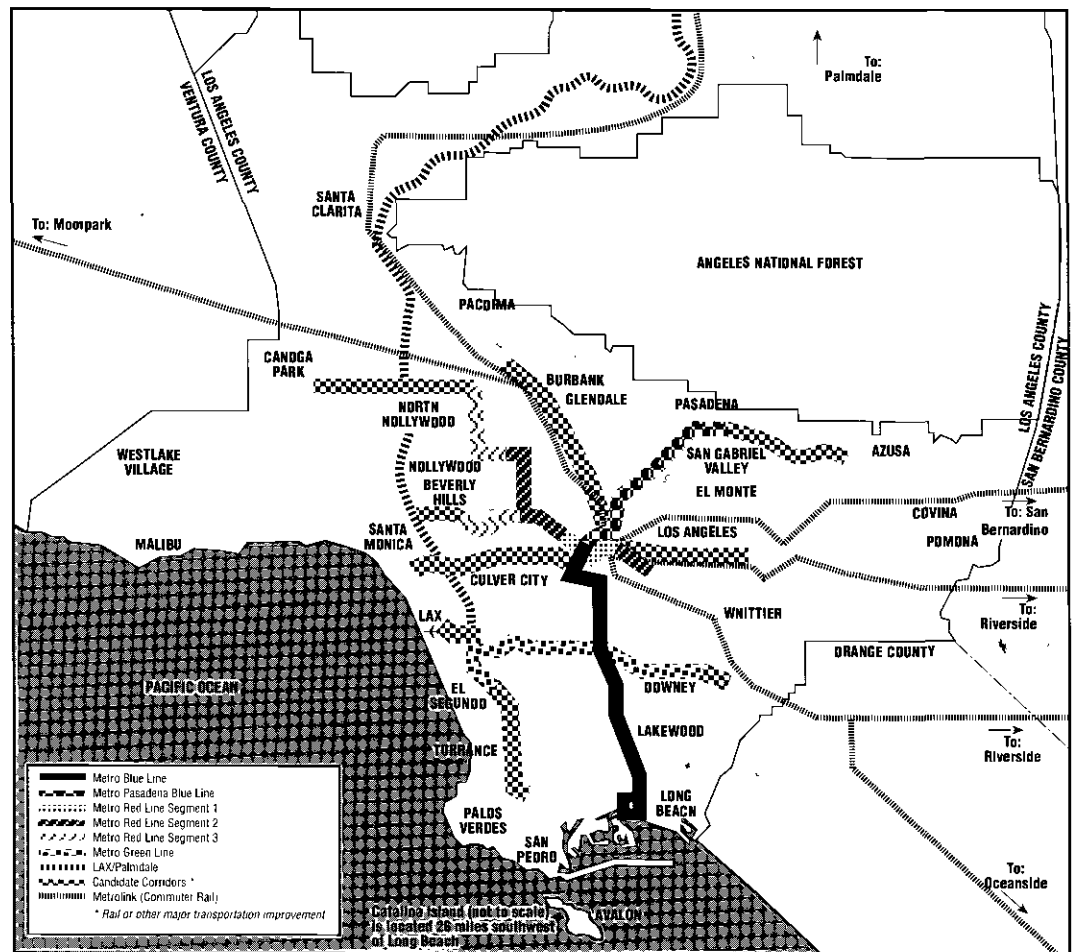


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

**THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
RAIL CONSTRUCTION DIVISION**

NOVEMBER 1994

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line

Cost Status (\$000)
 Original Budget 841,000
 Expended to Date 91,710 *
 Current Budget 841,000
Schedule Status:
 Revenue Operations Date:
 Original November 1997
 Forecast June 1998

Project Progress
 Design (Rebaselined)
 Actual: 78%
 Construction
 Actual: 0%

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

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 571,802 *
 Current Budget 717,802
Schedule Status
 Revenue Operations Date:
 Original October 1994
 Forecast May 1995

Project Progress
 Design
 Actual: 99%
 Construction
 Actual: 93%

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 817,036*
 Current Budget 1,517,657
Schedule Status: Revenue Operations Dates:
 Wilshire Vermont/Hlywd
 Original Jul '96 Sep '98
 Forecast Feb '96 Mar '99

Project Progress
 Design
 Actual: 99%
 Construction
 Actual: 44%

Metro Red Line Segment 3 - North Hollywood Extension

Cost Status (\$000)
 Original Budget 1,310,822
 Expended to Date 135,657*
 Current Budget 1,310,822
Schedule Status
 Revenue Operations Date:
 Original 2000
 Forecast May 2000

Project Progress
 Design
 Actual: 83%
 Construction
 Actual: 4.3%

*Expenditure data through Oct 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	8,697*	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)		
Original Budget	257,597	Design	
Expended to Date	28,775*	Actual:	6%**
Current Budget	257,597	Manufactured	
Schedule Status:		Actual:	6%**
Delivery of Final Cars:			
Original	November 1997		
Forecast	November 1999		
** Based on Milestone Payments			

* Expenditure data through Oct 1994

METROPOLITAN TRANSPORTATION AUTHORITY - CONSTRUCTION DIVISION
PROJECT COST REPORT - TOTAL RAIL PROGRAM
SUMMARY BY COST ELEMENT

STATUS DATE: 12/02/94

(IN THOUSANDS)

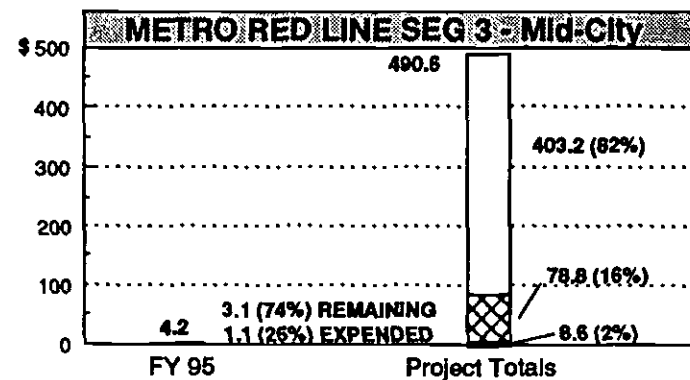
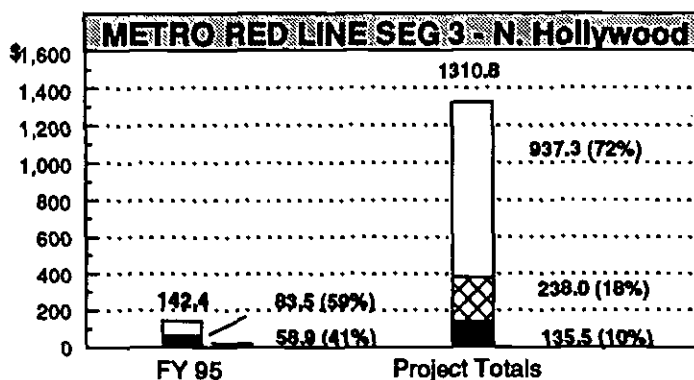
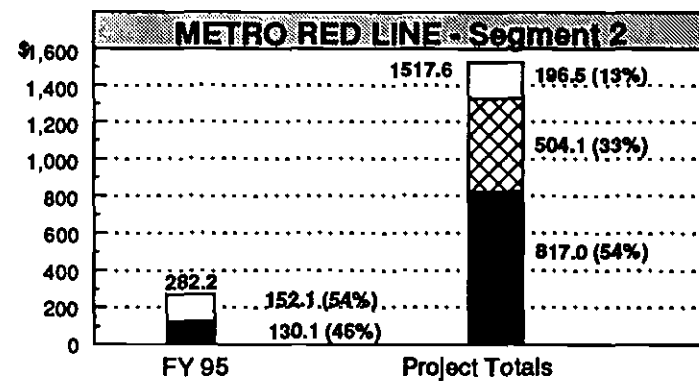
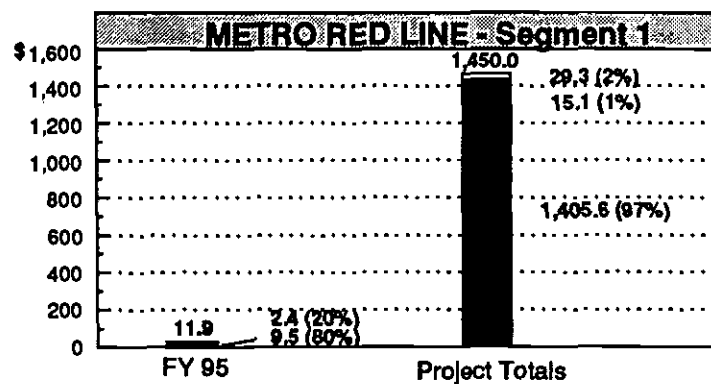
PROJECT: TOTAL RAIL PROGRAM

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	4,528,953	4,596,834	9,318	3,183,222	42,020	2,310,453	50,692	2,234,171	4,689,466	92,632
S PROFESSIONAL SERVICES	1,466,008	1,768,799	10,777	1,372,248	16,164	1,160,712	16,340	1,158,538	1,804,629	35,830
R REAL ESTATE	453,432	522,489	13,245	336,678	16,870	345,616	16,857	345,526	520,750	(1,740)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	181	121,825	3,174	96,199	3,183	95,679	153,988	7,051
D SPECIAL PROGRAMS	11,044	20,884	19	6,374	99	3,246	119	3,266	21,537	653
C CONTINGENCY	465,256	372,247	0	0	0	0	0	0	260,982	(111,265)
A PROJECT REVENUE	(18,115)	(36,585)	0	(1,054)	0	(6,463)	(1,361)	(7,888)	(35,745)	839
PROJECT GRAND TOTAL	7,038,766	7,391,604	33,542	5,019,295	78,327	3,909,765	85,832	3,829,293	7,415,607	24,002

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	52,245	90	43,991	1,328	3,083	60	117	61,020	8,775
S PROFESSIONAL SERVICES	0	15,875	0	10,011	56	9,284	56	9,284	16,297	422
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	130	0	0	0	0	0	0	130	0
D SPECIAL PROGRAMS	0	0	0	20	0	22	0	22	20	20
C CONTINGENCY	0	2,975	0	0	0	0	0	0	3,040	65
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,225	90	54,023	1,384	12,392	117	9,425	80,509	9,283
PROJECT GRAND TOTAL	7,038,766	7,462,829	33,632	5,073,318	79,711	3,922,157	85,949	3,838,718	7,496,116	33,285

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

BUDGET STATUS - December 2, 1994
(In \$ Millions)



BUDGET STATUS - December 2, 1994 (In \$ Millions)

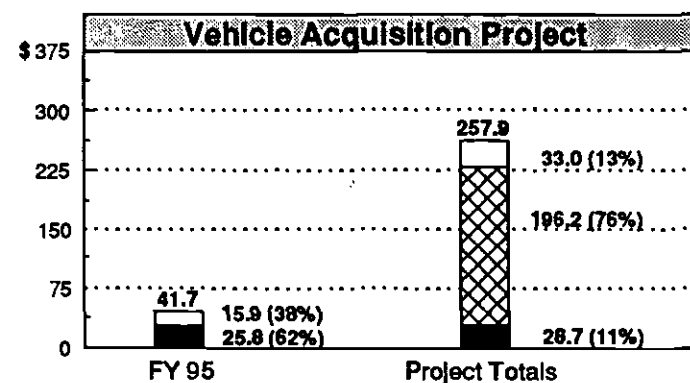
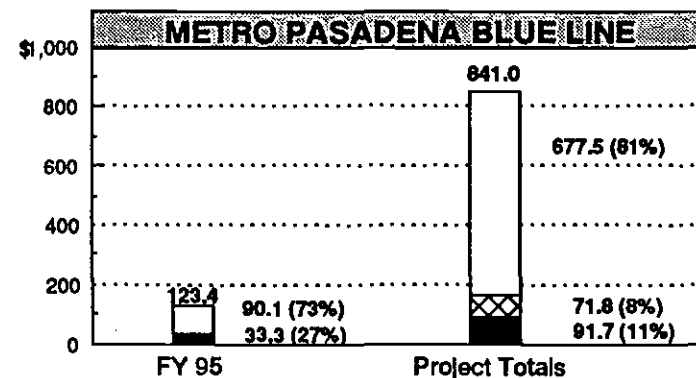
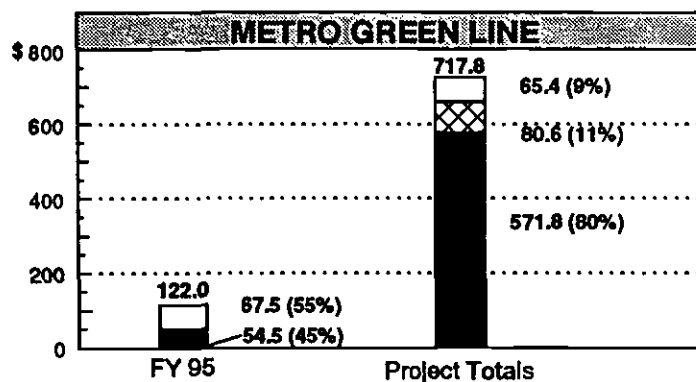
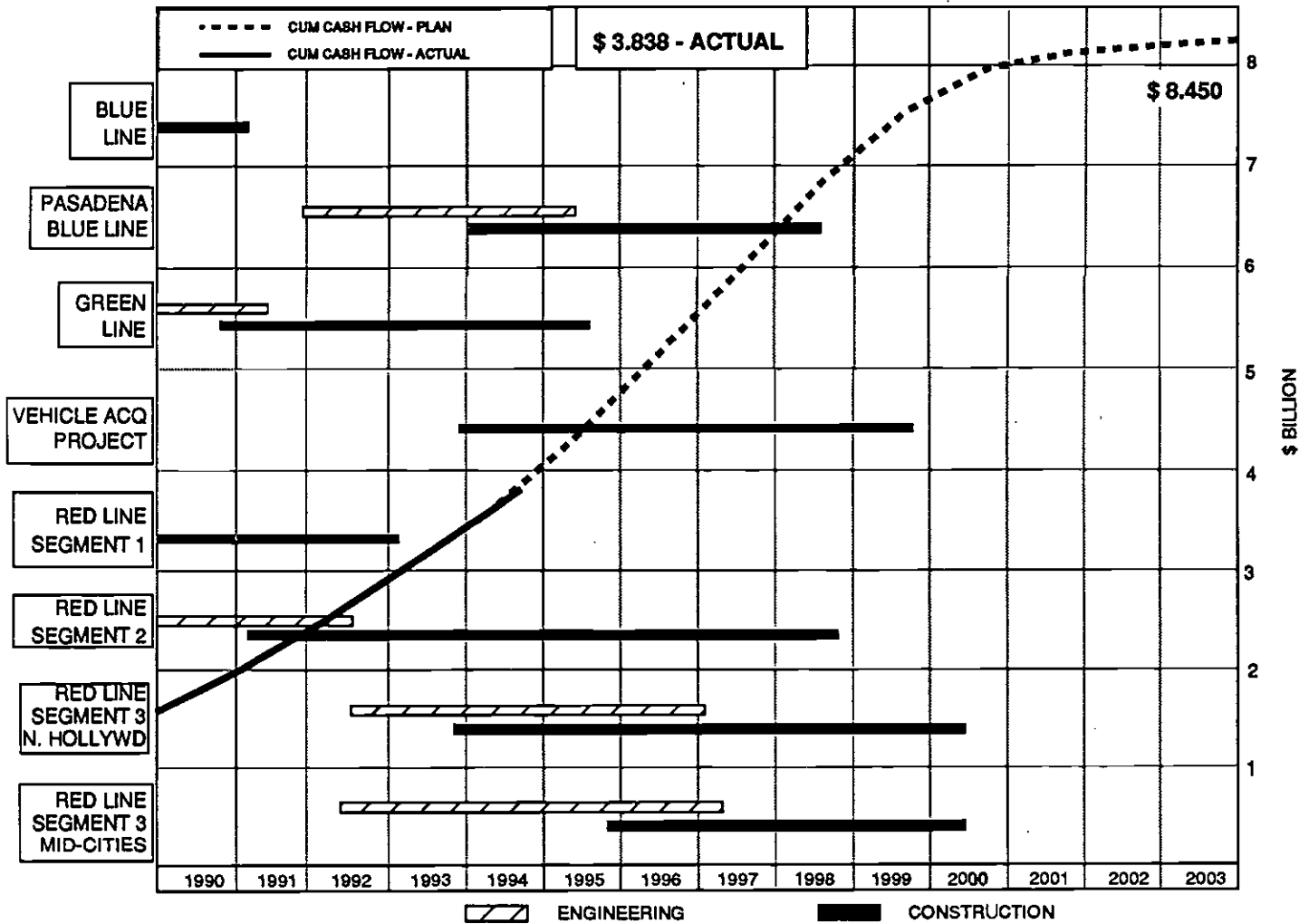


Figure 1 - Rail Construction Plan



METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG											25.0	2	55.4	11	90.1	35	170.5	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.9	15	72.3	15	33.6	13	1136.4	15
SB 1995 TRUST FUND											75.0	6					75.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	23
PROP A/C (TRANSIT ENHANCEMENT)									59.3	4							59.3	1
PROPOSITION C			503.2	60	399.9	56					321.8	25	94.4	19	115.9	45	1435.2	19
PROP C (AMERICAN DISABILITY ACT)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	257.6	100	7456.8	100

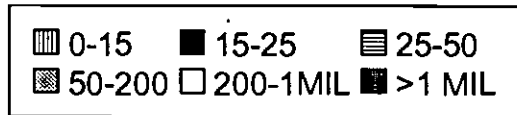
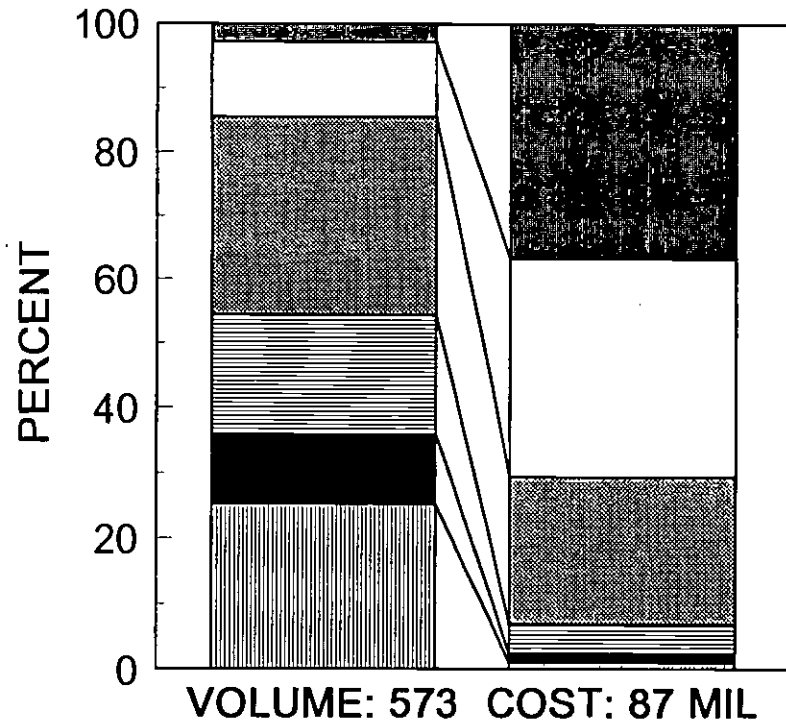
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

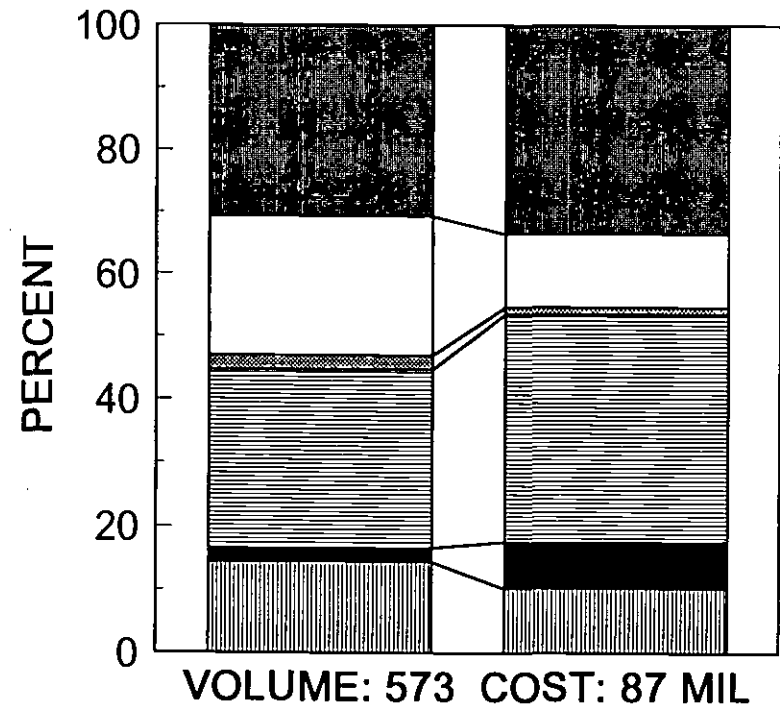
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR)
CHANGE VOLUME BY COST LEVEL AND BASIS
BASED ON EXECUTED CHANGES AS OF 11/23/94

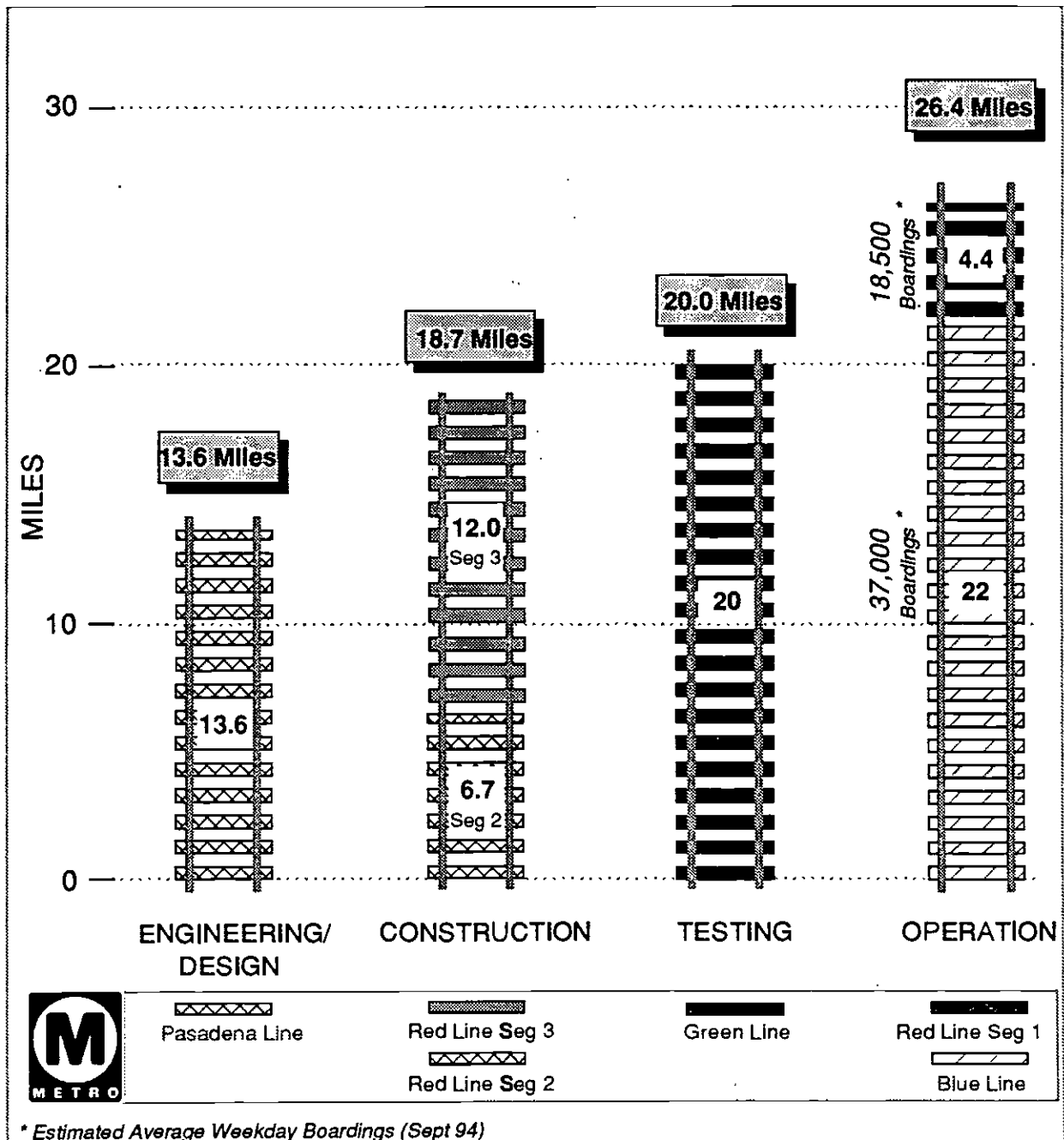
COST LEVEL
Total: \$87 Million



BASIS
Total: 573



METRO RAIL SYSTEMS PROGRESS REPORT



REAL ESTATE

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	161	11	150	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	88	86	2	0	0
Red Line Seg 3 NH	175	42	***	9	***
Red Line Seg 3 MC***	61	0	54	7	120

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

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

The goals of the MTA include limitations on the percentage of total project costs which will be spent on project administration and on MTA staff.

The MTA goal for project administration costs is 20%. The current forecast data for project administration costs totals 25.05% which exceeds the MTA goal by 5.05%. 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 4.20% of total program costs, which just exceeds the 4% MTA goal by 0.2%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

	METRO BLUE LINE		METRO PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	508,167	58.75%	487,061	67.85%	812,270	56.11%	1,011,665	66.65%	828,481	62.76%	329,211	67.10%	229,759	89.19%	4,864,081	64.89%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	91,002	6.00%	85,257	6.46%	48,543	9.89%	0	0.00%	520,749	6.95%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	85,116	9.84%	81,794	11.40%	221,659	15.29%	154,177	10.16%	77,781	5.89%	36,706	7.48%	1,700	0.66%	728,520	9.72%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	72,337	10.08%	116,429	8.03%	137,519	9.06%	103,207	7.82%	35,000	7.13%	0	0.00%	628,319	8.38%	
STAFF	17,655	2.01%	38,611	4.46%	27,607	3.85%	95,558	6.59%	53,051	3.50%	57,676	4.37%	19,627	4.00%	5,335	2.07%	315,120	4.20%	4%
OTHER	14,222	1.62%	24,905	2.88%	18,020	2.51%	32,671	2.25%	55,411	3.65%	36,459	2.76%	11,647	2.37%	12,263	4.76%	205,598	2.74%	
SUBTOTAL	193,106	22.01%	220,817	25.53%	199,758	27.83%	466,317	32.16%	400,158	26.36%	275,123	20.84%	102,980	20.99%	19,298	7.49%	1,877,557	25.05%	20%
UTILITY/FORCE ACC													5,088	1.04%			5,088	0.07%	
CONTINGENCY	963	0.11%	61,709	7.13%	10,505	1.46%	31,432	2.17%	15,276	1.01%	131,116	9.93%	4,841	0.99%	8,540	3.32%	264,382	3.53%	
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	100.09%	1,517,801	100.00%	1,319,959	100.00%	490,663	100.00%	257,597	100.00%	7,496,112	100.00%	

NOTE: Data reflects Current Forecast.

**METRO CONSTRUCTION
PROJECT MANAGEMENT OVERSIGHT CONSULTANT
ACTION ITEMS**

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

NEW - November 1994

No New Items

ONGOING

Concern: The Pasadena Blue Line (PBL) Construction Manager should complete project controls procedures development.

Action: Procedures for cost estimating, scheduling and portions of cost control management should be drafted, approved and issued by the Construction Manager.

Status: Under PBL staff review.

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

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

Status: Revised baseline cost estimates are being prepared.

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

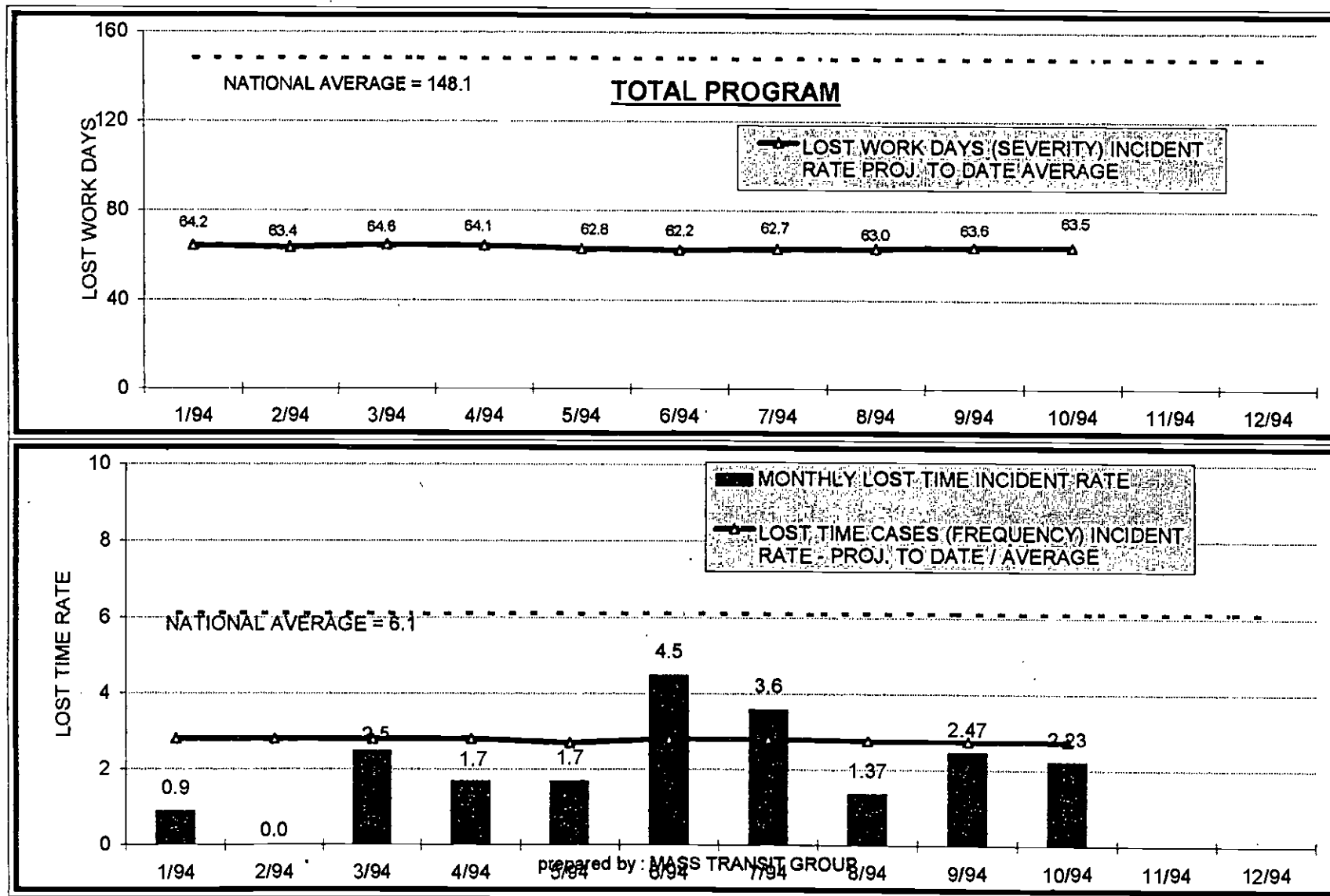
Action: The PBL staff should direct the EMC to complete this management tool.

Status: Under Metro Construction review.

RESOLVED

No New Items

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS

7th/Metro Station

Line Section

Los Angeles Street Running -
Slow Speeds.

Cab Signal -
Speeds Between 25 and 55 MPH.

Long Beach Street Running -
Slow Speeds.

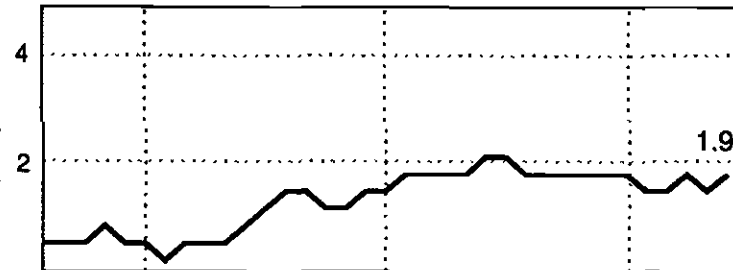
Long Beach Transit Mall

Blue Line Summary

Cumulative Accident Rate Per Month

Total Accidents

Avg. Accidents Per Month

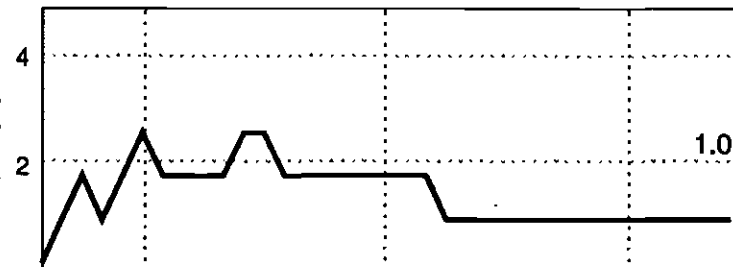


102 Accidents

Majority of accidents were caused by illegal left turns into the path of the train.

5 Accidents this month.

Avg. Accidents Per Month

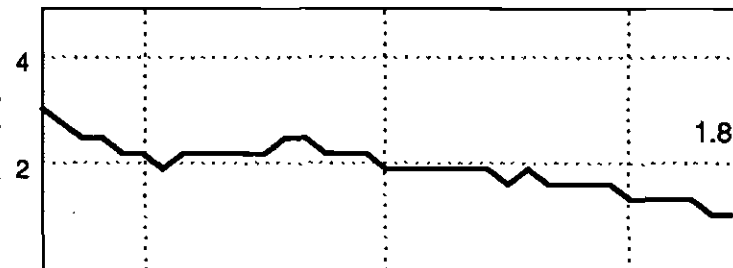


53 Accidents

Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.

3 Accidents this month.

Avg. Accidents Per Month

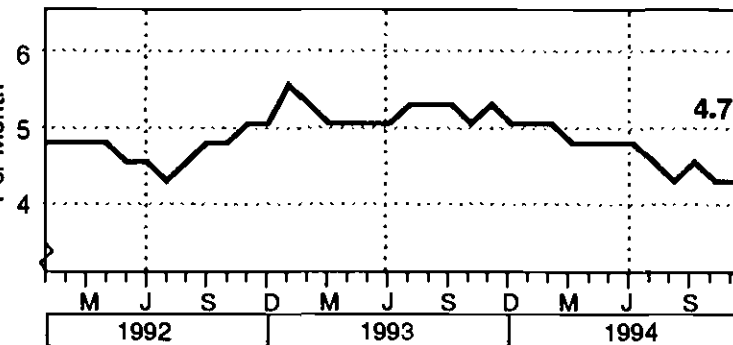


95 Accidents

Majority of accidents were caused by illegal left turns into the path of the train.

No Accidents this month.

Avg. Accidents Per Month



250 Total Accidents

8 Accidents this month.

METRO CONSTRUCTION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R05 Pasadena Blue Line

Page: 1

UPDATE:06-Dec-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
P2070	Special Trackwork	FP		*	03/05/95						VRANESH	\BALL	\PIERCE

METRO CONSTRUCTION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R81 Metro Red Line Segment 2

Page: 2

UPDATE:06-Dec-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
B216	WILSHIRE/VERMONT SITE RESTORATIO unit			*	01/30/95	02/16/95	03/30/95	04/14/95	05/01/95	05/24/95	CERVANTES	\Tamuri	\Brown

METRO CONSTRUCTION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R82 Metro Red Line Segment 3

Page: 3

UPDATE:06-Dec-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C0329	Universal City Demolition for C0311/0321	Unit		*	12/12/94	12/20/94	01/19/95	01/27/95	02/06/95	02/22/95	Mendoza	\Givens	\Williams

METRO CONSTRUCTION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

T01 System-wide Projects

Page: 4

UPDATE:06-Dec-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C0190	Western Ave. Traffic Signal Improvements	FFP		*	01/15/95	01/30/95	02/14/94	02/21/95	03/08/95	03/22/95	Escalle	\Vardanian	\Kendrick
C6130	Variable Message Signs Installation	FFP			01/01/95	01/10/95	01/31/95	02/07/95	02/15/95	02/22/95	Escalle	\Vardanian	\Kendrick
MS067	Project Mngmnt Oversight/Assistance				02/15/95						Escalle	\	\

EXECUTIVE SUMMARY

The Final Design percent complete for the month of November is 78%. Design is progressing according the recently rebaselined plan. The progress represents an increase of 1% from last month's cumulative progress of 78%.

Work continues on defining an ongoing limited construction program for Pasadena. A new baseline budget and schedule is being developed. Contract repackaging continue for C6435, Bridge Retrofit and Reconstructions of Concrete and Steel Bridges. Invitation for bid has been rescheduled for December 20, 1994.

Conformed contract drawings were submitted to MTA Construction Division for Contract C6430, Arroyo Seco Bridge reconstruction. The majority of station designs are continuing toward Pre-Final and Final submittals. Chinatown Station continues to be delayed pending completion of Chinatown pedestrian linkage study scheduled for November 30th. Sierra Madre Villa Station design has been delayed due to moving the station to the Johnson & Johnson site and completion of negotiations with the section designer. The Memorial Park Station design is waiting for further progress on Contract C6450, Del Mar to Memorial Park Line Segment, which was halted due to termination of the section designer's contract.

Contract C6410, Los Angeles River Bridge Construction, is continuing. Work continues on the south bridge retaining wall approach. Erection of falsework has been completed for pier tables which are now under way. Construction of the conventional portion of the bridge has started.

Soil remediation work continues by Santa Fe at the Arroyo Seco Bridge site. Full site access to Kiewit Pacific Company is being evaluated and may be delayed until the new year.

The MTA Art-for-Rail Program staff continue to work closely with the station artists and designers as station designs are proceeding to Final and Camera Ready submittals.

EXECUTIVE SUMMARY (cont.)

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
- Design Progress
 - Final Design - Actual 78%
 - Overall Design - Actual 84%
- Construction Progress
 - Los Angeles River Bridge - Actual 44%
 - Arroyo Seco Bridge (B) - Actual 0%
 - Overall Construction - Actual < 01%

(B) Administrative work authorization was issued to Kiewit Pacific for Contract C6430, Arroyo Seco Bridge Reconstruction, on October 21, 1994.

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	161	11	150	TBD *	TBD *
LAST MONTH	163	10	153	TBD	TBD

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

AREAS OF CONCERN

ONGOING

Yard Site Location

- Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. The project has experiencing cost growth in making the yard a more permanent facility due to the uncertainty of constructing the Glendale-Burbank LRT Line.
- Action: EMC and MTA Construction Division have identified the budget issues related to maintenance facility. Value engineering was initiated to reduce cost growth.
- Status: Final design is progressing. Evaluation is continuing on providing wheel truing and heavy repair at either Long Beach yard or Metrolink's Taylor yard facilities. SCRRA's facilities are preferred due to their close proximity to Midway Yard.

Ratkovich Interface at LAUPT

- Concern: Location of the LRT terminus at Union Station and aerial guideway alignment on Vignes Street involves interface with the Ratkovich Villanueva Partnership. The alignment crosses Ratkovich's interests at two locations along the Terminal Annex property.
- Action: Negotiation of the easement is required with Ratkovich. Completion of Chinatown Aerial Structure Camera Ready design submittal is on hold.
- Status: Meeting was held with Ratkovich and LADOT on November 30 regarding the street improvements Vignes Street. An agreement was reached with all parties. A Memorandum of Understanding is to be prepared.

AREAS OF CONCERN (cont.)

Real Estate

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

Del Mar Station

- Concerns:** The transportation center proposed by the City of Pasadena has major impacts on the Del Mar park-and-ride facility, final station design and line segment design for Del Mar to Memorial Park.
- Action:** MTA Construction Division is continuing discussions with the City on interface with the station and line segment design and transportation center.
- Status:** A consultant has been recommended for design of the transportation center. The City's planning charette was held November 17 through November 19. A second design charette is being planned by the City. Design should begin in January/February 1995.

AREAS OF CONCERN (cont.)

Sierra Madre Villa Station

- Concern:** Selection of an alternative station site is required over the original Space Bank site due to the potential for serious hazardous material on the property.
- Action:** The MTA Board has approved the selection of the SMV station site. MTA has submitted an offer to purchase the alternative Johnson and Johnson station site.
- Status:** Offer to purchase was declined. MTA has completed a new property appraisal and will be discussing with Johnson & Johnson. Board action expected in January. MTA Construction Division has submitted advance planning studies to CALTRANS for approval of pedestrian access to the station and is awaiting review comments.

Marmion Way Corridor

- Concern:** Evaluation of the design of Marmion Way between Avenue 50 and Avenue 60 as a betterment has increased project design and construction costs.
- Action:** Agreement is required from City of Los Angeles for betterment issues.
- Status:** Notification has been issued to affected City agencies. The City has responded that the improvements identified by MTA Construction Division as betterments are project mitigation measures. MTA Construction Division continues to work with legal council on betterment.

AREAS OF CONCERN (cont.)

Chinatown Station

- Concern: Selection of Chinatown pedestrian linkage alternative will impact the Chinatown aerial structure and station design, and may require additional property acquisition.
- Action: MTA Construction Division is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to Chinatown Station platform.
- Status: A community meeting held November 30 at which two alternatives were presented. Community representatives have requested a 30 day delay to further review MTA's preferred alternative prior to offering support. Next scheduled meeting is in mid-January 1995.

NEW

210 Freeway Stations

- Concern: Evaluation of noise impacts at Lake, Allen and Sierra Madre Villa Stations from adjacent freeway traffic.
- Action: Review of noise criteria and conformance to EIR.
- Status: EMC is evaluating whether additional mitigation measures must be added to the stations to conform to the noise criteria.

RESOLVED

None.

KEY ACTIVITIES - ACCOMPLISHED IN NOVEMBER

- MTA Construction Division and EMC continued negotiations on contract change requests on design changes. Initial MTA board action planned for December.
- Completed all foundation and bent construction on Contract C6410, LA River Bridge. Restoration of river channel liner completed. Erection of falsework completed progress for pier tables and back spans for bridge superstructure. Pier table construction is well under way.
- Contract C6430, Arroyo Seco Bridge Reconstruction, Santa Fe proceeded with remediation of lead contaminated soil at site and will complete the work in mid-December.
- Submitted conformed contract drawings and bid documents for C6430, Arroyo Seco Bridge.
- Continued preparation of Contract C6435, Bridge Retrofit and Reconstruction of Concrete and Steel Bridges. Invitation for Bid rescheduled to December 20, 1994.
- Negotiations are under way with new C6450 section designer to restart design on Del Mar to Memorial Park line segment.
- Contract C7300, East Wall, retaining wall construction completed at Union Station separating Metrolink's track improvements from Pasadena's light rail station platform. Clean-up is in progress.
- Contract P2100, Precast Concrete Ties, Contractor submitted early action items.
- Consultants interviewed by MTA and City of Pasadena for design of the Del Mar Transportation Center. Recommendations for selection have been made.
- MTA continues to work on establishing a new baseline budget and schedule for the Pasadena Project.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Submit the Pre-Final submittal for Contract C6400, Yard & Shops.
- Contract C6410, LA River Bridge, place pier tables at main river bents. Continue work on erecting travellers to begin segmental bridge superstructure.
- Contract C6430, Arroyo Seco Bridge, Santa Fe to complete remediation of lead contaminated soil condition at site. Issue NTP to MTA's bridge contractor, Kiewit Pacific.
- Contract C6435, Retrofit Bridges, issue the invitation for bid for retrofit of 13 bridges along the Pasadena Blue Line alignment.
- Contract C6450, Del Mar to Memorial Park Line Segment, restart final design activities.
- Submit the Camera Ready station design packages for C6490, Union Station Platform.
- Submit the In-Progress submittal for the redesign of Contract C6500, Del Mar Station.
- Clean up construction site on Contract C7300, East Wall at Union Station. Terminate use of license area in early December.
- Contract P2100, Precast Concrete Ties, review early submittals for schedule, safety and quality.

Project: R05

MTA CONSTRUCTION DIVISION
PASADENA BLUE UNE
Project Cost by Element

Page: 1
Report Date: 15-Dec-94
Status Date: 02-Dec-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	2,231	58,695	1,891	14,222	387	11,182	486,008	12,485
S Professional Services	183,206	197,415	9,083	85,704	2,465	64,999	2,465	64,999	213,913	16,498
R Real Estate	68,100	72,308	14	13,828	22	13,586	22	13,586	74,308	2,000
F Utility/Agency Force Accounts	8,442	21,997	155	4,919	52	1,657	52	1,657	22,159	162
D Special Programs	3,377	4,402	0	386	15	286	15	286	6,904	2,502
C Contingency	62,705	71,355	0	0	0	0	0	0	61,709	(9,646)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	11,482	163,532	4,444	94,750	2,941	91,710	865,000	24,000

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

METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL PASADENA LINE PROJECT
(IN THOUSANDS OF DOLLARS)

27-Dec-94

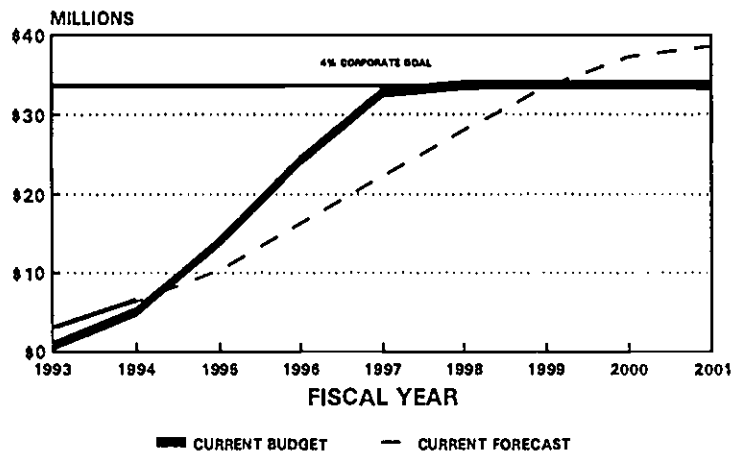
NOVEMBER 94

STATUS OF FUNDS BY SOURCE

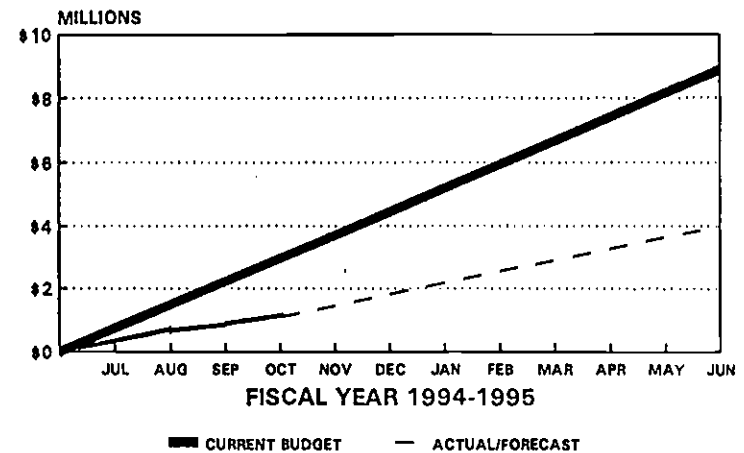
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$13,192	62%	\$13,192	62%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$49,189	\$11,268	7%	\$11,268	7%	\$11,268	7%
PROP C (40% DISC.)	\$340,502	\$67,250	\$139,072	41%	\$67,250	20%	\$67,250	20%
TOTAL	\$841,000	\$116,439	\$163,532	19%	\$91,710	11%	\$78,518	9%

NOTES: EXPENDITURES ARE THROUGH OCTOBER 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 38,611
ACTUAL THROUGH FY 94	\$ 6,338

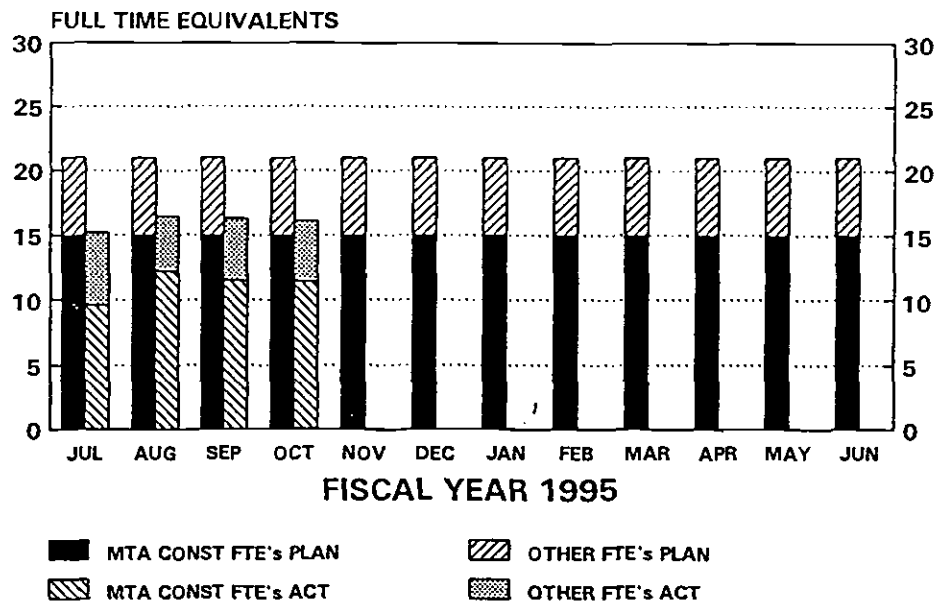
FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE (\$000)

CURRENT BUDGET	\$8,900
CURRENT FORECAST	\$4,008
BUDGET PLAN TO DATE	\$2,967
ACTUAL TO DATE	\$1,086

PASADENA BLUE LINE

NOVEMBER 1994

MTA STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'95 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	17
MTA CONSTRUCTION FTE's ACTUAL	11
OTHER FTE's PLAN (*)	6
OTHER FTE's ACTUAL	5
TOTAL FTE's PLAN	23
TOTAL FTE's ACTUAL	16

(*) Other FTE's :

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

COSTS SHOWN ARE FOR
PROJECT R05 ONLY. (ALLOCATED)

R05 - Pasadena Blue Line
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 11/11/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT & ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B611	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	0%	\$444,545	(\$317,975)	\$762,520	-72%	-7.2%
C6410	\$12,768,037	10%	\$1,276,804	\$14,033,841	\$180,082	\$12,918,119	1.3%	13%	20%	\$1,116,722	(\$82,689)	\$1,198,410	6%	0.6%
C6430	\$10,359,484	10%	\$1,035,948	\$11,395,410	\$0	\$10,359,484	0.0%	0%	0%	\$1,035,948	\$0	\$1,035,948	0%	0.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
EN028	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$27,582,951	10%	\$2,758,295	\$30,319,246	\$180,082	\$27,723,033	0.6%	6%	1%	\$2,598,213	(\$400,664)	\$2,998,878	-9%	-0.9%

II - AFE increase required

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

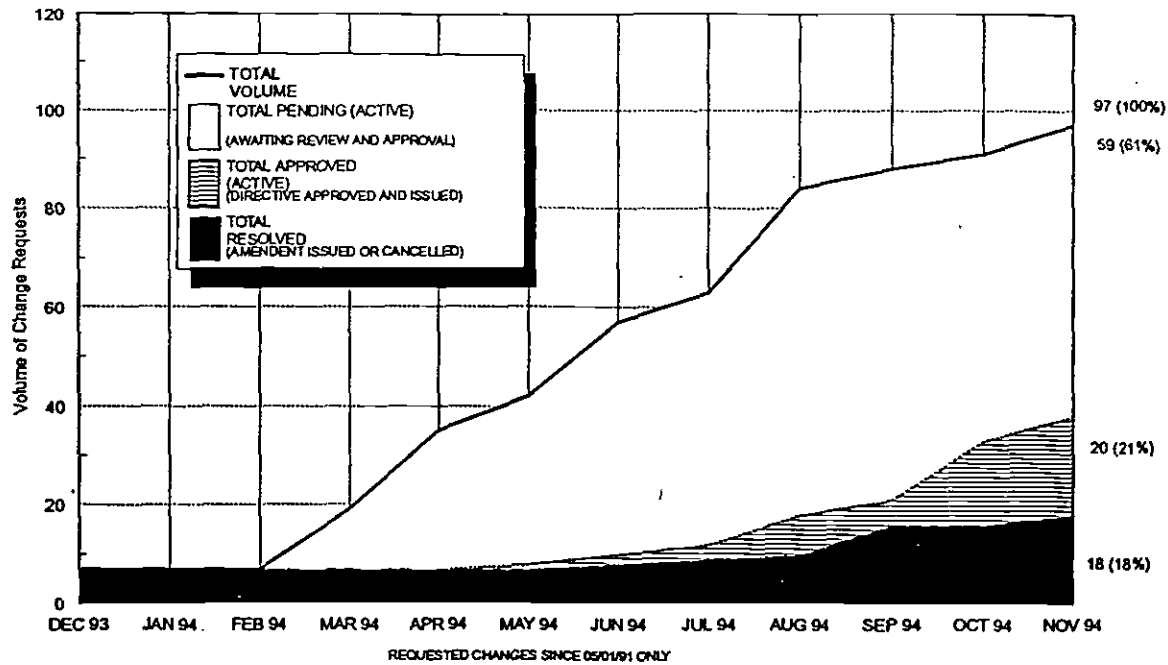
(*) Costs shared with other projects. Costs shown are for R05 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

- Pasadena Blue Line
RREV 2.0 09/15/94 las

PAGE 1

E. HAMM
PROJECT VALUE SUMMARY 11/11/94

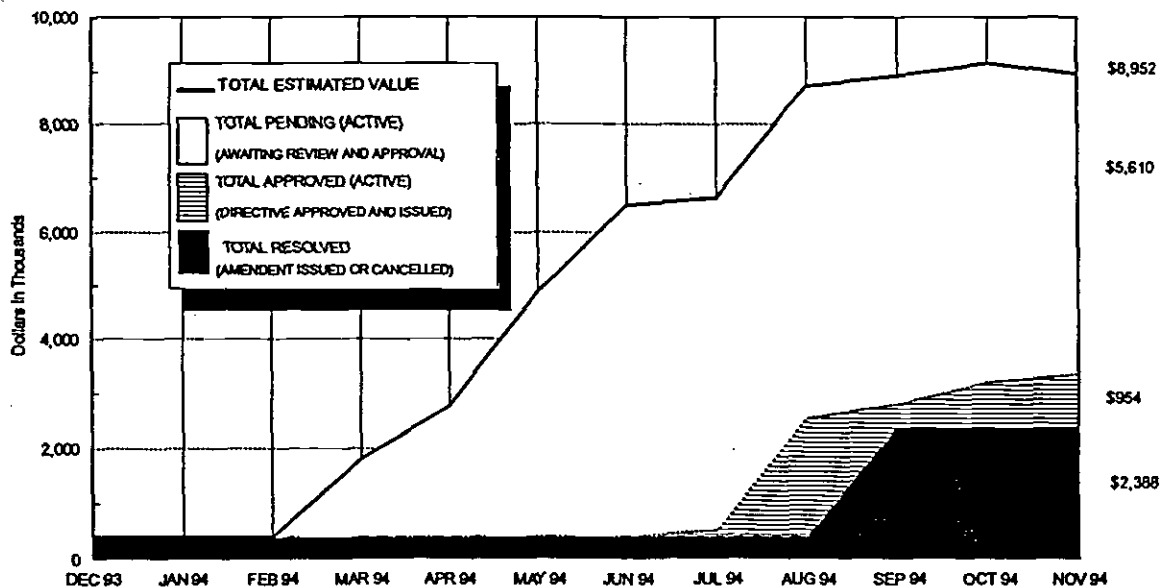
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME



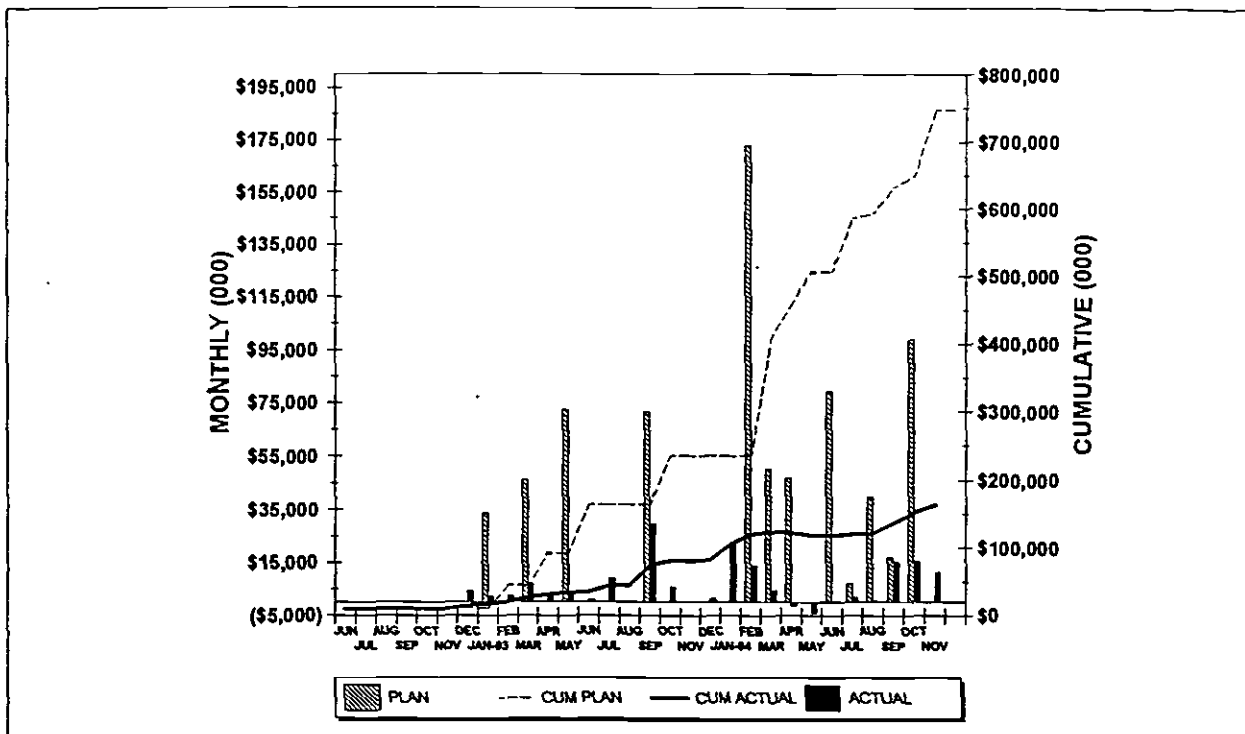
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	5	20	46	79
PERCENT	10%	6%	25%	59%	100%

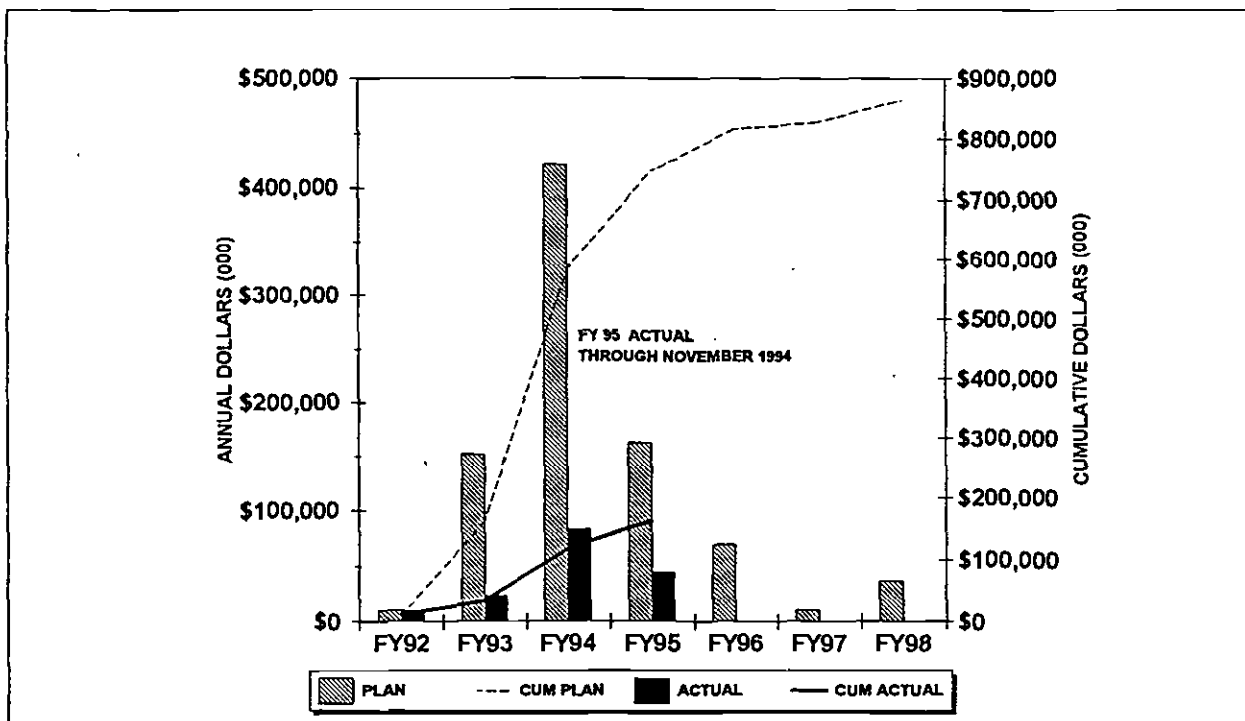
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



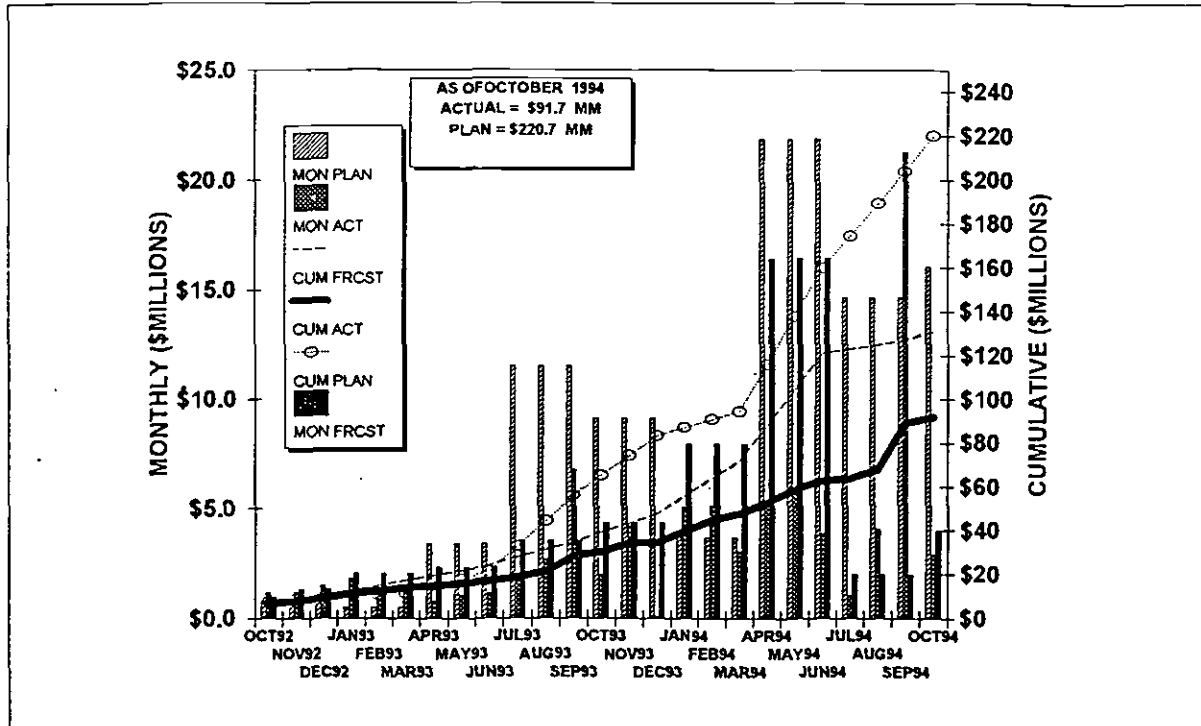
ANNUAL PROJECT COMMITMENTS



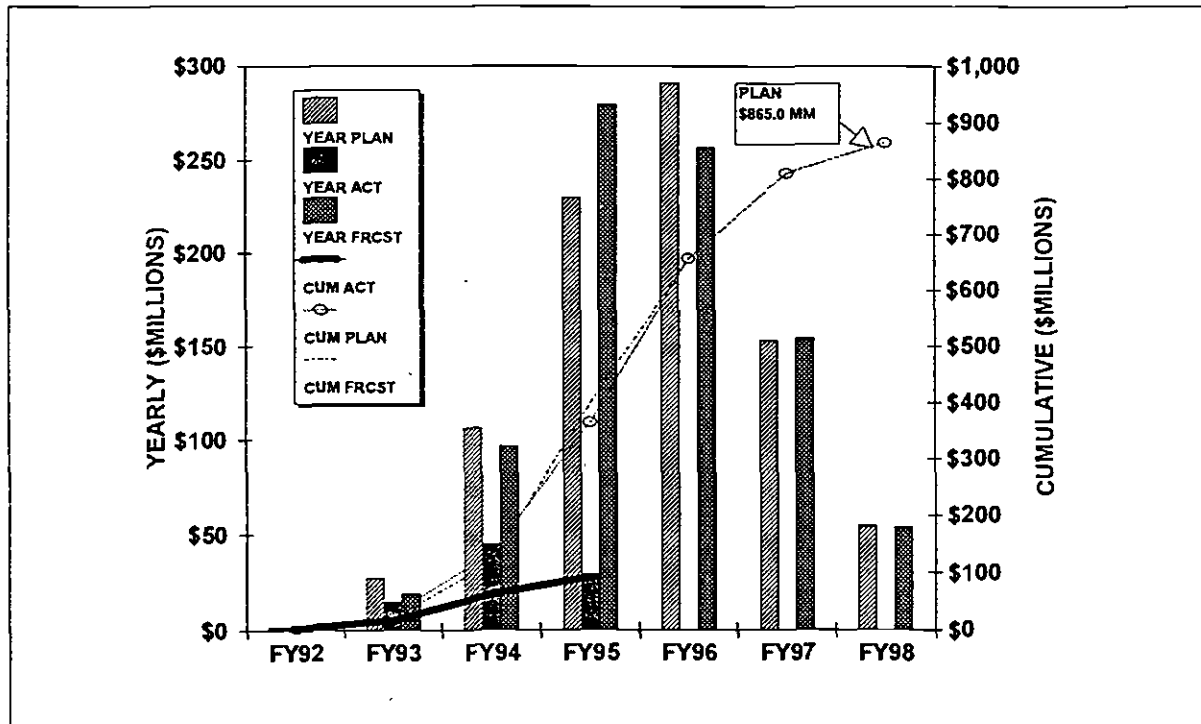
TOTAL PROJECT COMMITMENTS



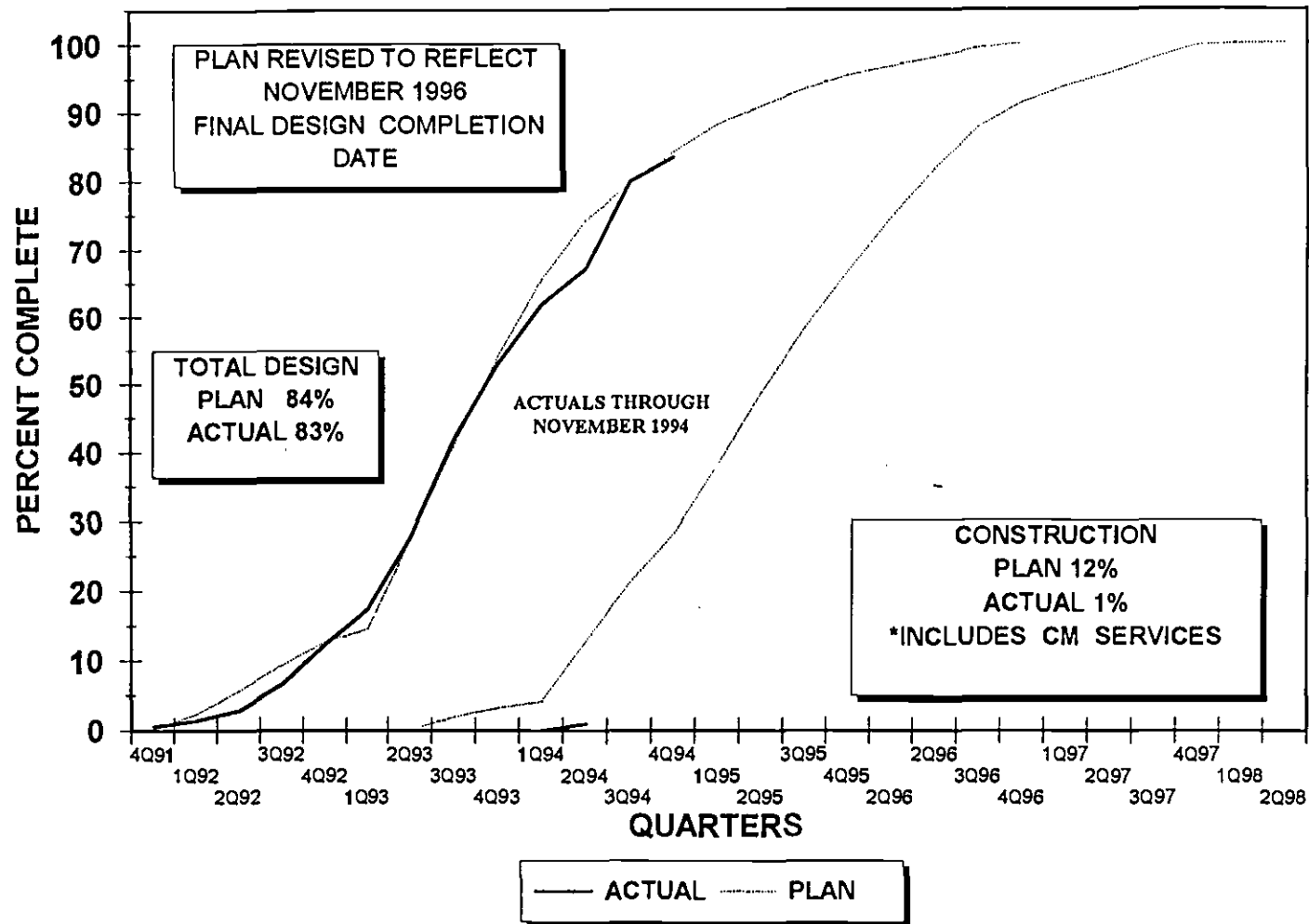
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



PASADENA BLUE LINE - PROGRESS SUMMARY



PASADENA BLUE LINE

NOVEMBER 1994

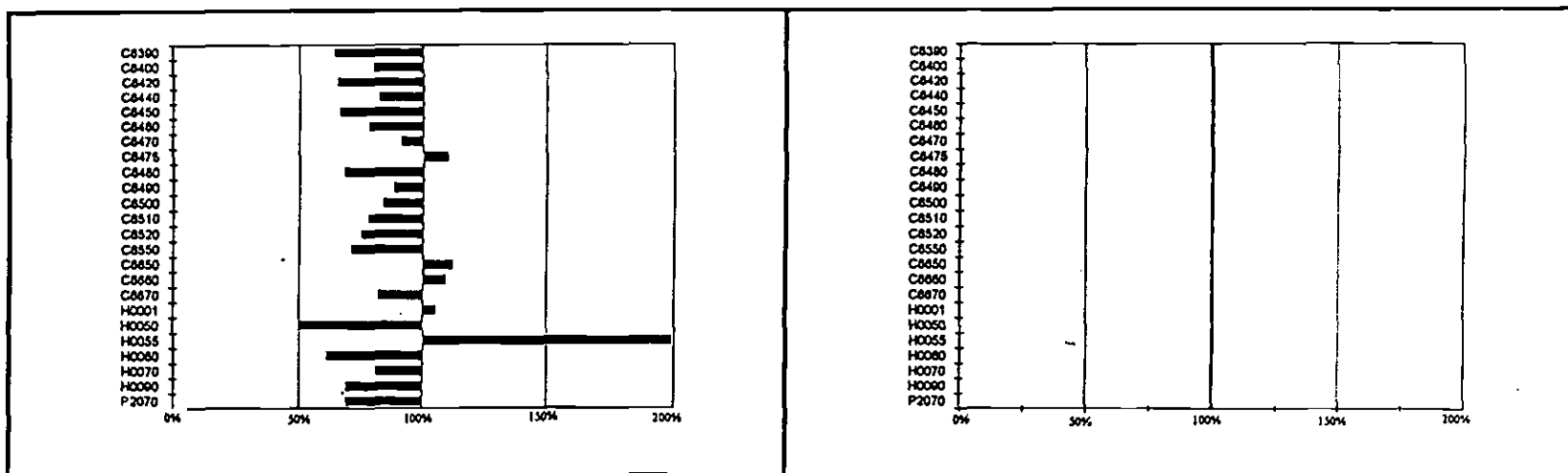
CRITICAL PATH DIAGRAM

The Pasadena Blue Line schedule for design and construction is currently being rebaselined. The approved schedule and critical path will be included in the Project Manager's Status Report once they are approved.

Pasadena Blue Line

Cost Performance Index

Schedule Performance Index



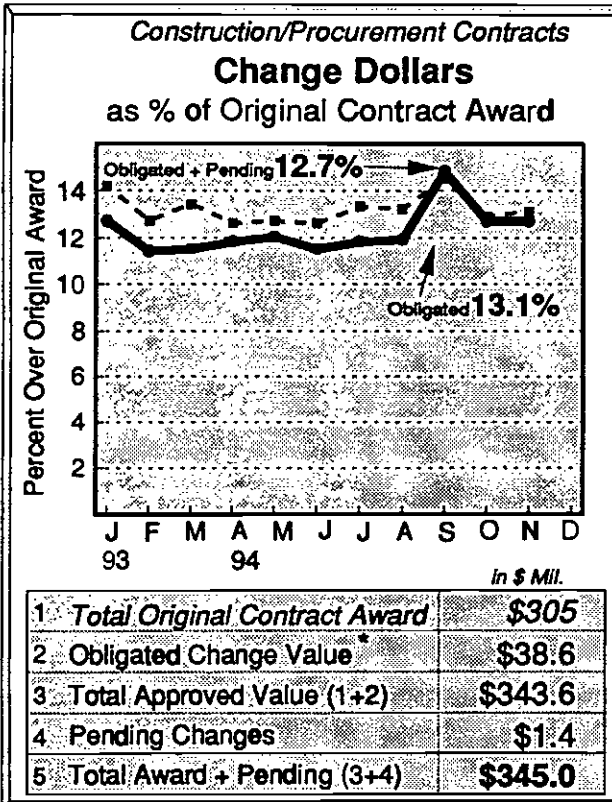
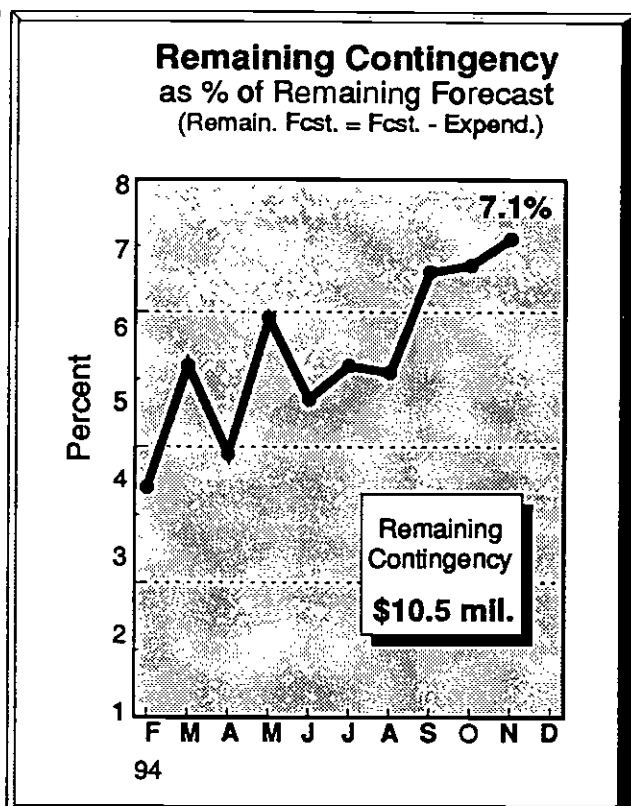
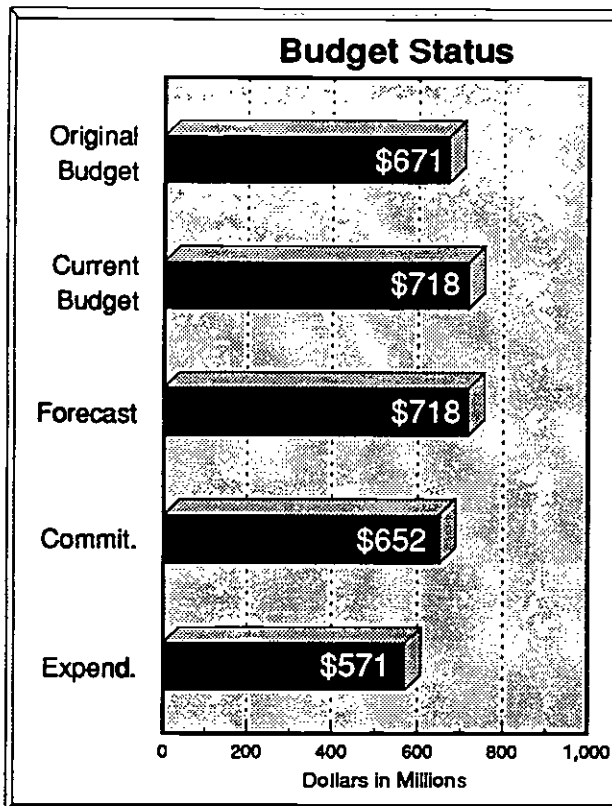
CPI Legend

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

SPI Legend

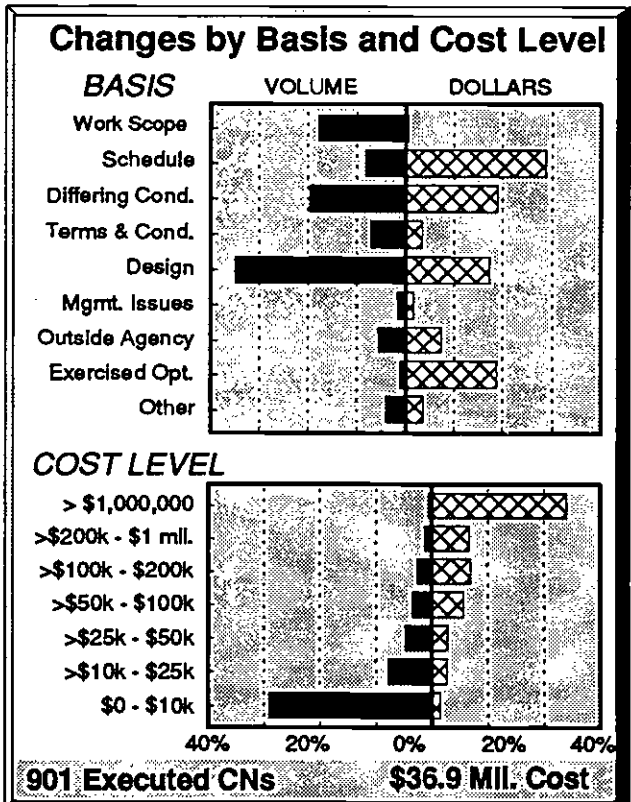
Under 100% = Behind Schedule
Over 100% = Ahead of Schedule

FINANCIAL STATUS



R2311941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

January 1995

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

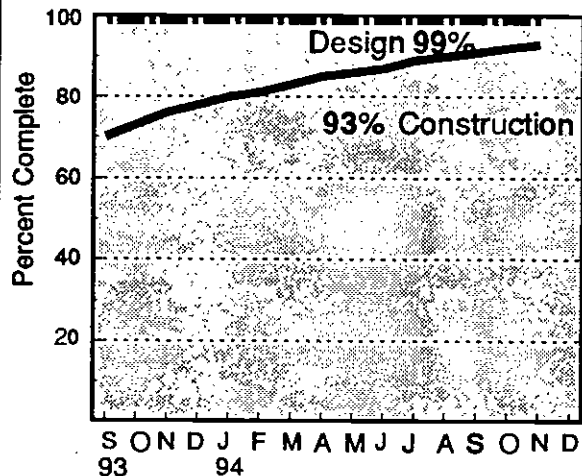
Months of Employment Provided

16,559

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

37 Days Behind
(negative float)

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

H0831 Systems
SCADA

H1100 Systems
Automatic Train Control

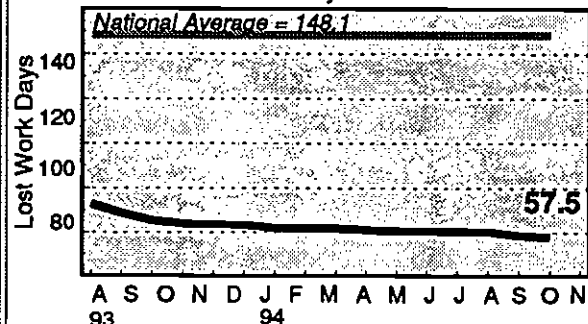
H0832 Systems
Cable Transmission

Systems Integrated Test
Norwalk-Marine ABS

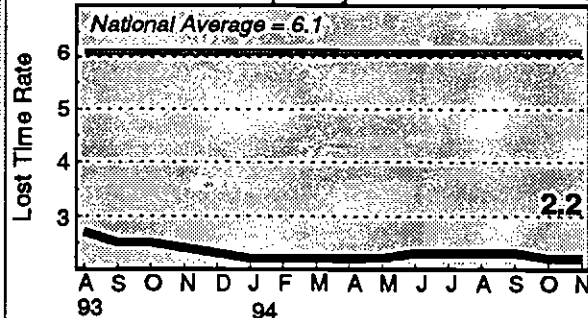
H0900 Systems
Safety Systems

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY**COST STATUS** (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 93%

REAL ESTATE STATUS

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

AREAS OF CONCERN**NEW****Contract H1100 (ATC) ATP Scheduled Completion**

- Concern:** The recent H1100 Schedule dates do not support the current MTA program plan.
- Action:** Negotiations are ongoing to finalize the outstanding milestone dates.
- Status:** A phased approach to opening with ATP has been developed. ABS is no longer considered an option.

ONGOING**All Contracts Cross Connect Engineering and Installation**

- Concern:** Without the layout and installation of the cross-connects between the SCADA RTUs to MDF data points and other contract MDF data points, the integrated testing, using SCADA, cannot be performed. Approximately 80 percent of integrated testing requires SCADA.
- Action:** The EMC was directed to do the cross-connect layout on August 24, 1994. Change Notice is being written for H0832 to perform the cross-connects.
- Status:** Contract H0900 interface data sheets are currently being generated by SESCO. OKA is working with the contractor to finalize this issue.

Contract H0900 (S & SCS) Schedule Recovery

- Concern:** The contractor's performance has continually slipped over the past few months to the point of impacting integrated testing.
- Action:** The contractor has provided OKA with a recovery schedule that reflects the January dates established in CO # 9.
- Status:** High level management meetings have been held to discuss this issue. MEC has made a commitment to complete the work prior to the January milestone dates. However, the late submission of test procedures, lack of a definitive recovery plan, completion of design submittals, and continued lack of quality workmanship remains a concern. The contractor is cooperating with OKA to create checklists for each site to facilitate expedient completion.

RESOLVED**Integrated Testing - Full Utilization of Two Test Crews**

- Concern:** The delayed completion of systems contracts acceptance testing is preventing full utilization of the two integrated testing crews. In order to complete integrated testing to support a turnover of the Metro Green Line for pre-revenue operations in early 1995, the two crews must be fully utilized beginning September 1994. Turnover for pre-revenue operations slips on a day-for-day basis if the integrated testing crews are not fully utilized.
- Action:** Identify those contracts that contain system components needed for integrated testing to proceed. Establish a work plan with the contractors to be sure that the work is completed so that integrated testing may begin as scheduled.
- Status:** Integrated Test crews have been monitoring contract acceptance testing in order to identify potential problem areas. In addition, SCADA/Traction Power Integration and Traction Power/Load sharing tests were performed.

KEY ACTIVITIES - NOVEMBER 1994

- Contract H1100 (ATC) integration and contractor acceptance testing was started.
- Contract H1100 (ATC) installation at the Central Control Facility was started.
- Completed Overhead Catenary System (H1400 OCS) at Norwalk.
- Started Supervisory Control and Data Acquisition (SCADA) and Traction Power Substation integrated testing.

KEY ACTIVITIES - PLANNED FOR DECEMBER 1994

- Start Contract H1100 (ATC) preliminary control line testing.
- Complete Contract H1100 (ATC) cable pulling at all locations, Norwalk-Marine
- Complete all contractual installation and testing, Contract H1200 (TPS) and Contract H1400 (OCS)
- Install Contract H0840 (Fare Collection Equipment) ticket vending machine cabinets at Vermont, Harbor and Avalon Stations.
- Complete Contract H0900 (S & SCS) Testing of PA and CCTV Systems at CCF
- Deliver first shipment of VMS signs and cabinets; start installation (H0900-S & SCS)
- Start load sharing and pull away test at TPS-04.

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT**

Project: R23 METRO GREEN LINE

Period: Oct 28, 1994 to Dec 12, 1994
Run Date: Dec 12, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	1,200	485,898	1,847	431,495	5,797	381,883	6,447	368,757	10	475,548	-10,350
S PROFESSIONAL SERVICES	108,562	0	180,477	803	181,266	3,781	167,357	3,781	167,357	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	247	24,847	247	24,843	247	24,843	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	3	11,594	-173	9,610	-173	9,610	0	11,512	1,012
D SPECIAL PROGRAMS	4,675	0	4,790	19	4,561	24	1,838	24	1,838	0	4,790	0
C PROJECT RESERVE	59,613	-1,200	14,131	0	0	0	0	0	0	-10	10,505	-3,626
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-604	0	-604	0	-5,569	949
GRAND TOTAL	671,000	0	717,802	2,922	652,461	9,677	584,928	10,327	571,802	0	717,802	0

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

07-Nov-94

OCTOBER 94

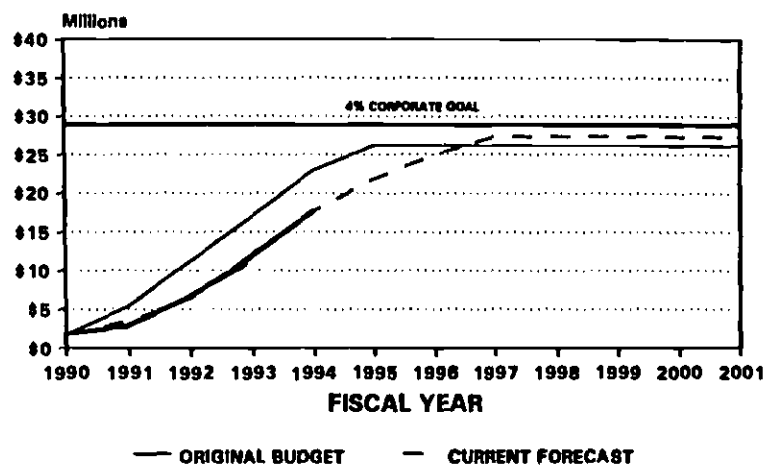
STATUS OF FUNDS BY SOURCE

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)	\$200,368	\$200,368	\$200,368	100%	\$201,763	101%	\$212,668	106%
PROP C (25% ALLOCATION)	\$199,498	\$132,422	\$199,498	100%	\$114,818	58%	\$114,818	58%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400	100%	\$22,400	100%
STATE PROP 118	\$84,000	\$84,000	\$18,202	19%	\$14,701	18%	\$3,796	5%
PROP C (AMERICAN DISABILITY ACT)	\$8,400	\$2,657	\$5,835	93%	\$2,657	42%	\$2,657	42%
TOTAL	\$717,802	\$646,963	\$649,539	90%	\$561,475	78%	\$561,475	78%

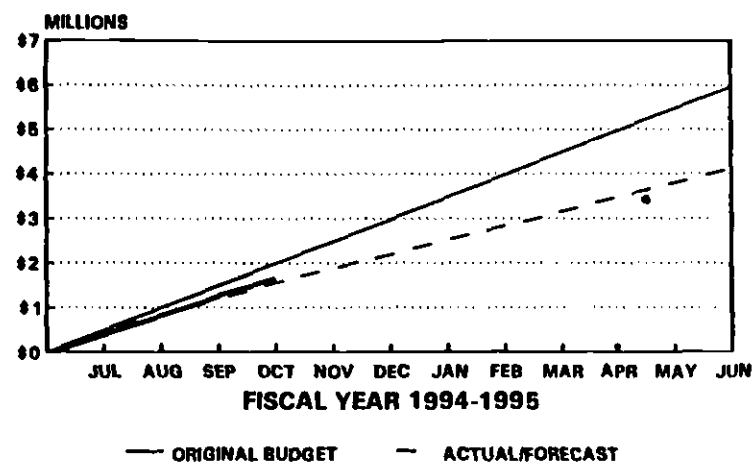
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1994.

***Please note that due to lack of availability this is last month's information.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



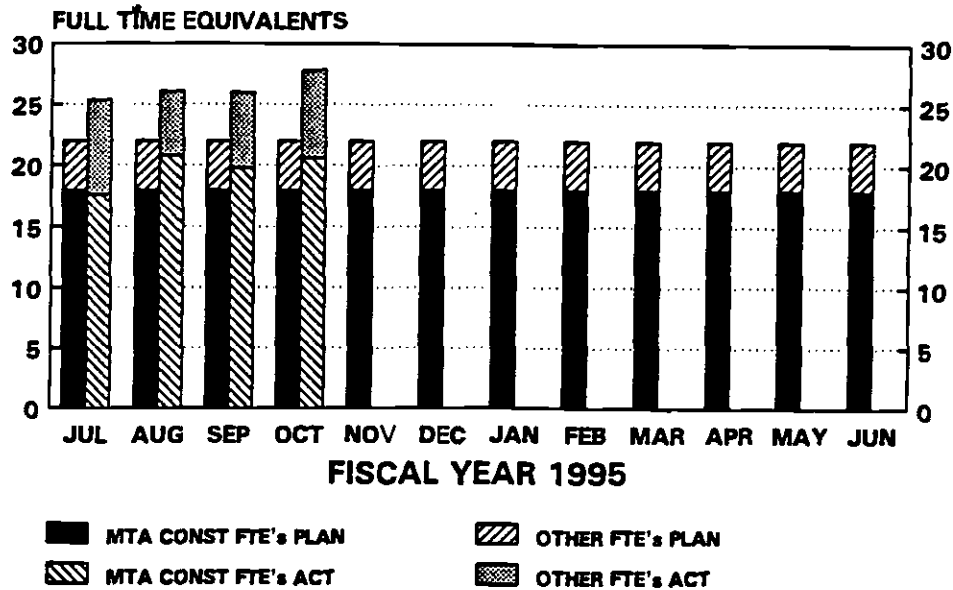
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$27,407
FORECAST % OF TOTAL PROJECT	3.8%
ACTUALS THROUGH FY 94	\$17,711

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

ORIGINAL BUDGET	\$5,965
CURRENT FORECAST	\$4,117
BUDGET PLAN TO DATE	\$1,988
ACTUAL TO DATE	\$1,559

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	18
MTA CONSTRUCTION FTE's ACTUAL	21
OTHER FTE's PLAN	4
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	28

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 12/02/94

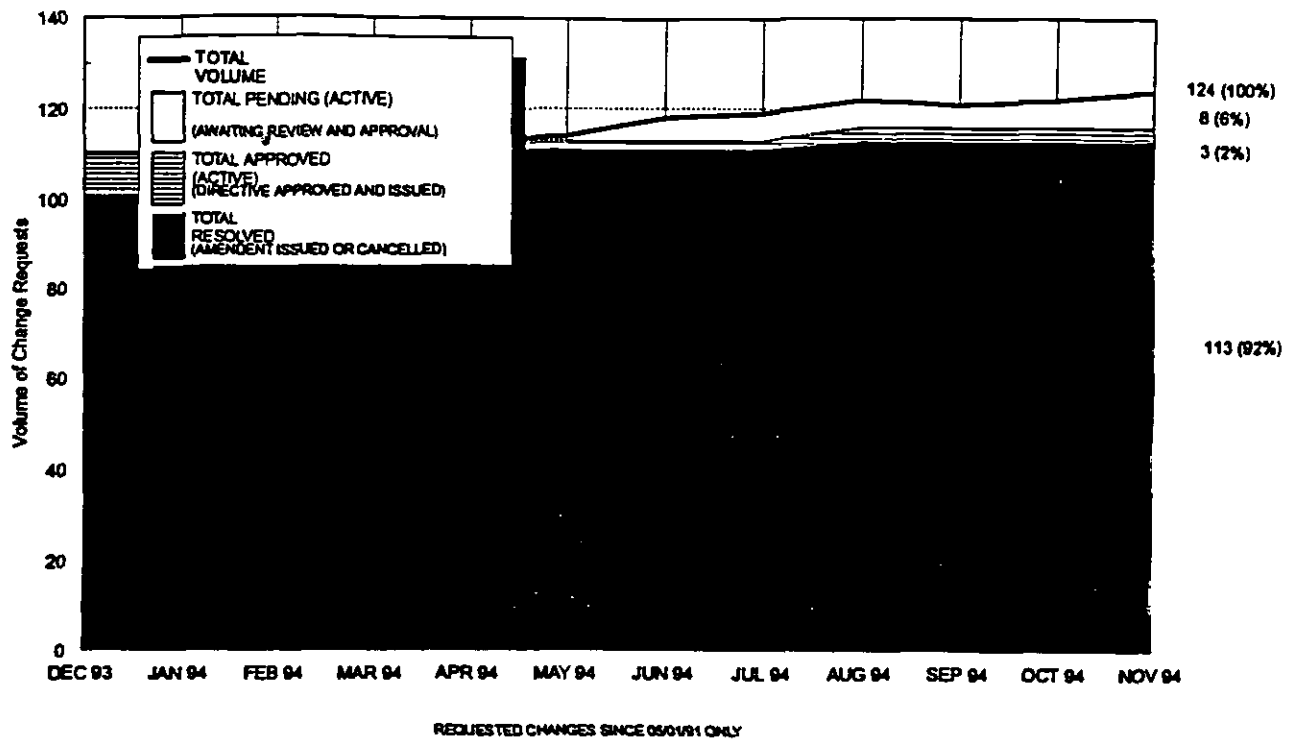
MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED	
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K. **	L. (J-K)	M.	
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$0	\$3,739,910	0%	0%	\$472,991	\$100,000	\$372,991	21%	
C0095	\$9,573,083	16%	\$1,488,617	\$11,061,700	\$1,142,982	\$10,719,068	77%	77%	\$345,835	\$30,000	\$315,835	79%	
C0100	\$69,828,710	15%	\$10,471,290	\$80,300,000	\$7,138,092	\$87,438,092	80%	88%	\$1,833,188	\$218,954	\$1,814,244	82%	
C0101	\$11,278,980	63%	\$7,120,040	\$18,400,000	\$6,104,827	\$17,384,827	86%	100%	\$1,018,113	\$0	\$1,018,113	86%	
C0110	\$7,321,537	28%	\$1,878,483	\$9,200,000	\$1,228,282	\$8,547,818	65%	100%	\$1,652,181	\$0	\$1,652,181	85%	
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$4,788	\$1,135,788	4%	0%	\$108,280	\$88,000	\$22,299	80%	
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$606,905	\$19,926,905	22%	89%	\$2,128,933	\$85,228	\$2,064,407	25%	
C0501	\$5,006,841	18%	\$908,144	\$5,894,985	\$788,986	\$5,786,827	69%	99%	\$118,158	\$14,175	\$104,983	90%	
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,064,512	\$19,578,912	67%	99%	\$1,863,488	\$131,358	\$1,994,846	87%	
C0610	\$10,248,812	25%	\$2,565,181	\$12,814,103	\$2,849,690	\$12,898,602	103%	99%	\$184,489	\$435,063	\$350,564	86%	
H0831	\$1,480,450	169%	\$2,497,474	\$3,977,924	\$2,228,134	\$3,708,584	89%	87%	\$289,340	\$218,315	\$71,025	98%	
H0832	\$3,884,088	220%	\$8,568,412	\$12,442,500	\$7,570,352	\$11,484,440	88%	71%	\$888,080	\$225,527	\$762,553	91%	
H0888	\$3,938,759	11%	\$438,876	\$4,377,635	\$280,895	\$4,218,754	84%	46%	\$157,881	\$0	\$157,881	64%	
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$514,588	\$10,462,778	51%	18%	\$1,480,222	\$357,500	\$1,122,722	88%	
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$85,344	\$3,393,673	29%	39%	\$234,489	\$18,500	\$215,989	35%	
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,515,838	\$60,300,838	33%	41%	\$3,106,962	\$146,034	\$2,960,928	36%	
H1200	\$18,798,123	15%	\$2,819,418	\$21,618,541	\$1,651,569	\$20,447,682	59%	84%	\$1,167,849	\$138,780	\$1,029,069	64%	
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$(11,886)	\$1,286,615	-6%	8%	\$206,650	\$38,252	\$170,408	13%	
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$788,452	\$12,228,452	69%	78%	\$1,355,348	\$83,830	\$1,271,517	76%	
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$(766,149)	\$4,912,069	-275%	100%	\$1,045,059	\$0	\$1,045,059	-275%	
P2020	\$44,825,000	12%	\$5,375,000	\$50,200,000	\$964,094	\$45,589,094	15%	74%	\$4,410,906	\$0	\$4,410,906	18%	
TOTAL:	\$306,034,642	20%	\$69,515,488	\$375,550,050	\$38,557,518	\$343,592,080	65%	83%	\$20,857,870	\$1,272,872	\$19,685,299	87%	

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

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

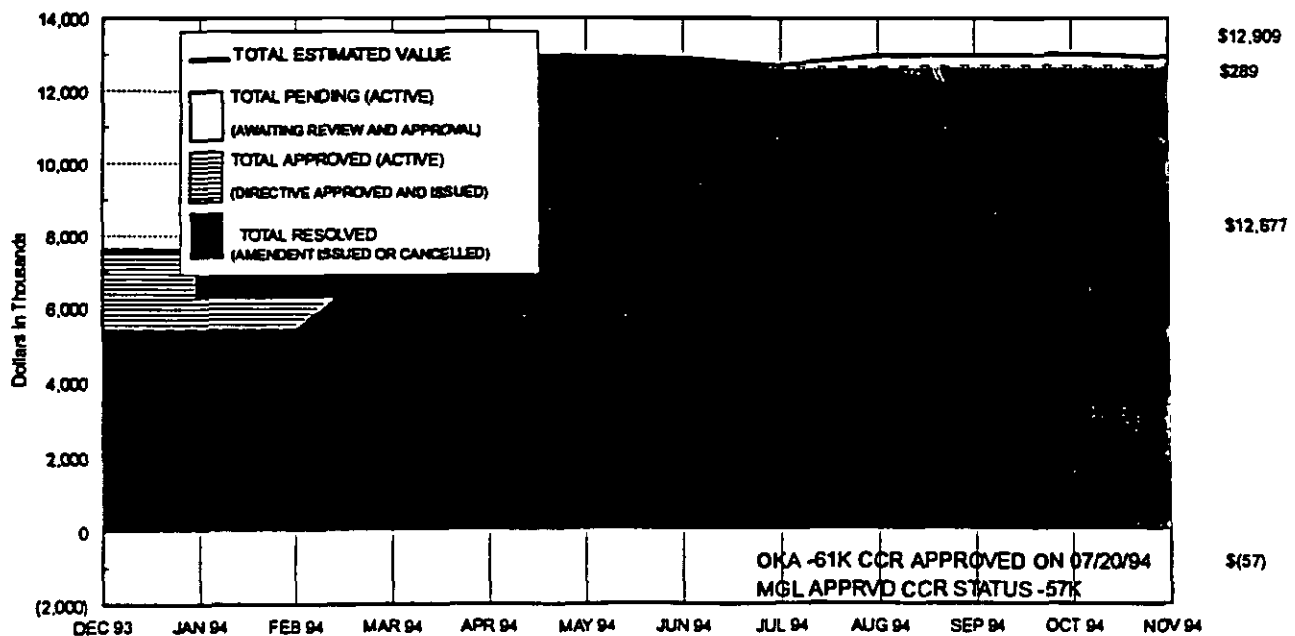
NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER
 REPORTS SHOWING APPROVED CHANGE VALUES

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



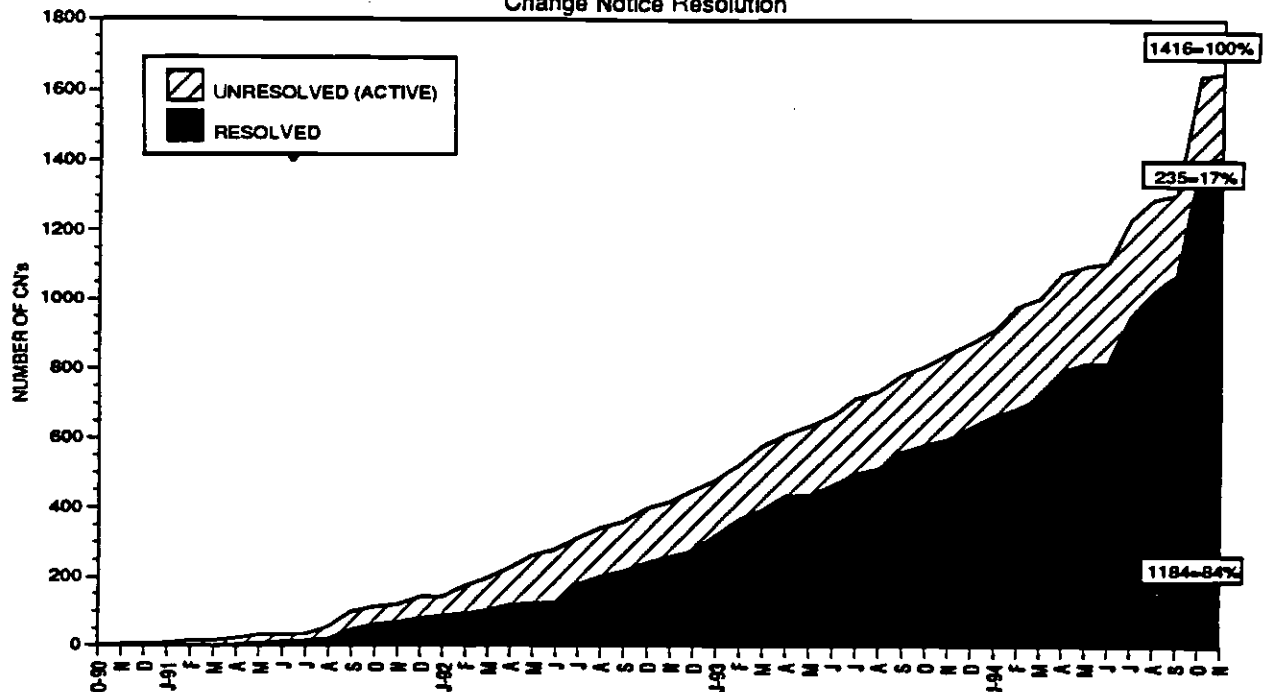
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	0	3	6	11
PERCENT	18%	0%	27%	55%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

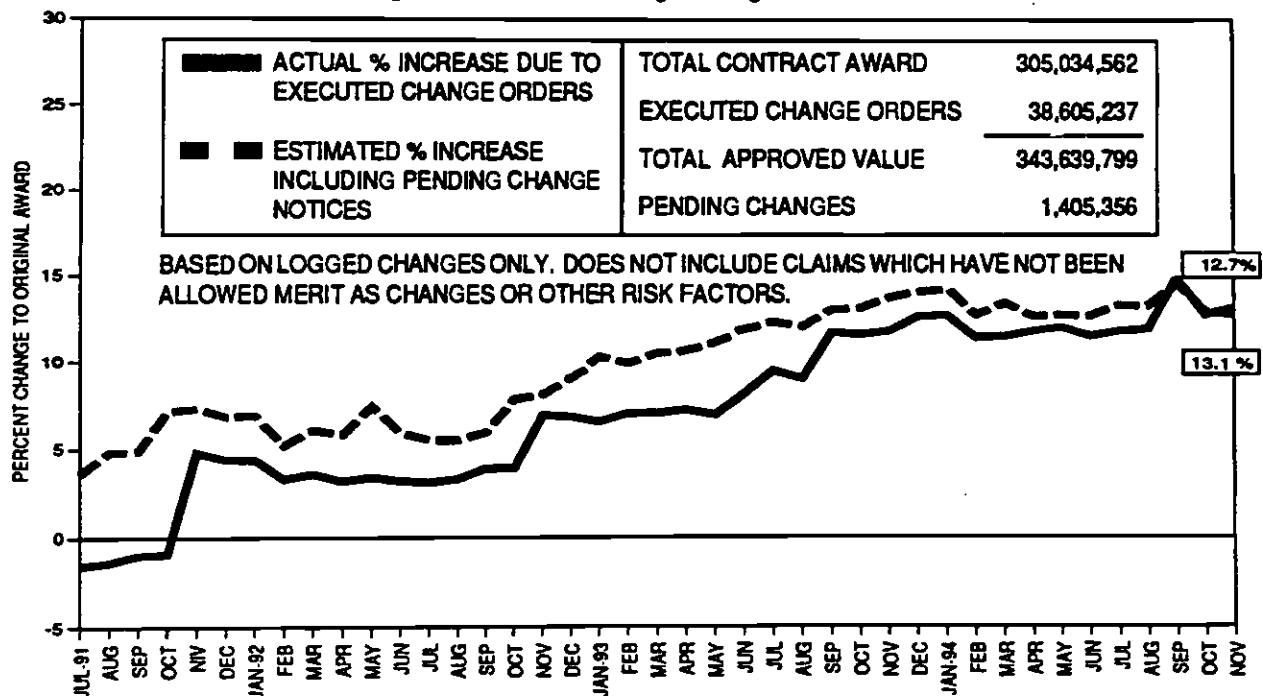
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	68	32	34	101	235
PERCENT	28%	14%	15%	43%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 12/06/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	1.22%	\$17,677,708.46	47.83%
>200 - 1 MILLION	25	2.77%	\$4,896,062.78	13.25%
> 100-200	47	5.22%	\$5,124,527.49	13.87%
>50-100K	64	7.10%	\$4,164,637.33	11.27%
> 25-50K	87	9.66%	\$2,059,137.32	5.57%
10-25K	141	15.65%	\$1,962,429.47	5.31%
0-10K	526	58.38%	\$1,074,450.16	2.91%
PROJECT TOTALS:	901	100.00%	\$36,958,953.01	100.00%

R23 - Metro Green Line

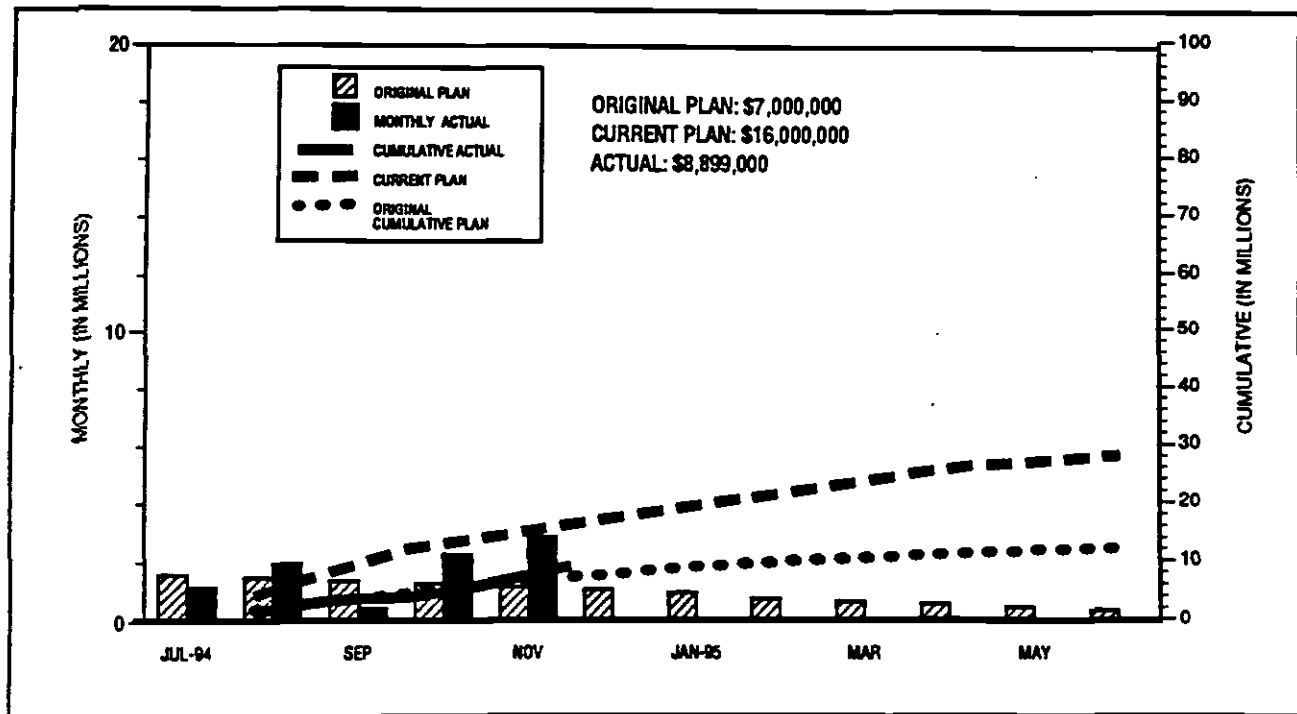
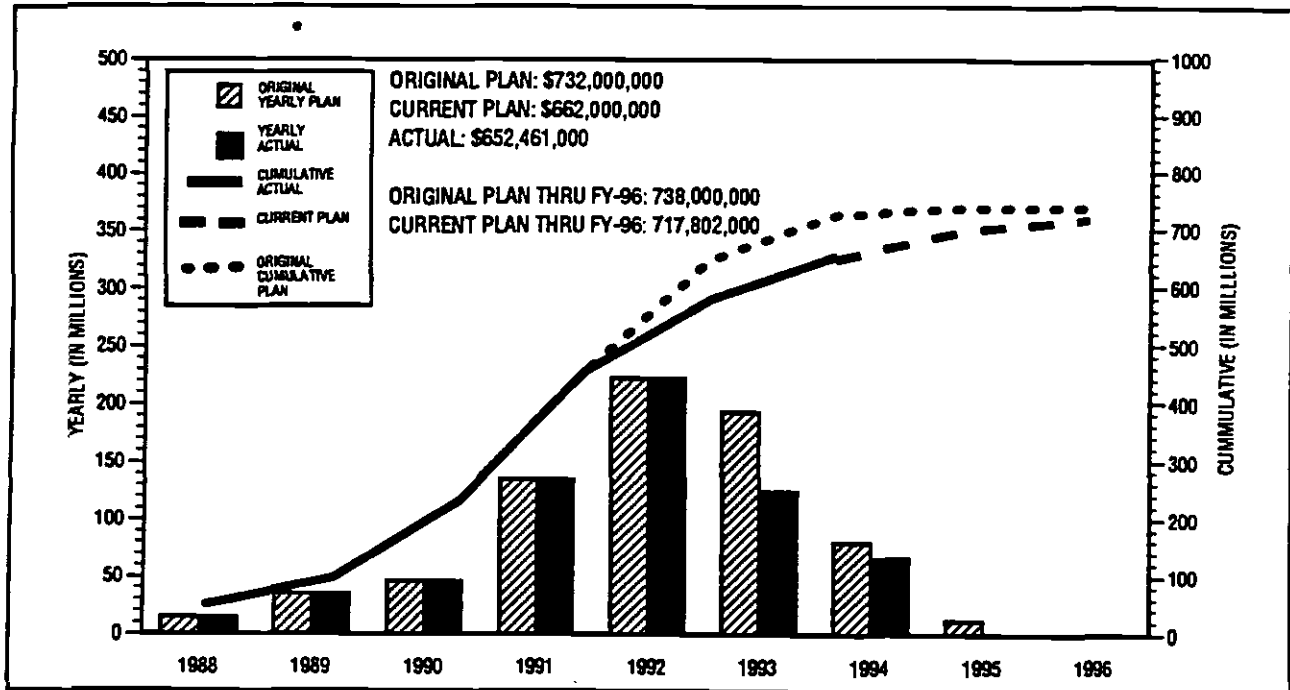
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0090 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 12/06/94

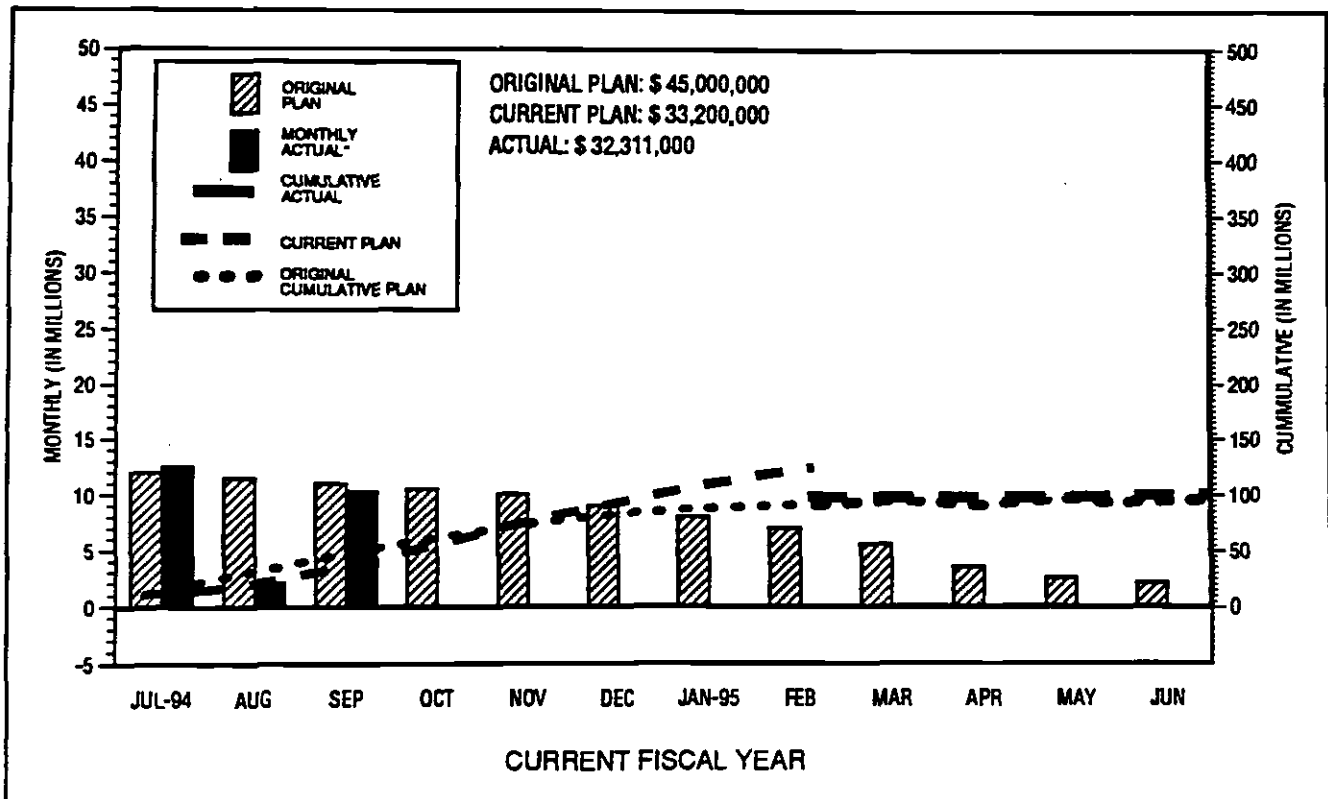
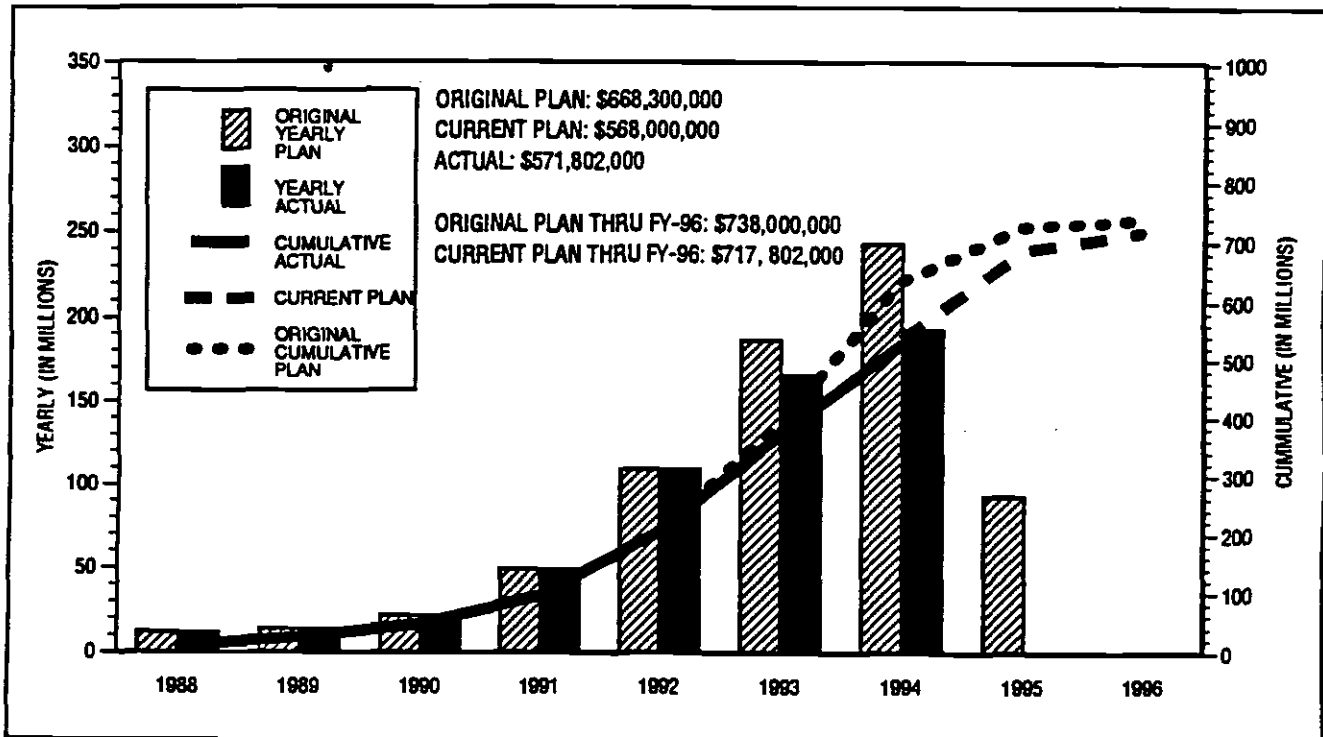
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	113	12.54%	\$1,967,419.19	5.32%
115	ADDITIONAL/NEW WORK	10	1.11%	\$213,008.43	0.58%
120	DELETION OF WORK	36	4.00%	(\$1,994,825.25)	-5.37%
130		1	0.11%	\$0.00	0.00%
		----	----	-----	-----
		160	17.76%	\$195,600.37	0.53%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	24	2.66%	\$8,978,487.08	24.29%
220	ACCELERATION OF WORK	14	1.55%	\$1,305,688.00	3.53%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	35	3.88%	\$345,300.00	0.93%
		----	----	-----	-----
		73	8.10%	\$10,629,453.08	28.76%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	175	19.42%	\$9,155,675.28	24.77%
320	HAZARDOUS MATERIALS	1	0.11%	(\$2,313,704.64)	-6.26%
330	SAFETY CONDITIONS	1	0.11%	\$103,000.00	0.28%
		----	----	-----	-----
		177	19.64%	\$6,944,970.62	18.79%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	30	3.33%	\$1,272,694.67	3.44%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	34	3.77%	\$0.00	0.00%
		----	----	-----	-----
		64	7.10%	\$1,272,694.67	3.44%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	120	13.32%	\$4,369,468.31	11.82%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	12	1.33%	\$518,481.92	1.41%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.33%	\$0.00	0.00%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	171	18.98%	\$2,106,856.08	5.70%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	9	1.00%	(\$631,798.75)	-1.71%
		----	----	-----	-----
		315	34.96%	\$6,363,014.55	17.22%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.22%	\$2,375.00	0.01%
620	COMPREHENSIVE CLAIMS	13	1.44%	\$572,374.00	1.55%
		----	----	-----	-----
		15	1.66%	\$574,749.00	1.56%
OUTSIDE AGENCY REQUESTS					
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	42	4.66%	\$2,868,172.77	7.21%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	1.00%	\$44,118.62	0.12%
		----	----	-----	-----
		51	5.66%	\$2,710,292.39	7.33%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	10	1.11%	\$6,938,932.00	18.77%
		----	----	-----	-----
		10	1.11%	\$6,938,932.00	18.77%
OTHER					
900	OTHER	36	4.00%	\$1,329,246.33	3.60%
		----	----	-----	-----
		36	4.00%	\$1,329,246.33	3.60%
PROJECT TOTALS:					
		901	100.00%	\$36,958,953.01	100.00%

PROJECT COMMITMENTS



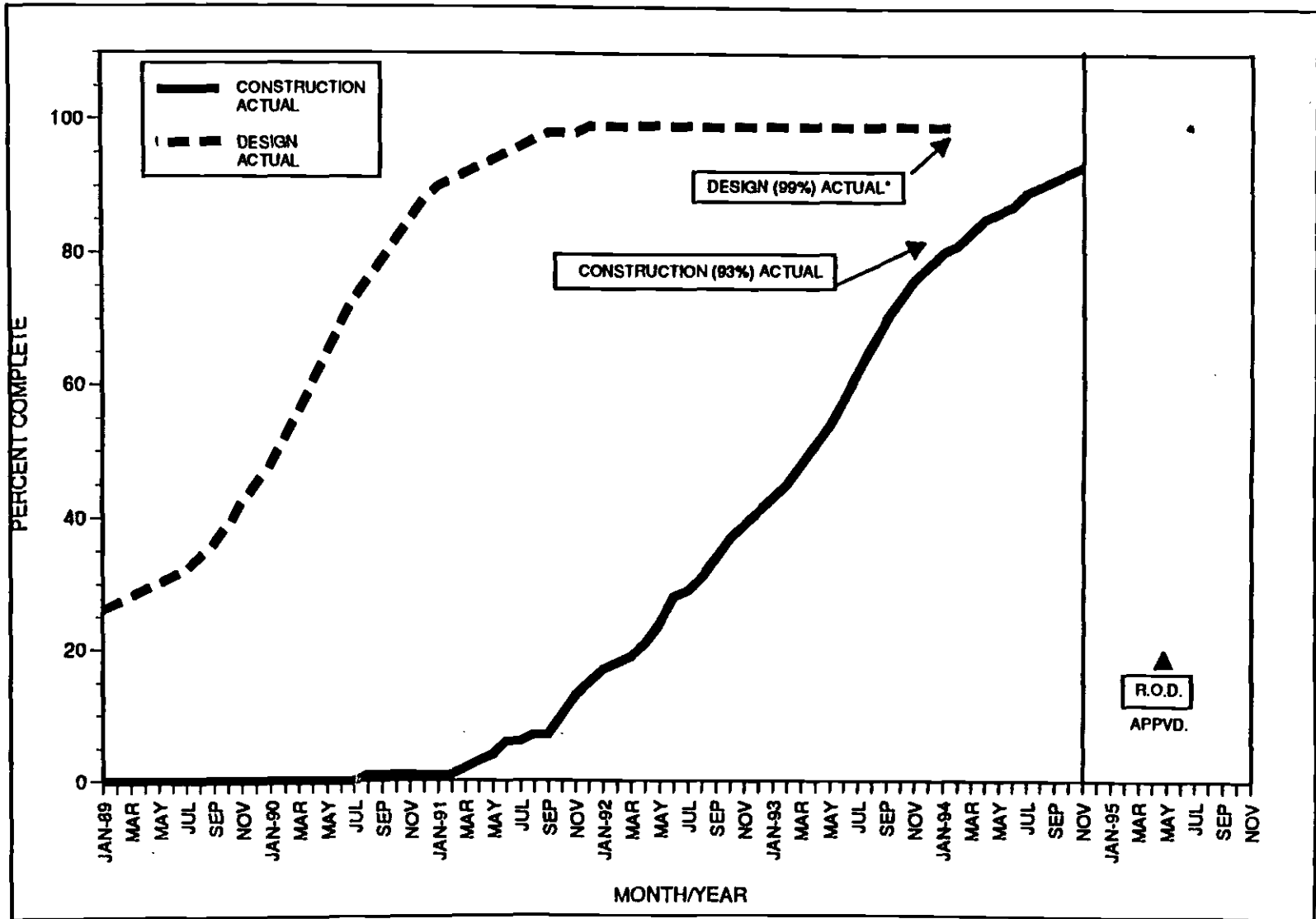
CURRENT FISCAL YEAR

PROJECT CASH FLOW

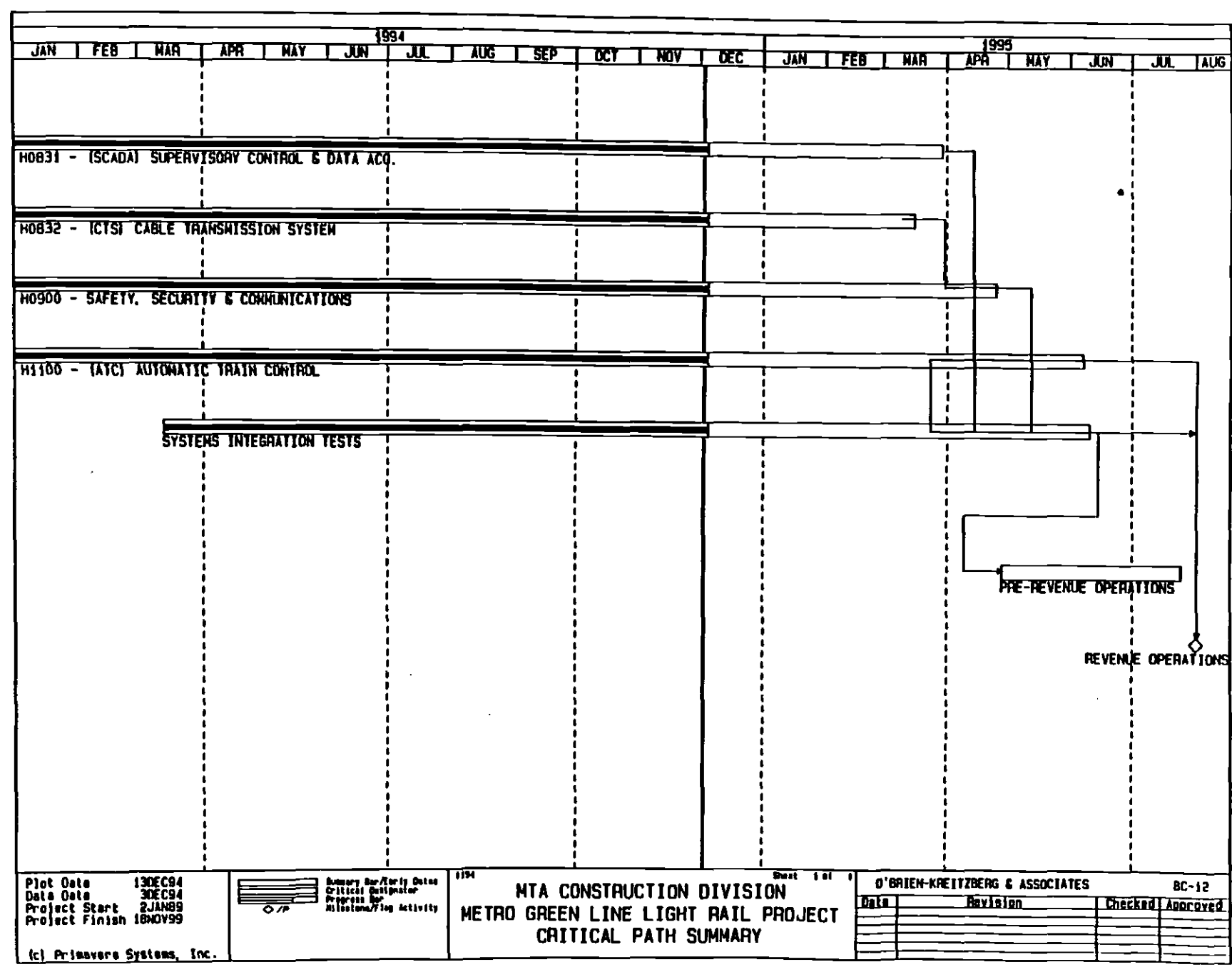


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

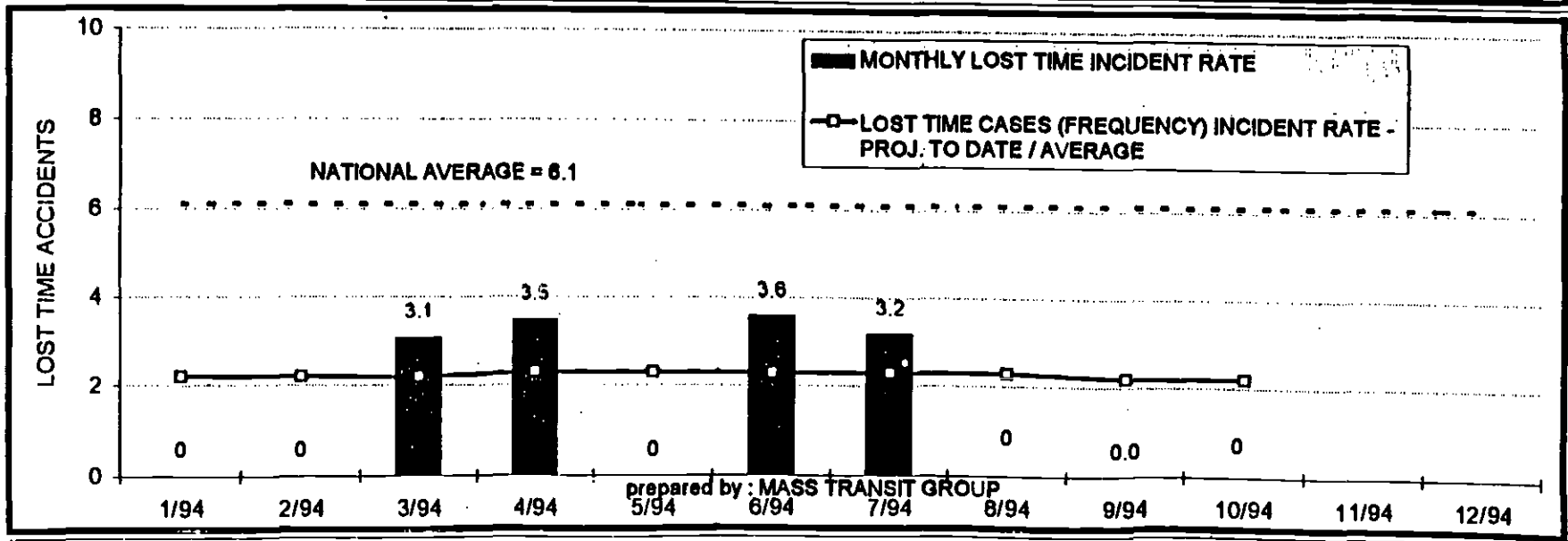
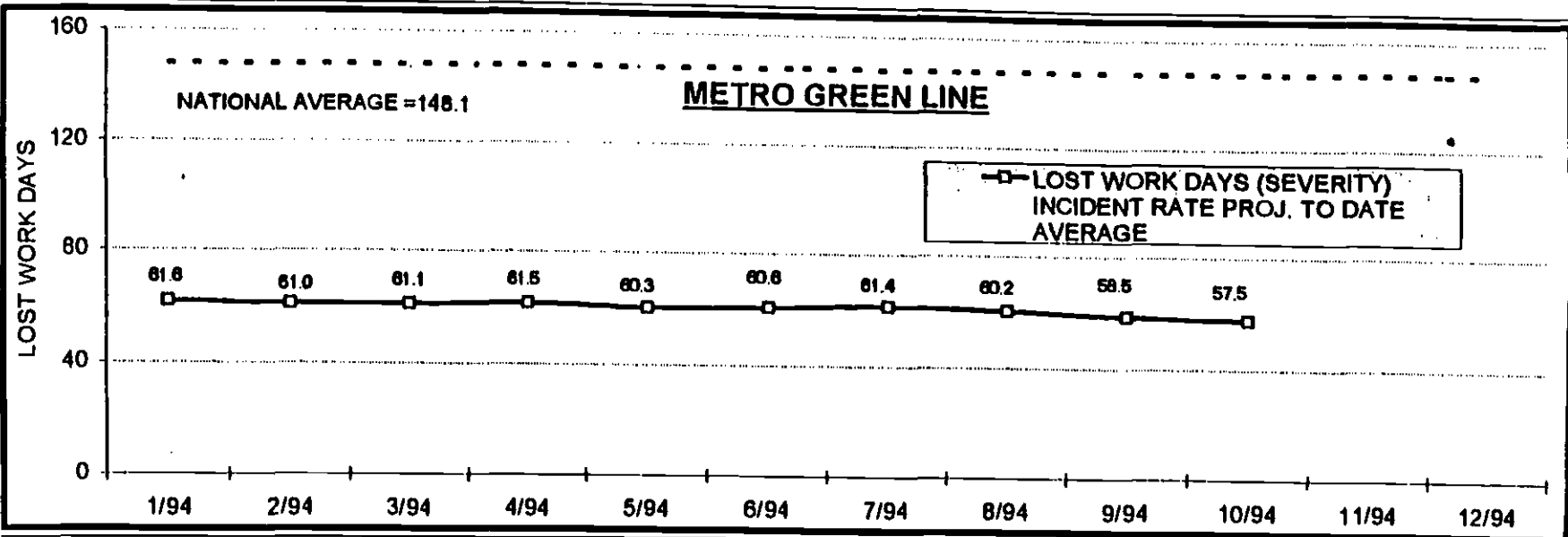
PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



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



LEGEND

0	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
C0600	Trackwork I-105			0	0			Dec 94
C0610	Trackwork - El Segundo				0			Dec 94
C0400	Main Yard & Shop	0	0	0	0			Dec 94
C0501	Systems Facilities Sitework	0	0	0	0			Dec 94
C0095	Fencing/WIDS	0	0	0	0			Feb 95
H0831	SCADA	0	0	0	0			Feb 95
H1200	TPSS	0	0	0	0			Feb 95
H1400	OCS	0	0	0	0			Feb 95
H0901	PIDS	0	0	0	0			Mar 95
H1310	Signs & Graphics	0	0	0	0	0		Mar 95
C0090	Miscellaneous Construction	0	0	0	0			Apr 95
C0100	Guideway Construction	0	0	0	0			Apr 95
C0170	ADA Elevators	0	0	0	0			Apr 95
H0832	CTS	0	0	0	0			Apr 95
H0840	Fare Collection Equipment	0	0	0	0	0		Apr 95
H0900	SSCS	0	0	0	0			May 95
H0889	Radios	0	0	0	0	0		Jun 95
P2020	LRV's - 15 cars	0	0	0	0	0	15 cars received; Undergoing testing	Jul 95
H1100	ATC	0	0	0	0	0		Mar 96

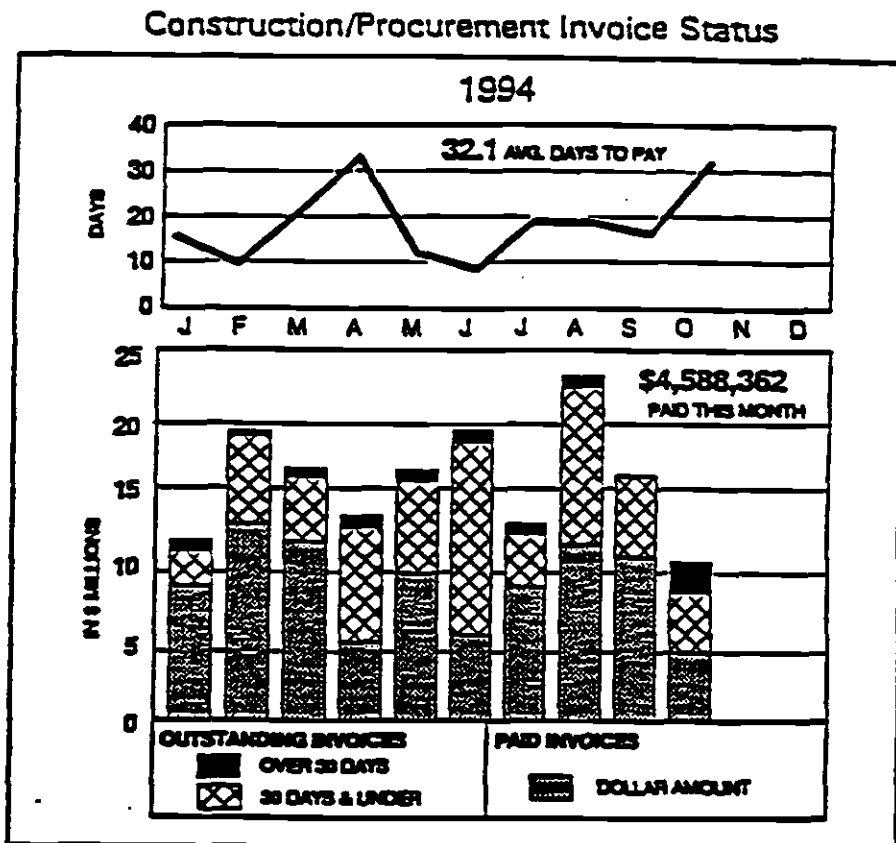
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 32.1 days.

• 14 invoices were paid for a total value of \$4,588,362.

• There were 12 outstanding Construction or Procurement invoices under 30 days old for \$4,054,393.

• There were 3 outstanding Construction or Procurement invoices over 30 days old for \$2,199,397.



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
JUL 1994	19	3,578,811	4	867,507	22	2,812,673	27	(52,322)
AUG 1994	22	10,840,436	7	861,644	31	3,558,797	31	307,788
SEP 1994	14	5,513,716	3	40,417	36	2,664,438	18	203,040
OCT 1994	12	4,054,393	3	2,199,397	30	3,461,168	19	245,139

***Please note that due to lack of availability this is last month's information.

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

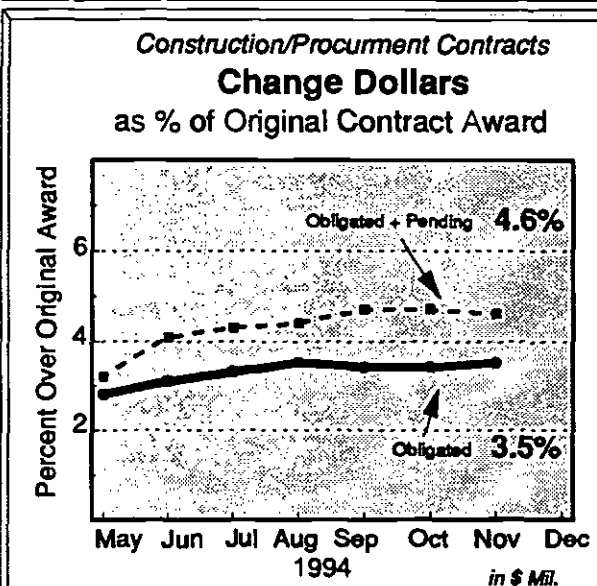
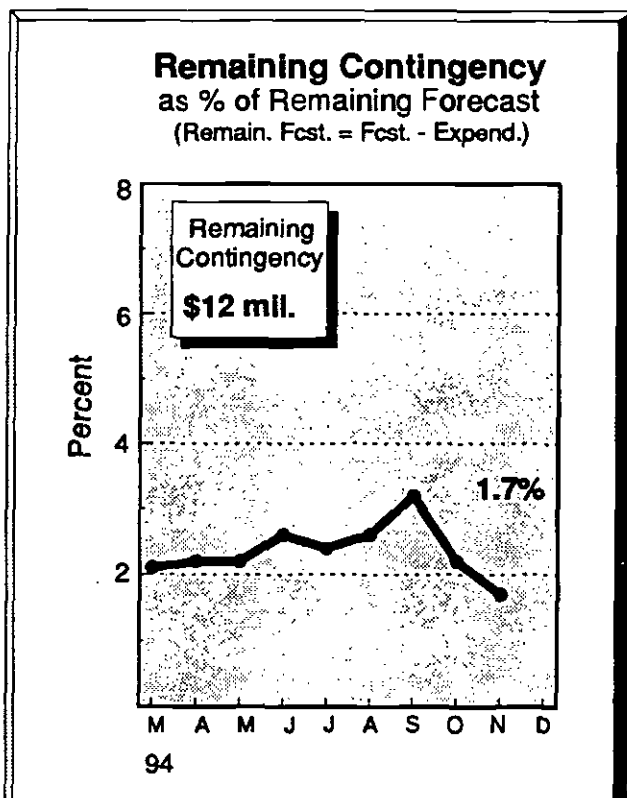
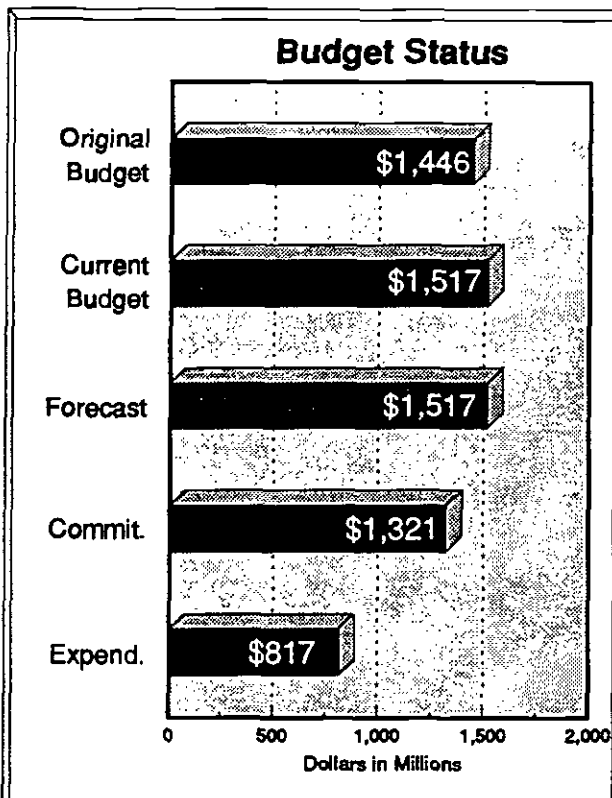
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.		
A165	7th & Flower Station						Closed.	Nov 94
A620	Automatic Train Control						Closed.	Nov 94
A640	Communications						Closed.	Nov 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Mar 95

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.

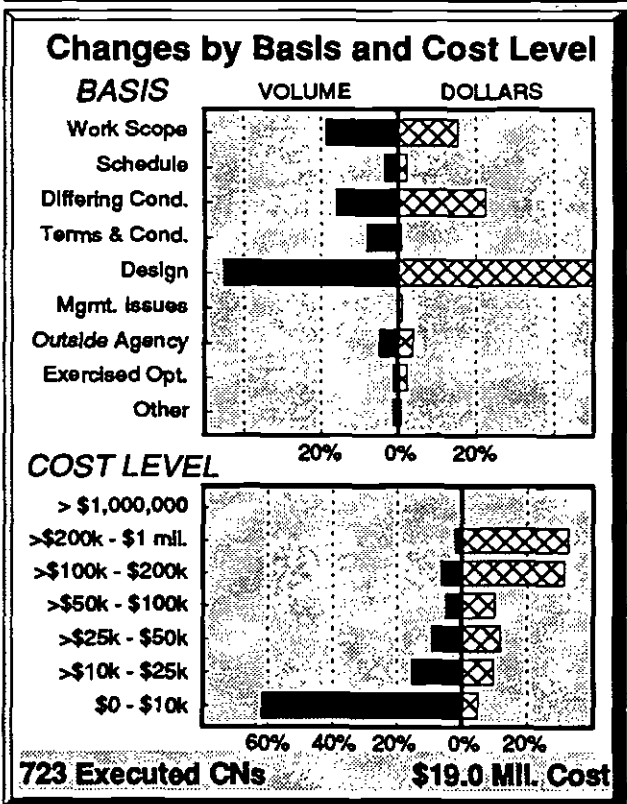
FINANCIAL STATUS



1	Total Original Contract Award	\$766.8
2	Obligated Change Value	\$27.0
3	Total Approved Value (1+2)	\$793.8
4	Pending Changes	\$8
5	Total Award + Pending (3+4)	\$801.8

RET11941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

January 1995

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

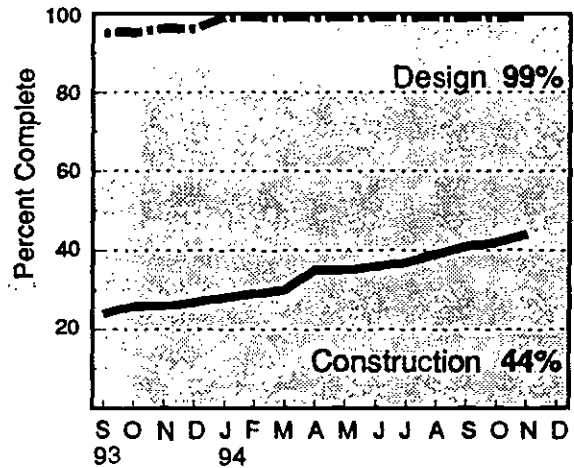
Months of Employment Provided

23,693

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

Schedule Status

PROGRESS



Revenue Operation Date:

Wilshire Corridor	July 1996
Vermont/Hollywood Corridor	Sep 1998

Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

**144 days ahead
(positive float)**

B710 Construction
Elevators/Escalators



Jul Dec Jun

Vermont/Hollywood

**180 days behind
(negative float)**

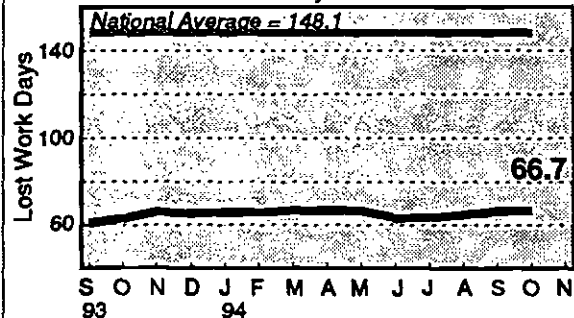
B251 Construction
Vermont/Hollywood Tunnel



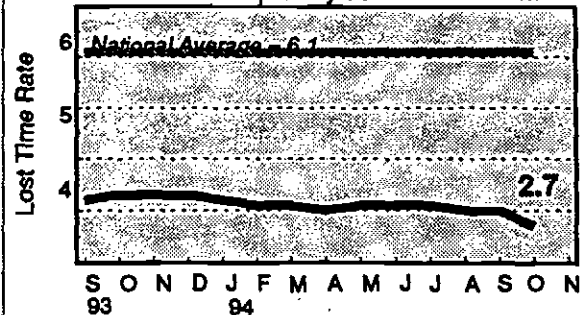
Jul Dec Jun
94 95

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,517.6
- Current Forecast \$1,517.8
(including new requirements)

This reflects a budget increase of \$5.9 million authorized funding due to the Kaiser Permanente Station entrance.

SCHEDULE STATUS

- Revenue Operation Dates:

Wilshire Corridor	Planned:	July 1996
	Forecast:	February 1996
Vermont/Hollywood Corridor	Planned:	September 1998
	Forecast:	March 1999
- Design Progress

Planned:	99%
Actual:	99%
- Construction Progress

Planned:	46%
Actual:	44%

REAL ESTATE

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

- 88 parcels of land are required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, 3 temporary construction easements, and 3 part-takes. Six additional parcels have been added for temporary Rights of Entry and one temporary license.

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

EXECUTIVE SUMMARY (CON'T)

To date, 86 parcels have been acquired. Forty-two of the 86 parcels were acquired through condemnation and the remaining 45 parcels were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Contract B610, Trackwork Installation, Realignment Impact - Wilshire Corridor

Concern: Contract B610 concrete operations between Wilshire/Normandie Station and Wilshire/ Western Station were delayed due to track realignment issues.

Action: Corrective measures should be formulated and forwarded to the Contractor for implementation.

Status: Change Notice 23, the realignment of tracks between Stations 335+29 to 337+60 and Stations 338+70 to 348+80 has been given to the Contractor. The Contractor has indicated that re-work activities will require approximately three weeks to complete. The Contractor is currently projecting the AR alignment to be ready by mid-January 1995. Contract B620, access has been coordinated, allowing train control installation to proceed as scheduled.

Contract B610, Delays Trackwork Installation - Wilshire Corridor

Concern: The Contractor may not be able to achieve the original planned rate of concrete installation for the overall contract. There are potential impacts to follow-on system contract access dates.

Action: Develop work around plan to minimize delays to follow on contracts.

Status: Mitigation efforts are underway to facilitate coordinated access, to ensure the timely completion of follow-on contractor's work. Contract B620, Automatic Train Control, installed all conduit for the 34.5 kV line. The Contractor is currently installing lift walkway slabs and will follow with ATC cable installation.

AREAS OF CONCERN (CON'T)**Contract B251, Vermont/Hollywood Tunnel Concrete Placement - Vermont/Hollywood Corridor**

Concern: Delays to the start of concrete placement in the Vermont tunnels.

Action: The MTA, the CM and the Contractor should develop a detailed path forward plan to ensure the start and continuation of tunnel invert, arch concrete operations and coordinate lower station excavation access by station contractors.

Status: A detail path forward has been developed. Tunnel invert concrete placement started on the Vermont Corridor on September 12, 1994. The CM and the B251 contractor have established a concrete placement schedule utilizing the B221 turnout structure and the 60 foot access at the south side of the Vermont Stations. The lower excavation can take place after the arch concrete placement. This new mitigation plan will improve the stations lower excavation milestones by several months. The arch concrete placement schedule has been delayed due to lower concrete placement rates per day. The CM continues to meet with B241, B252, and B261 the station contractors to coordinate the station lower excavation access.

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

Concern: The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast has continued to slip and the negative float to the September 1998 planned ROD has increased due to the Contract B251, Hollywood Tunnel shutdown. Tunnel mining operations under Hollywood Boulevard have been on hold since August 18, 1994, and will not re-commence until the requirements of the implementation plan have been met. The critical path runs through the Hollywood Boulevard implementation plan; restart of HAR and HAL tunneling; tunnel concrete placement and turnover to Contract B271, Hollywood/Western Station.

Action: The MTA directed the EMC and Parsons-Dillingham to prepare an implementation plan and schedule. Direct the B251 contractor's activities and revise sequence of tunnel concrete placement.

AREAS OF CONCERN (CON'T)

Status: Implementation schedule baseline was finalized on November 2, 1994. The start of the HAR tunnel is currently scheduled for December 21, 1994, two weeks behind the baseline implementation schedule. A Hollywood tunnel concrete placement mitigation schedule was developed on November 18, 1994. Meetings were set up between the CM, B251 and B271 contractors to evaluate potential delays and to develop possible alternative courses of action.

RESOLVED**Contract B251 Tunneling Shut Down - Vermont/Hollywood Corridor**

Concern: Tunnel mining operations under Hollywood Boulevard have been on hold since August 18, 1994, and will not re-commence until the requirements of the implementation plan have been met. The Hollywood tunneling operation is on the Vermont/Hollywood critical path.

Action: The MTA directed the EMC and Parsons-Dillingham to prepare an implementation plan. If approved, the implementation plan will allow mining operations to resume.

Status The details of the status are addressed under "Forecasted Delay to ROD" Areas of Concern, above.

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

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

NEW

NONE

ONGOING

August 1994, Grantee Staffing

Concern: Spot report No. 1 contains several recommendations for MTA action.

Action: The grantee should respond to the recommendations outlined in the Spot Report within the one month time period allowed by FTA.

Status: The MTA has responded to the recommendations in Spot Report No. 1 and is waiting for the FTA to finish its review.

RESOLVED

NONE

KEY ACTIVITIES - NOVEMBER

Design

- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, completed Final Design and submitted for review.
- Contract B251, Vermont/Hollywood Tunnel, continued meeting with Inspector General's staff and Bureau of Engineering, City of Los Angeles; all issues were resolved. Continued analysis of conditions at Hollywood Boulevard, particularly tunnel misalignment and rebar placement at invert and arch.
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, completed Kaiser Remodel CN-20. Awaiting final comments from MTA before issuing.
- Contract B271, Hollywood/Western Station, Design Change Notices (DCNs) 12.00 and 13.00 completed, and revision of Change Notice 3.00 (DCN-93-101.01 - Automatic Sprinkler System) partially completed.
- Contract B646, Fire and Emergency Management, participated in negotiation meeting for Change Notice 13, Expanded Programmable Logic Controller Expansion.
- Contract B710, Escalators and Elevators, prepared a DCN for Wilshire/Vermont Station escalator intermediate support cladding and interfacing scope of elevator machine room and escalator pit wiring to Communications Interface Cabinet (CIC).
- Contract B740, Ventilation Equipment, testing stopped due to failure of damper actuators. Temporary repairs are being made by B740 to avoid delaying B231 testing. New actuators to be installed by February 1995. At that time, testing of B740 equipment will resume. Testing and inspection by EMC of failed damper actuators at the factory have been completed. Manufacturer has developed revised design to correct defects. Existing equipment at B231 and B221 will be replaced.

KEY ACTIVITIES - NOVEMBER (CON'T)Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, completed concrete placement for the columns and exterior walls of the lower track level of the station entrance structure.
- Contract B221, Wilshire/Normandie Station and Line, completed installation of terrazzo tile at the platform level and installation of tunnel walkway handrails. Began installation of mezzanine floor terrazzo tile, mezzanine ceramic wall tiles, and platform edge lights. Coordinated access for Elevator/Escalator and Train Control and Communication contracts.
- Contract B241, Vermont/Beverly Station, the main station, main entrance, and side structure piles were completed. The installation of deck beams and mats on the traffic side was completed. Excavation and support of utilities is continuing and is about 25% complete.
- Contract B251, Vermont/Hollywood Tunnel, completed concrete placement for the VAR invert Sunset Boulevard (B261) to the B221 turnout structure. Completed the AR Adit for crosspassage #19 and continued concrete finish work in crosspassage #18. Hollywood Boulevard chemical grouting replacement of drypack and supplemental support work continued to support the restart of mining operations.
- Contract B252, Vermont/Santa Monica Station, completed West Vermont tangent soldier pile installation, excavation and support of north and south muck pits. Installed concrete deck planks behind K-rails, Bays 43-45, and completed supporting of the electrical ductbank to DWP satisfaction. Began main station excavation, along western side of station from south pit.
- Contract B261, Vermont/Sunset Station, erected pedestrian/canopy walkway at Kaiser Hospital. Completed water main relocation work, installation of temporary street lights and ATSAC camera. Began drilling inclinometer wells on east side of Vermont Boulevard.
- Contract B271, Hollywood/Western Station, completed installation of deck beams and precast decking along Hollywood Boulevard. All piling installation has been completed. Commenced with the support of utilities from the installed decking system.

KEY ACTIVITIES - NOVEMBER (CON'T)

- Contract B281, Hollywood/Vine Station, completed installation of piles on the north side of Hollywood Boulevard. Completed installation of inclinometers and observation wells on the north side of Hollywood Boulevard.
- Contract B610, Trackwork Installation, completed de-stressing on all yard tracks. Final line and surface of rail on the AR/BR is completed and awaiting survey and punch list.
- Contract B620, Automatic Train Control, submittal process continued. Delivered MacArthur Park relay and equipment racks to Contractor's warehouse.
- Contract B630, Traction Power Substation Equipment, continued submittal process. Delivered rectifier transformer to Wilshire/Western and AC switchgear to Wilshire/Normandie.
- Contract B631, Traction Power Installation, continued the installation of TPSS equipment in Wilshire/Western and Wilshire/Normandie Stations.
- Contract B740, Ventilation Equipment, has been installed in Wilshire/Western Station.

KEY ACTIVITIES - PLANNED FOR DECEMBER

Design

- Contract B215, Wilshire/Vermont Station, Stage II, complete Change Notices on Emergency Generator Building, Variable Message Signs (VMS), relocation of fire valve pit, and roll-up grille revisions.
- Contract B251, Vermont/Hollywood Tunnel, design for Contingency Compaction Grouting Plan is being prepared for the La Reina Building at 7803 Hollywood Boulevard. Continue technical and construction support for the concreting operations at the Vermont and Hollywood distressed segment. Continue to provide field support for start of tunneling on Hollywood Boulevard. Continue tunnel realignment analysis for Hollywood Boulevard tunnels.
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, following receipt of MTA final comments, EMC will issue Change Notice 20. Continue working on cost estimates for CNs and Contract B263.
- Contract B281, Hollywood/Vine Station, continue resolution for station appendages to avoid conflict with unforeseen foundations of Pantages and Taft buildings projecting into public right-of-way. In support of Hollywood Construction Impact Program (HCIP), assist in preparation of Change Order for parking lot design on site of former Hastings Hotel to include asphalt paving and temporary lighting.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, continue installation of reinforcement steel and formwork for the upper track level slab. Continue installation of HVAC ducts, fire sprinkler system, electrical conduits, masonry walls, lathing, and acoustic spraying at the lower and upper track levels.
- Contract B221, Wilshire/Normandie Station and Line, continue installation of perforated ceiling panels, major electrical, HVAC equipment, and porcelain enamel column cladding. Street restoration at South Ardmore to be completed in December 1994.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- Contract B241, Vermont/Beverly Station, continue with main station excavation and support of utilities.
- Contract B251, Vermont/Hollywood Tunnel, continue concrete finish in the crosspassages. Start the arch concrete placement from Sunset toward turnout structure in the right alignment.
- Contract B252, Vermont/Santa Monica Station, continue with main station excavation and support of utilities.
- Contract B261, Vermont/Sunset Station, continue installation of soldier piles, cap wales and cap beams, and relocation of underground utilities.
- Contract B271, Hollywood/Western Station, continue with support of utilities.
- Contract B281, Hollywood/Vine Station, continue with the cap wale, cap beam installation on the north side of Hollywood Boulevard, and pile installation on El Centro Avenue.
- Contract B610, Trackwork Installation, continue punch list work. Continue the yard's final line and surface on tracks #4 through #8 and installation of flange material on road crossings A and D. Begin installation of contact rail pedestals. Begin rail installation in AL/BL tunnel.
- Contract B620, Automatic Train Control, continue the submittal process and begin installation process of ATC cable in walkway between Wilshire/Alvarado and Wilshire/Vermont Station.
- Contract B630, Traction Power, continue the manufacturing of the equipment for Wilshire/Vermont Station.
- Contract B631, Traction Power Installation, continue with the TPSS equipment install in Wilshire/Western and Wilshire Normandie Stations.

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT
WITH NEW REQUIREMENTS**

Project: R81 METRO RED LINE - SEGMENT 2

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 13, 1994
Units: \$ in Thousands (Truncated)

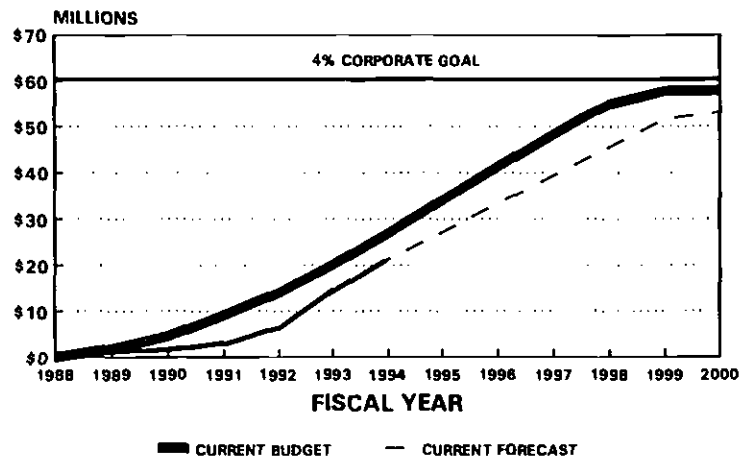
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	1,327	857,736	15,132	520,845	19,057	478,241	3,026	958,628	15,404
S PROFESSIONAL SERVICES	289,150	0	351,981	0	308,157	3,796	229,970	3,796	229,994	-3,398	348,127	-3,853
R REAL ESTATE	79,827	0	87,300	0	75,176	1,132	82,653	1,132	82,653	4,142	91,002	3,702
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	1,951	16,475	1,951	16,475	0	34,035	2,913
D SPECIAL PROGRAMS	2,044	0	4,416	0	560	24	463	44	483	0	2,647	-1,768
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	-3,769	12,290	-16,288
A PROJECT REVENUE	0	0	-190	0	-234	0	-234	0	-234	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	1,327	1,267,625	22,037	850,174	25,982	807,614	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	5,616	52,245	90	43,891	1,328	3,060	60	113	169	53,037	792
S PROFESSIONAL SERVICES	0	1,450	15,875	0	9,600	56	9,284	56	9,284	0	15,199	-676
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	130	130	0	0	0	0	0	0	0	130	0
D SPECIAL PROGRAMS	0	0	0	0	20	0	22	0	22	0	20	20
C PROJECT CONTINGENCY	0	-1,220	2,975	0	0	0	0	0	0	-154	2,985	10
TOTAL NEW REQUIREMENTS	0	5,976	71,225	90	53,512	1,384	12,368	116	9,421	15	71,372	147
GRAND TOTAL	1,446,432	5,976	1,517,657	1,418	1,321,138	23,421	862,543	26,099	817,036	15	1,517,804	147

METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

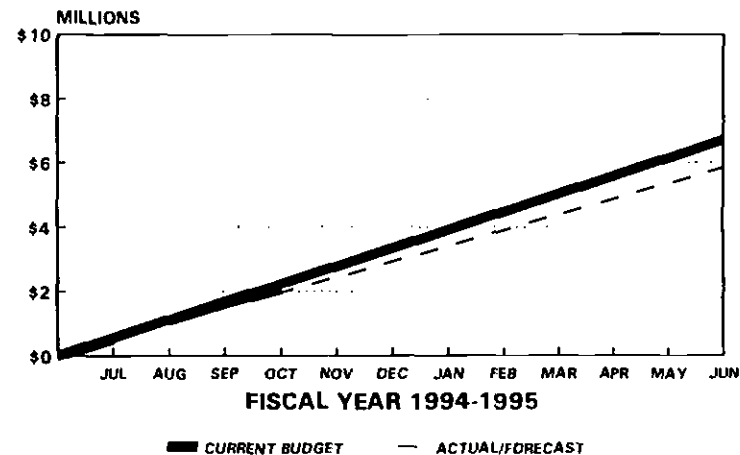
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$608,304	91%	\$348,932	52%	\$335,664	50%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$86,783		\$82,360	
STATE	\$185,129	\$133,000	\$184,665	100%	\$133,000	72%	\$133,000	72%
PROPOSITION A	\$440,303	\$158,043	\$357,313	81%	\$148,290	34%	\$152,687	35%
CITY OF L.A.	\$96,000	\$67,300	\$83,783	87%	\$56,510	59%	\$51,708	54%
BENEFIT ASSESS.	\$58,000	\$0	\$34,126	59%	\$34,126	59%	\$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%	\$34,126	
TOTAL	\$1,446,432	\$975,631	\$1,268,191	88%	\$807,641	56%	\$789,545	55%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$610	\$3,993	67%	\$610	10%	\$610	10%
PROP A (TRANSIT ENHANCEMENTS)	\$59,254	\$8,785	\$48,954	83%	\$8,785	15%	\$8,785	15%
GRAND TOTAL	\$1,511,681	\$985,026	\$1,321,138	87%	\$817,036	54%	\$798,940	53%
(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 October 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

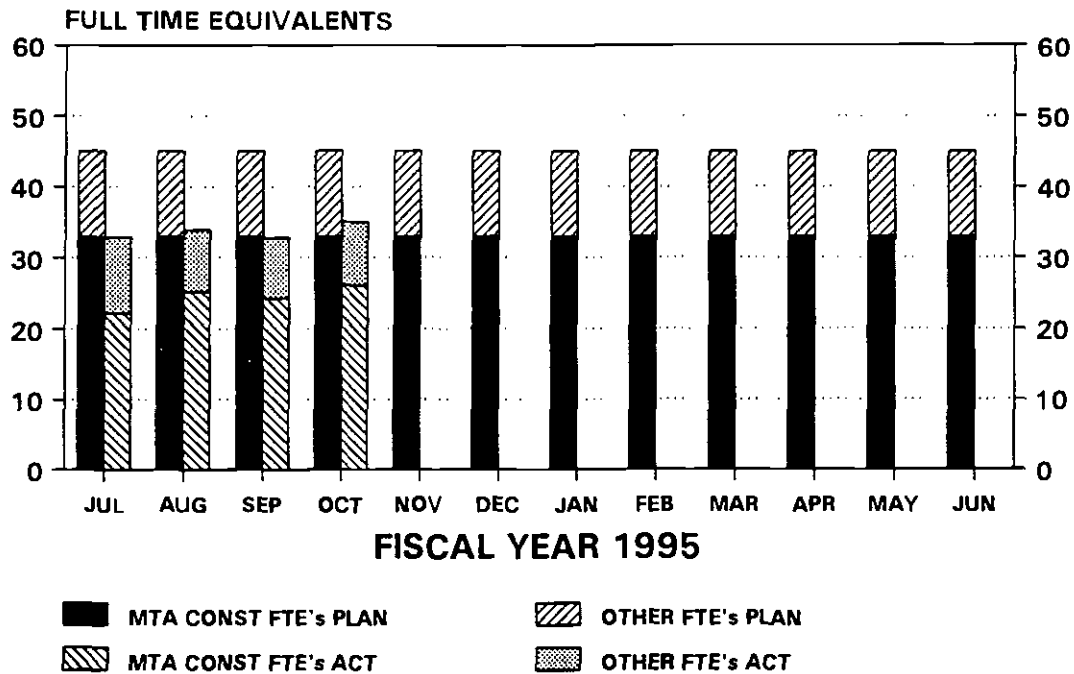
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$53,051
FORECAST % OF TOTAL PROJECT	3.7%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$2,230
ACTUAL TO DATE	\$1,958

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'95 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	33
MTA CONSTRUCTION FTE's ACTUAL	26
OTHER FTE's PLAN	12
OTHER FTE's ACTUAL	9
TOTAL FTE's PLAN	45
TOTAL FTE's ACTUAL	35

COSTS SHOWN ARE FOR
PROJECT R81 ONLY. (ALLOCATED)

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 11/18/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COM- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE 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.
11A640		***%	\$0		\$44,635	\$44,635	***%	***%	%	(\$44,635)	\$0	(\$44,635)	***%	0.0%
*A650	\$57,589,082	5%	\$2,879,398	\$60,467,480	\$0	\$57,589,082	0.0%	0%	0%	\$2,879,398	\$0	\$2,879,398	0%	***%
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,674,621	\$60,251,894	12.7%	64%	100%	\$3,248,106	(\$6,803)	\$3,254,909	64%	12.7%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,184,644	\$40,671,821	5.7%	44%	100%	\$2,774,174	(\$110,357)	\$2,884,531	42%	5.4%
B215	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$435,731	\$26,613,431	1.7%	17%	38%	\$2,176,099	\$301,931	\$1,874,168	28%	2.8%
B218	\$84,000	135%	\$88,600	\$150,800	\$80,194	\$144,194	125.3%	93%	100%	\$8,406	\$0	\$8,406	93%	125.3%
B221	\$79,612,793	14%	\$10,864,531	\$90,677,324	\$7,354,475	\$87,167,268	9.2%	68%	81%	\$3,510,058	\$3,946,096	\$438,040	104%	14.2%
B229	\$957,428	10%	\$95,742	\$1,053,170	\$53,648	\$1,011,074	5.6%	56%	83%	\$42,096	\$24,873	\$17,223	82%	8.2%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$4,902,882	\$58,548,083	9.1%	91%	89%	\$461,638	\$681,916	\$120,278	104%	10.4%
B241	\$40,957,557	10%	\$4,095,758	\$45,053,315	\$168,000	\$41,123,557	0.4%	4%	22%	\$3,929,758	\$640,832	\$3,288,924	20%	2.0%
*B251	\$129,655,578	10%	\$12,965,558	\$142,621,136	\$4,482,109	\$134,137,887	3.5%	35%	77%	\$8,483,450	\$2,736,340	\$5,747,109	56%	5.6%
B252	\$50,879,831	11%	\$5,651,168	\$56,730,789	\$103,434	\$50,983,085	0.2%	2%	12%	\$5,747,724	\$1,004,800	\$4,742,924	19%	2.2%
B261	\$44,968,998	10%	\$4,496,700	\$49,465,698	\$195,032	\$45,182,030	0.4%	4%	13%	\$4,301,668	\$52,820	\$4,248,848	8%	0.6%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$96,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	(\$50,020)	\$38,897,980	-0.1%	-1%	8%	\$3,944,820	\$112,500	\$3,957,320	-2%	0.2%
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$465,815	\$49,752,815	0.9%	8%	10%	\$5,448,825	\$109,128	\$5,339,699	10%	1.2%
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%
*B810	\$16,689,652	10%	\$1,688,965	\$18,358,617	\$164,145	\$18,653,797	1.0%	10%	28%	\$1,504,820	(\$1,046,585)	\$2,551,405	-53%	***%
*B811	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	34%	\$271,905	(\$178,925)	\$448,830	65%	-6.5%
*B812	\$3,994,355	10%	\$399,438	\$4,393,793	\$0	\$3,994,355	0.0%	0%	28%	\$399,438	\$0	\$399,438	0%	0.0%
*B814	\$2,846,829	10%	\$284,683	\$2,911,512	\$800	\$2,847,829	0.0%	0%	41%	\$283,883	\$0	\$283,883	0%	0.0%
*B818	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$18,720	\$57,238	25%	2.5%
*B820	\$18,031,285	13%	\$2,326,033	\$20,357,298	(\$124,565)	\$17,906,700	-0.7%	-5%	48%	\$2,450,598	(\$39,343)	\$2,489,941	-7%	-0.9%
*B830	\$8,157,150	10%	\$815,716	\$8,772,865	\$103,231	\$8,260,381	1.7%	17%	18%	\$512,484	\$0	\$512,484	17%	1.7%
B831	\$4,467,165	10%	\$446,717	\$4,913,882	\$0	\$4,467,165	0.0%	0%	14%	\$446,717	\$395,588	\$51,131	89%	8.9%
*B841	\$10,230,159	10%	\$1,023,018	\$11,253,175	\$0	\$10,230,159	0.0%	0%	0%	\$1,023,018	(\$1,800)	\$1,024,818	0%	0.0%
*B842	\$1,102,287	21%	\$234,242	\$1,336,609	\$0	\$1,102,287	0.0%	0%	0%	\$234,242	\$0	\$234,242	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. (ALLOCATED)

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

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

AS OF 11/18/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	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 AFE	% AFE 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.
*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	(\$6,000)	\$3,254,988	0.2%	1%	0%	\$441,017	(\$900,847)	\$1,341,864	208%	27.8%
*B645	\$2,568,871	5%	\$117,258	\$2,686,129	\$0	\$2,568,871	0.0%	0%	0%	\$117,258	(\$126,000)	\$243,258	107%	4.9%
*B646	\$2,547,768	10%	\$254,777	\$2,802,543	\$25,000	\$2,572,768	1.0%	10%	0%	\$229,777	\$146,700	\$83,077	67%	6.7%
B648A	\$2,208,354	10%	\$220,836	\$2,429,190	\$0	\$2,208,354	0.0%	0%	0%	\$220,836	(\$26,781)	\$247,617	12%	1.2%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,982	19%	\$2,715,277	\$17,158,239	\$10,000	\$14,452,982	0.1%	0%	5%	\$2,705,277	\$826,433	\$11,878,844	31%	***%
*B740	\$10,526,288	10%	\$1,052,627	\$11,578,995	\$251,307	\$10,777,575	2.4%	24%	39%	\$801,320	(\$154,705)	\$956,025	9%	0.9%
*B745	\$1,808,381	46%	\$825,136	\$2,633,517	\$405,019	\$2,213,400	22.4%	49%	40%	\$420,117	\$0	\$420,117	49%	22.4%
*B760	\$484,849	10%	\$48,485	\$533,334	\$0	\$484,849	0.0%	0%	0%	\$48,485	(\$30,000)	\$78,485	62%	-6.2%
*B761	\$3,226,872	10%	\$322,687	\$3,549,339	\$74,848	\$3,301,518	2.3%	23%	30%	\$247,821	\$59,082	\$188,739	42%	4.2%
*B785	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	15%	\$200,468	\$0	\$200,468	0%	0.0%
F815M		***%	\$0		\$0	\$0	***%	***%	%	\$0	\$0	\$0	***%	0.0%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$786,822,271	11%	\$86,819,031	\$853,441,302	\$27,015,176	\$783,837,447	3.5%	31%	27%	\$59,603,855	\$8,312,611	\$51,291,244	41%	4.6%

11 - AFE increase required

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

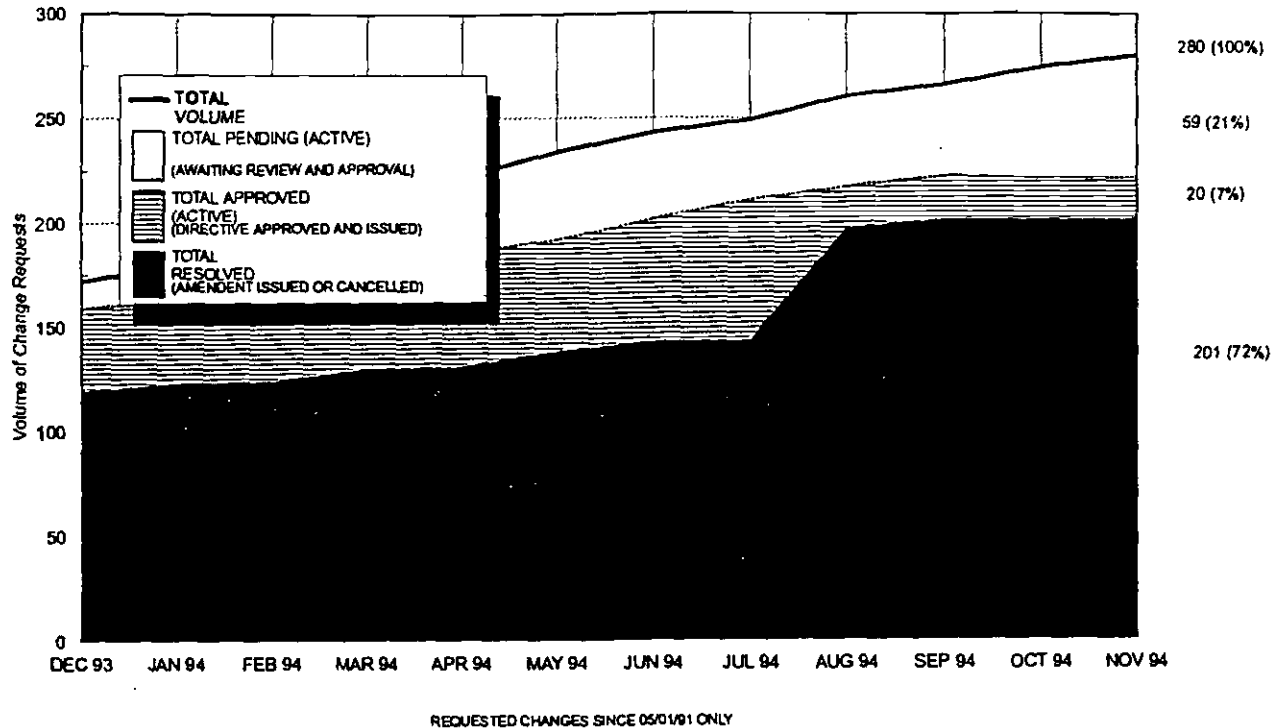
[*] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CD's and authorized (WACN) changes [2] % increase over original award [3] Logged contract changes ONLY

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 2

0	Open. Action still required.
	Completed or Not Applicable

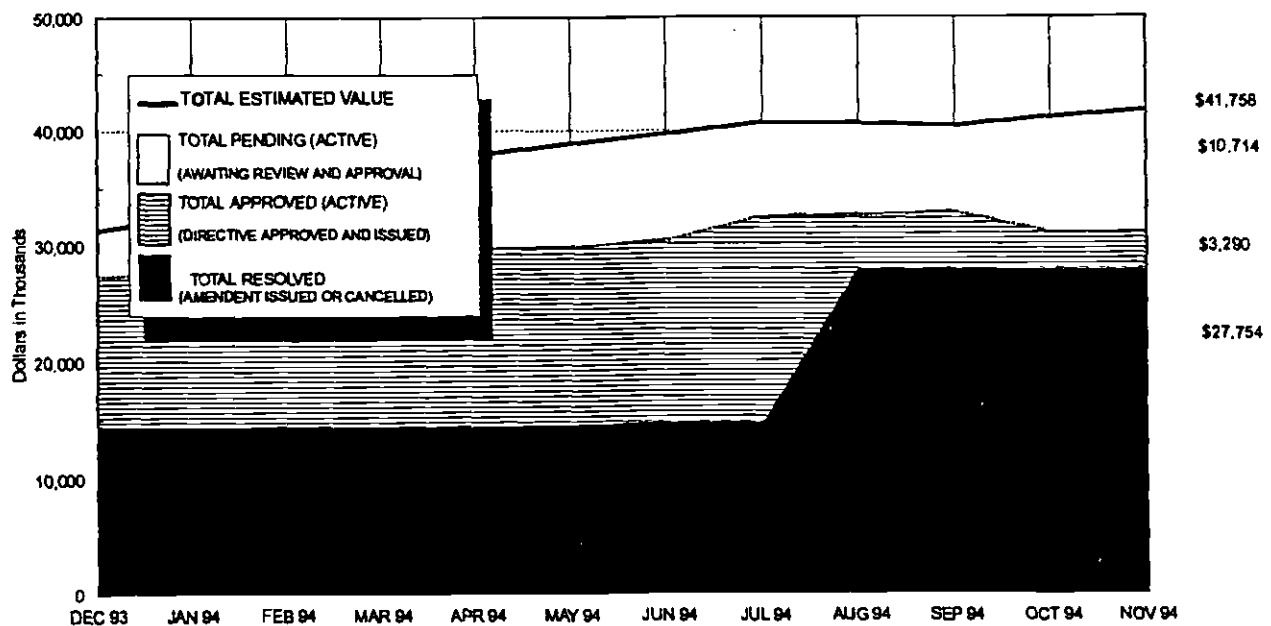
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CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME

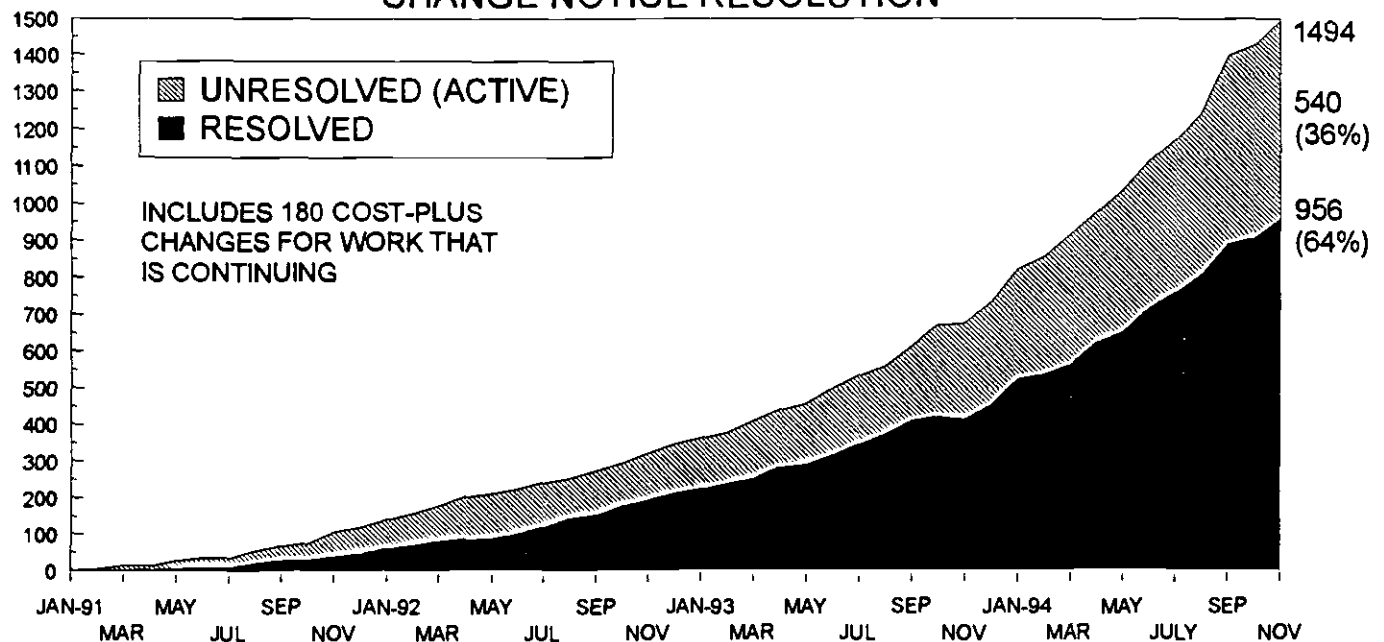


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	7	12	50	79
PERCENT	13%	9%	15%	63%	100%

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



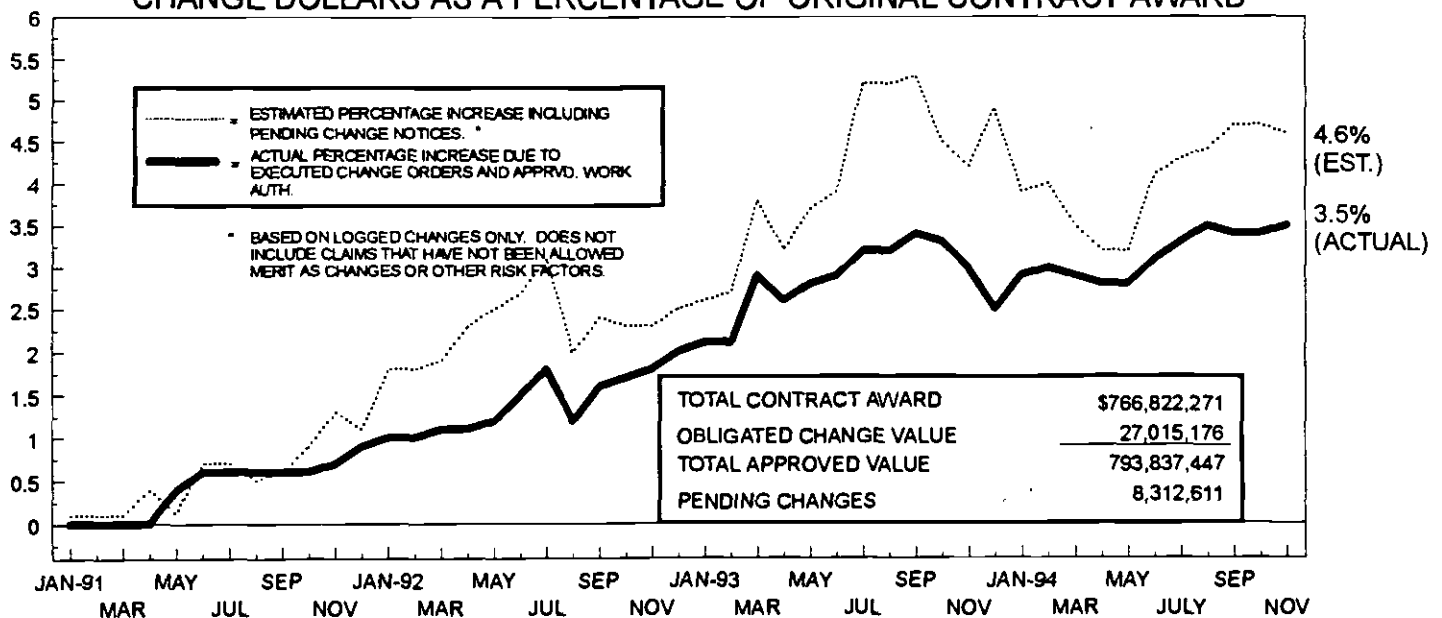
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	160	75	41	264	540
PERCENT	30%	14%	7%	49%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE BASIS BREAKDOWN

EXECUTED CHANGES AS OF 11/18/94

	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	104	14.38%	\$2,267,093.43	11.90%
115 ADDITIONAL/NEW WORK	22	3.04%	\$598,250.22	3.14%
120 DELETION OF WORK	10	1.38%	\$45,926.05	0.24%
	136	18.81%	\$2,911,269.70	15.28%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	12	1.66%	\$329,886.00	1.73%
220 ACCELERATION OF WORK	4	0.55%	\$87,932.07	0.46%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	11	1.52%	(\$13,575.00)	-0.07%
	27	3.73%	\$404,243.07	2.12%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	95	13.14%	\$3,244,306.87	17.03%
320 HAZARDOUS MATERIALS	9	1.24%	\$491,576.74	2.58%
330 SAFETY CONDITIONS	13	1.80%	\$538,877.66	2.83%
	117	16.18%	\$4,274,761.27	22.44%
TERMS AND CONDITIONS				
400 TERMS AND CONDITIONS	1	0.14%	(\$2,000.00)	-0.01%
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	32	4.43%	(\$39,960.00)	-0.21%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	26	3.60%	\$176,497.50	0.93%
	59	8.16%	\$134,537.50	0.71%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	74	10.24%	\$2,620,783.82	13.76%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	144	19.92%	\$5,259,491.12	27.61%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	33	4.56%	\$2,119,844.43	11.13%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	68	9.41%	\$816,351.04	3.24%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	7	0.97%	(\$728,651.10)	-3.83%
	326	45.09%	\$9,887,919.31	51.91%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.41%	\$179,584.76	0.94%
	3	0.41%	\$179,584.76	0.94%
OUTSIDE AGENCY REQUESTS				
710 WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	31	4.29%	\$544,673.05	2.86%
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	2	0.28%	\$16,675.00	0.09%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.41%	\$158,130.40	0.84%
	36	4.98%	\$720,478.45	3.78%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	9	1.24%	\$426,505.36	2.24%
	9	1.24%	\$426,505.36	2.24%
OTHER				
900 OTHER	10	1.38%	\$110,372.18	0.58%
	10	1.38%	\$110,372.18	0.58%
PROJECT TOTALS:	723	100.00%	\$19,049,671.60	100.00%

R81 - Metro Red Line Seg-2

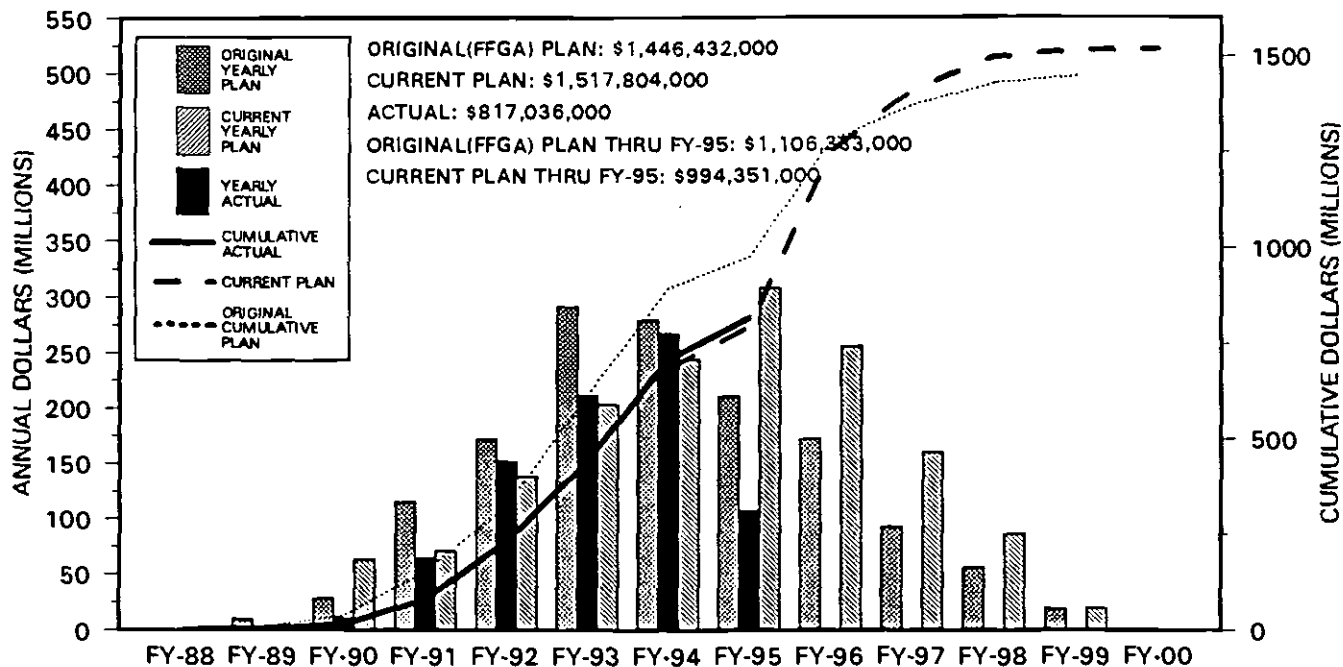
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE COST LEVEL BREAKDOWN

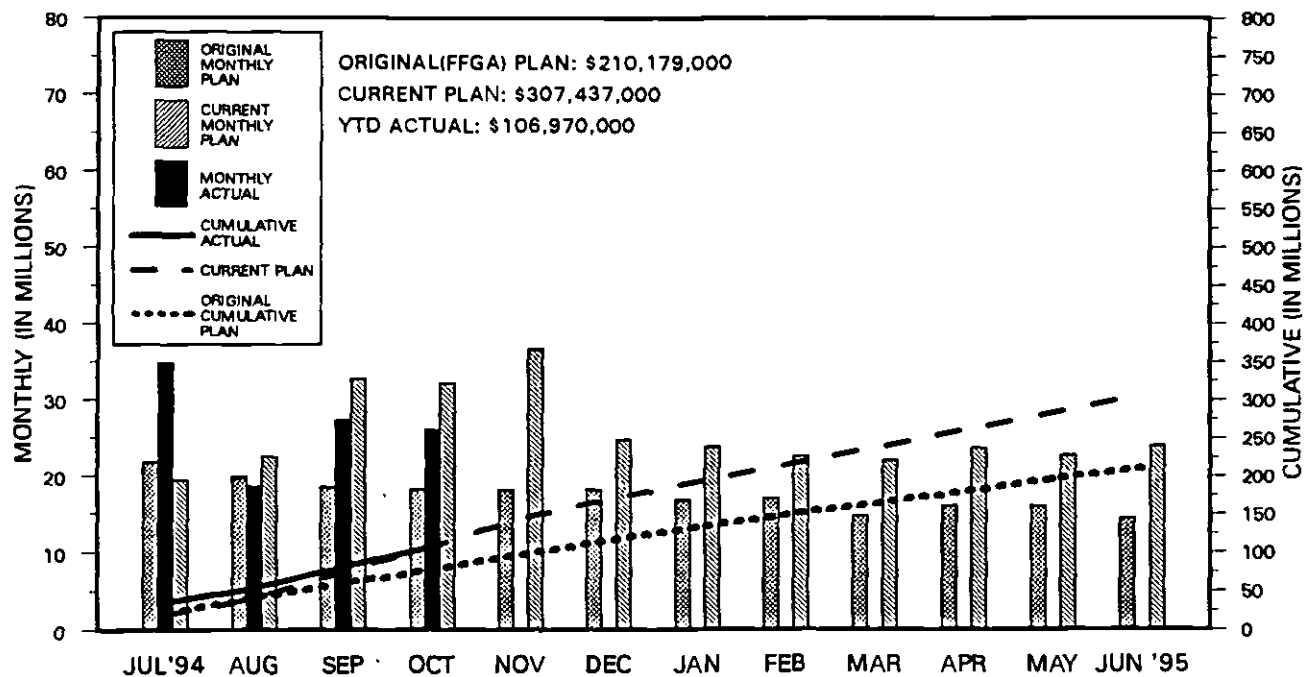
EXECUTED CHANGES AS OF 11/18/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	15	2.07%	\$6,202,153.20	32.56%
> 100-200	46	6.36%	\$5,934,084.26	31.15%
> 50-100K	37	5.12%	\$1,885,525.39	9.90%
> 25-50K	66	9.13%	\$2,275,814.79	11.95%
10-25K	112	15.49%	\$1,812,113.18	9.51%
0-10K	447	61.83%	\$939,980.78	4.93%
PROJECT TOTALS:	723	100.00%	\$19,049,671.60	100.00%

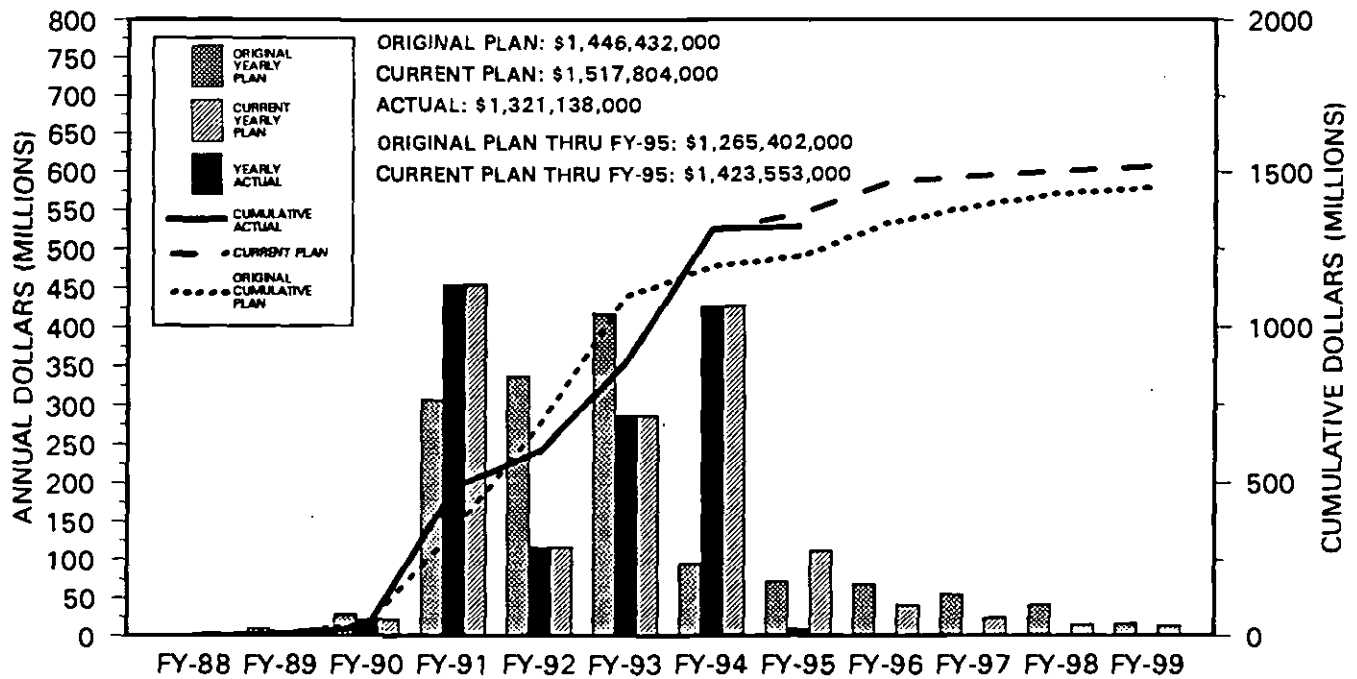
TOTAL PROJECT CASHFLOW



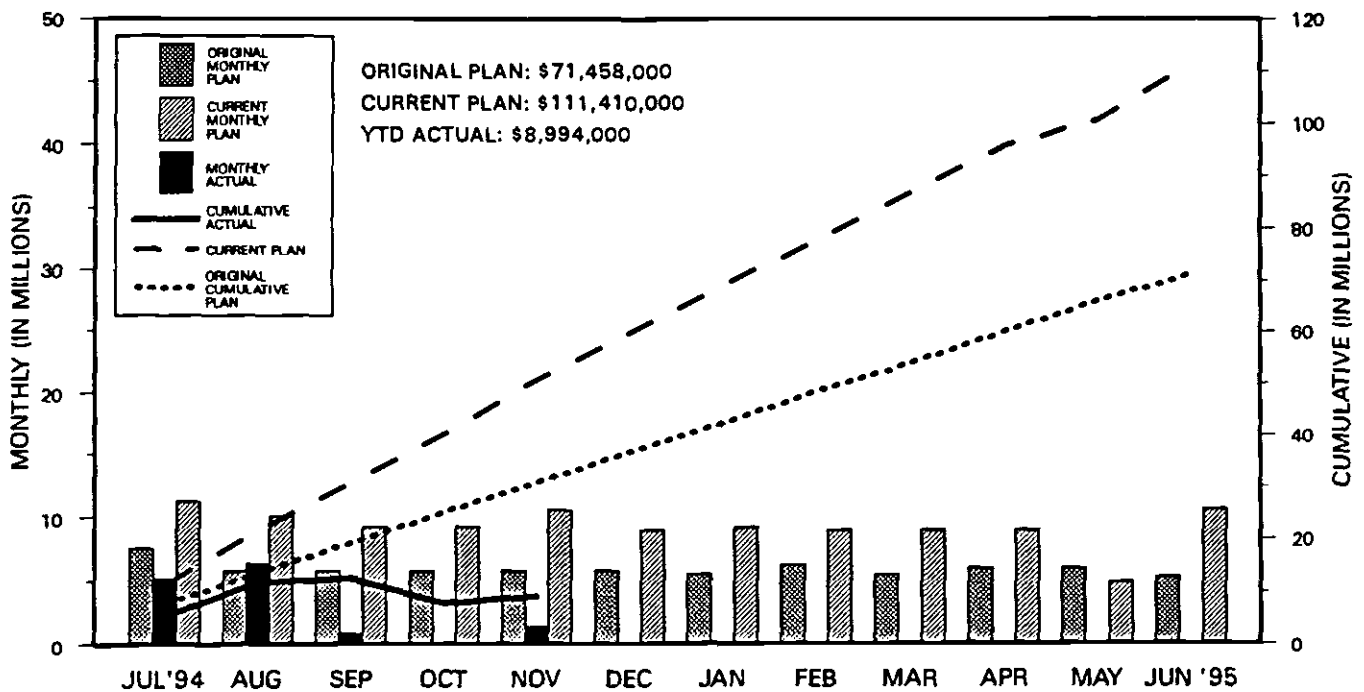
ANNUAL PROJECT CASHFLOW (FY '95)



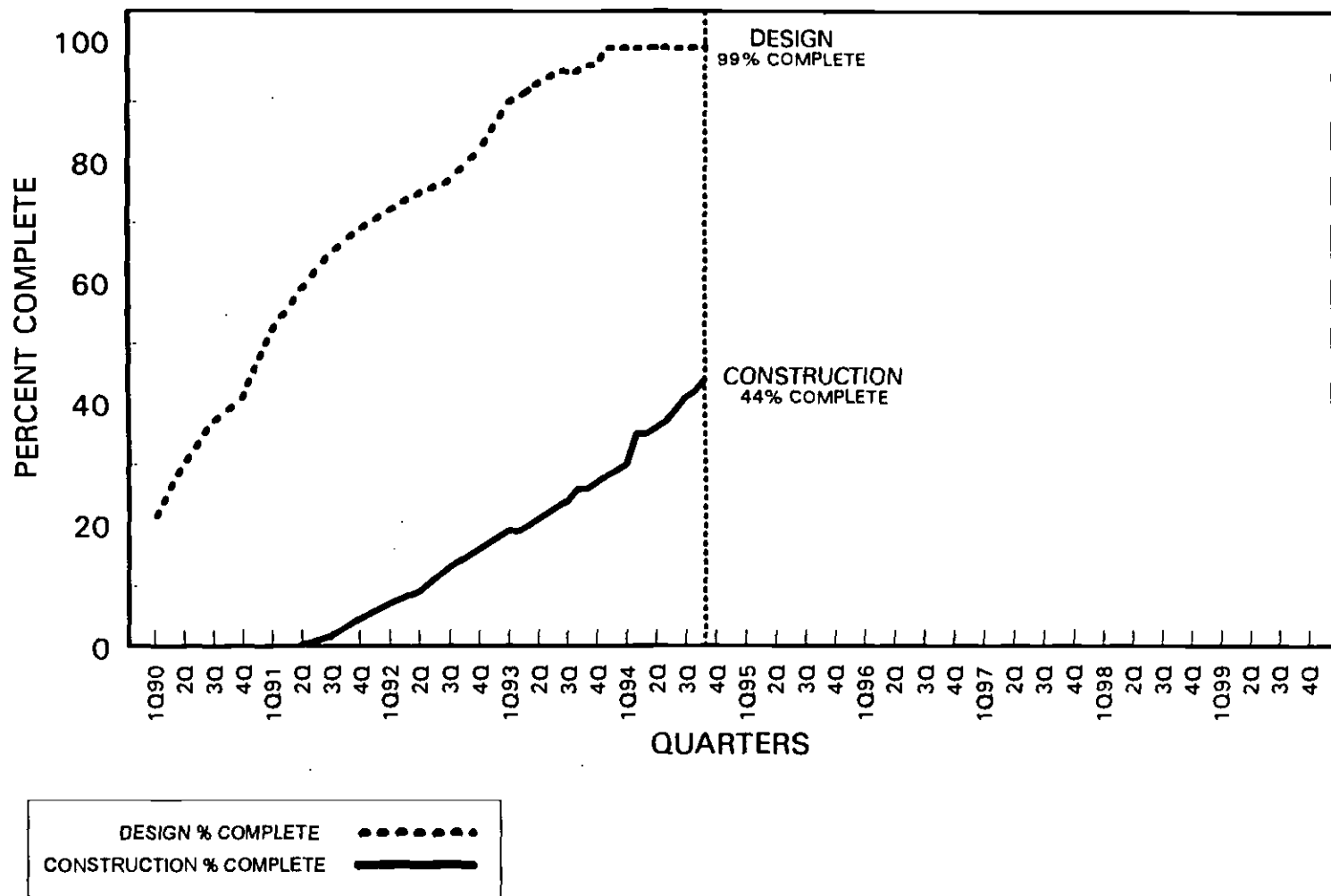
TOTAL PROJECT COMMITMENTS



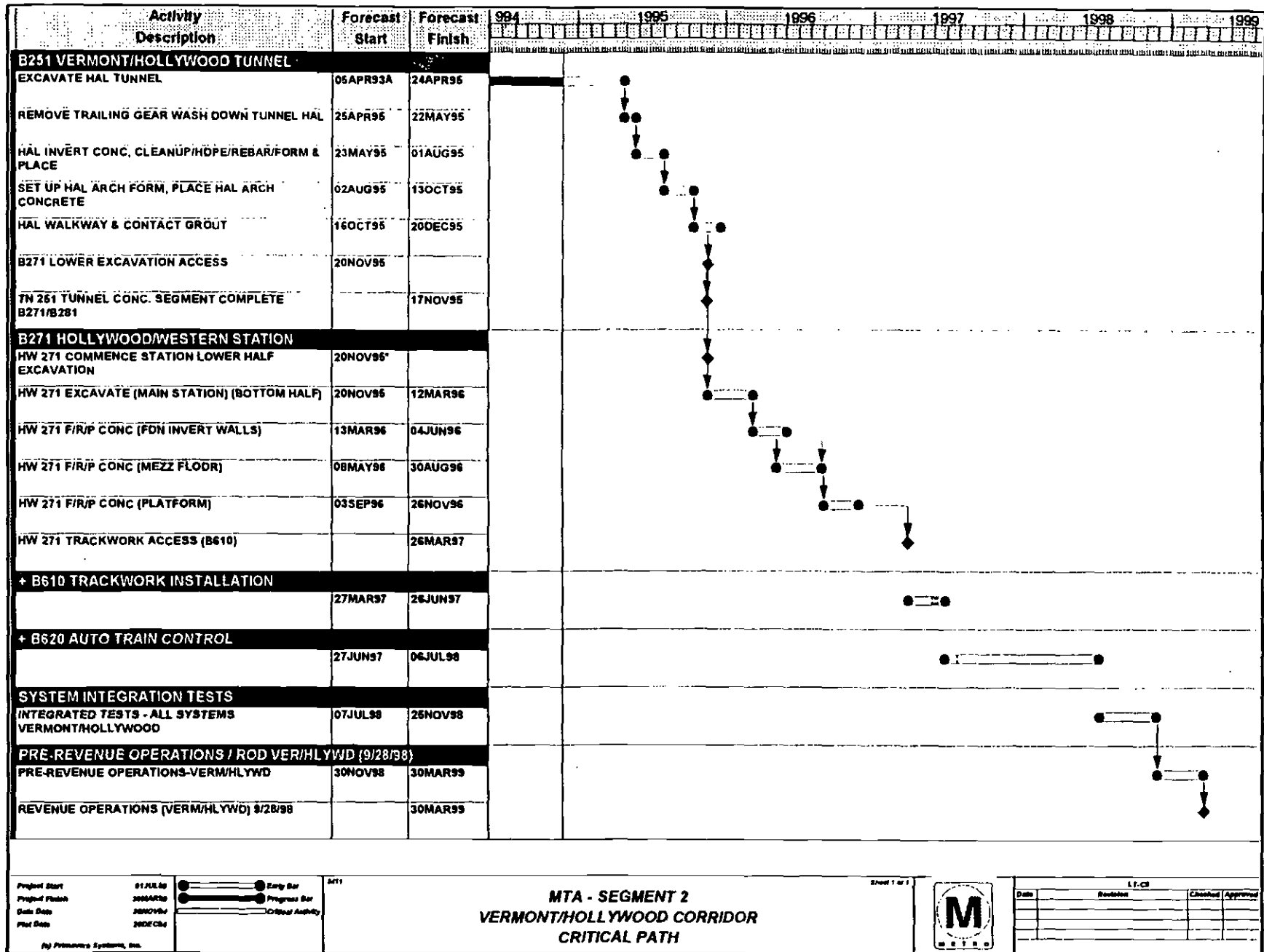
ANNUAL PROJECT COMMITMENTS (FY '95)



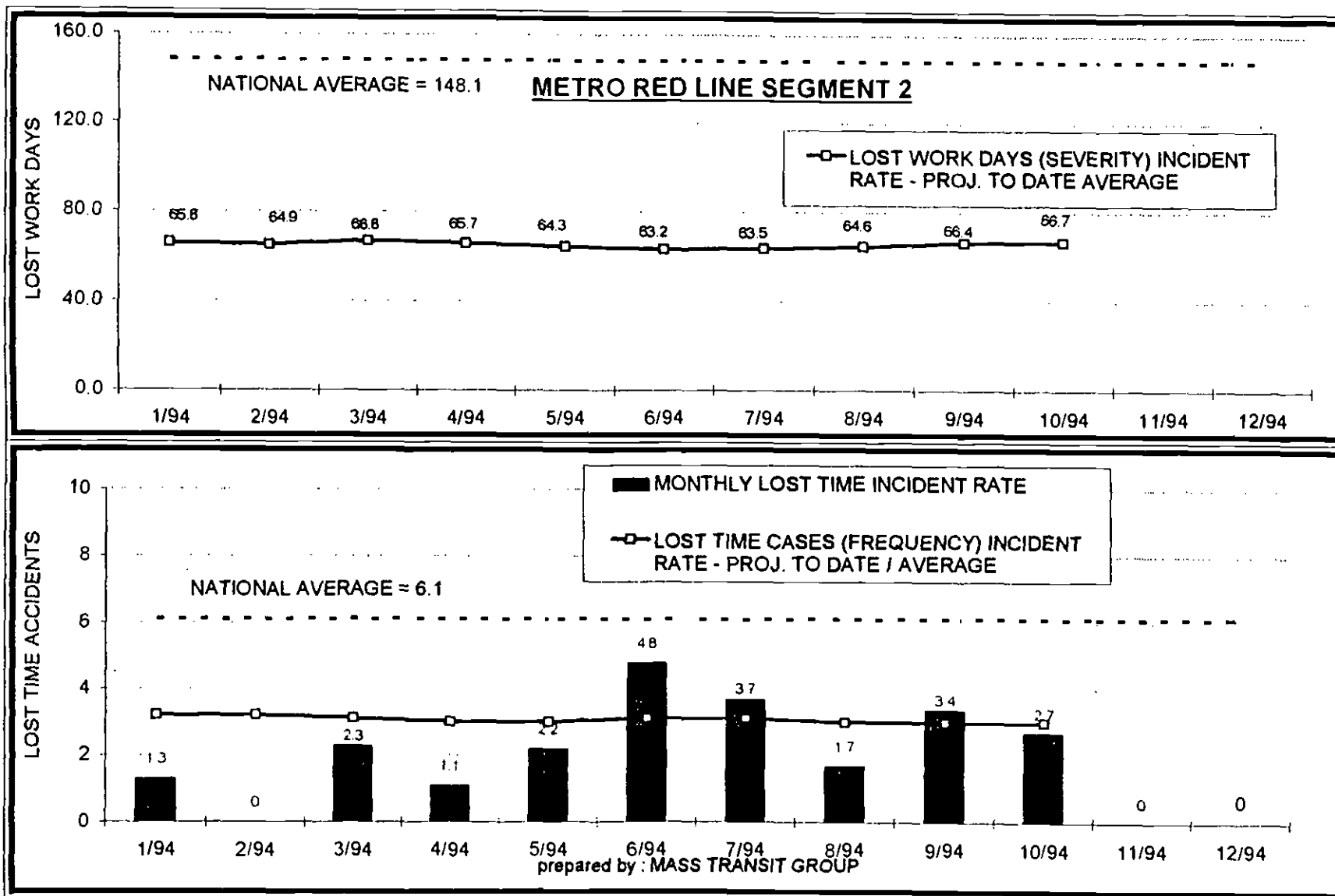
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY.



Page 25



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



EXECUTIVE SUMMARY

COST STATUS

North Hollywood Extension	(\$000's)
• Current Budget	\$1,310,822
• Current Forecast	\$1,319,959
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	\$2,460,622

SCHEDULE STATUS

North Hollywood Extension

- Design Status: 83%
- Construction Status: 4.3%

Mid City Extension

- Design Status: 27%

East Side Extension

- FEIS/FEIR Planning Project: 93.7%
- Preliminary Engineering: 100.0%

EXECUTIVE SUMMARY (CON'T)

REAL ESTATE

North Hollywood Extension

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B261	16	16	16	16	16	16	16	16	6	12	11	15	16	0
C0301	3	3	3	3	3	3	3	3	2	3	3	2	2	0
C0311	109	109	109	12	12	12	12	8	1	4	4	6	6	3
C0321	26	26	26	12	12	12	12	4	4	2	1	10	9	2
C0331	11	11	11	11	10	11	10	10	6	0	0	8	7	0
C0361	12	12	12	8	8	8	8	6	6	3	2	4	4	4
TOTAL	176	176	176	61	60	61	60	48	26	24	21	44	42	9

- To date, 42 parcels have been acquired. Twenty-one parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

NEW

Contract C0311, Line Section Universal City Station to STA 613+00

Concern: This contract is currently in the Bid/Award cycle and is part of the current project schedule critical path. The apparent low bid recommendation was brought for review to the MTA Committee meeting held on November 9, 1994. The Committee did not decide to act upon the MTA staff recommendation. The delay in awarding and issuing Notice to Proceed (NTP) for this contract results in a day-for-day slip in the ROD milestone and potential cost increases.

Action: The MTA staff and its consultants are ready to resubmit the issue at the December 14, 1994, Committee meeting.

Status: Awaiting the decision of the upcoming MTA Committee meeting.

AREAS OF CONCERN (CON'T)

Contract C0331, Line Section North Hollywood to Universal City

Concern: The start of tunnel mining has been delayed due to the contractor's delay in assembling the tunnel shield machines (TSM). There is a concern that continued delays will further erode schedule "float" for this contract and on the project schedule critical path. In addition, the mining operation must be conducted to ensure against ground settlement.

Action: The MTA and its consultants are taking all necessary steps to ensure that the mining operation is started and progresses in a manner to ensure against ground settlement. This is to ensure the mining operation is implemented per specification procedures.

Status: Tunnel mining is planned to begin in January. The first increment of excavation will be closely monitored. At the time a schedule impact assessment will be prepared.

Contract C0351, North Hollywood Station with Crossover & Tailtrack

Concern: This contract is currently in the Bid/Award cycle. There are two real estate parcels that may not be available for turnover to the C0351 Contractor as currently stated in the bid documents. This is due to the fact that the parcels require environmental clean-up and demolition (by C0358) to be completed prior to the turnover. The parcels are C3-804 and C3-809. These two parcels are to be available (per Appendix B of the Contract Bid Documents, Part C - Special Provision) 90 calendar days after NTP.

Action: The MTA and its consultants are studying the progress of acquiring the properties in an effort to see if the environmental clean-up and demolition efforts can be accomplished to meet the C0358 need date. In addition, the Bid/Award cycle is being closely monitored to see if Contract C0358 will be issued NTP in late February 1995 as currently planned.

Status: The MTA is coordinating Real Estate and Environmental activities associated with the parcels. The MTA's consultant is preparing a Contract addendum addressing the parcel availability dates to be issued by MTA to the bidders if necessary.

AREAS OF CONCERN (CON'T)**ONGOING****Contract B251, Line Section from the Hollywood/Vine Station to Station 630+00 - Tunneling Shut Down - North Hollywood Extension**

Concern: Tunnel mining operations on the Hollywood Boulevard have not resumed as of the report date, and the latest study indicates the tunneling to start no earlier than December 1994.

Action: The MTA directed the EMC and Parsons-Dillingham to prepare an implementation plan.

Status: An implementation plan was developed. The prerequisite activities required prior to the start of tunnel mining are underway.

Additional Contracts for the Universal City Area - North Hollywood Extension

Concern: The MTA requested the EMC to assist them in defining scope for repackaging the site restoration at Universal City Station into a number of smaller construction contracts. Multiple contracts could have an adverse effect on the schedule due to limited site availability for several contractors, and to the resultant complications of maintaining traffic.

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

Status: MTA/EMC/P-D are jointly identifying potential solutions to discuss with Caltrans, the City and MCA. Preliminary Design of the overall work scope is being advanced, and will assist in the process.

Contract C0312 Mid-line Vent Structure Construction - North Hollywood Extension

Concern: There is currently no provision for a Mid-line vent structure. This scope was deleted from Contract C0311.

Action: Determine the Mid-line vent shaft requirements, design, and construction.

AREAS OF CONCERN (CON'T)

Status: Currently there is a study underway to determine a vertical or horizontal Mid-line vent shaft design approach

Contract C0321 Universal City Station - Section Designer Recovery Plan

Concern: Insufficient mobilization and apparent organizational problems contributed to an incomplete In-Progress submittal from the Section designer. Subsequent value engineering changes to the entrance and appendages have further increased the amount of coordination and time required to complete Final Design.

Action: With the Section Designers' input, EMC submitted to MTA a recovery plan which requires an approximately five week schedule extension.

Status: The design team is executing the recovery plan in anticipation of a December Pre-Final submittal.

Contract C0322 Universal City Station MCA Entrance - North Hollywood Extension

Concern: The addition of a pedestrian tunnel (under Lankershim Boulevard and portals on the east side of the boulevard on MCA, Inc. property) could impact the cost forecast, follow-on systems contracts and Contract C0326 (C1326, C2326, and C3326).

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

Status: The process of developing a design schedule and construction schedule continue.

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

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

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

AREAS OF CONCERN (CON'T)

Status: Mid City final design efforts are suspended. The study report was presented to the MTA and MTA Boards during July, 1994, and an environmentally focused follow-on program approved for implementation. The EMC is supporting MTA staff who are responsible for preparing additional environmental impact assessments. This level of effort activity for the EMC is expected to continue until mid 1995.

RESOLVED**Contact C0301R, Hollywood/Highland Stations and Tunnels, Construction Planning**

Concern: Due to the bid protest, the MTA is concerned about minimizing impacts to Hollywood Boulevard businesses due to construction activities.

Action: The MTA and its consultants are preparing a set of mitigation measures to minimize the impacts.

Status: The mitigation measures were finalized in early November and confirmed with the Hollywood community.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

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

NEW

NONE

ONGOING

August 1994, Grantee Staffing

Concern: Spot report No. 1, Grantee Staffing, contains several recommendations for MTA action.

Action: The Grantee should respond to the recommendations outlined in the spot report within the one month time period allowed by the FTA.

Status: The MTA has submitted its response to the FTA for its review.

August 1994, Segment 1 Grant Close-out

Concern: The MTA agreed to close out the grant by June of 1994. That due date has passed and the grant remains open.

Action: The projected date of September 1994 seems optimistic to the PMOC. MTA needs to focus more attention on the close-out process.

Status: At the quarterly meeting with the FTA, The MTA projected a Close-out completion date in line with the FTA deadline of January 1995. In addition, an updated status report was distributed in November.

NEW

NONE

**FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT (CON'T)
ITEMS FOR MTA ACTION**

RESOLVED

August 1994, Project Management Plan

Concern: The FTA required completion of a PMP inclusive of the East Side organization, in its June 3, 1994, letter to the MTA.

Action: The Grantee responded by producing a draft report.

Status: The MTA has produced the PMP and delivered it to the PMOC for review.

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

- As of December 2, 1994, Facilities Design for the North Hollywood Extension was 88% complete versus 93% planned. Systems Design was 19% complete versus 58% planned. The total design progress is 83% actual compared to 91% planned.
- Completion of design for contract C0352, North Hollywood Sitework, remains on hold. Work has started on contract B630, Traction Power Procurement and on B620, Final Design for Automatic Train Control.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnel Finishes, was advertised on November 7, 1994. A pre-bid conference was held November 22, 1994.
- Contract C0311, Line Section Universal City Station to STA 613+00, the apparent low bidder was submitted to the MTA Committee for review on November 9, 1994. The Committee did not recommend approval at the meeting. The subject will be brought before the Committee in December.

Construction

- Contract C0303, Hollywood/Highland Utility Relocation, substantial work was completed in November 1994.

KEY ACTIVITIES - PLANNED FOR DECEMBER**North Hollywood Extension****Design**

- Demolition to support Universal City Sitework, C0329, Camera Ready is planned for December 5, 1994.
- Addendum #4, the re-bid for C0351, North Hollywood Station, completion date is scheduled for December 9.
- Pre-Final submittal for contract C0321, the Universal City Station is targeted for December 22, 1994.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels Finishes, the bid opening is planned for December 22, 1994.
- Contract C0311, Line Section Universal City Station to 613+00, the apparent low bidder will be submitted to the MTA Committee for review on December 14, 1994.
- Contract C0329, Universal City Station Demolition for C0321, advertise for bid is planned for December 12, 1994.
- Contract C0358, North Hollywood Demolition, contract NTP is expected to be issued effective December 29, 1994.

Construction

- Contract B251, Line Section Hollywood/Vine Station to STA 630+00, preparations are underway so that tunnel mining can be resumed starting in late December 1994.
- Contract C0328, Universal City Demolition for C0311, has completed Stage I demolition.
- Contract C0331, Line Section North Hollywood Station to Universal City, is currently assembling the tunnel shield machine (TSM) in preparation to begin tunnel excavation.
- Contract C0358, North Hollywood Demolition for C0351, will commence mobilization and start Stage I demolition.

KEY ACTIVITIES - NOVEMBER**East Side Extension**

- Continued discussion with the State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation (ACHP), the Federal Transit Administration (FTA), and the MTA to facilitate mutual acceptance of Memorandum Agreement.
- Continued to review legal strategies for community outreach efforts and development of linkages programs and issues relating to construction of the Little Tokyo Station.
- Completed the Final Task 3.2 Report, Transit Connections, and the Final Task 3.3 Report, Economic Development. Continued to finalize Local Employment and DBE Participation reports for the MTA, as well the Urban Design Analysis report.
- Continued to monitor progress on the ROD and FFQA negotiations.

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

- The final Little Tokyo Station Area Advisory Committee (SAAC) meeting will take place during the month of December. In addition, the Review Advisory committee will also meet in December to elect a new chair person and review the station area concept plans.
- The summary document and the supporting technical documents for the Community Linkages task will be finalized during the month of December.
- Work will continue in December to complete the remaining tasks for the Cultural Needs Assessment.
- Barrio Planners will continue to work towards completion of the final Urban Design Report.
- The consultant team and MTA will begin to discuss close-out of the contract.

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT
WITH NEW REQUIREMENTS**

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

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 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	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	836	229,522	8,666	50,452	12,451	47,065	7,852	797,674	30,827
S PROFESSIONAL SERVICES	254,747	0	279,125	15	100,547	3,257	51,210	3,207	51,210	0	274,024	-5,100
R REAL ESTATE	84,534	0	85,644	2,442	33,967	2,442	33,967	2,442	33,967	689	85,257	-387
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	0	8,976	945	3,390	945	3,390	0	22,804	4,093
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-8,541	131,061	-29,433
A PROJECT REVENUE	0	0	0	0	0	0	0	-49	-113	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	3,295	373,014	15,311	139,021	18,997	135,521	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	0	99	0	23	0	4	155	7,983	7,983
S PROFESSIONAL SERVICES	0	0	0	0	410	0	0	0	0	0	1,098	1,098
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	55	55
TOTAL NEW REQUIREMENTS	0	0	0	0	509	0	23	0	4	155	9,137	9,137
GRAND TOTAL	1,310,822	0	1,310,822	3,295	373,524	15,311	139,044	18,997	135,525	154	1,319,959	9,137

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT**

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

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 8, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,335	9	807	10	222	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	101	43,134	378	8,191	378	8,195	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	-1	128	0	128	0	128	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	21	874	9	151	9	151	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	4,841	4,841
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	490,663	0	490,663	120	87,473	396	9,279	397	8,697	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-Oct-94	TO	02-Dec-94
STATUS DATE	07-Dec-94		
UNITS	DOLLARS IN THOUSANDS		

ELEMENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3)
		(1)	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)	(12)
T	CONSTRUCTION	0	0	0	0	0	0	0	0	0	0	0	0
S	PROFESIONAL SERVICES	11,998	0	11,998	0	11,446	624	8,814	624	8,814	241	11,299	(699)
R	REAL ESTATE	0	0	0	18	18	18	18	18	18	18	18	18
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	18	11,466	642	8,834	642	8,834	259	11,319	(681)

METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL RED LINE NORTH HOLLYWOOD PROJECT
(IN THOUSANDS OF DOLLARS)

NOVEMBER 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$33,862	\$271,861	40%	\$33,862	5%	\$33,862	5%
ISTEA FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$30,264	40%	\$30,264	40%	\$30,264	40%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$321,830	\$30,636	\$30,636	10%	\$30,636	10%	\$30,636	10%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$180,261	\$373,524	28%	\$135,525	10%	\$114,670	9%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1994.

METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL RED LINE MID CITY PROJECT
(IN THOUSANDS OF DOLLARS)

NOVEMBER 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$5,838	\$84,614	35%	\$5,838	2%	\$5,838	2%
ISTEA - FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400	\$4,469	\$1,441	2%	\$1,441	2%	\$1,441	2%
TOTAL	\$490,663	\$11,725	\$87,473	18%	\$8,697	2%	\$8,697	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1994.

METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL RED LINE EAST SIDE EXTENSION PROJECT
PRELIMINARY ENGINEERING
(IN THOUSANDS OF DOLLARS)

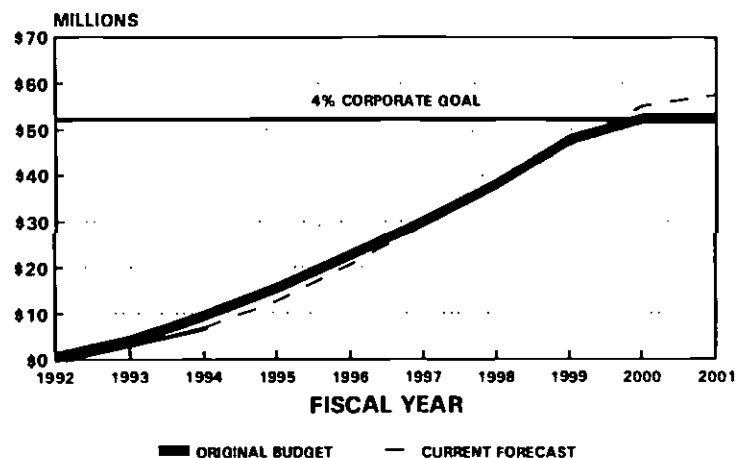
NOVEMBER 94

STATUS OF FUNDS BY SOURCE

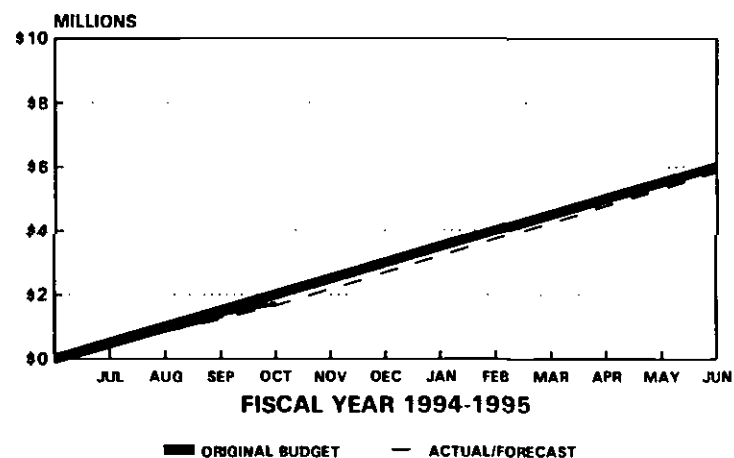
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$10,899	55%	\$8,398	42%	\$7,674	39%
PROP A	\$18,150	\$18,150	\$566	3%	\$436	2%	\$436	2%
TOTAL	\$38,000	\$38,000	\$11,465	30%	\$8,834	23%	\$8,110	21%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



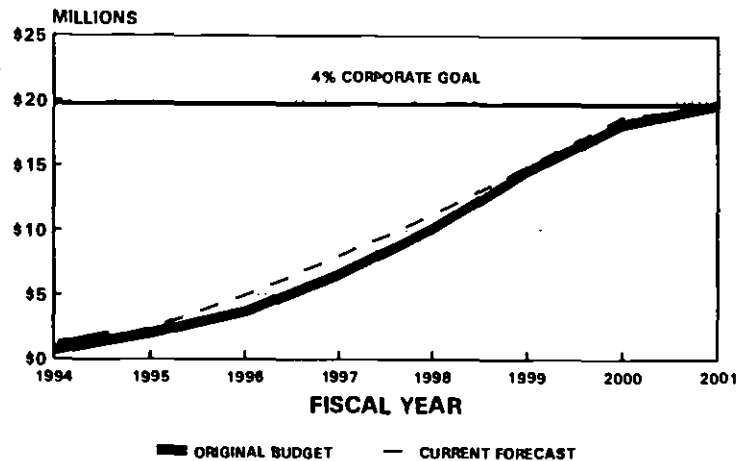
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$ 1,310,822
ORIGINAL BUDGET	\$ 52,433
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 57,560
FORECAST % OF TOTAL PROJECT	4.4%
ACTUAL THROUGH FY 94	6,891

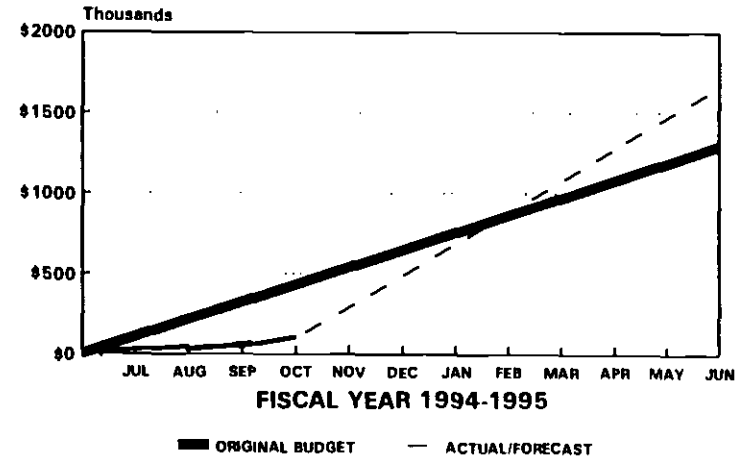
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$2,002
ACTUAL TO DATE	\$1,656

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

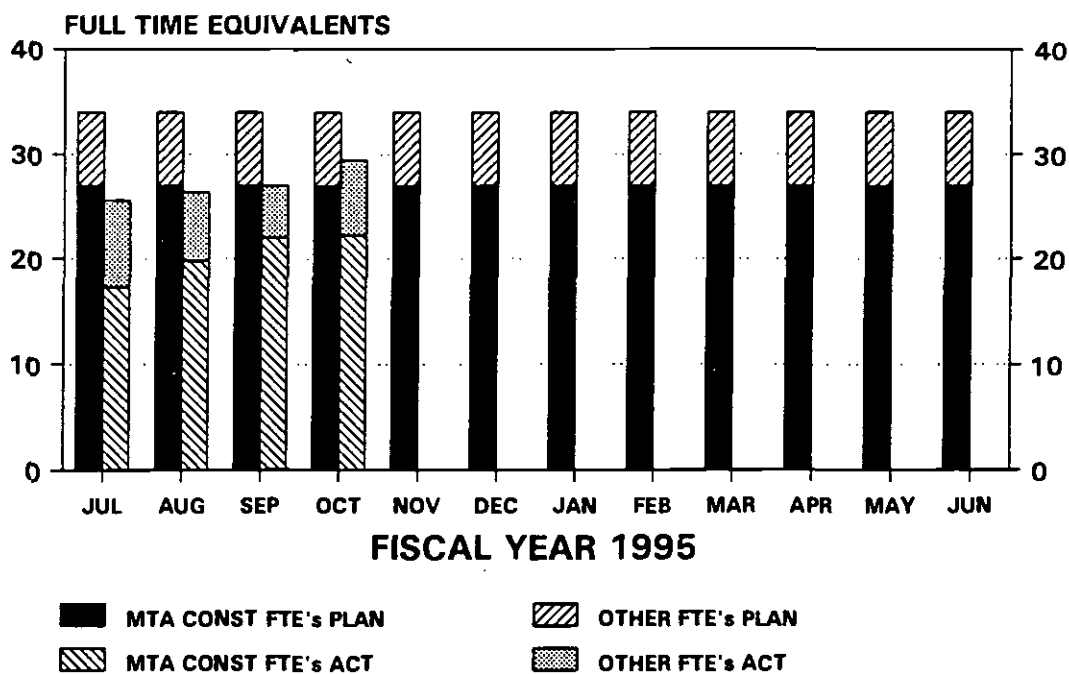
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$432
ACTUAL TO DATE	\$96

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



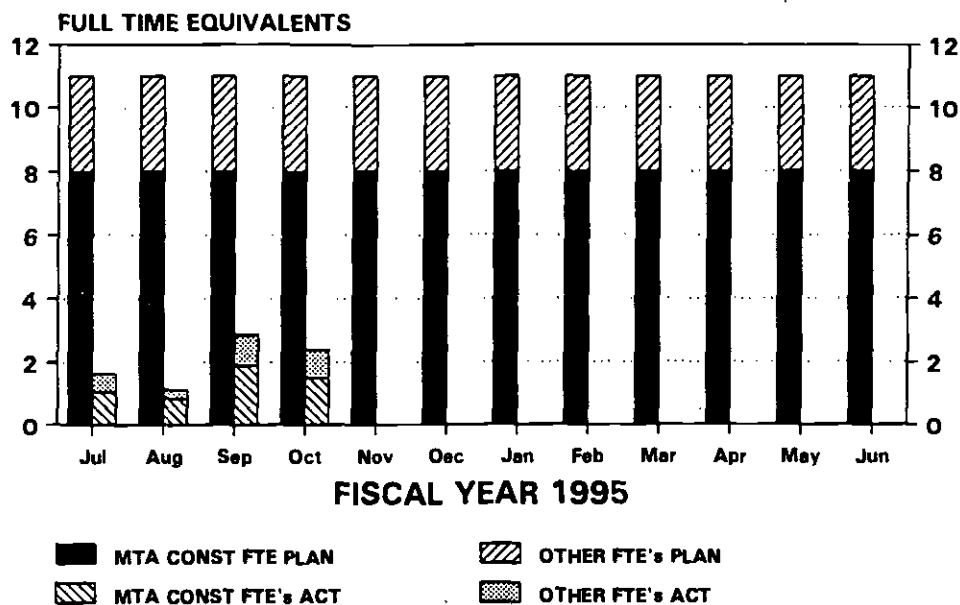
FY'95 Budget

RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	22
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	29

STAFFING PLAN VS. ACTUAL RED LINE MID CITY

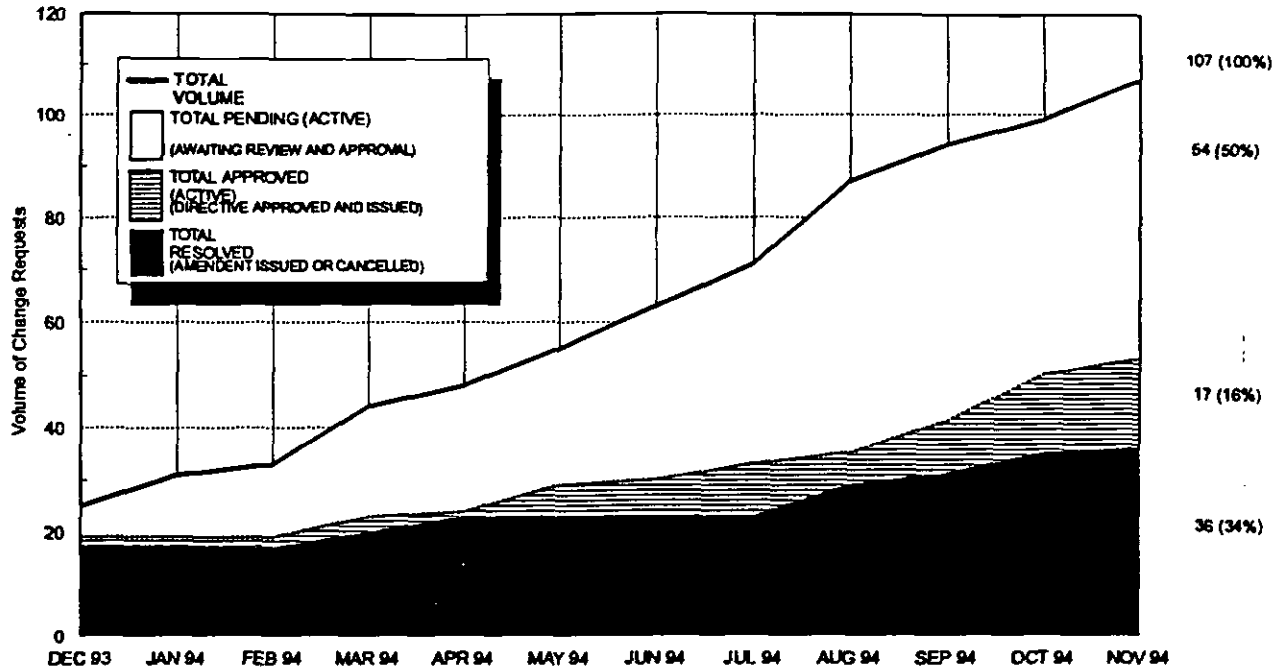


FY'95 Budget

RED LINE (MID CITY) STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	8
MTA CONSTRUCTION FTE's ACTUAL	1
OTHER FTE's PLAN	3
OTHER FTE's ACTUAL	1
TOTAL FTE's PLAN	11
TOTAL FTE's ACTUAL	2

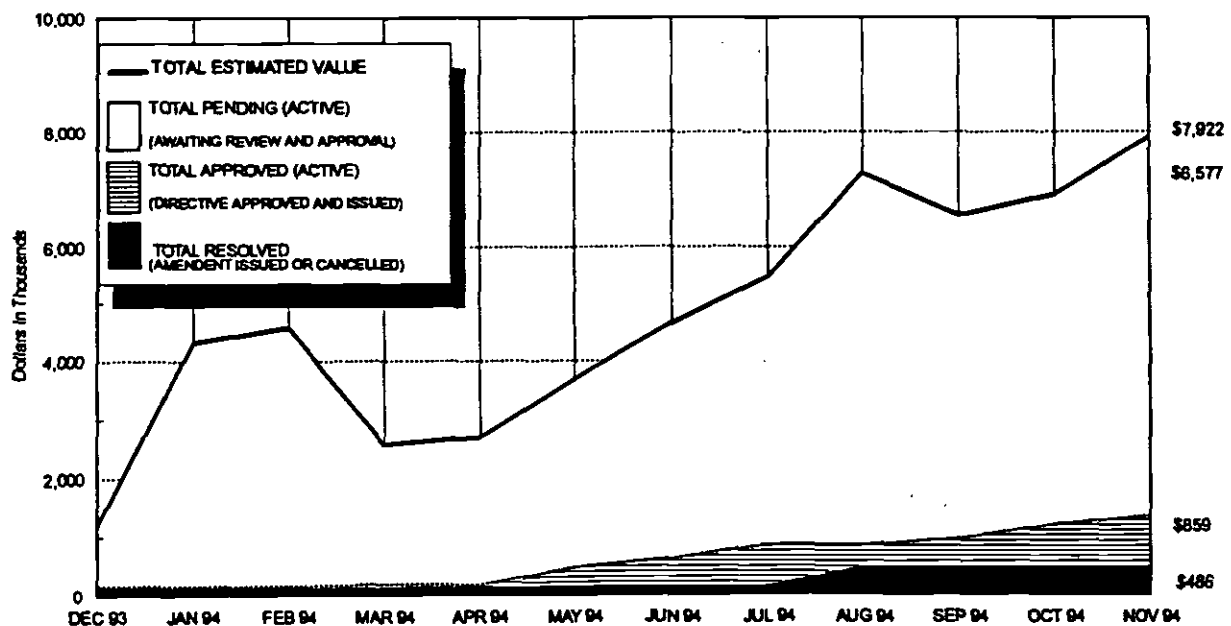
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



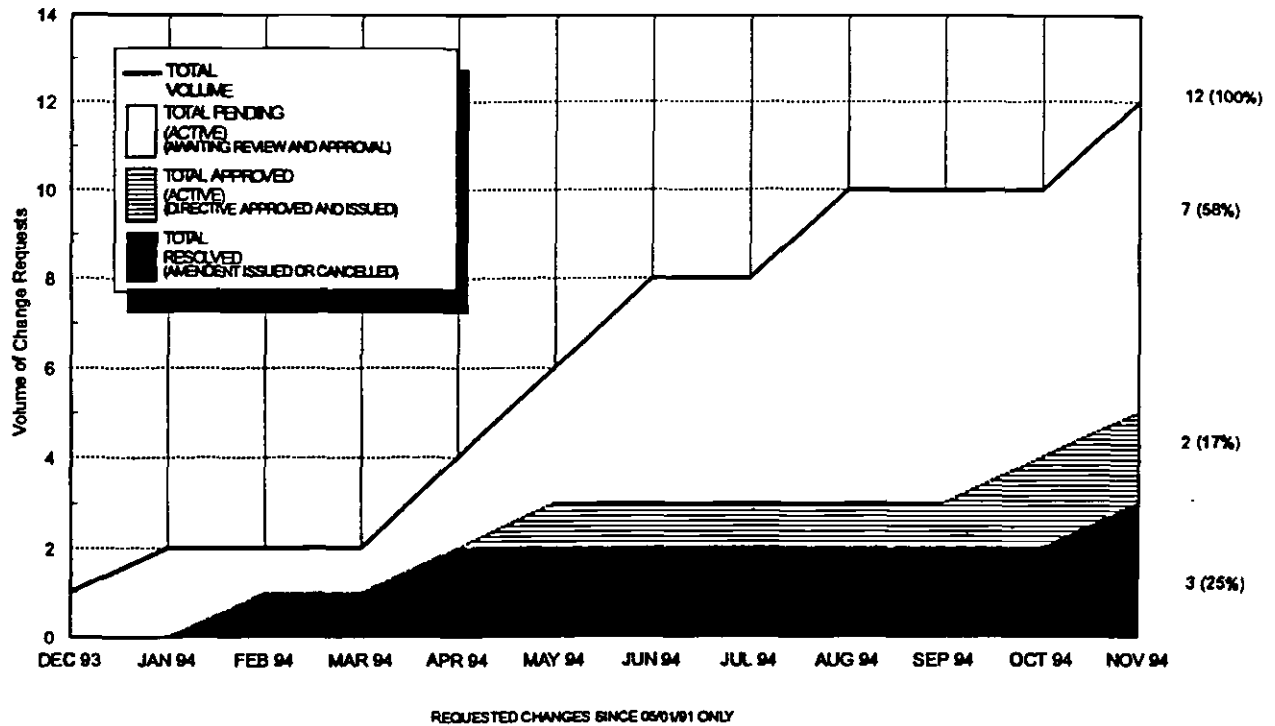
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	5	16	38	71
PERCENT	17%	7%	23%	53%	100%

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

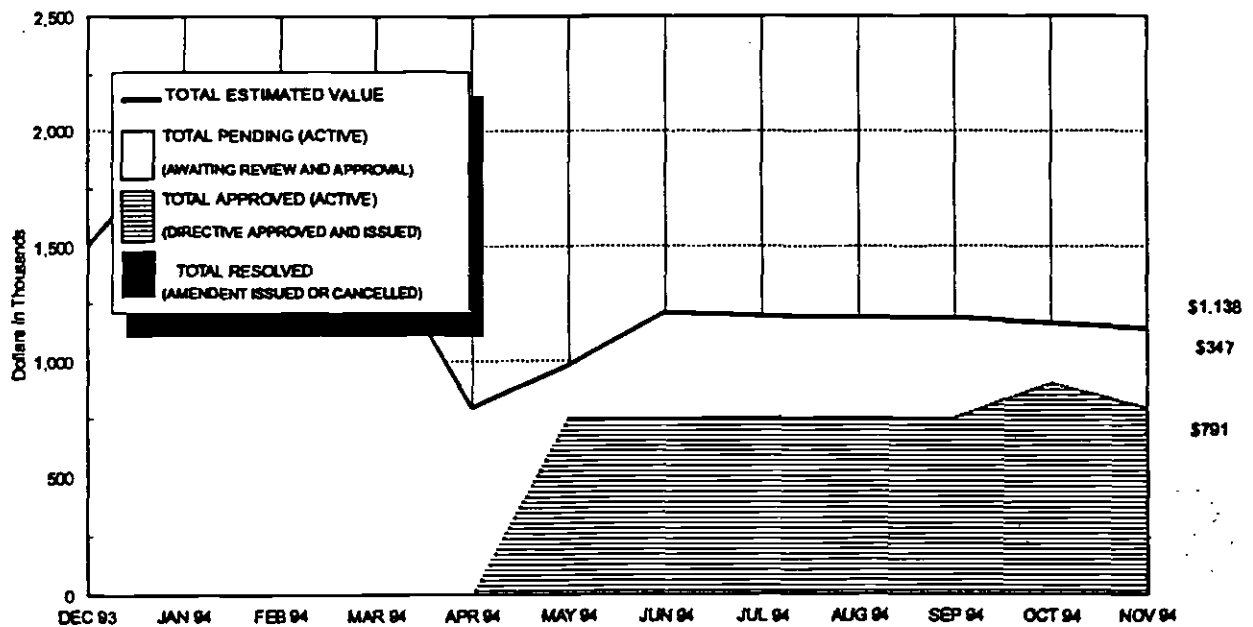


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME

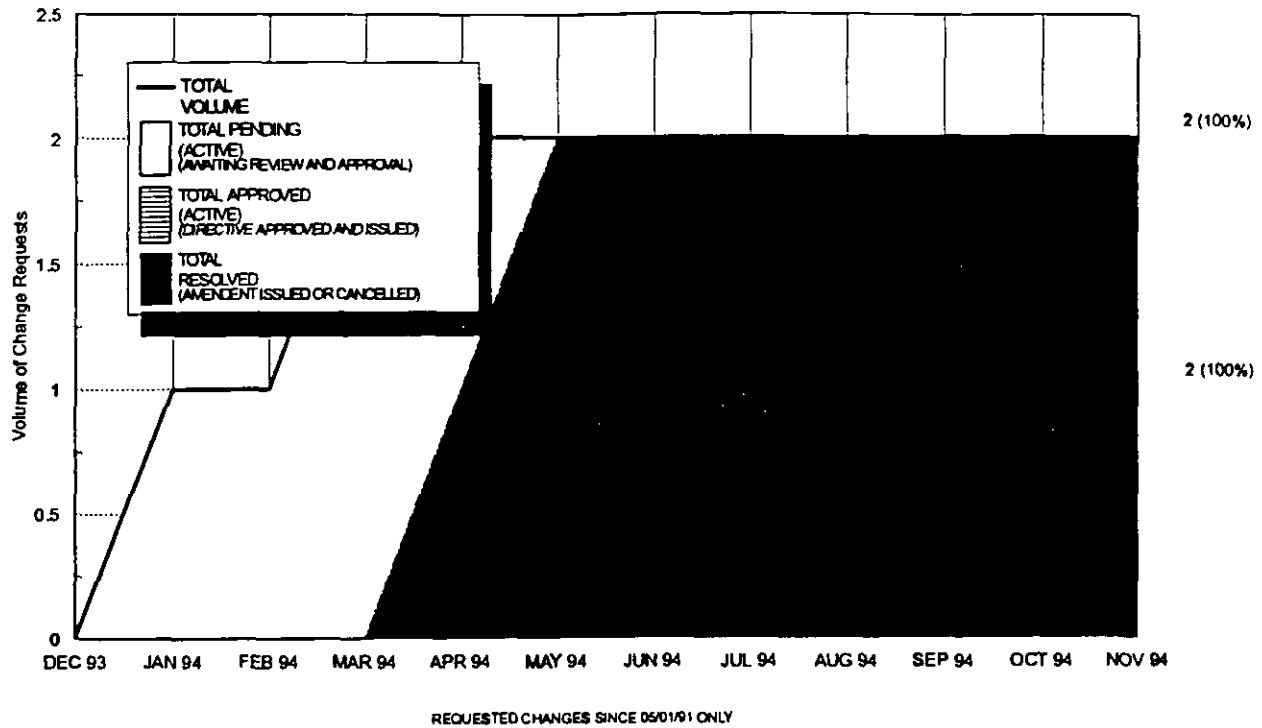


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	0	2	5	9
PERCENT	22%	0%	22%	56%	100%

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

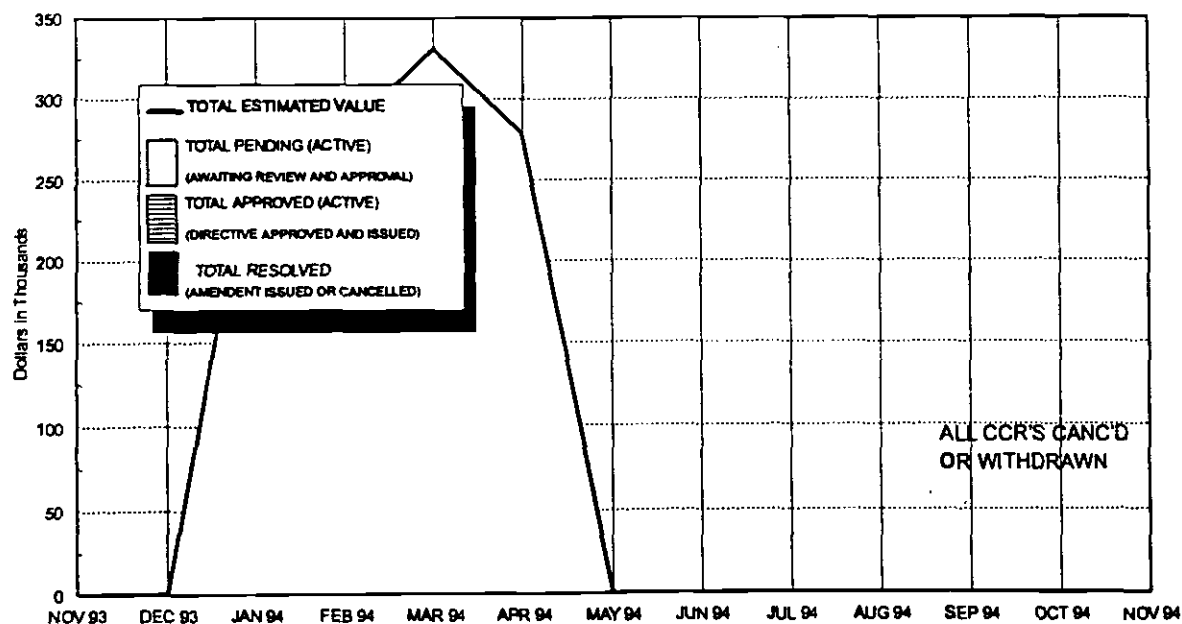


CONSULTANT CONTRACT CHANGE SUMMARY
 RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME

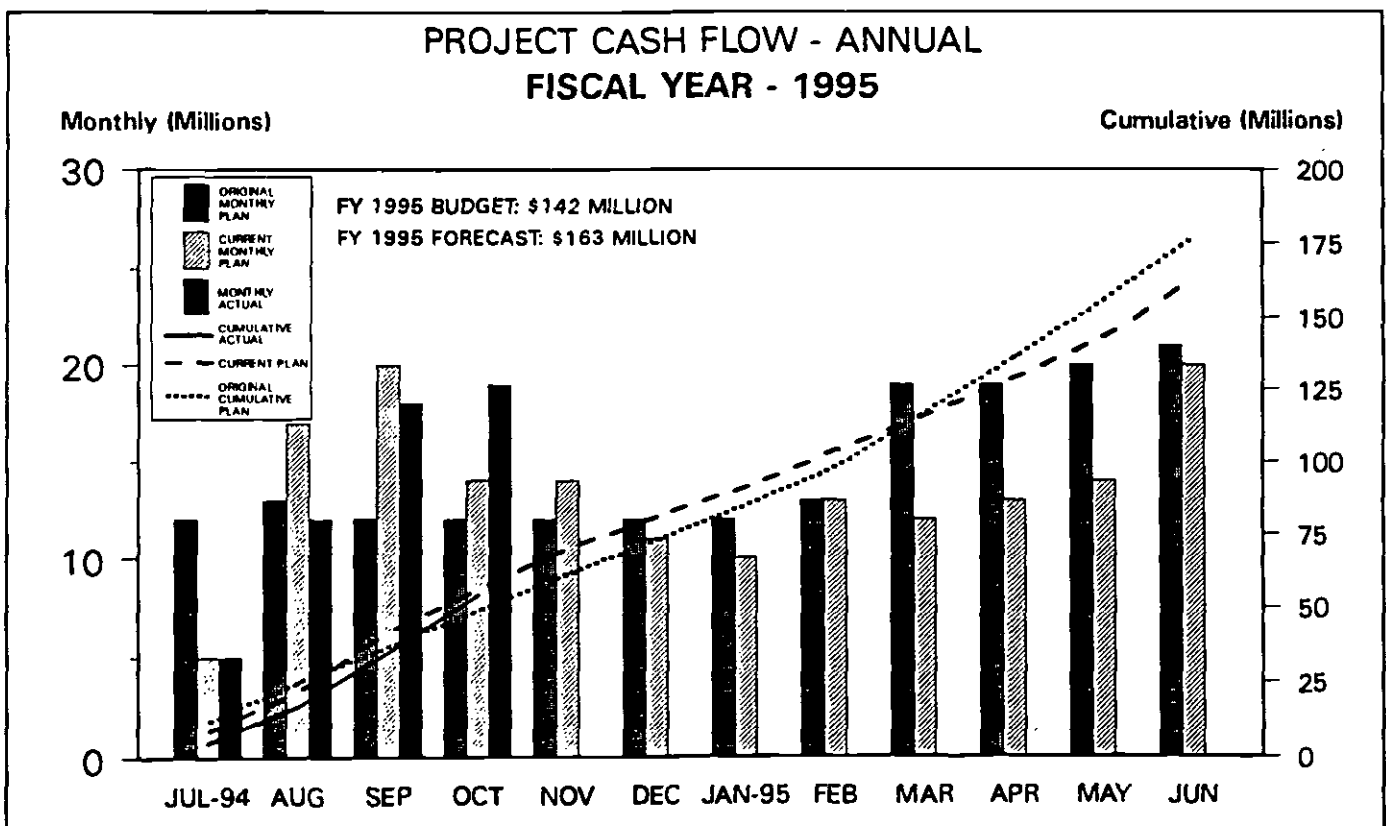
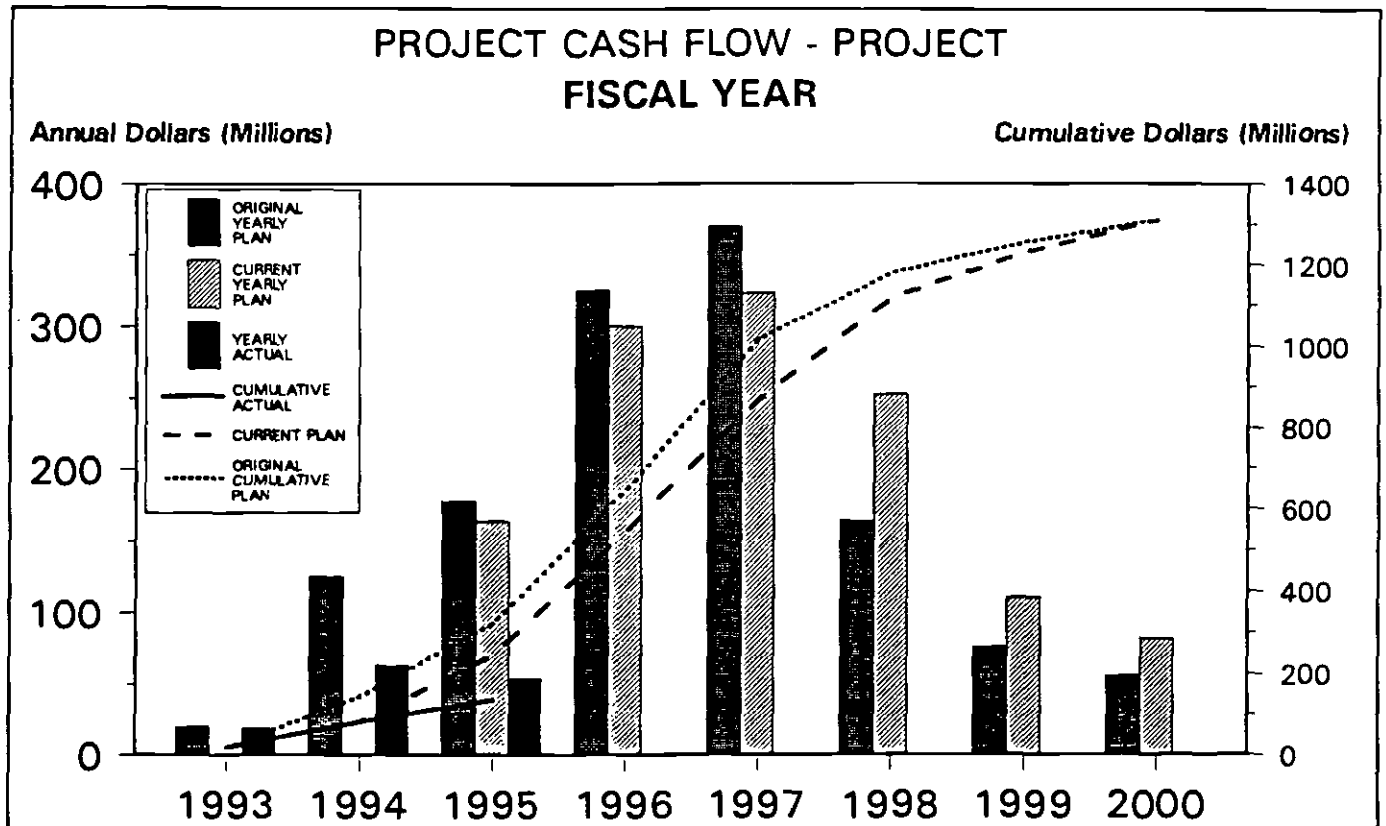


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

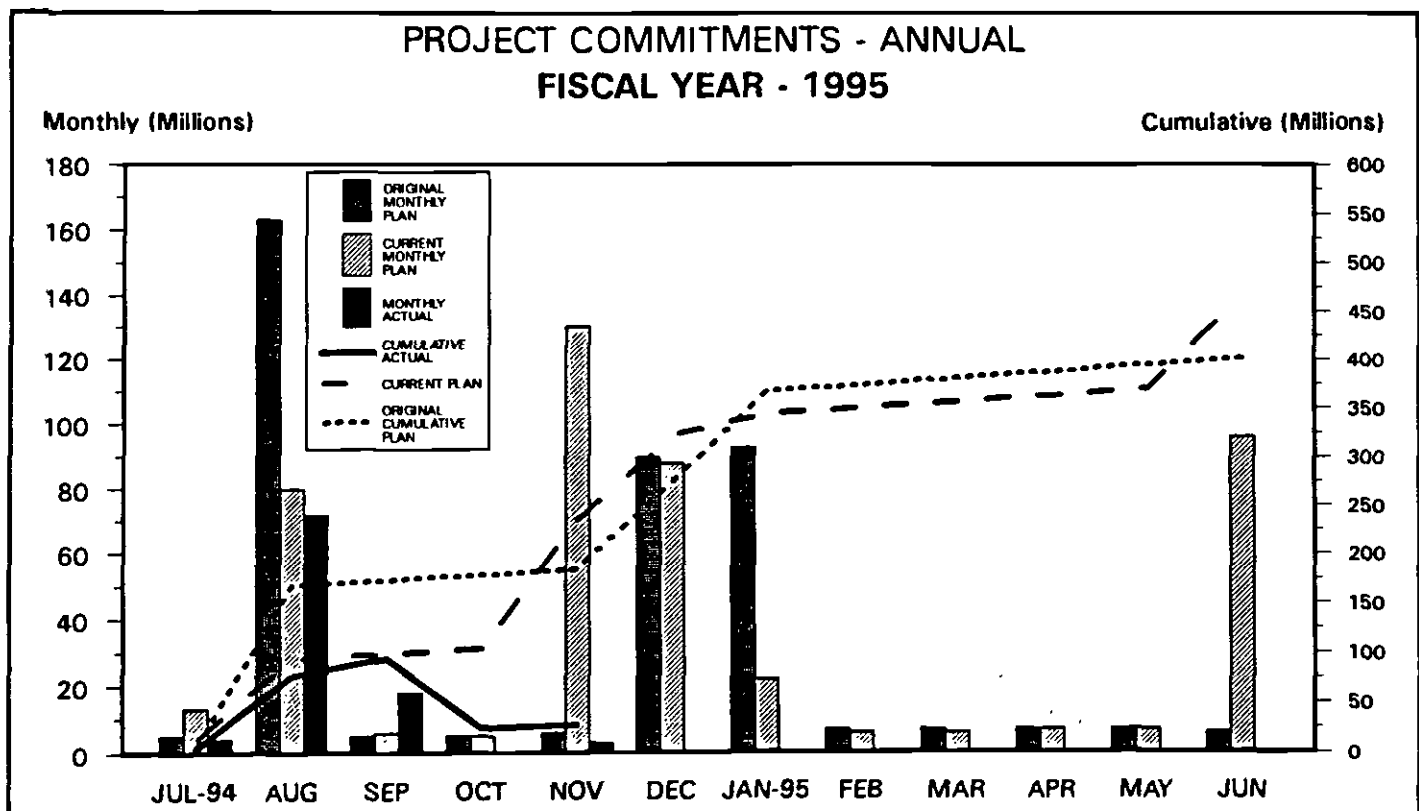
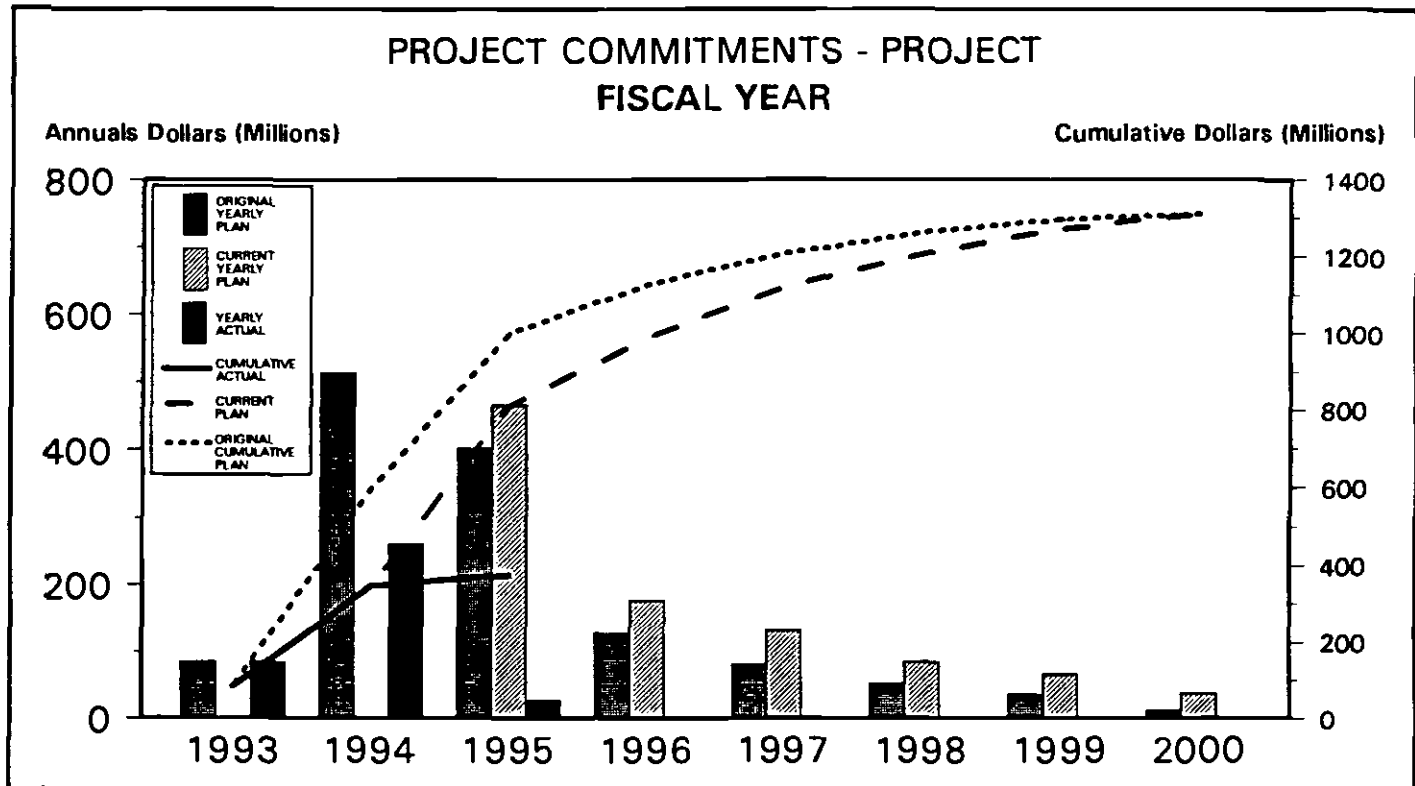


NORTH HOLLYWOOD



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

NORTH HOLLYWOOD

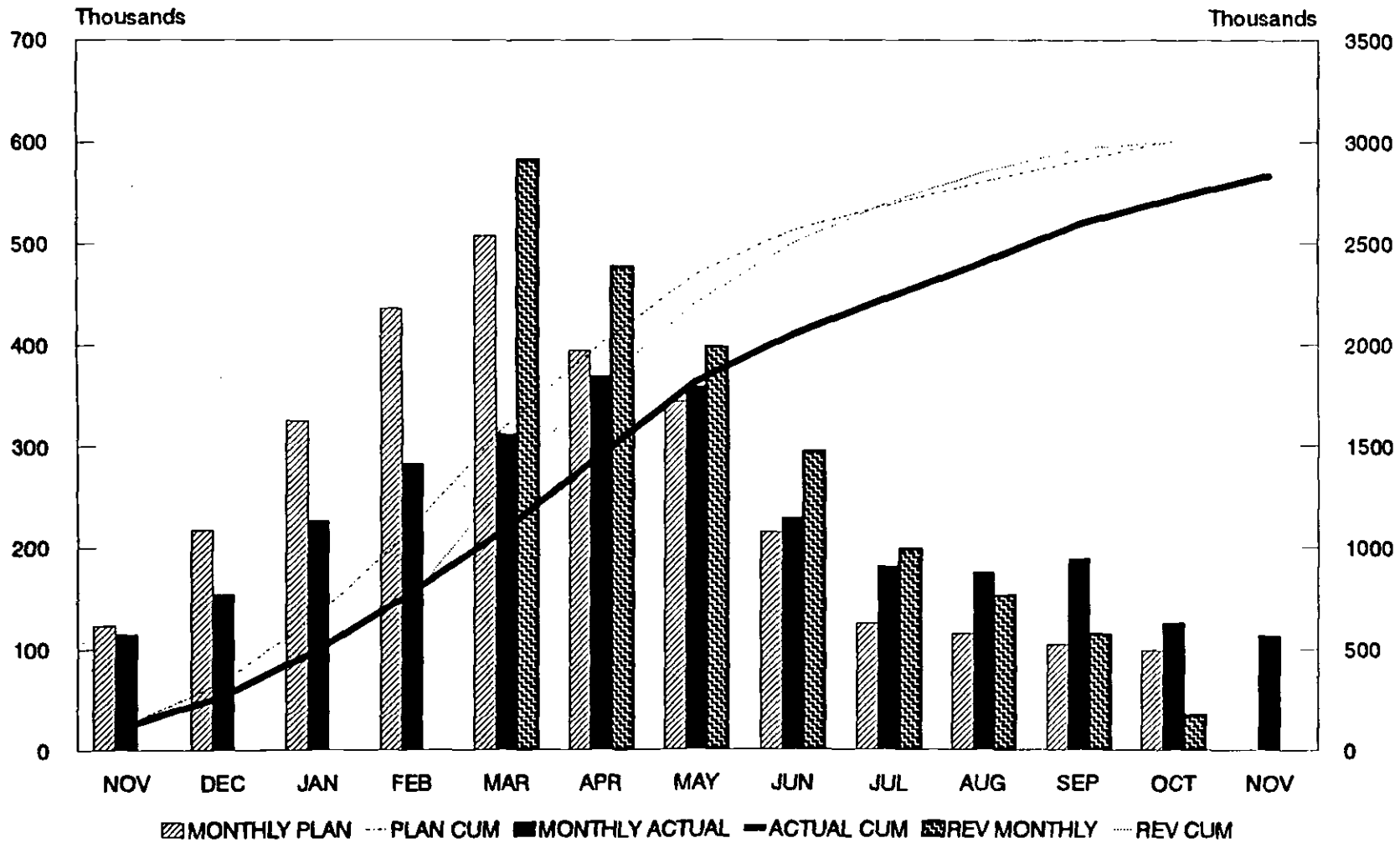


NOTE: THE PLAN WAS REVISED IN JUNE 1994.

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

METRO RED LINE SEGMENT 3

NOVEMBER 1994



Through 31 October 94

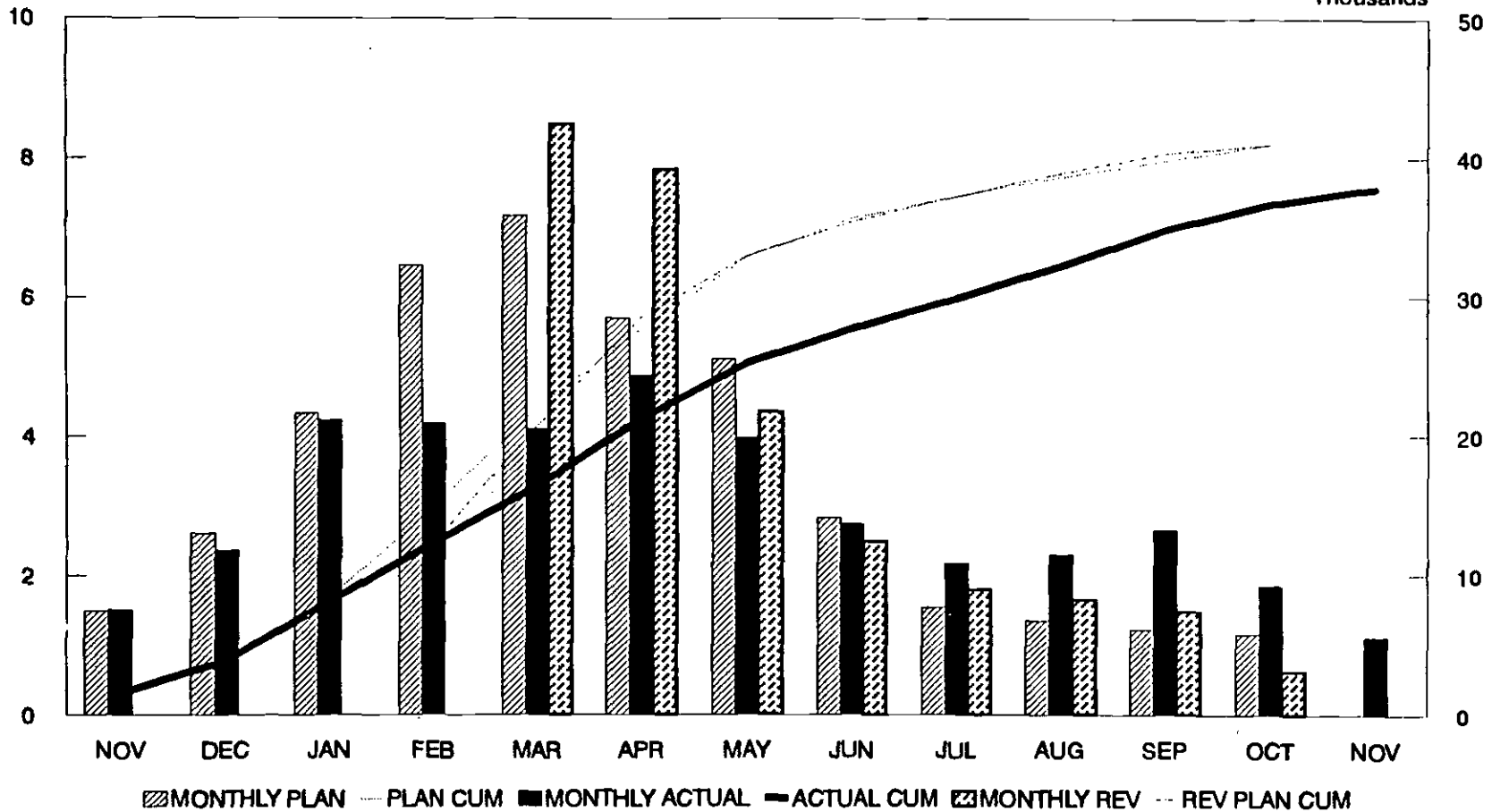
METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

TOTAL WORKHOURS

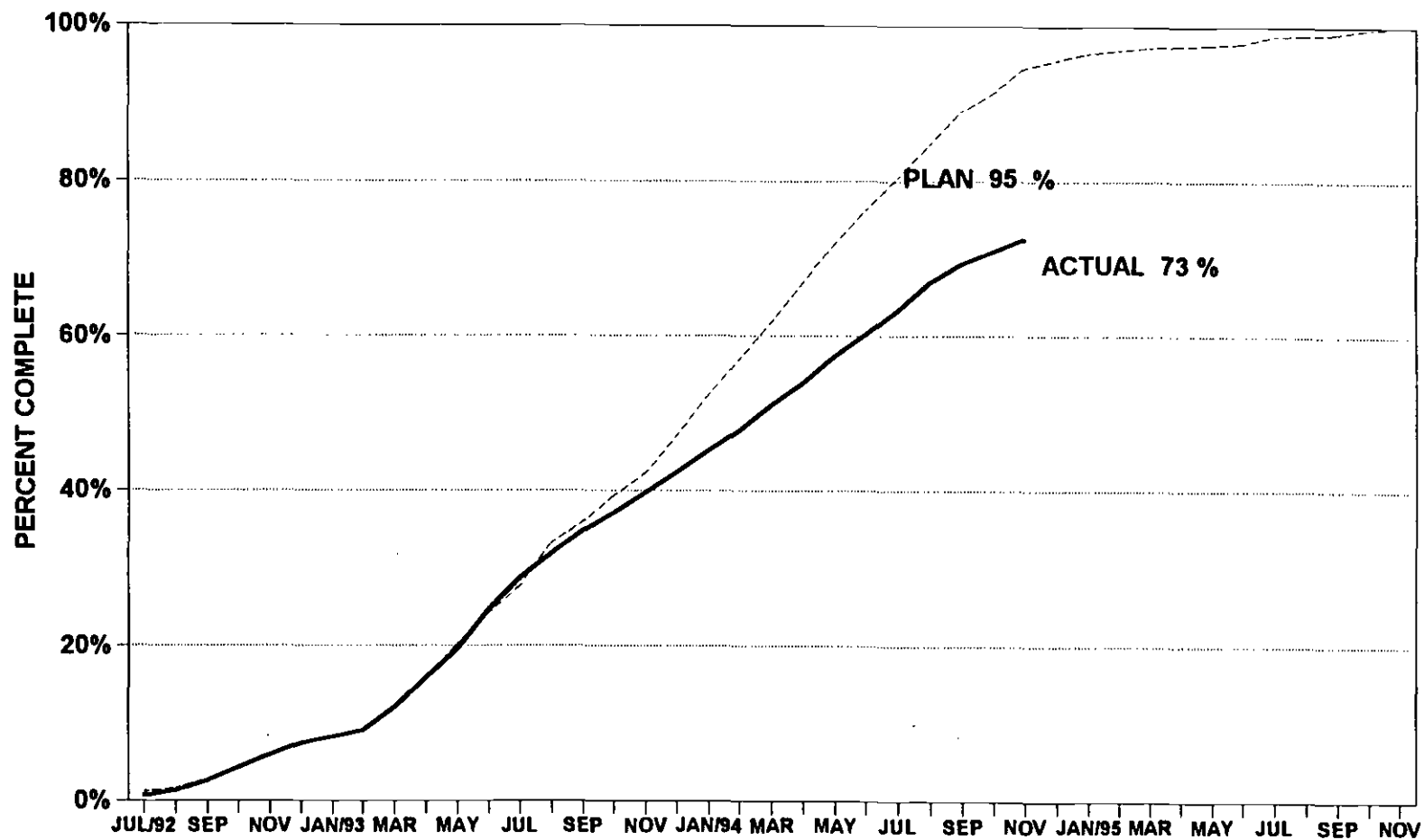
Thousands

Thousands

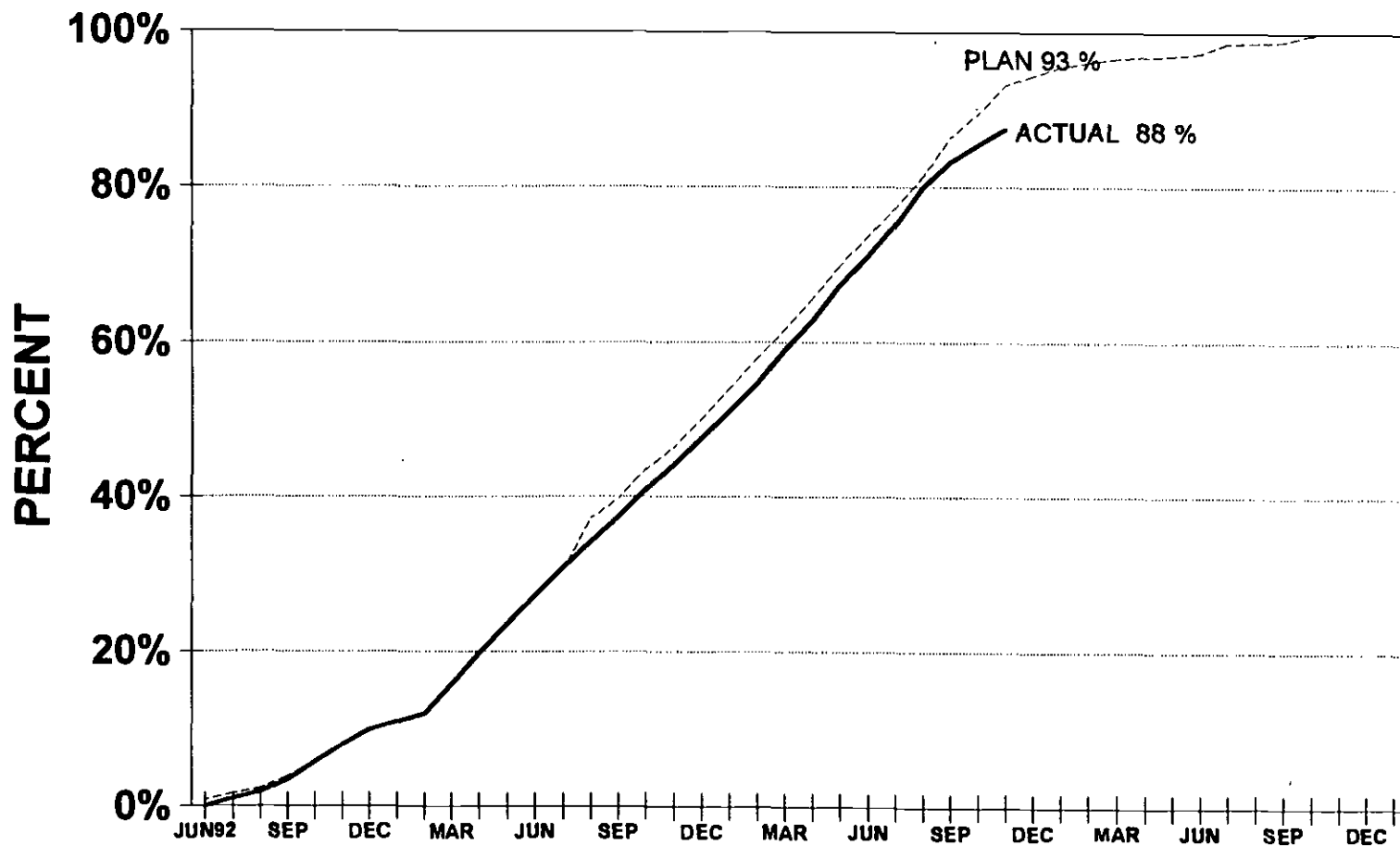


THROUGH 30 NOVEMBER 1994

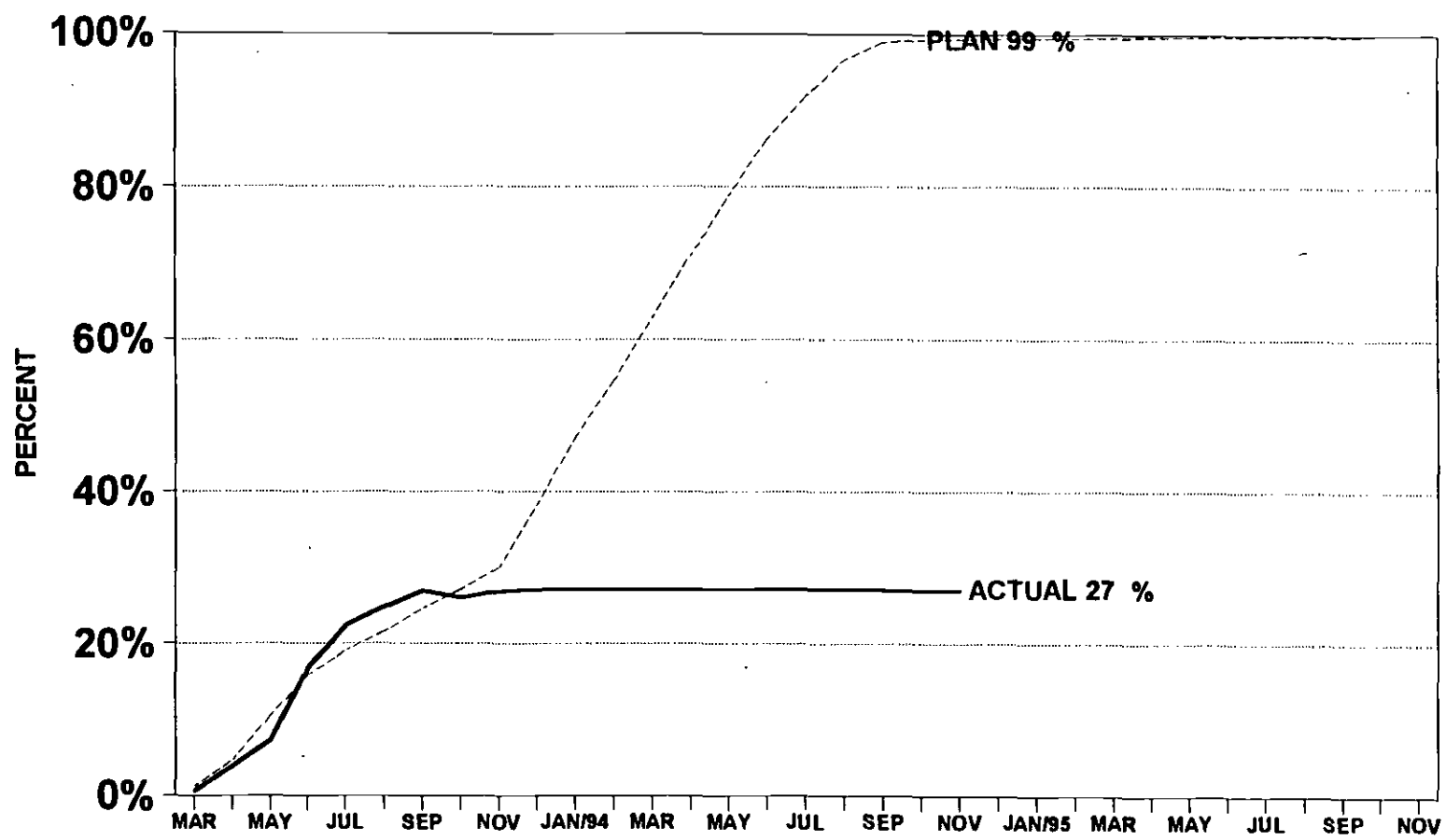
METRO RED LINE SEGMENT 3 NH / MC FACILITIES DESIGN



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY - FACILITIES DESIGN



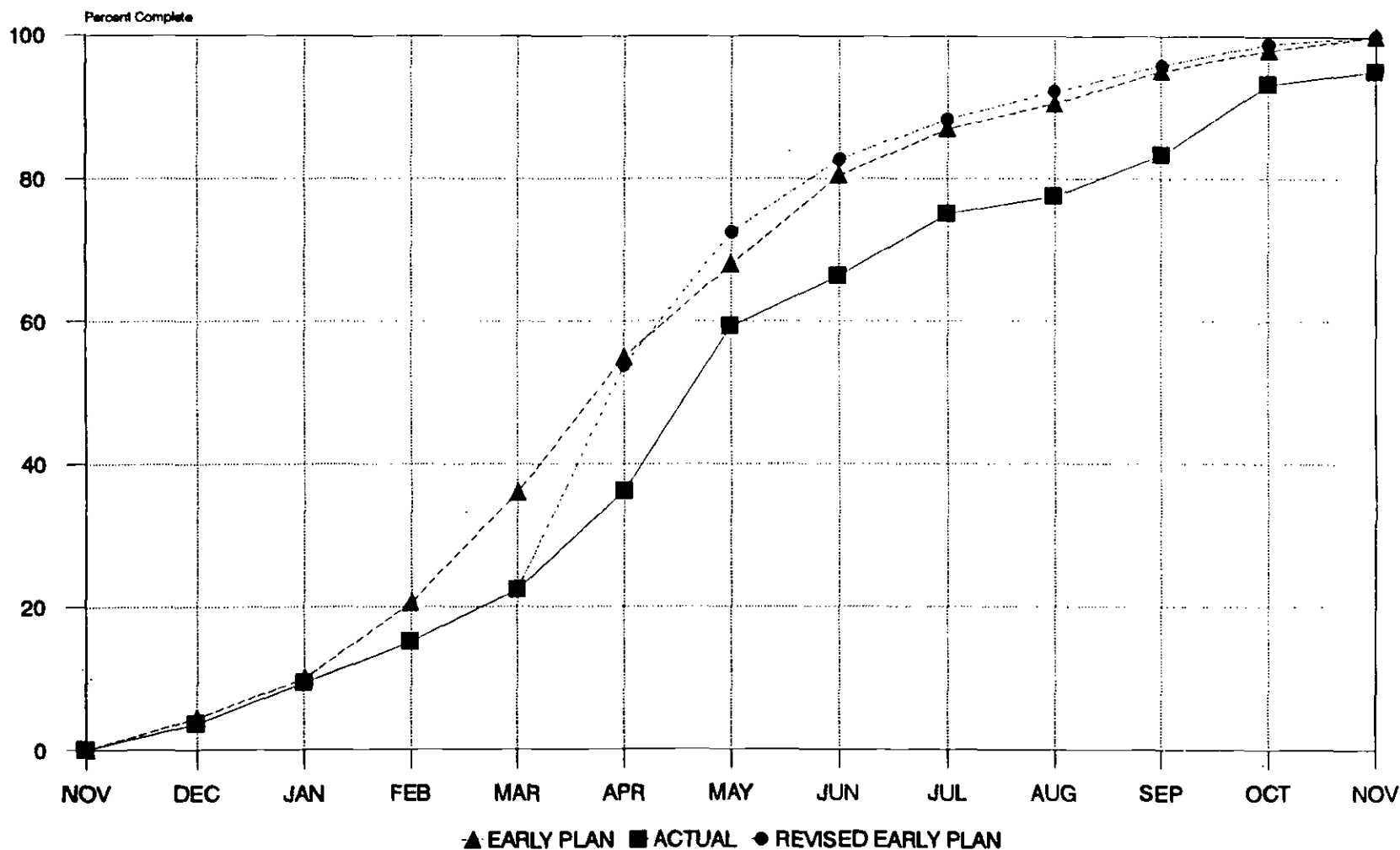
METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

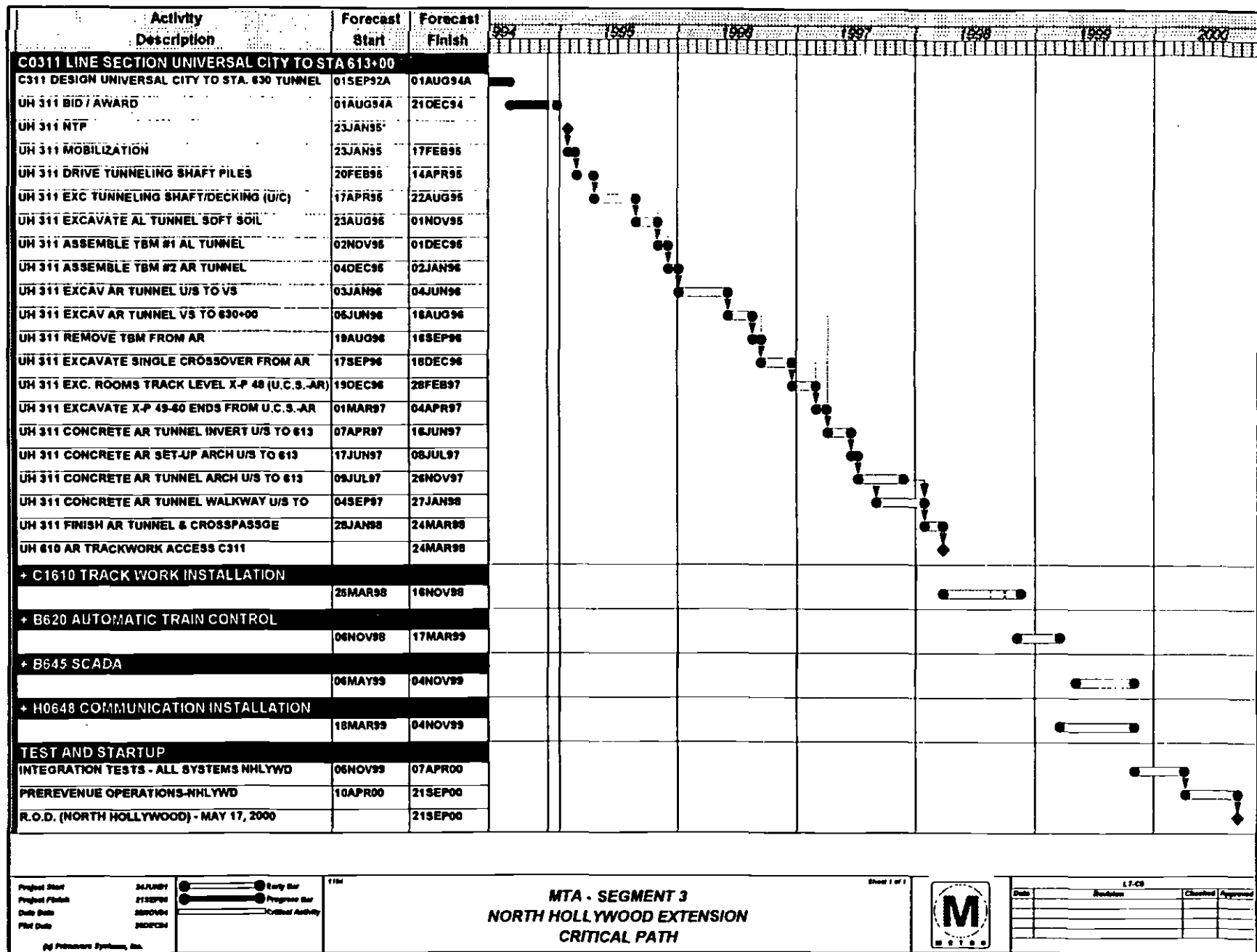
RESCHEDULED PROGRESS

METRO RED LINE SEGMENT 3

NOVEMBER 1994



Through 30 November 94



EXECUTIVE SUMMARY

Siemens submitted two invoices in November. Invoice No. 3904 (\$539,700) was for an Economic Price Adjustment and is scheduled to be paid on 28DEC94. Invoice No. 3943 (\$200,655) was for ATPDP work, and is scheduled to be paid on 23DEC94. [Reference SMC-95 and SMC-99.]

The MTA has agreed that, insofar as the Caltrans bridge structures are concerned, a 33% center truck loading is acceptable. SDC is still contractually obligated to limit total AW4 weight to 142,508 lbs, however. SDC must also demonstrate that a 33% center truck loading will not preclude specified propulsion and braking performance. [Reference MSE-242.]

SDC's first submittal of the Integrated Schematic and Narrative program document was unsatisfactory. Although the specification cautions against the carbuilder merely assembling a package of disparate vendor submittals, this is *precisely* what Siemens did. LTK disapproved this submittal, and forwarded a "checklist" of specification requirements for SDC to use in drafting future editions of the *Integrated Schematic and Narrative*. [Reference MSE-245.]

To date, SDC's efforts at systems' integration have been disappointing. Evidence of their lack of performance includes the following:

- Lack of drawings produced and submitted, and poor quality of those which have been submitted.
- Lack of adequate interface definition.
- Lack of design progress evidenced by SDC's subcontractors base.

The root cause for most of the above problems is SDC's inexperienced P2000 staff. Most of the SDC Engineers assigned to this program are "entry level", and do not have an adequate transit background. Compounding this problem is Siemens' view of themselves as "Systems' Integrator". They have minimized the role of the carbuilder as Systems' Integrator to the point where they are acting more as a "facilitator", *coordinating*, not integrating, the efforts of their many subcontractors. This approach is not bearing fruit; interfaces are going unattended, and specification requirements or other systems' needs.

In an effort to mitigate this problem, LTK drafted letters MSE-245 and MSE-254 detailing problems in this area, and pointing out that SDC needed to augment their staff in the critical area of Systems' Integration. The following suggestions were put forth:

- Hire experienced transit engineers as soon as possible.

EXECUTIVE SUMMARY (CON'T)

- Supplement the existing, entry-level staff with more experienced engineers from SDC's parent companies, Duewag A.G. and Siemens A.G.
- Station Kevin Manuele, the LTK Systems' Engineer, at Sacramento for several days a week. Kevin would be available to the SDC Staff to provide counsel as necessary.

SDC, in return correspondence and in a meeting [reference SME-156 and MOC38], acknowledged that their staff needed more experience, and that efforts were underway to supplement same. Additionally, they welcomed the part time assistance from Kevin Manuele.

We have only recently been made aware that SDC has changed it's plans with regard to tool fabrication in Baltimore, and now intends to subcontract the majority of the carshell assembly tooling to local (Los Angeles) firms. This, combined with a very evident late start-up of the facility, has given the MTA reason for concern. These concerns were expressed in MSE-259:

- SDC shift in plans to fabricate tooling in Los Angeles, rather than Baltimore, especially without prior notification to the MTA.
- The apparent reduced work scope for AAI.
- The lack of progress in refurbishing the Carson Facility, as much as 8 months behind the schedule given in Siemens' BAFO.

SDC responded in SME-157. In this letter, they made unconvincing arguments that all this disruption was somehow to the MTA's advantage; in fact, each disruptive change in plans was really the result of either workarounds to schedule slippage, or AAI's continuing reluctance to accept fiscal responsibility for the Carson Facility investment. More reassuring was our meeting in Carson with both SDC and CCI personnel responsible for the operation. The intent of this meeting was to convince the MTA that plans for the Carson facility were both well documented (in a schedule format) and reasonable. Evidence presented at that meeting by Dave Franckowiak served to allay most of our concerns. Mr. Franckowiak appeared well organized, and was able to field questions with ease and confidence. Less impressive was the actual fabrication facility, which will need extensive rework in order to become usable. Structural renovation will be the responsibility of Heinz Flugge, a former Duewag Manager. [Reference MOC 43]

The Specification requires the Carbuilder to remain within specific conducted EMI limits. These limits are expressed as a function of frequency. SDC, motivated by their propulsion supplier AEG, has been petitioning to reduce these limits (thereby increasing emissions),

EXECUTIVE SUMMARY (CON'T)

permitting AEG to provide a smaller, lighter line reactor. At the 1.5 millihenry size AEG would prefer to provide, total car weight savings would be on the order of 400 to 600 lbs. In order to permit the increased emission level, however, it must be confirmed that increased emissions will not interfere with track circuit design on the Blue, Green, or Pasadena lines. At a meeting on this topic, wherein SDC proposed increased emission levels to a level where AEG's 1.5 millihenry reactor would be sufficient, it was stated that Union Switch and Signal would approve SDC's proposed new limits for the Green Line. It is assumed, however, that adoption of the new limits *would* reduce the margin between what the car is permitted to emit, and the worst case sensitivity of the track circuits. (This must be confirmed with USS). The MTA asked what they can expect in return for this margin reduction, say, for example, a reduction in the allowable car weight. SDC was unwilling, however, to agree with any reduction in car weight. This ended discussion of the matter, and SDC was instructed to comply with the Specification requirements as presently stated. [Reference SME-132; SME-154; MSE-277; and MOC 45]

SDC had petitioned for relief from the requirement that a between-car protective device ("motion detector and audible warning") be installed to protect against visually-impaired individuals falling between cars when a train is stopped at a station. Absent direction to the contrary from the MTA, SDC was instructed to proceed with the design as specified. It should be noted that for a variety of reasons, it is not practical to design and equip the vehicles with such protective devices. It is our understanding that the MTA is presently considering the use of platform barriers as a solution to this problem. We encourage pursuit of this option.

The following meetins were held during the month of November:

Meeting No.	Meeting Description
35	ACT/LRV Interface Meeting No. 6
36	Transtech Pantograph Preliminary Design Review
37	WABCO Disc Interface Design Review
38	P2000 Program Review Meeting
39	Change Order No. 3 Negotiations
40	AEG Propulsion Critical Design Review
41	Review of Selected Design Issues with MTA Operations Division

EXECUTIVE SUMMARY (CON'T)

- 42 VH (Communications) Preliminary Design Review
- 43 Review of SDC/CCI Carson Facility Plans
- 44 Luminator (Vehicle Lighting) Preliminary Design Review
- 45 AEG EMI line Reactor Presentation
- 46 P2000/E0350 Cost and Schedule Review

Note ("MOC's") for each of the above meetings are available on file in the LTK office.

AREAS OF CONCERN

Concern: Construction of the CCI Facility and Carshell Tooling in Carson.

Status: Meetings were held in Sacramento with SDC upper management, and in Carson with CCI plant management. In each case, Carbuilder management insisted that although some schedule slippage had occurred, workarounds had been either planned or implemented which would result in performance to the original schedule. SDC's assessment seems optimistic. Key in the next series of activities are the fabrication of tooling in the Los Angeles Area, and the timely renovation of the Carson fabrication facility. These activities will bear close watching.

Action: CCI to commence renovation of Carson fabrication facility. CCI to commence carshell assembly tooling at local suppliers' facilities

Concern: Equipment space problem on the motor trucks.

Status: A solution to the interference problem was presented at Meeting No. 37 in Sacramento. Basically, the actuator arm will be rotated upward about 6 degrees, and the disc will be sized appropriately to preclude interference. This may necessitate different sized discs on the end v. the center truck; however, this is not seen as a significant inconvenience by the MTA's Operations Division.

Action: Awaiting formal submittal of drawings indicating how the brake actuator/track brake interference problem is resolved.

AREAS OF CONCERN (CON'T)

Concern: SDC Technical Staffing Problem.

Status: SDC has little depth in their technical staff. Most engineers are "entry level", with little, if any, transit engineering experience. SDC needs to supplement this staff with more experienced personnel. Some progress has been made since this problem was last reported; including:

- A new Chief Mechanical Engineer, Norm Halden, has been hired and is working full time on the P2000 program. Mr. Halden is very experienced and should work well in this position.
- Both Norm Halden, and the Chief Electrical Engineer, Gunter Kristan (also very experienced), are being used in the capacity of System's Engineers on a temporary basis.
- Kevin Manuele, LTK Systems' Engineer, has been assigned to Sacramento on a part time basis.

Action: SDC to supplement their staff with either outside sources, or rollover from ongoing transit programs, such as Portland.

Concern: It is not practical to mount the ADA mandated "between car protective barrier" on the vehicles.

Status: The P2000 specification requires that SDC provide "Motion detectors and audible warnings" to meet the ADA requirement. In a recent demonstration in Sacramento, SDC mocked up a proximity detector and pointed out that the concept, given the present state of the art, is not applicable for the intended use on a transit vehicle. LTK agrees. It is our understanding that the MTA is presently studying the application of platform mounted barriers to meet the ADA requirements.

Action: MTA to determine if platform barriers are an acceptable solution.

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT**

Page No. 1

Project: RCL LOS ANGELES RAIL VEHICLE PROCUREMENT

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 16, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	232,370	0	232,370	0	214,450	0	24,602	422	25,025	0	229,759	-2,611
S PROFESSIONAL SERVICES	12,960	0	12,960	27	10,509	0	3,526	225	3,752	0	19,298	6,338
C PROJECT CONTINGENCY	12,266	0	12,266	0	0	0	0	0	0	0	8,540	-3,726
A PROJECT REVENUE	0	0	0	0	0	0	2	0	2	0	0	0
GRAND TOTAL	257,597	0	257,597	27	224,959	0	28,126	648	28,775	0	257,597	0

NOTE: 1) REFER TO APPENDIX FOR REPORT DEFINITIONS
2) EXPENDITURES ARE THROUGH OCTOBER 31, 1994
3) INCURRED COSTS ARE THROUGH SEPTEMBER 30, 1994.

METROPOLITAN TRANSPORTATION AUTHORITY
LA LIGHT RAIL VEHICLE PROCUREMENT
(IN THOUSANDS OF DOLLARS)

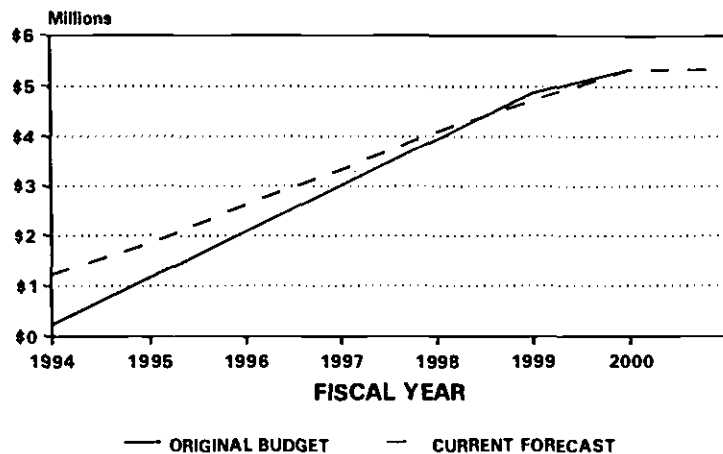
STATUS OF FUNDS BY SOURCE

NOVEMBER 94

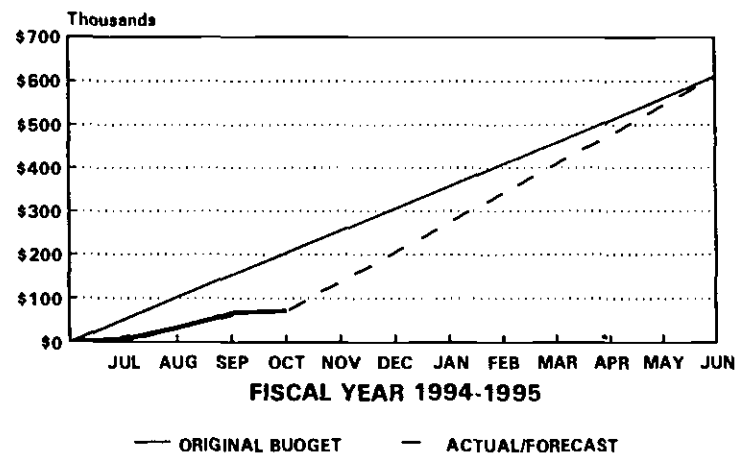
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA RSTP (ISTEA)	\$6,077	\$0	\$5,579	92%	\$0	0%	\$0	0%
FTA - OTHER	\$18,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA FED SURFACE TRANSIT	\$84,000	\$0	\$77,533	92%	\$0	0%	\$0	0%
STATE PROP 116	\$33,550	\$16,398	\$31,831	95%	\$12,979	39%	\$12,656	38%
PROP C	\$115,970	\$26,118	\$110,016	95%	\$15,796	14%	\$15,796	14%
TOTAL	\$257,597	\$42,516	\$224,959	87%	\$28,775	11%	\$28,452	11%

NOTES: EXPENDITURES ARE THROUGH OCTOBER 1994.

AGENCY COST LA LIGHT RAIL VEHICLE PROCUREMENT



FISCAL 1995 AGENCY COSTS LA LIGHT RAIL VEHICLE PROCUREMENT



PROJECT AGENCY COSTS LA LIGHT RAIL VEHICLE PROCUREMENT (\$000)

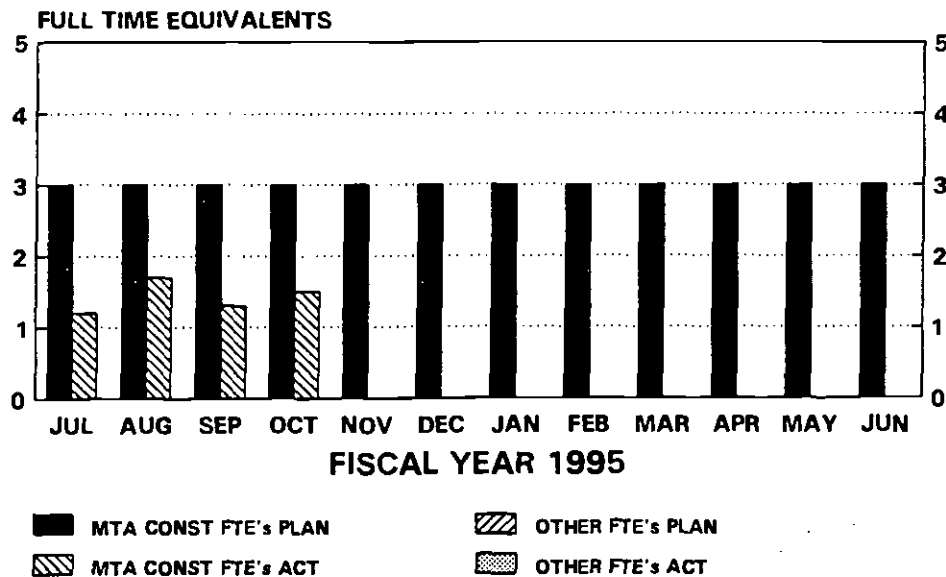
TOTAL PROJECT BUDGET	\$257,597
ORIGINAL BUDGET	\$ 5,335
BUDGET % OF TOTAL PROJECT	2.1%
CURRENT FORECAST	\$ 5,335
FORECAST % OF TOTAL PROJECT	2.1%
ACTUALS THROUGH FY 94	\$ 1,229

FISCAL YEAR 1995 AGENCY COSTS LA LIGHT RAIL VEHICLE PROCUREMENT (\$000)

ORIGINAL BUDGET	\$ 611
CURRENT FORECAST	\$ 611
BUDGET PLAN TO DATE	\$ 204
ACTUAL TO DATE	\$ 70

STAFFING PLAN VS. ACTUAL

LA LIGHT RAIL VEHICLE PROCUREMENT



FY'95 BUDGET

LA LIGHT RAIL VEHICLE PROCUREMENT

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	3
MTA CONSTRUCTION FTE's ACTUAL	1
OTHER FTE's PLAN	0
OTHER FTE's ACTUAL	0
TOTAL FTE's PLAN	3
TOTAL FTE's ACTUAL	1

COSTS SHOWN ARE FOR
PROJECT RCL ONLY. (ALLOCATED)

RCL - LA CAR - Design & Procurement
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 12/12/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (RCL)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E. (D+O)	F. (1)	G. (D+F)	H. (2)	I.	J.	K. (D-F)	L. (3)	M. (K-L)	N.	O.
P2000	\$215,370,314	10%	\$21,587,330	\$236,957,644	\$11,000,000	\$214,370,314	-0.5%	-5%	0%	\$22,587,330	\$0	\$22,587,330	-5%	-0.5%
	\$215,370,314	10%	\$21,587,330	\$236,957,644	\$11,000,000	\$214,370,314	-0.5%	-5%	%	\$22,587,330	\$0	\$22,587,330	-5%	-0.5%

(1) - AFE Increase required

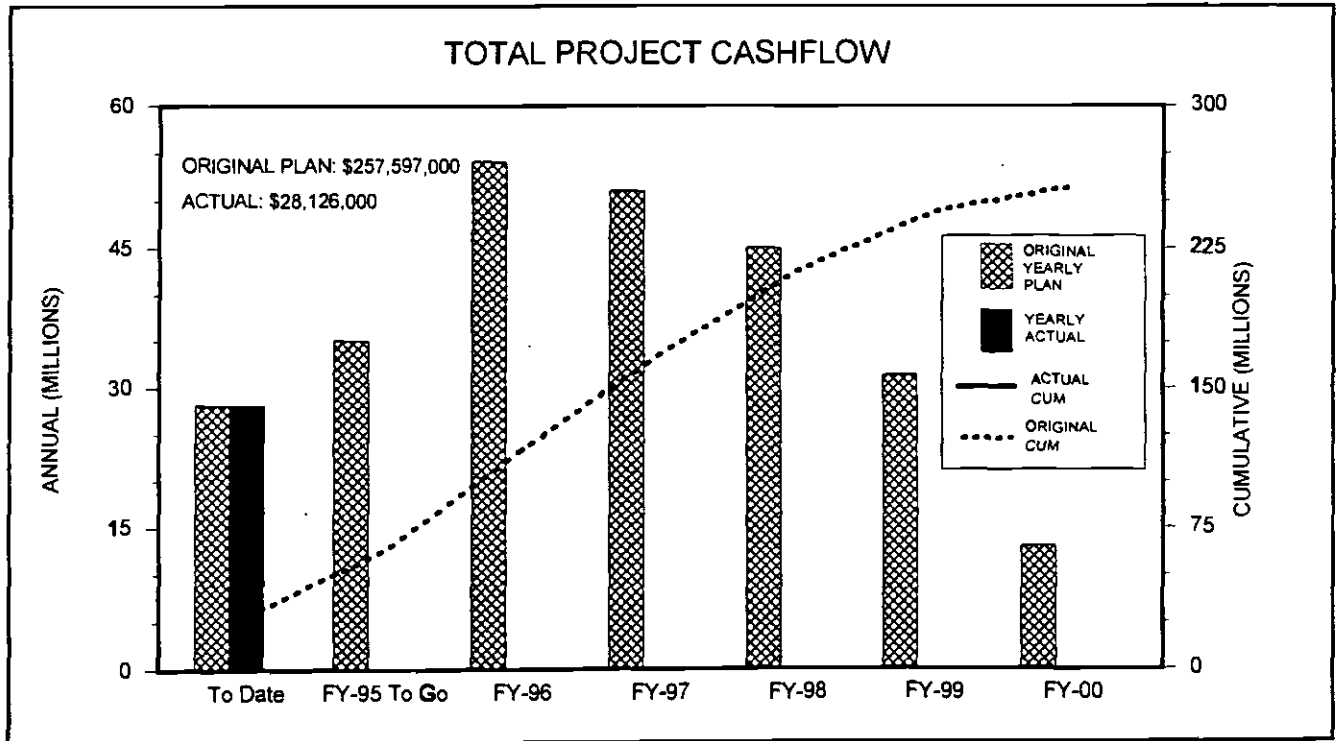
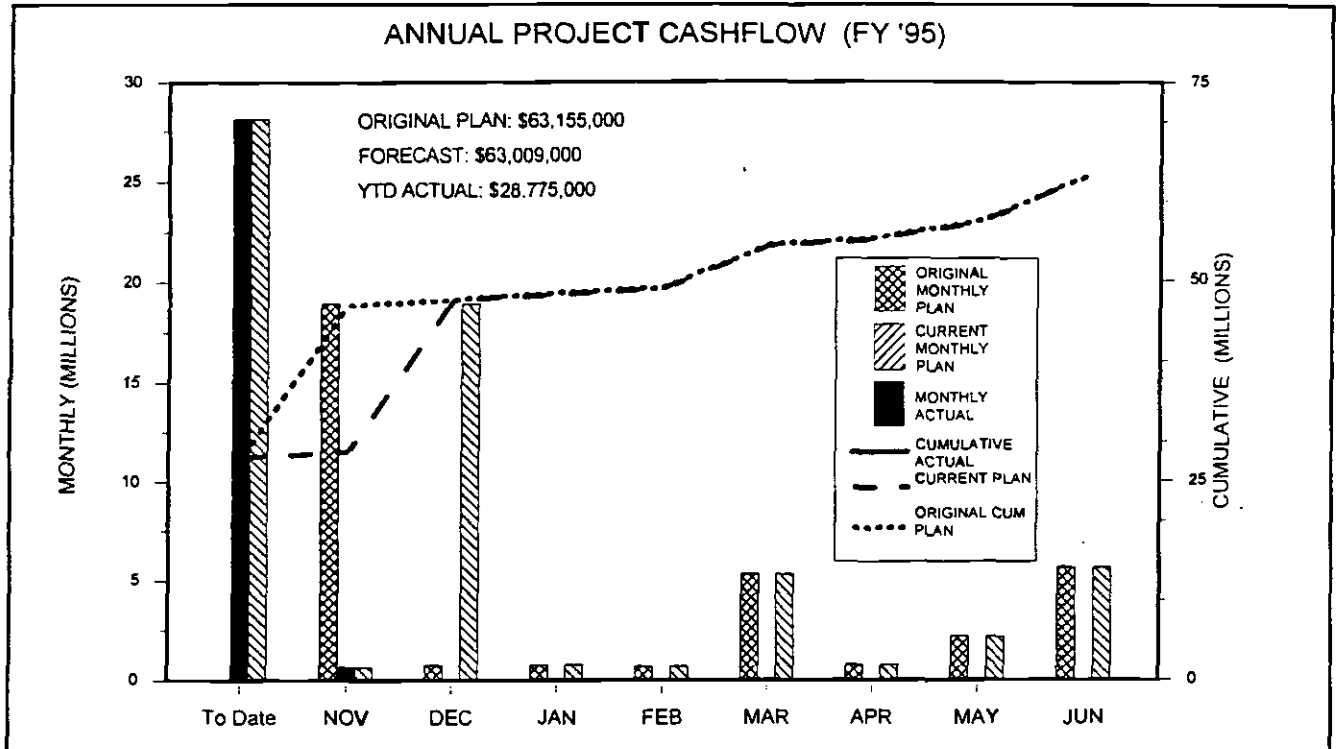
(2) - AFE Increase MAY be required to cover pending changes.

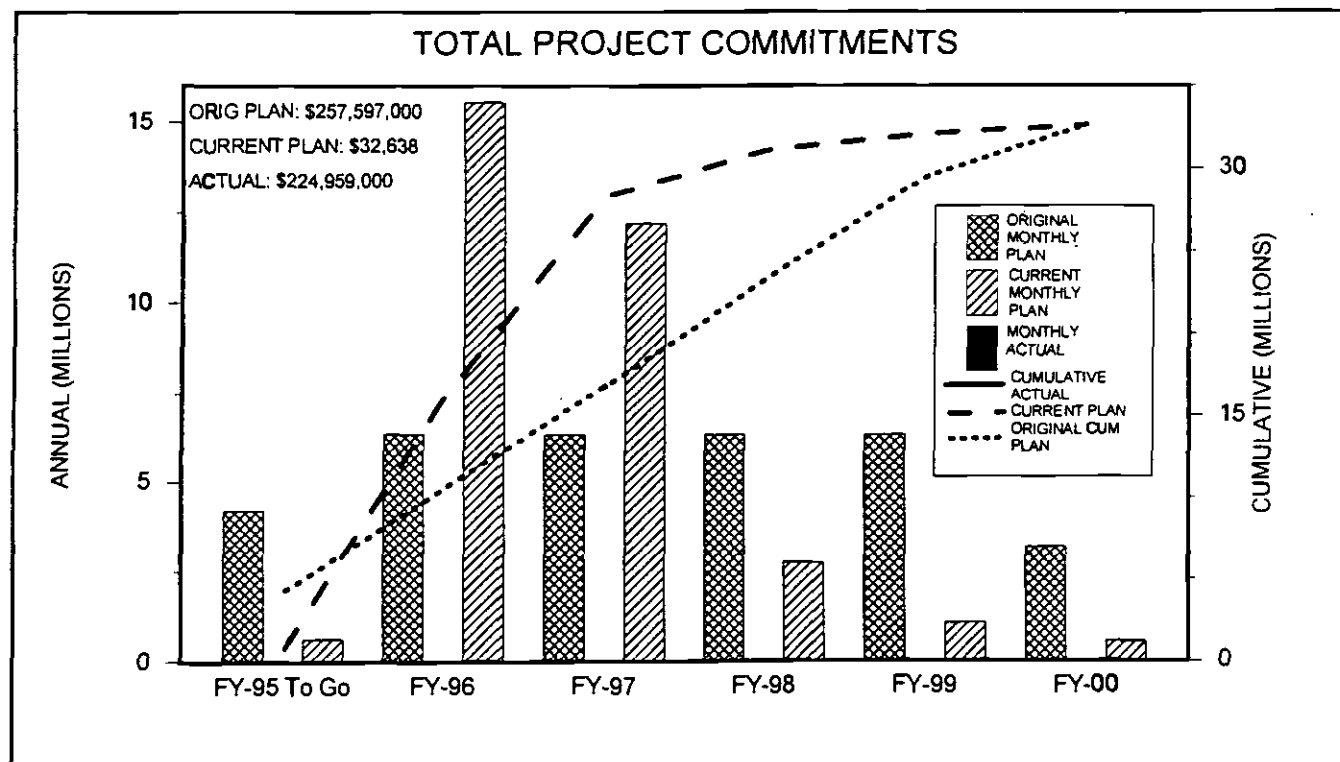
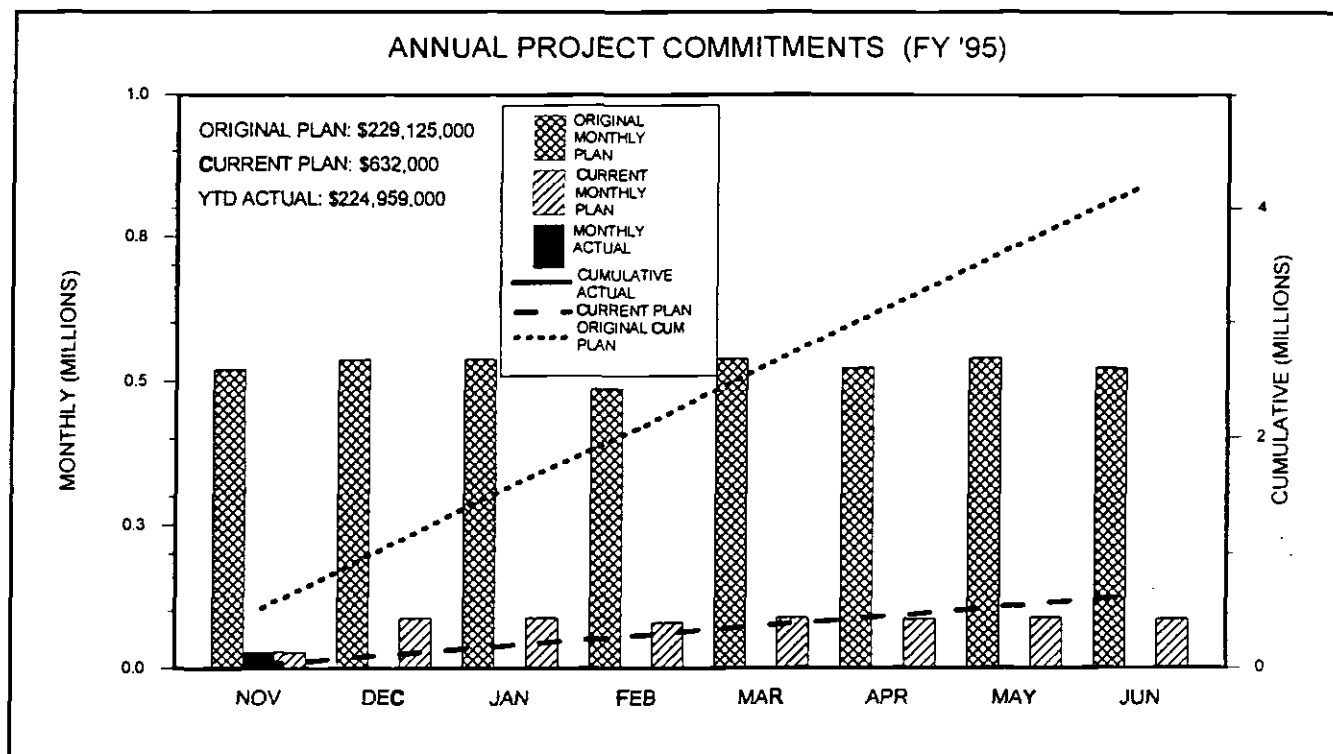
(*) Costs shared with other projects. Costs shown are for RCL ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % Increase over original award (3) Logged contract changes ONLY

RCL - LA CAR - Design & Procurement
REV 2.0 09/16/94 lrs

PAGE 1

LYNN NGUYEN
PROJECT VALUE SUMMARY 12/12/94





Notes:

- 1) These charts are based on uncommitted amounts only.
- 2) Actual commitments are through November 1994.

COST SUMMARY**COST REPORT**

The Project Budget is \$258 million with a current forecast of \$258 million. The Forecast includes all trends (#001 - #009).

BUDGET/FORECAST VARIANCE

COST ELEMENT	CURRENT BUDGET (\$000's)	CURRENT FORECAST (\$000's)	VARIANCE (\$000's)	NOVEMBER CHANGE IN FORECAST (\$000's)
CONSTRUCTION	\$232,370	\$229,759	(\$2,611)	\$0
PROFESSIONAL SERVICES	12,960	19,298	6,338	0
PROJECT CONTINGENCY	12,267	8,540	(3,727)	0
PROJECT REVENUE	0	0	0	0
TOTAL PROJECT	\$257,597	\$257,597	\$0	N/A

RECONCILIATION

The following list is a reconciliation of the forecast changes in November. Project Contingency remained the same.

	(\$000's)	
	<u>Current</u> <u>Budget</u>	<u>Total</u> <u>Forecast</u>
October 1994 Status	\$257,597	\$257,597

November 1994 Changes

There are no trends for the month of November 1994.

November 1994 Status	\$257,597	\$257,597
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COST SUMMARY (CON'T)

COMMITMENTS

Project Commitments are \$225 million, or 87.3% of the total forecast. These commitments are primarily due to cost associated with Contract P2000, LA Standard Light Rail Vehicles, Owner Controlled Insurance Program (OCIP), General Engineering, Specialty Services, and Project Administration.

INCURRED COSTS

Incurred costs are \$28 million or 10.9% of the total forecast. These costs were incurred in relation to Contract P2000, General Engineering, Specialty Services, and Project Administration. Please note that incurred costs are through the month of October 1994.

CASH FLOW

Project expenditures ending October 31, 1994, were \$29 million or 11.2% of the total forecast. These expenditures are accounted for mainly by Contract P2000, General Engineering, Specialty Services, and Project Administration.

CHANGE ORDERS

There were no Change Orders executed this period.

CLAIMS

To date, there are no pending claims.

CONTINGENCY

The Project Contingency for the LA Standard Light Rail Vehicle Project remains unchanged for November 31, 1994. Project Contingency is currently \$9 million.

NOVEMBER 1994

Period:	Oct 28, 1994	to	Dec 2, 1994
Run Date:	Dec 16, 1994		
Units:	\$ in Thousands (Truncated)		

NOTE: 1) REFER TO APPENDIX FOR REPORT DEFINITIONS.
2) EXPENDITURES ARE THROUGH OCTOBER 31, 1994
3) INCURRED COSTS ARE THROUGH SEPTEMBER 30, 1994

MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT & LINE ITEM

Page No. 2

Project: RCL LOS ANGELES RAIL VEHICLE PROCUREMENT
Element: S PROFESSIONAL SERVICES

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 16, 1994
Units: \$ in Thousands (Truncated)

LINE ITEM / 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	
11 GENERAL ENGINEERING	0	0	0	0	1,700	0	1,315	0	1,315	0	1,700	1,700
13 SPECIALTY SERVICES	7,625	0	7,625	27	6,969	0	913	224	1,137	0	12,263	4,638
19 PROJECT ADMINISTRATION	5,335	0	5,335	0	1,840	0	1,297	1	1,299	0	5,335	0
Element Total - S PROFESSIONAL SERVICES	12,960	0	12,960	27	10,509	0	3,526	225	3,752	0	19,298	6,338

MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT & LINE ITEM

Page No. 3

Project: RCL LOS ANGELES RAIL VEHICLE PROCUREMENT
Element: C PROJECT CONTINGENCY

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 16, 1994
Units: \$ in Thousands (Truncated)

LINE ITEM / 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	
24 PROJECT CONTINGENCY	12,266	0	12,266	0	0	0	0	0	0	0	8,540	-3,726
Element Total - C PROJECT CONTINGENCY	12,266	0	12,266	0	0	0	0	0	0	0	8,540	-3,726

MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT & LINE ITEM

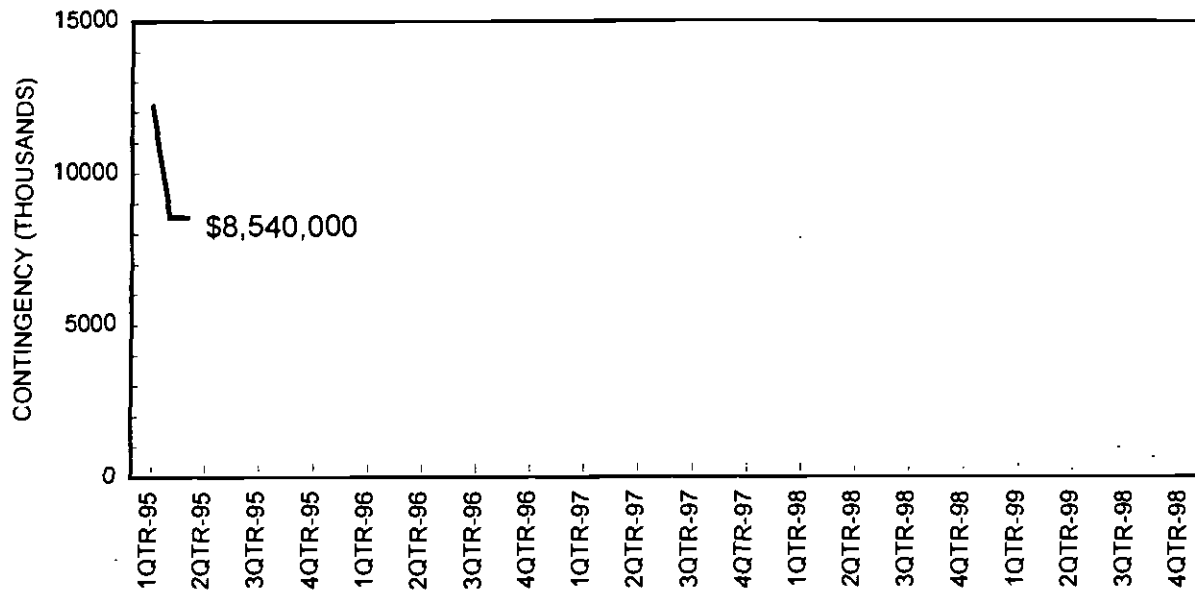
Page No. 4

Project: RCL LOS ANGELES RAIL VEHICLE PROCUREMENT
Element: A PROJECT REVENUE

Period: Oct 28, 1994 to Dec 2, 1994
Run Date: Dec 16, 1994
Units: \$ in Thousands (Truncated)

LINE ITEM / 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	
25 PROJECT REVENUE	0	0	0	0	0	0	-2	0	-2	0	0	0
Element Total - A PROJECT REVENUE	0	0	0	0	0	0	-2	0	-2	0	0	0
GRAND TOTAL	257,597	0	257,597	27	224,959	0	28,126	648	28,775	0	257,597	0

CONTINGENCY STATUS



DATE	TREND NO.	VARIANCE (\$000)	CONTINGENCY FORECAST (\$000)
05/25/94	Original Budget		12,267
10/28/94	T001 - T008	(3,727)	8,540
11/30/94	N/A	0	8,540

The Project Contingency for the Los Angeles Light Rail Vehicle Procurement Project remains unchanged for November 30, 1994.

SCHEDULE SUMMARY

The subject schedule has been revised significantly from the 01NOV94 Data Date version. Key discussion areas include the following:

- The *Design and Engineering* subproject has been modified extensively, including the addition of a number of additional activities. Siemens Duewag Corporation (SDC) reports that their previously undersized staff is now at full complement, and the design and engineering effort is at the 100% manpower level.
- The *CCT- - Carshell* subproject has been modified to differentiate between tool *design* at Duewag (Dusseldorf), and tool *fabrication* in Los Angeles. Although comprehensive, the schedule is tight, with many optimistic assumptions regarding duration and/or completion dates of activities. Those key activities where the durations and/or completion dates could be more realistically assigned are:
 - Completion of the structure and tooling design at Duewag
 - The amount of time it will take to effect renovation of the Carson facility
 - The amount of time it will take for SDC subcontractors to build the assembly tooling, and the length of time it will take to set the tooling up in the renovated Carson facility.
 - The amount of time that will be required for the set-up and structural testing of Carshell #01.
- The *Duewag - - Trucks and Carshell Design* subproject has been modified to incorporate more testing activities. A potential problem with this sub project is the delay in submitting the truck frame and bolster stress analyses. The specification requires approval of these analyses prior to manufacture. Per the present schedule, the MTA will not receive these analyses for approval until 01FEB95, whereas Duewag is scheduled to commence "Truck Component Manufacturing" on 25JAN95.
- The *Vapor - - Door System* subproject now contains a number of activities on the critical path. Vapor has turned out to be a troublesome subcontractor for SDC. Vapor door equipment is needed for carshell structural testing, but to date SDC has not approved the design. Open items include packaging, interface with the vehicle structure, and evidence that Vapor can meet the reliability requirements.
- The *Suttrak - - HVAC* subproject offers cause for concern. To date, we have received no drawing submittals, nor has the Preliminary Design Review been held,

SCHEDULE SUMMARY (CON'T)

although it is presently scheduled for sometime in January of 1995. We are aware that Suttrak is having problems meeting the capacity requirements of the R134a system specified in Portland. Indicators from SDC are that structural modifications to the roof may be necessary in order to achieve the requisite R134a capacity on the Standard Cars.

- The *Auxiliary Power Supply* subproject contains a significant number of activities with low or zero float. The procurement of the APS has been a thorny issue from the onset of the Standard Car program. Now that a coalition has been formed between Power Rail and Transtechnik ("Transrail"), it appears that a solution is in hand. SDC has yet to formally propose Transrail as a DBE substitution, however.
- Second only to the *CCI - Carshell* subproject, the *Standard Light Rail Vehicles* subproject carries the most risk. Generally speaking, the *CCI - Carshell* subproject describes the tooling and fabrication of the carshells. The end product of this subproject is the shipment of the carshells to Sacramento for assembly. This is where the *Standard Light Rail Vehicle* subproject picks up. This subproject details the assembly, shipping, testing and delivery of each vehicle from the point at which the carshell arrives at the Sacramento assembly facility.

The assembly for the first five cars is critical. Not only will the assembly process be proven on these cars, but all five LRV's will be needed for Design Conformance testing on the MTA's property. Presently, almost all of the assembly activities associated with these cars show zero or negative float; in fact, the arrival of the second LRV on the MTA's property shows a -19 day float. Compounding the problem, SDC has not demonstrated awareness of the Design Conformance Testing requirements as evidenced in their schedule. A number of tests will require one, two, and three cars, which their present schedule does not adequately address. Once SDC has finally sorted out their testing needs, and the availability of the first five cars, we may see more negative float linked to delivery of the first few carsets.

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Plot Date      5/24/95
Data Date      1/DEC/91
Project Start  1/JAN/91
Project Finish 21/DEC/94

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ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	1994	1995	1996	1997	1998	1999
DELIVERY LRV #05		20NOV96	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND
DELIVERY LRV #06		24NOV96				ODELIVERY LRV #06		
DELIVERY LRV #07		14DEC96				ODELIVERY LRV #07		
DELIVERY LRV #08		29DEC96				ODELIVERY LRV #08		
DELIVERY LRV #09		13JAN97				ODELIVERY LRV #09		
DELIVERY LRV #10		28JAN97				ODELIVERY LRV #10		
DELIVERY LRV #11		12FEB97				ODELIVERY LRV #11		
DELIVERY LRV #12		27FEB97				ODELIVERY LRV #12		
DELIVERY LRV #13		14MAR97				ODELIVERY LRV #13		
DELIVERY LRV #14		29MAR97				ODELIVERY LRV #14		
DELIVERY LRV #15		13APR97				ODELIVERY LRV #15		
DELIVERY LRV #16		28APR97				ODELIVERY LRV #16		
DELIVERY LRV #17		13MAY97				ODELIVERY LRV #17		
DELIVERY LRV #18		28MAY97				ODELIVERY LRV #18		
DELIVERY LRV #19		12JUN97				ODELIVERY LRV #19		
DELIVERY LRV #20		27JUN97				ODELIVERY LRV #20		
DELIVERY LRV #21		12JUL97				ODELIVERY LRV #21		
DELIVERY LRV #22		27JUL97				ODELIVERY LRV #22		
DELIVERY LRV #23		11AUG97				ODELIVERY LRV #23		
DELIVERY LRV #24		26AUG97				ODELIVERY LRV #24		
DELIVERY LRV #25		10SEP97				ODELIVERY LRV #25		
DELIVERY LRV #26		25SEP97				ODELIVERY LRV #26		
DELIVERY LRV #27		10OCT97				ODELIVERY LRV #27		
DELIVERY LRV #28		25OCT97				ODELIVERY LRV #28		
DELIVERY LRV #29		9NOV97				ODELIVERY LRV #29		
DELIVERY LRV #30		24NOV97				ODELIVERY LRV #30		
			JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND	JFHAMJJASOND
			1994	1995	1996	1997	1998	1999
Plot Date Data Date Project Start Project Finish	SBMS 12DEC93 1JAN94 21DEC94	Activity Summary Form Initial Activity Program by Attending/Sup activity	LACHTA - P2000 CURRENT PROJECT SCHEDULE -- 01DEC94 TECH SPEC 1.4.2a					
(c) Primavera Systems, Inc.			PROJECT SCHEDULE Date Revision Initials Approved					

Plot Date	5JUN95
Data Date	1DEC91
Project Start	1JUN91
Project Finish	21DEC94

ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	YEAR					
			1994	1995	1996	1997	1998	1999
DELIVERY LRV #57		3JAN99	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND
DELIVERY LRV #58		18JAN99						O DELIVERY LRV #57
DELIVERY LRV #59		2FEB99						O DELIVERY LRV #58
DELIVERY LRV #60		17FEB99						DELIVERY LRV #59 O
DELIVERY LRV #61		4MAR99						DELIVERY LRV #60 O
DELIVERY LRV #62		19MAR99						DELIVERY LRV #61 O
DELIVERY LRV #63		3APR99						DELIVERY LRV #62 O
DELIVERY LRV #64		18APR99						DELIVERY LRV #63 O
DELIVERY LRV #65		3MAY99						DELIVERY LRV #64 O
DELIVERY LRV #66		18MAY99						DELIVERY LRV #65 O
DELIVERY LRV #67		2JUN99						DELIVERY LRV #66 O
DELIVERY LRV #68		17JUN99						DELIVERY LRV #67 O
DELIVERY LRV #69		2JUL99						DELIVERY LRV #68 O
DELIVERY LRV #70		17JUL99						DELIVERY LRV #69 O
DELIVERY LRV #71		1AUG99						DELIVERY LRV #70 O
DELIVERY LRV #72		16AUG99						DELIVERY LRV #71 O
								DELIVERY LRV #72 O
			JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND	JFMAJJASOND
			1994	1995	1996	1997	1998	1999

Plot Date 5JAN95
Data Date 1DEC91
Project Start 1JAN94
Project Finish 31DEC94

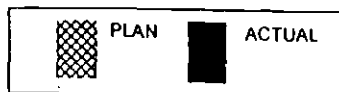
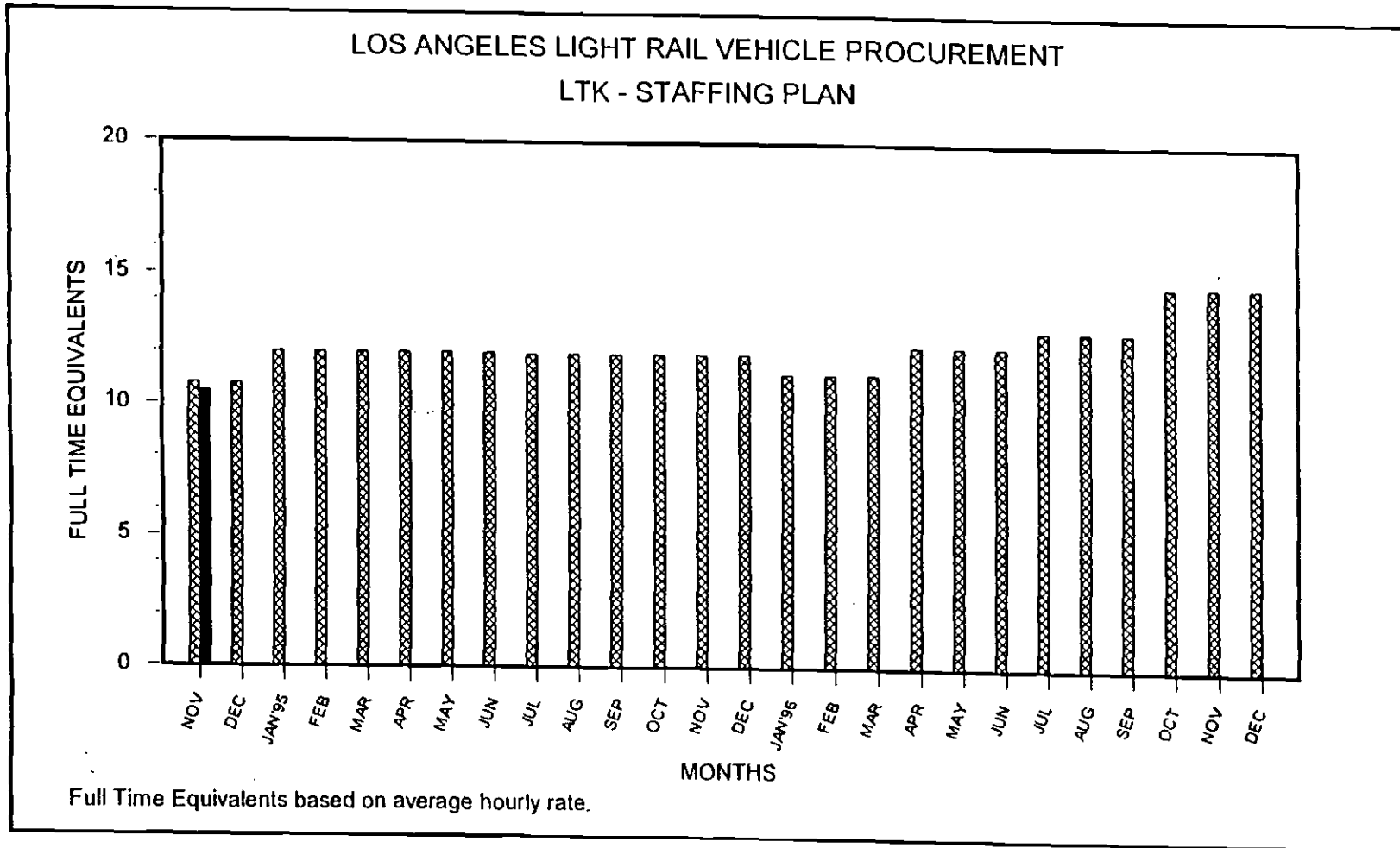
Activity Breakdown Format
Legend
O -> Offloading activity

LACHTA - P2000
CURRENT PROJECT SCHEDULE -- 01DEC91
TECH SPEC 1 4 2a

PROJECT SCHEDULE

Date	Action	Status	Approved

Copyright Systems, Inc.



COST REPORT TERMINOLOGY - Cost Descriptions

ORIGINAL BUDGET The Original Project Budget as established by the Los Angeles County Metropolitan Transportation Authority (LACMTA) to commence design and procurement.

CURRENT BUDGET The Current Budget reflects the Original Budget plus all budget amendments adopted by formal LACMTA action. The Project Manager has the authority to approve budget fund shifts from one budget category to another via the Project Budget Change Request (PBCR) procedure as long as the "bottom line" project total is maintained.

AUTHORIZED FOR EXPENDITURE (AFE) The maximum amount of funds authorized for expenditure by the LACMTA for each contract or work order.

COMMITMENTS The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, and other LACMTA actions which will result in specific expenditures at a future time.

INCURRED COSTS The total value of work performed to date of services received, and acquired materials.

EXPENDITURES The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts.

CURRENT FORECAST The best estimate of the final cost of the project when all checks have been issued and the project is closed out. The *current forecast* is composed of actual costs incurred to date, the best estimate for work remaining, and a current risk assessment for each budgeted cost item.

VARIANCE The difference between the *current forecast* and the *current budget*. A positive variance indicates a project cost overrun while a negative variance indicates a project cost underrun.

COST REPORT TERMINOLOGY - Budget Categories

CONSTRUCTION Includes procurement contract, and premiums for owner's insurance.

PROFESSIONAL SERVICES Includes general engineering, procurement management, project management oversight, special counsel, and staff costs.

CONTINGENCY A fund established at the beginning of a project to provide for additional costs which may arise during the course of the project.

PROJECT REVENUE Includes all revenue receivable to the LACMTA as a direct result of project activities. This includes cost sharing of construction items, insurance premium rebates, and the like.