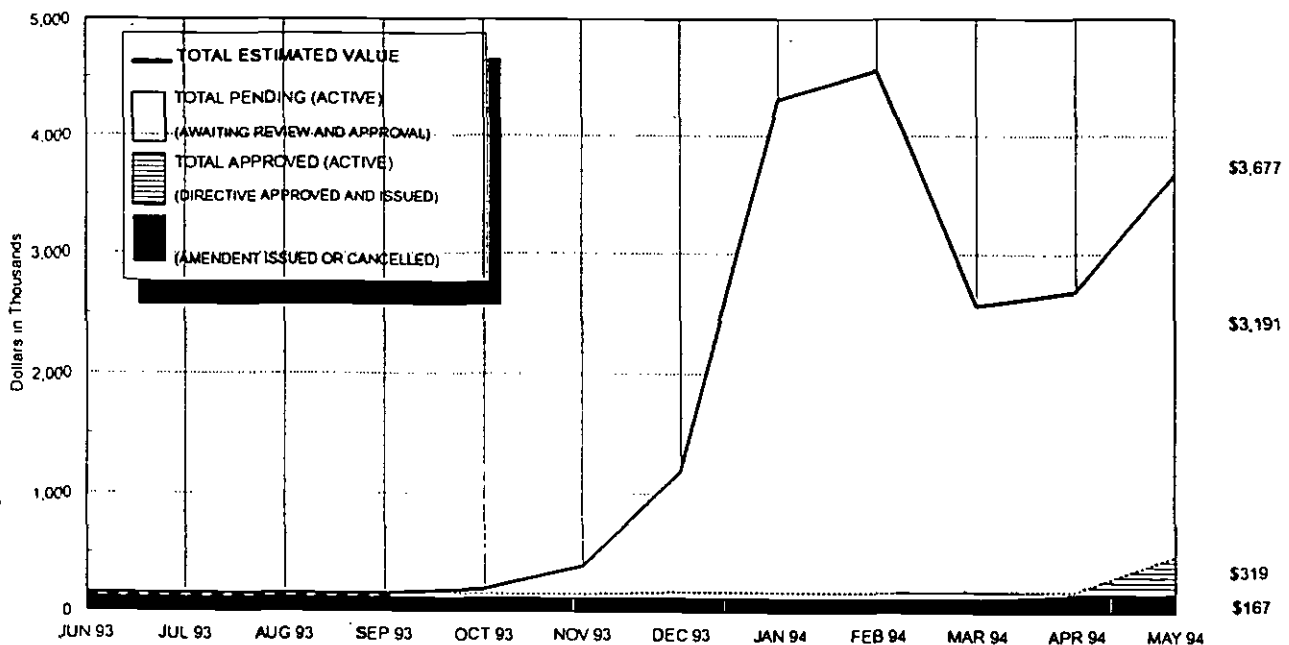
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	2
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	0
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	2

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

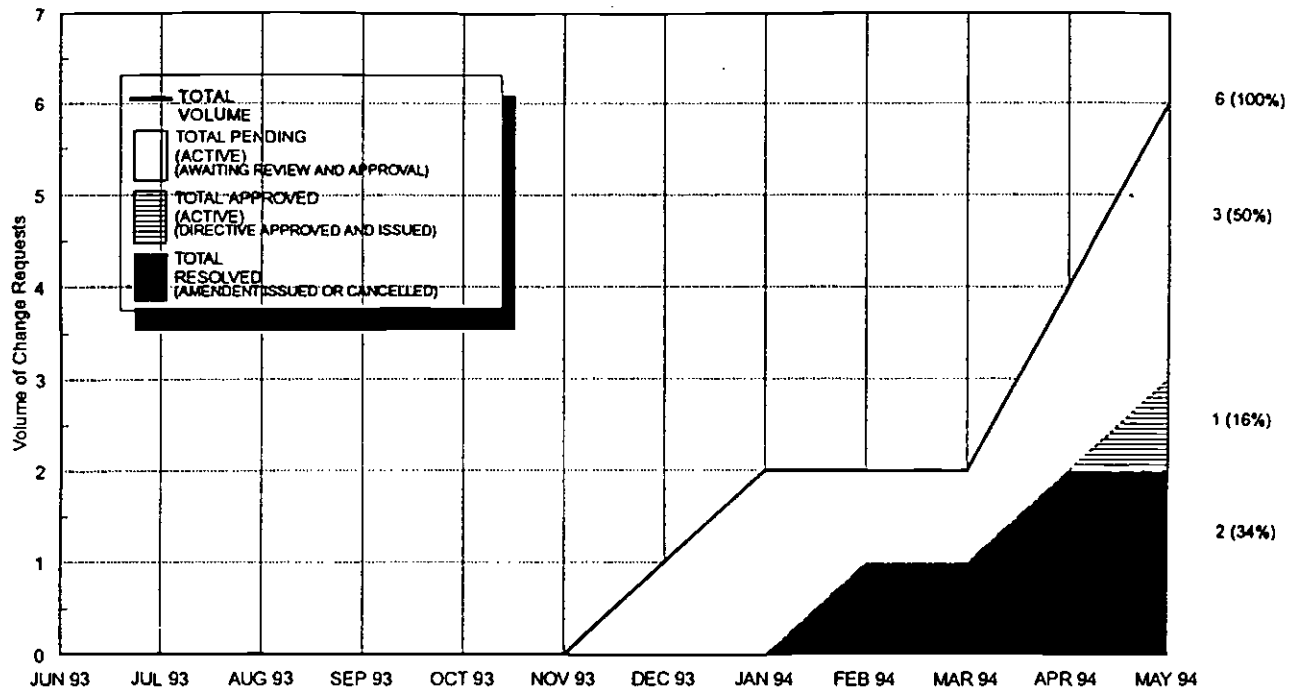


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	5	11	11	32
PERCENT	16%	16%	34%	34%	100%

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



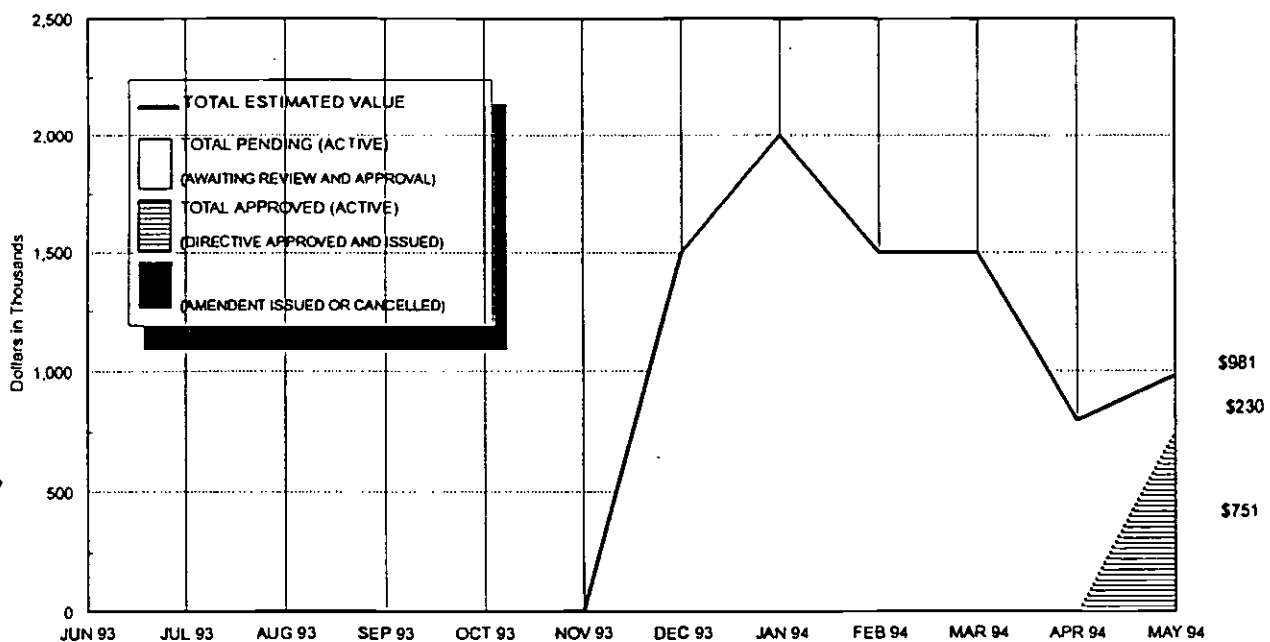
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME



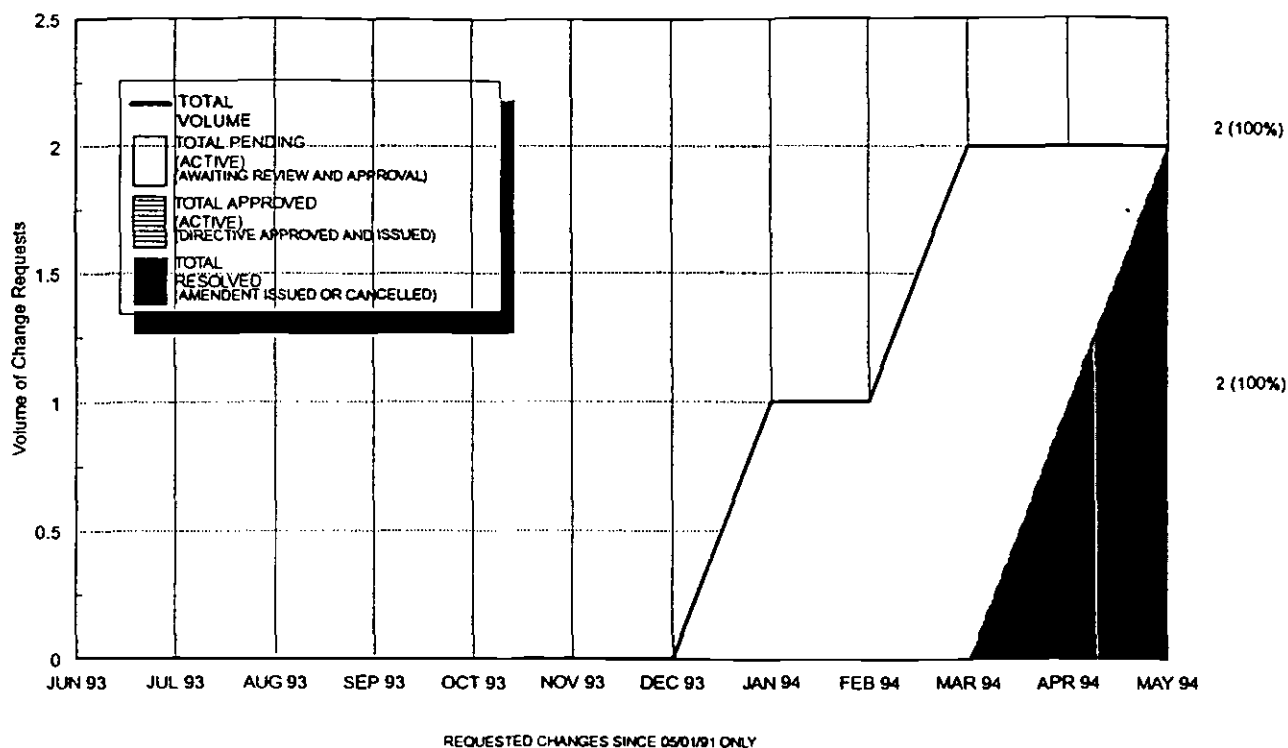
REQUESTED CHANGES SINCE 05/01/91 ONLY

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

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

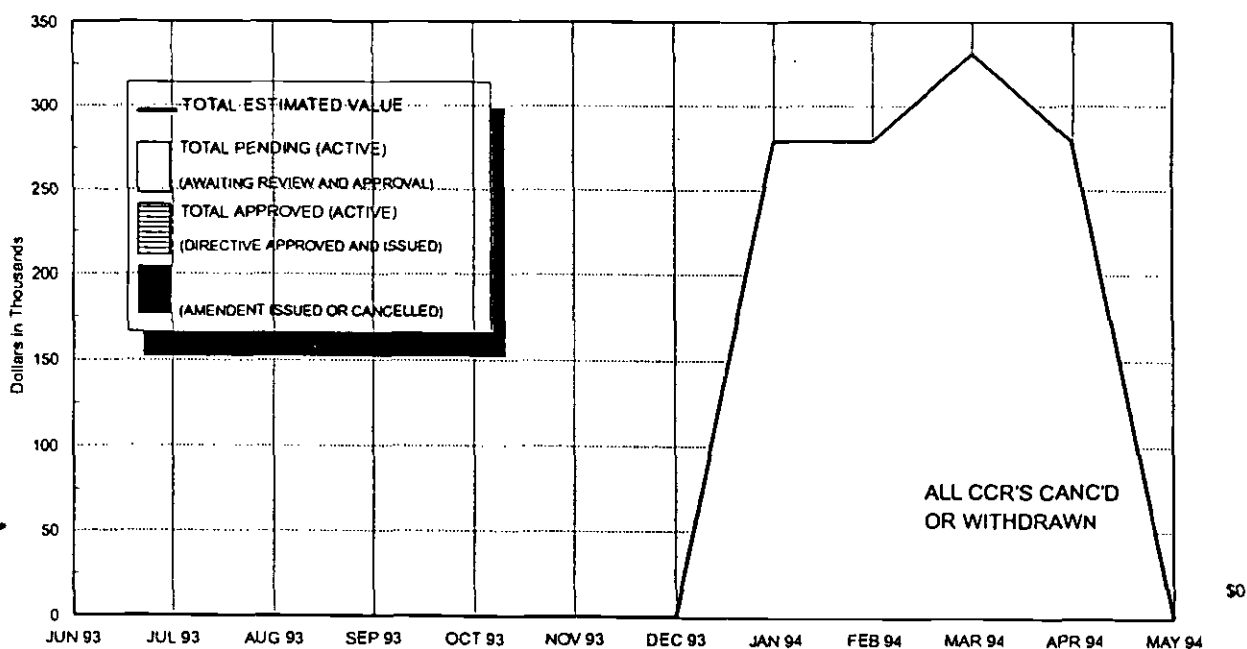


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME



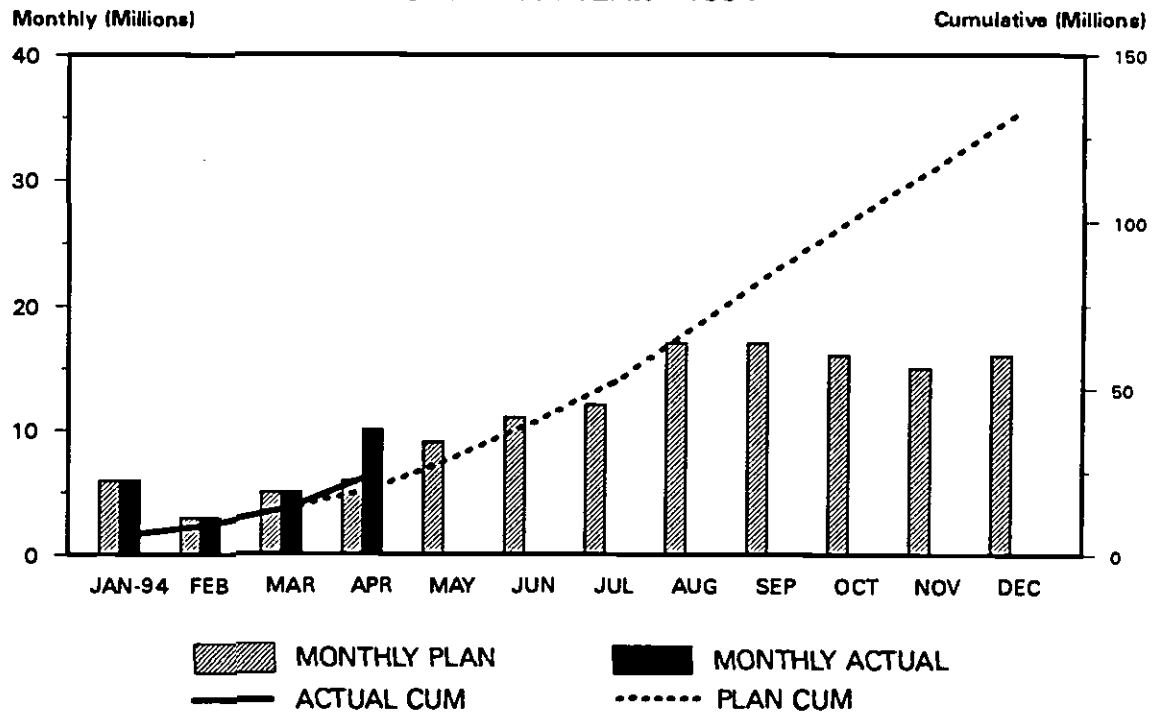
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

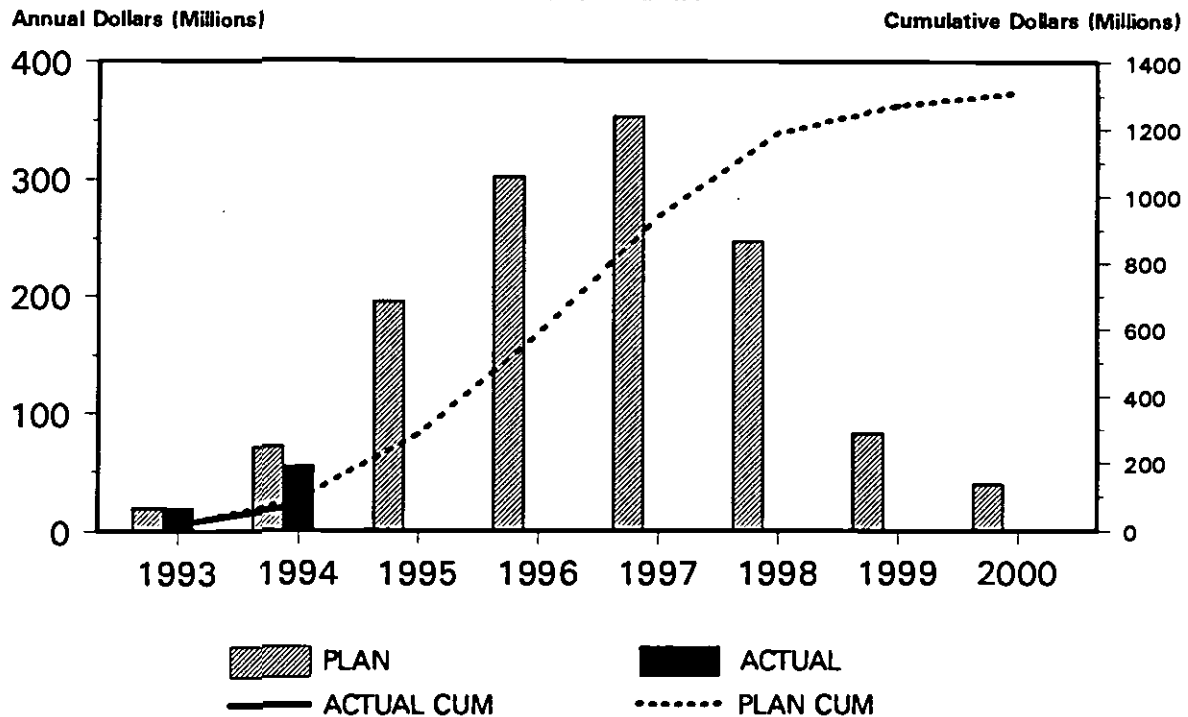


NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL CALENDAR YEAR - 1994



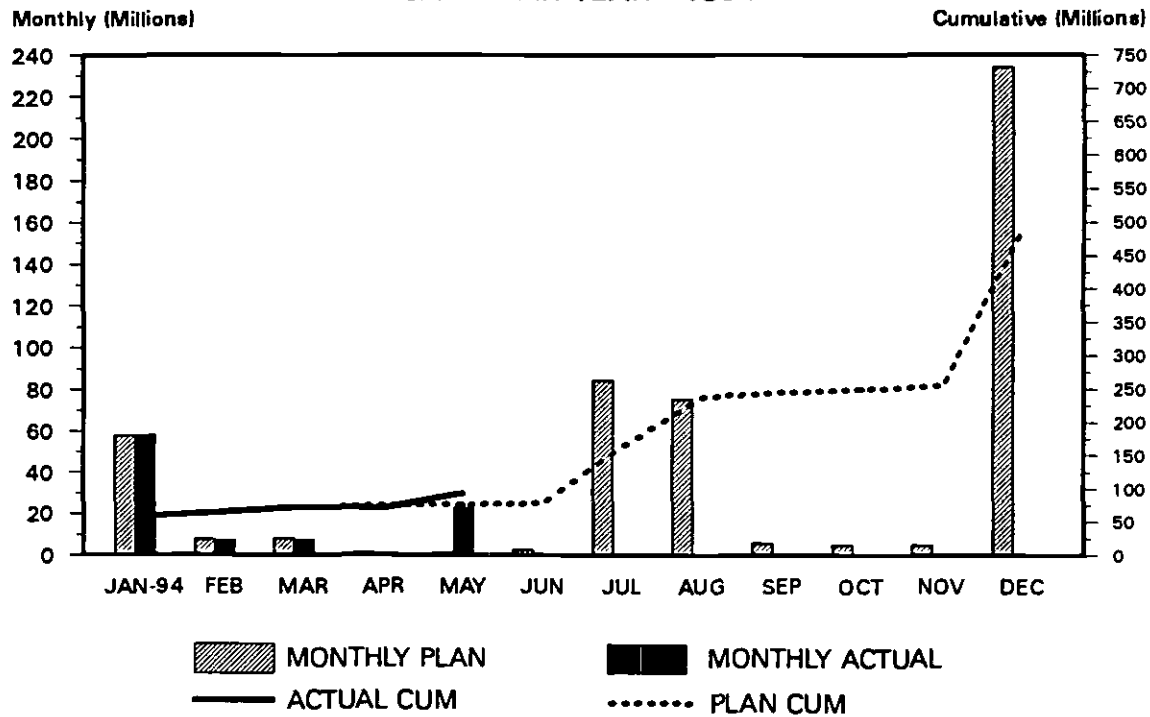
PROJECT CASH FLOW - PROJECT FISCAL YEAR



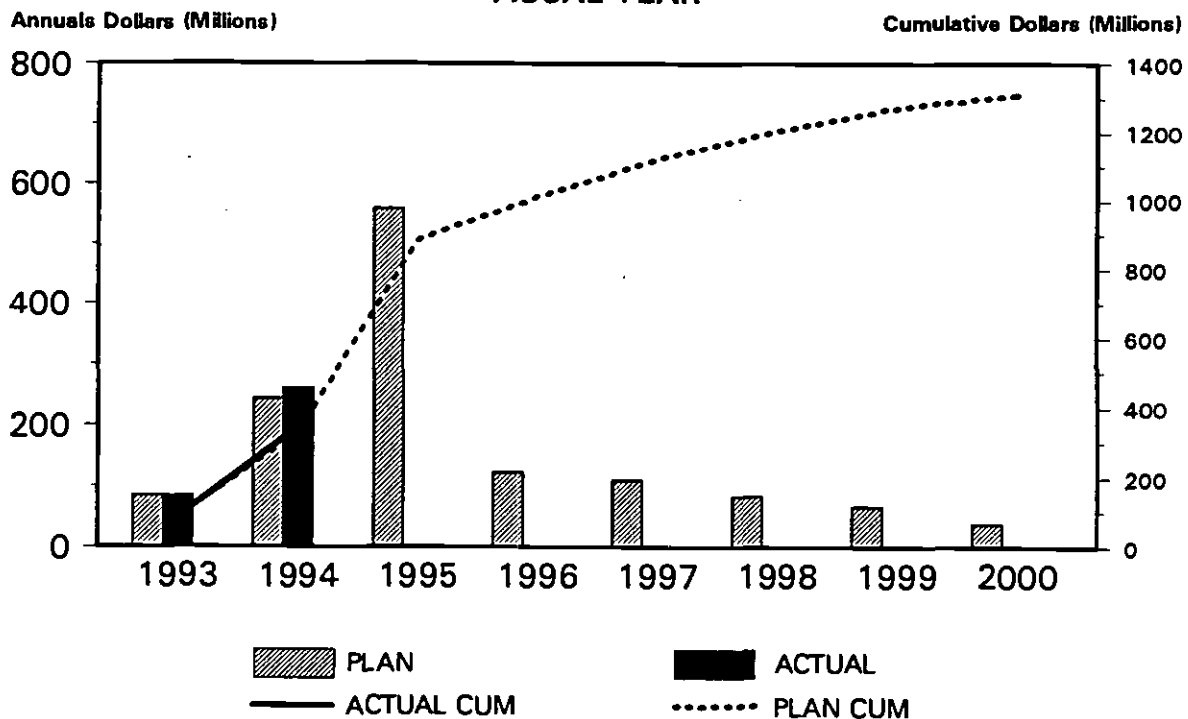
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH APRIL 1994.
THE PLAN WAS REVISED IN MARCH 1994.

NORTH HOLLYWOOD

PROJECT COMMITMENTS - ANNUAL CALENDAR YEAR - 1994



PROJECT COMMITMENTS - PROJECT FISCAL YEAR



NOTE: THE PLAN WAS REVISED IN MARCH 1994.

METRO RED LINE EAST SIDE EXTENSION

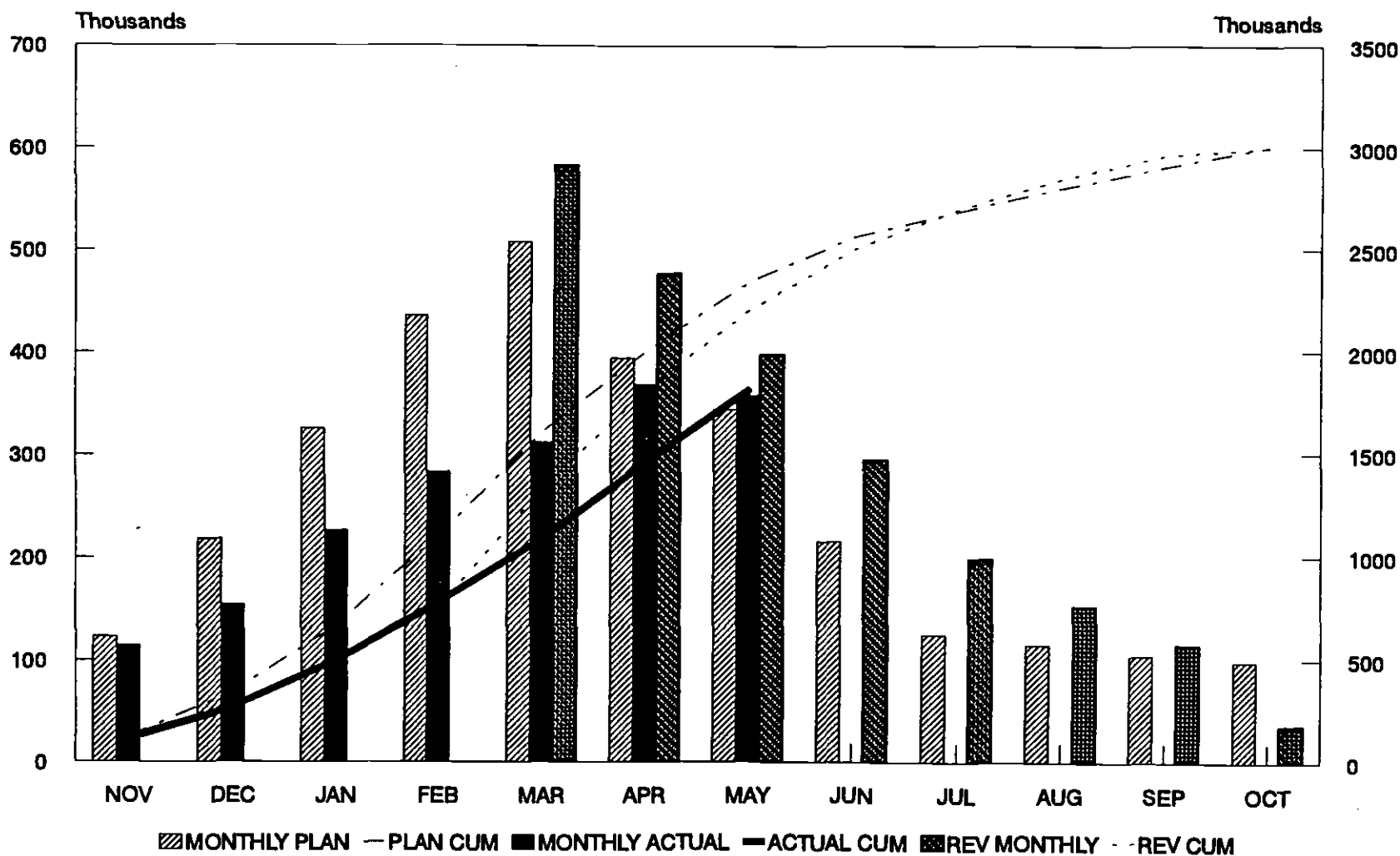
FEIS/FEIR/PLANNING PROJECT CASH FLOW

FISCAL YEARS 1994 & 1995

METRO RED LINE SEGMENT 3

MAY 1994

Page 35



Through 31MAY94

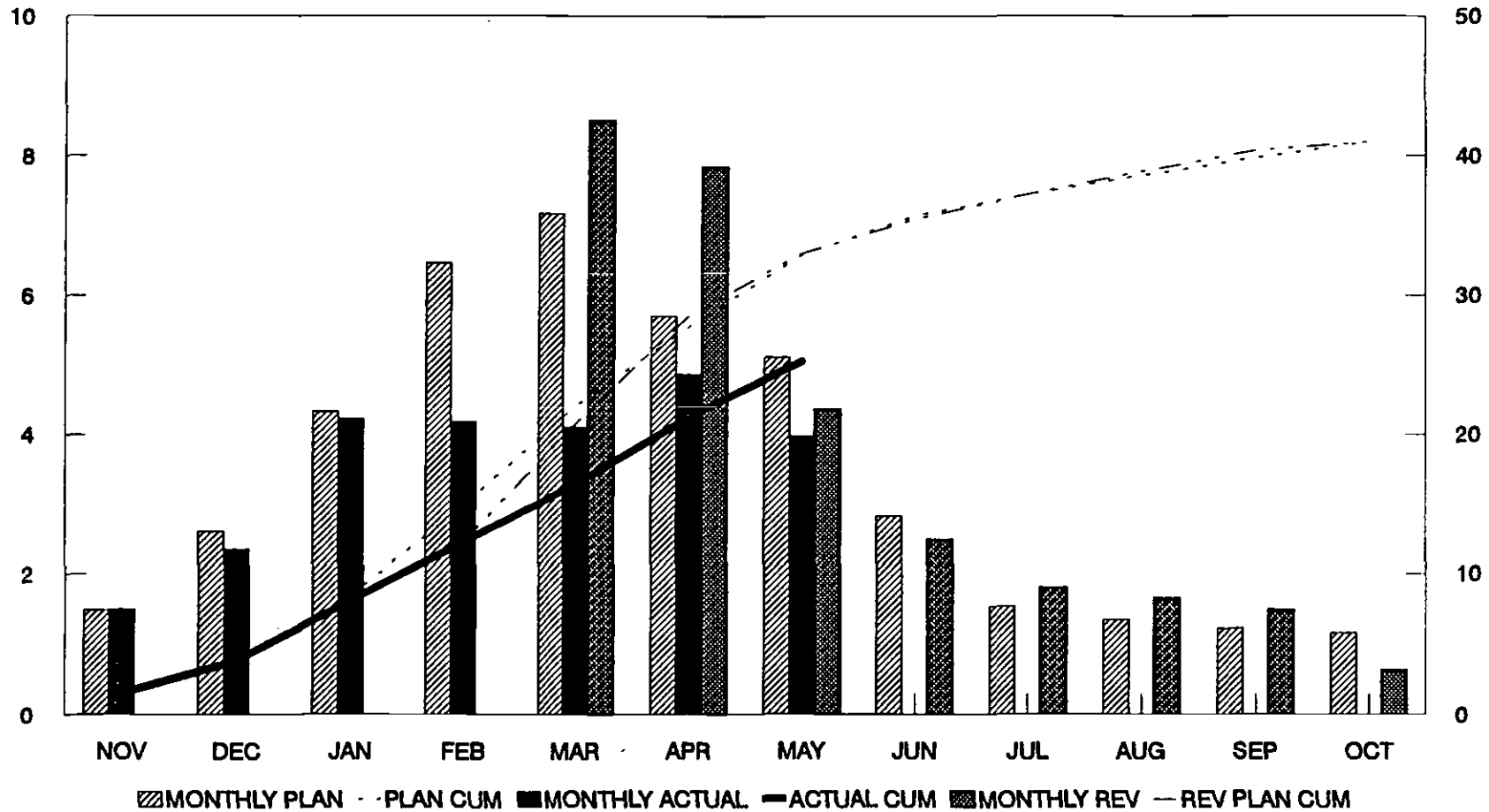
METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

TOTAL WORKHOURS

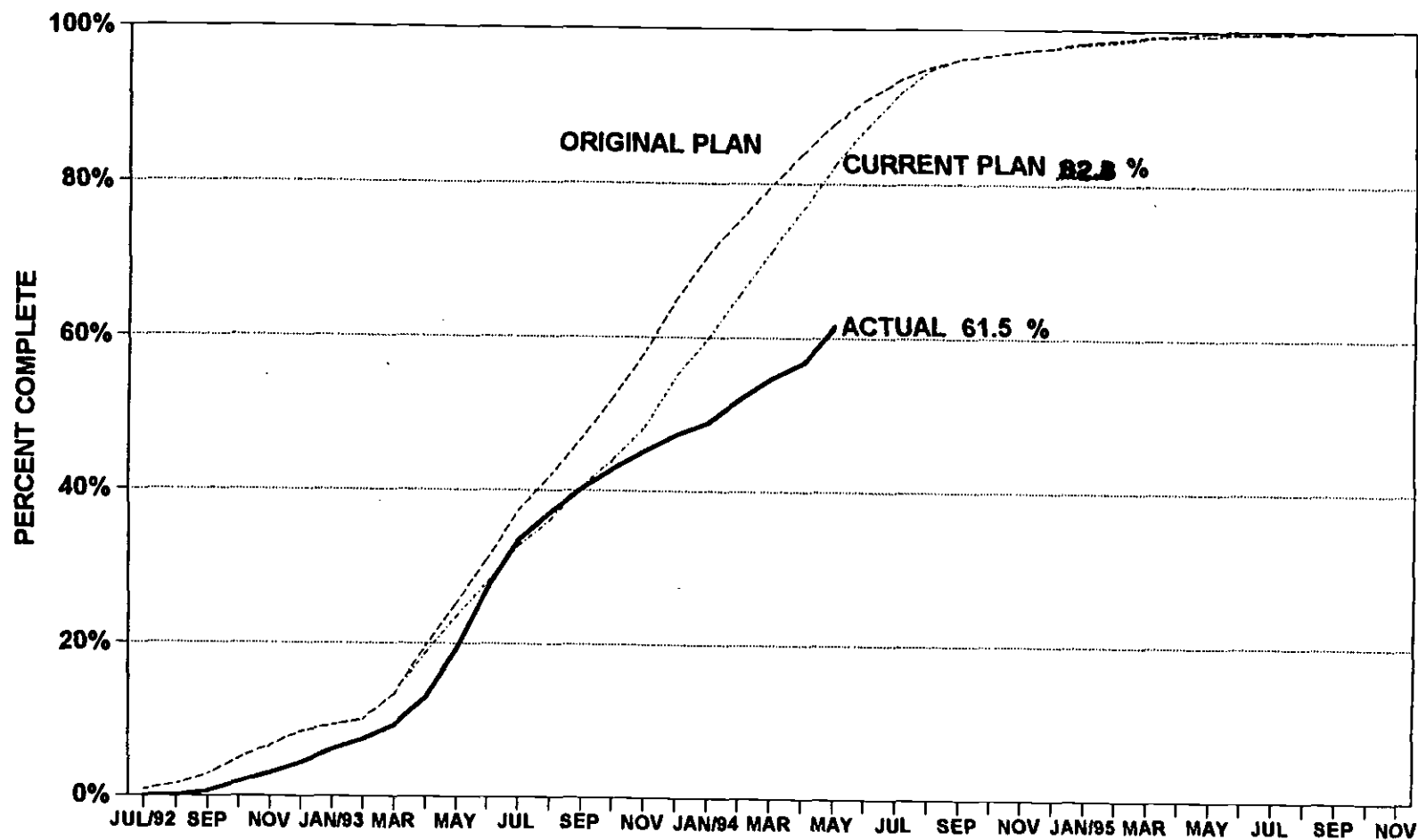
Thousands

Thousands

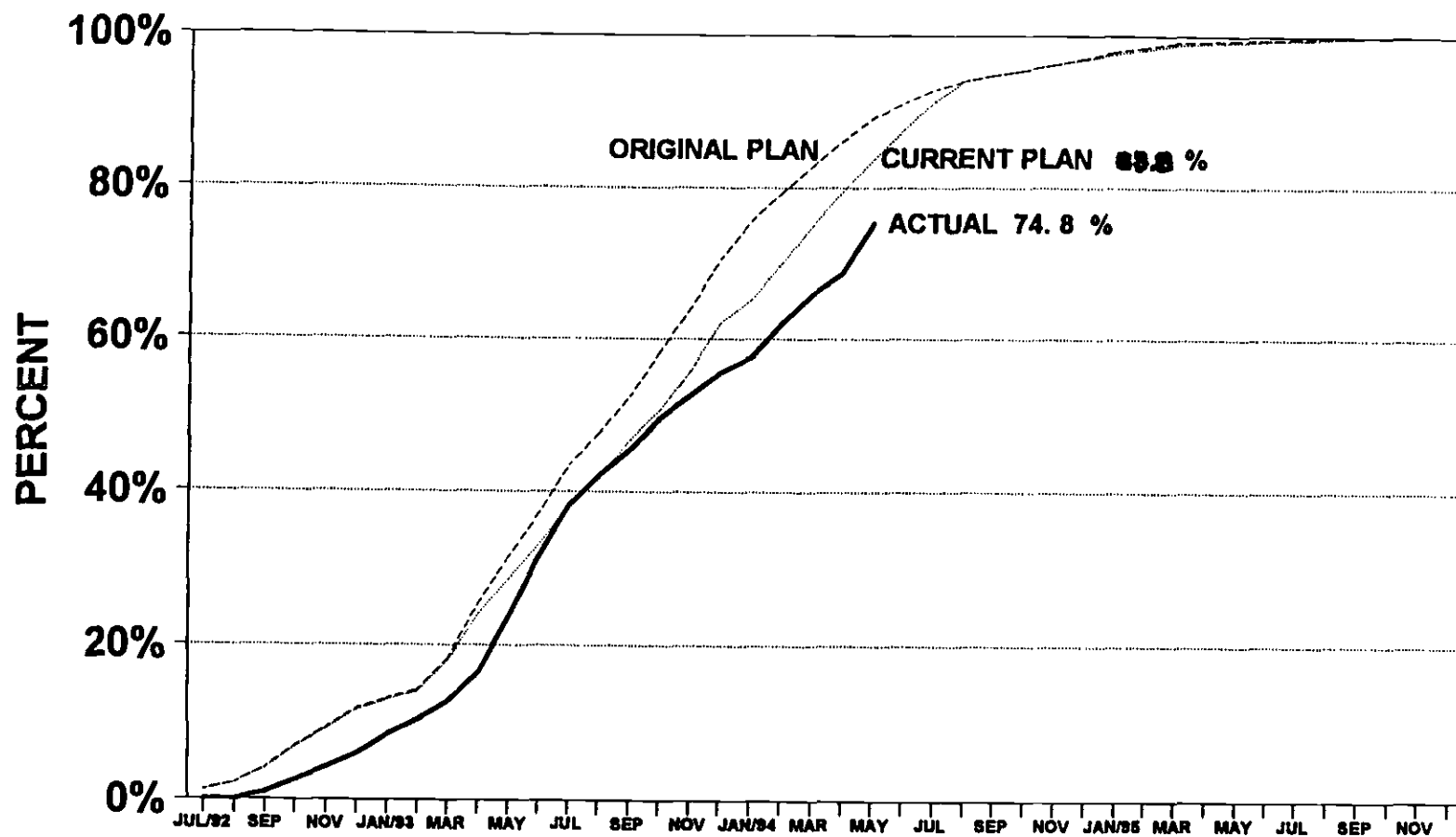


THROUGH MAY 31, 1994

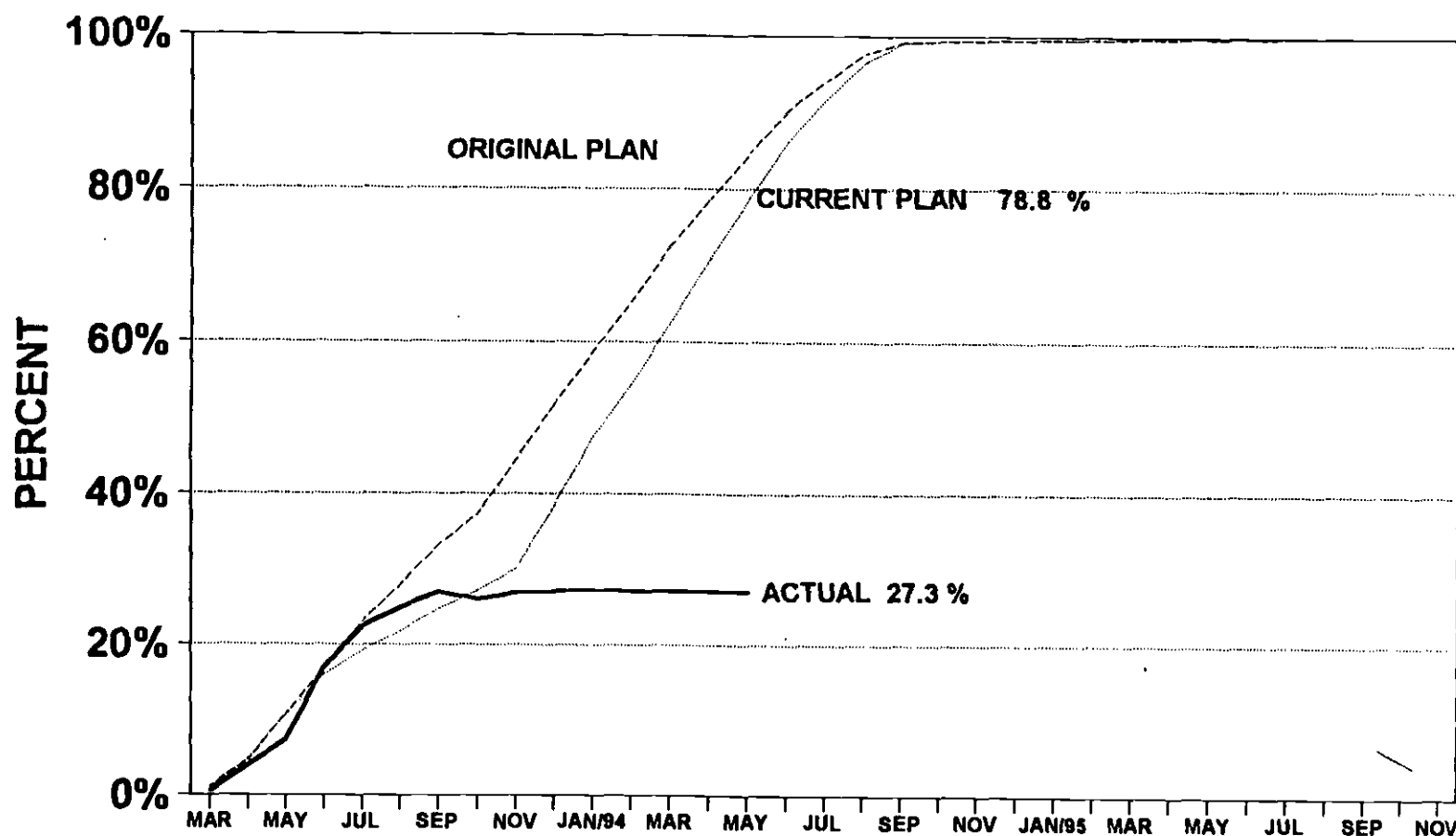
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT- FACILITIES DESIGN



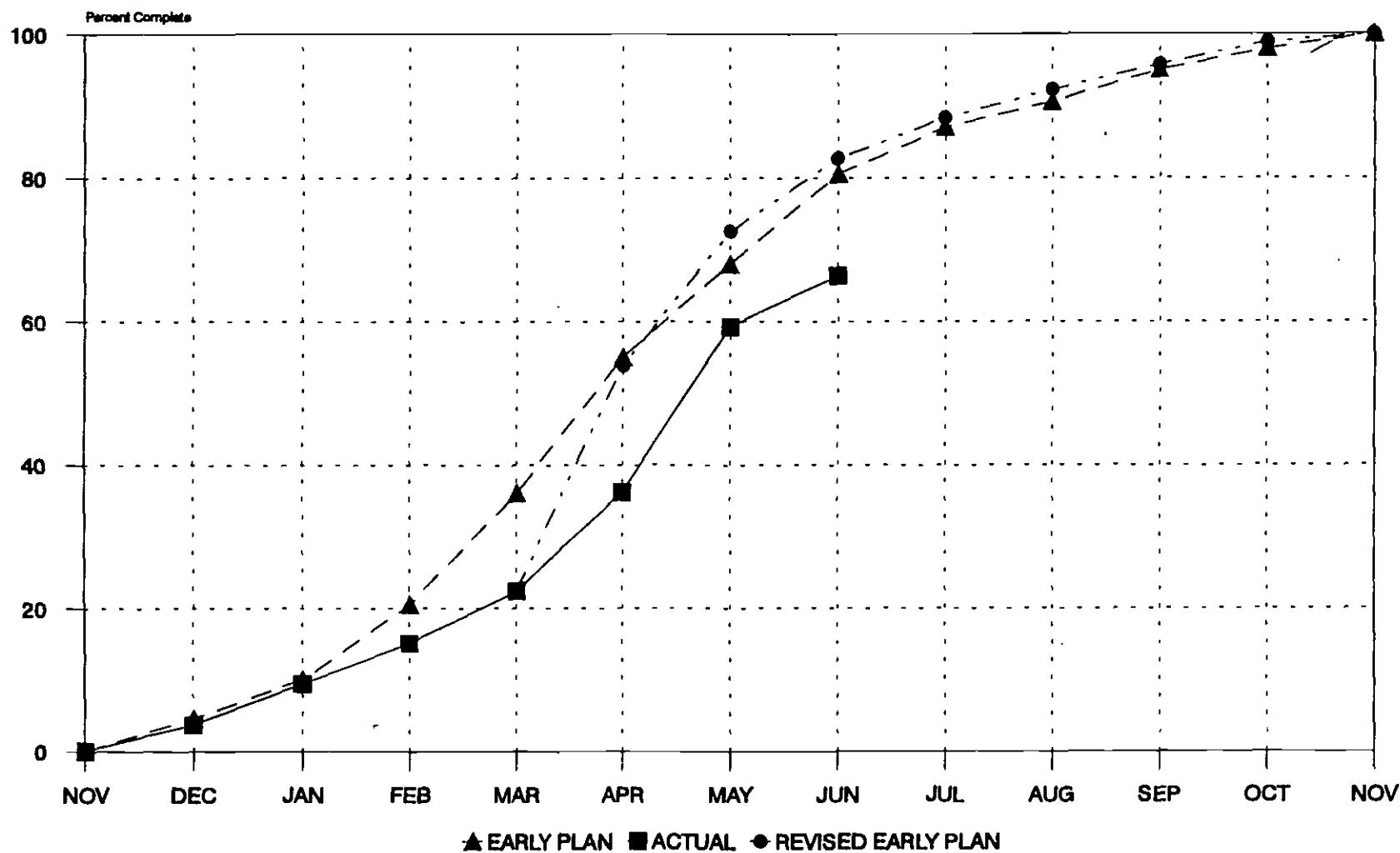
METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN



METRO RED LINE EAST SIDE EXTENSION

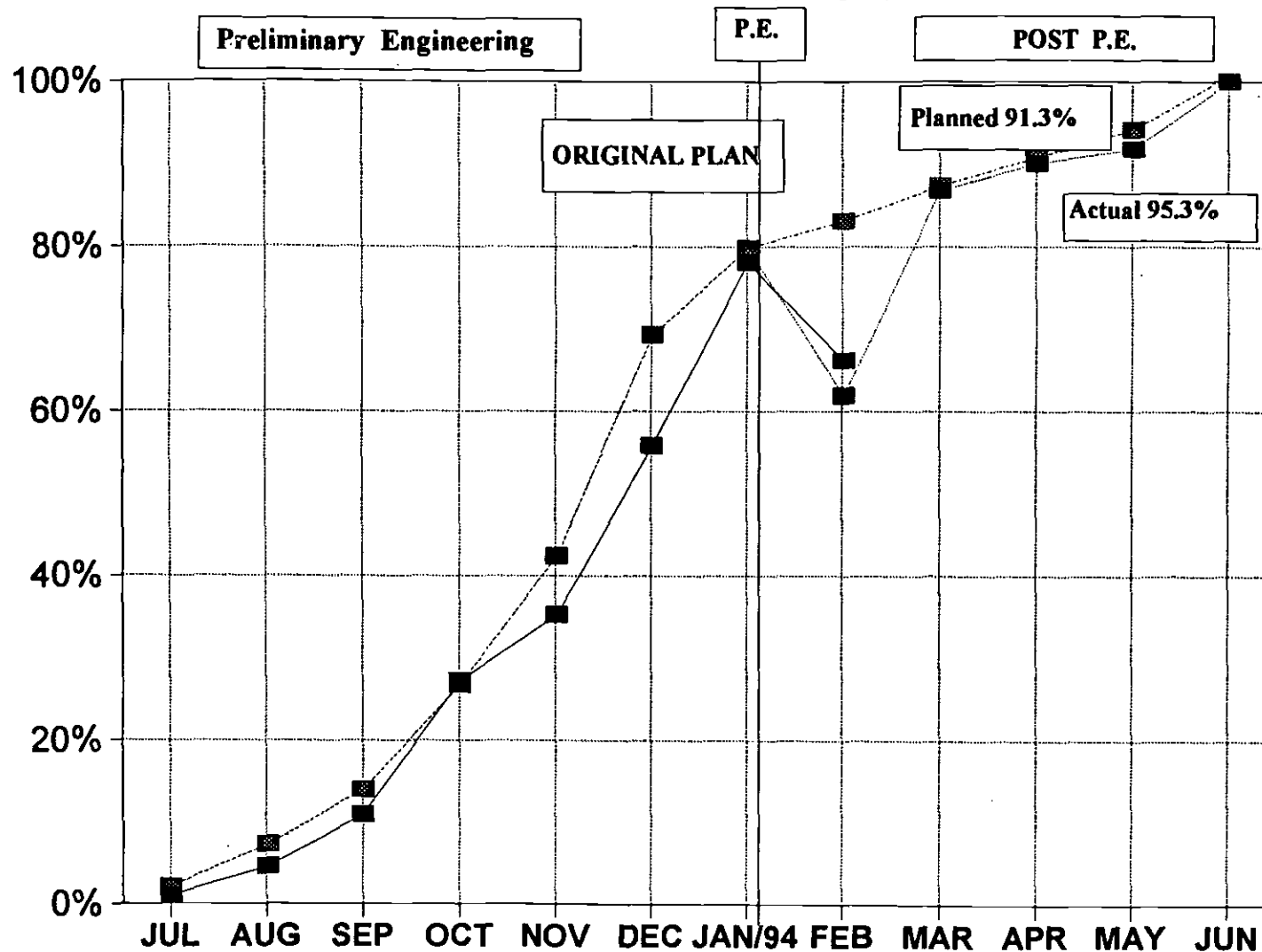
FEIS/FEIR/PLANNING PROJECT

RESCHEDULED PROGRESS



Through 31MAY94

METRO RED LINE SEGMENT 3 EAST SIDE EXTENSION



ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	1992	1993	1994	1995	1996	1997	1998	1999	2000
C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00			C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00								
C311 DESIGN UNIVERSAL CITY TO STA. 630+00	1SEP92A	6JUN94	C311 DESIGN UNIVERSAL CITY TO STA. 630+00								
UH 311 BID / AWARD	13JUN94	21DEC94	UH 311 BID / AWARD								
MOBILIZATION & SETUP	22DEC94	17MAR95	MOBILIZATION & SETUP								
INSTALLATION SOLDIER PILES, CROSSOVER	23JAN95	17MAR95	INSTALLATION SOLDIER PILES, CROSSOVER								
EXCAVATE CROSSOVER (TUNNELING SHAFT)	20MAR95	25JUL95	EXCAVATE CROSSOVER (TUNNELING SHAFT)								
TUNNEL EXCAVATION & TBM REMOVAL	26JUL95	30AUG96	TUNNEL EXCAVATION & TBM REMOVAL								
EXCAVATE SINGLE CROSSOVERS	7JUN96	30SEP96	EXCAVATE SINGLE CROSSOVERS								
EXCAVATION OF ROOMS BY VENT SHAFT	7JUN96	30SEP96	EXCAVATION OF ROOMS BY VENT SHAFT								
C0321 UNIVERSAL CITY STATION W/ CROSSOVER			C0321 UNIVERSAL CITY STATION W/ CROSSOVER								
CONCRETE & FINISH CROSSOVER EAST OF STATION	10CT96	29DEC97	CONCRETE & FINISH CROSSOVER EAST OF STATION								
C1610 TRACK WORK INSTALLATION			C1610 TRACK WORK INSTALLATION								
TRACK CONCRETE	16OCT96	7APR98	TRACK CONCRETE								
INSTALL CONTACT RAIL	9APR98	27JUL98	INSTALL CONTACT RAIL								
B620 AUTOMATIC TRAIN CONTROL			B620 AUTOMATIC TRAIN CONTROL								
WAYSIDE EQUIP & CABLE INSTALLATION	23FEB98	20NOV98	WAYSIDE EQUIP & CABLE INSTALLATION								
AT 620 INSTALL COMMUNICATION CABLES & TEST	29JUN98	27AUG98	AT 620 INSTALL COMMUNICATION CABLES & TEST								
B645 SCADA			B645 SCADA								
SCADA INTERFACE TESTS WITH SUBSYSTEMS	10FEB98	16JUL99	SCADA INTERFACE TESTS WITH SUBSYSTEMS								
SUBSYSTEM LOCAL TESTS WITH SCADA	2JUN98	25FEB99	SUBSYSTEM LOCAL TESTS WITH SCADA								
H0648 COMMUNICATION INSTALLATION			H0648 COMMUNICATION INSTALLATION								
COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST	21DEC98	16JUL99	COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST								
TEST AND STARTUP			TEST AND STARTUP								
INTEGRATION TESTS - ALL SYSTEMS NHLYWD	19JUL99	16DEC99	INTEGRATION TESTS - ALL SYSTEMS NHLYWD								
PREREVENUE OPERATIONS-NHLYWD	17DEC99	1JUN00	PREREVENUE OPERATIONS-NHLYWD								
R.O.O. (NORTH HOLLYWOOD)		1JUN00	R.O.O. (NORTH HOLLYWOOD)								

