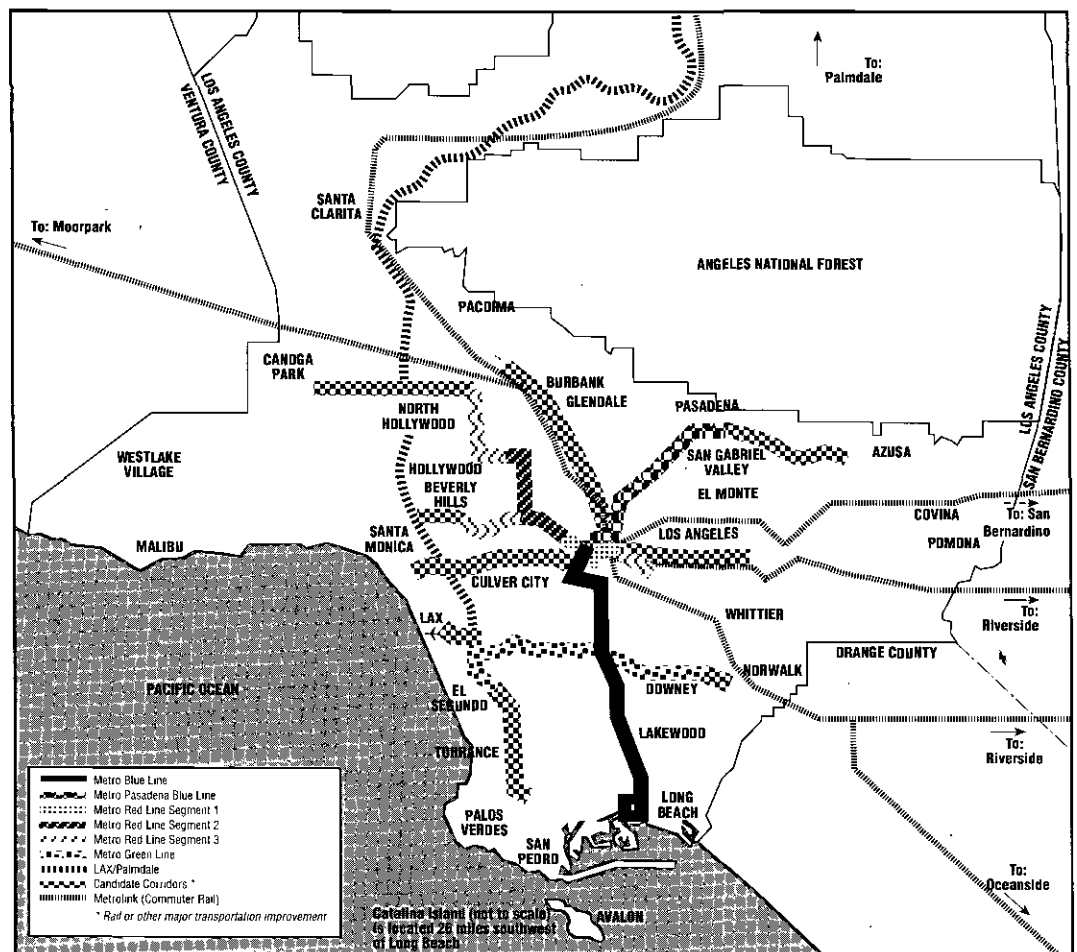


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

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

OCTOBER 1994

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design (Rebaselined)	
Expended to Date	88,769 *	Actual:	77%
Current Budget	841,000	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 1997		
Forecast	June 1998		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	561,475 *	Actual:	99%
Current Budget	717,802	Construction	
Schedule Status		Actual:	92%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	790,936*	Actual:	99%
Current Budget	1,511,681	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	42%
Wilshire	Vermont/Hlywd		
Original Jul '96	Sep '98		
Forecast Jul '96	Sep '98		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	116,528*	Actual:	86%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	4%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through Sept 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	8,300*	Design	
Current Budget	490,663	Actual:	27%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	1999		
Forecast	1999		

Vehicle Acquisition Project			
Cost Status	(\$000)	Project Progress	
Original Budget	257,597	Design	
Expended to Date	28,126*	Actual:	6%**
Current Budget	257,597	Manufactured	
Schedule Status:		Actual:	6%**
Delivery of Final Cars:			
Original	November 1997		
Forecast	November 1999		

* Expenditure data through Sept 1994

** Based on Milestone Payments

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

STATUS DATE: 10/28/94

(IN THOUSANDS)

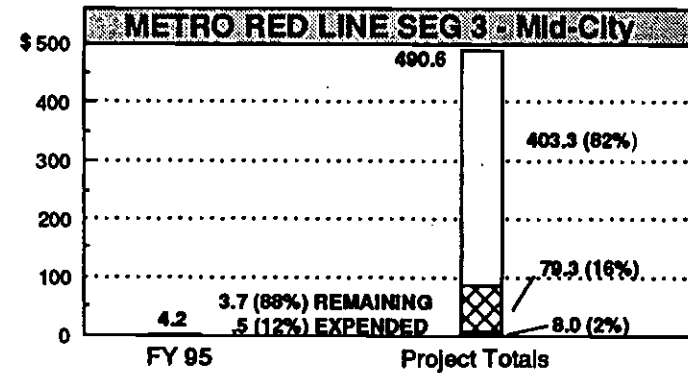
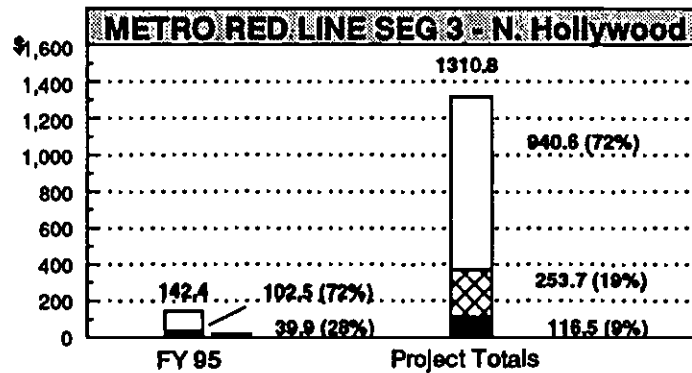
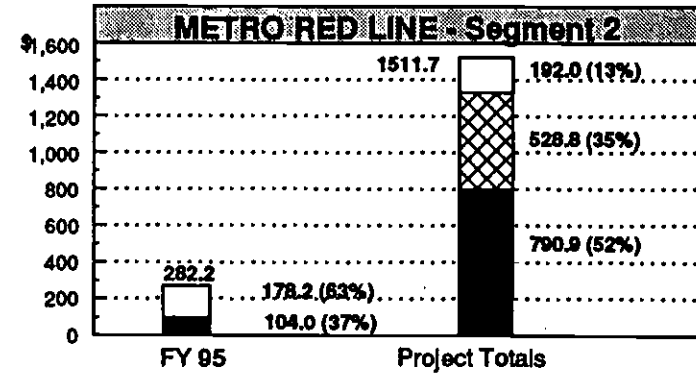
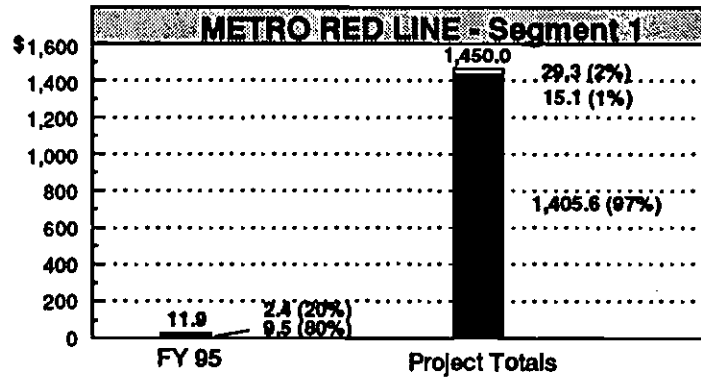
PROJECT: TOTAL RAIL PROGRAM

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	4,595,634	(65,763)	3,176,979	52,686	2,278,957	56,669	2,195,393	4,678,753	83,120
S PROFESSIONAL SERVICES	1,466,008	1,768,799	(1,218)	1,362,216	15,135	1,147,034	15,154	1,144,684	1,805,657	36,858
R REAL ESTATE	453,432	522,489	23,866	333,975	26,578	341,771	26,579	341,680	515,919	(6,571)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	1,514	121,646	2,217	93,414	2,217	92,894	153,987	7,051
D SPECIAL PROGRAMS	11,044	20,884	59	6,354	126	3,182	126	3,182	21,537	653
C CONTINGENCY	465,256	373,447	0	0	0	0	0	0	275,497	(97,950)
A PROJECT REVENUE	(18,115)	(36,585)	(234)	(1,054)	0	(6,462)	(1,316)	(7,836)	(35,746)	839
PROJECT GRAND TOTAL	7,038,766	7,391,605	(41,775)	5,000,119	96,742	3,857,897	99,430	3,769,999	7,415,605	24,000

NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	46,629	28	43,899	1,107	1,756	57	57	60,697	14,068
S PROFESSIONAL SERVICES	0	14,425	(1,804)	10,011	89	9,227	89	9,227	16,297	1,872
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	130	130
D SPECIAL PROGRAMS	0	0	(23)	20	0	22	0	22	20	20
C CONTINGENCY	0	4,195	0	0	0	0	0	0	3,195	(1,000)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	(1,799)	53,931	1,197	11,007	147	9,309	80,341	15,091
PROJECT GRAND TOTAL	7,038,766	7,456,854	(43,574)	5,054,051	97,939	3,868,905	99,577	3,779,308	7,495,947	39,092

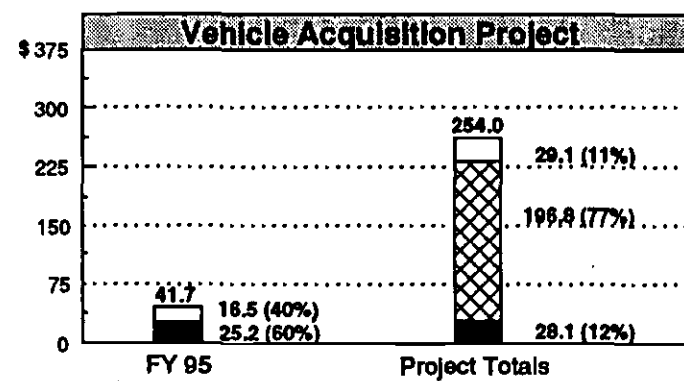
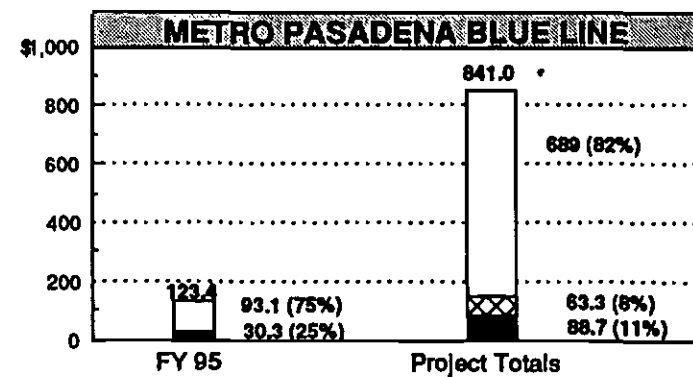
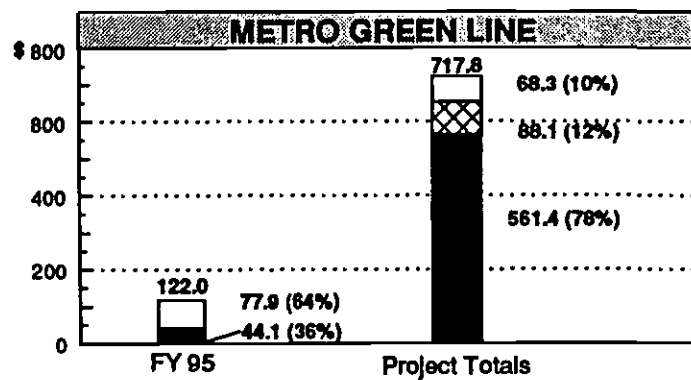
This report includes total project costs for the Metro Blue Line of \$877,271.

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



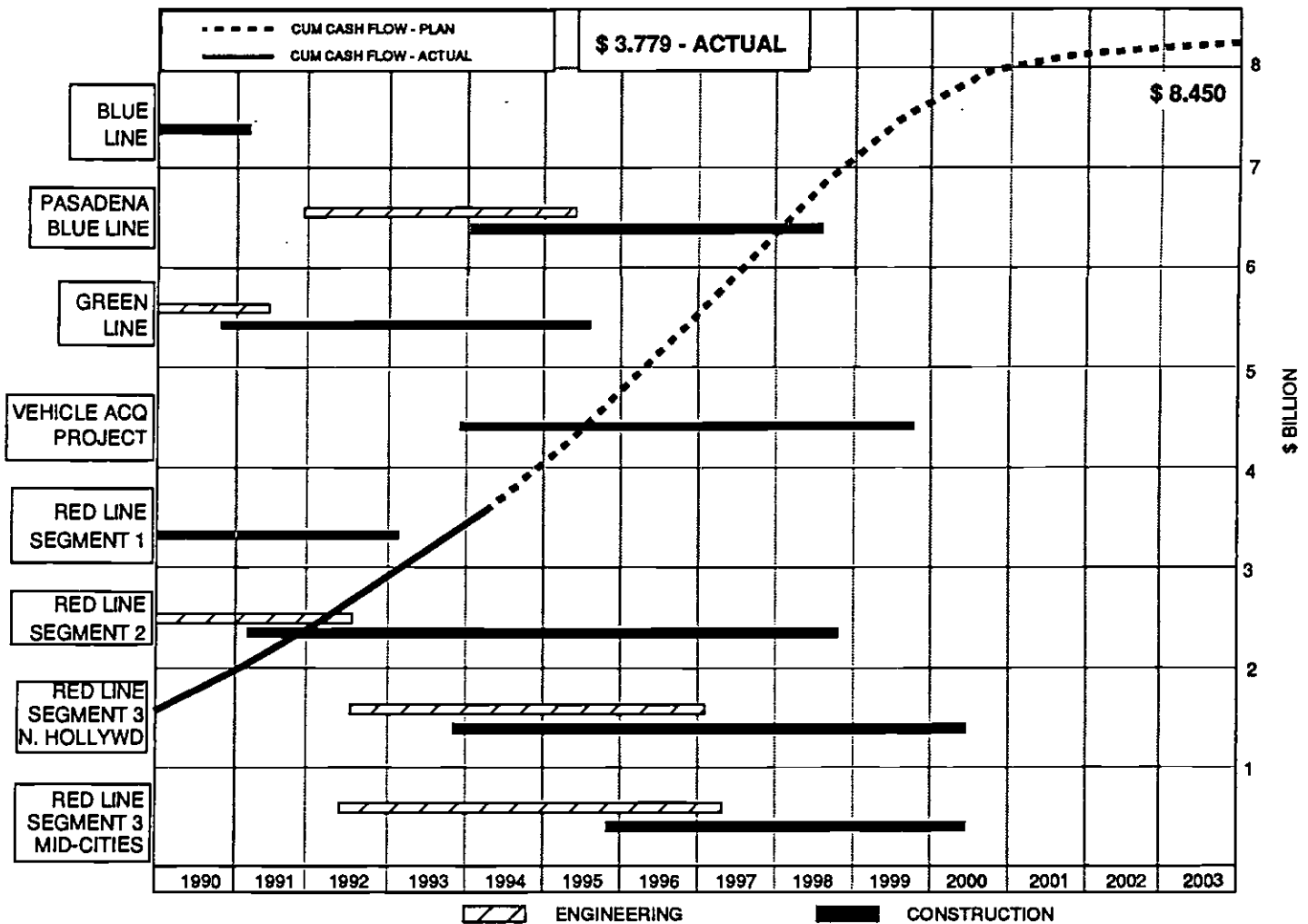
Actual Spent
 Encumbered
 Remaining Budget

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



Actual Spent
 Encumbered
 Remaining Budget

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											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	23
PROP A/C (TRANSIT ENHANCEMENT)									59.3	4							59.3	1
PROPOSITION C			503.2	60	399.9	56					343.8	26	94.4	19	115.9	45	1457.2	20
PROP C (AMERICAN DISABILITY ACT)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	257.6	100	7456.9	100

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

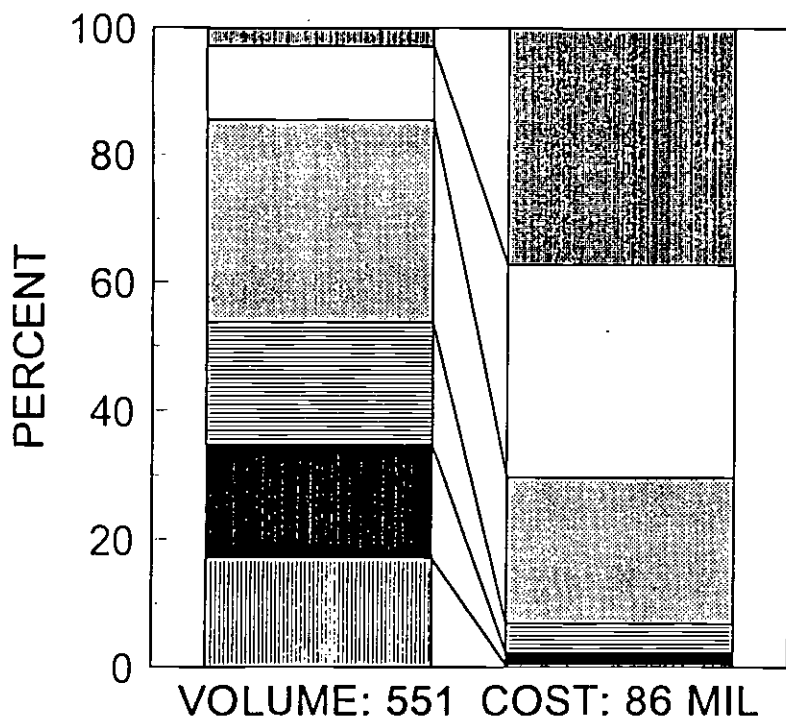
** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR)
CHANGE VOLUME BY COST LEVEL AND BASIS
BASED ON EXECUTED CHANGES AS OF 10/30/94

COST LEVEL

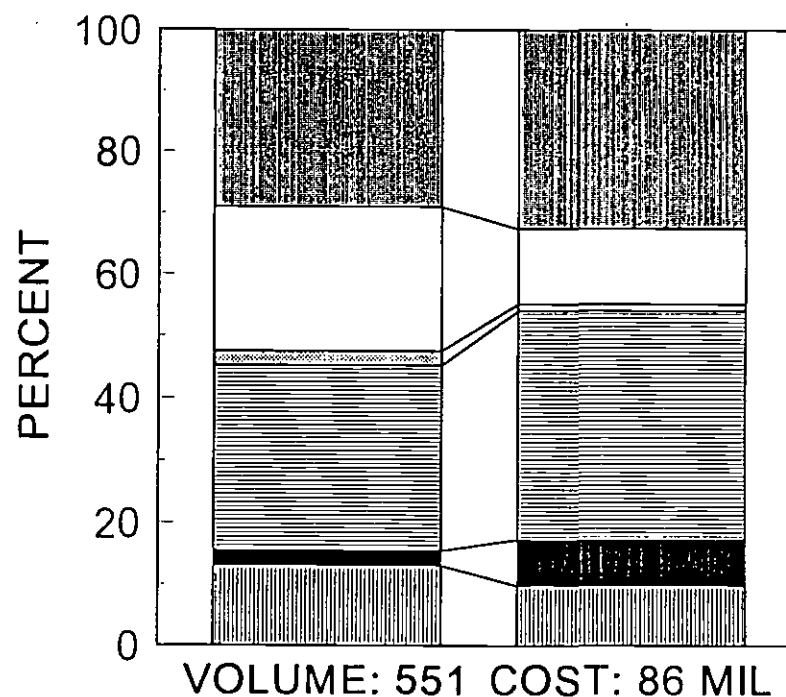
Total: \$86 Million



0-10 10-25 25-50
50-200 200-1MIL >1 MIL

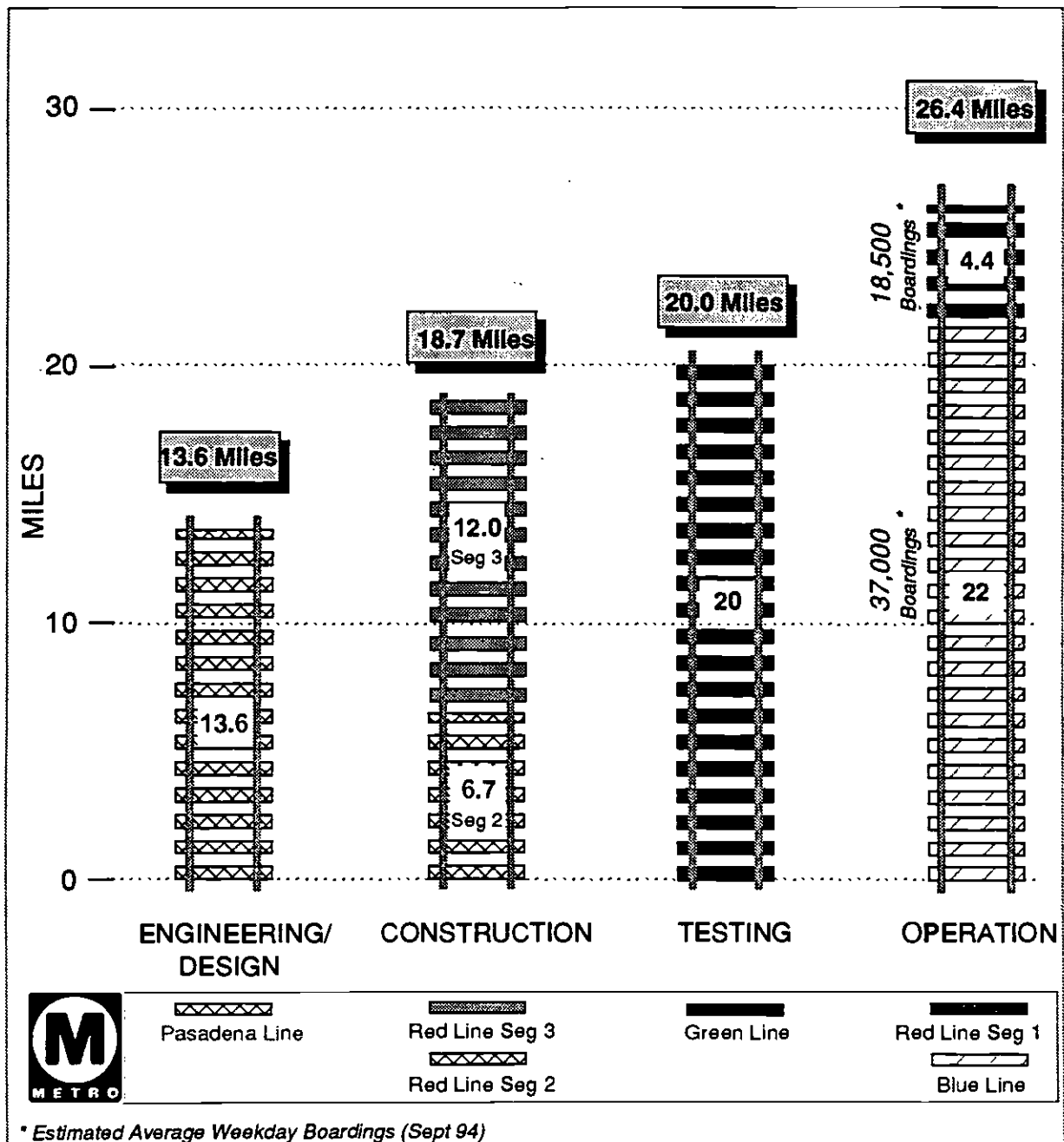
BASIS

Total: 551



OTHER AGENCIES SCHEDULE CHANGES CONTRACT CHANGES
CLAIMS DISRUPTIONS SPECIAL STUDIES ADMINISTRATIVE ISSUES

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	163	10	153	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	88	86	2	0	0
Red Line Seg 3 NH	175	36	***	8	***
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 25.03% which exceeds the MTA goal by 5.03%. 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 4.25% of total program costs, which just exceeds the 4% MTA goal by 0.3%. 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%	508,344	58.77%	487,051	67.85%	812,270	56.11%	1,009,426	66.51%	820,453	62.16%	329,211	67.10%	229,759	89.19%	4,854,001	64.76%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	86,860	5.72%	84,568	6.41%	48,543	9.89%	0	0.00%	515,918	6.88%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	82,745	9.57%	81,794	11.40%	221,859	15.29%	151,500	9.98%	77,781	5.89%	36,708	7.48%	1,700	0.66%	723,472	9.65%	
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%	56,551	3.73%	57,676	4.37%	19,627	4.00%	5,335	2.07%	318,620	4.25%	4%
OTHER	14,222	1.62%	24,905	2.88%	18,020	2.51%	32,671	2.25%	55,310	3.64%	36,459	2.76%	11,647	2.37%	12,263	4.76%	205,497	2.74%	
SUBTOTAL	193,106	22.01%	218,446	25.25%	199,758	27.83%	466,317	32.16%	400,880	26.41%	275,123	20.85%	102,980	20.99%	19,298	7.49%	1,875,908	25.03%	20%
UTILITY/FORCE ACC													5,088	1.04%			5,088	0.07%	
CONTINGENCY	963	0.11%	63,903	7.39%	10,515	1.46%	31,432	2.17%	20,922	1.38%	139,658	10.58%	4,841	0.99%	8,540	3.32%	280,774	3.75%	
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%	1,517,788	100.00%	1,319,804	100.00%	490,663	100.00%	257,597	100.00%	7,495,944	100.00%	

NOTE: Data reflects Current Forecast.

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

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

NEW - October 1994

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.

ONGOING

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.

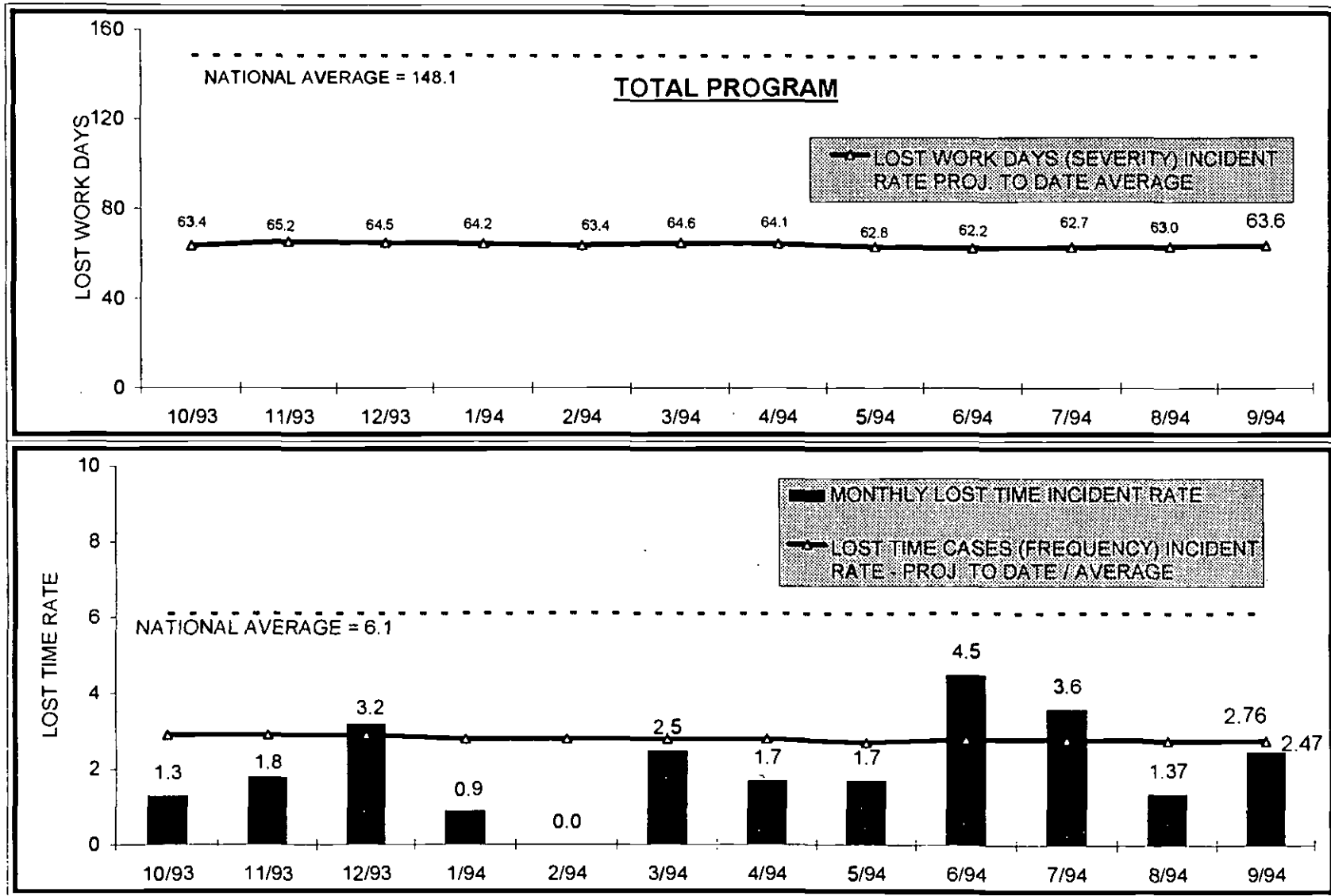
RESOLVED

No New Items

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

RAIL PROGRAM STATUS SUMMARY

OCTOBER 1994



prepared by : MASS TRANSIT GROUP

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.

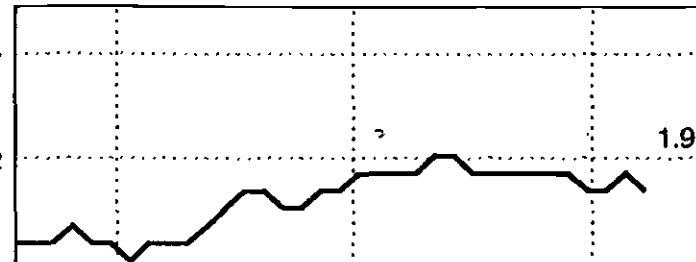
Long Beach Transit Mall

Blue Line Summary

Cumulative Accident Rate Per Month

Total Accidents

Avg. Accidents Per Month

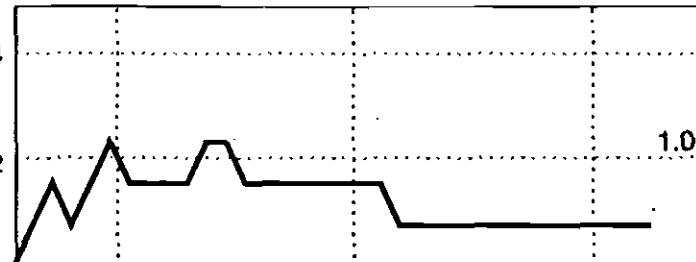


97 Accidents

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

2 Accidents this month.

Avg. Accidents Per Month

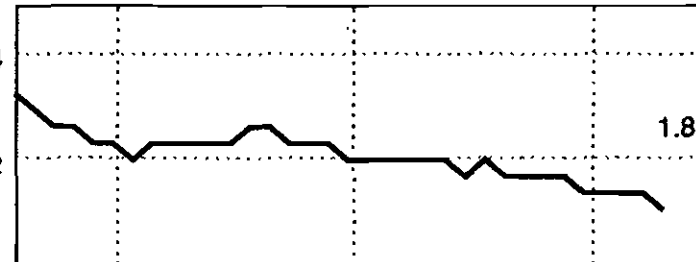


50 Accidents

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

1 Accident this month.

Avg. Accidents Per Month

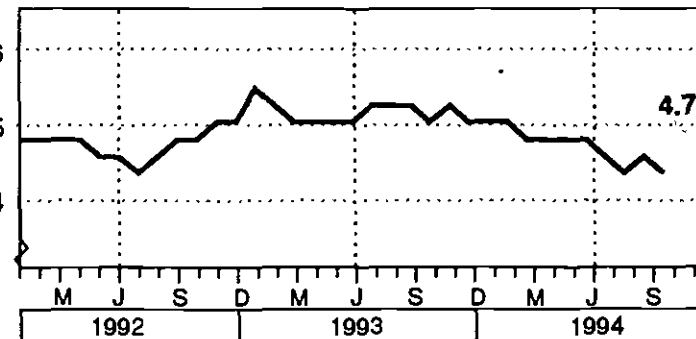


95 Accidents

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

No Accidents this month.

Avg. Accidents Per Month



242 Total Accidents

3 Accidents this month.

INVOICE PROCESSING

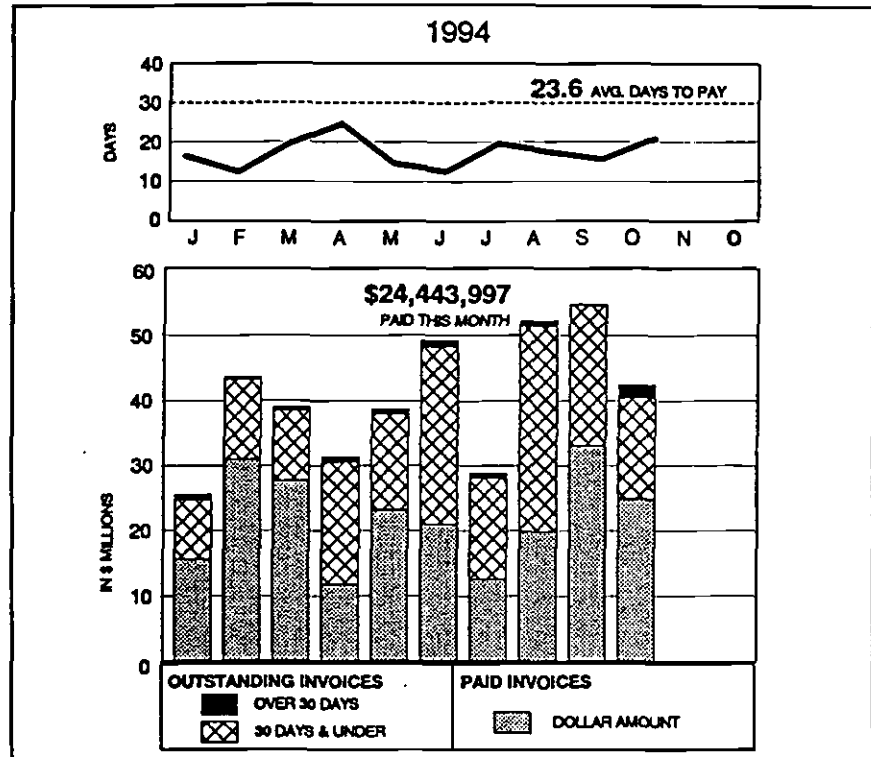
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 23.6 days.

- 49 invoices were paid this month for a total value of \$24,443,997.

- There were 28 outstanding Construction or Procurement invoices under 30 days old for \$15,215,148.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1994	41	15,234,506	5	866,404	62	8,132,654	55	540,007
AUG 1994	52	31,032,822	10	827,523	67	5,346,270	87	9,187,211
SEP 1994	35	21,272,702	5	69,584	83	13,526,215	33	734,651
OCT 1994	28	15,215,148	3	2,199,397	82	14,708,302	39	868,554

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
90 Days
R05 Pasadena Blue Line

Page: 1

UPDATE:02-Nov-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C6435	Reconst. & Retro/Steel, Concrete Bridges	FP			12/05/94	12/14/94	01/25/95				VRANESH \BALL \PIERCE

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

Page: 2

UPDATE:02-Nov-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
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

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

Page: 3

UPDATE:02-Nov-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C0301	Hollywood/Highland Station	Uni			11/07/94	11/22/94	12/20/94	01/03/95	01/09/95	01/25/95	Gatewood \Mori \Williams
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

EXECUTIVE SUMMARY

The Final Design percent complete for the month of October is 77%. Design is progressing according the recently rebaselined plan. The progress represents an increase of 1% point increase from last month's cumulative progress of 77%.

Work was completed on defining and approving a limited construction program for Pasadena. Contract repackaging is under way for C6435, Bridge Retrofit and Reconstructions of Concrete and Steel Bridges. Invitation for bid is scheduled for December 5, 1994.

The Camera Ready submittal was submitted to MTA Construction Division for Contract C6420, Los Angeles River Bridge to Arroyo Seco Line Segment. The majority of station designs are continuing toward Pre-Final and Final submittals. The exception is Chinatown Station which continues to be delayed pending completion of Chinatown pedestrian linkage study. Contract C6470, Avenue 50, Avenue 51, and SW Museum Station, and Contract C6490, Union Station Platform, are proceeding to Camera Ready.

Los Angeles River Bridge construction is continuing. All bridge foundation work and bent construction, including restoration of river channel liner, is 100% complete. Work continues on the south bridge retaining wall approach. Erection of falsework is in progress for pier tables which will support supplemental construction.

Removal of existing trackwork on the Pasadena Blue Line up to Walnut Avenue was completed by Metrolink contractors. Media event was held on October 25th to donate railway memorabilia to local museums.

Administrative Work Authorization was issued October 21, 1994 for Contract C6430, Arroyo Seco Bridge Reconstruction. Full site access to Kiewit Pacific Company is scheduled for December 15, 1994.

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 Progress - Actual 77%
 - Overall Design Progress - Actual 83%
- Construction Progress
 - Los Angeles River Bridge Progress - Actual 31%
 - Arroyo Seco Bridge Progress (B) - Actual 0%
 - Overall Construction Progress - 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	163	10	153	TBD *	TBD *
LAST MONTH	155	8	142	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 is experiencing cost growth in making the yard a more permanent facility due to uncertainty in 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:** Value engineering changes have been approved. Final Design in process. Evaluation is continuing on providing wheel truing and heavy repair at either Long Beach yard or Metrolink's Taylor yard facilities.

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:** Ratkovich continues to be unwilling to negotiate without changes in the aerial structure design, which would require redesign and additional right-of-way. MTA has proposed structural changes on Vignes Street to Ratkovich. A formal response is outstanding. MTA is recommending adoption of updated seismic design criteria which requires changes in the aerial structure design to be done concurrently with the Vignes Street changes. A decision has been delayed until November.

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 may have 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. City has received Consultant proposals for design of the transportation center.

Status: Consultant proposals have been evaluated jointly by City and MTA. MTA continues to work with the City on planning design charette in November to review concepts and joint development opportunities at the Del Mar site.

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 is reevaluating property appraisal for revised offer. MTA Construction Division is preparing advance planning studies for Caltrans for approval of pedestrian access to the station platform in the median of the 210 freeway.

Marmion Way Corridor

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

AREAS OF CONCERN (cont.)**Del Mar to Memorial Park Line Segment**

- Concern:** Major impact on line segment and Memorial Park Station design to allow Holly Street to remain open.
- Action:** EMC has completed evaluation and value engineering tasks. Cost sharing by the City of Pasadena is required.
- Status:** The City Council in Pasadena has approved MTA Construction Division's cost sharing proposal with the City accepting full responsibility on street improvements outside the transit way.

Chinatown Station

- Concern:** Study of the Chinatown pedestrian linkage, which may impact the Chinatown aerial structure and station design, and may require additional property acquisition, is continuing.
- Action:** MTA Construction Division is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to Chinatown Station platform.
- Status:** Additional pedestrian access alternatives which mitigate community issues and minimize impacts to project design have been prepared. Follow-up meeting with elected officials and community representatives is scheduled for October 26th to present recommended alternative. Full community meeting is scheduled for December 6, 1994.

RESOLVED**Del Mar to Memorial Park Line Segment**

KEY ACTIVITIES - ACCOMPLISHED IN OCTOBER

- MTA Construction Division and EMC continued negotiations on key contract change requests on design changes.
- Completed all foundation and bent construction on Contract C6410, LA River Bridge. Restoration of river channel liner completed. Erection of falsework in progress for construction of pier tables and back spans for bridge superstructure.
- Submitted Camera Ready design submittal for C6420, L.A. River to Arroyo Seco line segment.
- Contract C6430, Arroyo Seco Bridge Reconstruction, Santa Fe selected dump for disposal of lead contaminated soil at site. Issued administrative work authorization to Kiewit-Pacific on October 21, 1994.
- 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 planned for December 5, 1994.
- EMC presented new station concept for Contract C6490, Del Mar Station to MTA staff. Discussion with the City of Pasadena and relationship to proposed transportation scheduled for early November.
- C7300, East Wall, retaining wall construction essentially completed at Union Station separating Metrolink's track improvements from Pasadena's light rail station platform.
- The Pasadena City Council has approved MTA Construction Division's cost sharing proposal, with the City accepting full responsibility on street improvements outside the transit way on the Del Mar to Memorial Park Line Segment (C6450).
- Issued Plan and Profile of track alignment at 60% level for Contract C6450, Del Mar to Memorial Park Line Segment.
- Continued to finalize the alignment on Contract C6450, Del Mar to Memorial Park Line Segment, with Holly Street open.

KEY ACTIVITIES - ACCOMPLISHED IN OCTOBER (cont)

- Removal of existing trackwork between L.A. River and Walnut essentially completed by SCRRA under Contract C7290.
- Contract P2100, Precast Concrete Ties, issued Notice-to-Proceed to Rocla for the procurement of concrete ties.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Start redesign of Contract C6390, Chinatown Aerial Structure, to adopt new seismic design criteria.
- Contract C6410, LA River Bridge, place pier tables at main river bents. Erect travellers and begin segmental bridge superstructure.
- Continue to resolve remaining third-party issues for line segment Contracts C6420 (LA River to Arroyo Seco) and C6440 (Los Angeles River to Del Mar).
- Contract C6430, Arroyo Seco Bridge, Santa Fe to complete remediation of lead contaminated soil condition at site.
- Contract C6435, Retrofit Bridges, complete the repackaging of construction activities for retrofit of 13 bridges along the Pasadena Blue Line alignment. Submit final P, S & E package to Caltrans for approval.
- Contract C6450, Del Mar to Memorial Park Line Segment, complete Plan and Profile of track alignment at 75% Level.
- Complete negotiations with KaWES for Contract C6450, Del Mar to Memorial Park Line Segment. Start final design activities.
- Submit the Camera Ready station design packages for C6510, Allen Avenue and Lake Avenue.
- Complete all remaining construction work on the East Wall, Contract C7300 at Union Station. Terminate use of license area.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 31-Oct-94
Status Date: 28-Oct-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	604	56,464	4,004	12,332	5,683	10,795	486,185	12,662
S Professional Services	183,206	197,415	462	76,621	2,394	62,534	2,394	62,534	211,542	14,127
R Real Estate	68,100	72,308	13,014	13,814	13,033	13,565	13,033	13,565	74,308	2,000
F Utility/Agency Force Accounts	8,442	21,997	1,422	4,764	117	1,604	117	1,604	22,159	162
D Special Programs	3,377	4,402	0	386	13	271	13	271	6,904	2,502
C Contingency	62,705	71,355	0	0	0	0	0	0	63,903	(7,452)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	15,502	152,050	19,561	90,306	21,240	88,769	865,000	24,000

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

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

03-Nov-94

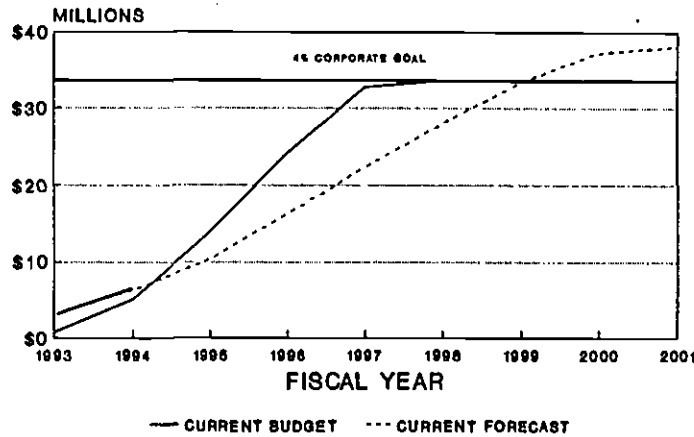
OCTOBER 94

STATUS OF FUNDS BY SOURCE

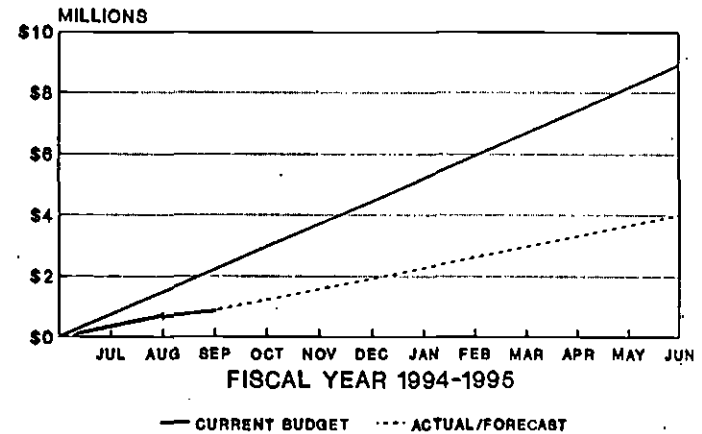
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$12,026	57%	\$12,026	57%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$49,189	\$11,770	7%	\$11,770	7%	\$11,770	7%
PROP C (40% DISC.)	\$340,502	\$64,973	\$128,254	38%	\$64,973	19%	\$76,999	23%
TOTAL	\$841,000	\$114,162	\$152,050	18%	\$88,769	11%	\$88,769	11%

NOTES: EXPENDITURES ARE THROUGH SEPTEMBER 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



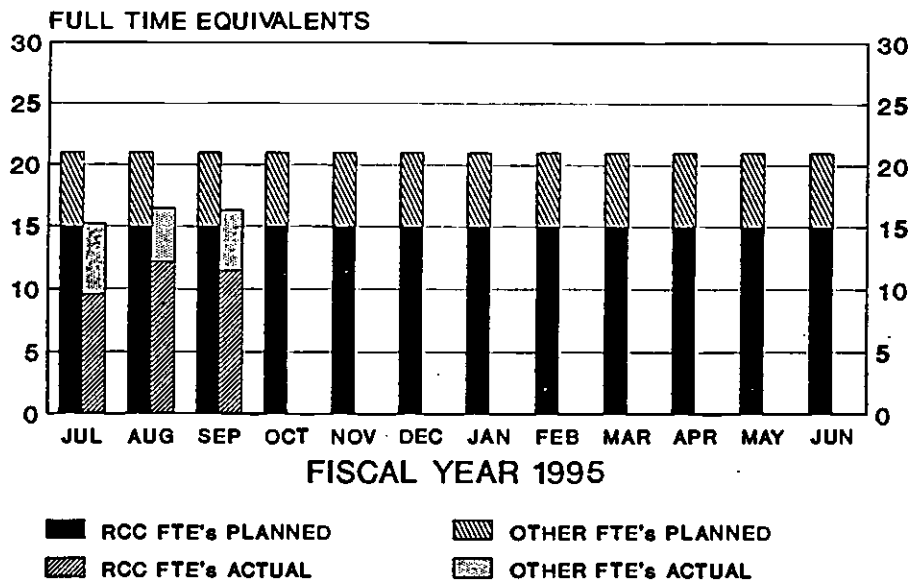
PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 38,139
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	\$2,226
ACTUAL TO DATE	\$874

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'95 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1995

RCC FTE's PLANNED	17
RCC FTE's ACTUAL	11
OTHER FTE's PLANNED (*)	6
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	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 10/14/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE						REMAINING AFE	P R O J E C T E D			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT I ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSEO 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%	%	\$444,545	(\$317,975)	\$782,520	.72%	-7.2%	
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$278,730	\$13,036,767	2.2%	22%	0%	\$997,074	(\$284,774)	\$1,291,848	.1%	-0.1%	
C6430	\$0	***%	\$0	\$0	\$0	\$0	***, %	***%	0%	\$0	\$0	\$0	***%	0.0%	
C7300	\$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	***%	***%	
PM801	\$0	***%	\$0	\$0	\$0	\$0	***, %	***%	0%	\$0	\$0	\$0	***%	***%	
	\$17,203,487	10%	\$1,720,349	\$18,923,838	\$278,730	\$17,482,217	1.6%	18%	0%	\$1,441,619	(\$812,749)	\$2,054,388	.19%	-1.9%	

11 - AFE Increase required

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

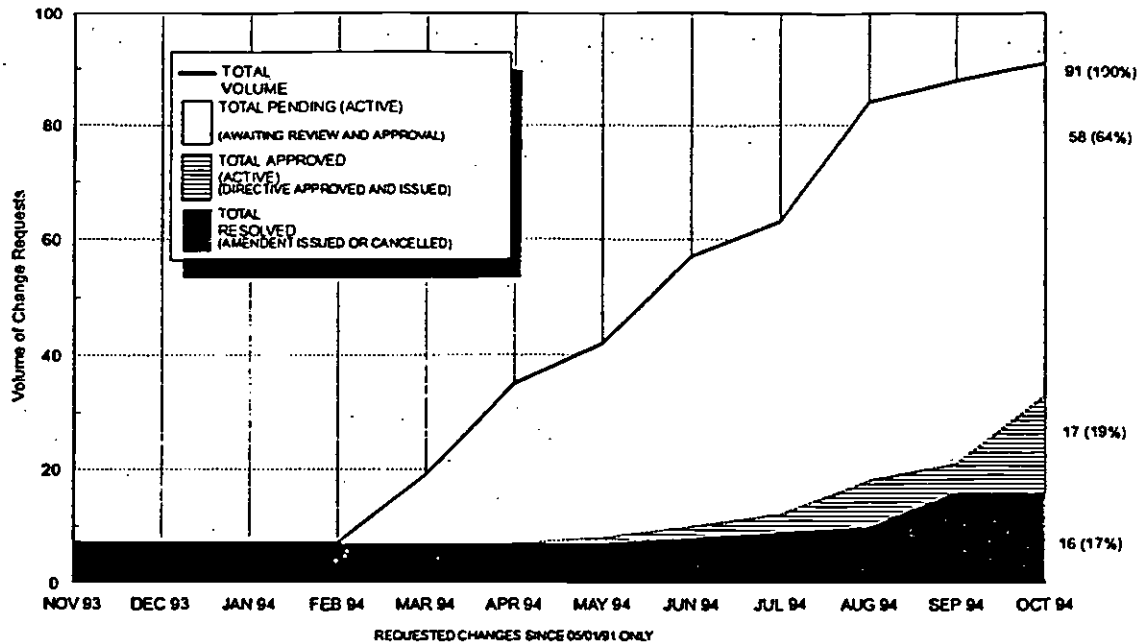
(*) Costs shared with other projects. Costs shown are for R05 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % Increase over original award (3) Logged contract changes ONLY

- Pasadena Blue Line
REV 2.0 08/18/94 lsa

PAGE 1

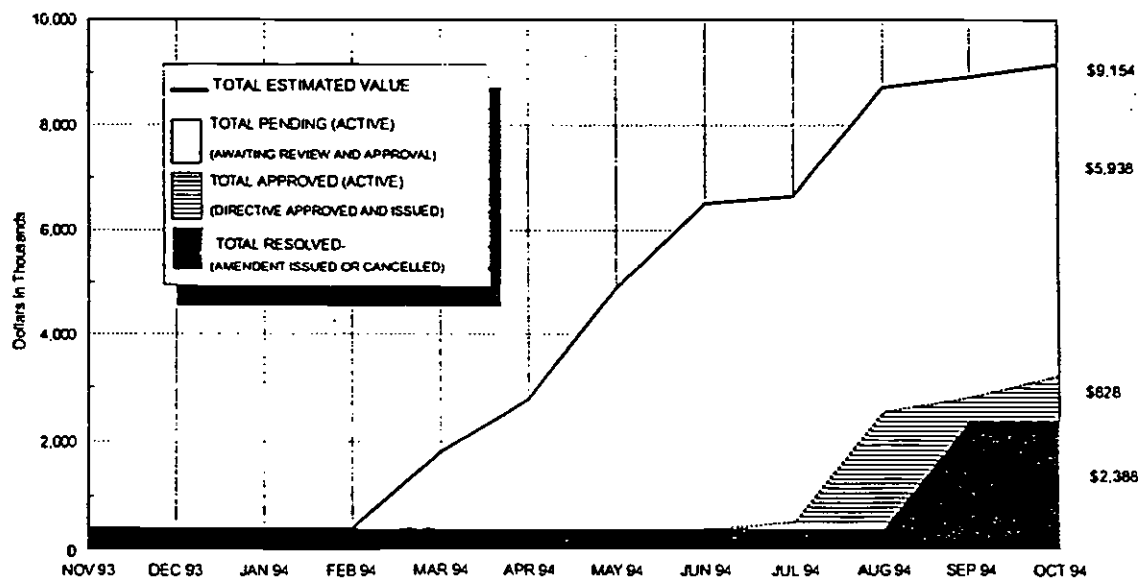
E. HAMM
PROJECT VALUE SUMMARY 10/14/94

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

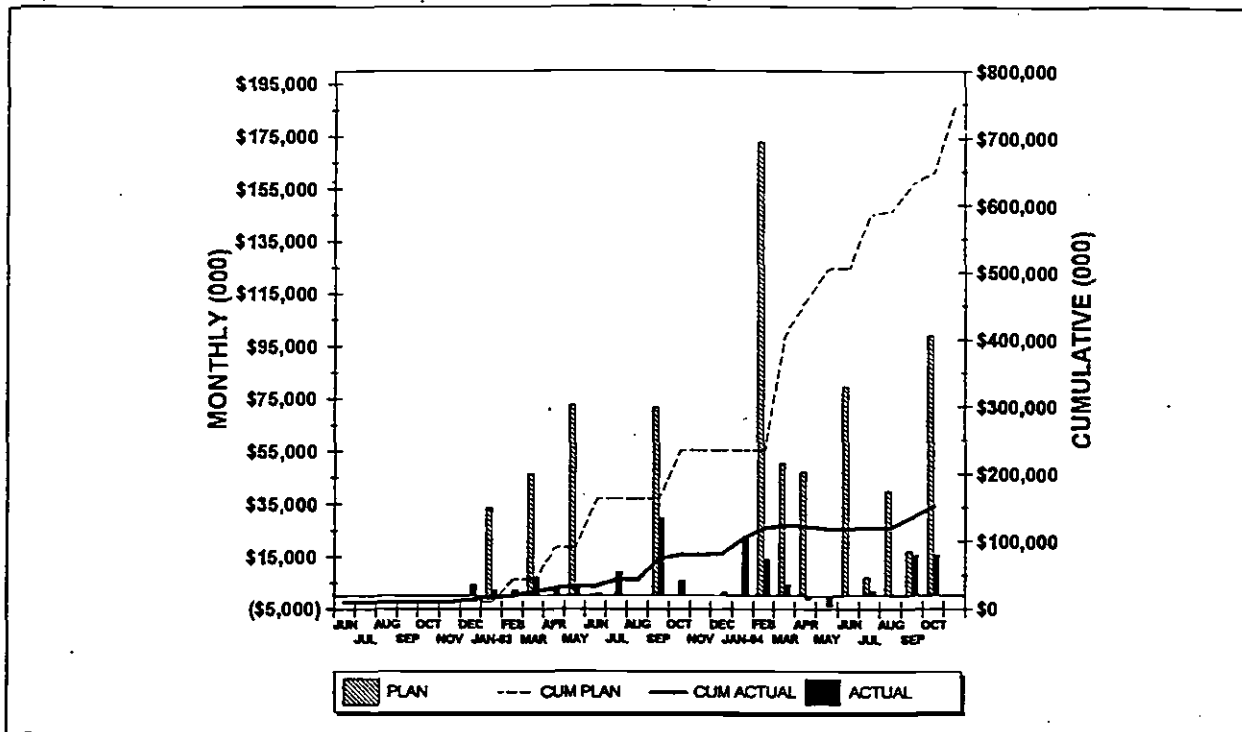


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	20	5	42	75
PERCENT	11%	26%	7%	56%	100%

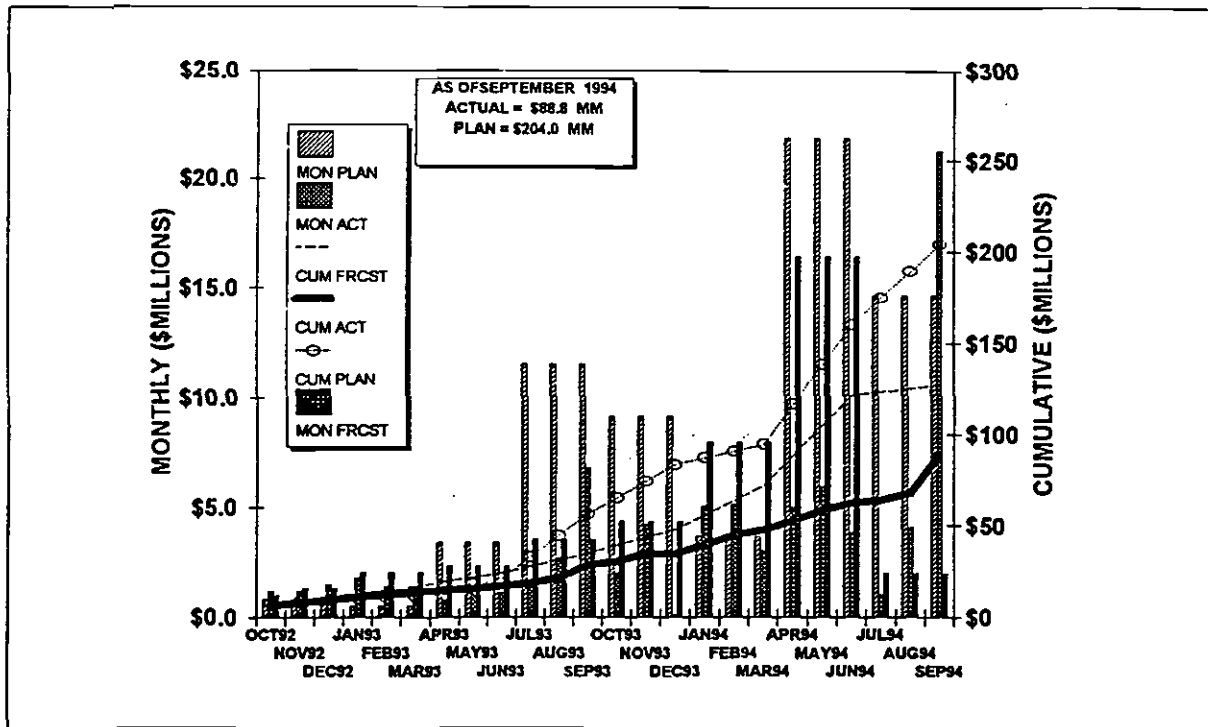
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



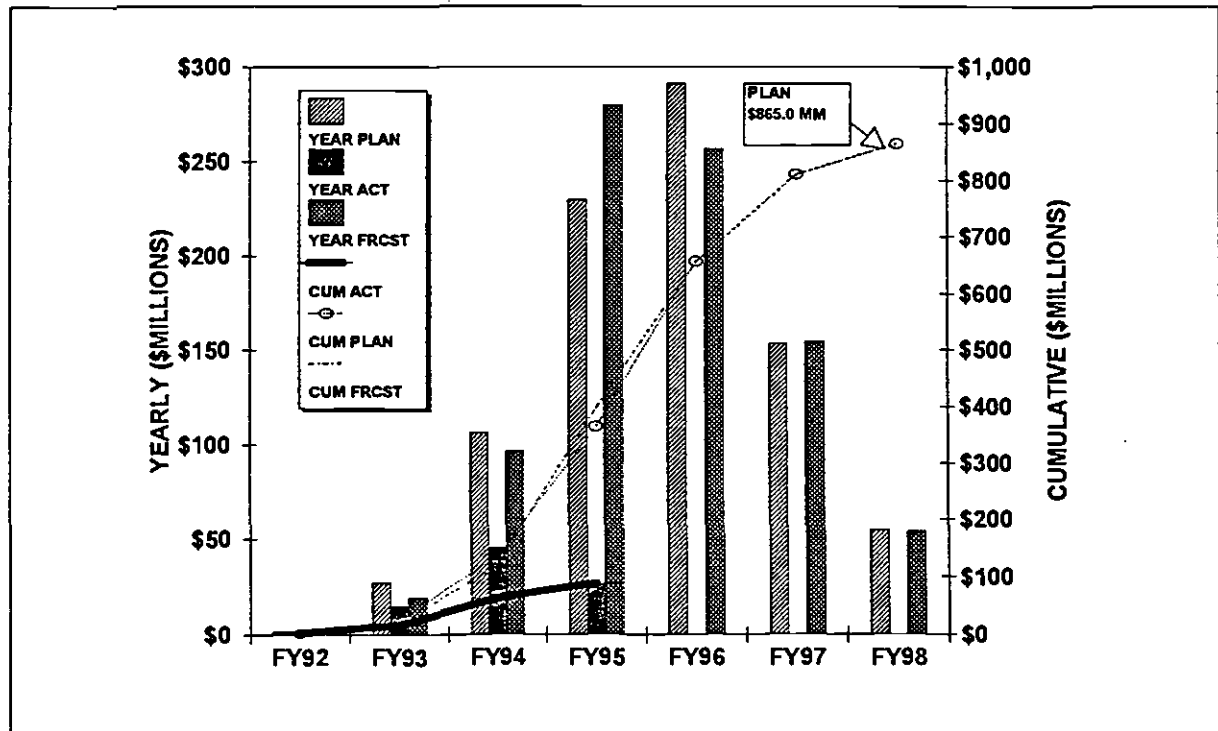
ANNUAL PROJECT COMMITMENTS



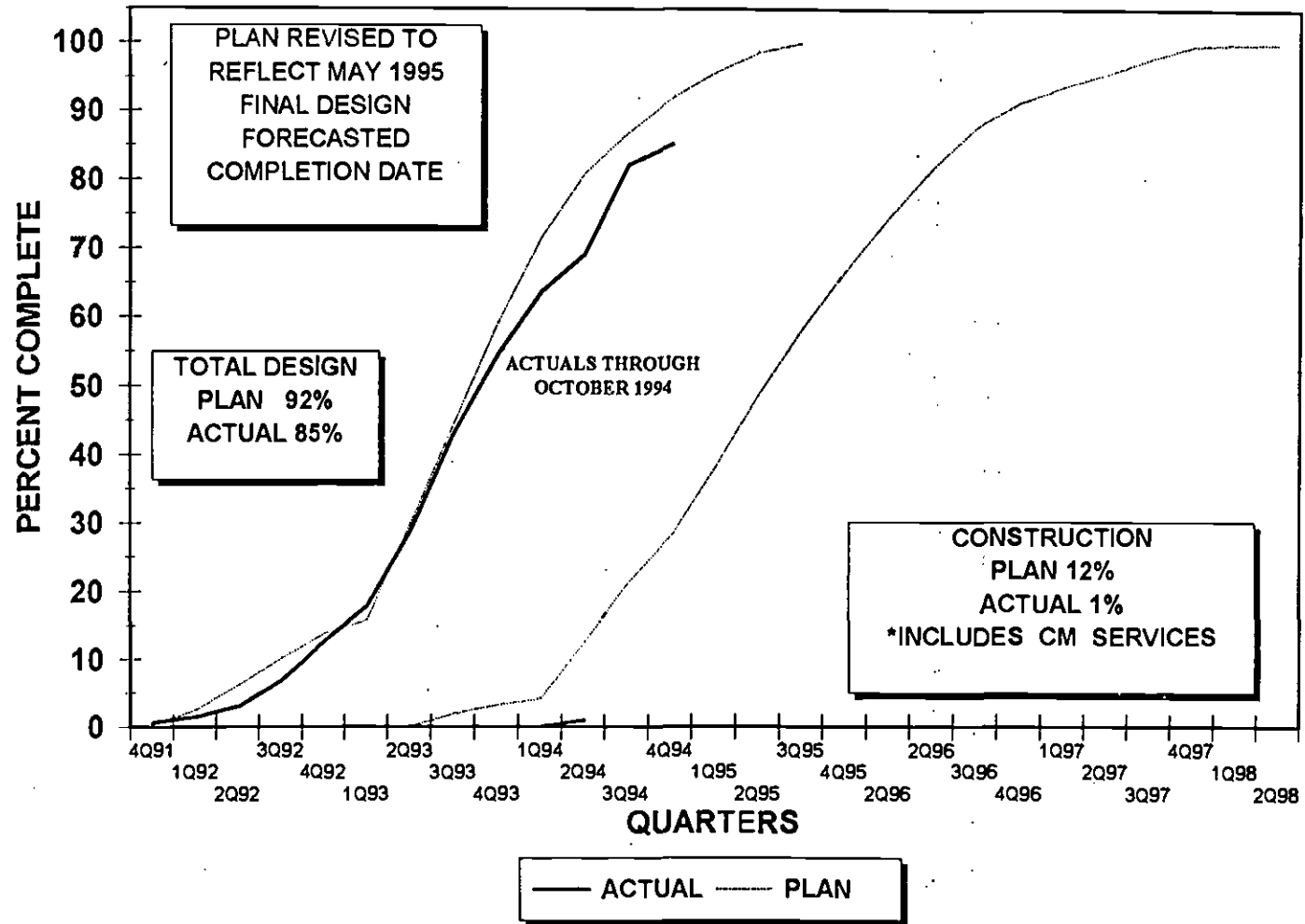
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



PASADENA BLUE LINE - PROGRESS SUMMARY

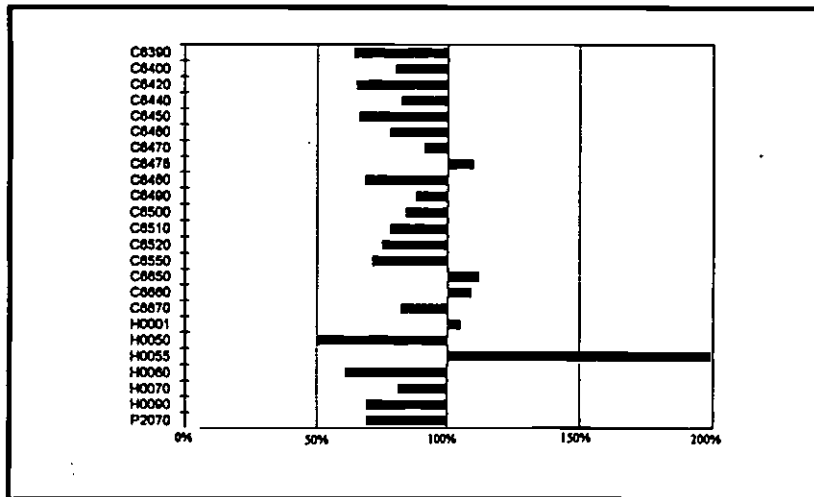


CRITICAL PATH DIAGRAM

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.

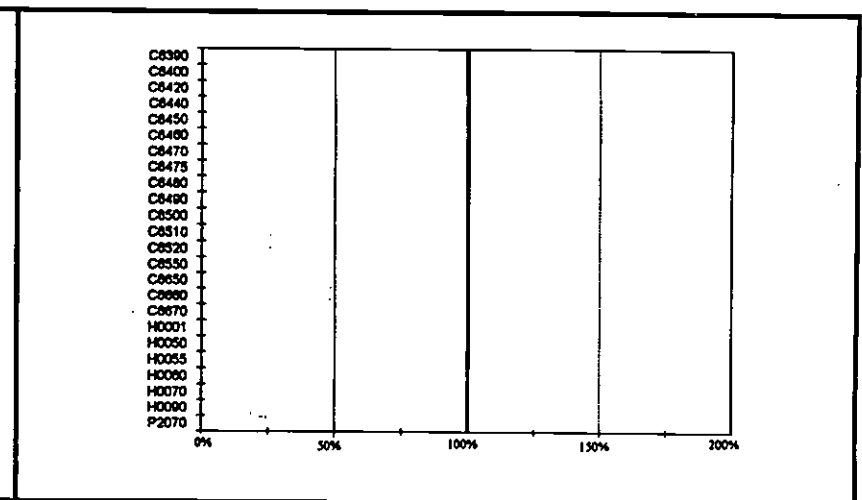
Pasadena Blue Line

Cost Performance Index



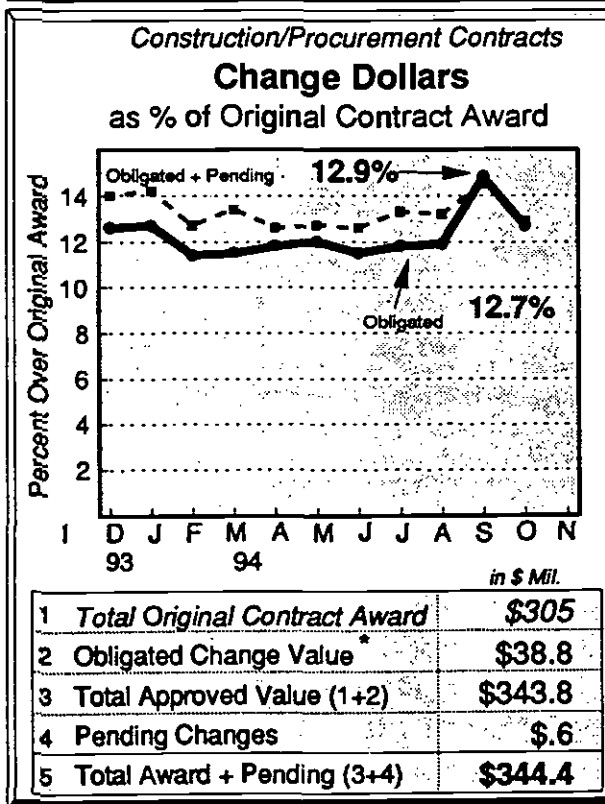
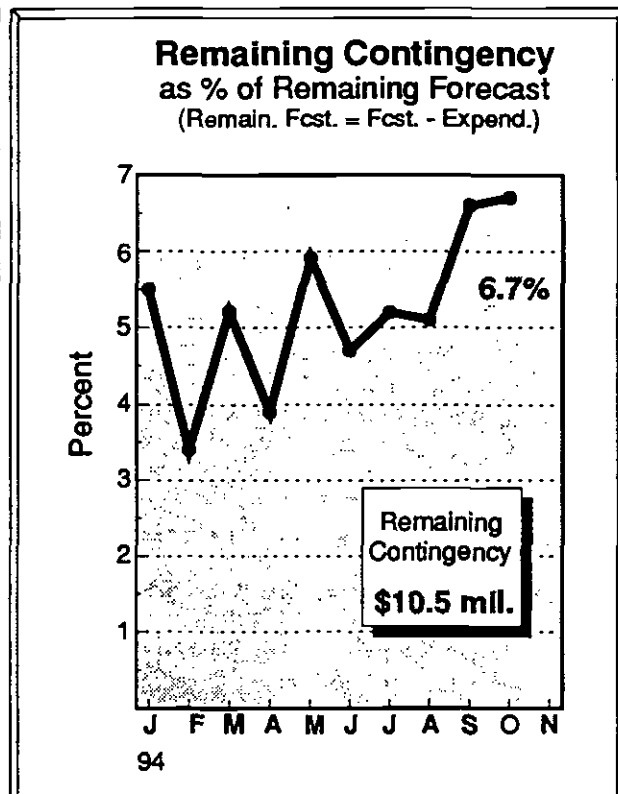
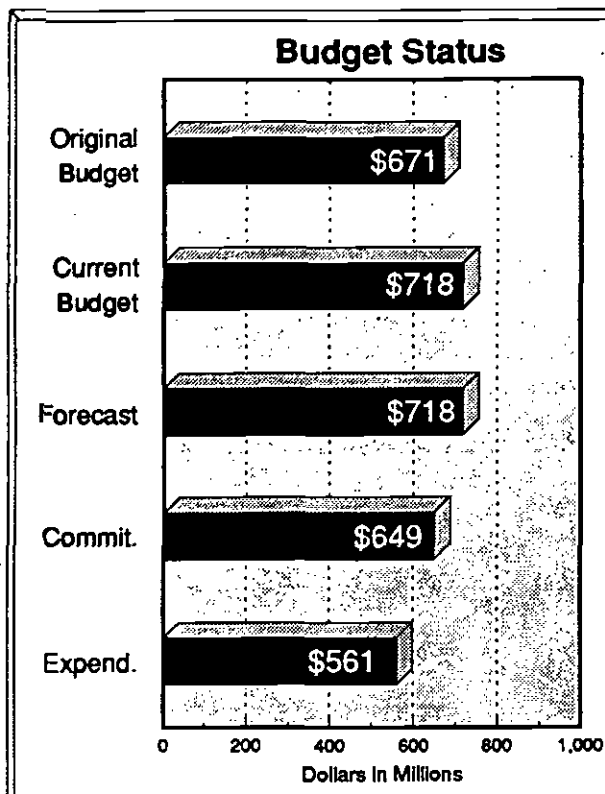
CPI Legend
Under 100% = Over Budget
Over 100% = Under Budget

Schedule Performance Index



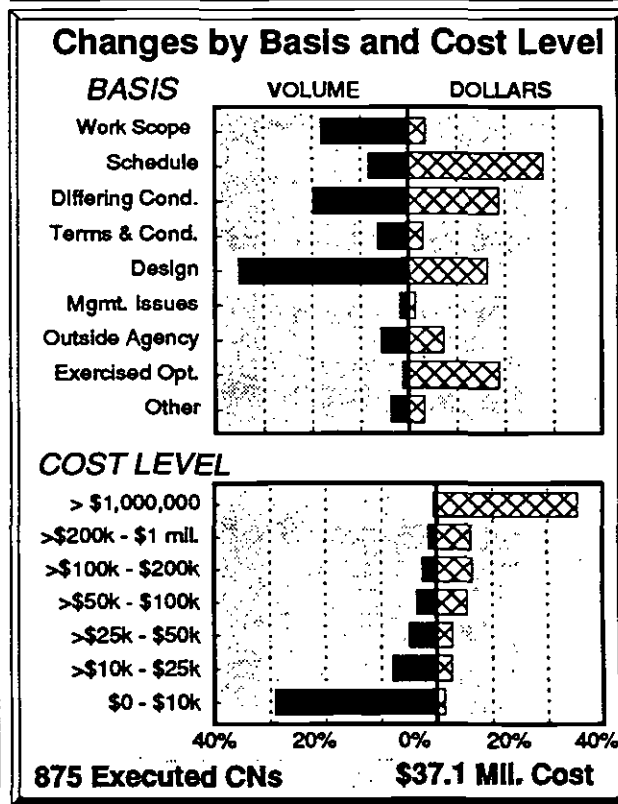
SPI Legend
Under 100% = Behind Schedule
Over 100% = Ahead of Schedule

FINANCIAL STATUS



R2910941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

December 1994

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

Employment Status

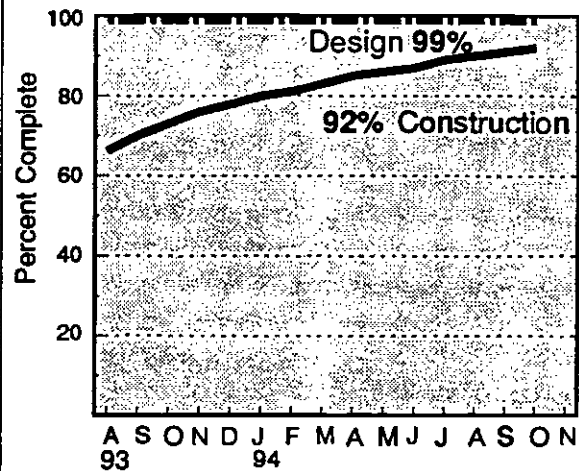
Months of Employment Provided

16,269

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

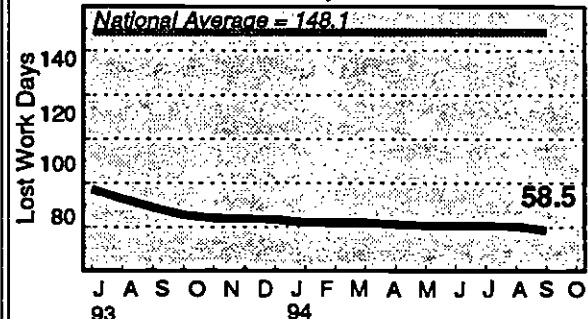
H0832 Systems
Cable Transmission

Systems Integrated Test
Norwalk-Marine ABS

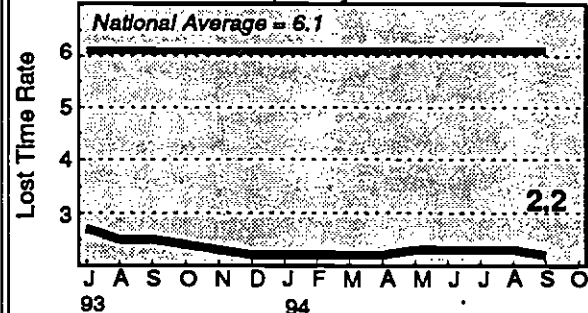
H0900 Systems
Safety Systems

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



R2310942.DRW

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 92%

REAL ESTATE STATUS

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

AREAS OF CONCERN

ONGOING

Contract H0831 (SCADA) 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.

Status: Contract H0900 has yet to provide the interface data sheets required. This issue is currently being tracked via weekly progress meetings.

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: Preliminary integrated testing using SCADA started in October 1994. The first series of official integrated tests are scheduled to start in November 1994.

Contract H0900 (Safety and Security Communications System) 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: OKA is directing MEC to increase their field crews per their schedule. The contractor is proceeding without installation drawings for the El Segundo Stations. The contractor's October schedule reflected 11% progress, a crew size of twenty and no slippage to the milestone dates. As of October 25,

1994 progress meeting, work force was stated at twenty-one. However, a portion of these workers were performing punchlist and corrective work. Work is now underway at all five El Segundo Stations.

RESOLVED

Contract H0900 (Safety and Security Communications System) Variable Message Sign Design and Fabrication Delays

Concern: The ADA mandated Variable Message Sign (VMS) Design and Procurement for Contract H0900 is unresolved.

Action: The first negotiation session was held on April 15, 1994. Special progress meetings are now being held.

Status: An agreement has been reached (CO # 9) on the cost and schedule issues related to VMS. New milestone dates of 1/15/95 (MS 3) and 1/31/95 (MS 4) have been agreed to. Current update reflects no slippage to delivery of VMS material.

Caltrans Project CT044-12 (I-105 Freeway Escalators/Elevators) Installation Delays

Concern: Caltrans Project CT044-12 has made limited progress due to outstanding Caltrans structural design issues. The current forecast, with some re-sequencing and no acceleration, shows completion of elevators in December 1994, and escalators in January 1995.

Action: Timely resolution of remaining Wilmington Station structural design issues is needed from Caltrans Sacramento.

Status: Resolution of I-105/I-110 design issues has been received and retrofit work is in progress.

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

Concern: Portions of station stairs have not been constructed per applicable code. Any required rework of station stairs could adversely impact follow-on contracts. Portions of stairs at Marine south and Douglas south will have to be rebuilt.

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

Status: The contractor is nearing completion of all corrective work for out-of-tolerance stairs at all stations. Inspection of all reworked stairs has yet to be performed. Follow on contractors have been granted 105 access and are proceeding.

KEY ACTIVITIES - OCTOBER 1994

- Cable pulling for Contract H1100 was completed in the I-105 Freeway Section. H1100 Cable pulling was also completed at Marine and Aviation locations.
- Contract H0832 completed the Cable Transmission System from Norwalk to Marine.
- Preliminary integrated testing with the Supervisory Control and Data Acquisition (H0831 SCADA) was started.
- Acceptance testing for traction power substations (H1200-TPSS) BM 03 through BM 08 was completed.

KEY ACTIVITIES - PLANNED FOR NOVEMBER 1994

- Start Contract H1100 (Automatic Train Control) integration and contractor acceptance testing.
- Start Contract H1100 (Automatic Train Control) installation at the Central Control Facility.
- Complete H1200 (Traction Power Substations) acceptance testing for all remaining substations.
- Complete Contract H0831 (Supervisory Control and Date Acquisition) installation and testing work.
- Complete Overhead Catenary System (H1400 Overhead Catenary Systems) at Norwalk.
- Start Supervisory Control and Data Acquisition (SCADA) and Traction Power Substation integrated testing.

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

Project: R23 METRO GREEN LINE

Periods: Sep 30, 1994 to Oct 28, 1994
Run Dates: Nov 1, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	484,698	1,576	429,648	2,308	376,085	5,410	362,310	300	475,538	-9,160
S PROFESSIONAL SERVICES	100,562	0	180,877	0	180,862	1,056	163,575	1,056	163,575	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	0	24,599	0	24,595	0	24,595	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,300	0	11,550	13	9,783	13	9,783	0	11,512	1,012
D SPECIAL PROGRAMS	4,675	0	4,790	36	4,541	77	1,813	77	1,813	0	4,790	0
C PROJECT RESERVE	59,613	0	19,331	0	0	0	0	0	0	300	10,515	-4,816
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-604	0	-604	0	-5,569	945
GRAND TOTAL	671,000	0	717,802	2,267	649,539	3,455	575,250	6,557	561,475	0	717,802	0

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

07-Nov-94

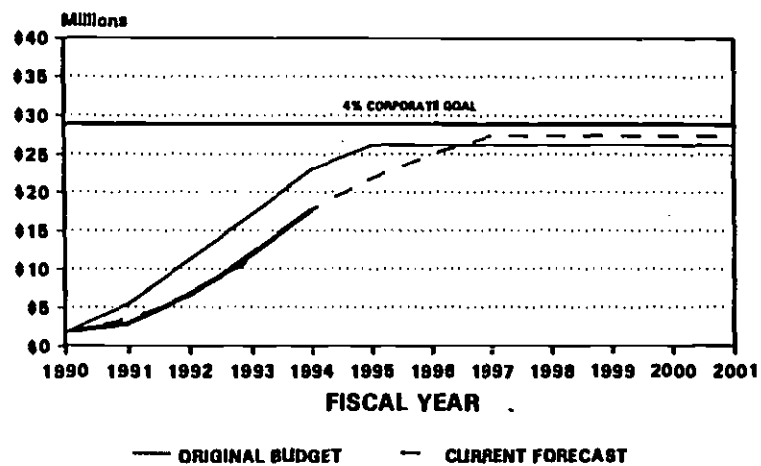
OCTOBER 94

STATUS OF FUNDS BY SOURCE

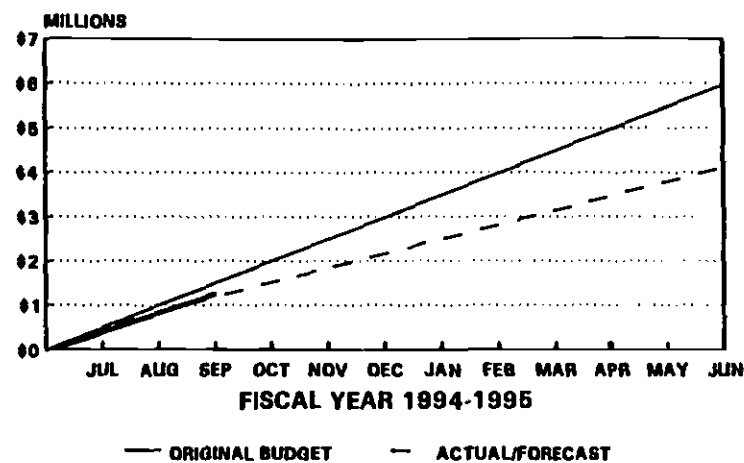
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$200,368	\$200,368	\$200,368	100%	\$201,763	101%	\$212,668	106%
PROP C (25% ALLOCATION)	\$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 116	\$84,000	\$84,000	\$16,202	19%	\$14,701	18%	\$3,796	5%
PROP C (AMERICAN DISABILITY ACT)	\$6,400	\$2,657	\$5,935	93%	\$2,657	42%	\$2,657	42%
TOTAL	\$717,802	\$646,983	\$649,539	90%	\$561,475	78%	\$561,475	78%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1994.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



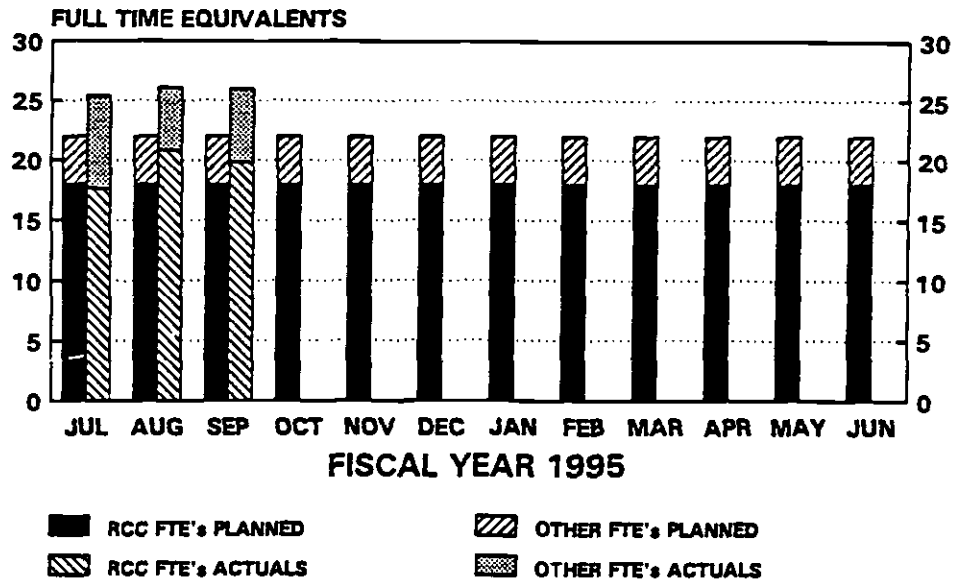
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$26,199
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	\$1,491
ACTUAL TO DATE	\$1,185

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

RCC FTE's PLANNED	18
RCC FTE's ACTUAL	20
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	22
TOTAL FTE's ACTUAL	26

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 10/31/94

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	% COM- PLETE	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	\$2,739,910	13%	\$472,881	\$4,212,801	\$0	\$2,739,910	0%	0%	\$472,881	\$83,385	\$389,506	18%
C0098	\$9,873,083	10%	\$1,488,617	\$11,061,700	\$1,147,781	\$10,720,944	77%	77%	\$340,656	\$30,000	\$310,656	79%
C0100	\$69,828,710	15%	\$9,971,290	\$69,800,000	\$6,888,407	\$68,916,117	78%	88%	\$1,884,883	\$348,377	\$1,638,512	82%
C0101	\$11,278,880	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	88%	100%	\$1,016,113	\$0	\$1,016,113	85%
C0110	\$7,321,537	26%	\$1,878,483	\$8,200,000	\$1,226,282	\$6,947,818	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,871	10%	\$112,097	\$1,244,068	\$65,800	\$1,088,371	-58%	0%	\$178,887	\$120,358	\$58,233	48%
C0400	\$16,320,000	14%	\$2,735,538	\$22,055,538	\$595,906	\$18,916,806	22%	89%	\$2,139,633	\$73,302	\$2,068,331	24%
C0501	\$5,008,841	18%	\$888,144	\$5,894,985	\$788,988	\$5,786,827	89%	88%	\$88,158	\$4,175	\$94,983	89%
C0600	\$15,514,000	38%	\$5,828,000	\$21,542,000	\$5,200,282	\$20,714,382	88%	88%	\$827,738	\$11,167,108	\$11,994,846	67%
C0610	\$10,248,812	25%	\$2,565,181	\$12,814,103	\$2,437,735	\$12,688,847	85%	89%	\$127,456	\$223,108	\$350,564	85%
H0831	\$1,480,450	188%	\$2,487,474	\$3,877,824	\$2,218,634	\$3,700,084	88%	87%	\$277,840	\$100,000	\$177,840	93%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,283,228	\$11,147,318	85%	71%	\$1,295,184	\$421,199	\$873,985	90%
H0888	\$3,938,758	11%	\$438,676	\$4,377,635	\$123,431	\$4,081,180	28%	48%	\$318,445	\$105,000	\$211,445	52%
H0900	\$9,948,180	10%	\$894,820	\$10,843,000	\$502,188	\$10,450,378	50%	18%	\$482,622	\$359,900	\$122,722	88%
H0901	\$3,288,328	10%	\$328,833	\$3,628,162	\$85,344	\$3,382,873	28%	39%	\$234,489	\$18,500	\$216,989	35%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,534,123	\$60,818,123	33%	41%	\$3,088,677	\$225,141	\$2,863,536	38%
H1200	\$18,798,123	15%	\$2,818,418	\$21,616,541	\$1,574,820	\$20,370,743	55%	84%	\$1,244,788	\$179,085	\$1,065,713	62%
H1310	\$1,298,500	15%	\$194,775	\$1,482,275	\$612,186	\$1,288,318	-8%	8%	\$208,860	\$38,552	\$170,408	13%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$718,175	\$12,158,175	83%	78%	\$435,625	\$159,108	\$258,517	78%
P1800	\$5,878,208	5%	\$278,810	\$6,867,118	\$788,148	\$4,812,058	-275%	100%	\$1,046,058	\$0	\$1,046,058	-275%
P2020	\$44,825,000	12%	\$5,376,000	\$50,000,000	\$884,094	\$45,588,084	18%	74%	\$4,410,806	\$0	\$4,410,806	18%
TOTAL:	\$305,034,542	20%	\$59,515,488	\$364,550,050	\$38,838,178	\$343,672,740	65%	82%	\$20,877,310	\$893,901	\$19,983,409	65%

I = AFE increase may be required to cover pending changes

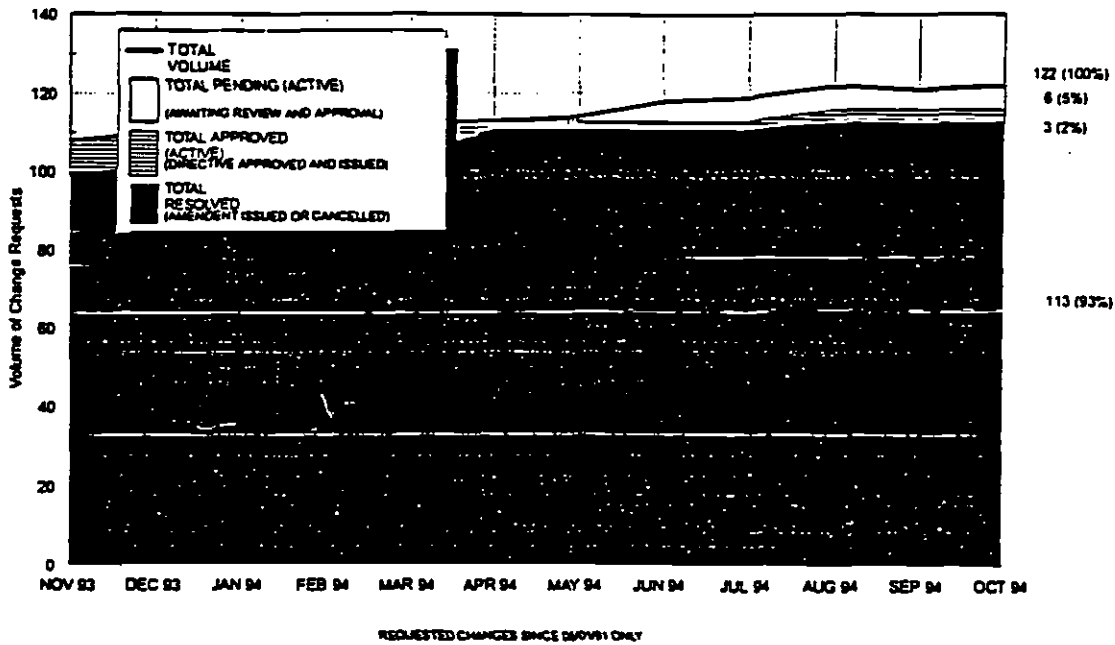
II = AFE increase required to cover obligated changes

* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.

** Potential change costs DO NOT include claims which have not been allowed nor as changes or other trend items

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

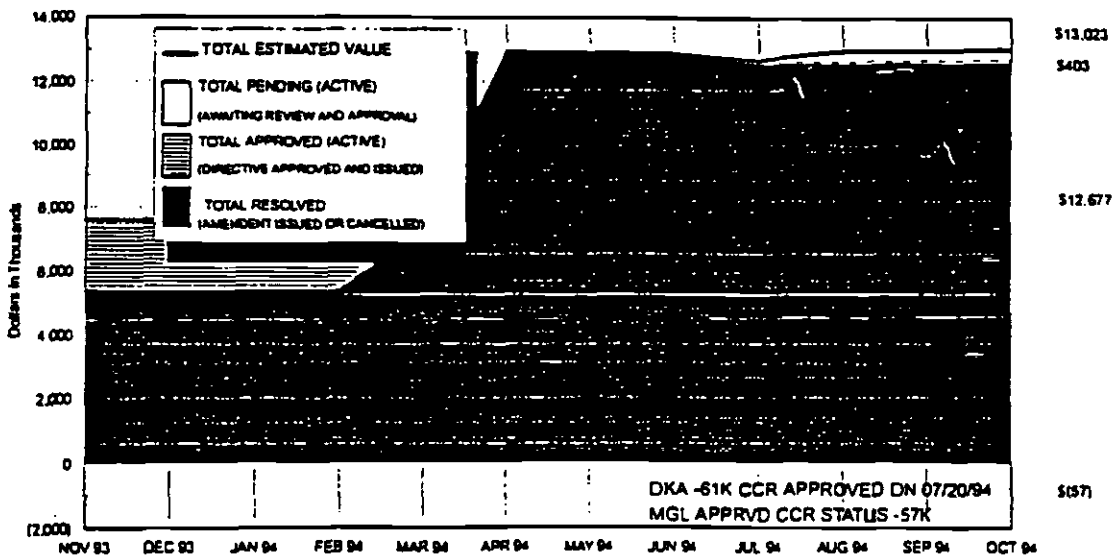
CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



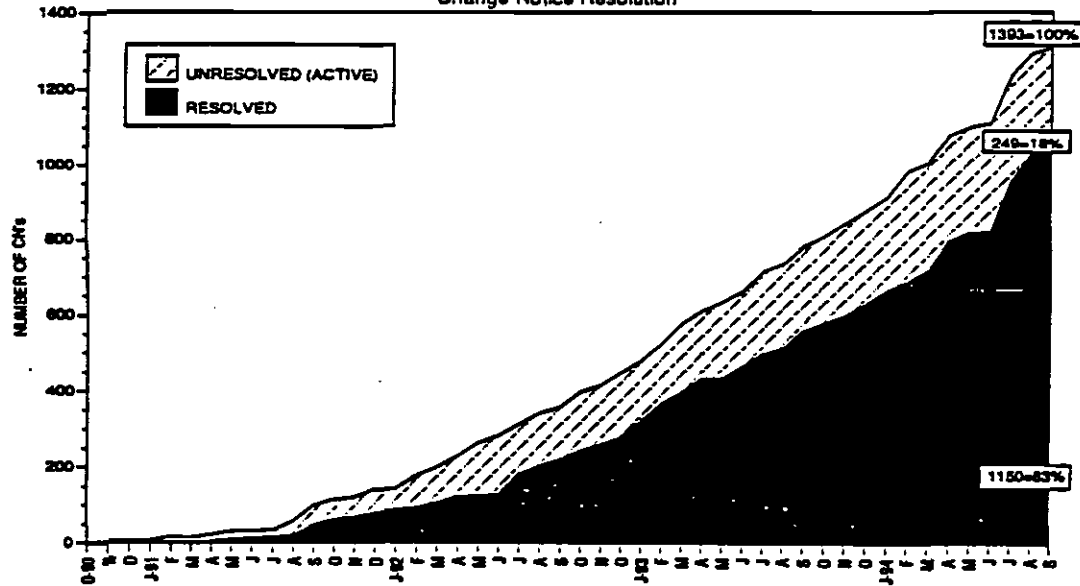
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	3	2	3	9
PERCENT	11%	33%	22%	34%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES

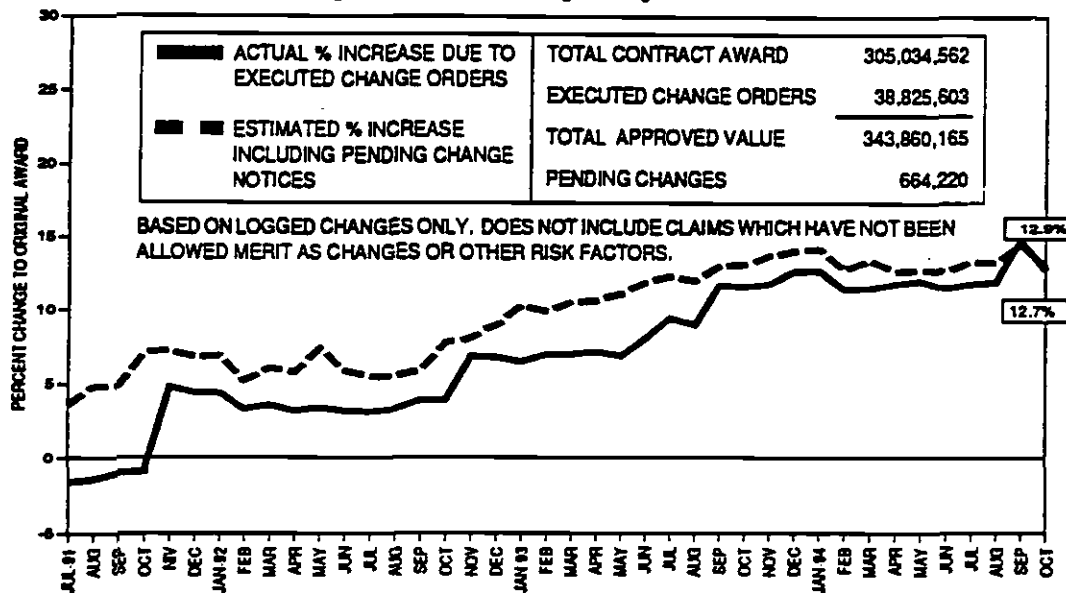


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	85	39	22	103	249
PERCENT	34%	16%	9%	41%	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 11/09/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	10	1.14%	\$18,813,458.46	50.59%
> 200 - 1 MILLION	24	2.74%	\$4,807,462.78	12.39%
> 100-200	44	5.03%	\$4,737,463.49	12.74%
> 50-100K	62	7.09%	\$4,007,018.33	10.78%
> 25-50K	87	9.94%	\$2,059,137.32	5.54%
10-25K	139	15.89%	\$1,931,026.93	5.19%
0-10K	509	58.17%	\$1,029,033.59	2.77%
PROJECT TOTALS:	876	100.00%	\$37,184,600.90	100.00%

R23 - Metro Green Line

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

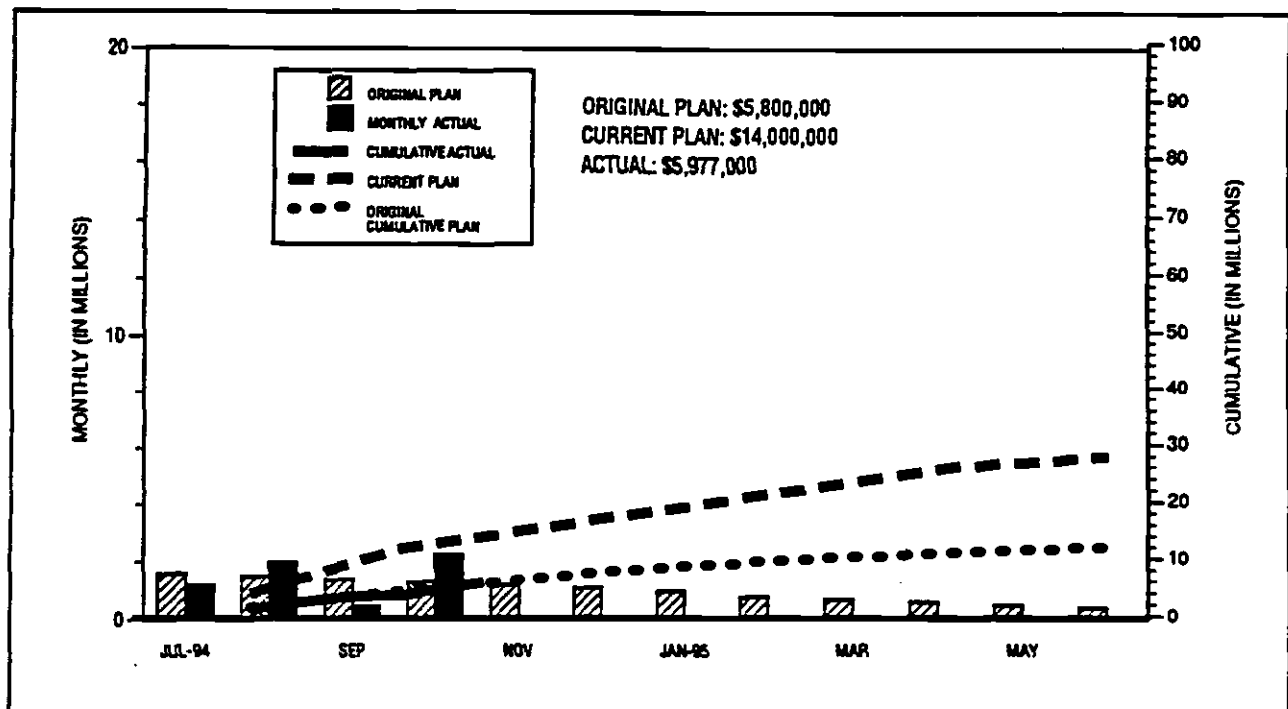
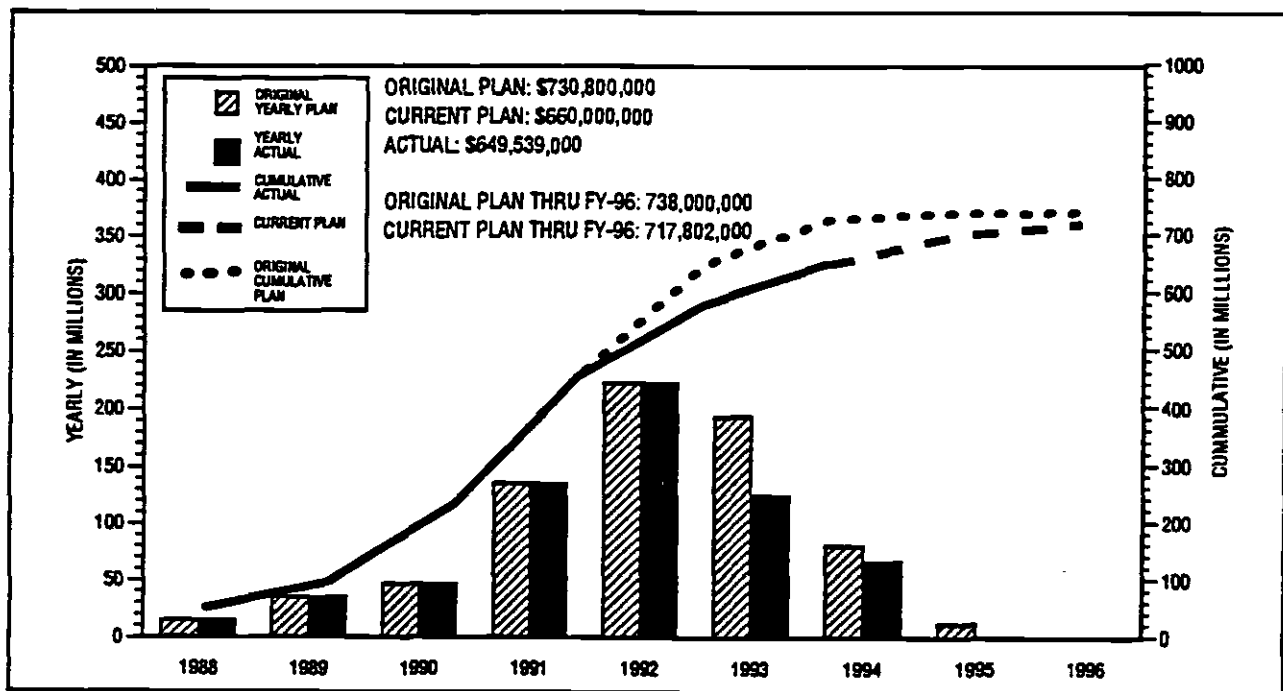
LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0080 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN

EXECUTED CHANGES AS OF 11/09/94

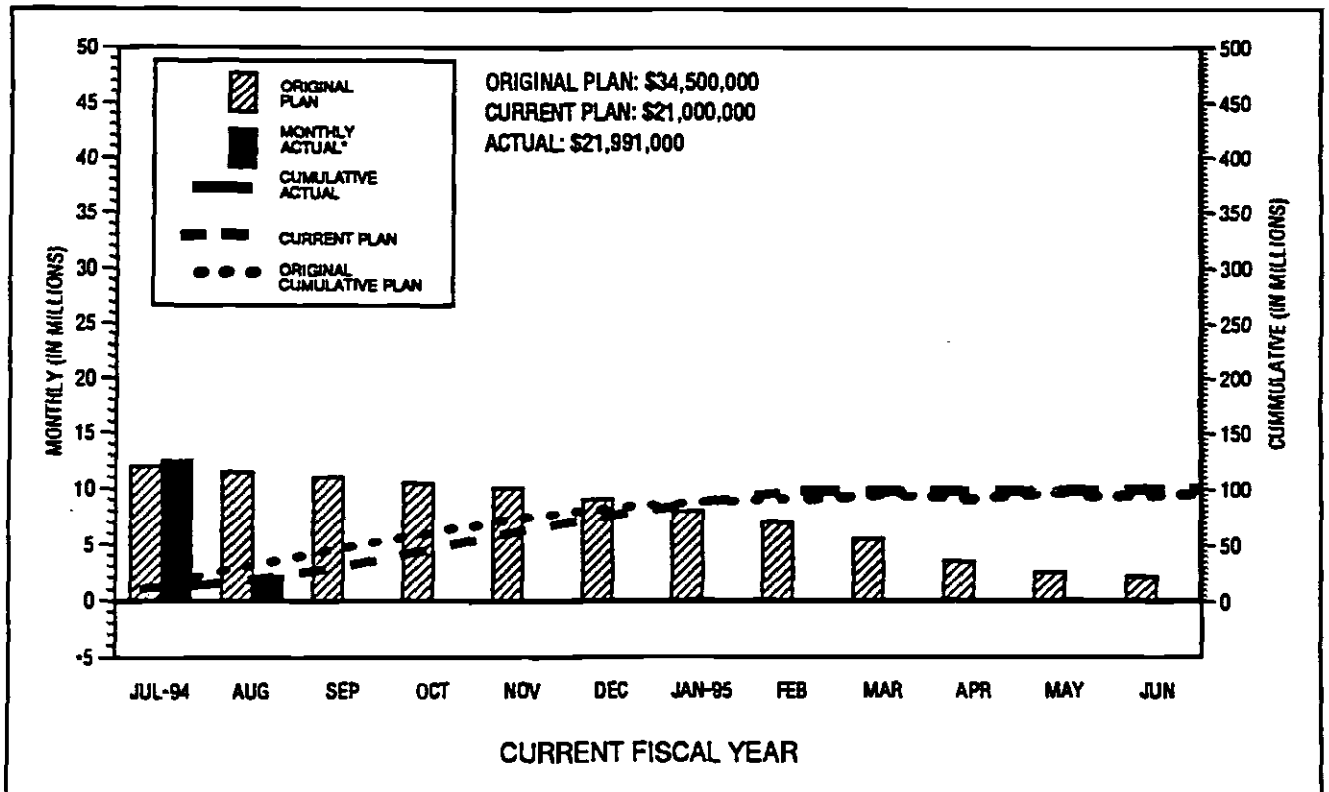
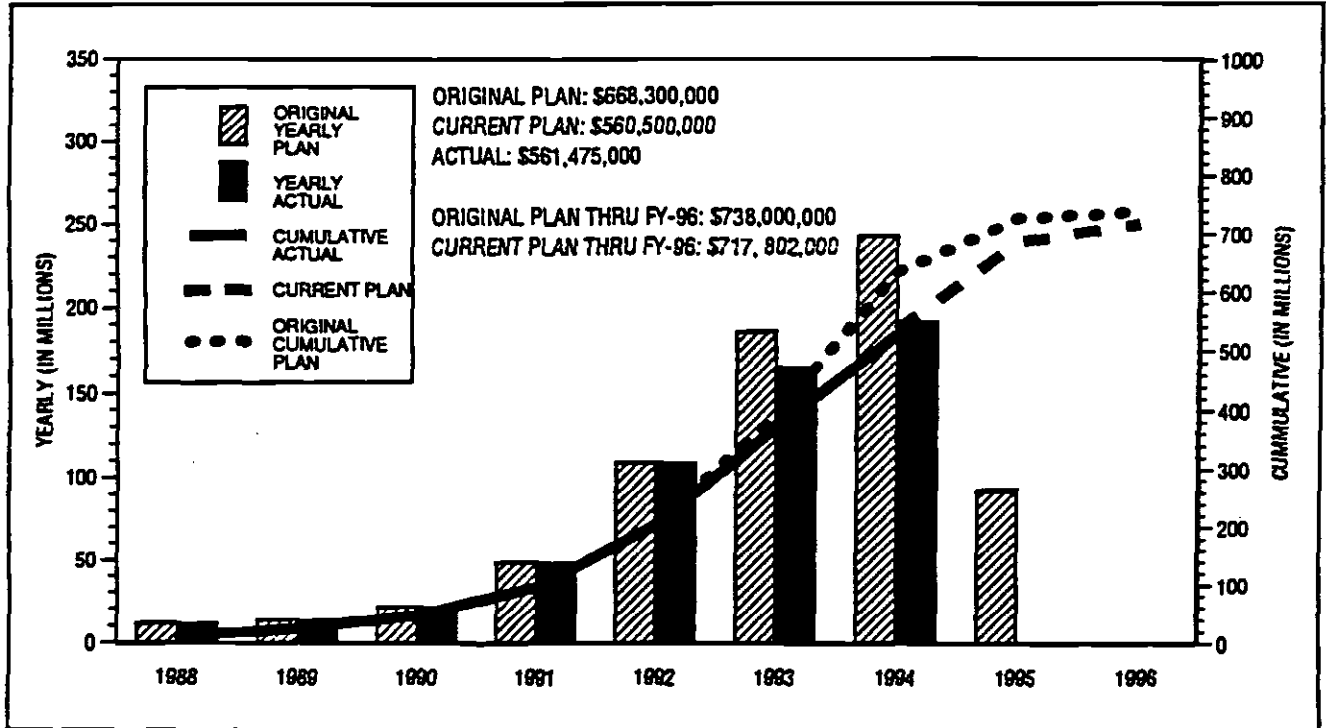
	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	113	12.91%	\$1,867,418.18	5.29%
115 ADDITIONAL/NEW WORK	10	1.14%	\$212,008.43	0.57%
120 DELETION OF WORK	35	4.00%	(\$848,075.25)	-2.28%
130	1	0.11%	\$0.00	0.00%
	159	18.17%	\$1,331,350.37	3.58%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	23	2.63%	\$8,688,867.08	23.37%
220 ACCELERATION OF WORK	14	1.60%	\$1,306,888.00	3.51%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	35	4.00%	\$245,300.00	0.93%
	72	8.23%	\$10,340,853.08	27.81%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	171	19.54%	\$9,108,848.40	24.49%
320 HAZARDOUS MATERIALS	1	0.11%	(\$2,313,704.84)	-6.22%
330 SAFETY CONDITIONS	1	0.11%	\$103,000.00	0.28%
	173	19.77%	\$6,896,240.76	18.55%
TERMS AND CONDITIONS				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	28	3.20%	\$1,182,894.67	3.10%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	28	3.20%	\$0.00	0.00%
	68	8.40%	\$1,182,894.67	3.10%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	118	13.28%	\$4,036,738.31	10.88%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	12	1.37%	\$519,491.92	1.40%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.34%	\$0.00	0.00%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	187	19.09%	\$2,085,103.28	5.81%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	9	1.03%	(\$631,799.76)	-1.70%
	307	35.09%	\$6,009,533.75	16.18%
MANAGEMENT ISSUES				
810 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.23%	\$2,375.00	0.01%
820 COMPREHENSIVE CLAIMS	13	1.49%	\$572,374.00	1.54%
	15	1.71%	\$574,749.00	1.55%
OUTSIDE AGENCY REQUESTS				
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	42	4.80%	\$2,686,172.77	7.17%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	1.03%	\$44,118.62	0.12%
	51	5.83%	\$2,710,292.39	7.29%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	10	1.14%	\$6,938,932.00	18.66%
	10	1.14%	\$6,938,932.00	18.66%
OTHER				
900 OTHER	32	3.68%	\$1,229,954.88	3.31%
	32	3.68%	\$1,229,954.88	3.31%
PROJECT TOTALS:	875	100.00%	\$37,184,600.90	100.00%

PROJECT COMMITMENTS



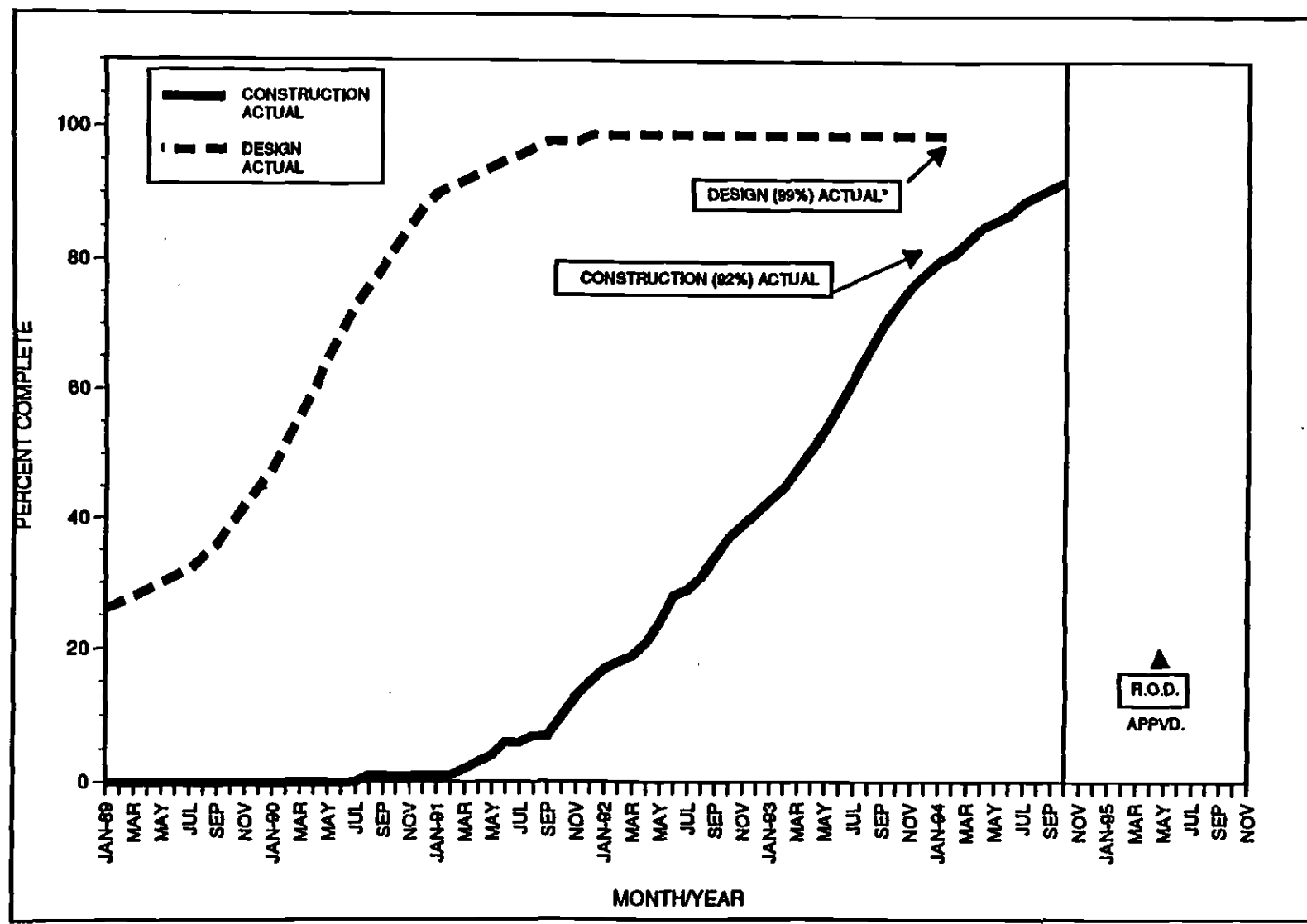
CURRENT FISCAL YEAR

PROJECT CASH FLOW

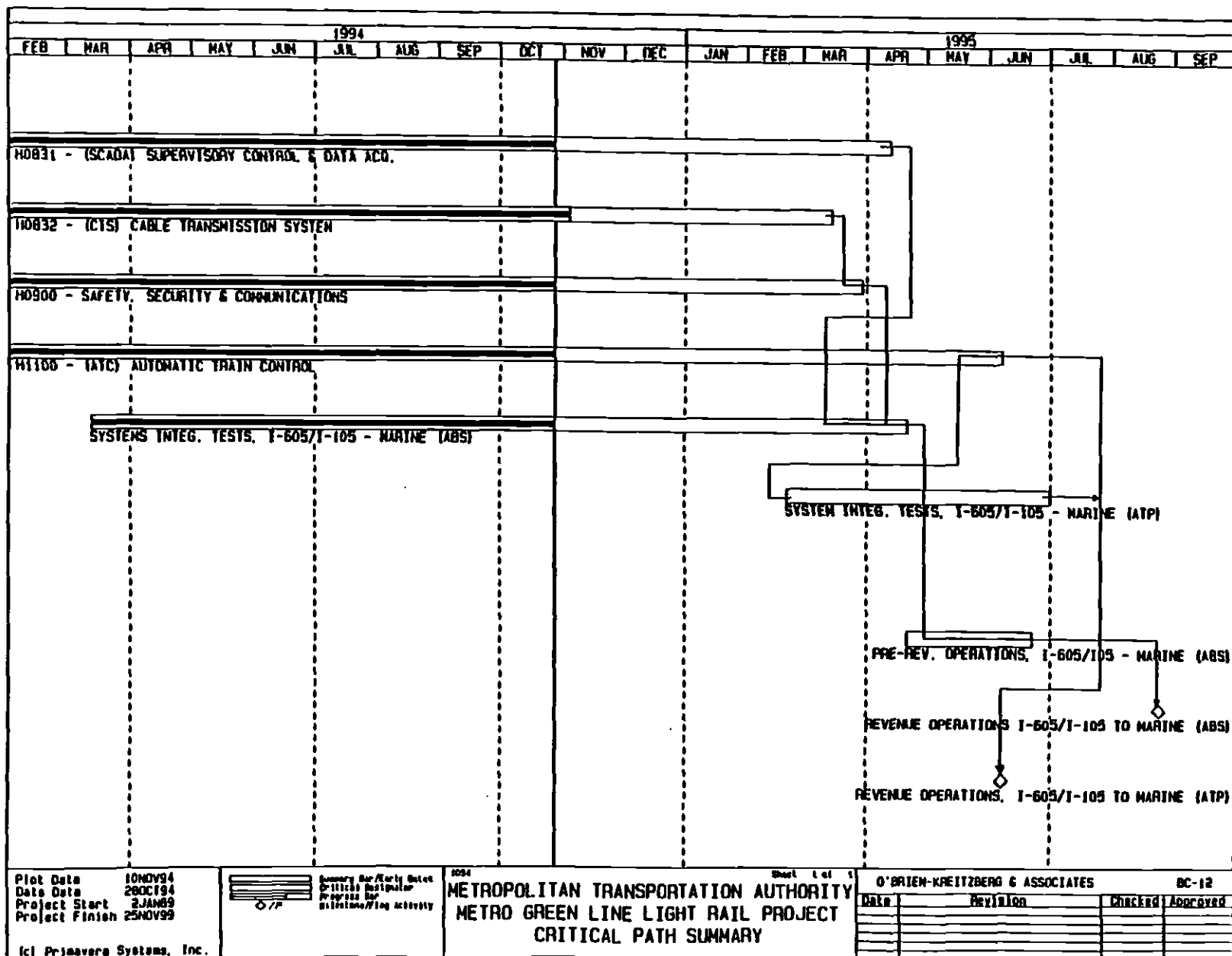


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

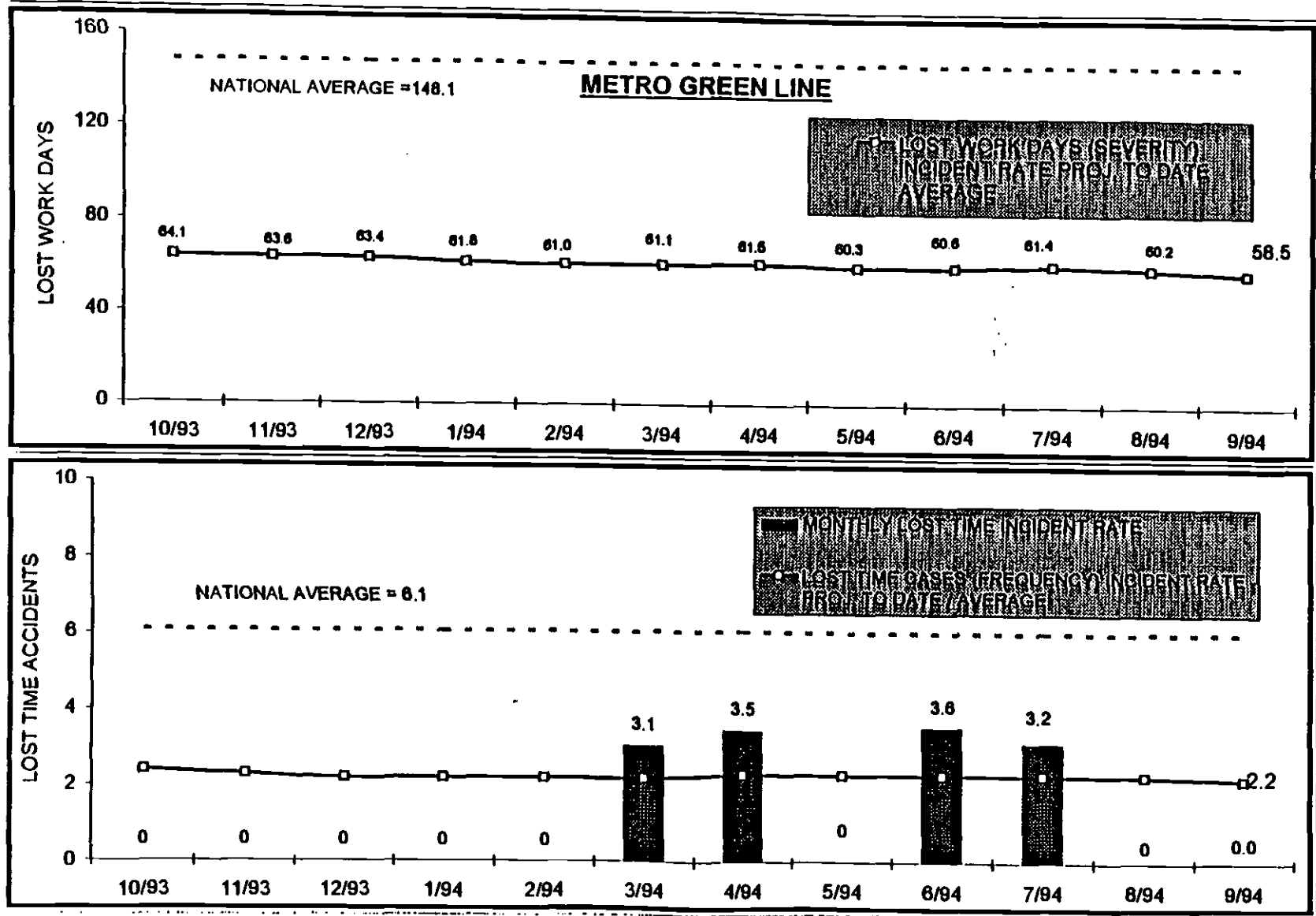
PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



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



prepared by : MASS TRANSIT GROUP

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
C0600	Trackwork I-105			0	0			Nov 94
C0610	Trackwork - El Segundo				0			Nov 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

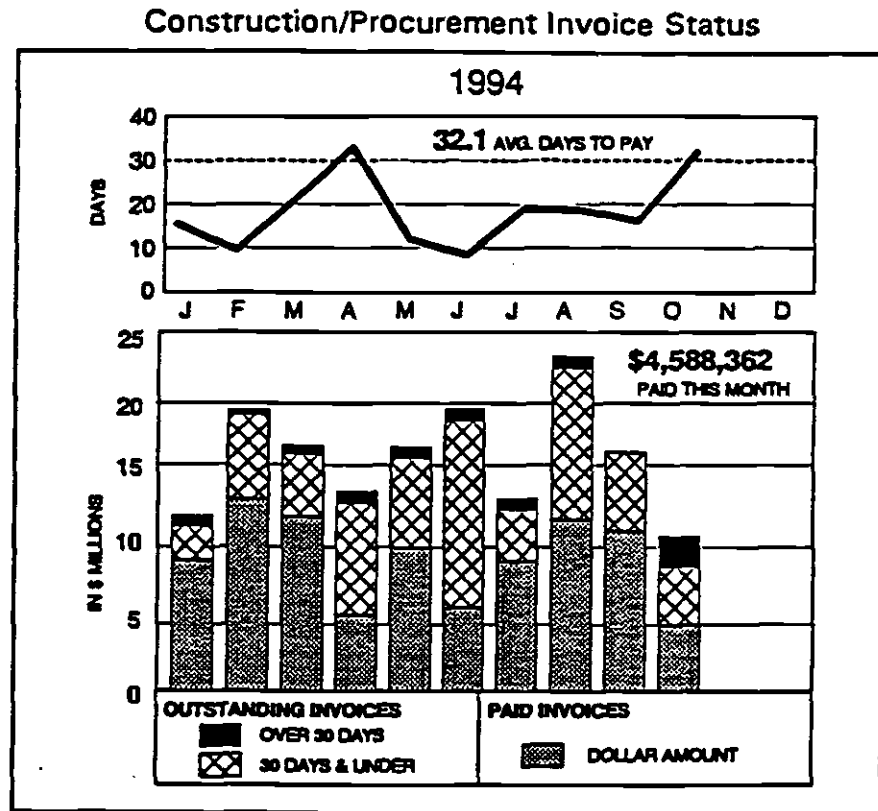
INVOICE PROCESSING

• 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	10,640,436	7	861,644	31	3,558,797	31	307,788
SEP 1994	14	5,513,716	3	40,417	36	2,664,438	16	203,040
OCT 1994	12	4,054,393	3	2,199,397	30	3,461,168	19	245,139

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

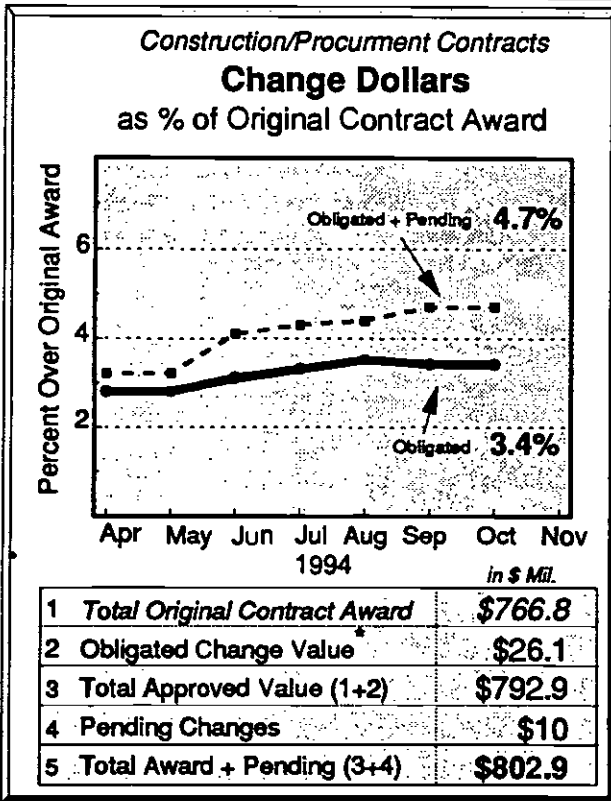
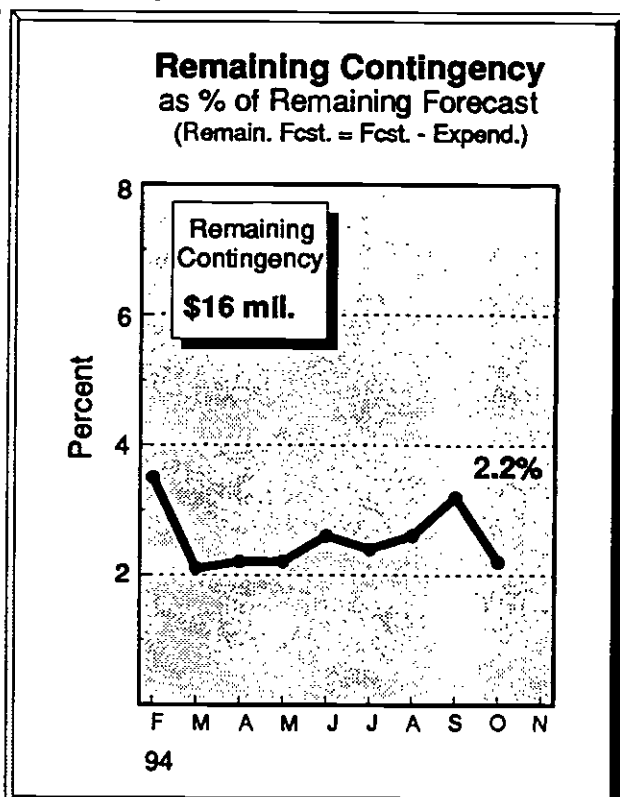
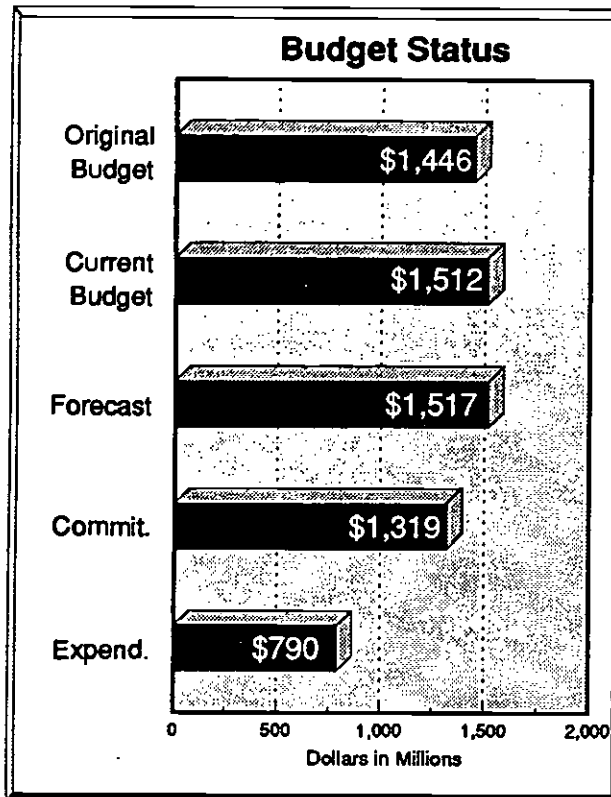
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

REMAINING ACTIVITIES

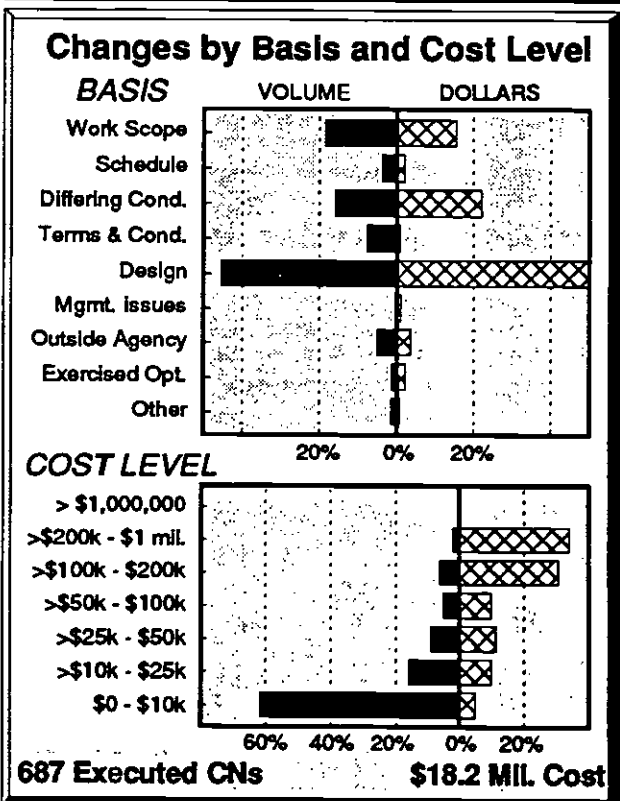
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R0110041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

December 1994

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

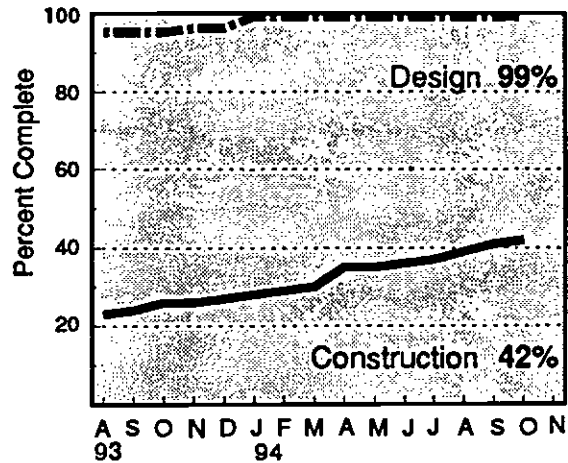
Months of Employment Provided

22,910

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**

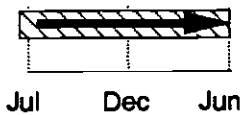
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

**132 days ahead
(positive float)**

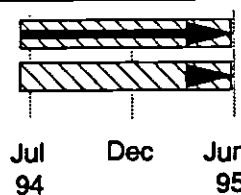
B215 Construction
Wilshire/Vermont Station



Vermont/Hollywood

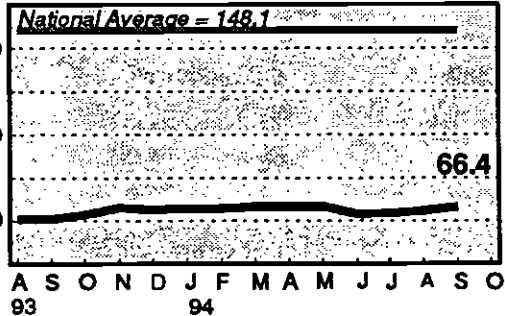
**169 days behind
(negative float)**

B251 Construction
Vermont/Hollywood Tunnel
B271 Construction
Hollywood/Western Station

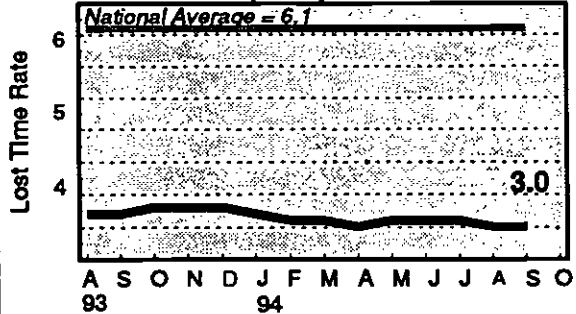


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,517.7

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		42%

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

- There are 88 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: ¹31 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 1 temporary license.

¹Two of the full take parcels are not required for construction.

EXECUTIVE SUMMARY (CON'T)

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

AREAS OF CONCERN

ONGOING

Contract B610, Realignment Impact - Wilshire Corridor

Concern: Contract B610 concrete operations between B221 and B231 Stations were suspended due to misalignment problems.

Action: Change Notice 23 the realignment of plinths between 335+29 to 337+60 and 338+70 to 348+80 is currently being routed for signature.

Status: 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 December 9, 1994. This is approximately one week impact to Contract B620 access date of December 5, 1994.

Contract B610, Delays Trackwork Installation - Wilshire Corridor

Concern: The concrete installation rate is still less than originally planned, and although additional forms were procured, it is unlikely that the Contractor will be able to achieve the original planned rate for the overall job. There are potential impacts to follow-on system contract access dates.

Action: Mitigation efforts are underway to facilitate the earliest possible access for the follow-on systems contractors.

Status: The B620 Contractor is currently installing the 34.5 kV conduit line. Contract B631 is pulling protective "inner duct" for the fiber optic cable through from the wayside to the train control and communication room.

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

Concern: The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast slipped from December 21, 1998 to March 16, 1999, due to the Contract B251 Hollywood tunnel shutdown. The critical path runs through the Hollywood Boulevard implementation plan; restart of HAR and HAL tunneling; tunnel concrete placement and access for lower station excavation for Contract B271, Hollywood/Western Station. Delays to Contract B271 station excavation will have a ripple effect on the follow-on system contracts, system integration, pre-revenue operations and ROD.

Action: Continue schedule review of critical path activities for the following Contracts: B251, Vermont/Hollywood, tunneling, and tunnel concrete placement; B271, Hollywood/Western Station, lower station excavation and concrete placement to minimize scheduling impacts. Direct the B251 Contractor to complete the tunnels between Hollywood/Western and Hollywood/Vine before starting Hollywood/Vine to Barnsdall Shaft tunnel concrete placement, therefore mitigating part of the impact to the Revenue Operations Date.

Status: Plans are being developed and evaluated by all parties involved to allow mining operations to resume. Alternative Sequence of Tunnel concrete placement is being reviewed for implementation.

Contract B251 Tunneling Shut Down - Vermont/Hollywood Corridor

Concern: Tunnel mining operations under the Hollywood Boulevard have been shut down since August 18, 1994 and will not start until the implementation plan is approved by the FTA. 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, that if approved, will allow mining operations to resume.

AREAS OF CONCERN (CON'T)

Status An implementation plan was developed. The approval of the plan is required prior to recommencement of tunnel mining operations. A detailed implementation schedule is also being developed to include all necessary activities leading into the restart of mining activities. In addition, alternative sequence of tunnel concrete placement studies are being prepared for implementation to minimize the schedule impacts.

**Contract B251, Vermont/Hollywood Tunnel Contract Placement -
Vermont/Hollywood Corridor**

Concern: Delays to the start of tunnel invert and arch concrete placement in the Vermont tunnels.

Action: The MTA, the CM and the Contractor should develop a detailed path forward plan for the start and continuation of invert, arch and walkway concrete operations.

Status: Tunnel invert concrete placement began on the Vermont Corridor on September 12, 1994. The CM is continuing to focus on the start of all remaining concrete operations. The arch concrete placement is scheduled to begin on November 14, 1994. Delays in the start of arch concrete placement will impact the station lower excavation and follow-on contracts.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

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 complete its review.

ONGOING

NONE

RESOLVED

NONE

KEY ACTIVITIES - OCTOBER**Design**

- Contract B215, Wilshire/Vermont Station, completed Design Change Notice on Escalator Support, Public Area Sprinkler Systems, and additional Fire Smoke Dampers.
- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, submitted Prefinal Design for review and received comments from different disciplines and agencies.
- Contract B251, Vermont/Hollywood Tunnel, continued preparing design details and construction specifications for restoring the "Walk-of-Fame" sidewalk along Hollywood Boulevard.
- Contract B261, Vermont/Sunset Station, on secondary station entrance from Kaiser Permanente office building, reviewed all CTE (Change Technical Evaluation) review comments on DCN (Design Change Notice) 123 to modify and partially demolish Kaiser building.
- Contract B271, Hollywood/Western Station, a CCR for inspection of the collapsed corner at 5401 Hollywood Boulevard was approved. A report was issued following observation of the collapse of another segment of footing at same site.
- Contract B281, Hollywood/Vine Station, supported HCIP (MTA Public Affairs) request for impact mitigation by initiating design for public viewing area (for guided small groups) within station excavation.
- Communications contracts in general continued design support to construction through processing of Change Notices and Design Reviews. More specifically, at Contract B641, Radio, CNs were processed to reflect deletion of ceiling unistruts in B251 tunnels and reduce back-up power requirements to four hours. Contract B644, Fiber Optic and Cable Transmission, began retrofit of Segment 1 fiber optic multiplexing system. Participated in Change Notice negotiations for expanded Programmable Logic Controller (PLC) for Contract B646, Fire and Emergency Management.

KEY ACTIVITIES - OCTOBER (CON'T)

- Contract B740, Ventilation Equipment Procurement and Installation, and Contract B745, Air Handling Equipment Procurement and Installation, fabrication of ventilation equipment is nearly complete for B215, and large air handling equipment has been moved into position and anchored. Ventilation equipment installation is in progress at B221 Station, and anchoring is in progress for air handling equipment. Installation of air handling equipment at B231 is complete, and testing is underway.

Construction

- Contract B211, Wilshire/Vermont Station, Stage 1; continued work on punchlist items and backfill at the east and west ends of the station. This contract is considered substantially complete.
- Contract B215, Wilshire/Vermont Station, Stage 2; completed concrete pour for the lower track level of the station entrance structure. Began delivery of electrical equipment and continued the installation of HVAC ducts, cable trays, fire sprinkler system, and door frames at the ancillary level.
- Contract B221, Wilshire/Normandie Station and Line, started installation of the curb and gutter on the south side of Wilshire Boulevard; placed sidewalk gratings on the top of shafts; installed terrazzo tile at the platform level and continued with other restoration activities. Interior work and the installation of handrails continued in the crosspassages.
- Contract B231, Wilshire/Western Station, hydrostatic testing of the fire protection systems is finished. Installation of intrusion alarm and system air balancing of the HVAC system concluded and installation of local control systems continued. Landscaping activities at the Plaza and Bus-Layover areas were also concluded. Outstanding punchlist items are 98% complete.
- Contract B241, Vermont/Beverly Station, the main station and tangent piles are 100% complete. The installation of deck beams and mats was completed up to the Beverly Boulevard intersection.
- Contract B251, Vermont/Hollywood Tunnel, excavation of crosspassages 28 through 38 was completed. Continued to procure material and equipment for the preparation work that is required prior to the start of tunnel mining.

KEY ACTIVITIES - OCTOBER (CON'T)

- Contract B252, Vermont/Santa Monica Station, completed decking operations on October 9, 1994. West Vermont soldier pile installation concluded on October 1, 1994, and tangent pile installation continued along the west site of Vermont. Excavation support system installation progressed below the Main station.
- Contract B261, Vermont/Sunset Station, continued piling installation, decking procedures, and relocation of utilities. Phase II Traffic Control was implemented October 25, 1994.
- Contract B271, Hollywood/Western Station, the Contractor commenced pile installation at the station entrance and along the south side of Hollywood Boulevard. Installation of environmental observation wells and inclinometers is complete.
- Contract B281, Hollywood Vine Station, the waterline was activated on October 1, 1994, and pile installation continued at the main structure and side structures on the north side of Hollywood Boulevard.
- Contract B610, Trackwork Installation, construction of the 8 turnouts for the southern end of the Yard is complete. Road crossing work is in progress for installing ties and rail through roads D and G. Tracks No. 1 through No. 8 are 80% complete, with surfacing and distressing not completed. Rail installation began in the AR alignment.
- Contract B620, Automatic Train Control, Wilshire/Vermont relay and equipment racks have been delivered to the Contractor's warehouse. Fiber optic and communication cables were successfully tested and support system for the train way feeder was installed between Wilshire/Vermont and Wilshire/Normandie.
- Contract B630, Traction Power Substation Equipment, the Contractor began manufacturing of equipment for the Wilshire/Vermont Station.
- Contract B631, Traction Power Installation, completed the installation of electrical insulating flooring system and installation of 750V DC switchgear equipment in electrical room #1 at Westlake/MacArthur Pocket Track; transition module bushings in Wilshire/Normandie Auxiliary Power Room; and conversion equipment and cable termination in Wilshire/Western TPSS.

KEY ACTIVITIES - PLANNED FOR NOVEMBER**Design**

- Contract B215, Wilshire/Vermont Station, Stage II; complete Design Change Notices (DCN) on Emergency Generator Building, Variable Message Signs (VMS), relocation of Fire Valve Pit, and Roll-grille revisions.
- Contract B251, Vermont/Hollywood Tunnel, continue to provide field support for start of tunneling. Continue tunnel realignment analysis for Hollywood Boulevard tunnels.
- Contract B261, Vermont/Sunset Station, preparing a Design Change Notice (DCN) to cover all "Lessons Learned" issues. On secondary station entrance from Kaiser Permanente office building, issue a Design Change Notice to Resident Engineer for modification and partial demolition of Kaiser building.
- Contract B281, Hollywood/Vine Station, continue to support Hollywood Construction Impact Program (HCIP), design and DCN for public viewing area for guided small groups.
- Contract B630, Traction Power System Procurement, review revised shop drawings for 2780 kVA Rectifier Transformer for Wilshire/Vermont substation.
- Contract B631, Traction Power Installation, review revised submittals for cable tray layouts at Vermont/Beverly, Vermont/Santa Monica, Vermont/Sunset, and Hollywood/Western stations.
- Continue construction support for Communications contracts. Also, Contract B641, Radio, Preliminary Design Review is scheduled for November 9, 1994. Contract B643, Closed Circuit Television (CCTV), expects completion of Factory Acceptance Testing. Contract B644, Fiber Optic and Cable Transmission, to complete Factory Acceptance Testing of Network Management System.
- Approve Final Design Review for Contract B646, Fire and Emergency Management, Wilshire Corridor Stations. Participate in Final Design Review for Contract B645, Transit Automatic Control and SCADA. Participate in Factory

KEY ACTIVITIES - PLANNED FOR NOVEMBER (CON'T)

Acceptance Testing for Contract B646. Commence review of Final Design Submittals for Contract B646, Participation in Gas Monitoring and Seismic Detection Conceptual Design Reviews for Contract B648A, Communications Installation - Wilshire Corridor/Gas Monitoring and Seismic Detection Procurement.

- Contract B740, Ventilation Equipment, and Contract B745, Air Handling Equipment, continue to process shop drawings and responding to RFIs. Equipment fabrication and installation to continue.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2; continue placement of steel reinforcement and installing concrete formwork for the columns and exterior walls. Continue installation of electrical equipment and other items in the station. Shop fabrication continues for the stainless steel railings and elevator enclosures.
- Contract B221, Wilshire/Normandie Station and Line, continue installation of curbs, gutter, sidewalk and bus pads on Wilshire Boulevard; installation of electrical and mechanical work in the station. Provide access to B620, Train Control, and B710, Elevator and Escalator.
- Contract B231, Wilshire/Western Station, finalize outstanding punchlist items, electrical and mechanical testing.
- Contract B241, Vermont/Beverly Station, continue station excavation support of utilities from the decking.
- Contract B251, Vermont/Hollywood Tunnel, finalize the implementation schedule and continue with the preparation work that is required prior to the start of tunnel mining. Acquire approval of the plan from the FTA. Continue concrete placement for the invert in the VAR tunnel and the invert VAL tunnel. Start arch concrete placement in the VAR.
- Contract B252, Vermont/Santa Monica Station, continue excavation support/lagging in the Main Station below decking level; continue support of utilities, electrical, and storm drain as excavation progresses.

KEY ACTIVITIES - PLANNED FOR NOVEMBER (CON'T)

- Contract B261, Vermont/Sunset Station; continue station soldier pile, cap beam installation and relocation of utilities.
- Contract B271, Hollywood/Western Station, continue soldier pile installation at the side structures, entrance and north side of Main Station.
- Contract B281, Hollywood/Vine Station, continue utility relocation, station and side structure soldier pile installation.
- Contract B610, Trackwork Installation, continue installation of concrete in the pocket track. AR trackwork installation should also be complete by November 30, 1994.
- Contract B620, Automatic Train Control, accomplish installation of pocket track turnouts in the AR tunnel and center track by November 24, 1994.
- Contract B630, Traction Power, Substation Equipment, continue manufacturing of equipment.

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

Project: R01 METRO RED LINE - SEGMENT 2

Period: Sep 30, 1994 to Oct 28, 1994
Run Date: Nov 11, 1994
Units: \$ in Thousands (Truncated)

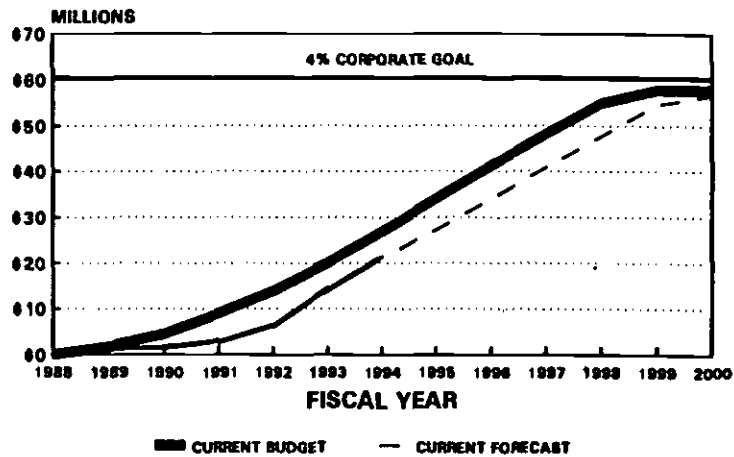
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	305	856,408	35,657	505,713	18,889	459,183	-1,069	955,602	12,378
S PROFESSIONAL SERVICES	289,150	0	351,981	-3,178	308,157	7,257	226,173	7,257	226,198	9,487	351,526	-454
R REAL ESTATE	79,827	0	87,300	0	75,176	222	81,520	222	81,520	0	86,860	-440
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	912	14,524	912	14,524	0	34,035	2,913
D SPECIAL PROGRAMS	2,044	0	4,416	23	560	0	439	0	439	0	2,647	-1,768
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	-8,418	16,059	-12,519
A PROJECT REVENUE	0	0	-190	-234	-234	0	-234	0	-234	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	-3,085	1,265,297	44,049	828,137	27,281	781,632	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	46,629	11	43,800	1,107	1,732	52	52	5,623	52,868	6,239
S PROFESSIONAL SERVICES	0	0	14,425	-1,797	9,600	89	9,227	89	9,227	-2,777	15,199	773
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	130	130	130
D SPECIAL PROGRAMS	0	0	0	-23	20	0	22	0	22	0	20	20
C PROJECT CONTINGENCY	0	0	4,195	0	0	0	0	0	0	2,975	3,139	-1,055
TOTAL NEW REQUIREMENTS	0	0	65,249	-1,808	53,421	1,196	10,984	142	9,304	8,951	71,357	6,168
GRAND TOTAL	1,446,432	0	1,511,681	-4,892	1,319,719	45,246	839,121	27,424	790,936	5,951	1,517,789	6,108

METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

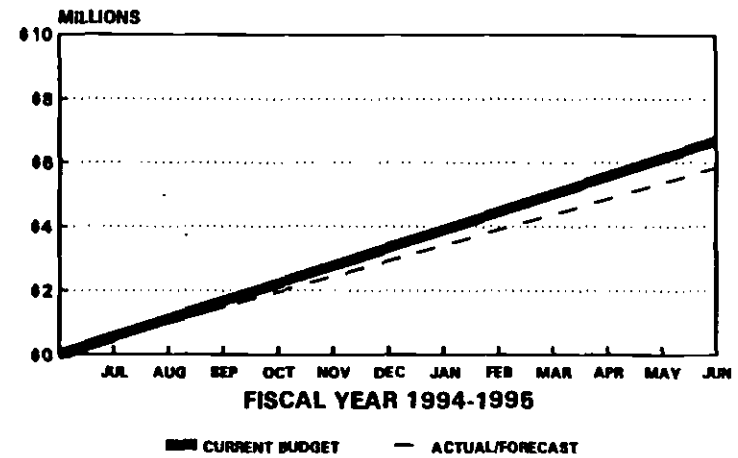
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA - SECTION 3	\$667,000	\$597,653	\$606,970	91%	\$335,664	50%	\$316,080	47%
FTA - SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$82,360		\$75,832	
STATE	\$185,129	\$133,000	\$184,666	100%	\$133,000	72%	\$133,000	72%
PROPOSITION A	\$440,303	\$158,043	\$358,077	81%	\$142,502	32%	\$149,030	34%
CITY OF L.A.	\$96,000	\$67,300	\$83,963	87%	\$54,943	57%	\$51,708	54%
BENEFIT ASSESS.	\$58,000	\$0	\$33,180	57%	\$33,180	57%	\$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%	\$33,180	
TOTAL	\$1,446,432	\$975,631	\$1,266,856	88%	\$781,649	54%	\$758,830	52%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$533	\$3,993	67%	\$533	9%	\$533	9%
PROP A (TRANSIT ENHANCEMENTS)	\$59,254	\$8,754	\$48,870	82%	\$8,754	15%	\$8,754	15%
GRAND TOTAL	\$1,511,681	\$984,918	\$1,319,719	87%	\$790,936	52%	\$768,117	51%
(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 September 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

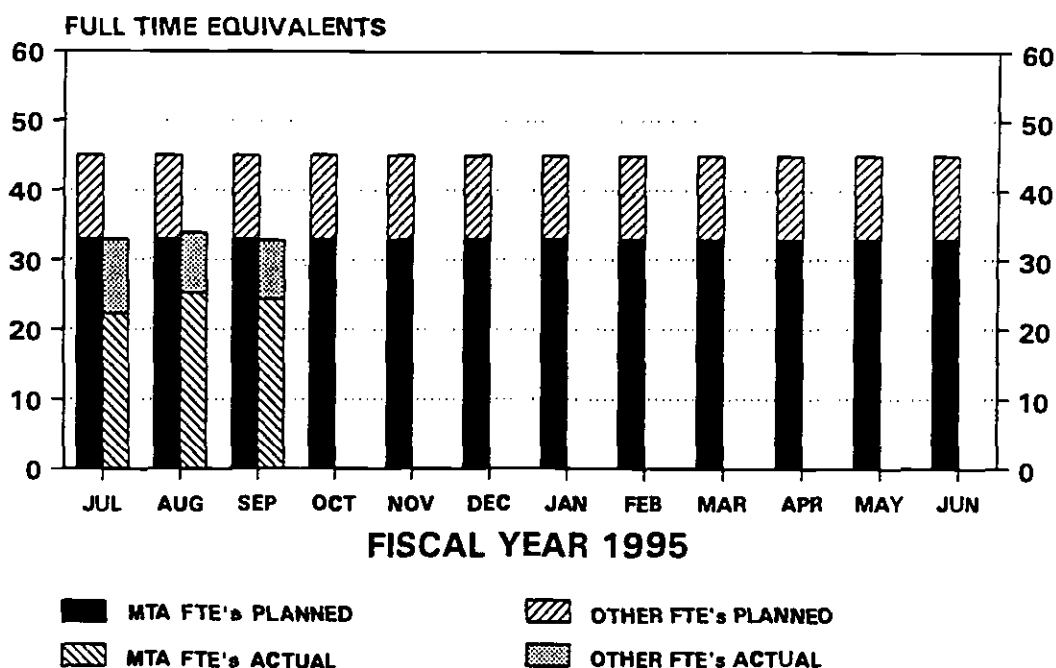
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$58,677
FORECAST % OF TOTAL PROJECT	3.7%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$1,673
ACTUAL TO DATE	\$1,479

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'95 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1995

MTA FTE's PLANNED	33
MTA FTE's ACTUAL	24
OTHER FTE's PLANNED	12
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	33

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 10/14/94

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.
11A640		***%	\$0		\$44,635	\$44,635	***%	***%	%	(\$44,635)	\$0	(\$44,635)	***%	0.0%
*A660	\$57,588,062	5%	\$2,879,398	\$60,467,460	\$0	\$57,588,062	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	\$50,251,894	12.7%	64%	100%	\$3,248,108	(\$6,635)	\$3,254,741	64%	12.7%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,107,785	\$40,594,962	5.5%	43%	94%	\$2,851,033	\$571,031	\$2,280,002	54%	7.0%
B216	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$388,500	\$28,568,200	1.5%	15%	0%	\$2,223,330	\$1,977,216	\$246,114	81%	9.0%
B218	\$64,000	135%	\$86,600	\$150,600	\$80,194	\$144,194	125.3%	93%	100%	\$6,406	\$0	\$6,406	93%	125.3%
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$7,040,782	\$86,853,575	8.8%	65%	85%	\$3,823,749	\$2,698,720	\$1,127,029	90%	12.2%
B228	\$957,428	10%	\$95,742	\$1,053,170	\$53,646	\$1,011,074	5.6%	56%	0%	\$42,098	\$15,859	\$26,237	73%	7.3%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$4,784,788	\$58,429,989	8.9%	89%	97%	\$579,732	\$830,732	(\$251,000)	105%	10.5%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$88,000	\$41,045,557	0.2%	2%	0%	\$4,007,756	\$734,404	\$3,273,352	20%	2.0%
*B251	\$129,655,578	10%	\$12,965,558	\$142,621,136	\$4,482,109	\$134,137,687	3.5%	35%	55%	\$8,483,450	\$2,727,988	\$5,755,461	56%	5.6%
B252	\$50,878,631	11%	\$5,551,158	\$56,730,789	\$103,434	\$50,983,085	0.2%	2%	0%	\$5,747,724	\$1,001,140	\$4,746,584	18%	2.2%
B261	\$44,968,998	10%	\$4,496,700	\$49,465,698	\$77,032	\$45,044,030	0.2%	2%	0%	\$4,419,668	\$149,720	\$4,269,948	5%	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	\$0	\$38,948,000	0.0%	0%	0%	\$3,894,800	(\$87,020)	\$3,981,820	-2%	-0.2%
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$438,870	\$49,723,870	0.9%	7%	0%	\$5,477,570	\$269,874	\$5,207,696	12%	1.4%
B288	\$76,478	14%	\$10,622	\$87,100	\$9,845	\$86,323	12.9%	93%	100%	\$777	\$0	\$777	93%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B610	\$16,689,652	10%	\$1,668,965	\$18,358,617	\$74,145	\$16,763,797	0.4%	4%	4%	\$1,594,820	(\$1,141,955)	\$2,736,775	-64%	***%
*B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	0%	\$271,905	(\$176,325)	\$448,830	-85%	-6.5%
*B612	\$3,994,355	10%	\$399,436	\$4,393,791	\$0	\$3,994,355	0.0%	0%	0%	\$399,436	\$0	\$399,436	0%	0.0%
*B614	\$2,646,829	10%	\$264,683	\$2,911,512	\$800	\$2,647,829	0.0%	0%	0%	\$263,883	\$0	\$263,883	0%	0.0%
*B616	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$18,720	\$57,238	25%	2.5%
*B620	\$18,031,285	13%	\$2,326,033	\$20,357,298	(\$124,565)	\$17,906,700	-0.7%	-5%	33%	\$2,450,598	(\$88,750)	\$2,539,348	-8%	-1.2%
*B630	\$6,157,150	10%	\$615,715	\$6,772,865	\$103,231	\$6,280,381	1.7%	17%	0%	\$512,484	\$0	\$512,484	17%	1.7%
B631	\$4,467,165	10%	\$446,717	\$4,913,882	\$0	\$4,467,165	0.0%	0%	0%	\$446,717	\$180,731	\$265,986	40%	4.0%
*B641	\$10,230,159	10%	\$1,023,016	\$11,253,175	\$0	\$10,230,159	0.0%	0%	0%	\$1,023,016	(\$1,800)	\$1,024,816	0%	0.0%
*B642	\$1,102,267	21%	\$234,242	\$1,336,509	\$0	\$1,102,267	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

R81 - Metro Red Line Seg-2
REV 2.0 08/16/94 lms

PAGE 1

T RUBIO
PROJECT VALUE SUMMARY 10/14/94

COSTS SHOWN ARE FOR
PROJECT RB1 ONLY. (ALLOCATED)

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 10/14/94

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 (RB1)	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.
*B043	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
*B044	\$3,280,988	13%	\$435,017	\$3,696,005	(\$8,000)	\$3,264,988	-0.2%	-1%	0%	\$441,017	(\$900,847)	\$1,341,864	-208%	-27.8%
*B045	\$2,586,871	5%	\$117,259	\$2,684,129	\$0	\$2,586,871	0.0%	0%	0%	\$117,259	\$0	\$117,258	0%	0.0%
*B048	\$2,547,788	10%	\$254,777	\$2,802,543	\$0	\$2,547,788	0.0%	0%	0%	\$254,777	\$180,000	\$74,777	71%	7.1%
B048A	\$2,208,354	10%	\$220,836	\$2,428,980	\$0	\$2,208,354	0.0%	0%	0%	\$220,836	\$0	\$220,836	0%	0.0%
B048B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,882	18%	\$2,715,277	\$17,158,239	\$10,000	\$14,462,882	0.1%	0%	0%	\$2,705,277	\$1,197,433	\$1,507,844	44%	***%
*B740	\$10,528,288	10%	\$1,052,827	\$11,579,895	\$233,285	\$10,768,533	2.2%	22%	23%	\$818,362	(\$138,863)	\$956,025	8%	0.9%
*B745	\$1,806,381	48%	\$826,138	\$2,633,517	\$405,018	\$2,213,400	22.4%	48%	20%	\$420,117	\$0	\$420,117	49%	22.4%
*B760	\$484,848	10%	\$48,485	\$533,334	\$0	\$484,848	0.0%	0%	0%	\$48,485	(\$30,000)	\$78,485	-62%	-6.2%
*B781	\$3,226,872	10%	\$322,687	\$3,549,339	\$28,348	\$3,253,018	0.8%	8%	0%	\$286,321	\$82,828	\$213,495	34%	3.4%
*B795	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	0%	\$200,468	\$0	\$200,468	0%	0.0%
F815M		***%	\$0		\$0	\$0	***%	***%	%	\$0	\$0	\$0	***%	0.0%
PM001	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$786,822,271	11%	\$86,618,031	\$863,441,302	\$28,103,033	\$782,825,304	3.4%	30%	27%	\$80,515,898	\$10,083,801	\$50,452,197	42%	4.7%

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

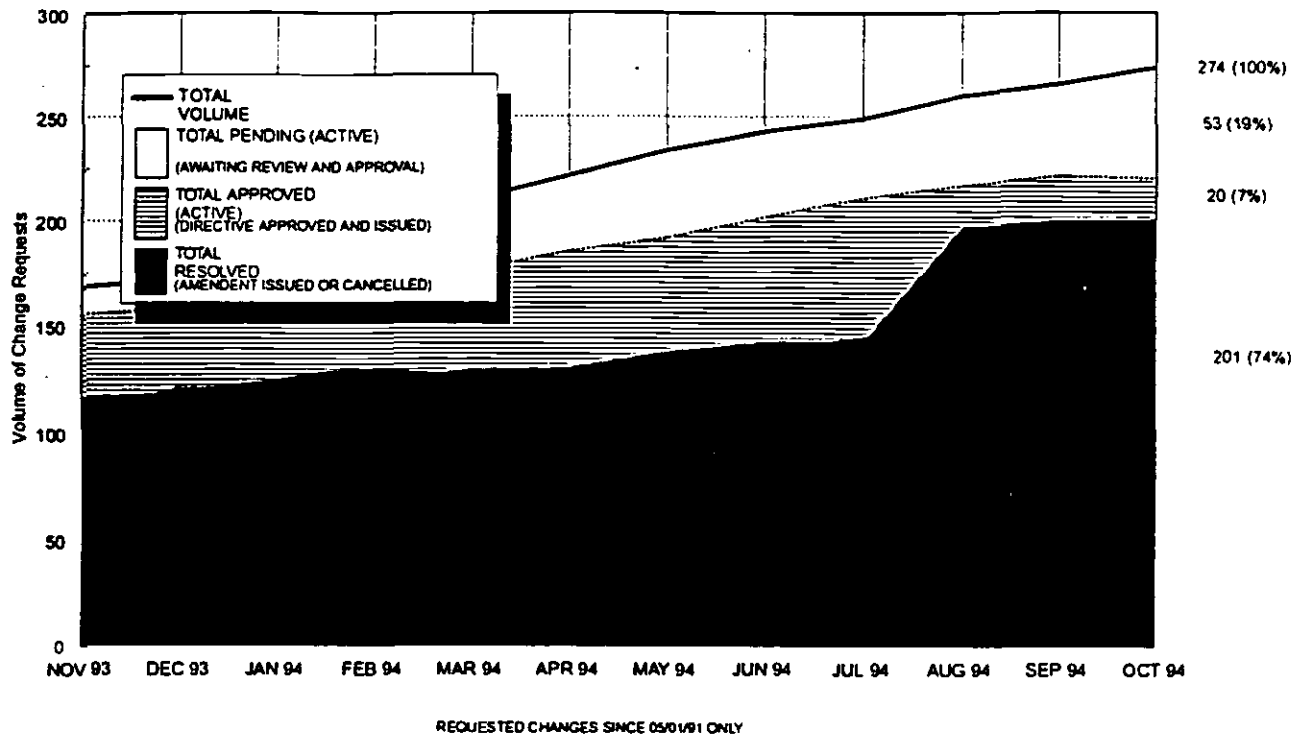
[*] Costs shared with other projects. Costs shown are for RB1 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % increase over original award [3] Logged contract changes ONLY

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 2

O	Open. Action still required.
	Completed or Not Applicable

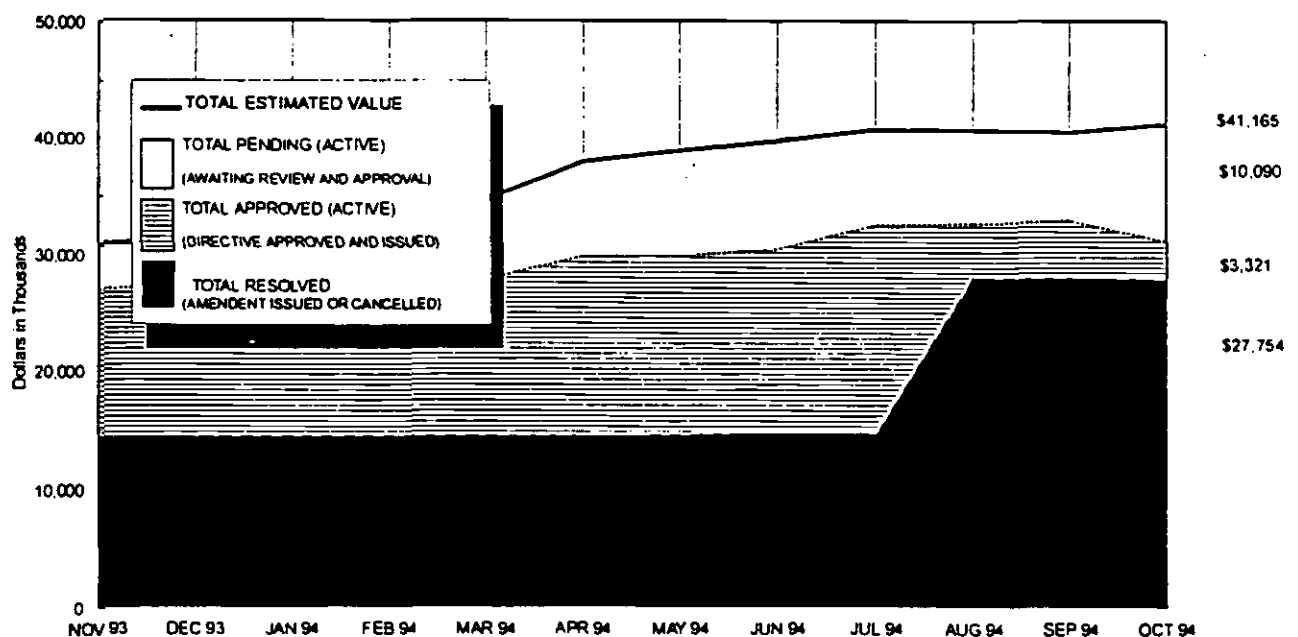
[illegible]

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

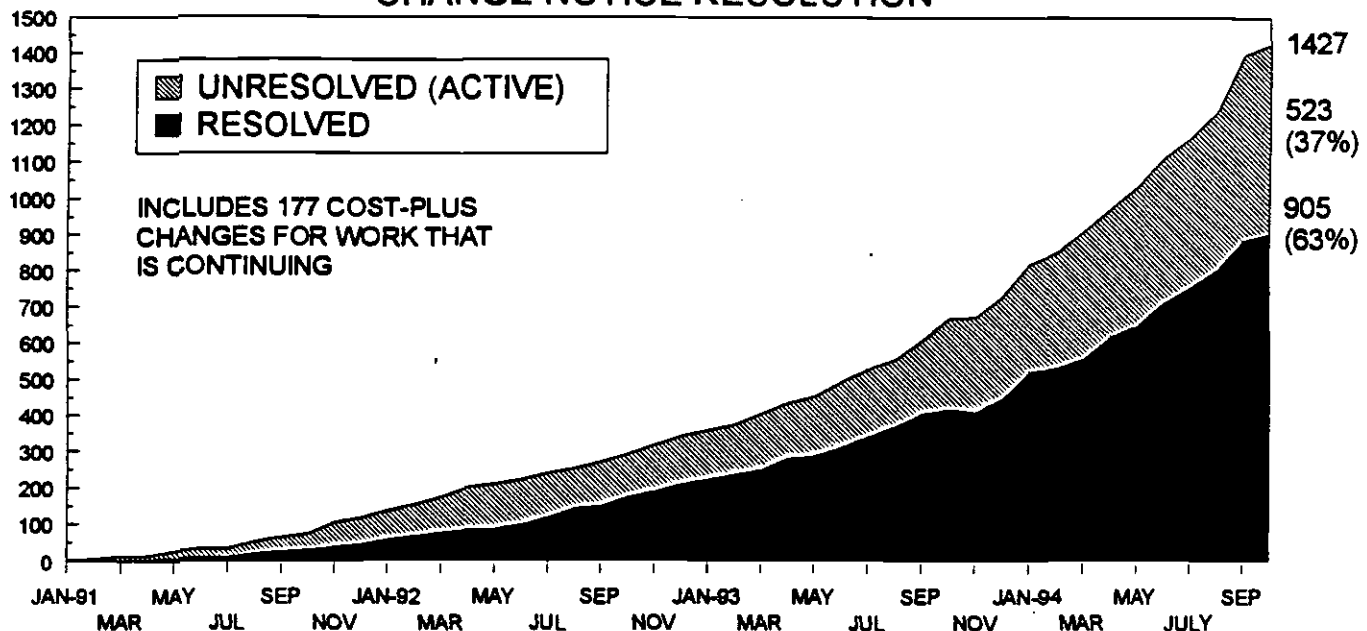


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	13	3	47	73
PERCENT	14%	18%	4%	64%	100%

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



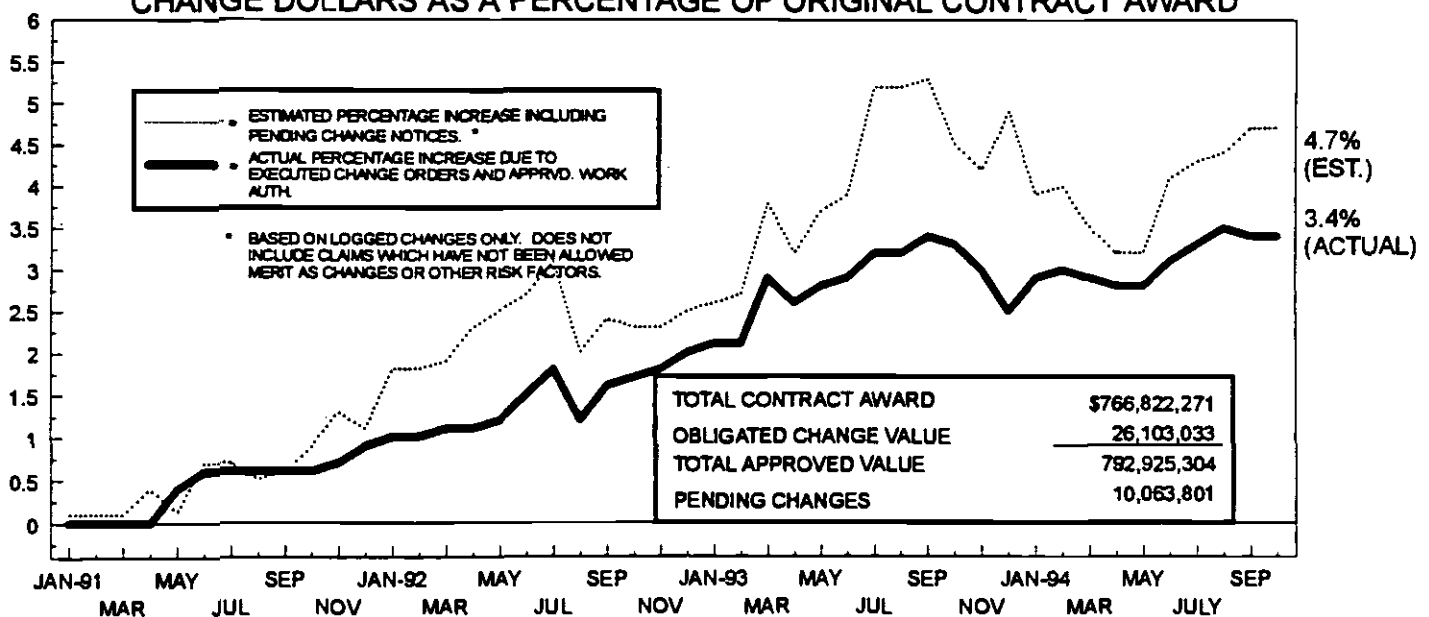
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



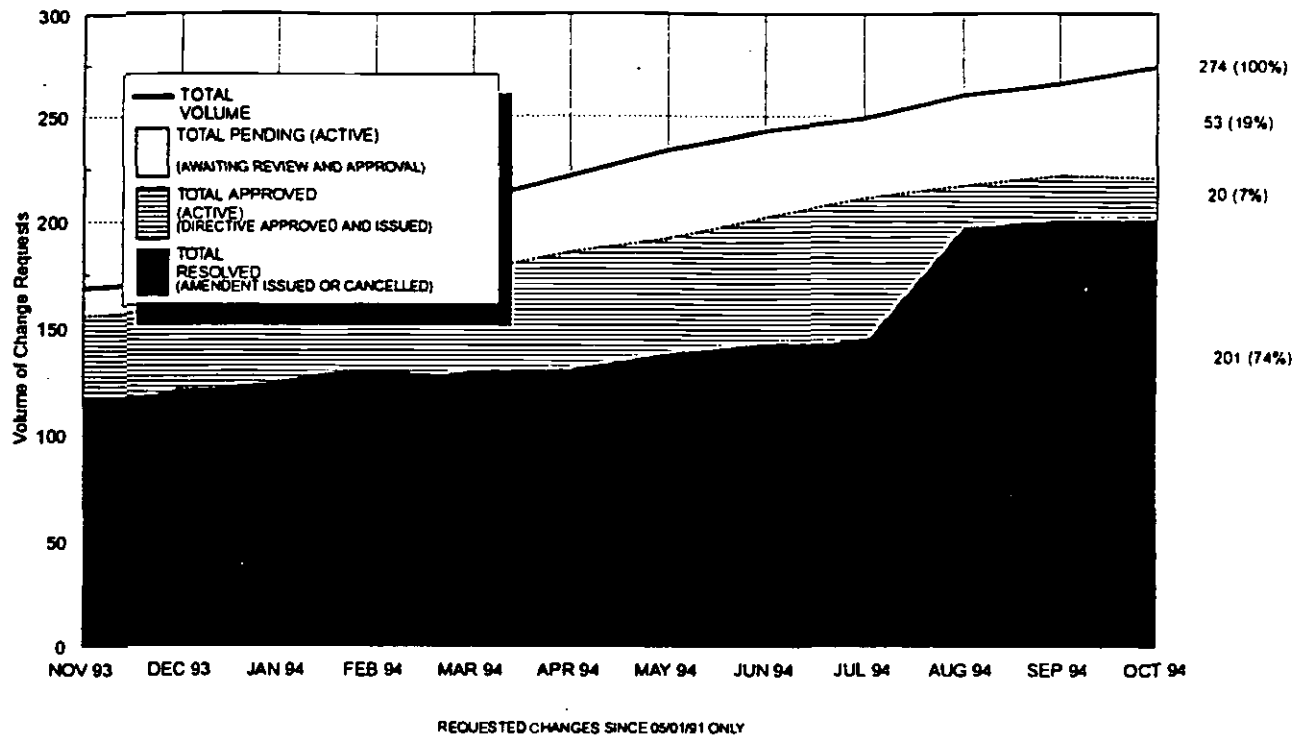
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	187	46	48	242	523
PERCENT	36%	9%	9%	46%	100%

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

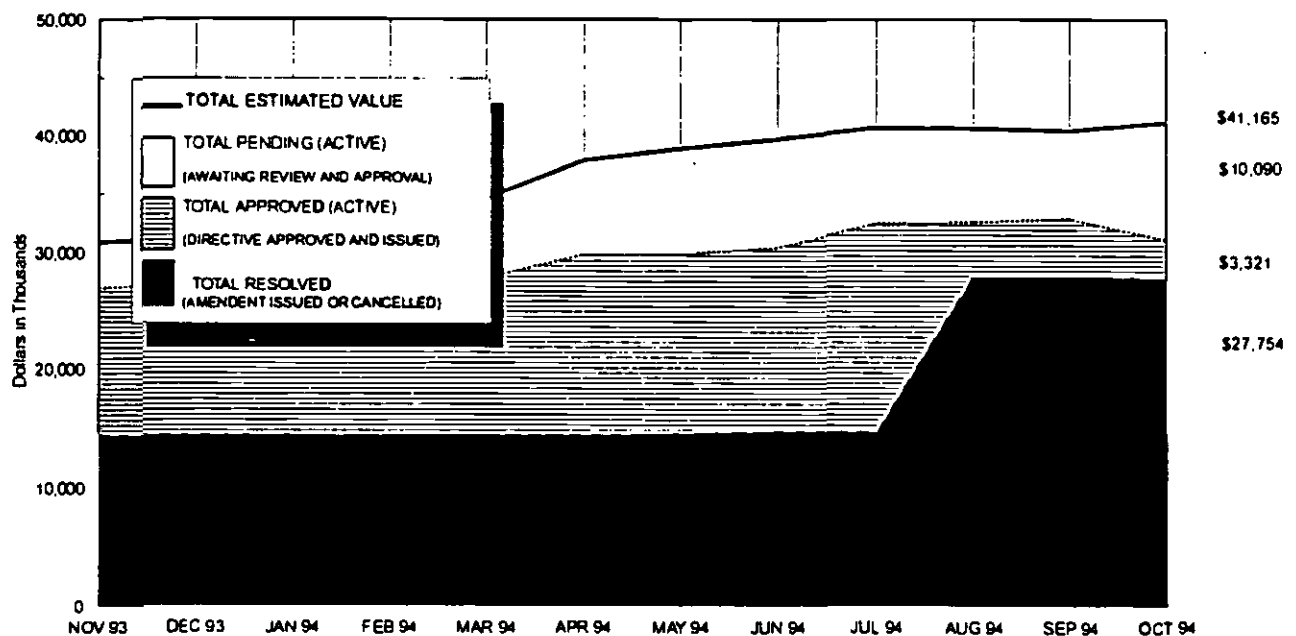


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME



AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	13	3	47	73
PERCENT	14%	18%	4%	64%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R818 - R818

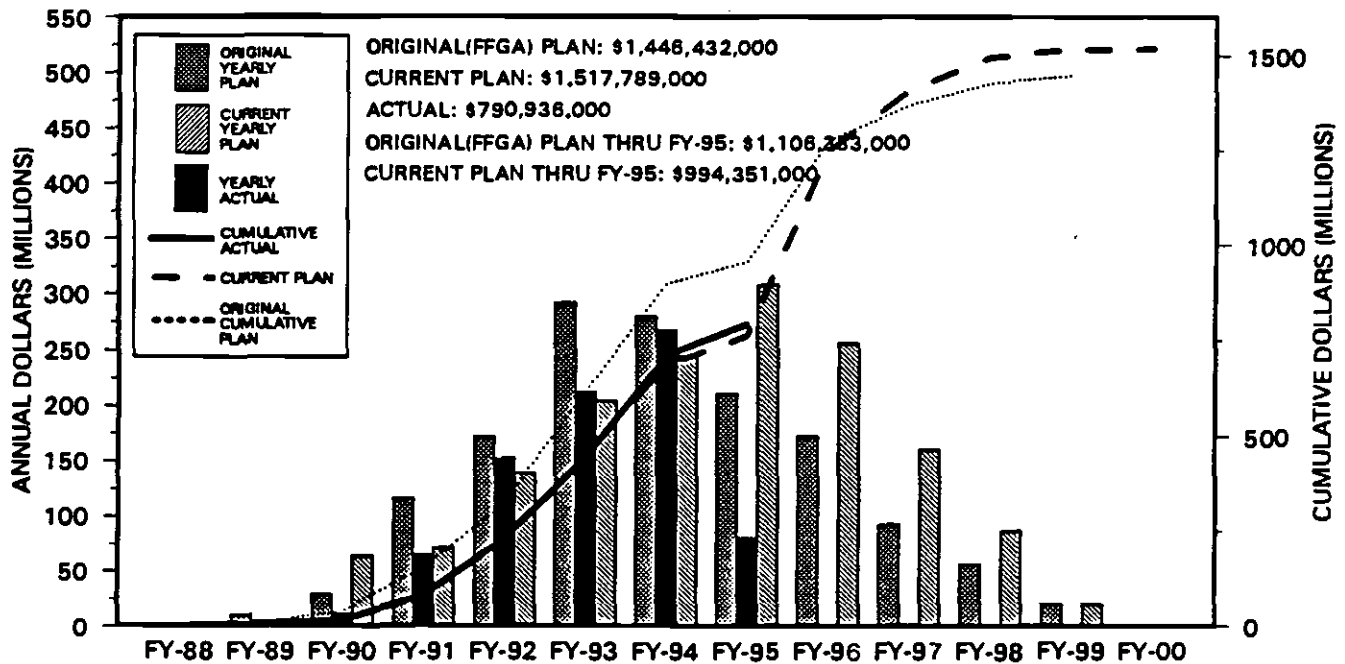
CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 10/14/94

	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	96	13.97%	\$2,187,883.43	11.97%
115 ADDITIONAL/NEW WORK	22	3.20%	\$598,250.22	3.27%
120 DELETION OF WORK	10	1.46%	\$45,928.05	0.25%
	128	18.63%	\$2,832,039.70	15.49%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	12	1.75%	\$329,888.00	1.80%
220 ACCELERATION OF WORK	3	0.44%	\$77,101.41	0.42%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	11	1.60%	(\$13,575.00)	-0.07%
	26	3.78%	\$393,412.41	2.15%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	91	13.25%	\$3,089,188.05	16.79%
320 HAZARDOUS MATERIALS	9	1.31%	\$491,578.74	2.69%
330 SAFETY CONDITIONS	10	1.46%	\$488,877.86	2.67%
	110	16.01%	\$4,049,643.45	22.15%
TERMS AND CONDITIONS				
400 TERMS AND CONDITIONS	1	0.15%	(\$2,000.00)	-0.01%
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	31	4.51%	(\$39,980.00)	-0.22%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	22	3.20%	\$174,892.50	0.96%
	54	7.86%	\$132,732.50	0.73%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	74	10.77%	\$2,820,783.82	14.33%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	131	19.07%	\$4,888,883.88	26.63%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	33	4.80%	\$2,118,844.43	11.59%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	67	9.75%	\$814,800.04	3.36%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	7	1.02%	(\$728,651.10)	-3.98%
	312	45.41%	\$9,496,761.08	51.94%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.44%	\$179,584.76	0.98%
	3	0.44%	\$179,584.76	0.98%
OUTSIDE AGENCY REQUESTS				
710 WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	30	4.37%	\$488,290.05	2.67%
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	2	0.29%	\$18,875.00	0.09%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.44%	\$159,130.40	0.87%
	35	5.09%	\$664,095.45	3.63%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	9	1.31%	\$428,505.36	2.33%
	9	1.31%	\$428,505.36	2.33%
OTHER				
900 OTHER	10	1.46%	\$110,372.18	0.60%
	10	1.46%	\$110,372.18	0.60%
PROJECT TOTALS:	687	100.00%	\$18,285,146.89	100.00%

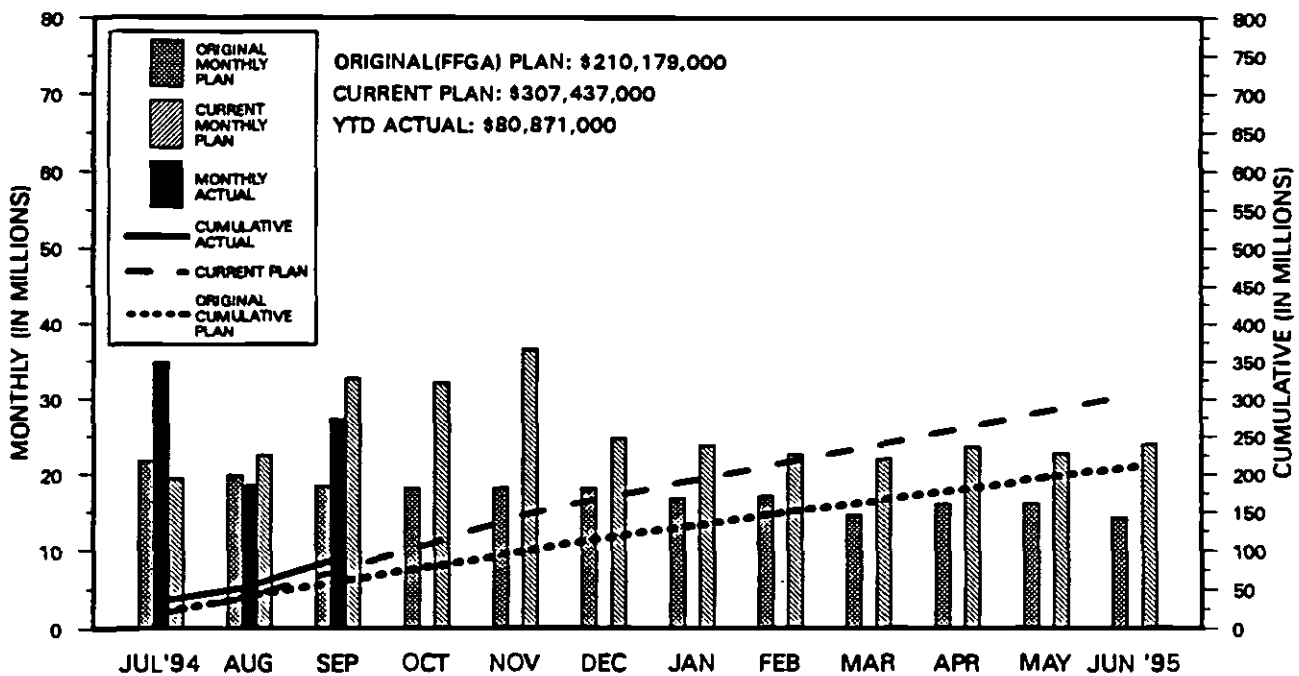
RB1 - Metro Red Line Seg-2
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 10/14/94

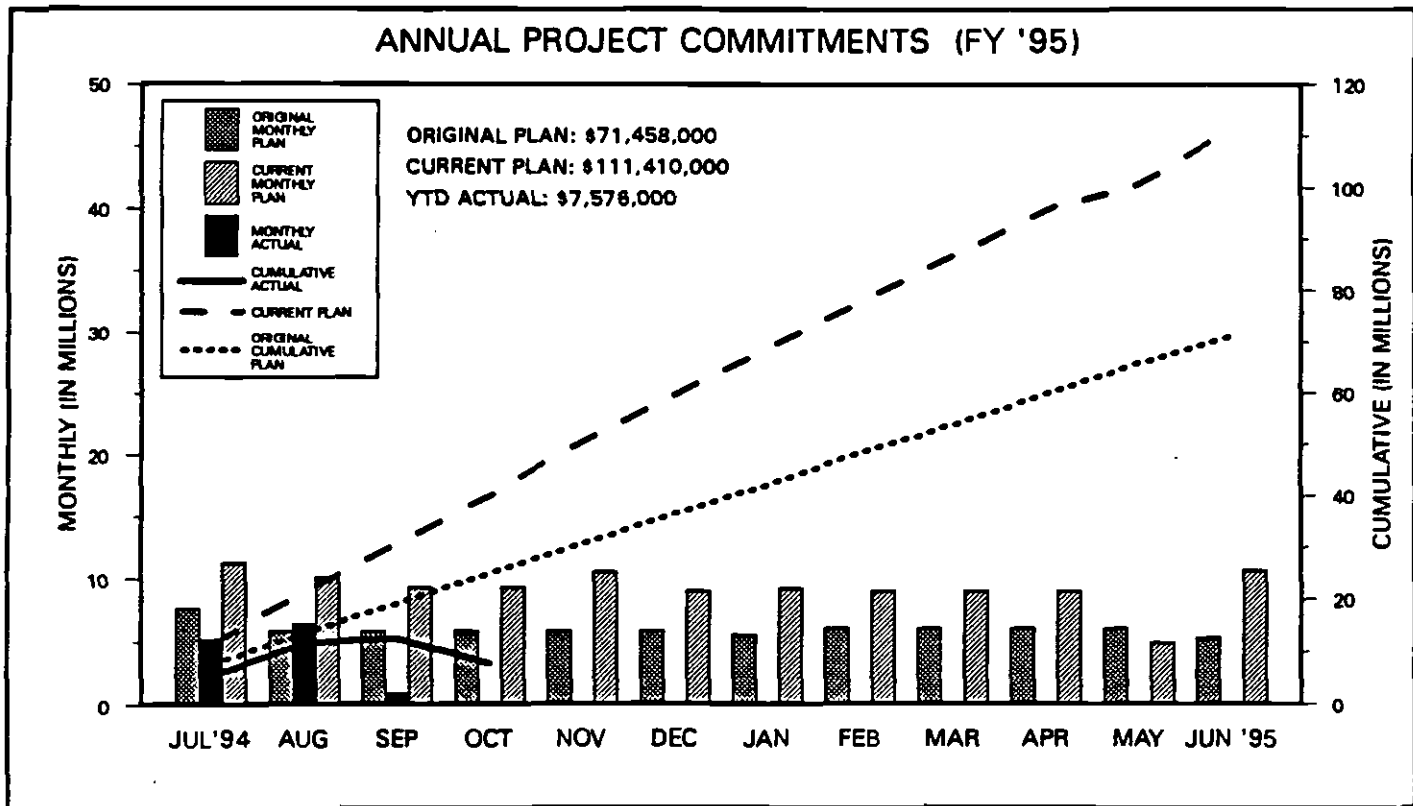
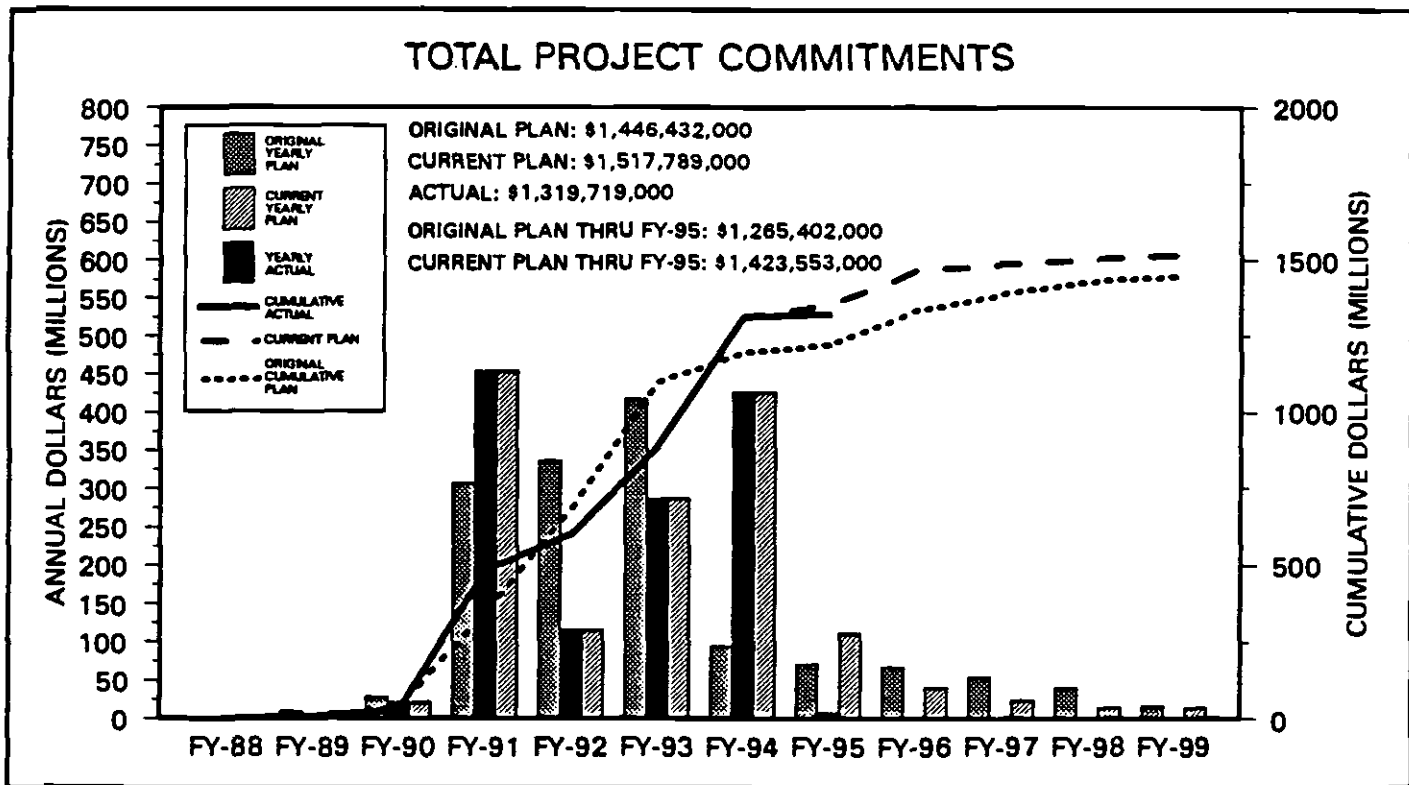
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	15	2.18%	\$6,202,153.20	33.92%
> 100-200	43	6.26%	\$5,596,164.03	30.60%
> 50-100K	35	5.09%	\$1,776,394.39	9.71%
> 25-50K	61	8.88%	\$2,039,285.14	11.15%
10-25K	109	15.87%	\$1,771,495.52	9.69%
0-10K	424	61.72%	\$899,654.61	4.92%
PROJECT TOTALS:	687	100.00%	\$18,285,146.89	100.00%

TOTAL PROJECT CASHFLOW

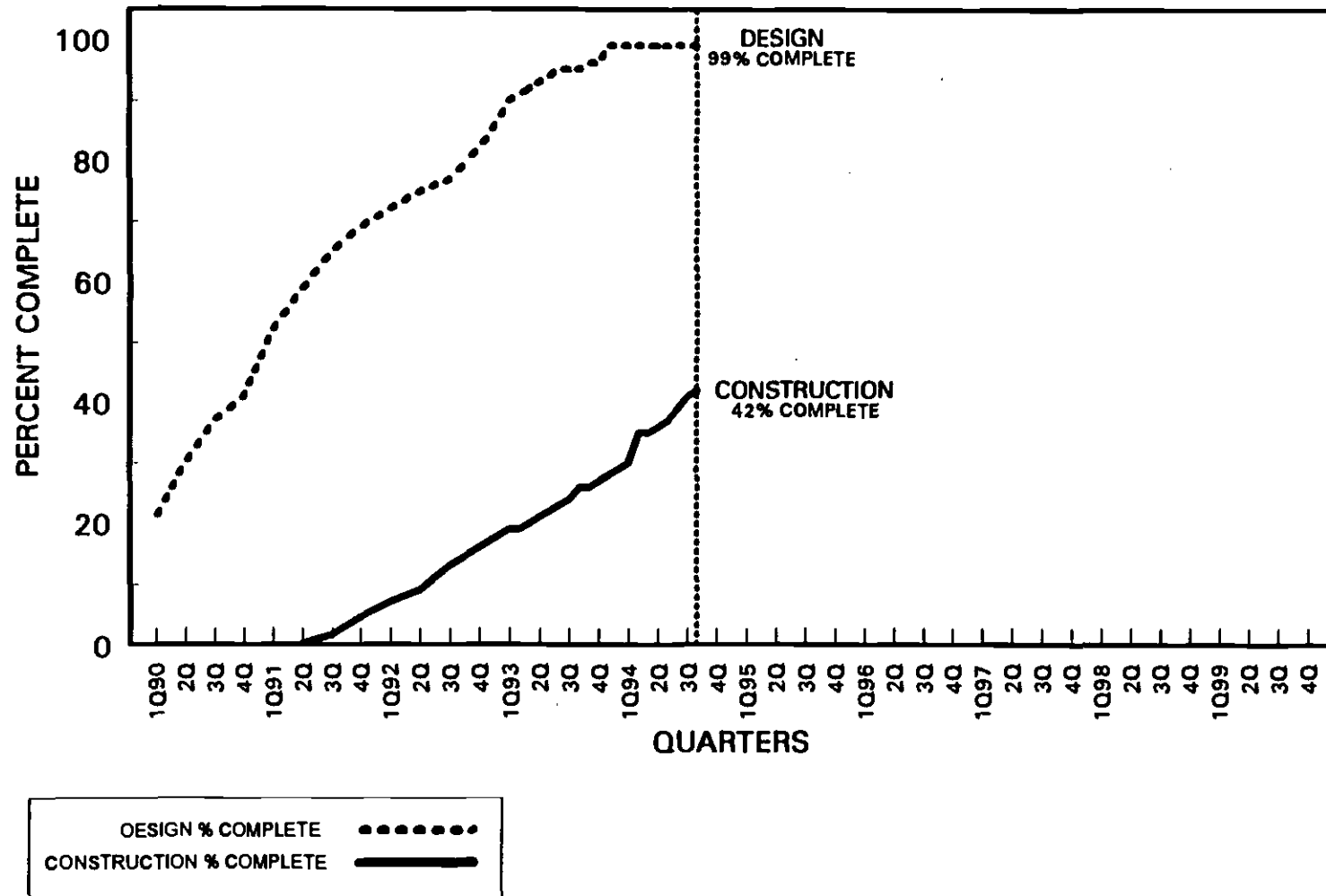


ANNUAL PROJECT CASHFLOW (FY '95)

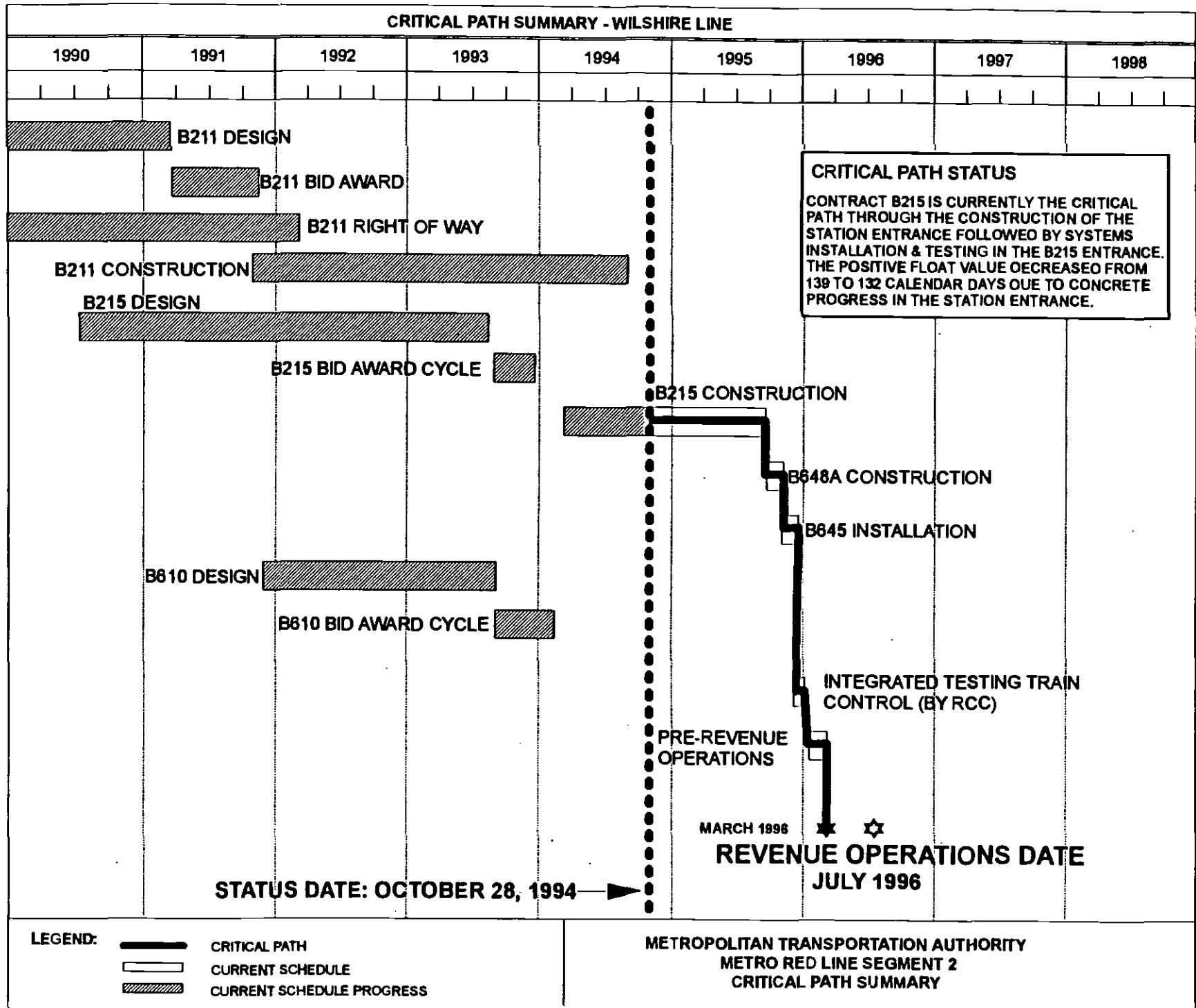


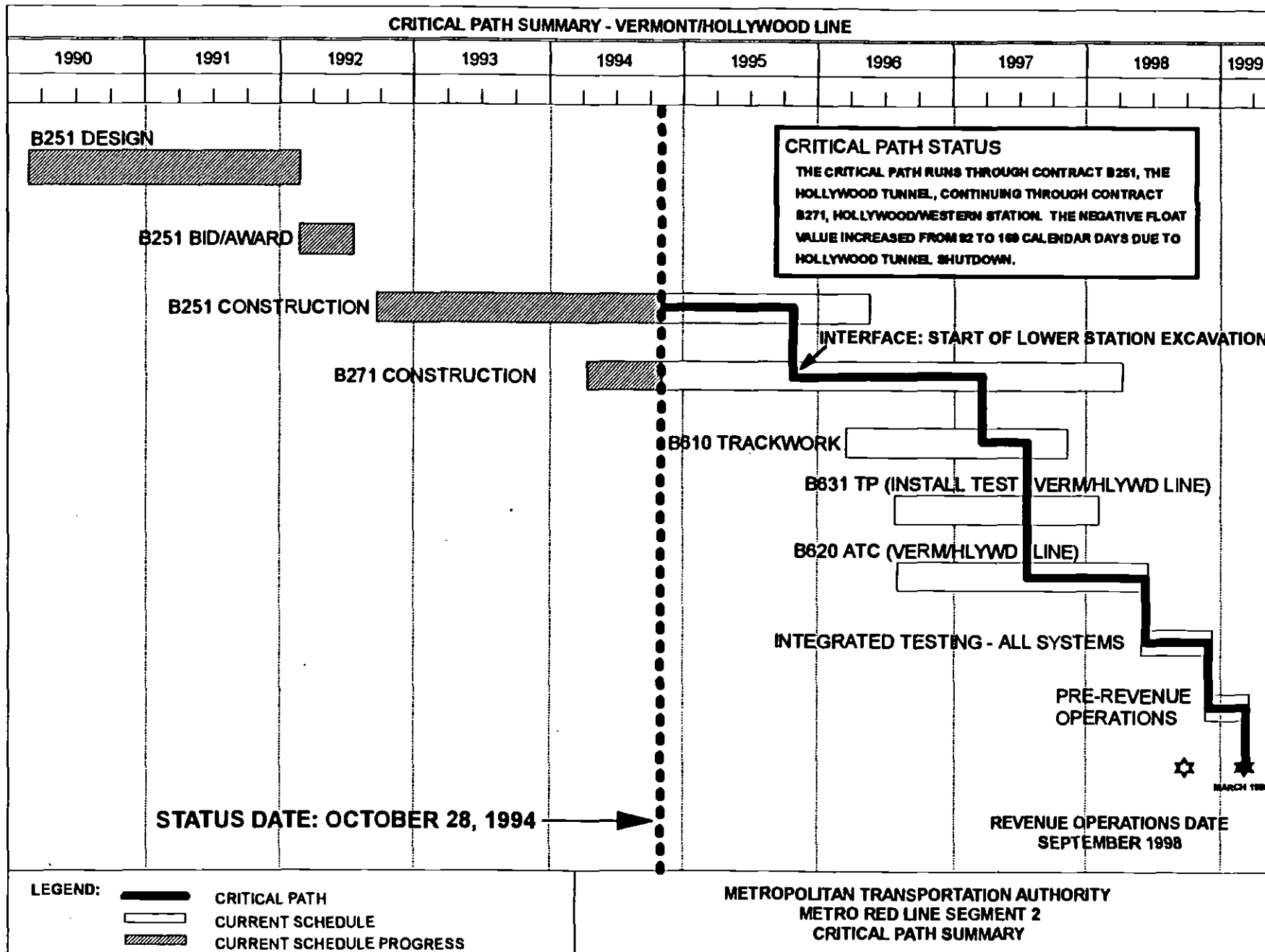


METROPOLITAN TRANSPORTATION AUTHORITY METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

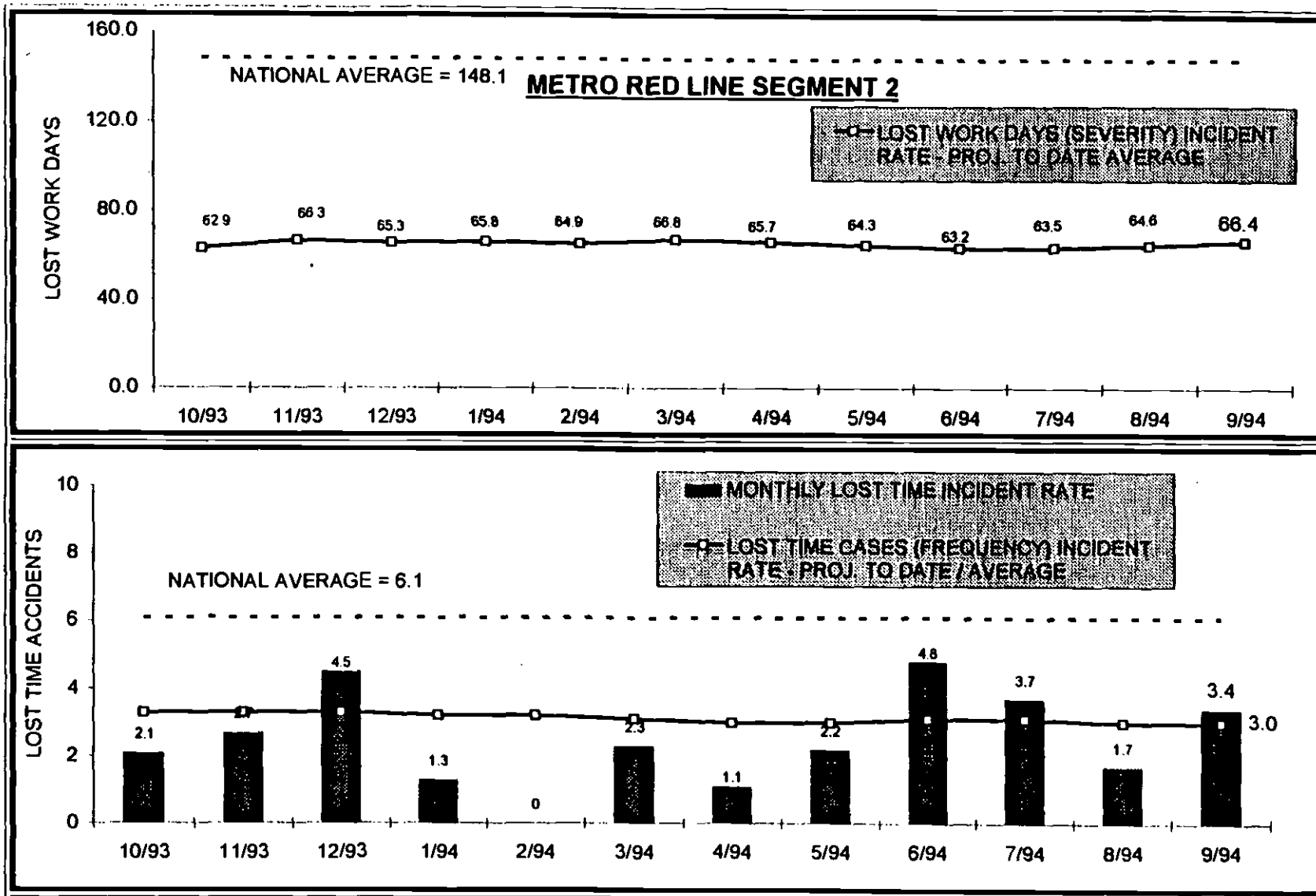


CRITICAL PATH SUMMARY - WILSHIRE LINE





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



prepared by : MASS TRANSIT GROUP

INVOICE PROCESSING

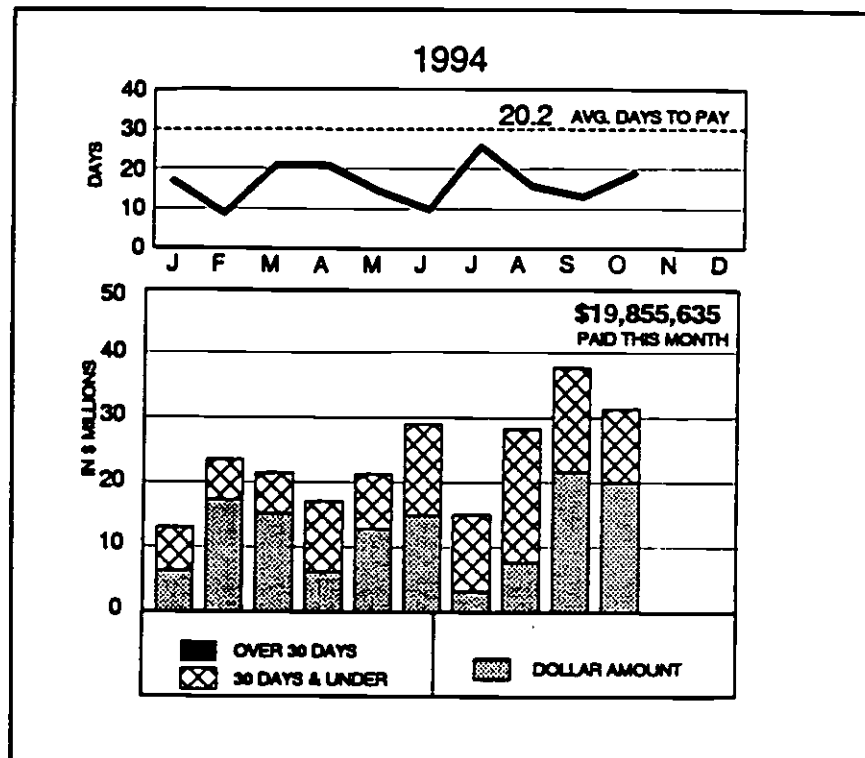
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 20.2 days.

- 35 invoices were paid for a total value of \$19,855,635.

- There were 16 outstanding Construction or Procurement invoices under 30 days old for \$11,160,755.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1994	22	11,655,695	1	(1,103)	40	5,319,981	28	592,329
AUG 1994	30	20,392,386	3	(34,121)	36	1,787,473	56	8,879,423
SEP 1994	21	15,758,986	2	29,167	47	10,861,777	17	531,611
OCT 1994	16	11,160,755	0	0	52	11,247,134	20	623,415

EXECUTIVE SUMMARY

COST STATUS

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

SCHEDULE STATUS

North Hollywood Extension

- Design Status: 86%
- Construction Status: 4.1%

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	
B251	15	15	15	15	15	15	15	15	5	12	11	15	15	0
C0301	3	3	3	3	3	3	3	3	2	3	3	2	2	0
C0311	109	109	109	12	12	12	12	6	1	6	6	3	3	2
C0321	25	25	25	12	12	12	12	4	4	1	1	8	8	0
C0331	11	11	11	11	10	11	10	10	7	0	0	6	6	0
C0351	12	12	12	8	8	8	8	8	4	0	0	2	2	6
TOTAL	175	175	175	61	60	61	60	46	23	22	21	36	36	8

- To date, 36 parcels have been acquired. Fifteen of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

NEW

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 should be finalized in early November and then the MTA will meet with the Hollywood community for concurrence.

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, that if approved, will allow mining operations to resume.

Status An implementation plan was developed. The approval of the plan is required prior to re-commencement of tunnel mining operations. A detailed implementation schedule is being developed to include all necessary activities leading into the restart of mining activities.

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. Several smaller construction contracts (C1326, C2326, C3326, and C4326) for site restoration at Universal City Station may be authorized. This may have an adverse effect on the project schedule due to limited site availability for multiple contractors, and due to 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 evaluating contract packaging to minimize interface and to incorporate the requirements of Caltrans, the Los Angeles City Agencies and MCA, Inc.

AREAS OF CONCERN (CON'T)**Real Estate - North Hollywood Extension**

Concern: There are 8 parcels currently projected in the worst case scenario not to be available by the scheduled "Need Dates." All parcels showing negative float are expected to be available prior to the Contractor's need date.

Action: Maintaining schedule for meeting Contractor's need dates. MTA's Real Estate and Environmental groups will coordinate their activities in an effort to enhance the project schedule.

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

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.

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

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.

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 continued.

AREAS OF CONCERN (CON'T)**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.

Status: Mid City final design efforts are suspended. The study report was presented to the 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**Delay to Contract C0301R, Hollywood/Highland Station and tunnels, Notice to Proceed - North Hollywood Extension**

Concern: Notice to Proceed (NTP) was scheduled for September 26, 1994. Bid protest was issued delaying the NTP pending resolution of the protest. Scope changes are required on C0301 documents due to Hollywood Blvd. settlement issues. Timely NTP, turnover of the B251 tunnels to C0301R, and La Brea Shaft turnover to the C0311 contract, are critical to the North Hollywood Extension ROD.

Action: Change Contract C0311, La Brea Shaft, access date. Repackage C0301R contract documents to allow timely turnover to the La Brea Shaft to C0311 contractor and incorporate the scope changes in C0301 re-advertised package.

Status: La Brea Shaft access date has been adjusted by 2.5 months to absorb the current C0301R contract NTP slippage. Repackaging of C0301R contract documents are underway to mitigate the latest known Hollywood Blvd. issues.

AREAS OF CONCERN (CON'T)

Completion of FTA and Agency Review Period - East Side Extension

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

Action: The FEIS document has been completed and has appeared in the federal register.

Status: The FEIS document has been completed and circulated enabling MTA to obtain a ROD and amend the FFGA.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

The following items reflect action requirements identified in the September 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 1 month time period allowed by the FTA.

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

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 should respond by producing a draft report within 4 weeks.

Status: The MTA has produced the PMP and delivered it to the PMOC for review on October 6th.

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.

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

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.

RESOLVED

February 1994, Consultant Operating Procedures

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

Action: The MTA prioritized the list of outstanding procedures with due dates and will monitor the processing of the remaining procedures.

Status: The EMC has produced the key procedures required by the MTA and has delivered them to the MTA.

KEY ACTIVITIES - OCTOBER**Design**

- On October 28, 1994, Facilities Design for the North Hollywood Extension was 86% complete versus 93% planned. Systems Design was 13% complete versus 51% planned. The total design progress is 81% actual compared to 90% planned.
- Addendum No. 4 for Contract C0311, Line Section from station 613+00 to Universal City, was submitted on October 5, 1994.
- Following extensive discussion with the Section Designer for contract C0321, Universal City Station, a revised schedule and work plan has been proposed which incorporates changes to the appendages that achieves construction cost savings, but result in a five-week delay in the Camera Ready submittal. The revised Pre-Final submittal date of December 22, 1994 accommodates a major pre-holiday production effort. Detailed milestones, increased EMC visits to the Section Designer's offices, and multi-discipline work sessions are among the measures which will enable the EMC to monitor progress and facilitate production.
- Final design of Contract C0329, Demolition and the site clearing (phase 2) was released on September 29, 1994.
- Addendum No. 1 for contract C0351, North Hollywood Station with Crossover and Tail track complete, was submitted on October 17, 1994.
- Completion of design for contract C0352, North Hollywood Site work, remains on hold.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnel Finishes, the bid protest was upheld on September 30, 1994. Documents are being prepared for re-advertising on November 7, 1994.
- Contract C0328, Building Demolition and Site Clearing at Universal City Station received Notice To Proceed (NTP) on October 4, 1994.
- Contract C0351, North Hollywood Station with Crossover and Tail Track, was advertised October 3, 1994.

KEY ACTIVITIES - OCTOBER (CON'T)**Construction**

- Contract B251, Line Section Hollywood/Vine Station to Station 630+00 operations were halted on August 18, 1994, due to surface settlements. A plan is under development that will satisfy concerns regarding tunnel mining procedures.
- Contract C0331, continued excavation of the crossover area and installation of excavation support systems at the mid-ventilation shaft area.
- Hollywood/Highland utility relocation work by DWP and The Gas Company continues.

KEY ACTIVITIES - PLANNED FOR NOVEMBER**Design**

- Addenda No. 2 and No. 3 for contract C0351 are scheduled for completion November 3 and 14, 1994, respectively.
- Submittal of Camera Ready documents for the re-bid of Contract C0301R, Hollywood/Highland Station, is scheduled for November 9, 1994.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels, advertise is scheduled for November 7, 1994.
- Contract C0311, Line Section from Station 613+00 to Universal City, MTA approval is planned for November 23, 1994.
- Contract C0358, North Hollywood Demolition, Notice to Proceed is expected on November 29, 1994.

Construction

- Contract B251, Line Section Hollywood/Vine Station to Station 630+00, is estimated to restart tunneling of the Hollywood Alignment Right (HAR) in December 1994.
- Contract C0303, Hollywood/Highland Utility relocation work by DWP and The Gas Company should be completed in November 1994.

KEY ACTIVITIES - OCTOBER

East Side Extension

- A list of outstanding issues relative to the FEIS document was created to ensure that all necessary items are completed in anticipation of the signing of the amendment to the FFGA.
- The FEIS document was signed by the FTA.
- In the process of completing the Final Draft of the Economic Development Report.
- Planning and Urban Design staff completed the preparation of the Task 4.2 report, Preliminary Station area concept Plans/East Los Angeles.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

East Side Extension

- Preparation for the final Little Tokyo Station Area Advisory Committee (SAAC) meeting will happen during the month of November. In addition, a summary of the previous SAAC meetings held throughout the project will be completed and unresolved issues will be identified.
- The summary document and the supporting technical documents for the Community Linkages task will be finalized during the month of November.
- Work will begin in November to complete the remaining tasks for the Cultural Needs Assessment.
- The consultant team will finalize all the conceptual plans for the seven stations and begin to complete the final Urban Design Report.

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

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

Period: Sep 30, 1994 to Oct 28, 1994
Run Date: Nov 10, 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	-71,325	228,685	191	41,785	14,766	34,613	10,726	789,821	22,974
S PROFESSIONAL SERVICES	254,747	0	279,125	95	100,532	1,914	47,953	1,933	48,003	207	274,024	-5,100
R REAL ESTATE	84,534	0	85,644	310	31,524	310	31,524	310	31,524	-3,160	84,568	-1,076
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	90	8,976	776	2,445	776	2,445	90	22,804	4,093
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-7,863	139,603	-20,891
A PROJECT REVENUE	0	0	0	0	0	0	0	-4	-64	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	-70,829	369,719	3,192	123,709	17,783	116,523	5,972	1,319,822	8,982
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	17	99	0	23	4	5	5,980	7,828	7,828
S PROFESSIONAL SERVICES	0	0	0	-7	410	0	0	0	0	-7	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	10	509	0	23	4	5	5,972	8,982	8,982
GRAND TOTAL	1,310,822	0	1,310,822	-70,819	370,229	3,192	123,733	17,788	116,528	5,972	1,319,804	8,982

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

Page No. 1

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

Period: Sep 30, 1994 to Oct 28, 1994
Run Date: Nov 7, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,335	0	798	4	211	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	0	43,032	26	7,813	26	7,817	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	0	130	-1	128	-1	128	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	0	142	0	142	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	0	87,352	24	8,882	28	8,300	0	490,663	0

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

PROJECT : METRO RED LINE SEG 3 - EAST SIDE EXTENSION

STATUS PERIOD : 01-Oct-94 TO 28-Oct-94
STATUS DATE : 28-Oct-94
UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	0	0	0	0	0	(3) 0	0	(3) 0	0	0	0	0
S	PROFESSIONAL SERVICES	11,998	0	11,998	0	11,448	192	8,190	192	8,190	113	11,058	(940)
R	REAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0
F	3RD PARTY	2	0	2	0	2	0	2	0	2	0	2	0
C	CONTINGENCY	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL		12,000	0	12,000	0	11,448	189	8,192	189	8,192	113	11,060	(940)

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

OCTOBER 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	\$287,563	42%	\$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	\$53,000	\$53,000	\$28,956	55%	\$28,956	55%	\$28,956	55%
STATE ARTICLE XIX	\$20,855	\$20,855	\$19,074	91%	\$19,074	91%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$343,830	\$14,728	\$14,728	4%	\$14,728	4%	\$14,728	4%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$142,353	\$370,229	28%	\$116,528	9%	\$97,454	7%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1994.

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

OCTOBER 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	\$84,890	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	\$1,044	1%	\$1,044	1%	\$1,044	1%
TOTAL	\$490,663	\$11,725	\$87,352	18%	\$8,300	2%	\$8,300	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1994.

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

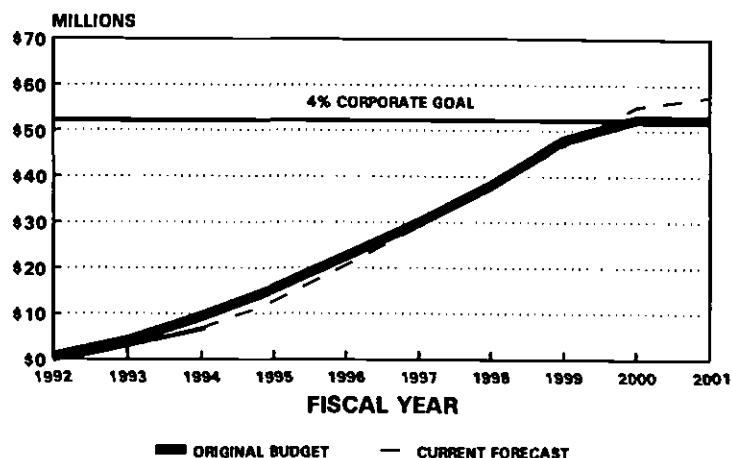
OCTOBER 94

STATUS OF FUNDS BY SOURCE

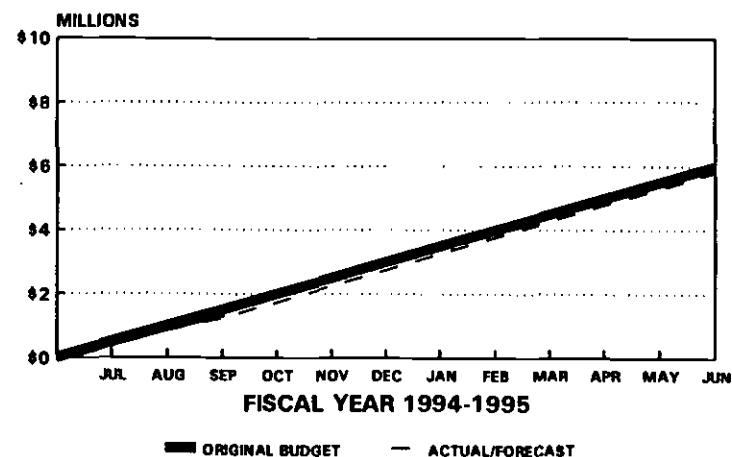
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$10,980	55%	\$7,857	40%	\$7,301	37%
PROP A	\$18,150	\$18,150	\$468	3%	\$335	2%	\$335	2%
TOTAL	\$38,000	\$38,000	\$11,448	30%	\$8,192	22%	\$7,636	20%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



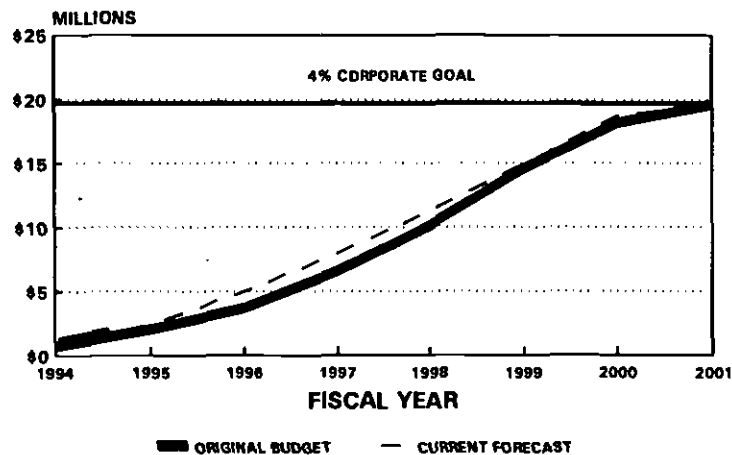
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

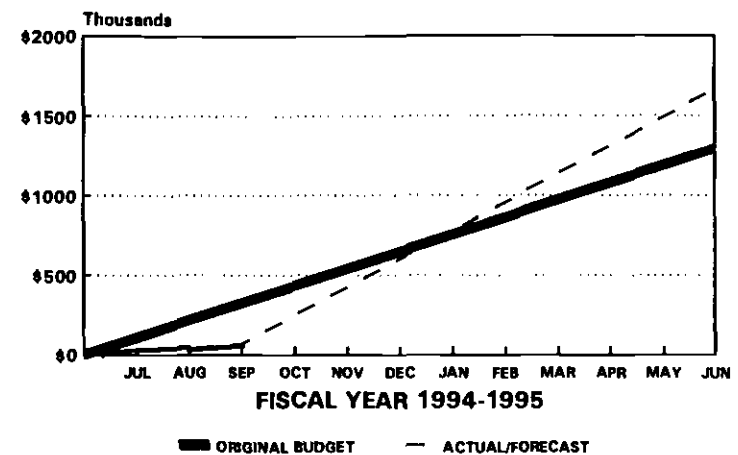
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$1,501
ACTUAL TO DATE	\$1,233

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

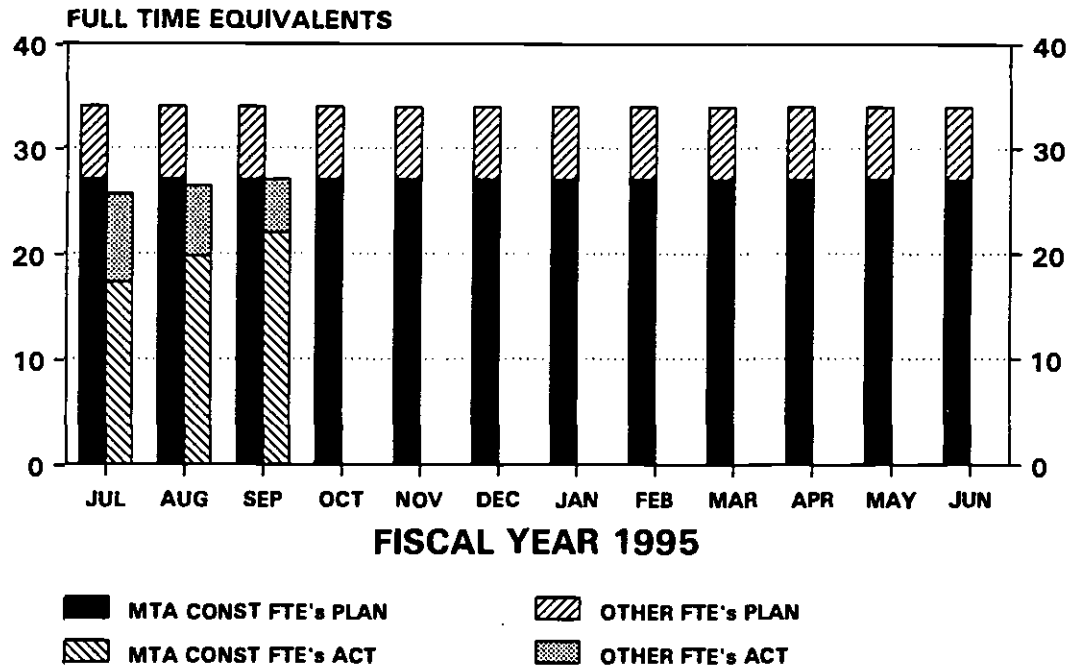
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$324
ACTUAL TO DATE	\$69

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'95 Budget

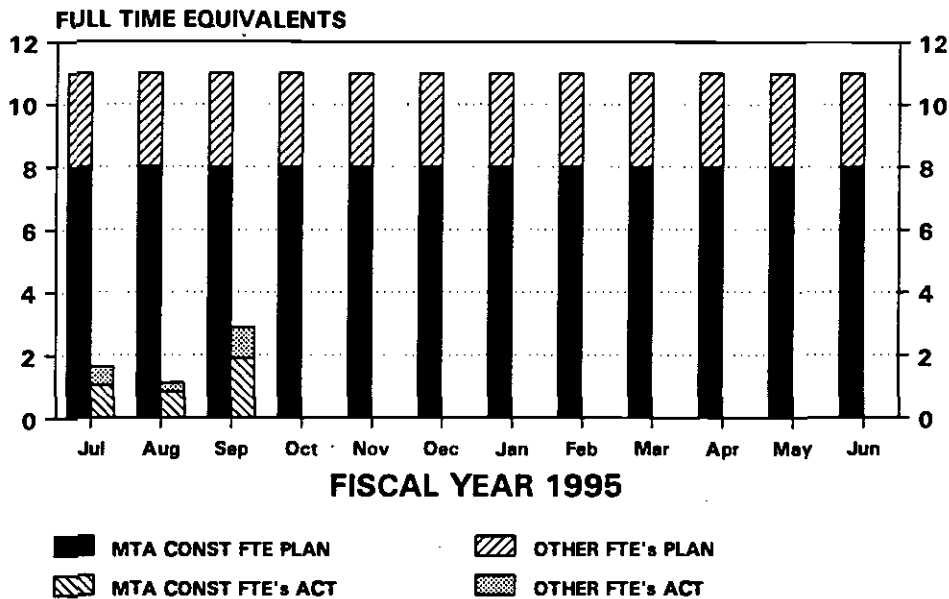
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	22
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	5
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	27

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'95 Budget

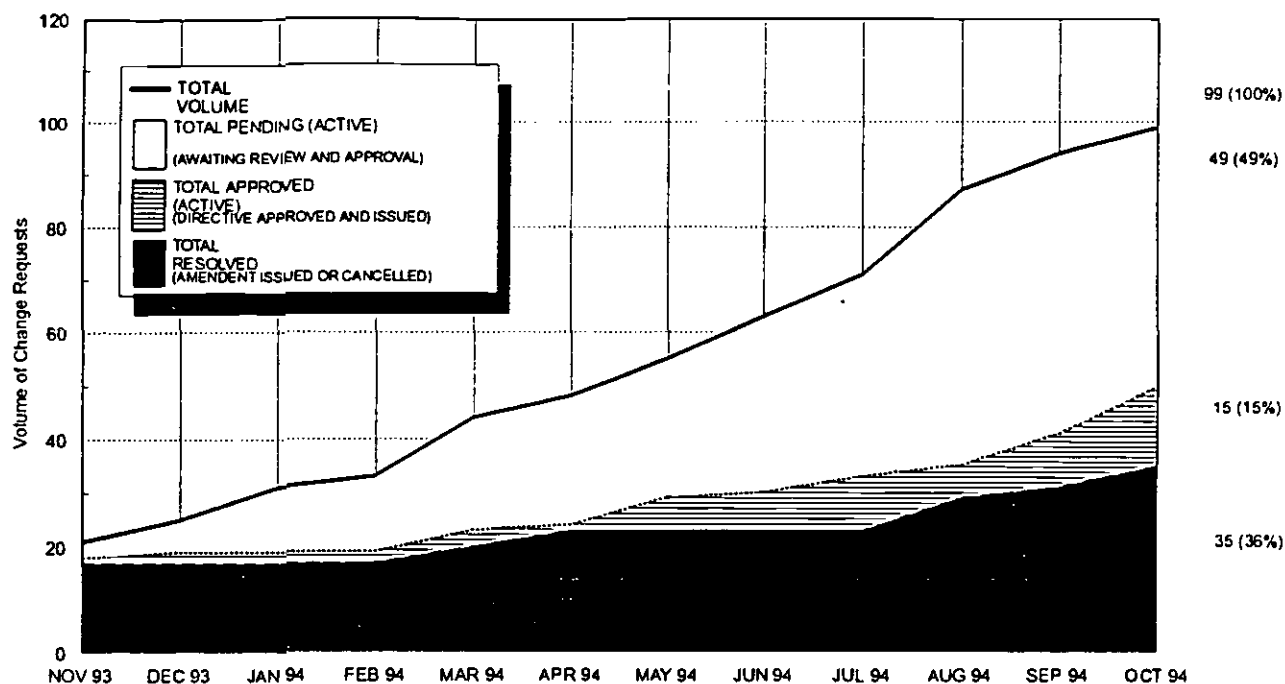
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1995

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

CONSULTANT CONTRACT CHANGE SUMMARY

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



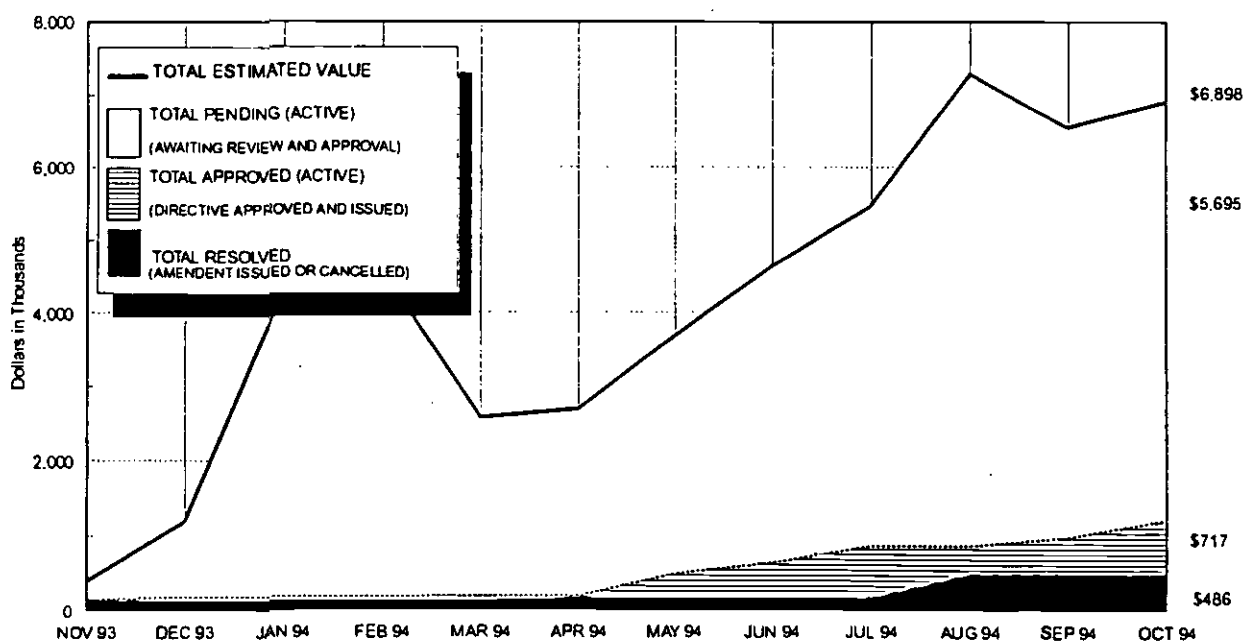
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES

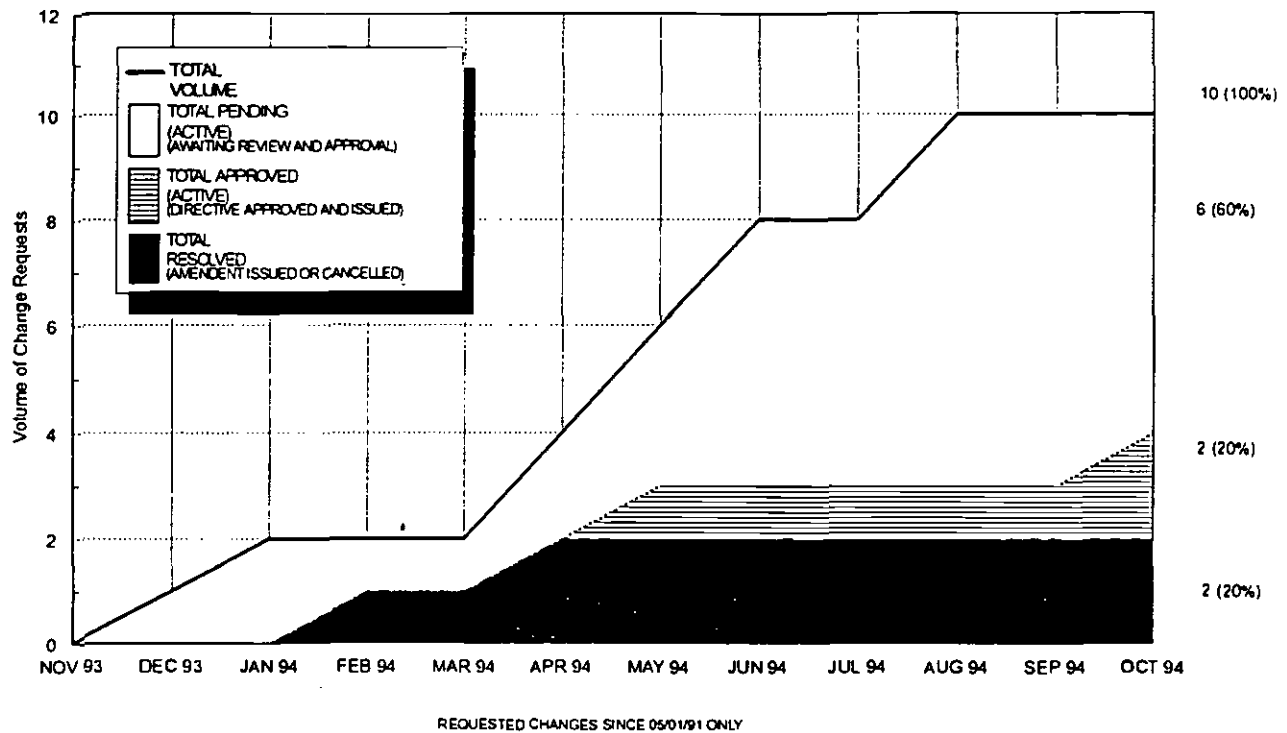
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	11	15	5	33	64
PERCENT	17%	23%	9%	51%	100%

CONSULTANT CONTRACT CHANGE SUMMARY

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

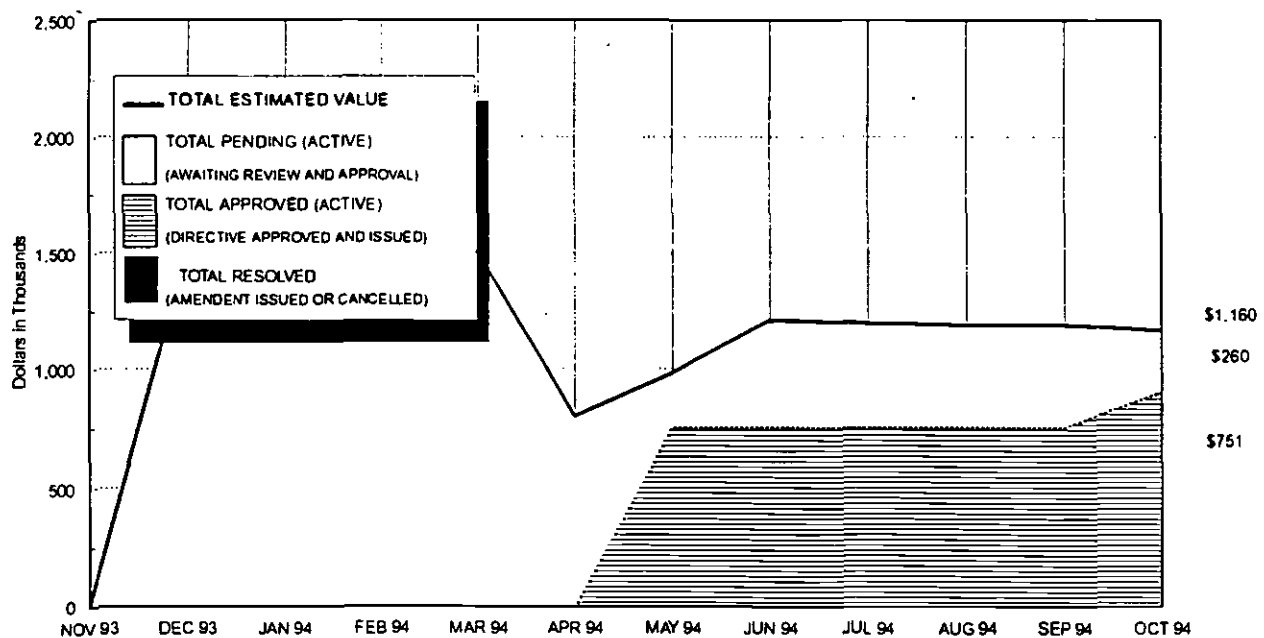


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME

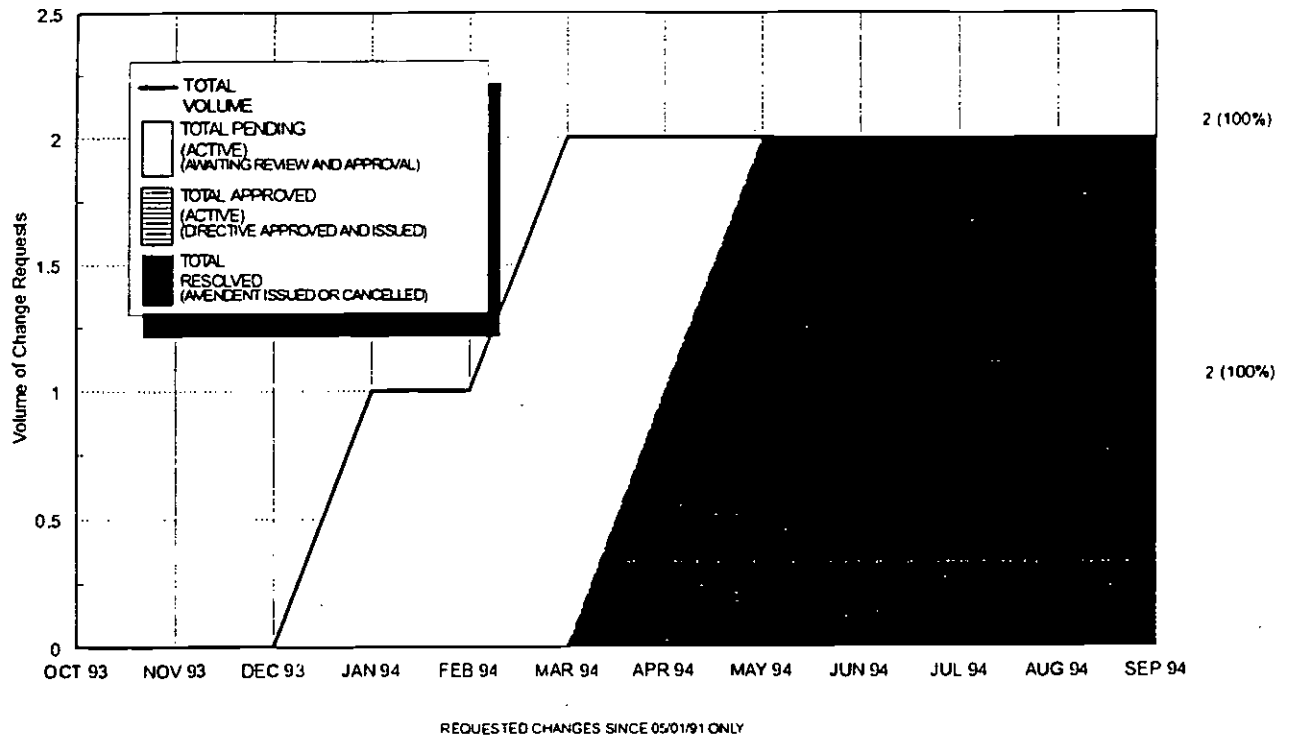


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	2	0	6	8
PERCENT	0%	25%	0%	75%	100%

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

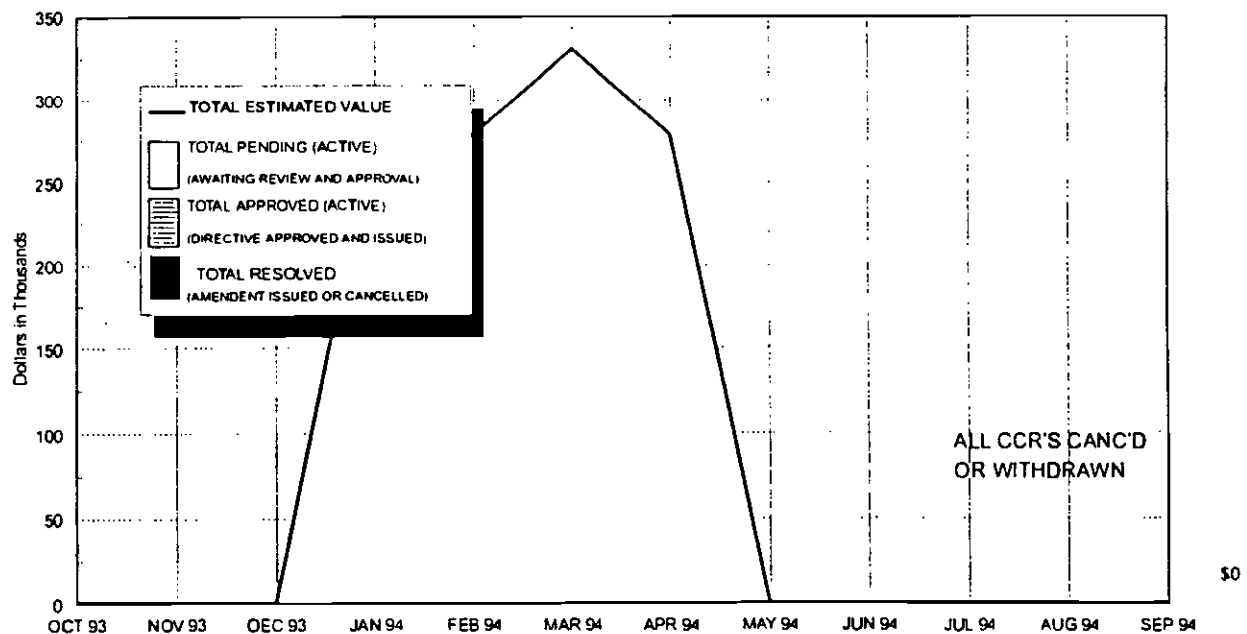


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME

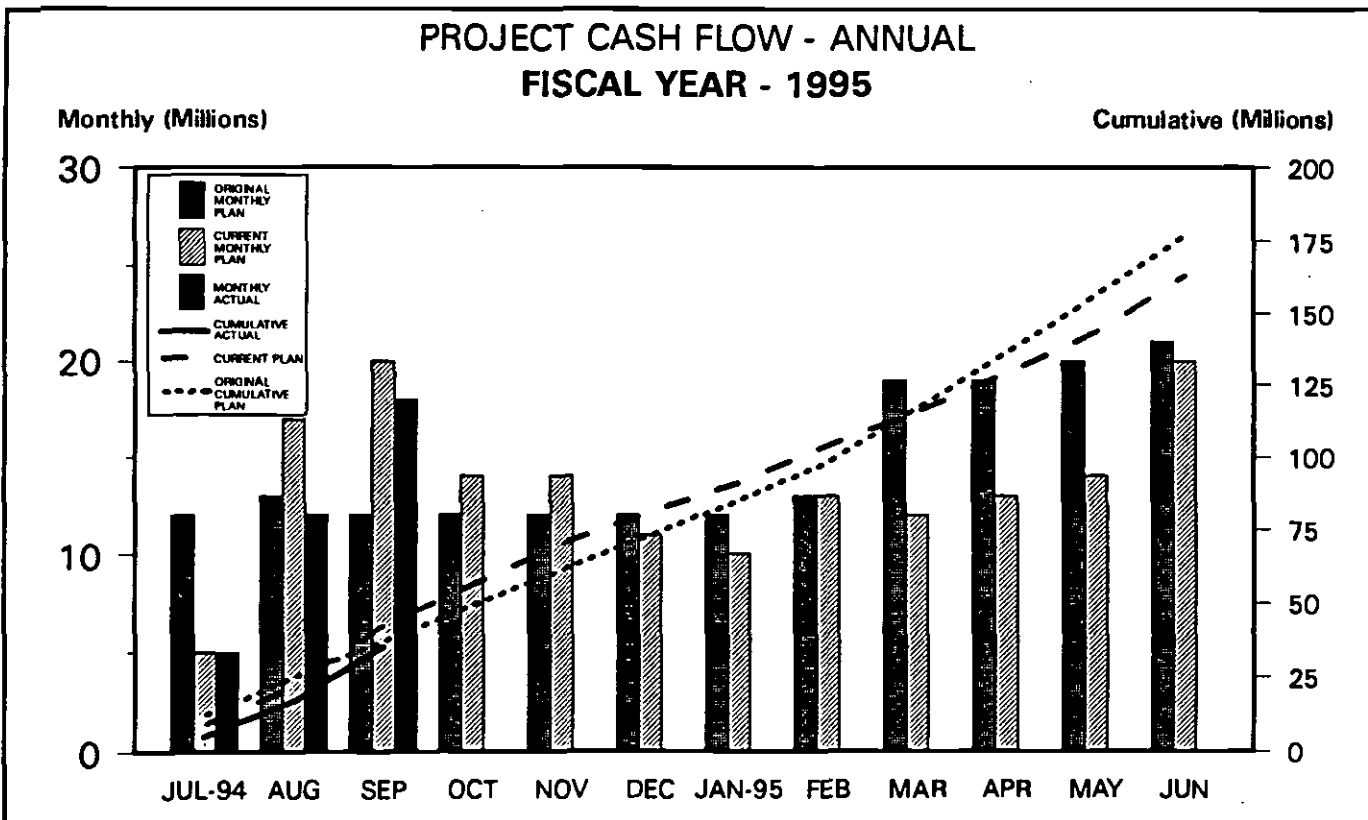
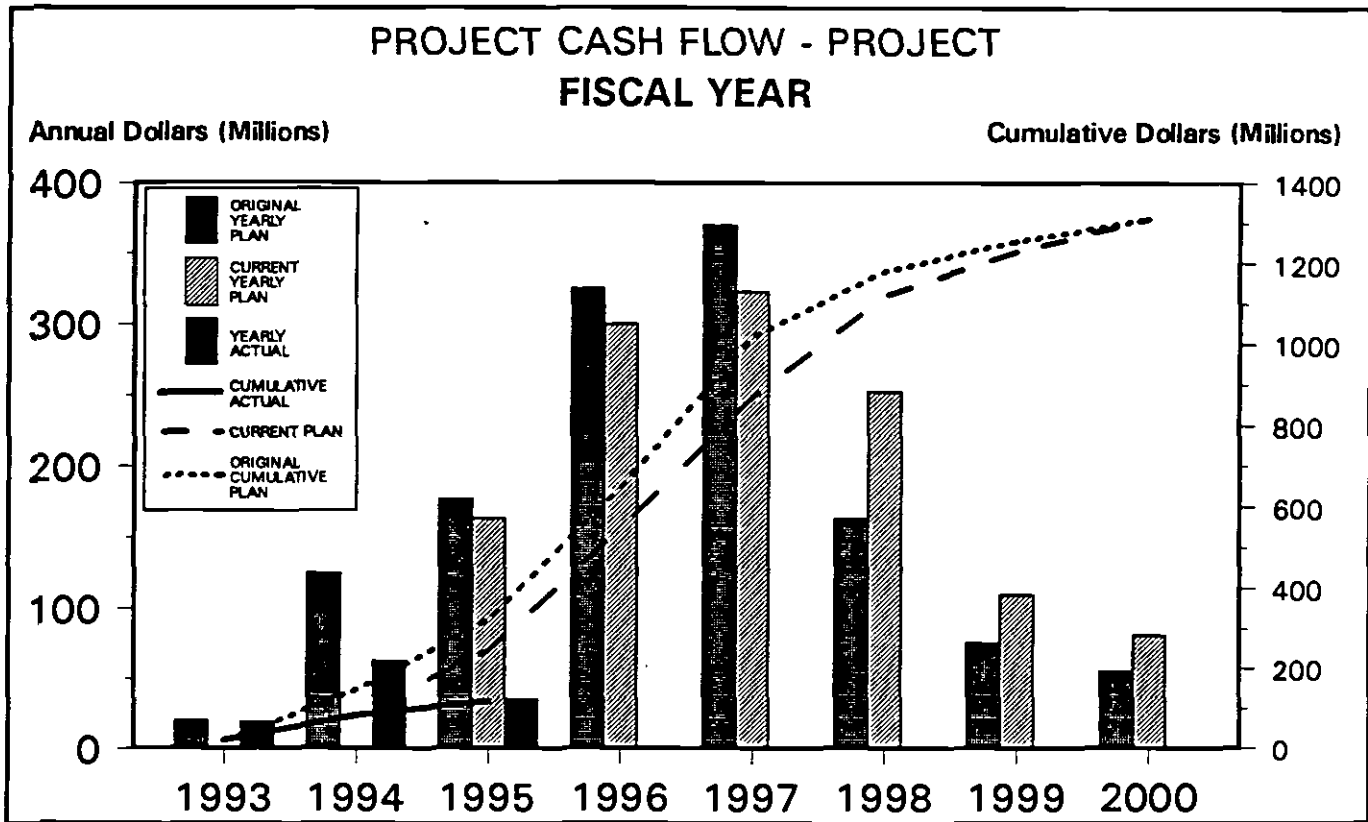


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

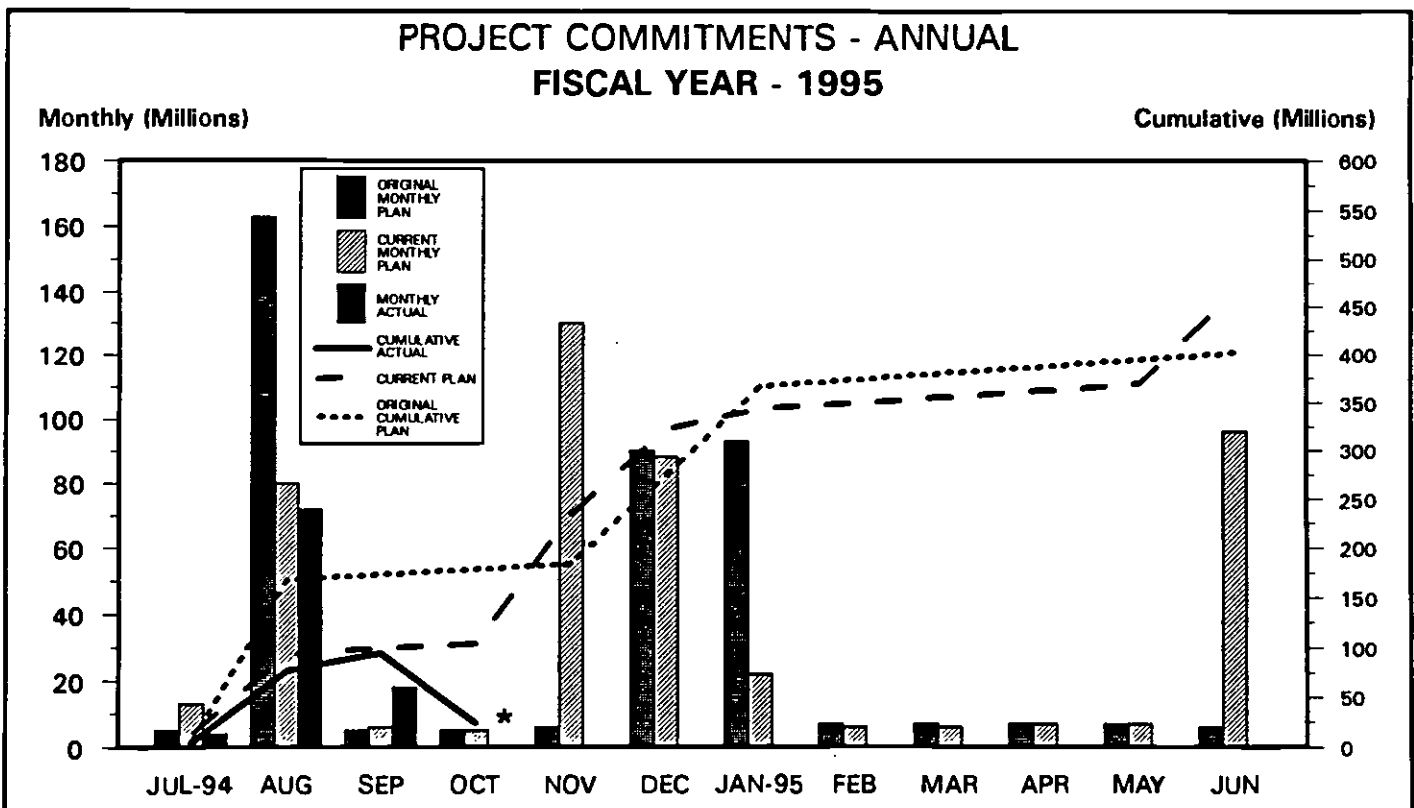
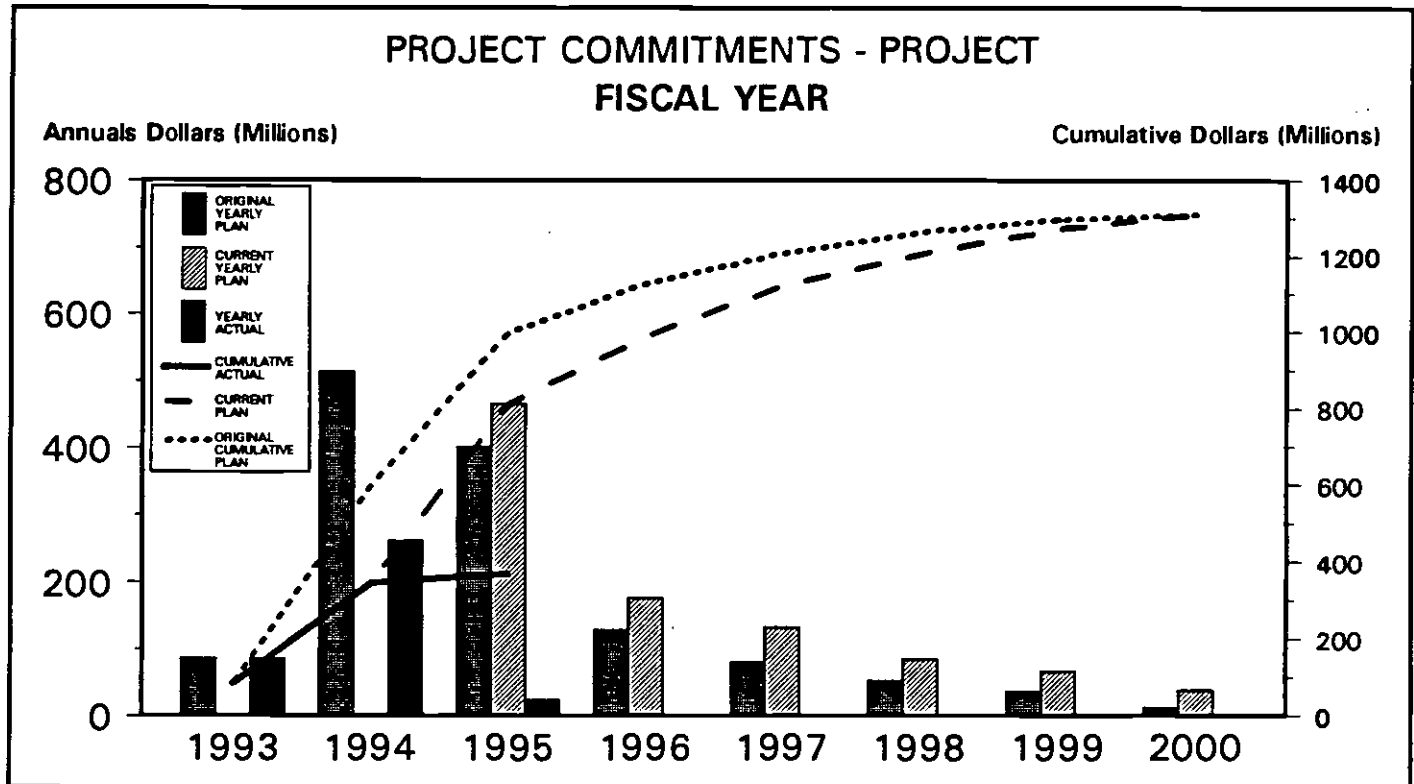


NORTH HOLLYWOOD



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

NORTH HOLLYWOOD



*THE COMMITMENT DECREASED \$70 MILLION THIS PERIOD DUE TO THE RE-BID OF CONTRACT C0301 FOLLOWING PROVISIONAL AWARD.

NOTE: THE PLAN WAS REVISED IN JUNE 1994.

METRO RED LINE EAST SIDE EXTENSION

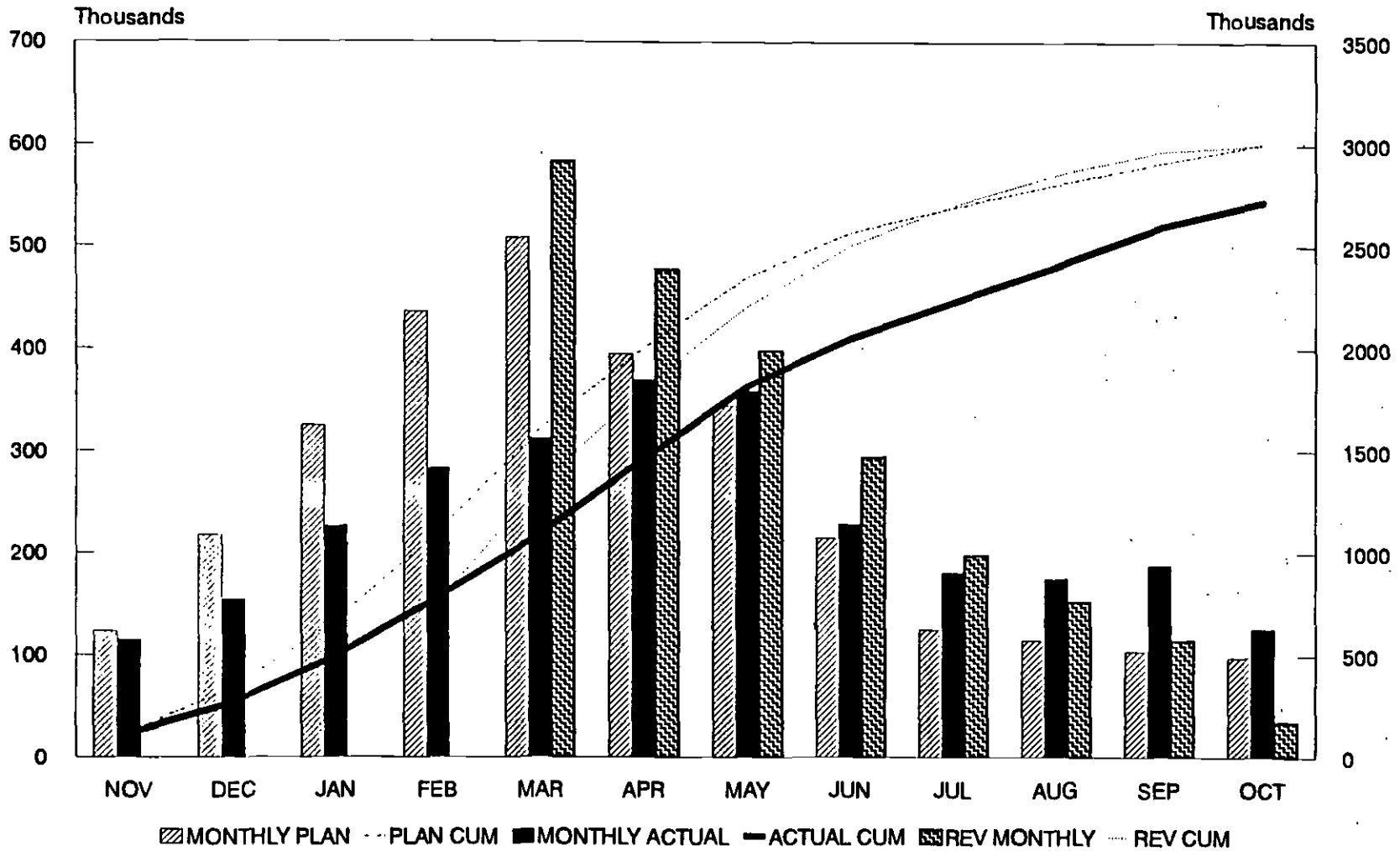
FEIS/FEIR/PLANNING PROJECT CASH FLOW

FISCAL YEARS 1994 & 1995

METRO RED LINE SEGMENT 3

OCTOBER 1994

Page 28



Through 31 October 94

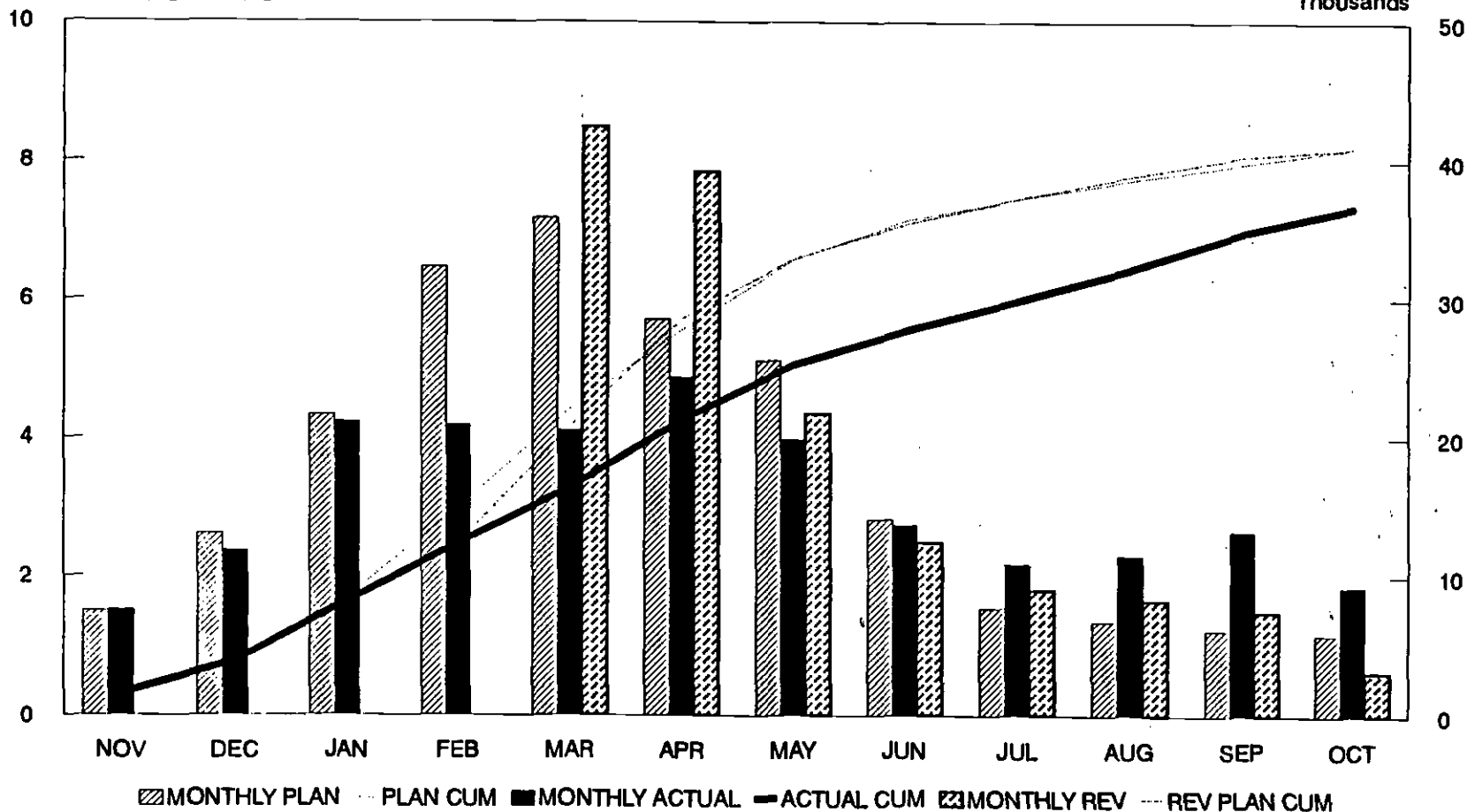
METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

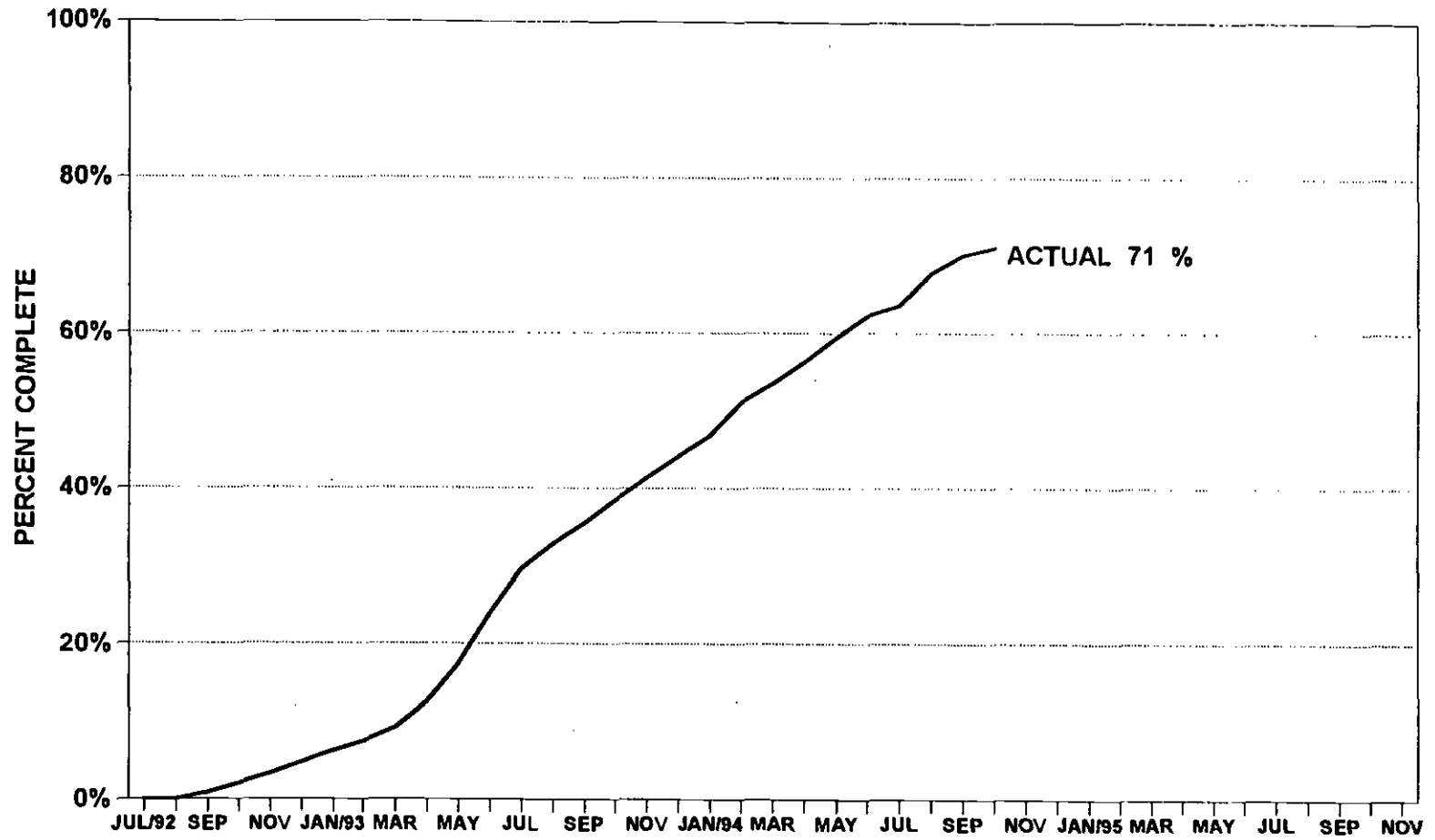
TOTAL WORKHOURS

Thousands

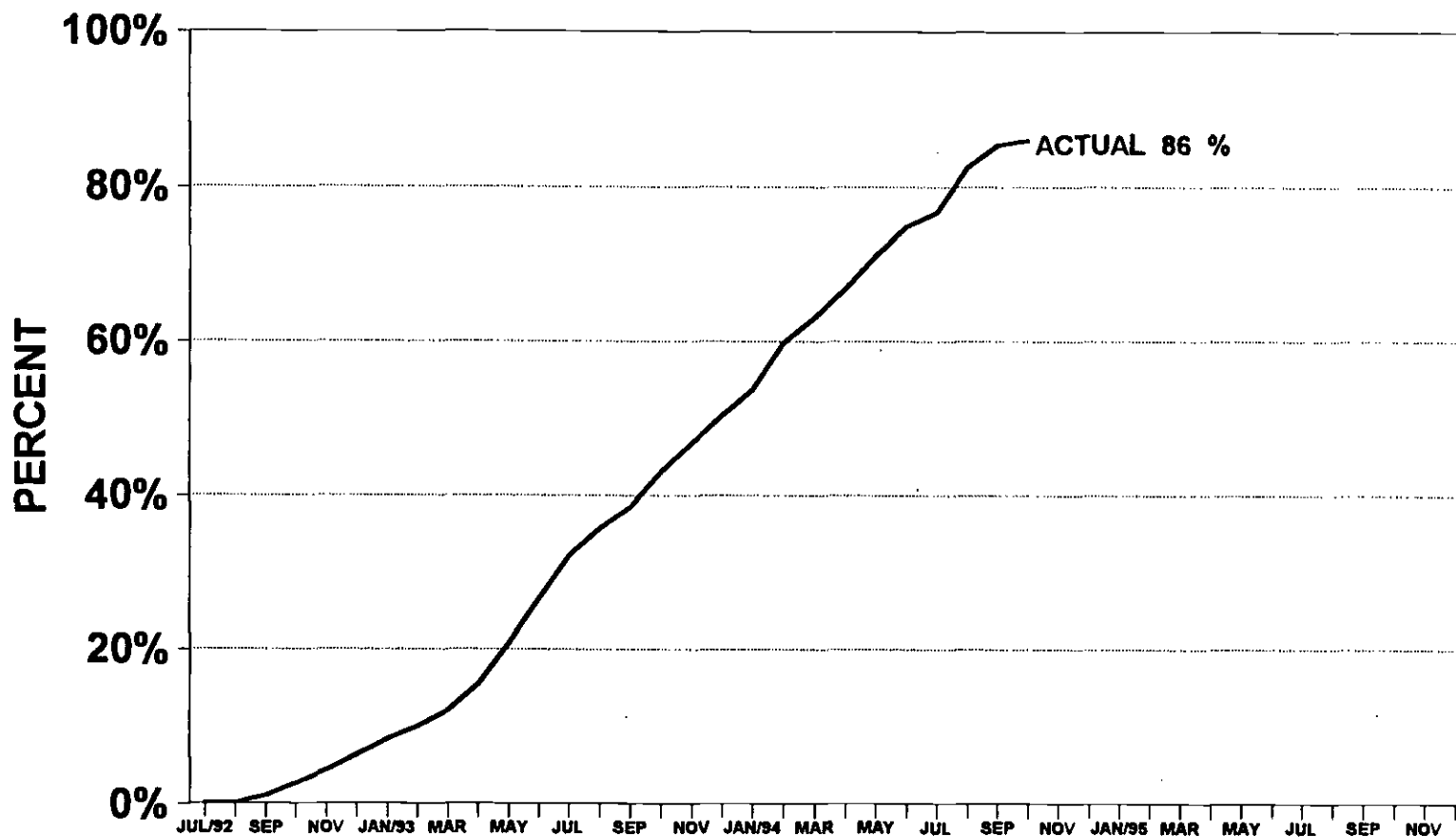
Thousands



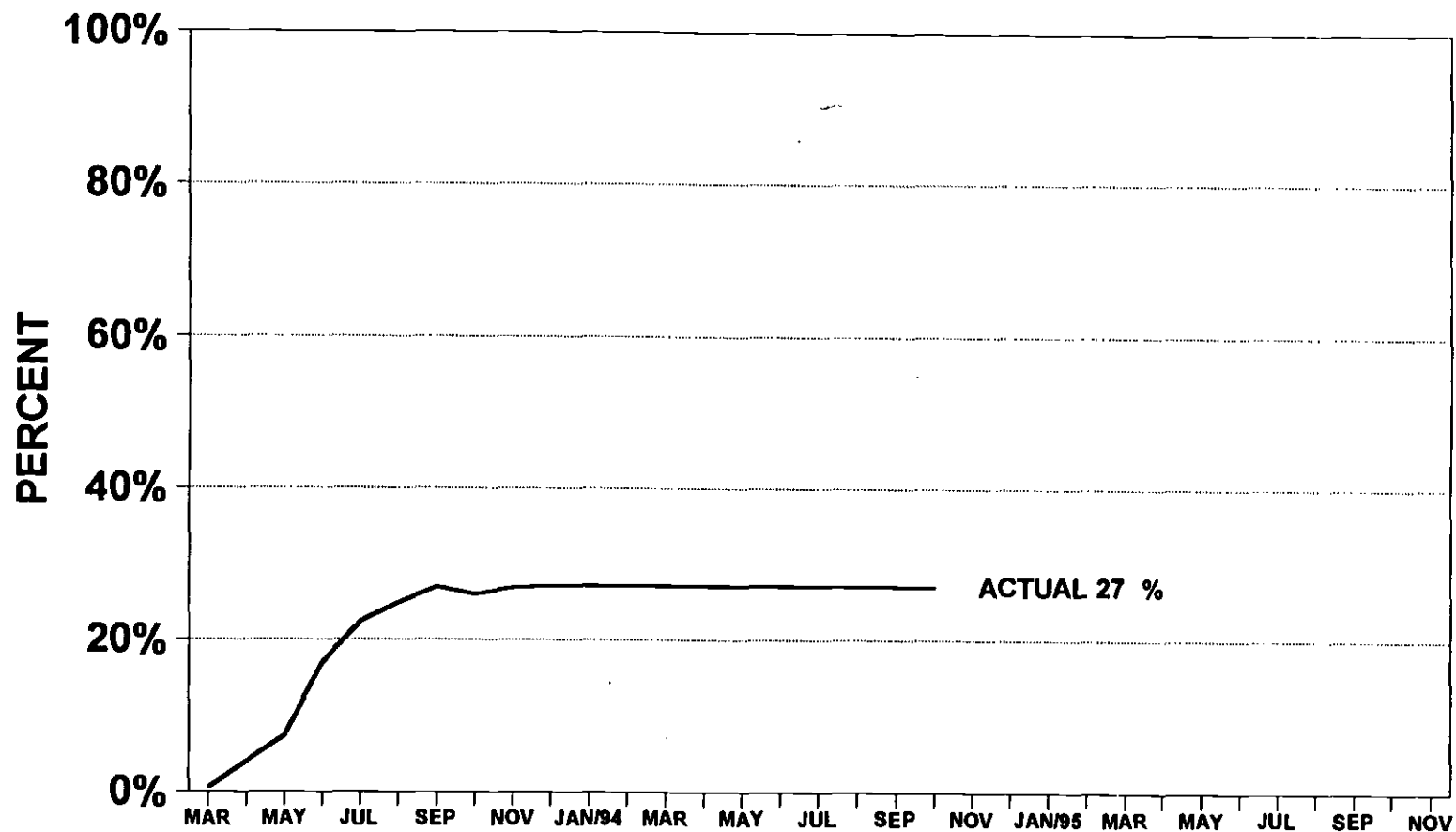
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



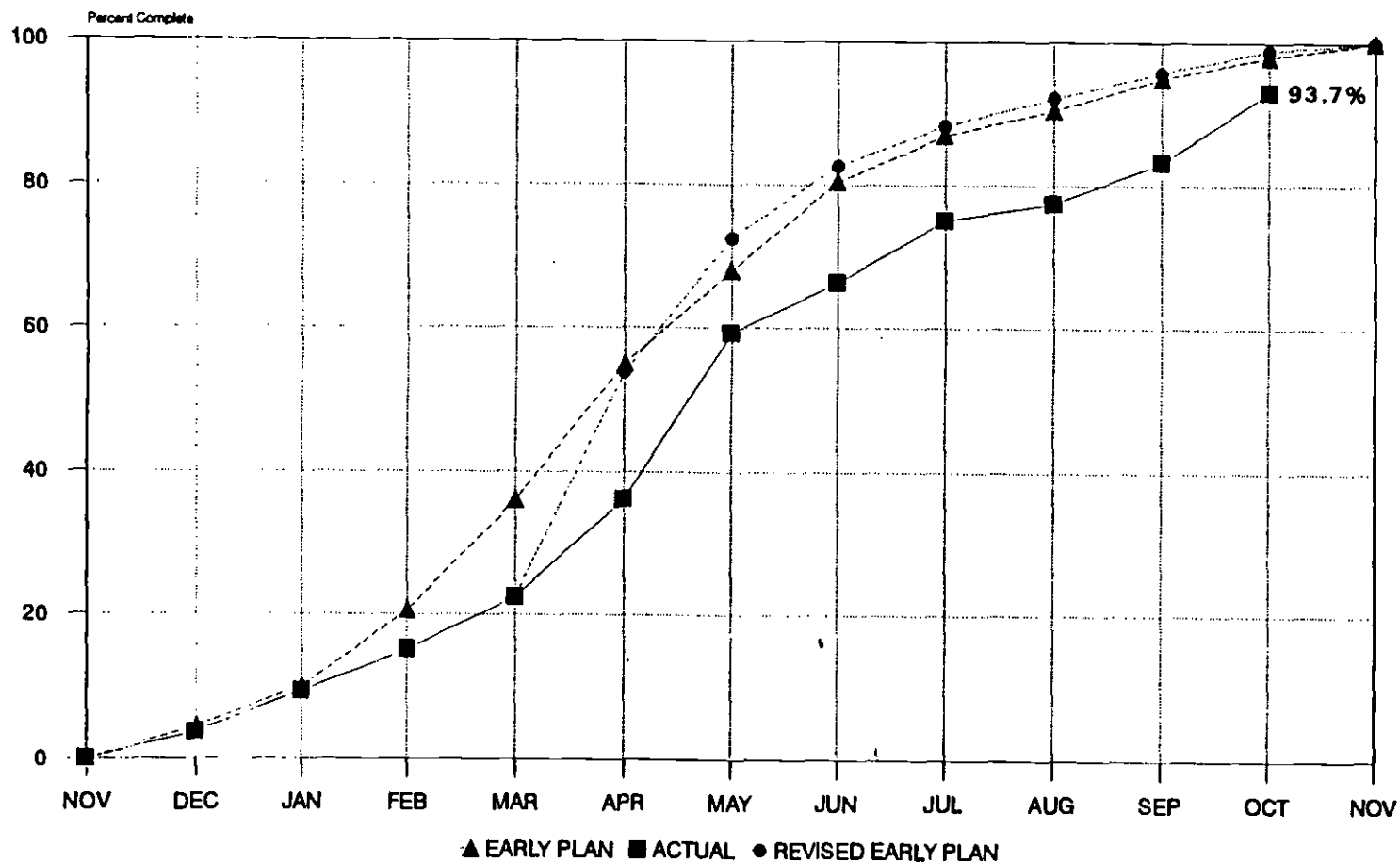
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT-FACILITIES DESIGN



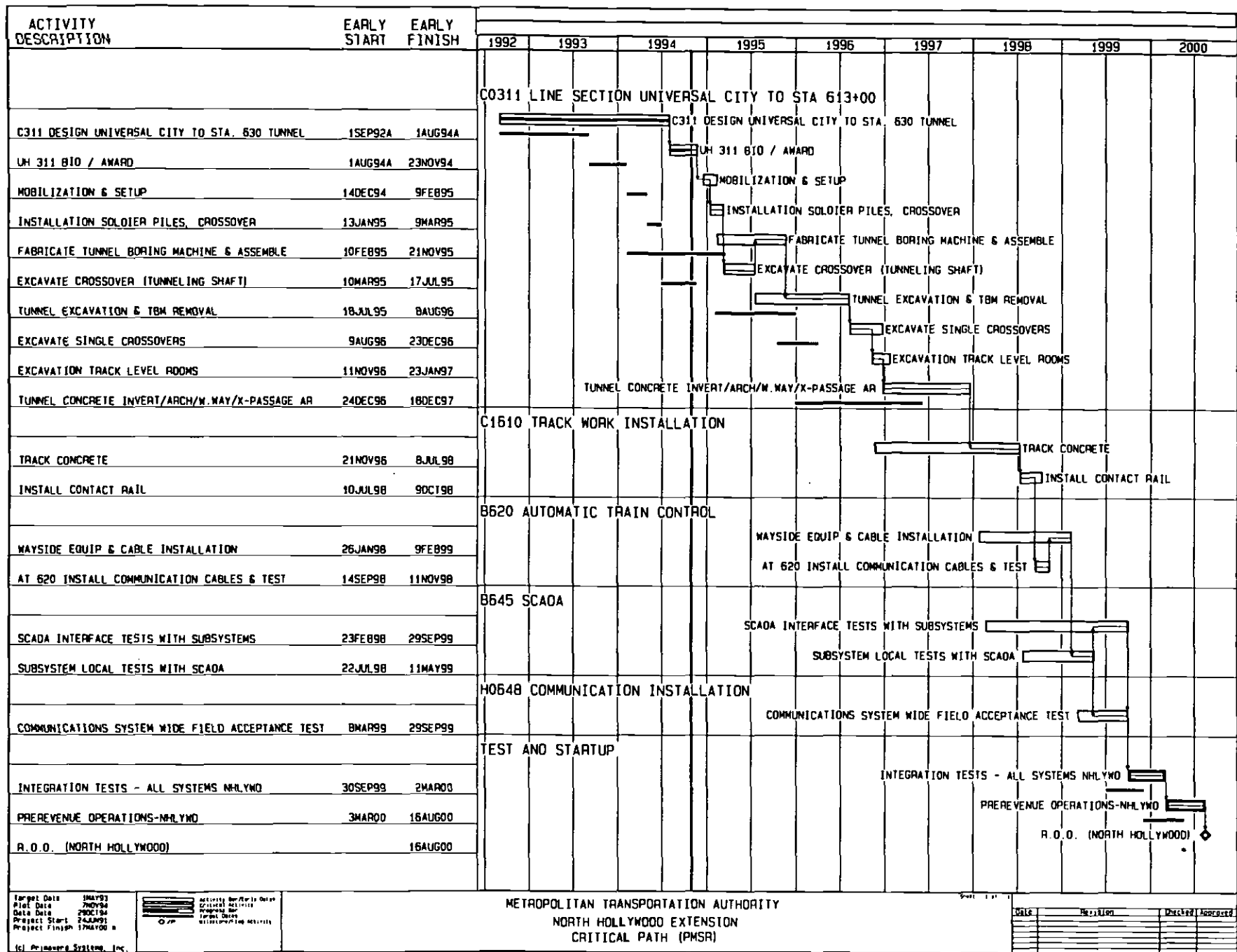
METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN



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



Through 31 October 94



Page 35

EXECUTIVE SUMMARY

There were a number of significant P2000, Los Angeles Standard Light Rail Vehicle, program meetings during October. Included among them were a Carshell and Truck Design Review, a Site Qualification visit to Transtechnik (a potential supplier of the auxiliary power system), continuing Change Order No. 3 negotiations, and update meetings for all three Advanced Transit Products Development Program (ATPDP) products.

The Carshell Design Review was informative, although new, serious questions were raised with regard to power truck interferences and the start-up of the California Carshell Incorporated (CCI) Carson Carshell facility. The Transtechnik Qualification Visit was encouraging ; this inverter manufacturer has over 101 transit references for the supply of auxiliary equipment, and their facilities indicated that depth of experience. We believe Siemens Duewag Corporation (SDC) is close to formally proposing a coalition of Transtechnik and Power Rail ("Transrail") as the APS supplier.

Change Order No. 3 is closer to resolution, but much work remains to be done. Several of SDC's vendors are reluctant to provide what the LACMTA considers valid credits for reductions in their scope of supply.

Finally, meetings were held at TRW regarding the progress of the three ATPDP programs. Product "A", Carshell structural Weight Optimization, may be in some trouble. Progress is slow, and not particularly promising. Evaluation as to whether or not this program should be continued has been initiated. The remaining two programs, MODWA and Advanced Air Conditioning, appear viable, however.

SDC staffing problems continue to be apparent. A serious weakness is in the area of supplier interface. As a consequence, important interfaces remain undefined, and several subcontractors have offered non-compliant aspects to their design. We have opened a continuing dialog on this matter with the Carbuilder, and plan an executive session with the SDC upper management early next month.

SDC's Program Schedule needs refinement, in that some of the activities shown have unrealistic durations and start dates. Presently, the critical path for the shipment and arrival of Carshell No. 2 indicates a -15 day float. Activities associated with the fabrication and assembly of this carshell include the set up of the CCI Carshell facility and tooling, and the construction of the new SDC assembly facility in Sacramento. These activities are not well defined in the present schedule, and further discussions with SDC are warranted.

EXECUTIVE SUMMARY (CON'T)

The LACMTA has solicited LTK Engineering's assistance in several areas not presently within their scope. Areas include inspection of carshell assembly in Sacramento, contract administration, administrative assistance, and project controls, including the production of the Project Manager's Status Report (PMSR) on a monthly basis. Moreover, additional effort will be required due to the schedule extension agreed to in P2000 Change Order No. 1. LTK is currently performing this work on an out-of-scope basis, and is in the process of preparing appropriate Consultant Change Requests (CCR's) for LACMTA Board approval.

COST STATUS

	\$ in millions
• Current Budget	\$258
• Current Forecast	\$258

AREAS OF CONCERN

NEW

Concern:	Construction of the CCI Facility and Carshell Tooling in Carson.
Action:	Two meetings have been scheduled for November; one with executive level SDC management, and one with key CCI personnel. Issues such as the ability of CCI to build the carshell tooling, and schedule concerns, will be addressed.
Status:	At the LACMTA's meetings with SDC in Dusseldorf, SDC representative Heinz Flugge advised that the Carson Facility would not be on-line until March, and that most of the tooling would now be fabricated in Carson, rather than Baltimore. This gives rise to potential schedule concerns, and bears watching.

AREAS OF CONCERN (CON'T)

- Concern: Equipment Space Problem on the Motor Trucks.
- Action: As of this writing, SDC and WABCO Passenger Transit, the friction brake supplier, believe they have a solution. Potential modifications to the power truck design include canting the friction brake actuator up at an angle of about 6 degrees, and modifying the shape of the caliper arms. This tentative solution will be reviewed when detailed drawings are prepared.
- Status: A serious interface problem between the friction brake actuator housing and the track brake support hanger on the power truck has arisen. Under worst case conditions, this interference is about 50 mm. This problem area was first broached during the carshell review in Dusseldorf.
- Concern: SDC Technical Staffing Problem.
- Action: A meeting with SDC upper level management has been scheduled in November.
- Status: The lack of experience of the SDC Technical Staff is beginning to impede progress, manifested as a significant number of unresolved interface problems. SDC management is aware of the problem, but only slow progress toward upgrading their design staff can be reported.

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

Page No. 1

Project: RCL LOS ANGELES RAIL VEHICLE PROCUREMENT

Status Date: Oct 28, 1994
Run Date: Nov 28, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	INCURRED	EXPENDITURES	CURRENT FORECAST	FORECAST VARIANCE
T CONSTRUCTION	232,370	232,370	214,450	24,602	24,602	229,759	-2,611
S PROFESSIONAL SERVICES	12,960	12,960	10,481	3,526	3,526	19,298	6,338
C PROJECT CONTINGENCY	12,266	12,266	0	0	0	8,540	-3,726
A PROJECT REVENUE	0	0	0	-2	-2	0	0
GRAND TOTAL	257,597	257,597	224,931	28,126	28,126	257,597	0

NOTE: 1) REFER TO APPENDIX FOR REPORT DEFINITIONS.
2) EXPENDITURES ARE THROUGH SEPTEMBER 30, 1994.

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

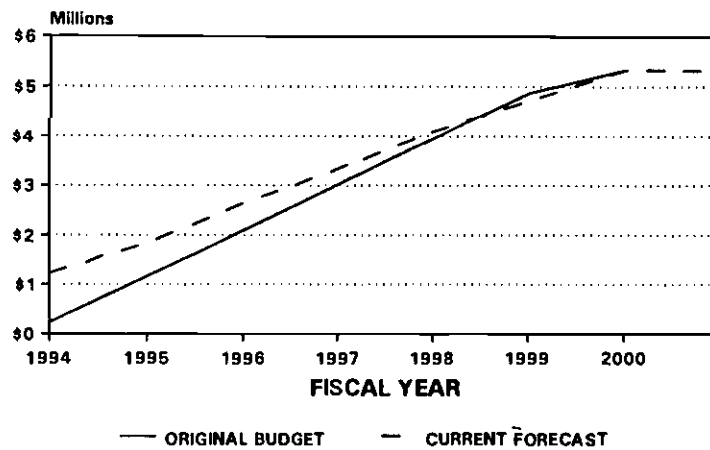
STATUS OF FUNDS BY SOURCE

OCTOBER 94

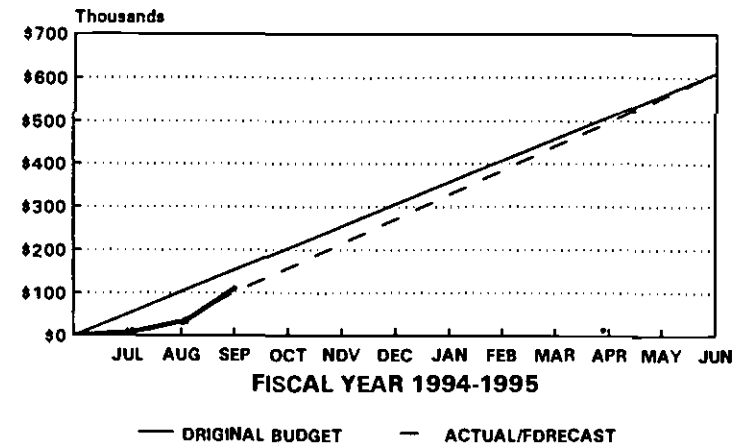
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA RSTP (ISTEA)	\$6,077	\$0	\$5,579	92%	\$0	0%	\$0	0%
FTA - OTHER	\$18,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA FED SURFACE TRANSIT	\$84,000	\$0	\$77,533	92%	\$0	0%	\$0	0%
STATE PROP 116	\$33,550	\$16,398	\$31,831	95%	\$12,656	38%	\$12,656	38%
PROP C	\$115,970	\$26,118	\$109,967	95%	\$15,470	13%	\$15,470	13%
TOTAL	\$257,597	\$42,516	\$224,910	87%	\$28,126	11%	\$28,126	11%

NOTES: EXPENDITURES ARE THROUGH SEPTEMBER 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)

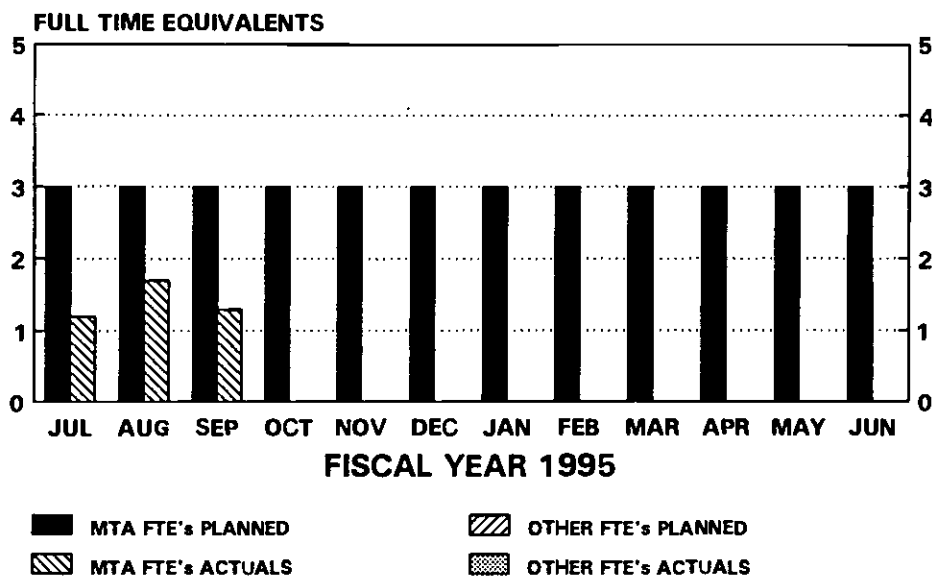
TOTAL PROJECT BUDGET	\$257,597
ORIGINAL BUDGET	\$ 5,335
BUDGET % OF TOTAL PROJECT	2.1%
CURRENT FORECAST	\$ 5,335
FORECAST % OF TOTAL PROJECT	2.1%
ACTUALS THROUGH FY 94	\$ 1,229

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

ORIGINAL BUDGET	\$ 611
CURRENT FORECAST	\$ 611
BUDGET PLAN TO DATE	\$ 152
ACTUAL TO DATE	\$ 69

STAFFING PLAN VS. ACTUAL

LA LIGHT RAIL VEHICLE PROCUREMENT



FY'95 BUDGET

LA LIGHT RAIL VEHICLE PROCUREMENT

FISCAL YEAR 1995

MTA FTE's PLANNED	3
MTA FTE's ACTUAL	1
OTHER FTE's PLANNED	0
OTHER FTE's ACTUAL	0
TOTAL FTE's PLANNED	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 11/11/94

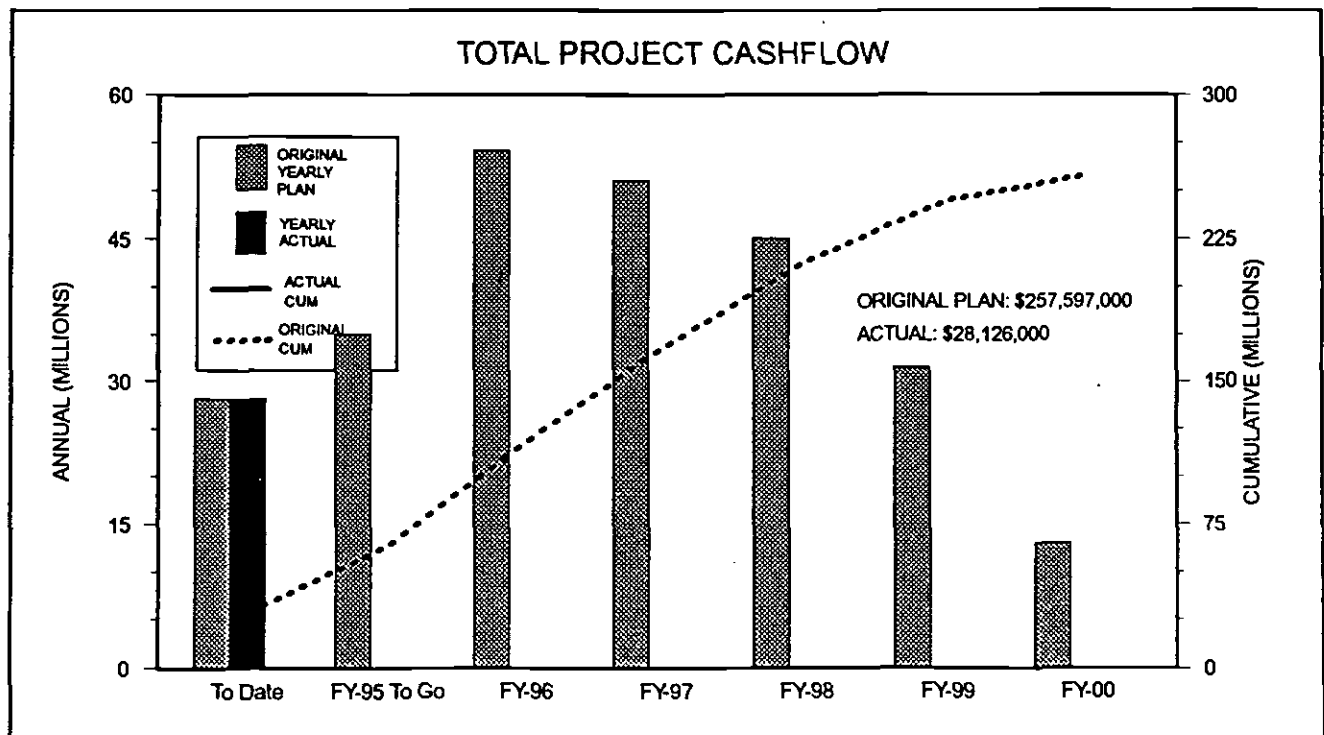
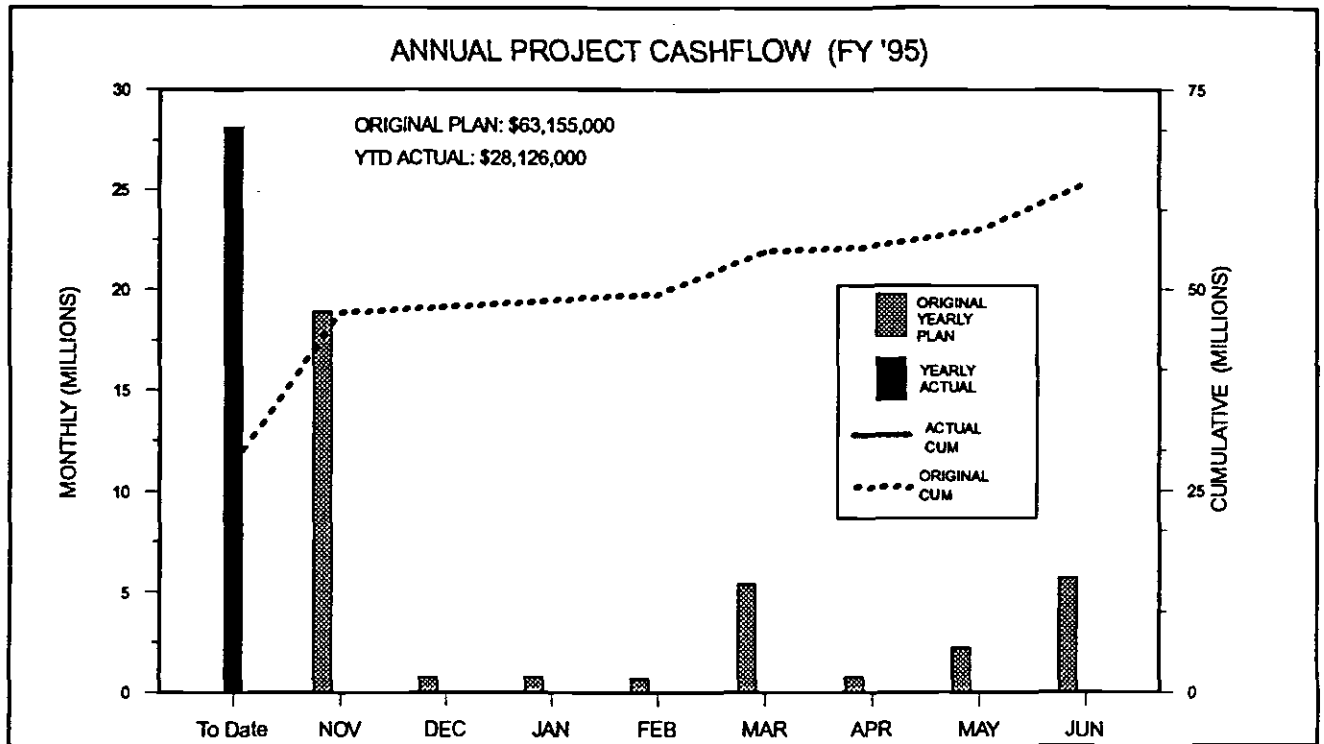
MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (RCL)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+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	(\$1,000,000)	\$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	(\$1,000,000)	\$214,370,314	-0.5%	-5%	%	\$22,587,330	\$0	\$22,587,330	-5%	-0.5%

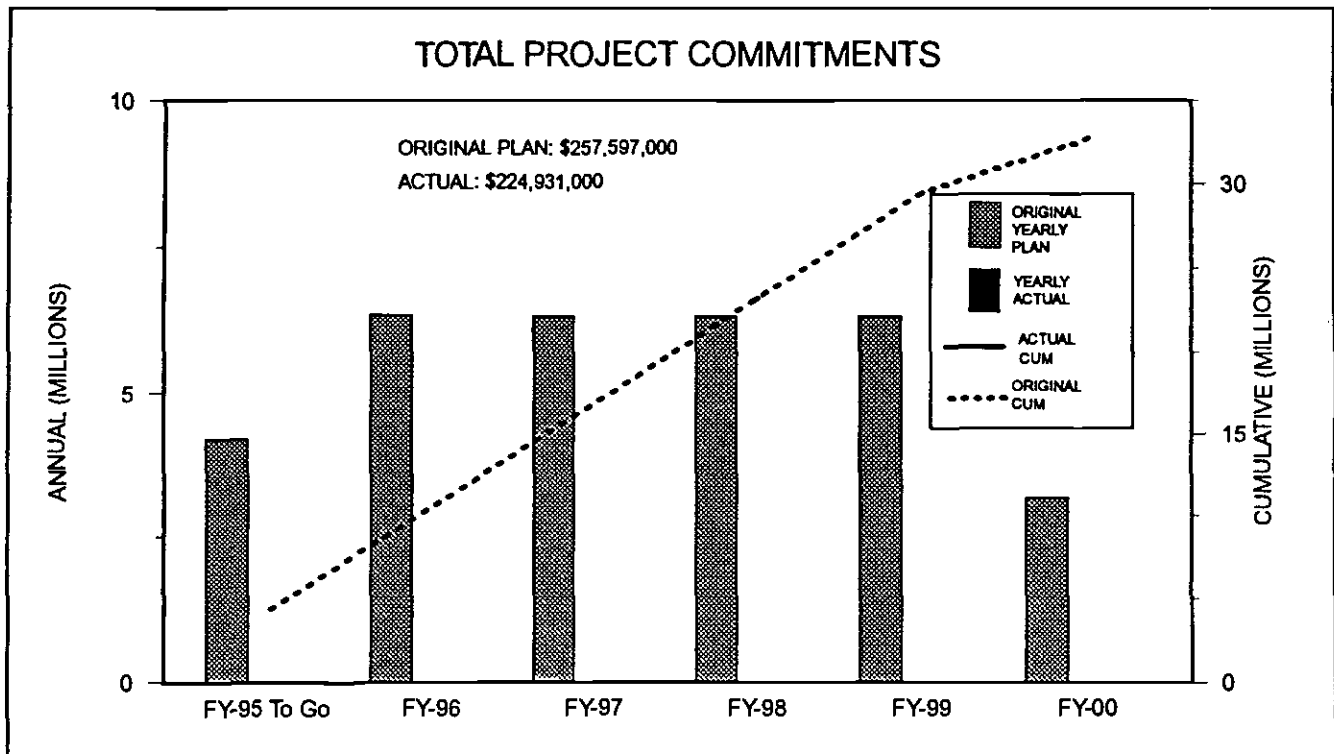
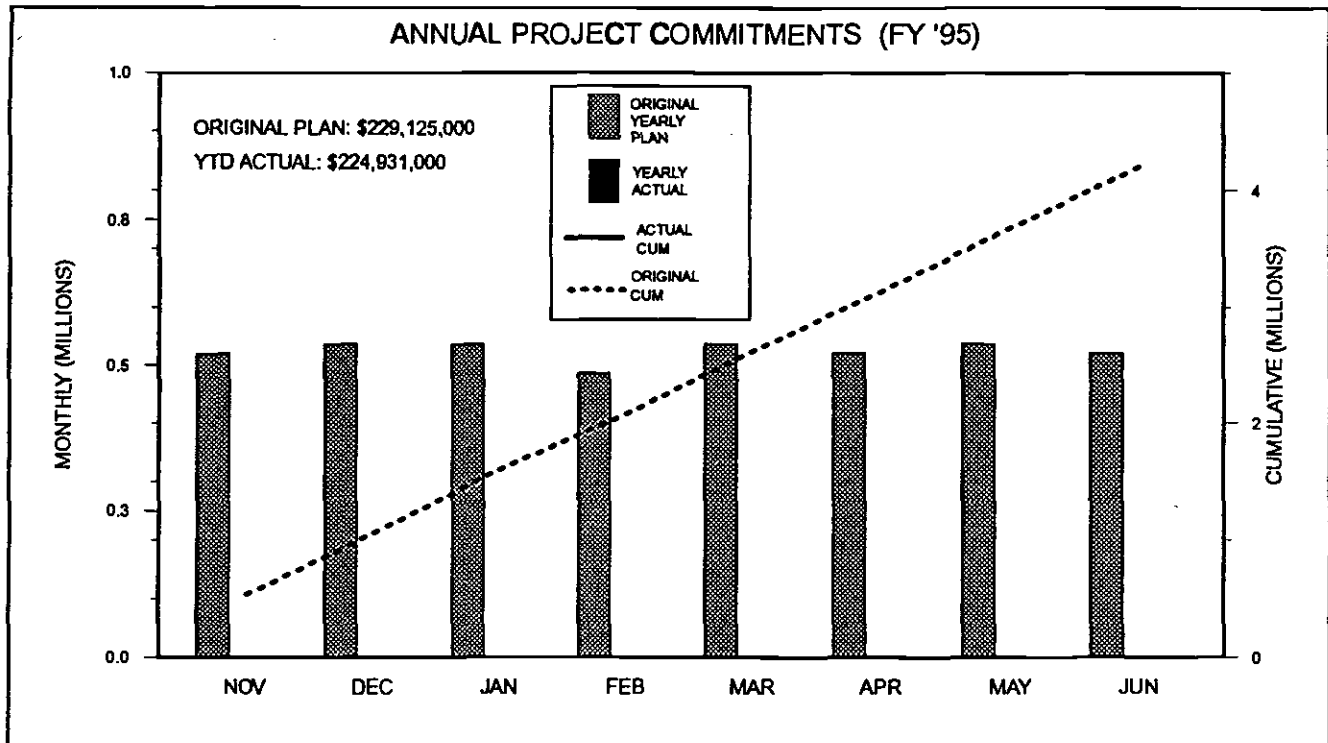
11 - AFE increase required

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

Page 8

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





Notes:

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