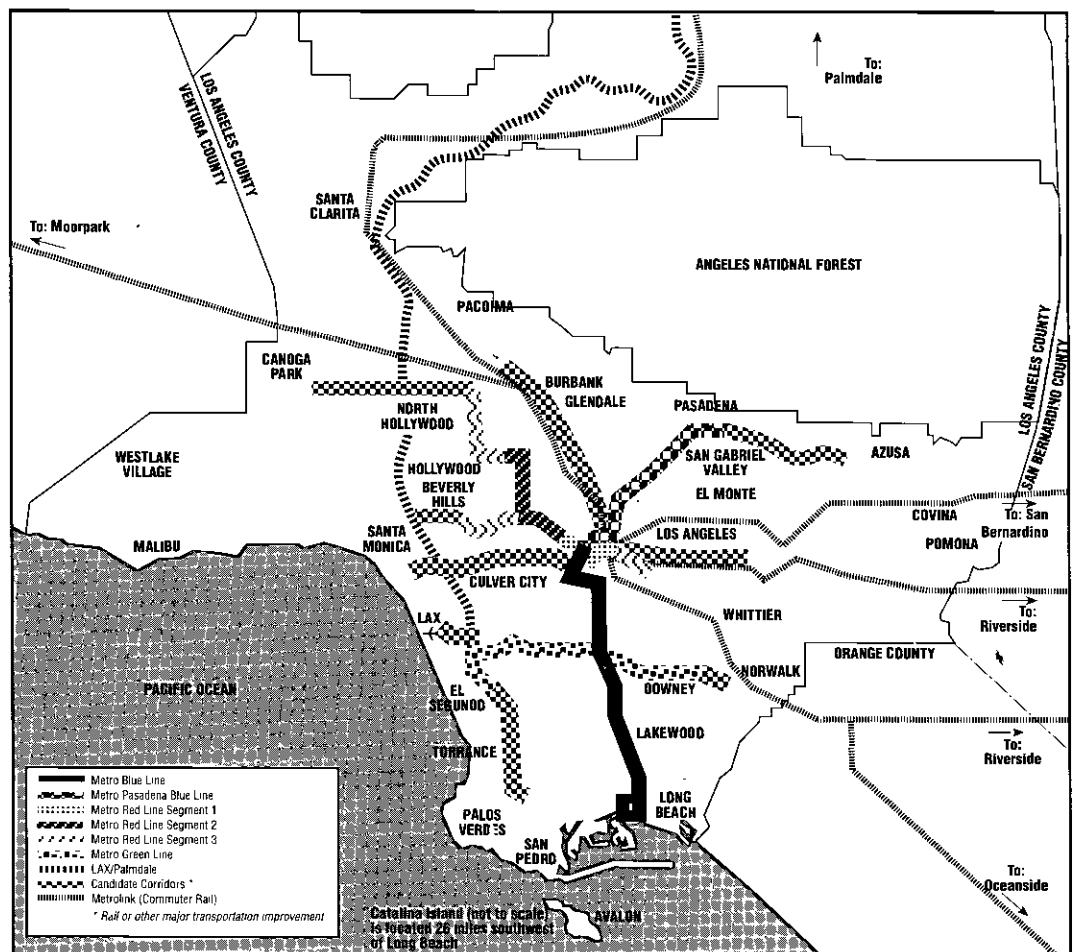


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design	
Expended to Date	67,529 *	Actual:	82%
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	554,917 *	Actual:	99%
Current Budget	717,802	Construction	
Schedule Status		Actual:	91%
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	763,512*	Actual:	99%
Current Budget	1,511,681	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	41%
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	98,740*	Actual:	80%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	4%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through August 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
Original Budget 490,663
Expended to Date 8,271*
Current Budget 490,663

Schedule Status
Revenue Operations Date:
Original 1999
Forecast 1999

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

Vehicle Acquisition Project

Cost Status (\$000)
Original Budget 254,000
Expended to Date 15,735*
Current Budget 254,000

Schedule Status:
Delivery of Final Cars:
Original November 1997
Forecast November 1999

Project Progress
Design
Actual: 6%**
Manufactured
Actual: 6%**

** Based on Milestone Payments

* Expenditure data through August 1994

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

STATUS DATE 09/30/94

(IN THOUSANDS)

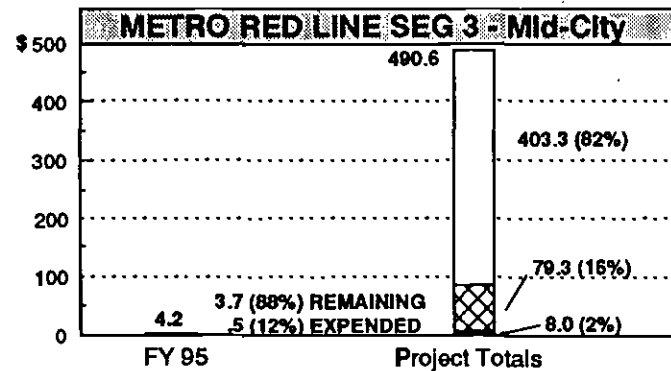
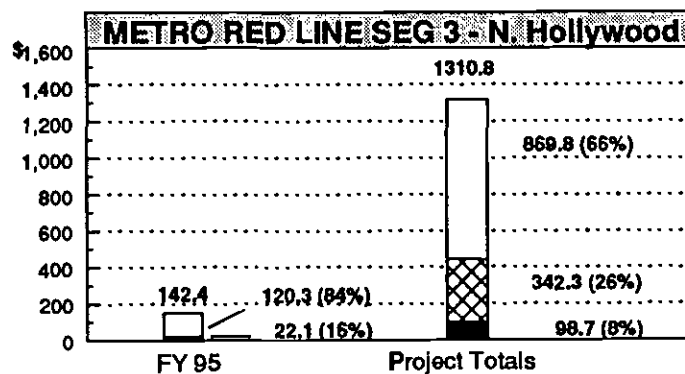
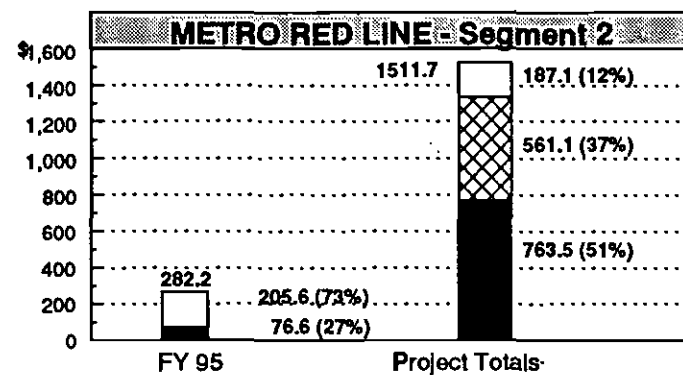
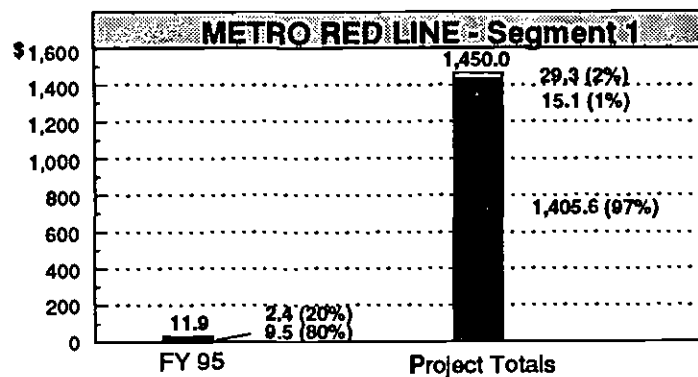
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,523,136	4,589,816	18,162	3,247,098	62,827	2,225,784	46,391	2,139,975	4,671,409	81,593
S PROFESSIONAL SERVICES	1,469,230	1,772,021	10,428	1,360,677	15,394	1,132,656	15,447	1,130,285	1,789,164	17,143
R REAL ESTATE	453,432	522,489	18,833	320,650	22,071	328,206	22,071	328,116	519,079	(3,411)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	2,235	120,132	2,149	91,595	2,149	91,075	153,898	6,962
D SPECIAL PROGRAMS	11,044	20,884	0	6,295	165	3,092	165	3,092	21,537	653
C CONTINGENCY	464,255	372,447	0	0	0	0	0	0	296,266	(76,181)
A PROJECT REVENUE	(18,115)	(36,585)	0	(820)	(8)	(6,460)	(1,337)	(7,831)	(35,746)	839
PROJECT GRAND TOTAL	7,035,169	7,388,008	49,658	5,054,034	102,598	3,774,874	84,887	3,684,714	7,415,608	27,599

NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	46,629	628	43,869	572	648	0	0	49,092	2,463
S PROFESSIONAL SERVICES	0	14,425	393	11,817	0	9,138	0	9,138	19,083	4,658
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	0	0
D SPECIAL PROGRAMS	0	0	0	43	0	22	0	22	20	20
C CONTINGENCY	0	4,195	0	0	0	0	0	0	219	(3,976)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	1,021	55,730	573	9,810	0	9,162	68,415	3,165
PROJECT GRAND TOTAL	7,035,169	7,453,258	50,679	5,109,764	103,171	3,784,685	84,887	3,693,876	7,484,023	30,765

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

BUDGET STATUS - September 30, 1994
(in \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

BUDGET STATUS - September 30, 1994
(in \$ Millions)

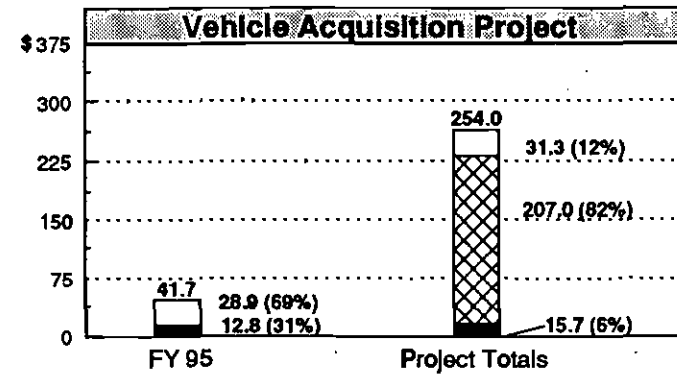
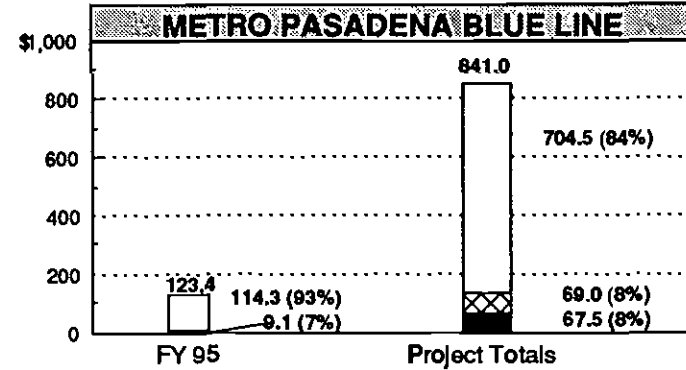
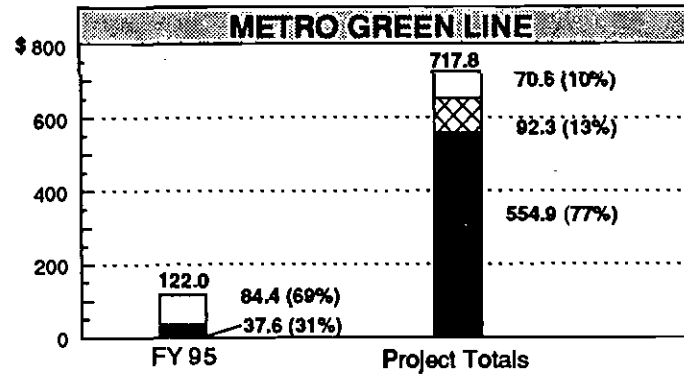
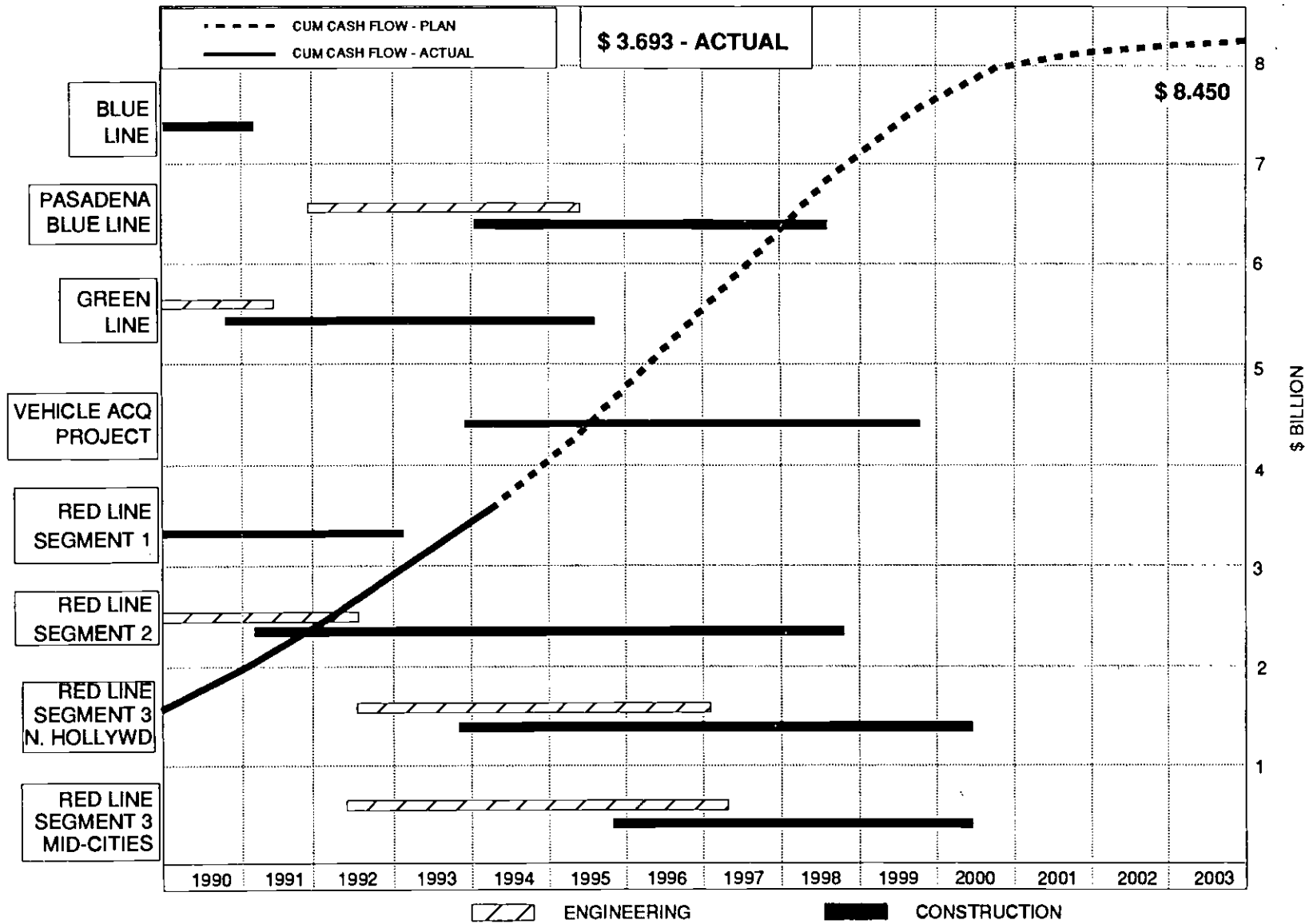


Figure 1 - Rail Construction Plan



Note: Includes Eastside Extension

RAIL CONSTRUCTION FUNDING SOURCES
(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED 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	84.0	33	164.4	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.9	15	72.3	15	33.6	13	1136.4	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	23
PROP A/C (TRANSIT ENHANCEMENT)									59.3	4							59.3	1
PROPOSITION C			503.2	60	399.9	56					343.8	26	94.4	19	118.4	47	1459.7	20
PROP C (AMERICAN DISABILITY ACT)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	254.0	100	7453.3	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

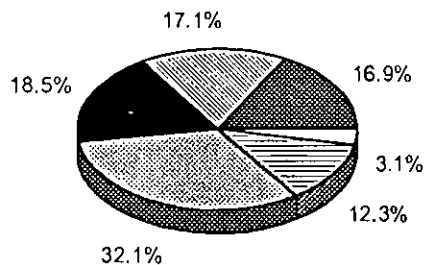
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 09/30/94

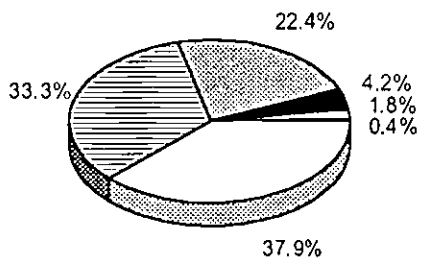
COST LEVEL

Total: \$84 Million

VOLUME



DOLLARS

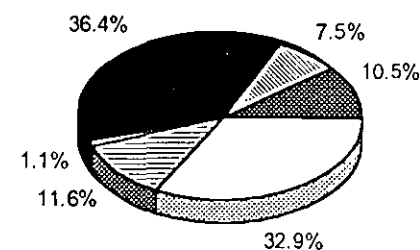
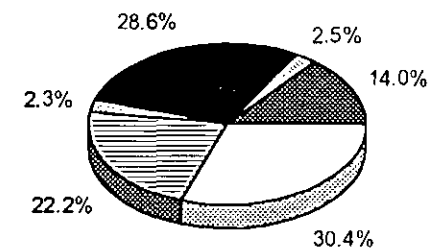


Legend

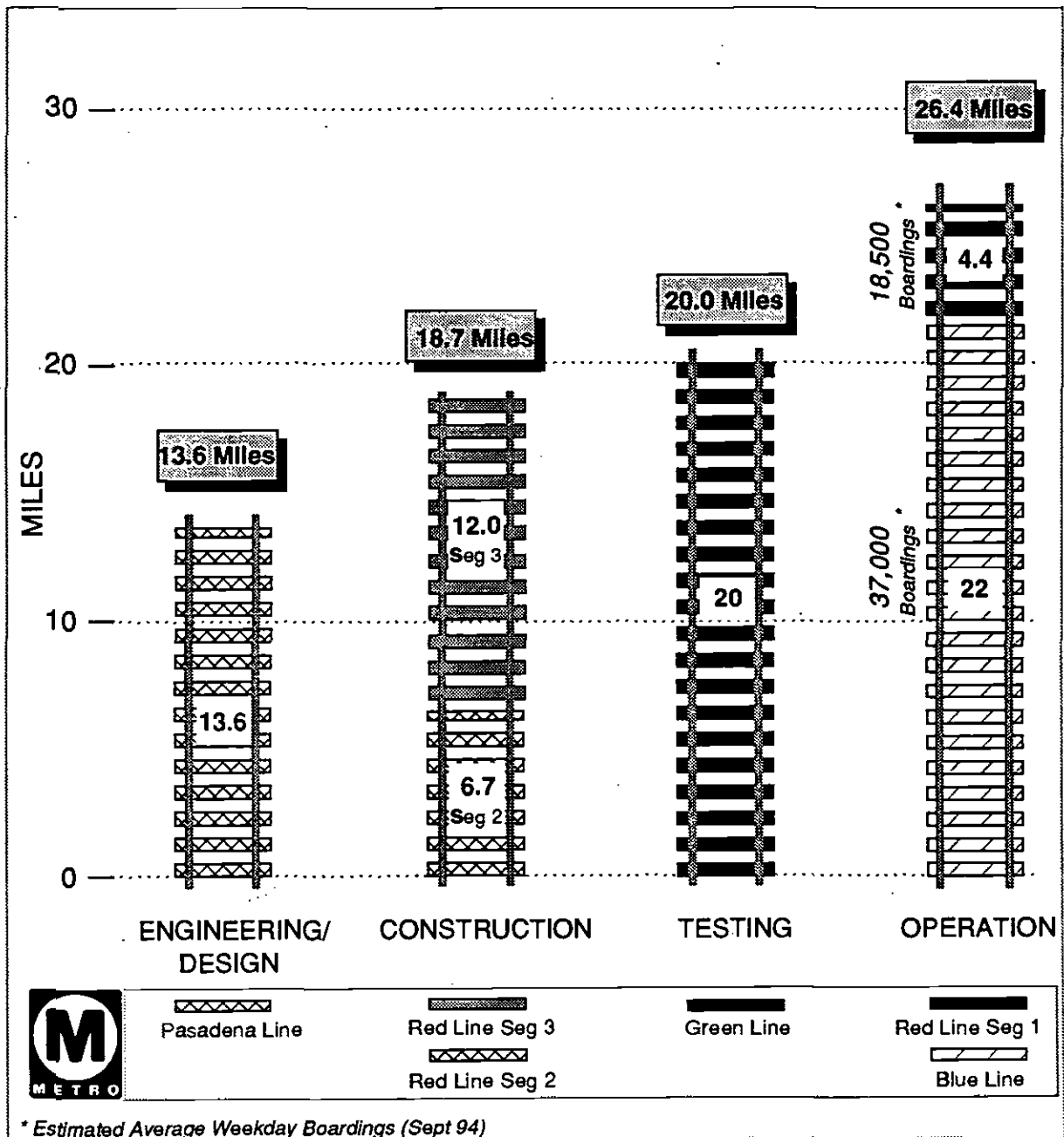
Cost Range		Basis
\$ 0-10K		OTHER AGENCIES
10-25K		SCHEDULE CHANGES
25-50K		DESIGN/CONSTRUCTION CHANGES
50-200K		MANAGEMENT ISSUES
200K-1 MIL		SPECIAL STUDIES
ABOVE 1 MIL		STAFFING/EQUIPMENT

BASIS

Total: 514



METRO RAIL SYSTEMS PROGRESS REPORT



SEPTEMBER 1994

REAL ESTATE

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	155	8	142	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 corporate goals of the RCC include limitations on the percentage of total project costs which will be spent on project administration and on RCC/LACTC staff.

The RCC corporate goal for project administration costs is 20%. The current forecast data for project administration costs totals 24.92% which exceeds the corporate goal by 4.9%. 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 4.26% of total program costs, which just exceeds the 4% corporate 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%	486,751	67.81%	812,270	56.11%	1,003,917	66.40%	803,658	61.17%	329,211	67.10%	232,370	90.21%	4,834,008	64.59%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	86,860	5.75%	87,728	6.68%	48,543	9.89%	0	0.00%	519,078	6.94%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	82,284	9.51%	81,794	11.40%	221,659	15.29%	150,296	9.94%	77,415	5.89%	36,706	7.48%	7,625	2.96%	727,366	9.72%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	72,337	10.08%	116,429	8.03%	132,973	8.80%	103,248	7.86%	35,000	7.13%	0	0.00%	623,814	8.34%	
STAFF	17,655	2.01%	38,611	4.46%	27,607	3.85%	95,558	6.59%	56,551	3.74%	57,676	4.39%	19,627	4.00%	5,336	2.07%	318,621	4.26%	4%
OTHER	14,222	1.62%	24,905	2.88%	18,020	2.51%	32,671	2.25%	56,899	3.76%	36,585	2.78%	11,647	2.37%	0	0.00%	194,949	2.60%	
SUBTOTAL	193,106	22.01%	217,985	25.20%	199,758	27.83%	466,317	32.16%	396,719	26.24%	274,924	20.93%	102,980	20.99%	12,961	5.03%	1,864,750	24.92%	20%
UTILITY/FORCE ACC													5,088	1.04%			5,088	0.07%	
CONTINGENCY	963	0.11%	64,364	7.44%	10,815	1.51%	31,432	2.17%	24,642	1.63%	147,521	11.23%	4,841	0.99%	12,267	4.76%	296,845	3.97%	
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%	1,511,838	100.00%	1,313,831	100.00%	490,663	100.00%	257,598	100.00%	7,484,022	100.00%	

NOTE: Data reflects Current Forecast.

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

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

NEW - September 1994

No New Items

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.

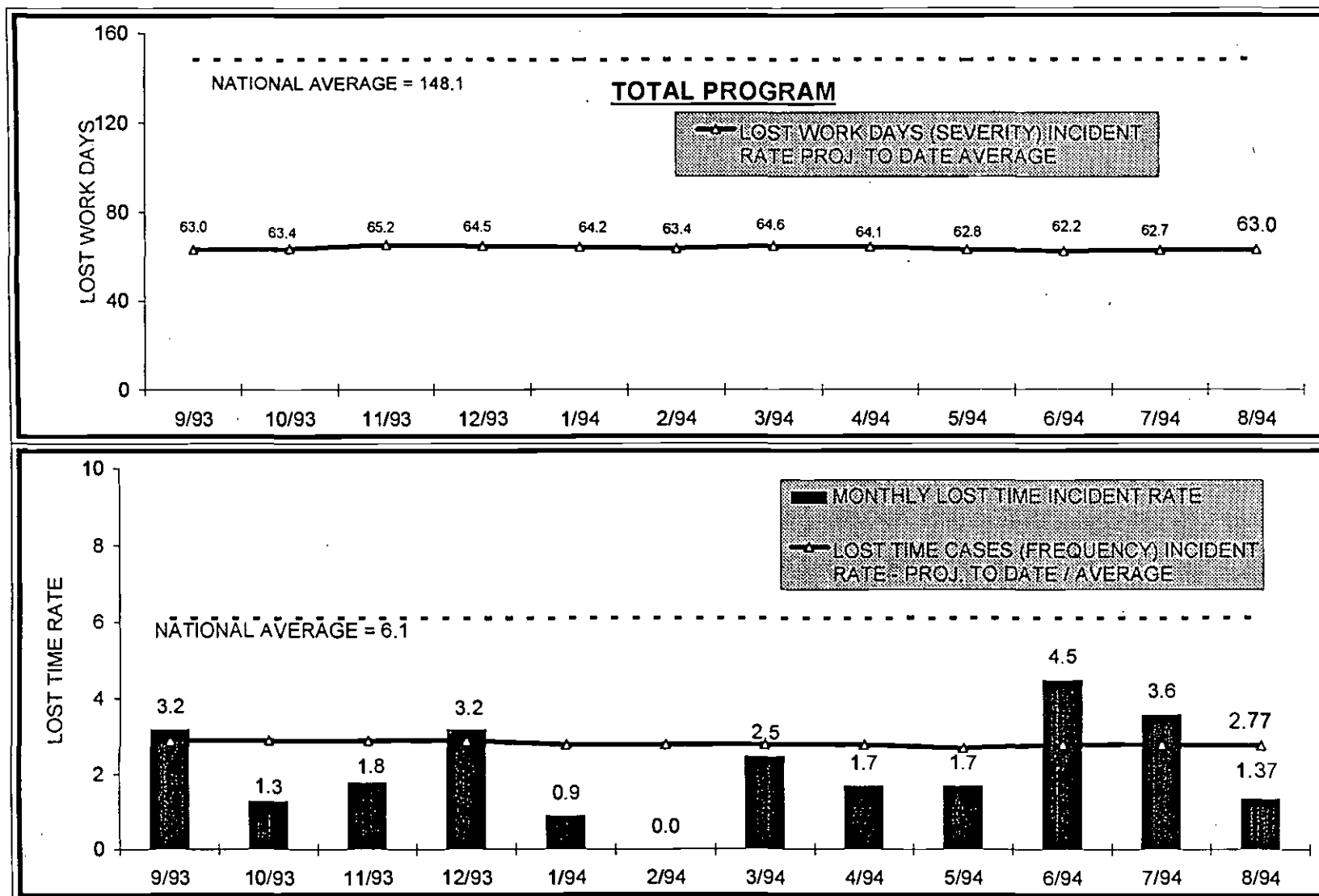
Action: The PBL staff should direct the EMC to complete this management tool.

Status: Under Metro Construction review.

RESOLVED

No New Items

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



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

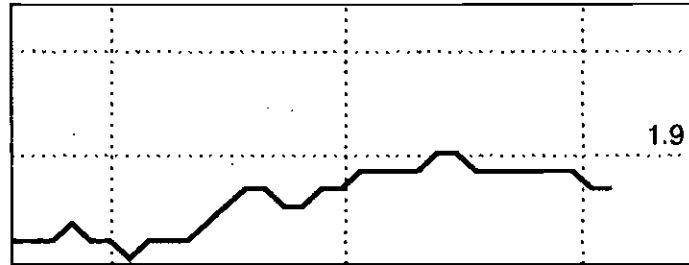
Total Accidents

Avg. Accidents
Per Month

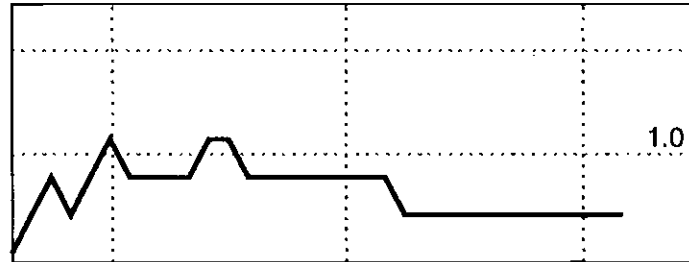
Avg. Accidents
Per Month

Avg. Accidents
Per Month

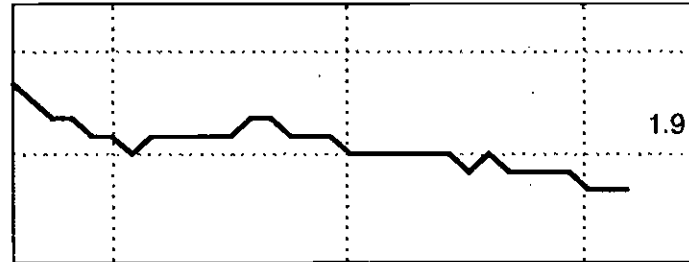
Avg. Accidents
Per Month



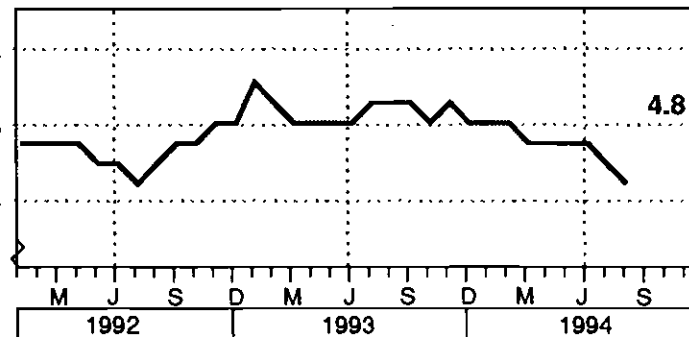
95 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
3 Accidents this month.



49 Accidents
Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.
No Accidents this month.



96 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
No Accidents this month.



240 Total Accidents
3 Accidents this month.

INVOICE PROCESSING

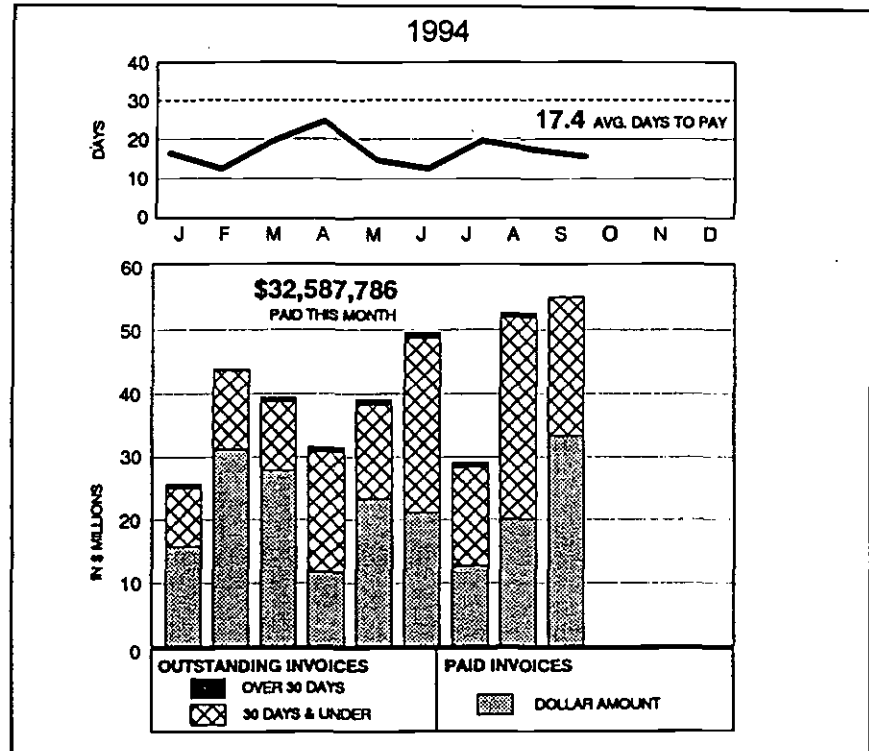
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.4 days.

- 74 invoices were paid this month for a total value of \$32,587,786.

- There were 35 outstanding Construction or Procurement invoices under 30 days old for \$21,272,702.

- There were 5 outstanding Construction or Procurement invoices over 30 days for \$69,584.

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
APR 1994	26	18,485,465	3	876,144	69	9,138,002	30	472,307
MAY 1994	29	14,543,159	3	876,144	68	8,439,847	39	454,972
JUN 1994	47	26,885,398	5	952,774	86	14,064,176	62	299,844
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

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R05 Pasadena Blue Line

Page: 1

UPDATE:05-Oct-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
C6390	Chinatown Aerial	FP			12/20/94						VRANESH \BALL \PIERCE
C6435	Reconst. & Retro/Steel, Concrete Bridges	FP			11/03/94	11/30/94	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:05-Oct-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
B290	ANCILLARY CONSTRUCTION AND MAIN				10/19/94	11/09/94	12/07/94	12/23/94	01/09/95	01/25/95	MAHAFFEY \ \

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R82 Metro Red Line Segment 3

Page: 3

UPDATE:05-Oct-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C0329	Universal City Demolition for C0311/0321	Unit			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 progress for the month of September is 76%. The Pasadena Blue Line design is continuing with the Pre-Final submittal for Mission and Fillmore Stations, and the Final design submittal for the Union Station Platform. The first Camera Ready line segment was completed with issuance of C6440, Arroyo Seco to Del Mar.

Work is in progress on defining a limited construction program for Pasadena. Contract repackaging has been initiated for C6435, Bridge Retrofit and Reconstructions of Concrete and Steel Bridges.

The Camera Ready submittal preparation continued for line segment Contracts C6420, Los Angeles River Bridge to Arroyo Seco, with submittal to RCC scheduled for October 10. The majority of station designs are continuing to Pre-Final and Final submittals. The exceptions are Memorial Park, which is on hold pending further progress on Del Mar to Memorial Park line segment, and Chinatown Station, which continues to be delayed pending completion of Chinatown pedestrian linkage study.

Los Angeles River Bridge construction is continuing. The bridge foundation work and bent construction is 100% complete. Restoration of river channel liner is well under way with completion expected by October 15 in accordance with permit conditions for work in river during the start of rainy season. Work continues on the south bridge retaining wall approach.

Removal of existing trackwork on the Pasadena Blue Line was well under way by Metrolink contractors. Donation of railway memorabilia to local museums was finalized with media event to be held in October.

Contract P2100, Precast Concrete Ties, was approved by the MTA Board and awarded to Rocla Concrete Ties, Incorporated.

Board approval for Contract C6430, Arroyo Seco Bridge Reconstruction, was granted September 17 to Kiewit Pacific Company. Notice to Proceed is estimated for late October 1994.

The MTA Art-for-Rail Program staff continue to work closely with the station artists and designers as station designs proceed to Pre-Final and Final design submittals.

EXECUTIVE SUMMARY (con't)

COST STATUS (in millions)

- Current Budget \$841
 - Current Forecast \$865 (A)
- (A) Includes an estimated \$5 million in grant monies to be sought in FY 95 for the "Urban Greenways" Program and the additional administrative and escalation costs associated with the present forecasted ROD date of June 1998. Both items are not included in the current budget.

SCHEDULE STATUS

- Current Approved Revenue Operations Date November 1997
 - Design Progress
 - Final Design Progress - Actual 76%
 - Overall Design Progress - Actual 82%
 - Construction Progress (B)
 - Los Angeles River Bridge Progress - Actual 19%
 - Overall Construction Progress - Actual < 01%
- (B) Mobilization started on February 17, 1994. Notice to Proceed was given to Kiewit Pacific for Contract C6410, Los Angeles River Bridge.

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	155	8	142	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 RCC 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.

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 (con't)

Real Estate

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

Del Mar Station

- Concerns: The transportation center proposed by the City of Pasadena has potentially major impacts on the Del Mar park-and-ride facility, final station design and line segment design for Del Mar to Memorial Park.
- Action: RCC 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 are being evaluated jointly by City and MTA. City is working with MTA on design charette to review concepts and joint development opportunities at the Del Mar site.

AREAS OF CONCERN (con't)

Sierra Madre Villa Station

- Concern: Selection of an alternative station site is required over the original Space Bank site due to 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. RCC is discussing pedestrian access alternatives with CALTRANS 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 RCC as betterments are project mitigation measures. RCC is obtaining legal opinion on betterment.

AREAS OF CONCERN (con't)

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:** Discussions continuing with City of Pasadena on RCC's cost sharing proposal. City staff is expected to request City Council action in October 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, station design and require additional property acquisition, is continuing.
- Action:** RCC 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 are being discussed. Follow-up community meetings are scheduled for October.

RESOLVED

None.

KEY ACTIVITIES - ACCOMPLISHED IN SEPTEMBER

- Submitted Camera Ready design submittal for C6440, Arroyo Seco to Del Mar line segment.
- Submitted Final design package for C6490, Union Station Platform.
- Submitted Pre-Final design submittal for Contract C6475, Mission and Fillmore Stations.
- Completed majority of foundation and bent construction on Contract C6410, LA River Bridge. Restoration of river channel liner in progress with completion expected prior to October 15 due to channel restrictions for work in L.A. River.
- East wall retaining wall construction continuing at Union Station separating Metrolink's track improvements from Pasadena's light rail station platform.
- Initiated contract repackaging Contract C6435 for bridge retrofit and reconstruction of concrete and steel bridges.
- Removal of existing trackwork in progress by SCRRA under Contract C7290.
- Award the construction contract for C6430, Arroyo Seco Bridge reconstruction, to Kiewit Pacific Company.
- Begin negotiations on key contract change requests on design changes with EMC.
- Contract C6410, L.A. River Bridge, completed construction of bridge substructure. Completed restoration of channel lining around both river bents. Began erection of falsework for pier tables and box girder spans of the bridge.
- Contract C6430, Arroyo Seco Bridge, awarded contract for bridge reconstruction.
- Contract C7300, Union Station, East Wall, completed the majority of concrete work on the east retaining wall and commenced backfill operations.
- Limited NTP was given to KaWES on Contract C6450, Del Mar to Memorial Park Line Segment, to start reviewing technical documents resolving technical issues and preparing the Design Control Log (DCL).

KEY ACTIVITIES - ACCOMPLISHED IN SEPTEMBER

- Started the profile at Del Mar crossing, emergency exit structure and mathematizing alignment on Contract C6450, Del Mar to Memorial Park Line Segment.
- Completed negotiations of key contract change requests on design changes with EMC.

KEY ACTIVITIES - PLANNED FOR OCTOBER

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Resolve remaining third-party issues for line segment Contracts C6420 (LA River to Arroyo Seco) and C6440 (Los Angeles River to Del Mar).
- Submit the Camera Ready design packages for C6420, LA River to Arroyo Seco Line Segment.
- Submit the Final design packages for C6510, Allen Avenue and Lake Avenue Stations.
- Contract C6410, LA River Bridge, complete restoration of channel lining around bridge bent located in river channel. Continue erection of falsework for both north and south pier tables for the 450-foot center span of the bridge.
- Issue Notice to Proceed for construction contract C6430, Arroyo Seco Bridge.
- Continue with remaining concrete work on the east retaining wall at Union Station, C7300, East Wall.
- Issue the Notice-to-Proceed for the procurement of Contract P2100, Precast Concrete Ties.
- Finalize scope of work with Holly Street "open" and restart design on Memorial Park Station, C6520 and Del Mar to Memorial Park line segment, C6450.
- Obtain permission to advertize on new contract C6435, Bridge Retrofit and Reconstruction of Concrete and Steel Bridges.
- Contract C6410, L.A. River Bridge, complete first contract milestone on October 15 - work in the river channel. Begin construction of bridge superstructure.

KEY ACTIVITIES - PLANNED FOR OCTOBER (con't)

- Contract C6430, Arroyo Seco Bridge, Santa Fe to remediate lead contaminated soil condition at site. Issue Notice-To-Proceed and commence reconstruction of the Arroyo Seco Bridge.
- Contract C6435, Retrofit Bridges, complete the repackaging of construction activities for retrofit of 13 bridges along the Pasadena Blue Line alignment.
- Contract C7300, Union Station, East Wall, complete all concrete work for east wall and backfill west of the wall.
- Contract P2100, Precast Concrete Ties, issue Notice-To-Proceed for the procurement of concrete ties.
- Complete 75% profile and alignment and finalize negotiations with KaWES for Contract C6450, Del Mar to Memorial Park Line Segment.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 07-Oct-94
Status Date: 30-Sep-94

(\$ x 000's)

		----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
Description		Original	Current	Period	To Date	Period	To Date	Period	To Date	Forecast	Variance
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9-2)
T	Construction	515,171	473,523	12,836	55,860	1,722	8,328	748	5,113	486,185	12,662
S	Professional Services	183,206	197,415	2,575	76,159	3,116	60,140	3,116	60,140	211,081	13,666
R	Real Estate	68,100	72,308	147	799	193	531	193	531	74,308	2,000
F	Utility/Agency Force Accounts	8,442	21,997	0	3,342	50	1,487	50	1,487	22,159	162
D	Special Programs	3,377	4,402	0	386	19	258	19	258	6,904	2,502
C	Contingency	62,705	71,355	0	0	0	0	0	0	64,364	(6,991)
A	Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :		841,000	841,000	15,558	136,547	5,100	70,745	4,126	67,529	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)

06-Oct-94

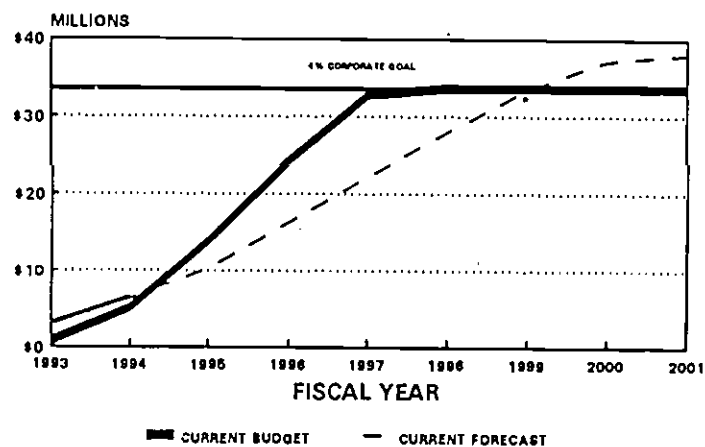
SEPTEMBER 94

STATUS OF FUNDS BY SOURCE

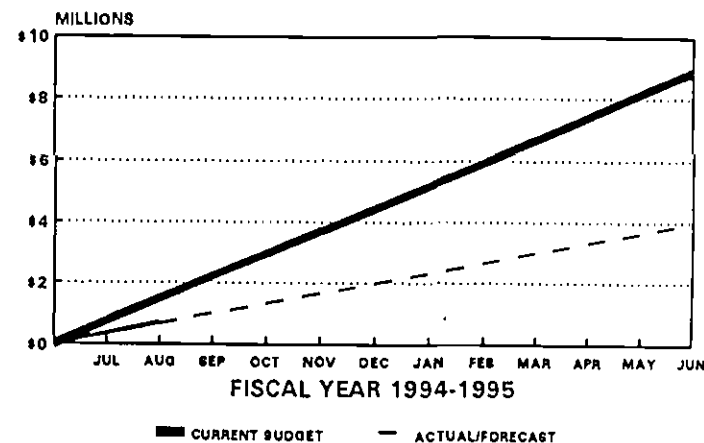
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$11,021	52%	\$11,021	52%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$0	\$11,707	7%	\$11,707	7%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$86,841	\$113,819	33%	\$44,801	13%	\$67,529	20%
TOTAL	\$841,000	\$86,841	\$136,547	16%	\$67,529	8%	\$67,529	8%

NOTES: EXPENDITURES ARE THROUGH AUGUST 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



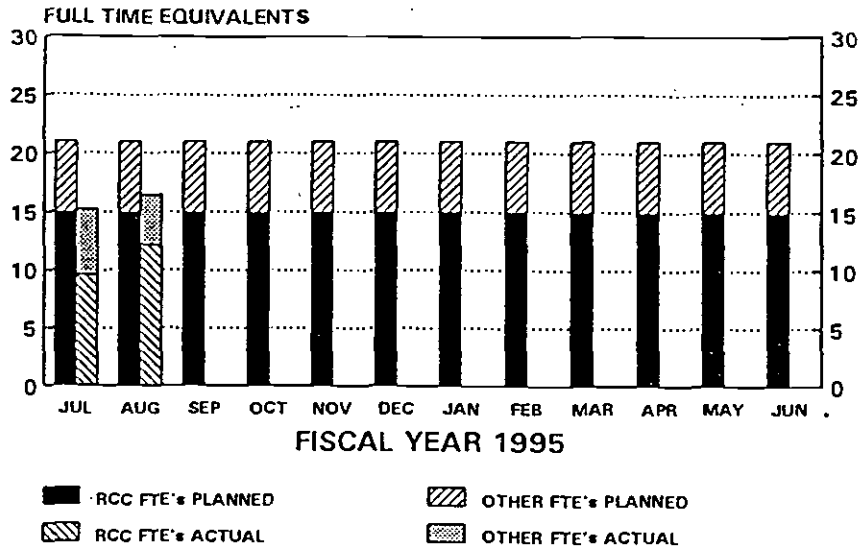
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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	\$1,484
ACTUAL TO DATE	\$660

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	12
OTHER FTE's PLANNED (*)	6
OTHER FTE's ACTUAL	4
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.

R05 - Pasadena Blue Line
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 09/28/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO OATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT & ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR.	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
B611	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	%	\$444,545	\$0	\$444,545	0%	0.0%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$126,610	\$12,864,647	1.0%	10%	0%	\$1,149,194	(\$264,774)	\$1,413,966	-11%	-1.1%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***.%	***%	0%	\$0	\$0	\$0	***%	0.0%
EN028	\$0	***%	\$0	\$0	\$0	\$0	***.%	***%	0%	\$0	\$0	\$0	***%	***.%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***.%	***%	0%	\$0	\$0	\$0	***%	***.%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***.%	***%	0%	\$0	\$0	\$0	***%	***.%
	\$17,203,487	10%	\$1,720,349	\$18,923,836	\$126,610	\$17,330,097	0.7%	7%	0%	\$1,693,739	(\$264,774)	\$1,658,613	-8%	-0.8%

11 - AFE increase required

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

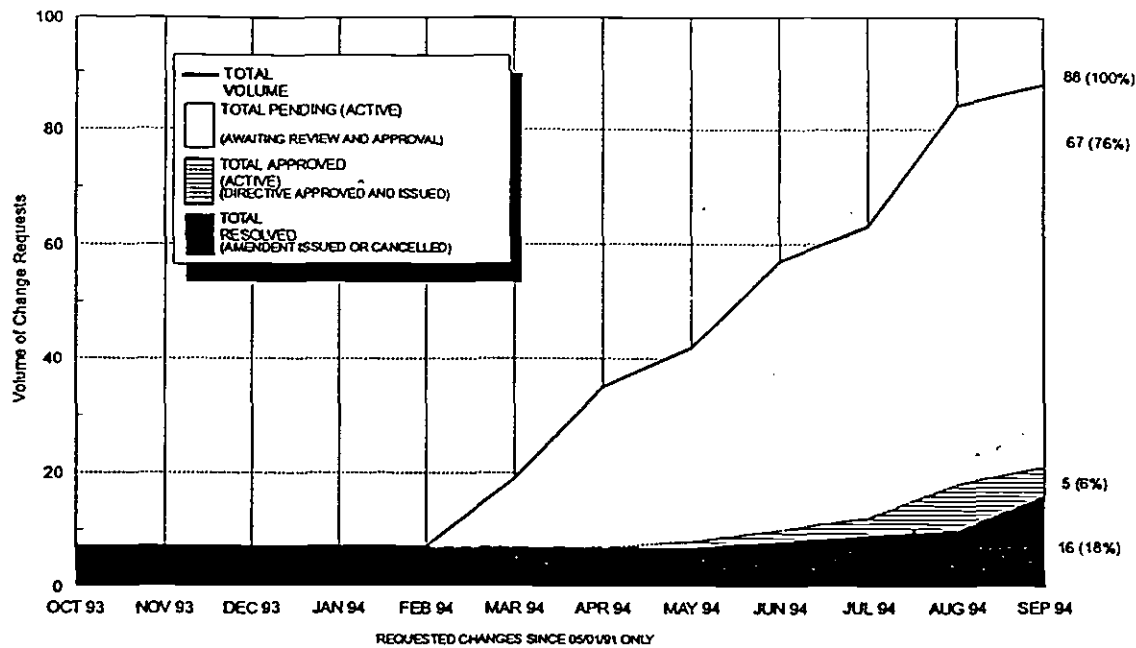
(*) Costs shared with other projects. Costs shown are for R05 ONLY (1) Includes both executed CO's and authorized (WACN) changes (2) % Increase over original award (3) Logged contract changes ONLY

- Pasadena Blue Line
REV 1.0 01/28/94 las

PAGE 1

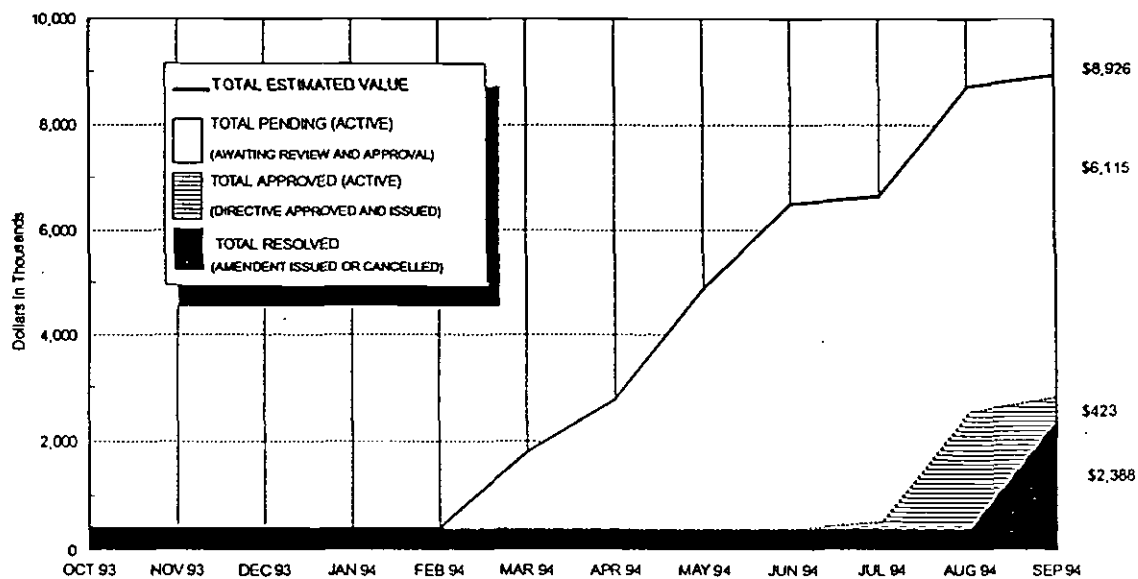
BETTY BARLOW
PROJECT VALUE SUMMARY 09/28/94

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

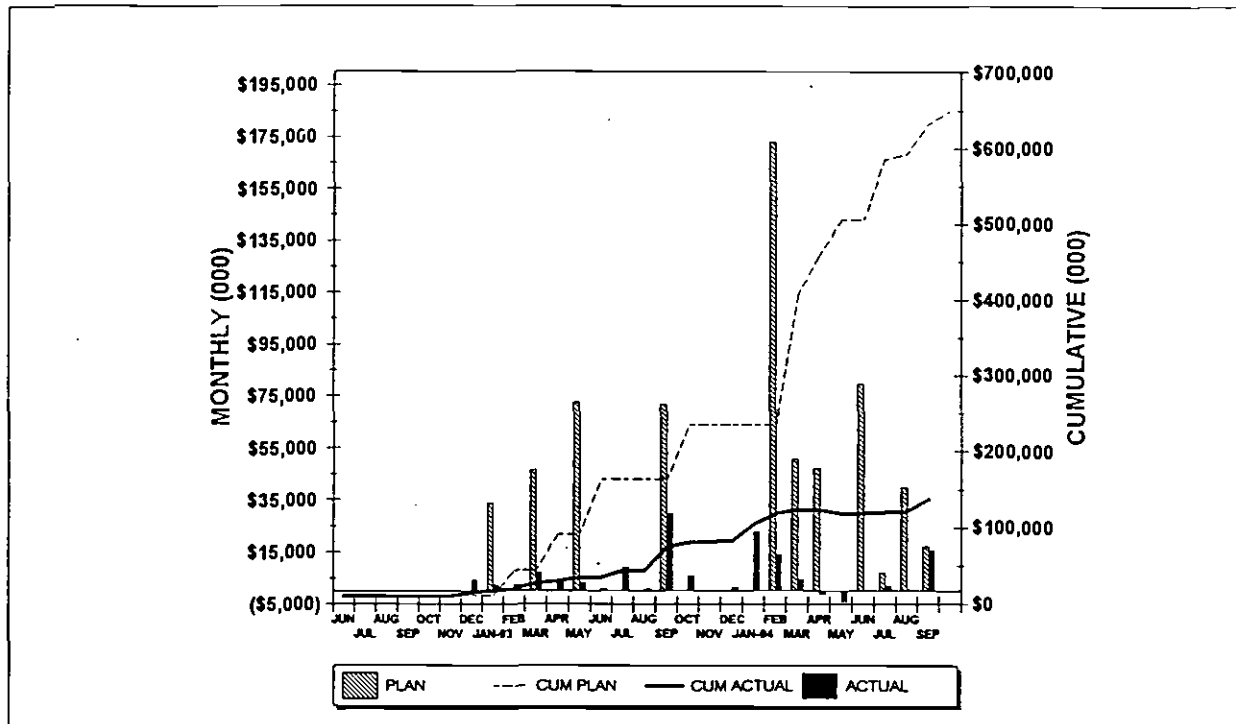


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	26	5	9	32	72
PERCENT	36%	7%	13%	44%	100%

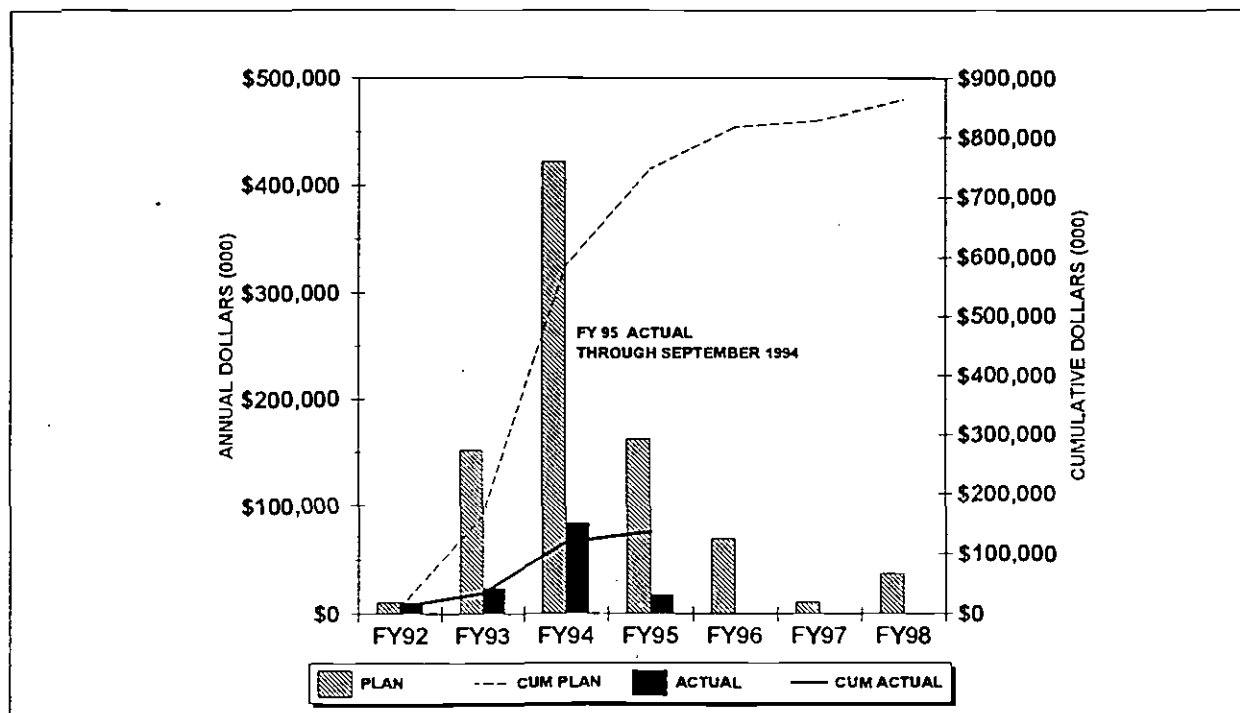
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



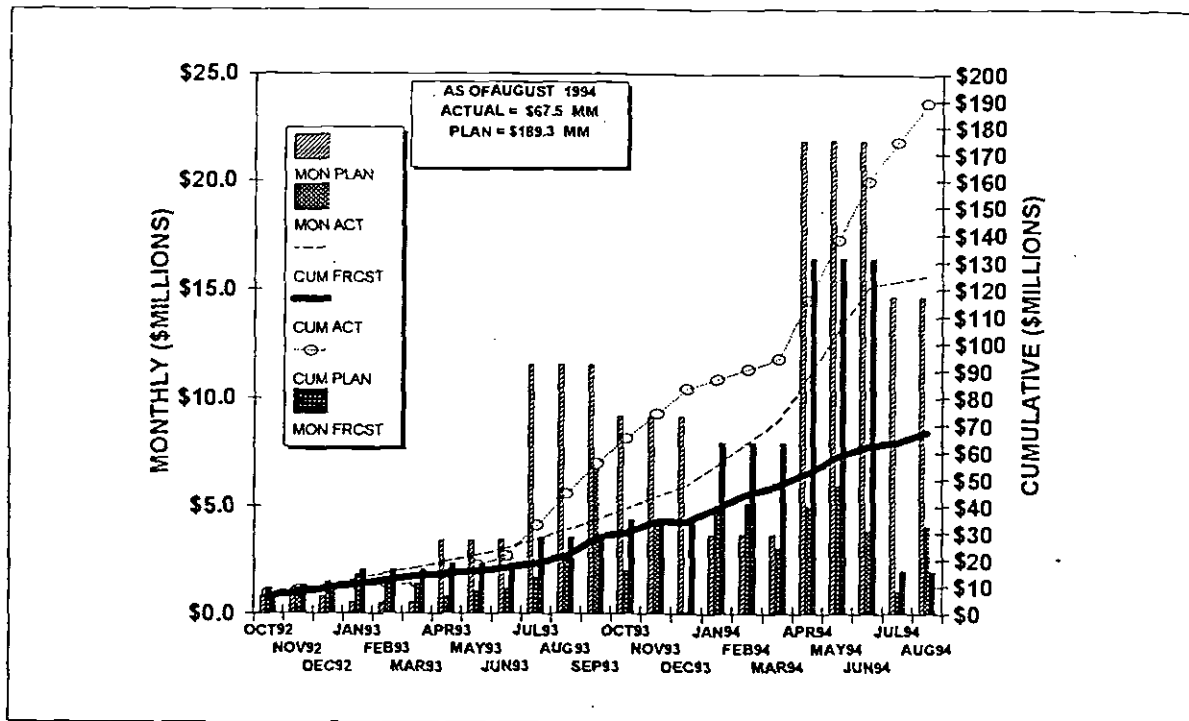
ANNUAL PROJECT COMMITMENTS



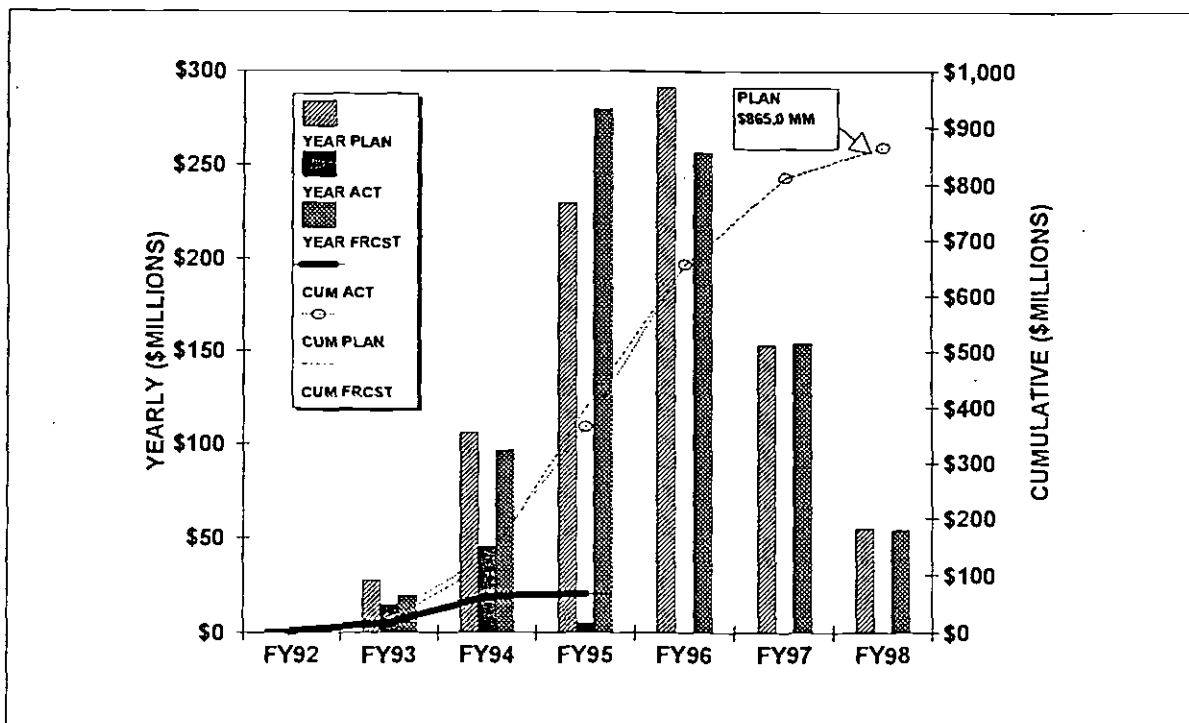
TOTAL PROJECT COMMITMENTS



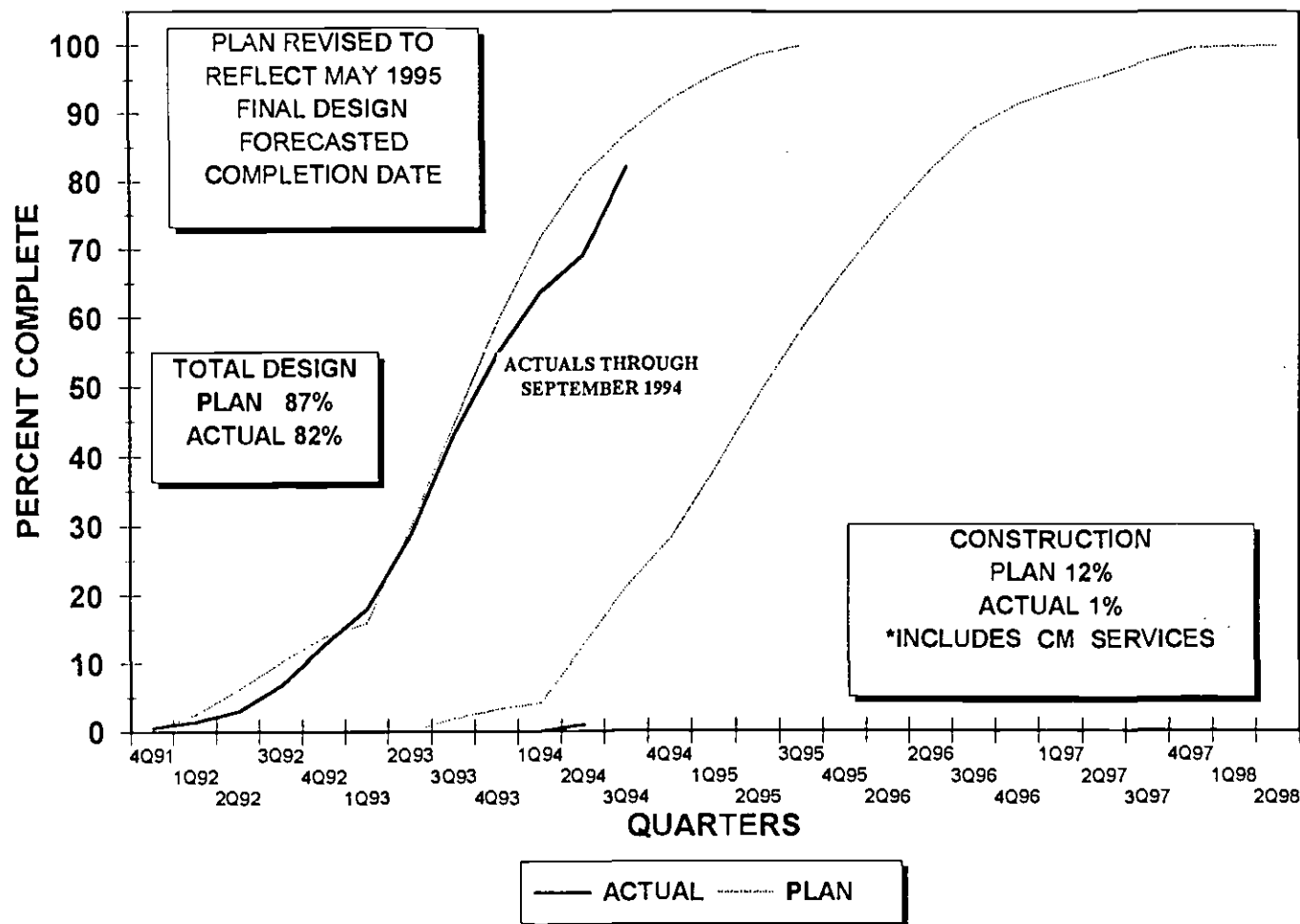
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



PASADENA BLUE LINE - PROGRESS SUMMARY

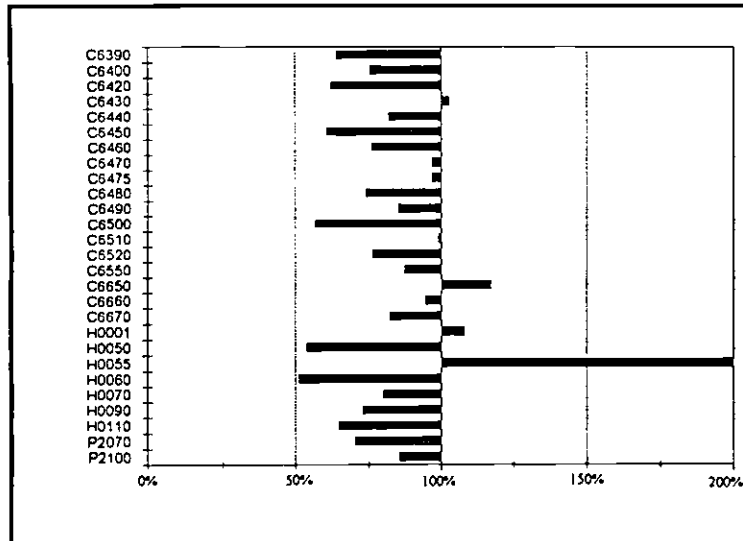


CRITICAL PATH DIAGRAM

The Pasadena Blue Line schedule for design and construction is currently being rebaselined. The approved schedule and critical path will be included in the October 1994 Project Manager's Status Report.

Pasadena Blue Line

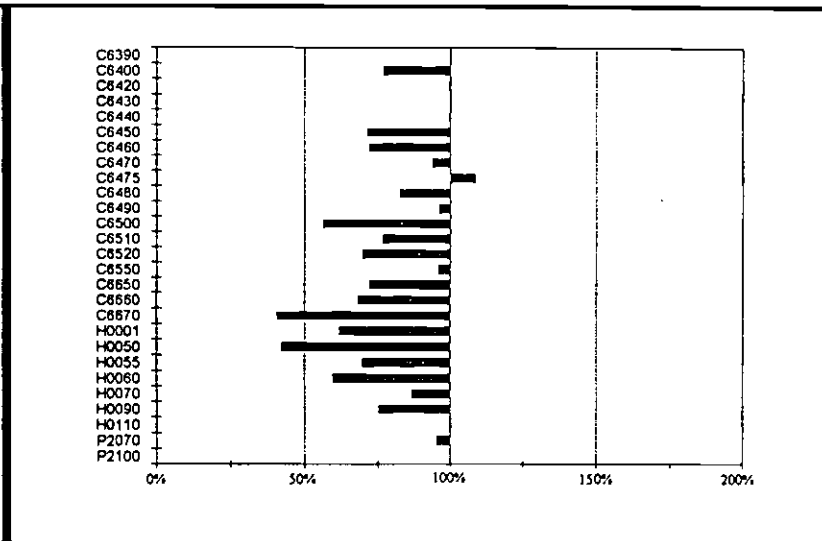
Cost Performance Index



CPI Legend

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

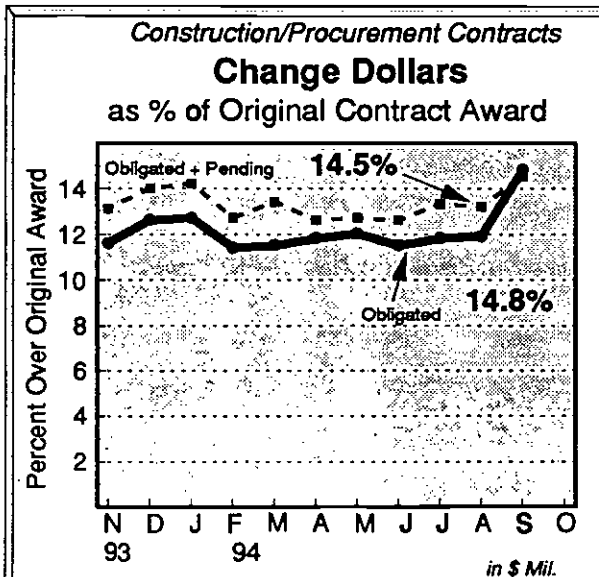
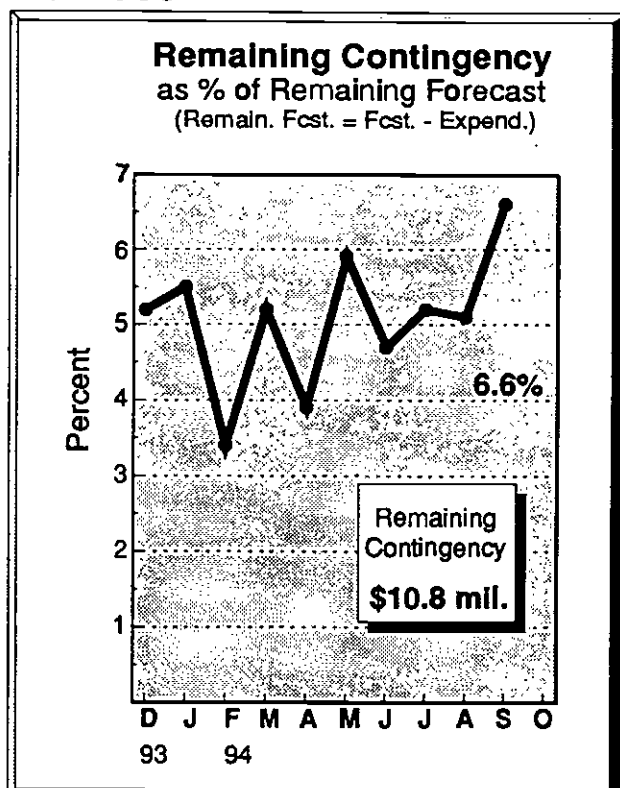
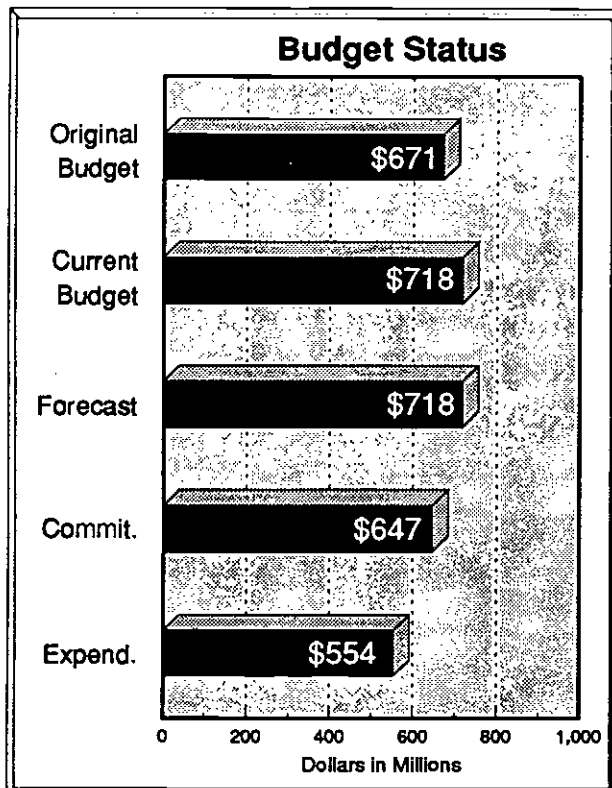
Schedule Performance Index



SPI Legend

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

FINANCIAL STATUS

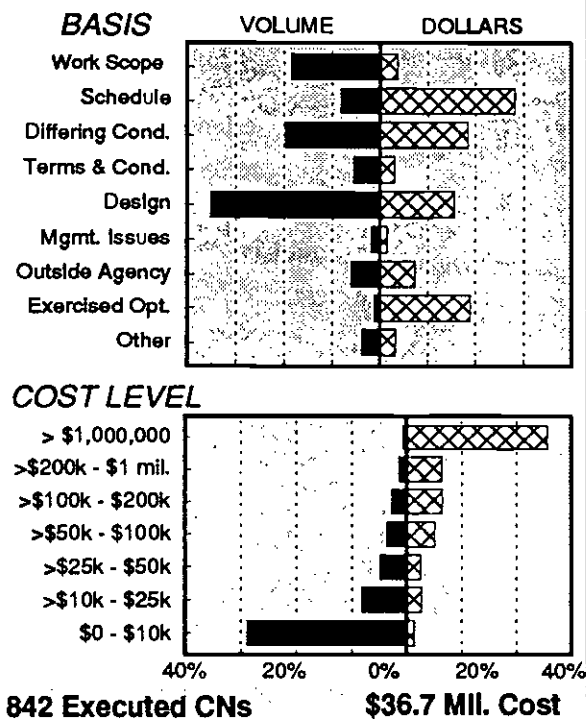


1	Total Original Contract Award	\$260.4
2	Obligated Change Value*	\$37.6
3	Total Approved Value (1+2)	\$298.0
4	Pending Changes	\$.8
5	Total Award + Pending (3+4)	\$298.8

R2309941.DRW

* Includes Approved and NTE Authorizations

Changes by Basis and Cost Level



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

November 1994

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

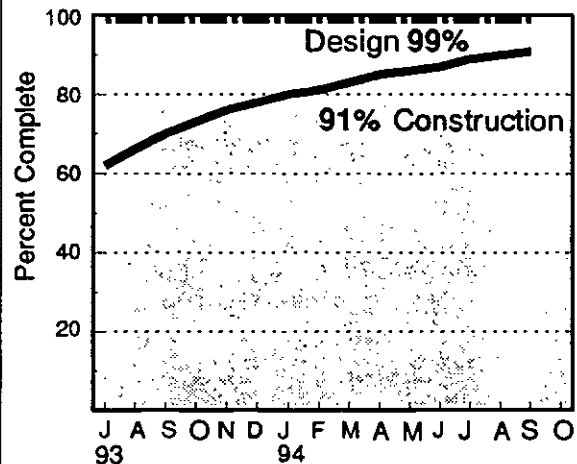
Months of Employment Provided

16,066

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

20 Days Behind
(negative float)

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

H0831 Systems
SCADA

H1100 Systems
Automatic Train Control

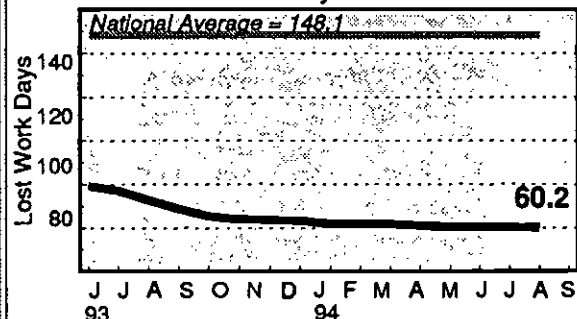
H0832 Systems
Cable Transmission

Systems Integrated Test
Norwalk-Marine ABS

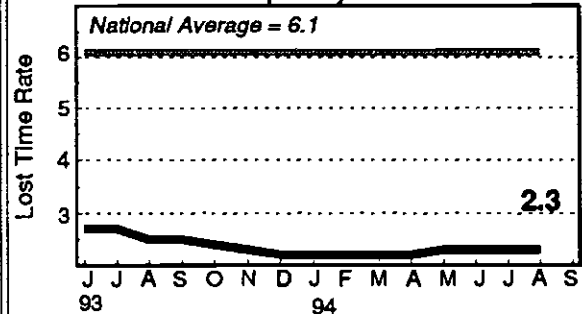
H0900 Systems
Safety Systems

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



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

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 91%

REAL ESTATE STATUS

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

AREAS OF CONCERN

NEW

Contract 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, can not 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: The cross-connects from Contract H1200 (Traction Power Supply System) to Contract H0831 at all sites, and H0832 (Cable Transmission System) ETS to H0831, have been laid out and installed at three of nineteen locations. This represents less than five percent of the total effort required.

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: The first series of components from Contracts H0831 (SCADA) and H0832 (Cable Transmission System) have been identified and personnel are working with the contractors toward completion.

ONGOING

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: The contractor's recovery schedule reflects an average crew size of twenty-two workers per day is required to achieve the January dates. Their current

force of ten to twelve workers is not adequate. OKA is directing MEC to increase their field crews per their schedule. The contractor is proceeding with our installation drawings for the three El Segundo Stations that are available.

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) for 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.

RESOVLED

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 access and are proceeding.

KEY ACTIVITIES - SEPTEMBER 1994

- Static Testing on Automatic Train Control Contract (H1100) started during the month.
- Also, delivery of all train control equipment racks, except for the Hawthorne yard, was completed in September 1994.
- Integrated Testing (Hot Frame Detector Tests) was completed for Traction Power Substations 11, 12, 13, 14, and 15. Acceptance testing for all systems contracts continue.
- Cable Transmission System contractor completed installation and static testing of Fiber Optic Cable for full alignment, Norwalk to Marine Stations.

KEY ACTIVITIES - PLANNED FOR OCTOBER 1994

- Cable pulling and termination for Contract H1100 (Automatic Train Control) will be completed at the Century Freeway section.
- Installation and testing of the Cable Transmission System (H032-CTS) will also be complete.
- Following the download and testing of the modified software for the Supervisory Control and Data Acquisition (H0831 -SCADA), integrated testing at SCADA at the test section will begin.

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

Project: R23 METRO GREEN LINE

Period: Aug 26, 1994 to Sep 30, 1994
Run Date: Oct 6, 1994
Units: \$ in thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
I CONSTRUCTION	470,191	0	484,698	-377	428,072	19,636	373,428	19,548	356,899	-1,291	475,238	-9,460
S PROFESSIONAL SERVICES	108,942	0	110,477	727	179,808	2,767	162,518	2,767	162,518	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	73	24,599	73	24,595	73	24,595	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,856	0	10,500	38	11,549	189	9,770	189	9,770	0	11,512	1,012
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,505	110	1,736	110	1,736	0	4,790	0
C PROJECT RESERVE	59,613	0	19,531	0	0	0	0	0	0	1,291	10,815	4,516
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	-8	-604	-8	-604	0	-5,569	949
GRAND TOTAL	671,000	0	717,802	461	647,271	22,768	571,446	22,680	554,917	0	717,802	0

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

12-Oct-94

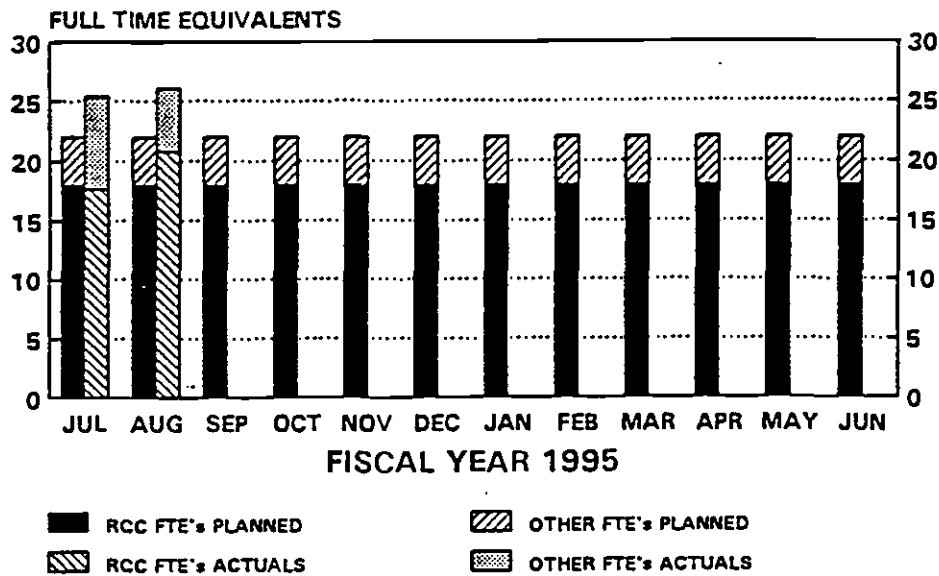
SEPTEMBER 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$91,866	\$165,195	\$272,454	297%	\$165,195 180% (1)		\$226,103	246%
PROP C (25% ALLOCATION)	\$308,000	\$123,678	\$128,000	42%	\$123,678 40%		\$123,678	40%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400 100%		\$0	0%
STATE PROP 116	\$84,000	\$84,000	\$13,519	16%	\$13,519 16%		\$0	0%
PROP C (AMERICAN DISABILITY ACT)	\$6,400	\$2,308	\$5,763	90%	\$2,308 36%		\$0	0%
TOTAL	\$717,802	\$602,717	\$647,272	90%	\$532,236 74%		\$554,917	77%

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

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	21
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	5
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 09/30/94

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	\$3,739,910	13%	\$472,891	\$4,212,801	\$0	\$3,739,910	0%	0%	\$472,891	(\$88,670)	\$661,561	-19%
C0095	\$9,573,083	18%	\$1,488,617	\$11,061,700	\$1,045,957	\$10,618,040	70%	77%	\$442,660	\$214,779	\$227,881	85%
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$8,883,313	\$68,892,023	77%	88%	\$2,107,977	\$482,836	\$1,625,141	82%
C0101	\$11,279,980	83%	\$7,120,040	\$18,400,000	\$6,104,827	\$17,384,887	86%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	28%	\$1,878,463	\$9,200,000	\$1,228,282	\$8,547,819	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	(\$65,600)	\$1,065,371	-58%	0%	\$178,697	\$48,000	\$130,697	-16%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$584,277	\$19,904,277	21%	89%	\$2,151,261	\$85,207	\$2,066,055	24%
C0501	\$5,008,841	18%	\$888,144	\$5,896,985	\$788,988	\$5,795,827	88%	98%	\$89,158	\$14,676	\$84,483	90%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$5,209,182	\$20,723,182	86%	99%	\$818,818	(\$1,192,896)	\$2,011,714	87%
C0810	\$10,248,912	25%	\$2,565,181	\$12,814,103	\$2,437,736	\$12,686,647	95%	99%	\$127,456	(\$223,108)	\$350,564	86%
H0831	\$1,480,450	189%	\$2,497,474	\$3,977,924	\$2,122,788	\$3,803,238	85%	87%	\$374,686	\$154,332	\$220,354	91%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,275,228	\$11,169,318	85%	71%	\$1,283,184	\$391,047	\$892,137	90%
H0889	\$3,938,759	11%	\$438,878	\$4,377,636	\$112,956	\$4,061,716	26%	48%	\$325,820	\$114,475	\$211,445	52%
H0900	\$9,848,180	10%	\$984,820	\$10,843,000	\$493,198	\$10,441,378	50%	16%	\$501,822	\$347,500	\$154,322	85%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$95,344	\$3,393,673	28%	39%	\$234,489	\$0	\$234,489	29%
H1100	\$5,785,000	8%	\$4,622,800	\$82,407,800	\$1,521,123	\$59,308,123	33%	41%	\$3,101,877	\$297,705	\$2,803,972	39%
H1200	\$18,798,123	85%	\$2,819,418	\$21,616,541	\$1,872,489	\$20,468,612	59%	94%	\$1,146,929	\$53,886	\$1,093,044	81%
H1310	\$1,288,500	15%	\$184,775	\$1,493,275	(\$16,747)	\$1,282,763	-6%	8%	\$210,522	\$43,262	\$167,270	14%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$894,075	\$12,132,078	61%	78%	\$448,725	\$136,403	\$313,323	73%
F1800	\$5,578,208	5%	\$278,910	\$5,857,118	(\$766,149)	\$4,812,069	-275%	100%	\$1,045,059	\$0	\$1,045,059	-275%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$877,781	\$46,502,781	16%	74%	\$4,487,219	\$87,723	\$4,409,496	18%
TOTAL:	\$306,034,562	20%	\$59,515,489	\$364,550,050	\$38,278,146	\$343,312,708	84%	91%	\$21,237,342	\$967,144	\$20,270,199	66%

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

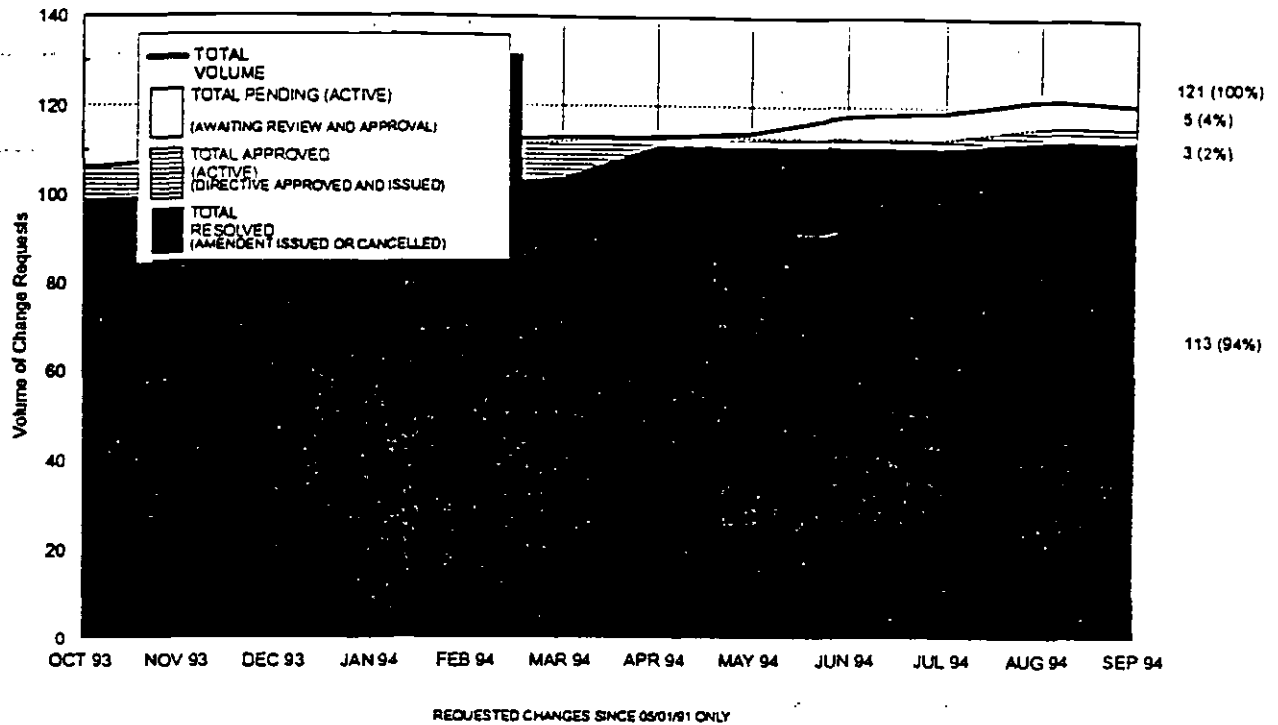
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

rev 2.3 09/15/94 lss

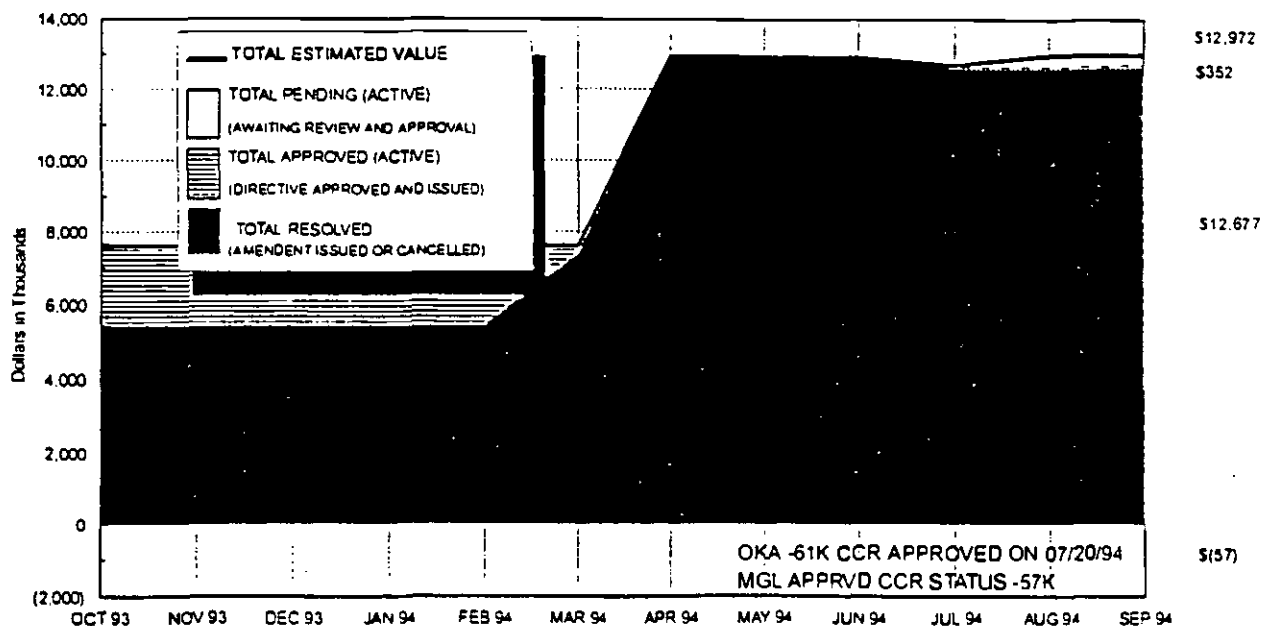
NIKKA CHANEY
10/20/94 14:33:11

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



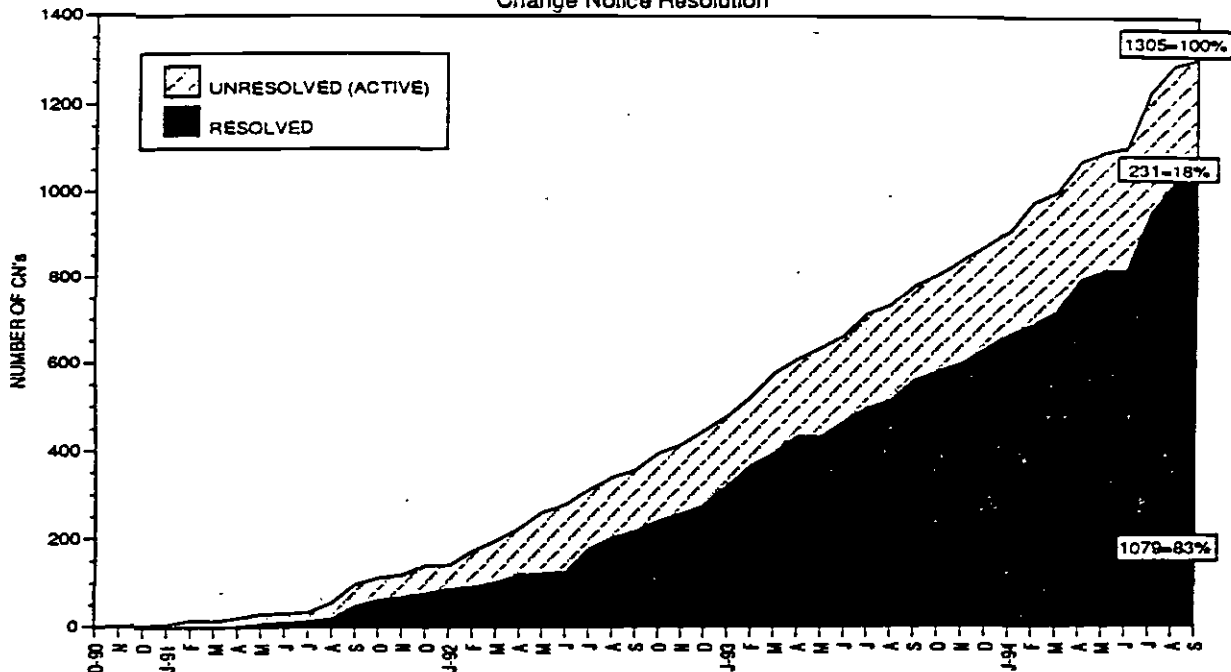
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	2	1	2	8
PERCENT	37%	25%	130%	25%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

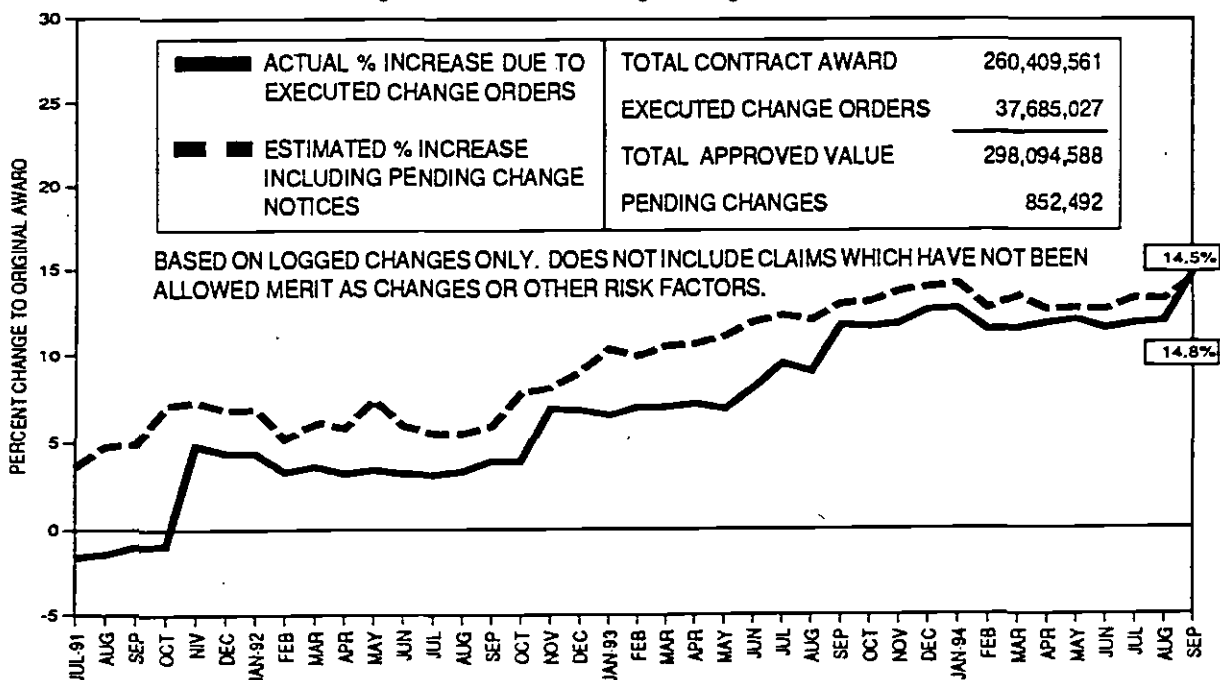
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	94	27	26	84	231
PERCENT	41%	12%	11%	36%	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 10/10/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	10	1.19%	\$18,813,458.46	51.23%
> 200 - 1 MILLION	24	2.85%	\$4,607,462.78	12.55%
> 100-200	44	5.23%	\$4,737,463.49	12.90%
> 50-100K	59	7.01%	\$3,756,859.56	10.23%
> 25-50K	81	9.62%	\$1,859,741.01	5.06%
10-25K	137	16.27%	\$1,926,864.93	5.25%
0-10K	487	57.84%	\$1,023,479.65	2.79%
PROJECT TOTALS:	842	100.00%	\$36,725,329.88	100.00%

R23 - Metro Green Line

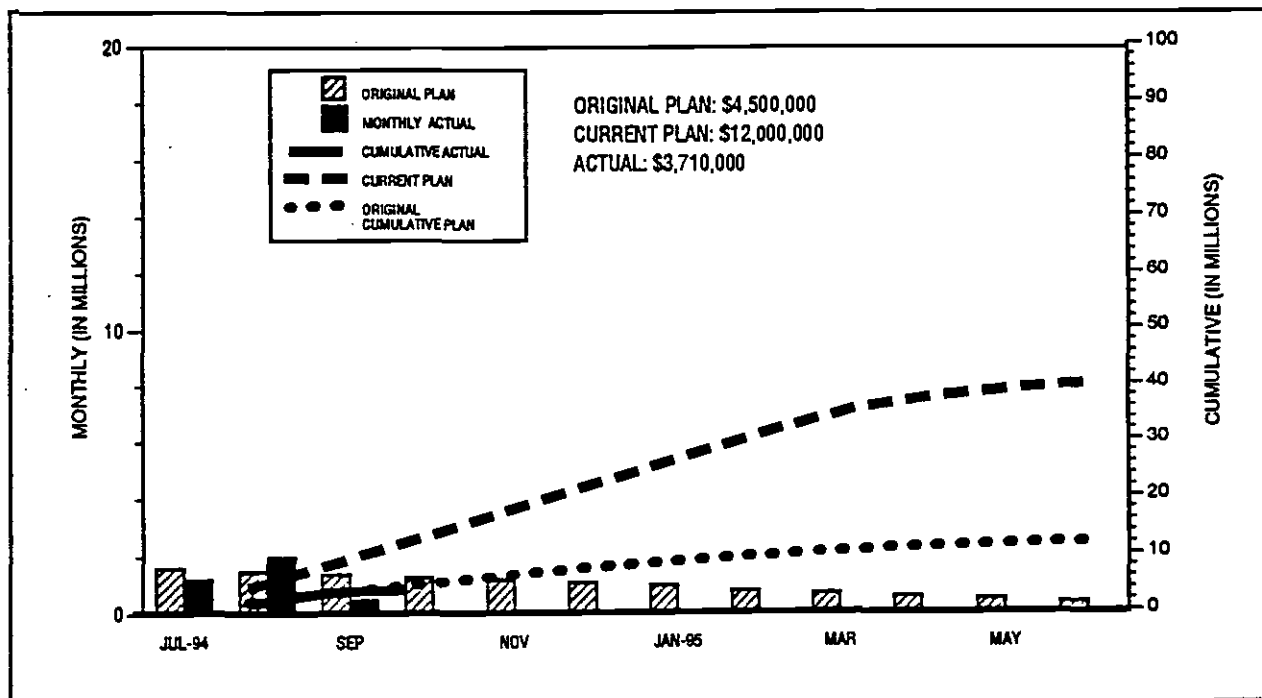
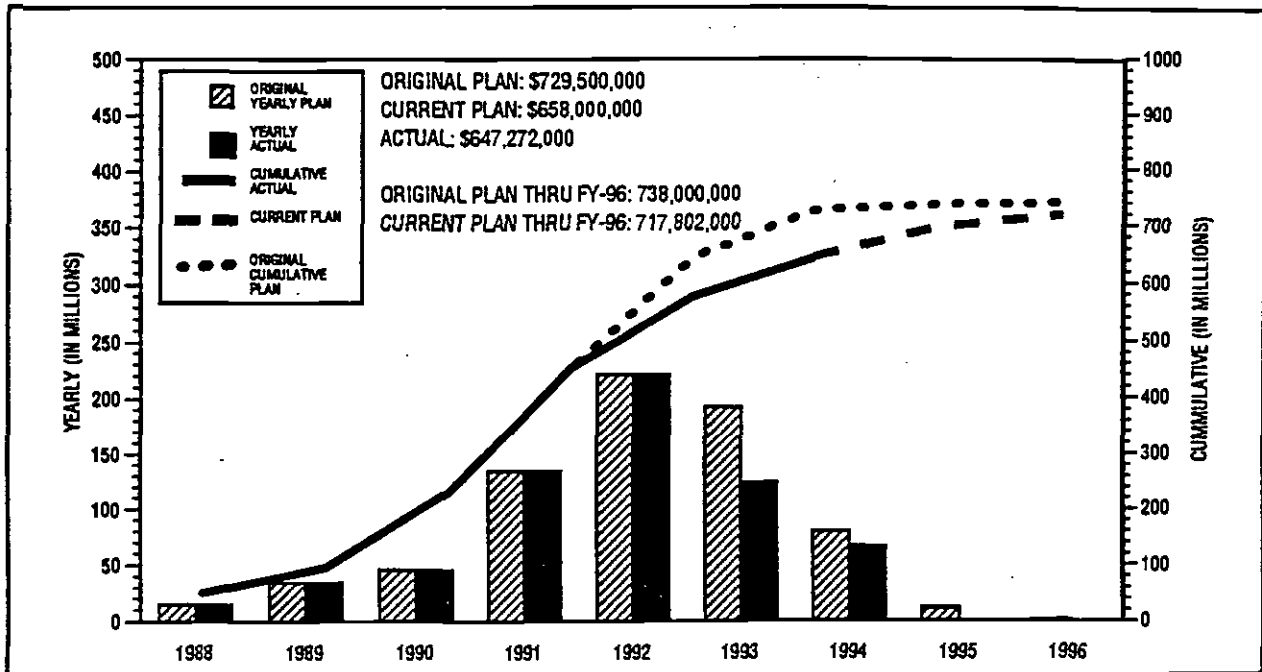
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0090 - R23P2020

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

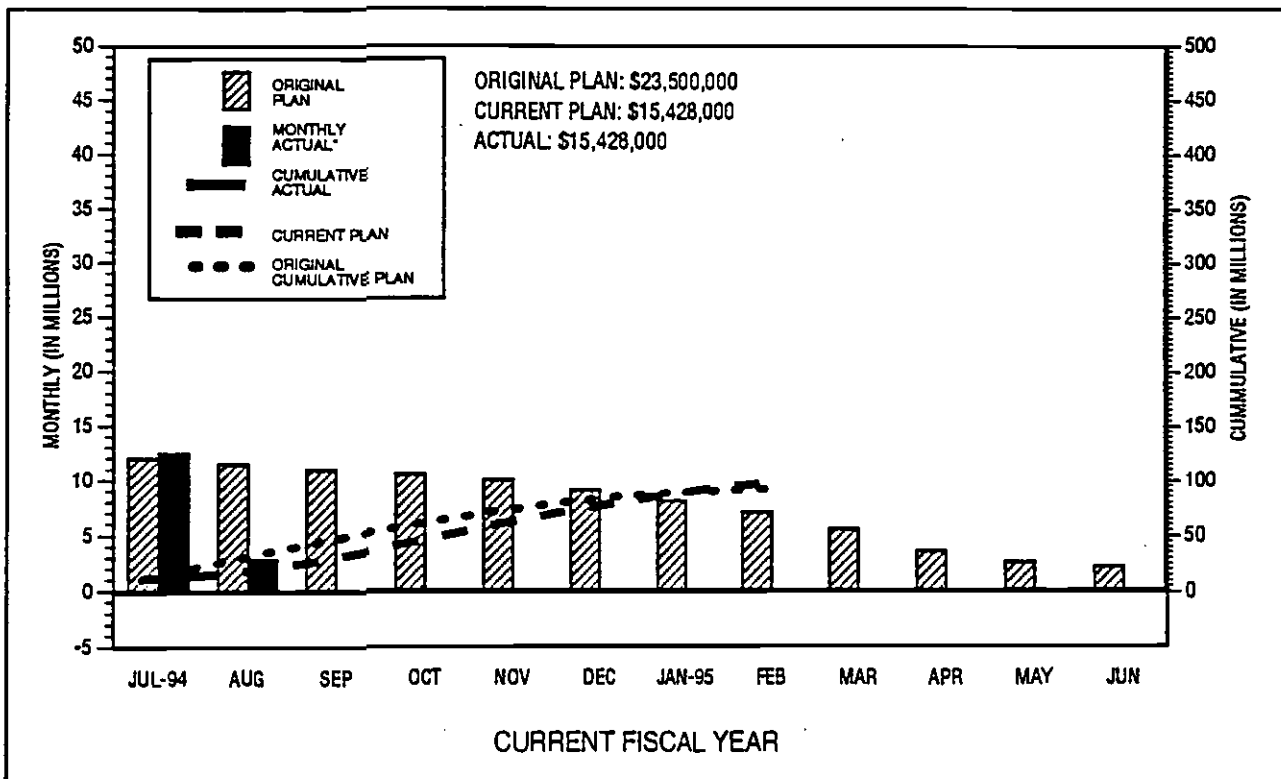
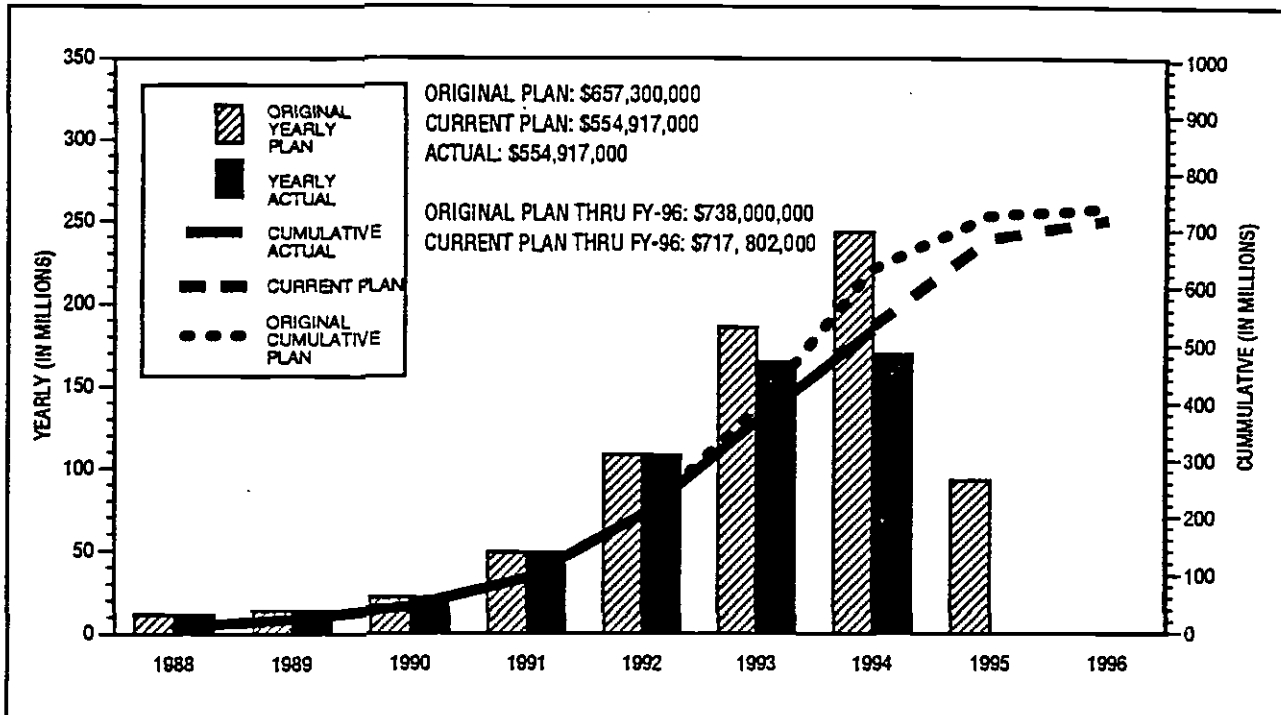
	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	113	13.42%	\$1,967,419.19	5.36%
115 ADDITIONAL/NEW WORK	9	1.07%	\$212,334.43	0.58%
120 DELETION OF WORK	33	3.92%	(\$839,879.01)	-2.29%
130	1	0.12%	\$0.00	0.00%
	156	18.53%	\$1,339,874.61	3.65%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	22	2.61%	\$8,703,557.08	23.70%
220 ACCELERATION OF WORK	14	1.66%	\$1,305,686.00	3.56%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	33	3.92%	\$345,300.00	0.94%
	69	8.19%	\$10,354,543.08	28.19%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	164	19.48%	\$8,959,261.78	24.40%
320 HAZARDOUS MATERIALS	1	0.12%	(\$2,313,704.64)	-6.30%
330 SAFETY CONDITIONS	1	0.12%	\$103,000.00	0.28%
	166	19.71%	\$6,748,557.14	18.38%
TERMS AND CONDITIONS				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	27	3.21%	\$1,152,694.67	3.14%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	20	2.38%	\$0.00	0.00%
	47	5.58%	\$1,152,694.67	3.14%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	114	13.54%	\$3,922,104.78	10.68%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	11	1.31%	\$430,989.42	1.17%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.36%	\$0.00	0.00%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	159	18.88%	\$1,954,437.67	5.32%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	9	1.07%	(\$631,799.76)	-1.72%
	296	35.15%	\$5,675,732.11	15.45%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.24%	\$2,375.00	0.01%
620 COMPREHENSIVE CLAIMS	13	1.54%	\$572,374.00	1.56%
	15	1.78%	\$574,749.00	1.56%
OUTSIDE AGENCY REQUESTS				
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	42	4.99%	\$2,666,172.77	7.26%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	1.07%	\$44,119.62	0.12%
	51	6.06%	\$2,710,292.39	7.38%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	10	1.19%	\$6,938,932.00	18.89%
	10	1.19%	\$6,938,932.00	18.89%
OTHER				
900 OTHER	32	3.80%	\$1,229,954.88	3.35%
	32	3.80%	\$1,229,954.88	3.35%
PROJECT TOTALS:	842	100.00%	\$36,725,329.88	100.00%

PROJECT COMMITMENTS

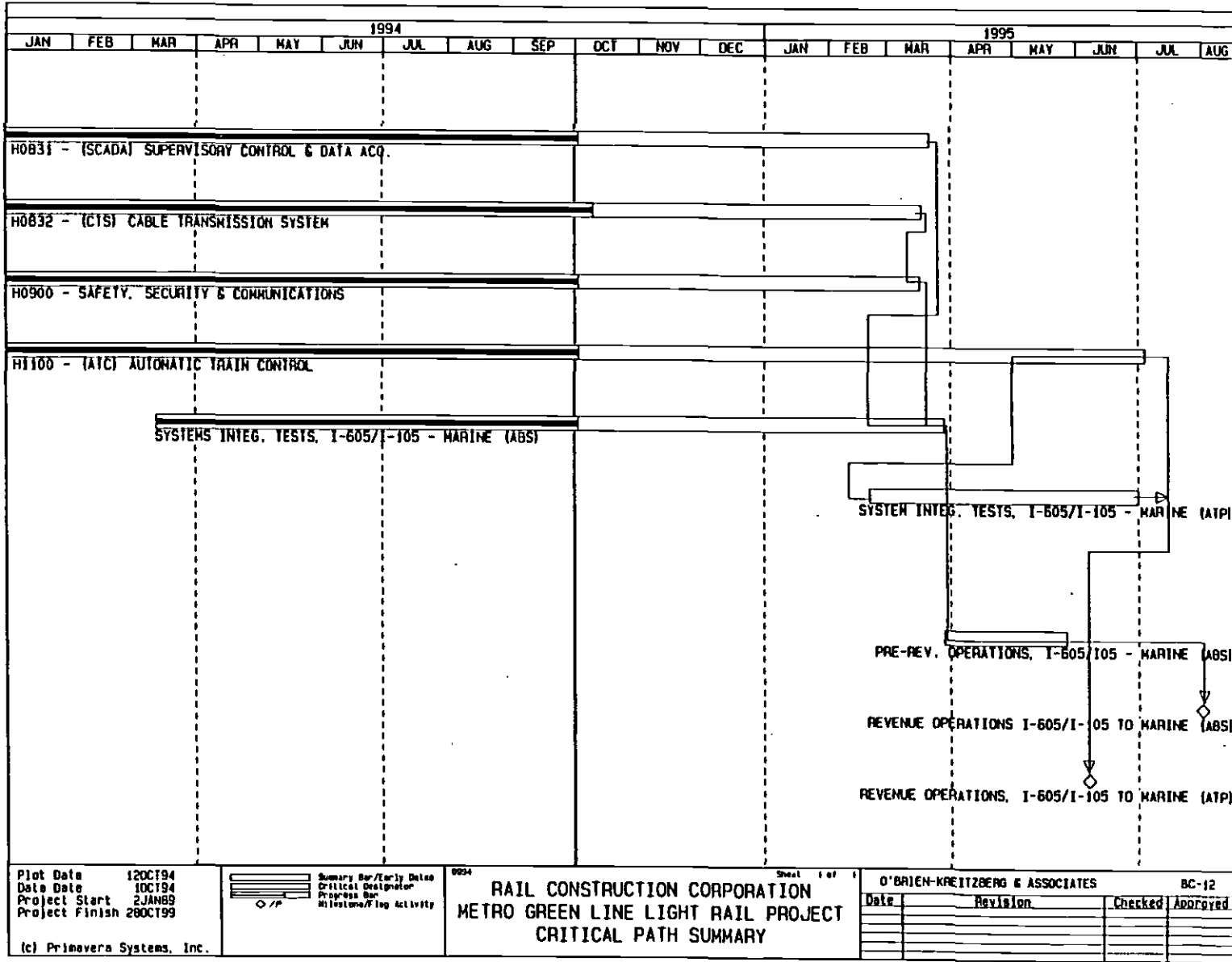


CURRENT FISCAL YEAR

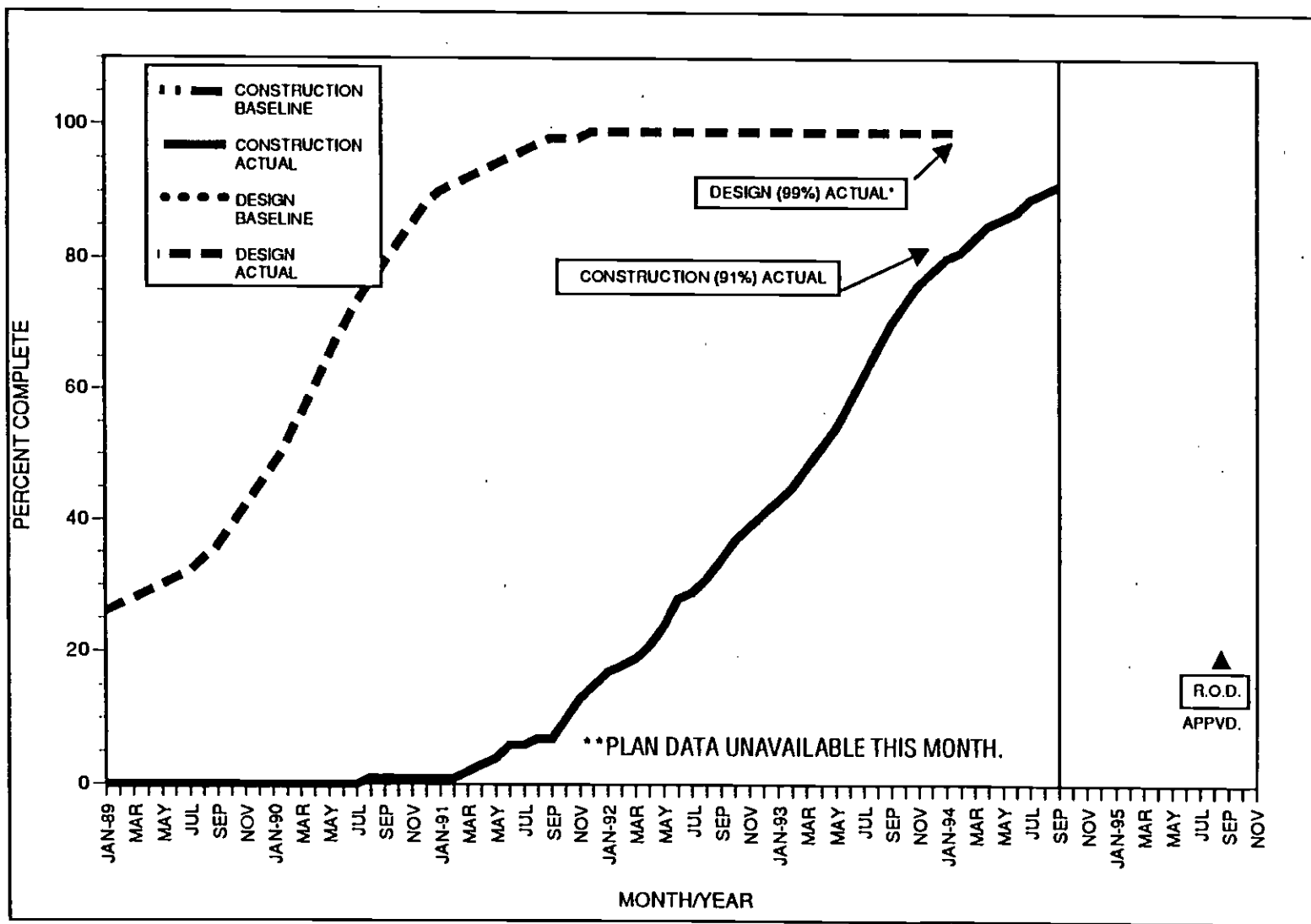
PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

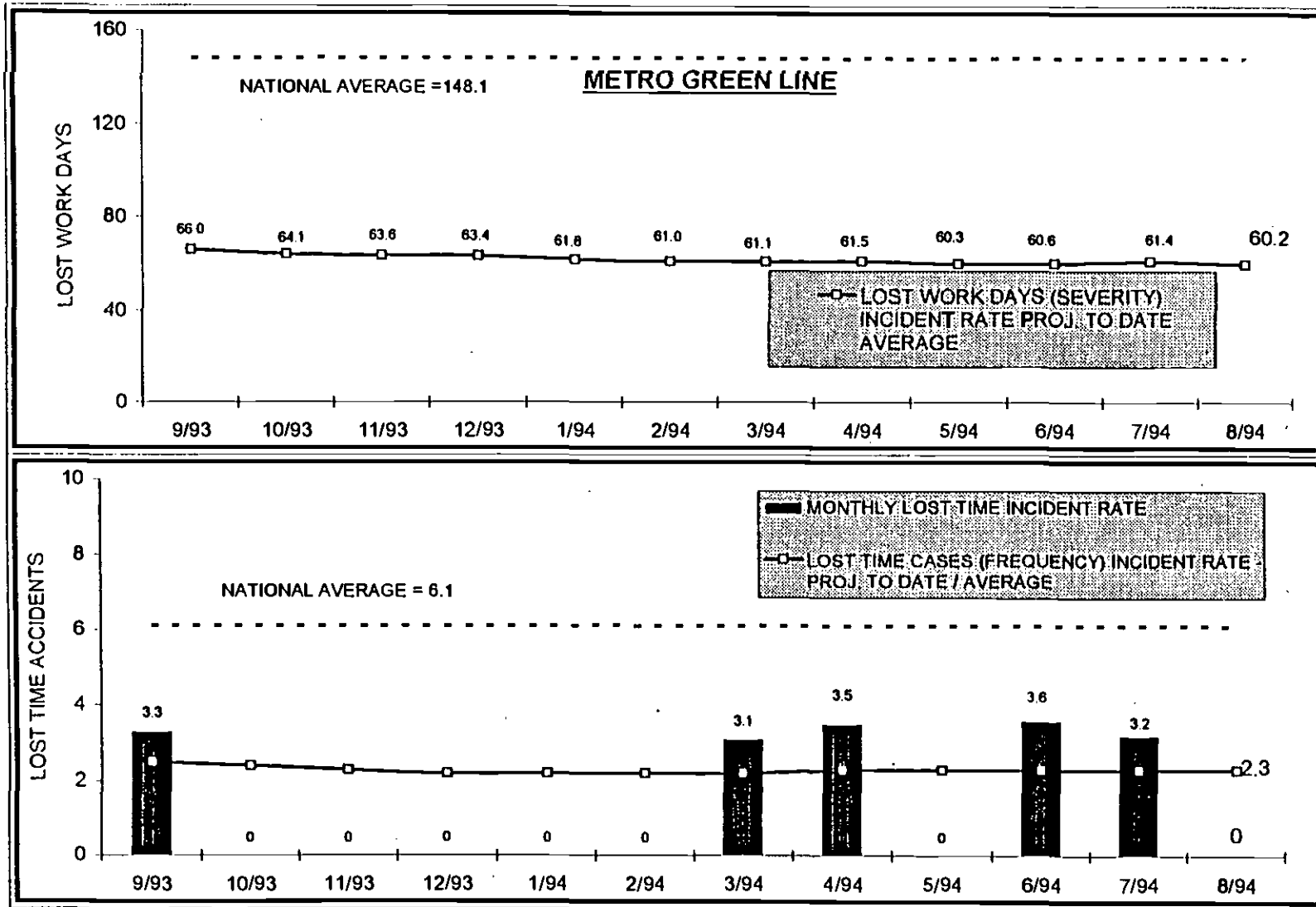


PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION

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



prepared by : MASS TRANSIT GROUP

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

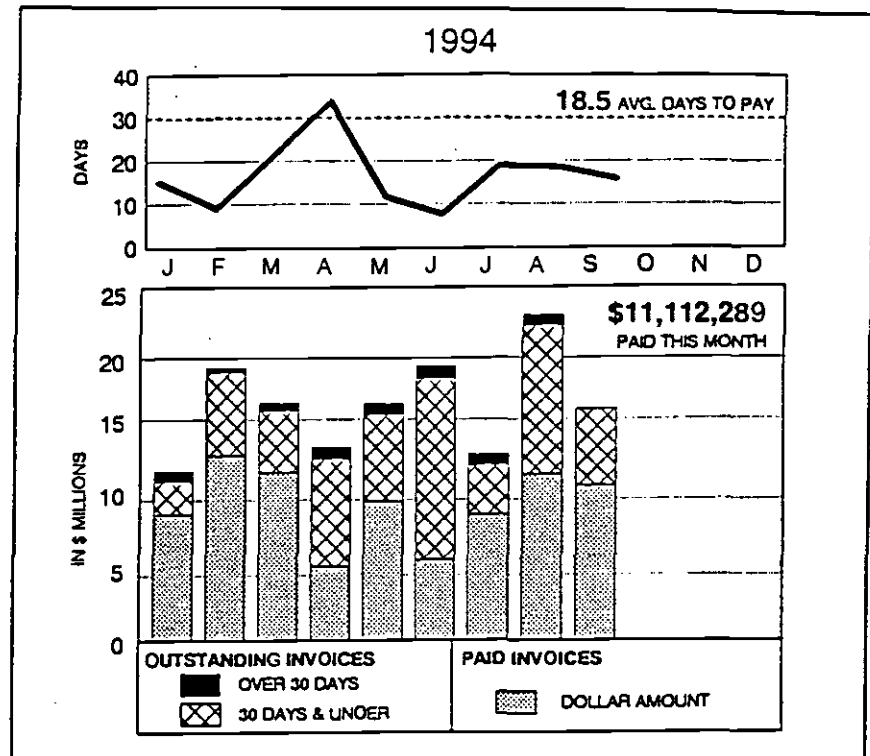
CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

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

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.5 days.
- 33 invoices were paid for a total value of \$11,112,289.
- There were 14 outstanding Construction or Procurement invoices under 30 days old for \$5,513,716.
- There were 3 outstanding Construction or Procurement invoices over 30 days old for \$40,417.

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
APR 1994	12	7,774,338	3	876,144	25	2,070,064	15	182,638
MAY 1994	12	6,242,625	3	876,144	26	1,808,759	21	223,538
JUN 1994	23	13,078,143	4	953,877	30	6,006,160	32	5,619
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

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

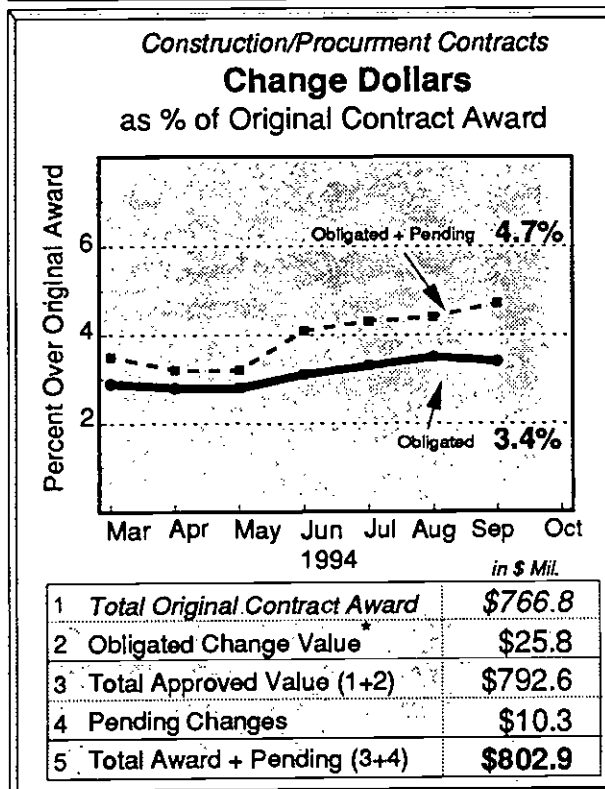
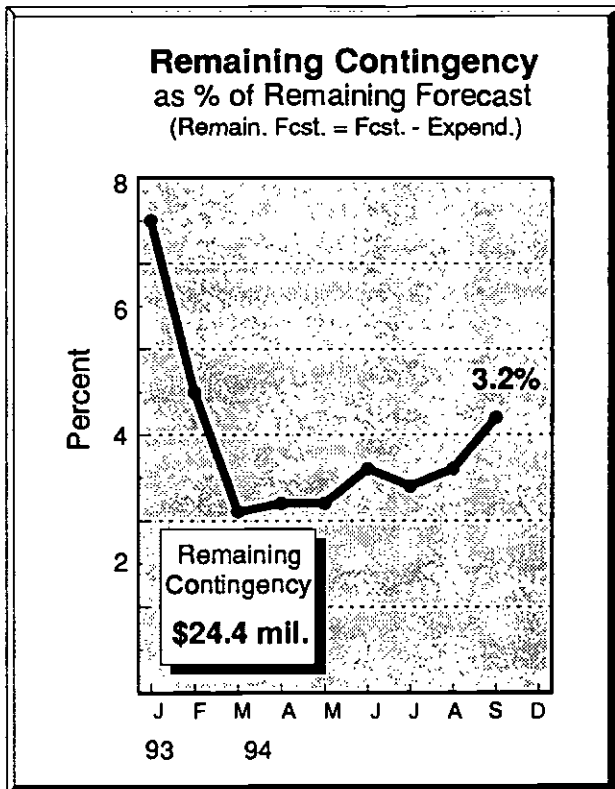
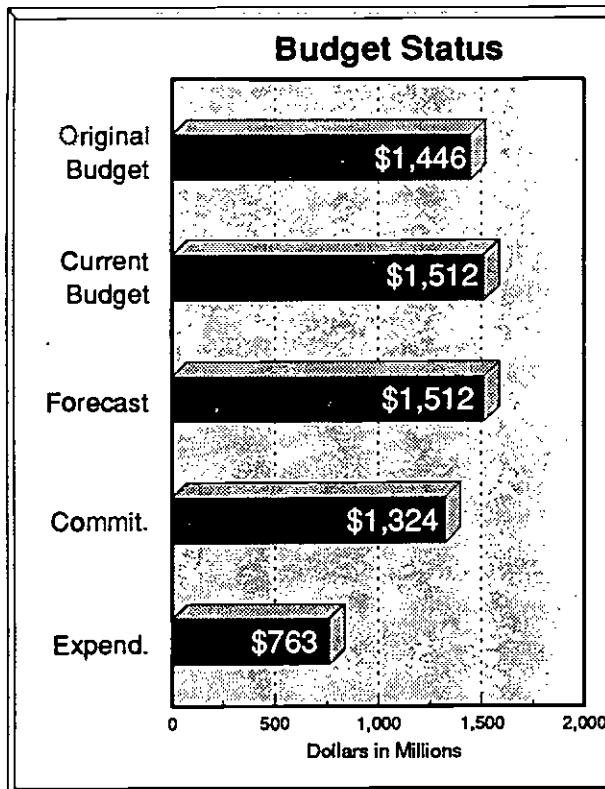
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

REMAINING ACTIVITIES

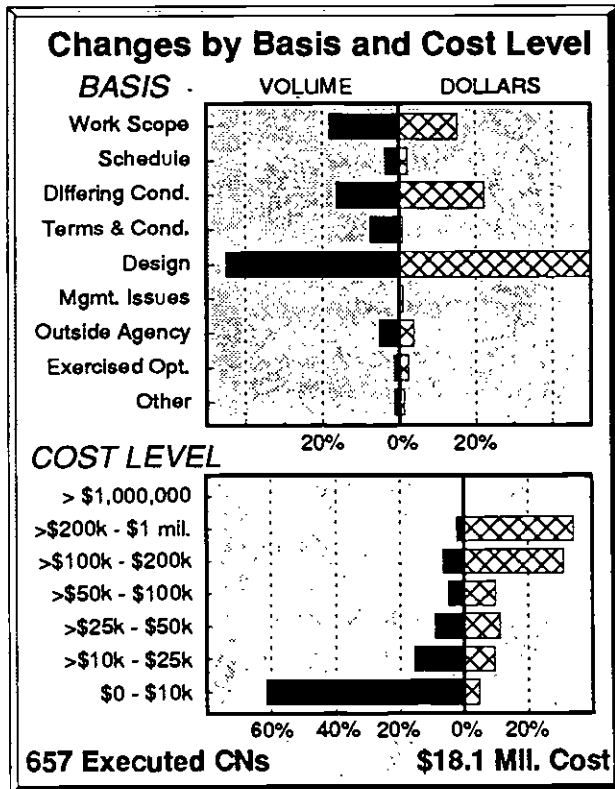
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8100941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

November 1994

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

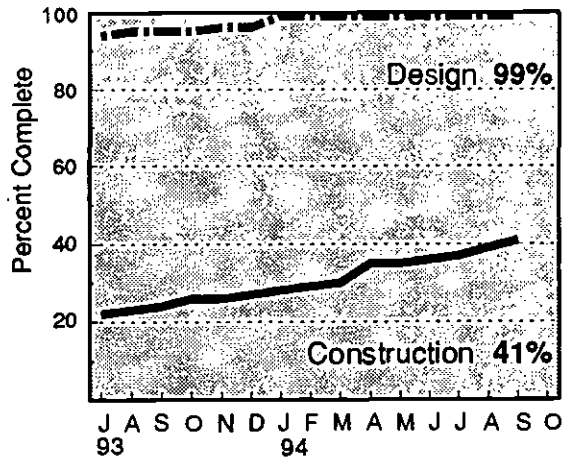
Months of Employment Provided

22,127

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**

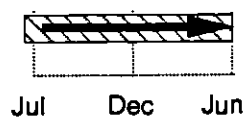
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

139 days ahead
(positive float)

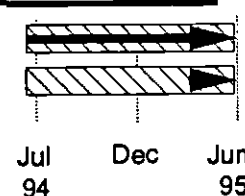
B215 Construction
Wilshire/Vermont Station



Vermont/Hollywood

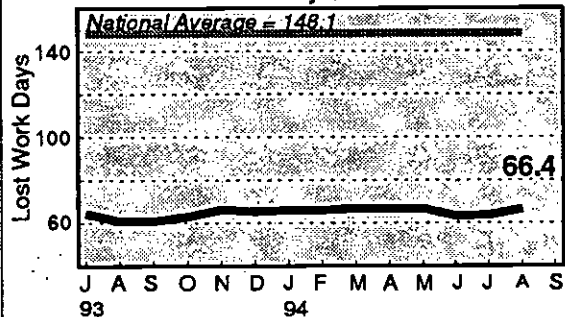
92 days behind
(negative float)

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

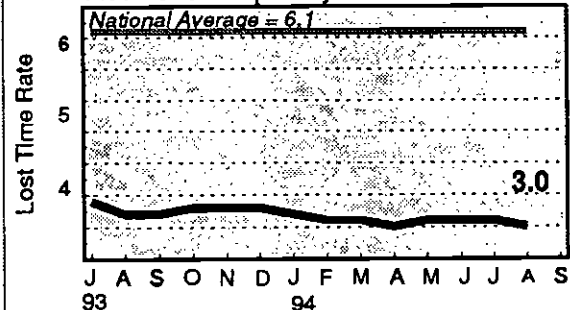


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,511.8

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		41%

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.

PUBLIC AFFAIRS

Wilshire Corridor

Public Affairs staff continued mitigation efforts for the Wilshire Corridor community. For Contract B201, MacArthur Park, the community was invited to attend a lake restoration celebration and press event on September 27, 1994. The celebration centered on local children replenishing the lake with fish they had been breeding for the past two years. Ceremony participants included representatives from the MTA and RCC Boards, MTA Executive staff, Los Angeles City Department of Recreation and Parks, Los Angeles City Vector Control District and the First Council District.

Vermont Corridor

For Contract B241, Vermont/Beverly Station, Public Affairs continues to work with business owners to address their mitigation issues. At Contract B261, Vermont/Sunset Station, Public Affairs established a regular meeting schedule with representatives from each of the hospitals in the area to communicate upcoming construction activities and discuss how the impact to the hospital community can be minimized. Public Affairs is coordinating with the Art for Rail Transit group to organize an art project for the fences surrounding the B261 staging areas. This project will include a non-profit organization working with local children to paint and maintain the wall. It will be completed in January 1995. For Contract B251, Tunnel Project, staff responded to various construction related complaints and claims.

Hollywood Corridor

At Contract B271, Hollywood/Western Station, RCC established a weekly meeting schedule for B271 citizens to discuss issues with construction staff. For Contract B281, Hollywood/Vine Station, soldier pile installation began on the north side of Hollywood. All merchants and theaters will retain access to businesses through a coordinated effort between Public Affairs and construction management.

AREAS OF CONCERN

NEW

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 have not resumed as of the report date. The Hollywood tunneling is on the Vermont/Hollywood critical path.

Action: The RCC directed the EMC and Parsons-Dillingham to prepare a Ground Settlement Cause and Prevention Plan, that if approved will allow mining operations to resume.

Status An Initial Ground Settlement Prevention Plan was developed. The approval of the plan is required prior to re-commencement of tunnel mining operations. In addition alternative sequence of tunnel concrete placement studies are being completed and finalized for implementation to minimize the schedule impacts. If the plan to restart tunneling is rejected, the tunneling issues, schedule delays and cost of the contract and project will escalate.

ONGOING

Contract B610, Realignment Impact - Wilshire Corridor

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

Action: The Construction Manager (CM) will direct the Contractor to core inserts in the affected plinth pads east of Wilshire/Normandie Station.

Status: The CM received input regarding realignment and has provided this information to the Contractor, who has resumed operations between B221 and B231 Stations. Coordination efforts with follow-on Contract B620 is underway to facilitate early access to the tunnels.

AREAS OF CONCERN (CON'T)

Contract B610, Delays Trackwork Installation - Wilshire Corridor

Concern: The concrete installation rate is still less than originally plan, 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: The Contractor is analyzing ways to strengthen coordination efforts with follow-on system contractors to minimize interference problems.

Status: There remains a high probability of impact to follow-on contracts due to delays in track work installation. Staff is currently working with the B620 Contractor to facilitate early access to support 34.5k cable installation.

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

Concern: The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast slipped from November 8, 1994 to December 21, 1998, due to the Contract B251 Hollywood tunnel shutdown. The critical path runs through the Hollywood Boulevard grouting program; restart of HAR tunneling by November 4, 1994; 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. Development of a surface movement prevention program to allow tunnel mining operations to proceed. 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 minimizing the impact of the Hollywood Boulevard delays to minimize impacts to Revenue Operations Date.

AREAS OF CONCERN (CON'T)

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

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

Concern: The Contractor was late in the start of tunnel invert concrete placement in the Vermont tunnels.

Action: MTA, the CM and the Contractor should develop a detailed implementation plan for the start and continuation of arch and walkway concrete placement.

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. Different concrete placement sequences and scenario's are being developed by CM for implementation.

RESOLVED

**LADOT Traffic Control Restrictions - Contracts B241 and B252 Concurrent
Vermont Boulevard Closure - Vermont/Hollywood Corridor**

Concern: LADOT disallows the closure of Vermont Boulevard by more than one contractor at a time. Contracts B241, Vermont/Beverly and B252, Vermont/Santa Monica Stations' street deck placement will overlap by two weeks at the end of September.

Action: The Contractors coordinated their work schedule concurrently, negating the necessity for a stop work order.

Status: The B241 Contractor began the street closure for the street decking operations during the weekdays on Vermont Blvd. and the B252 Contractor continued to work during the weekends during the month of September. This coordinated effort alleviated previous scheduling restraints.

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

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

NEW**NONE**ONGOING**NONE**RESOLVED**NONE**

KEY ACTIVITIES - SEPTEMBER**Design**

- Contract B215, Wilshire/Vermont Station, reevaluated the Change Notice on Public Area Sprinkler System at the request of RCC when the Contractor's cost proposal came in higher than anticipated.
- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, continued design effort for the Prefinal Design Submittal. Meetings were held for design coordination with Artist, Landscape Architect, and EMC disciplines. Site and street drawings were provided to the Bureau of Street Lights and LADOT for their design efforts.
- Contract B221, Wilshire/Normandie Station and Line, completed and issued the Change Notice for Wilshire Boulevard streetscape enhancement as proposed by the Wilshire Chamber of Commerce. Issued final Traffic Signal Plans prepared by LADOT to Resident Engineer for implementation.
- Contract B241, Vermont/Beverly Station, completed design in support of RCC Public Affairs request for impact mitigation with repair of rear driveway at Midway Ford.
- Contract B251, Vermont/Hollywood Tunnel, prepared responses to Federal Transit Agency inquiries, Bureau of Engineering (City of Los Angeles) and press inquiries. Reviewed field data and facilitated investigation of tunnel distress on Hollywood Boulevard. Prepared design details and construction specifics for restoring the Walk-of-Fame sidewalk along Hollywood Boulevard.
- Contract B261, Vermont/Sunset Station, issued Change Notice for excavation support, system design, and utilities relocation for secondary station entrance from Kaiser Permanente office building. Also issued CTE (Change Technical Evaluation) Design Change Notice to modify and partially demolish Kaiser building, plus permit application for same to City Building Department.
- Contract B281, Hollywood/Vine Station, continued investigation of vibration criteria relating ambient levels to anticipated construction vibration levels.

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

- Contract B201, Pocket Track and Line, all major issues resolved with the exception on NDC 95 which is currently in negotiations.
- Contract B211, Wilshire/Vermont Station, Stage 1; completed station concrete operations, continued work on punchlist items and continued backfill at the east and west end of the station.
- Contract B215, Wilshire/Vermont Station, Stage 2; excavation of the entrance structure is complete. Began placing the steel reinforcement and installing concrete form work for the lower track level slab. Masonry walls were finished inside the station.
- Contract B221, Wilshire/Normandie Station and Line, removed deck beams on Wilshire Blvd. and opened four lanes to traffic, continued work on side structures and the platform area of the station entrance. Interior work progresses in the crosspassages.
- Contract B231, Wilshire/Western Station, concluded hydrostatic testing of the fire protection systems; installation of the intrusion alarm and system air balancing of the HVAC system. Work on electrical, mechanical and architectural items are nearing completion.
- Contract B241, Vermont/Beverly Station, the Contractor completed utility location on the east side of Vermont. The main station and tangent piles are 80% complete. The installation of deck beams and mats began on weekdays during nighttime hours to avoid traffic control restrictions on weekends.
- Contract B251, Vermont/Hollywood Tunnel, placed arch concrete at crosspassages #20, #21, and #22; placed invert concrete in crosspassage #27. Installed arch HDPE and rebar at crosspassage #30, and gantry rail for the VAR tunnel invert form.
- Contract B252, Vermont/Santa Monica Station, commenced decking operations the night of August 26, 1994, and deck beam/precast concrete deck placement on August 27, 1994. Installed temporary access ramps for local businesses during weekend decking installations and continued work within Phase II traffic control.

KEY ACTIVITIES - SEPTEMBER (CON'T)

- Contract B261, Vermont/Sunset Station, continued piling installation and relocation of utilities; completed demolition and cleanup of site at Real Estate Parcel B2-204-2.
- Contract B271, Hollywood/Western Station, the Contractor continued pile installation at north Serrano Avenue and along the north side of Hollywood Boulevard; established field offices on the job site.
- Contract B281, Hollywood Vine Station, completed waterline installation, energized temporary streetlights, and commenced pile installation.
- Contract B610, Trackwork Installation, continued installation of Yard Tracks #6, #7, and #8.
- Contract B630, Traction Power System Procurement, witnessed testing of the redesigned 3344 kVA rectifier transformer, which passed all the tests. Witnessed in-line test for the rectifier/rectifier transformer in KEMA Lab, which also passed the test.
- Contract B631, Traction Power Installation, witnessed electrical resistance testing for 4/0 35 kV cable. Conductor tested DC resistance was about 4% above the specified value. After evaluation of the test results, it was recommended to accept the cable with markdown on the manufacturer's price of \$40,000.

KEY ACTIVITIES - PLANNED FOR OCTOBER**Design**

- Contract B215, Wilshire/Vermont Station, Stage II; complete change notices for additional fire/smoke dampers, Fire Life Safety recommended changes, revision to Public Area Sprinkler System.
- Contract B216, Wilshire/Vermont Site Restoration, complete Prefinal design and submit for review.
- Contract B251, Vermont/Hollywood Tunnel, continue to provide support in the field and to the Tunnel Review Board to facilitate investigation of tunnel distress along Hollywood Boulevard.
- Contract B261, Vermont/Sunset Station, issue change notice for modification and partial demolition of Kaiser Building, and obtain building permit from City Plan Check for secondary station entrance from Kaiser Permanente office building.
- Contract B263, Vermont/Sunset Station Second Entrance, preparation of bid documents is scheduled to start.
- Contract B290, Ancillary Construction and Maintenance, Camera Ready is scheduled for mid-October and ready for advertising on October 19, 1994.
- Contract B631, Traction Power Installation; review resubmittal on the fuel oil system for emergency generator. Complete wire interconnection schedule for Wilshire/Vermont substation per B630 as-built drawings.
- Continue construction support for Contracts B641, Radio, B642, Public Address, B643, Closed Circuit Television (CCTV), B644, Fiber Optic and Cable Transmission, B645, Transit Automatic Controls and SCADA, B646, Fire and Emergency Management, and B648A, Communications Installation, Wilshire Corridor/Gas Monitoring and Seismic Detection Procurement.

Construction

- Contract B211, Wilshire/Vermont Station, Stage 1; continue punchlist items; backfill, handrails, and installation, of access hatches and grating at the Blast Relief Shafts and Outside Air Intakes.

KEY ACTIVITIES - PLANNED FOR OCTOBER (CON'T)

- Contract B215, Wilshire/Vermont Station, Stage 2; continue installation of electrical conduits, HVAC ducts, masonry walls, lathing and acoustic spraying at the lower and track levels.
- Contract B221, Wilshire/Normandie Station and Line, continue electrical and mechanical work in the station, install platform terrazzo tile, and obtain elevator and escalator access.
- Contract B231, Wilshire/Western Station, a completion date of October 17, 1994, is anticipated for all outstanding punchlist and testing work.
- Contract B241, Vermont/Beverly Station, continuing installation of deck beams.
- Contract B251, Vermont/Hollywood Tunnel, continue construction of crosspassages and access shafts at the turnout structure area. VAL invert concrete placement is scheduled to start in October.
- Contract B252, Vermont/Santa Monica Station, complete installation of street decking the first week of October and conclude main station piles and proceed with station excavation.
- Contract B261, Vermont/Sunset Station; Contract B271, Hollywood/Western Station; and Contract B281, Hollywood/Vine Station, continue soldier pile installation and relocation of utilities.
- Contract B610, Trackwork Installation, continue placement of plinth concrete installing running rail in AR alignment.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Aug 26, 1994 to Sep 30, 1994
Run Date: Oct 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	893,000	0	943,224	386	856,103	18,224	470,055	13,548	440,293	1,178	956,672	13,448
S PROFESSIONAL SERVICES	289,150	0	351,981	-83	311,335	3,601	218,916	3,623	218,940	-5,299	342,038	-9,942
R REAL ESTATE	79,827	0	87,300	0	75,176	719	81,297	719	81,297	0	86,860	-440
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	674	13,612	674	13,612	-111	34,035	2,913
D SPECIAL PROGRAMS	2,044	0	4,416	0	537	0	439	0	439	162	2,647	-1,768
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	4,070	24,477	-4,101
A PROJECT REVENUE	0	0	-190	0	0	0	-234	0	-234	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	302	1,269,381	23,218	784,087	18,564	754,350	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	46,629	628	43,788	572	625	0	0	371	47,244	615
S PROFESSIONAL SERVICES	0	0	14,425	0	11,398	0	9,138	0	9,138	0	17,977	3,551
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	43	0	22	0	22	0	20	20
C PROJECT CONTINGENCY	0	0	4,195	0	0	0	0	0	0	-402	164	-4,030
TOTAL NEW REQUIREMENTS	0	0	65,249	628	55,230	572	9,787	0	9,162	-11	65,406	156
GRAND TOTAL	1,446,432	0	1,511,681	931	1,324,612	23,791	793,875	18,565	763,512	-31	1,511,838	156

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

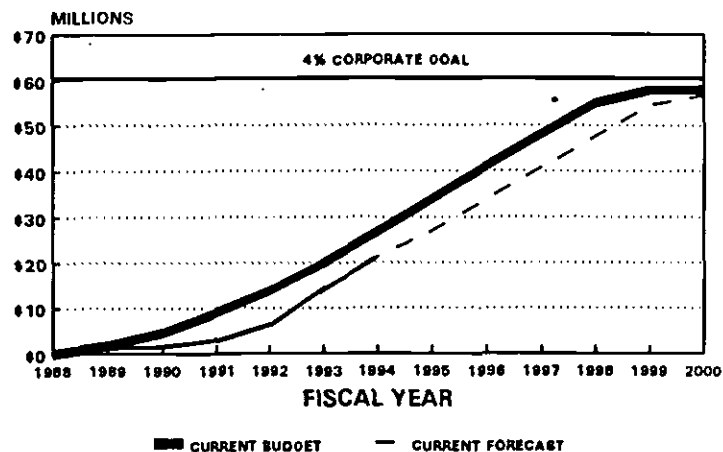
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SEPTEMBER 94

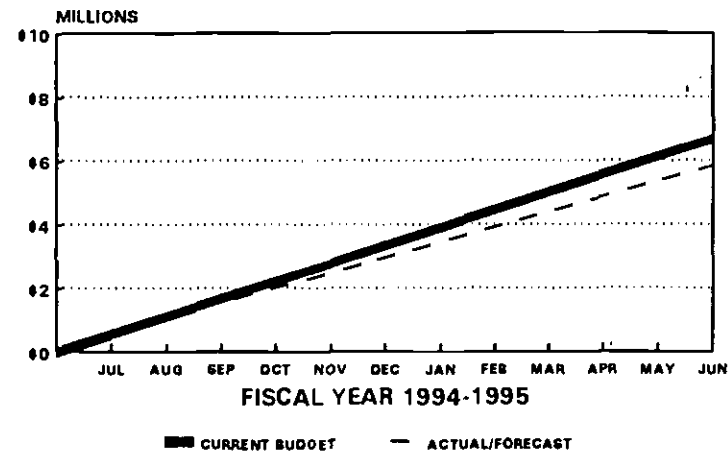
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$607,637	91%	\$321,199	48%	\$302,626	45%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$77,538		\$71,347	
STATE	\$185,129	\$133,000	\$185,129	100%	\$133,000	72%	\$133,000	72%
PROPOSITION A	\$440,303	\$158,043	\$360,084	82%	\$137,030	31%	\$143,221	33%
CITY OF L.A.	\$96,000	\$49,600	\$84,434	88%	\$53,364	56%	\$48,008	50%
BENEFIT ASSESS.	\$58,000	\$0	\$32,226	56%	\$32,226	56%	\$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%	\$32,226	
TOTAL	\$1,446,432	\$957,931	\$1,269,510	88%	\$754,357	52%	\$730,428	50%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$443	\$4,423	74%	\$443	7%	\$443	7%
PROP A (TRANSIT ENHANCEMENTS)	\$59,254	\$8,712	\$50,679	86%	\$8,712	15%	\$8,712	15%
GRAND TOTAL	\$1,511,681	\$967,086	\$1,324,612	88%	\$763,512	51%	\$739,583	49%
(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 August 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

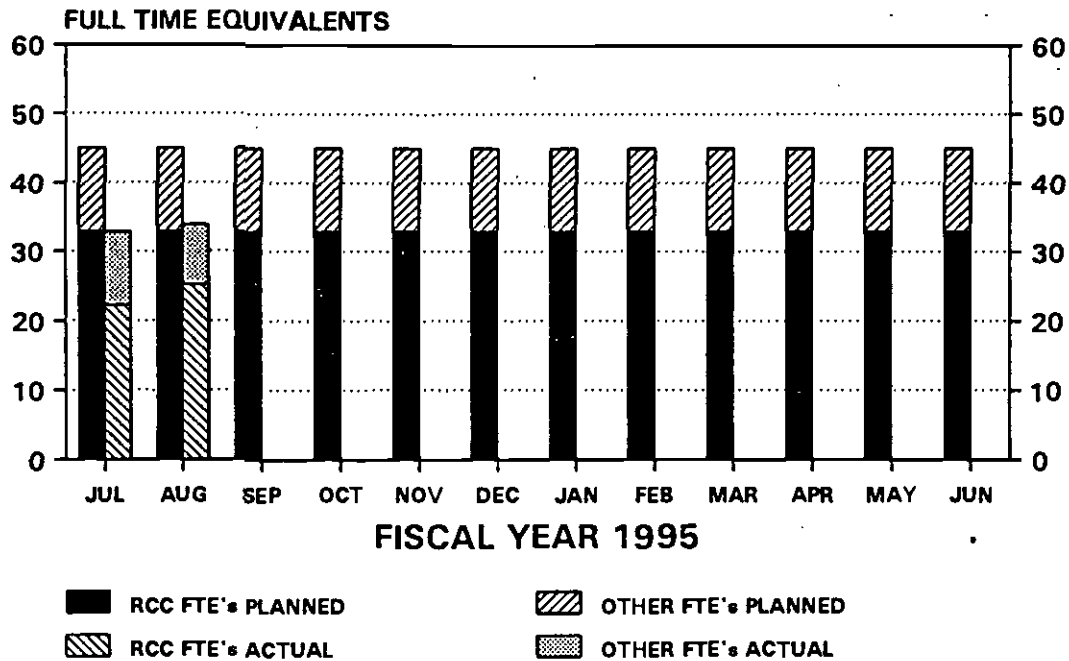
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$56,677
FORECAST % OF TOTAL PROJECT	3.7%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$1,115
ACTUAL TO DATE	\$1,054

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'95 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1995

RCC FTE's PLANNED	33
RCC FTE's ACTUAL	25
OTHER FTE's PLANNED	12
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	34

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

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

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

AS OF 09/30/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFC (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
1A040		***%	\$0		\$44,835	\$44,835	***%	***%	%	(\$44,835)	\$0	(\$44,835)	***%	0.0%
A060	\$57,588,082	5%	\$2,879,398	\$60,467,480	\$0	\$57,588,082	0.0%	0%	0%	\$2,879,398	\$0	\$2,879,398	0%	***%
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,874,821	\$50,251,894	12.7%	64%	100%	\$3,248,108	(\$6,835)	\$3,254,741	64%	12.7%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,095,847	\$40,583,024	5.4%	42%	94%	\$2,882,971	\$575,703	\$2,287,268	54%	8.9%
B216	\$28,177,700	10%	\$2,811,830	\$28,789,530	\$281,000	\$28,438,700	1.0%	10%	0%	\$2,350,830	\$2,440,548	(\$89,718)	103%	10.3%
B218	\$84,000	135%	\$88,800	\$150,800	\$80,194	\$144,194	125.3%	93%	100%	\$8,406	\$0	\$8,406	93%	125.3%
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$6,981,874	\$88,794,487	8.7%	84%	85%	\$3,882,857	\$2,673,032	\$1,209,825	89%	12.1%
B228	\$957,428	10%	\$95,742	\$1,053,170	\$28,682	\$986,110	3.0%	30%	0%	\$87,080	\$40,823	\$26,237	73%	7.3%
B231	\$53,845,201	10%	\$5,384,520	\$59,009,721	\$4,758,734	\$58,403,935	8.9%	89%	87%	\$805,786	\$1,303,015	(\$497,230)	113%	11.3%
B241	\$40,957,557	10%	\$4,095,758	\$45,053,313	\$88,000	\$41,045,557	0.2%	2%	0%	\$4,007,758	\$880,504	\$3,327,252	18%	1.9%
B251	\$129,855,578	10%	\$12,985,558	\$142,821,136	\$4,482,109	\$134,137,887	3.5%	35%	66%	\$8,493,450	\$1,883,831	\$6,599,618	49%	4.9%
B252	\$50,879,631	11%	\$5,651,158	\$56,730,789	\$89,788	\$50,949,417	0.1%	1%	0%	\$5,781,372	\$1,028,798	\$4,752,574	18%	2.2%
B261	\$44,988,998	10%	\$4,498,700	\$49,483,898	\$87,032	\$45,054,030	0.2%	2%	0%	\$4,409,668	\$142,300	\$4,267,368	6%	0.5%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	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	\$422,870	\$49,709,870	0.9%	7%	0%	\$5,491,570	\$131,882	\$5,359,688	9%	1.1%
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	\$18,689,852	10%	\$1,868,985	\$18,358,817	\$74,145	\$18,783,797	0.4%	4%	4%	\$1,594,820	(\$1,141,955)	\$2,738,775	-84%	***%
B811	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	0.0%
B812	\$3,994,355	10%	\$399,438	\$4,393,791	\$0	\$3,994,355	0.0%	0%	0%	\$399,438	\$0	\$399,438	0%	0.0%
B814	\$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%
B818	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$18,720	\$57,238	25%	2.5%
B820	\$18,031,285	13%	\$2,328,033	\$20,357,298	(\$124,585)	\$17,908,700	-0.7%	5%	33%	\$2,450,598	(\$87,000)	\$2,537,598	-9%	-1.2%
B830	\$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%
B831	\$4,487,185	10%	\$448,717	\$4,913,882	\$0	\$4,487,185	0.0%	0%	0%	\$448,717	\$180,731	\$268,986	40%	4.0%
B841	\$10,230,159	10%	\$1,023,018	\$11,253,175	\$0	\$10,230,159	0.0%	0%	0%	\$1,023,018	\$0	\$1,023,018	0%	0.0%
B842	\$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%

[1] Costs shared with other projects. Costs shown are for R81 ONLY. [11] Includes both executed CO's and authorized (WACN) changes [12] % increase over original award [13] Logged contract changes ONLY

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

PAGE 1

T RUBIO
PROJECT VALUE SUMMARY 09/30/94

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 09/30/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY [CTG]			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT + ALLOWED	TOTAL APPROVED AFE [R81]	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E. (B + D)	F. [1]	G. (B + F)	H. [2]	I.	J.	K. (D-F)	L. [3]	M. (K-L)	N.	O.
*B643	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
*B644	\$3,260,988	13%	\$435,017	\$3,696,005	(\$6,000)	\$3,254,988	-0.2%	-1%	0%	\$441,017	(\$900,647)	\$1,341,664	-208%	-27.6%
*B645	\$2,566,871	5%	\$117,258	\$2,684,129	\$0	\$2,566,871	0.0%	0%	0%	\$117,258	\$0	\$117,258	0%	0.0%
*B646	\$2,547,786	10%	\$254,777	\$2,802,563	\$0	\$2,547,786	0.0%	0%	0%	\$254,777	\$180,000	\$74,777	71%	7.1%
B648A	\$2,206,354	10%	\$220,636	\$2,426,990	\$0	\$2,206,354	0.0%	0%	0%	\$220,636	\$0	\$220,636	0%	0.0%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,962	19%	\$2,716,277	\$17,158,239	\$10,000	\$14,452,962	0.7%	0%	0%	\$2,705,277	\$1,197,433	\$1,507,844	44%	***%
*B740	\$10,526,268	10%	\$1,052,627	\$11,578,895	\$233,266	\$10,759,533	2.2%	22%	23%	\$819,362	\$697	\$818,665	22%	2.2%
*B745	\$1,808,361	46%	\$825,136	\$2,633,517	\$405,019	\$2,213,400	22.4%	48%	20%	\$420,117	\$0	\$420,117	49%	22.4%
*B760	\$484,849	10%	\$48,485	\$533,334	\$0	\$484,849	0.0%	0%	0%	\$48,485	(\$30,000)	\$78,485	-62%	-6.2%
*B761	\$3,226,672	10%	\$322,667	\$3,549,339	\$26,346	\$3,253,016	0.8%	8%	0%	\$296,321	\$82,926	\$213,495	34%	3.4%
*B785	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	0%	\$200,468	\$0	\$200,468	0%	0.0%
F816M		***%	\$0		\$0	\$0	***%	***%	%	\$0	\$0	\$0	***%	0.0%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$766,822,271	11%	\$86,619,031	\$853,441,302	\$25,815,820	\$792,638,092	3.4%	30%	27%	\$80,803,210	\$10,307,386	\$50,495,825	42%	4.7%

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

Note: Data current as of September 30, 1994.

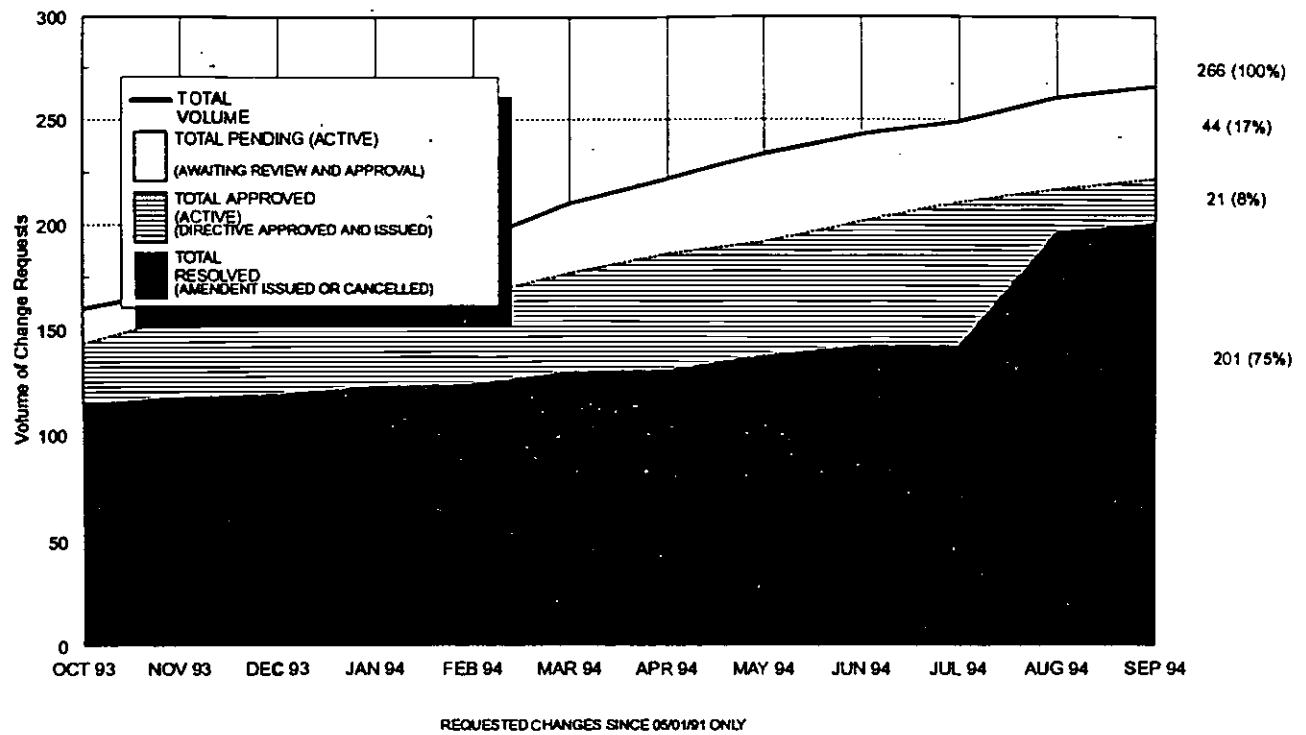
[*] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 2

0	Open. Action still required.
	Completed or Not Applicable

[illegible]

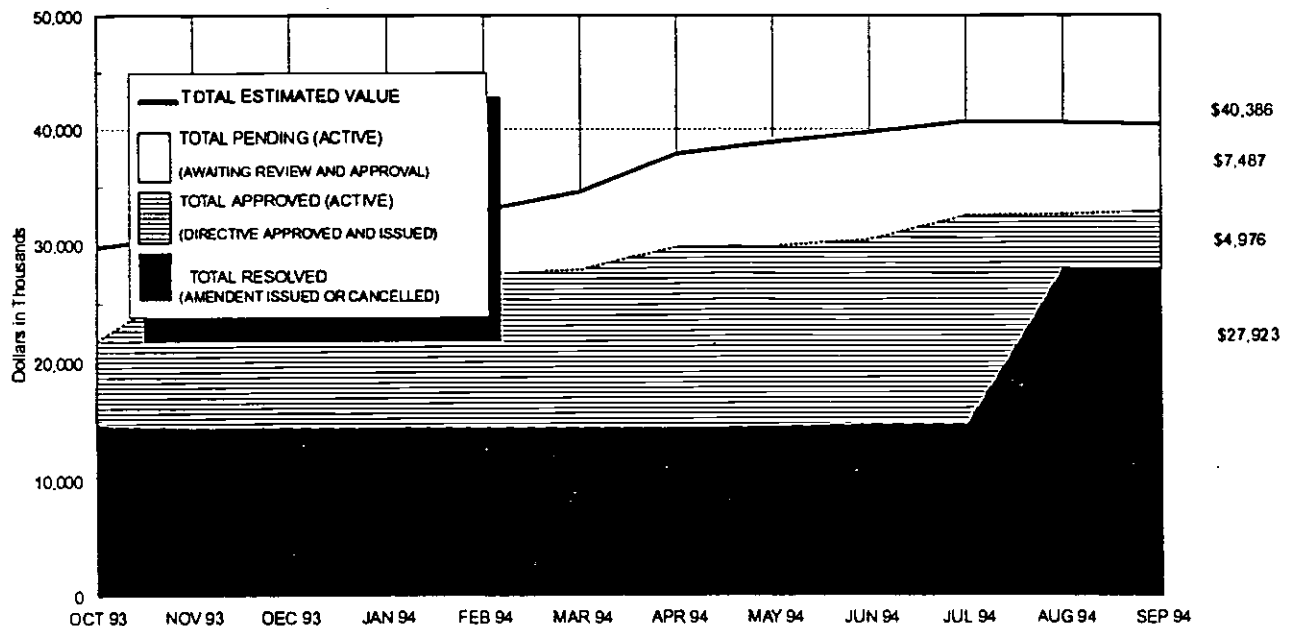
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME



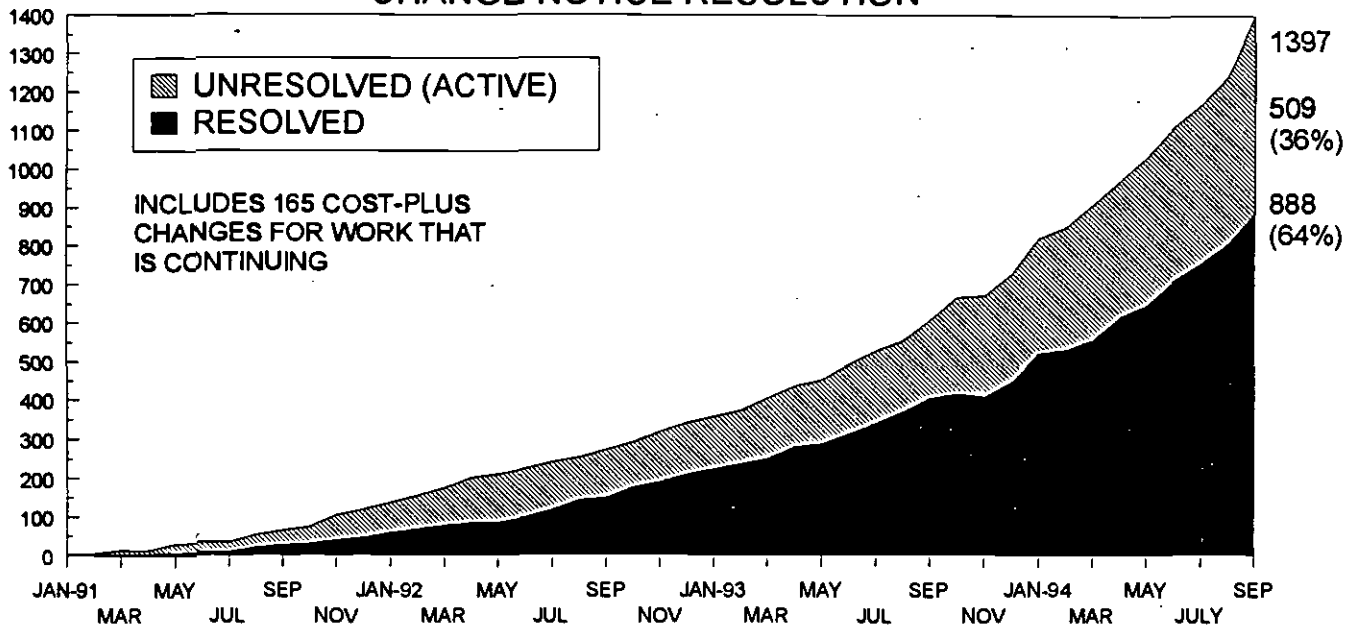
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	17	4	6	38	65
PERCENT	27%	6%	9%	58%	100%

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



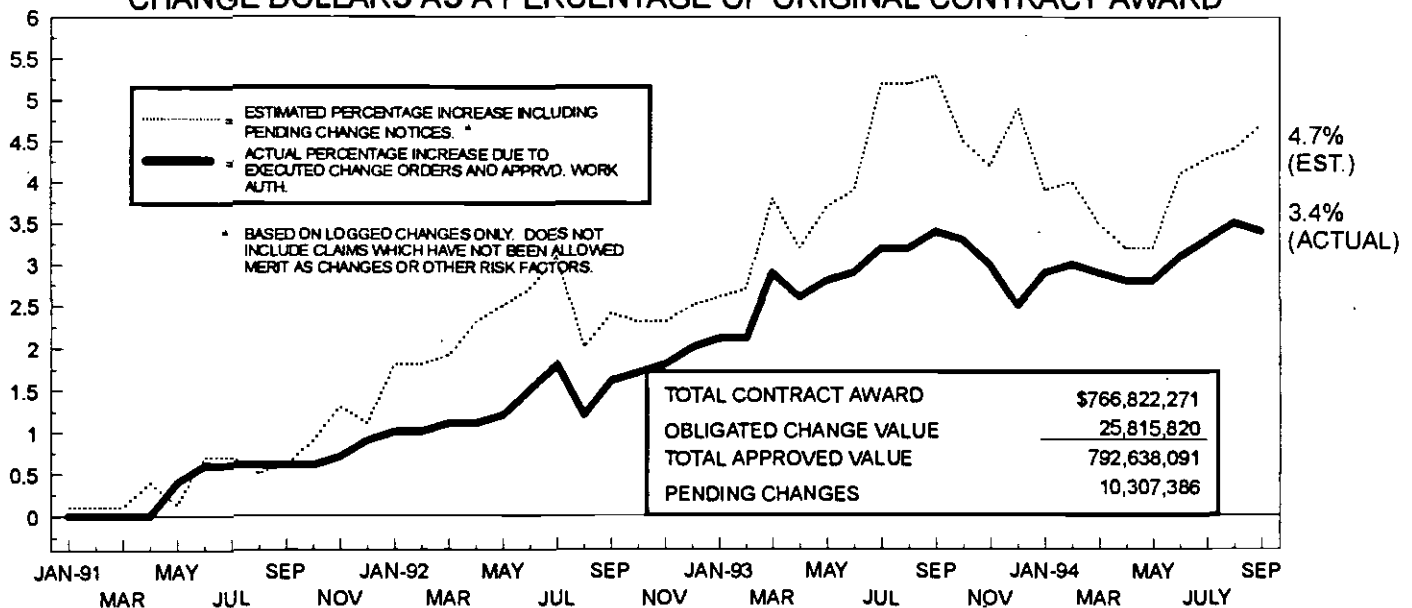
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	160	50	29	270	509
PERCENT	31%	10%	6%	53%	100%

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



R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE BASIS BREAKDOWN

R818 - R818

EXECUTED CHANGES AS OF 09/16/94

		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	89	13.55%	\$2,105,987.49	11.61%
115	ADDITIONAL/NEW WORK	22	3.35%	\$598,250.22	3.30%
120	DELETION OF WORK	9	1.37%	\$80,844.51	0.33%
		120	18.26%	\$2,764,862.22	15.25%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	11	1.67%	\$307,232.00	1.69%
220	ACCELERATION OF WORK	3	0.46%	\$77,101.41	0.43%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	11	1.67%	(\$13,575.00)	-0.07%
		25	3.81%	\$370,758.41	2.04%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	91	13.85%	\$3,089,189.05	16.93%
320	HAZARDOUS MATERIALS	9	1.37%	\$491,576.74	2.71%
330	SAFETY CONDITIONS	9	1.37%	\$483,982.53	2.56%
		109	16.59%	\$4,024,748.32	22.20%
TERMS AND CONDITIONS					
400	TERMS AND CONDITIONS	1	0.15%	(\$2,000.00)	-0.01%
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	31	4.72%	(\$39,960.00)	-0.22%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	19	2.89%	\$174,692.50	0.96%
		51	7.76%	\$132,732.50	0.73%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	72	10.96%	\$2,614,619.82	14.42%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	120	18.26%	\$4,769,956.08	26.31%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	33	5.02%	\$2,119,844.43	11.69%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	64	9.74%	\$596,057.29	3.29%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	7	1.07%	(\$728,651.10)	-4.02%
		296	45.05%	\$9,371,926.52	51.68%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.46%	\$179,584.76	0.99%
		3	0.46%	\$179,584.76	0.99%
OUTSIDE AGENCY REQUESTS					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	30	4.57%	\$468,290.05	2.69%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	2	0.30%	\$16,675.00	0.09%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.46%	\$159,130.40	0.88%
		35	5.33%	\$664,095.45	3.66%
EXERCISE OF CONTRACT OPTIONS					
800	EXERCISE OF CONTRACT OPTIONS	9	1.37%	\$426,505.36	2.35%
		9	1.37%	\$426,505.36	2.35%
OTHER					
900	OTHER	9	1.37%	\$197,696.38	1.09%
		9	1.37%	\$197,696.38	1.09%
PROJECT TOTALS:					
		657	100.00%	\$18,132,909.92	100.00%

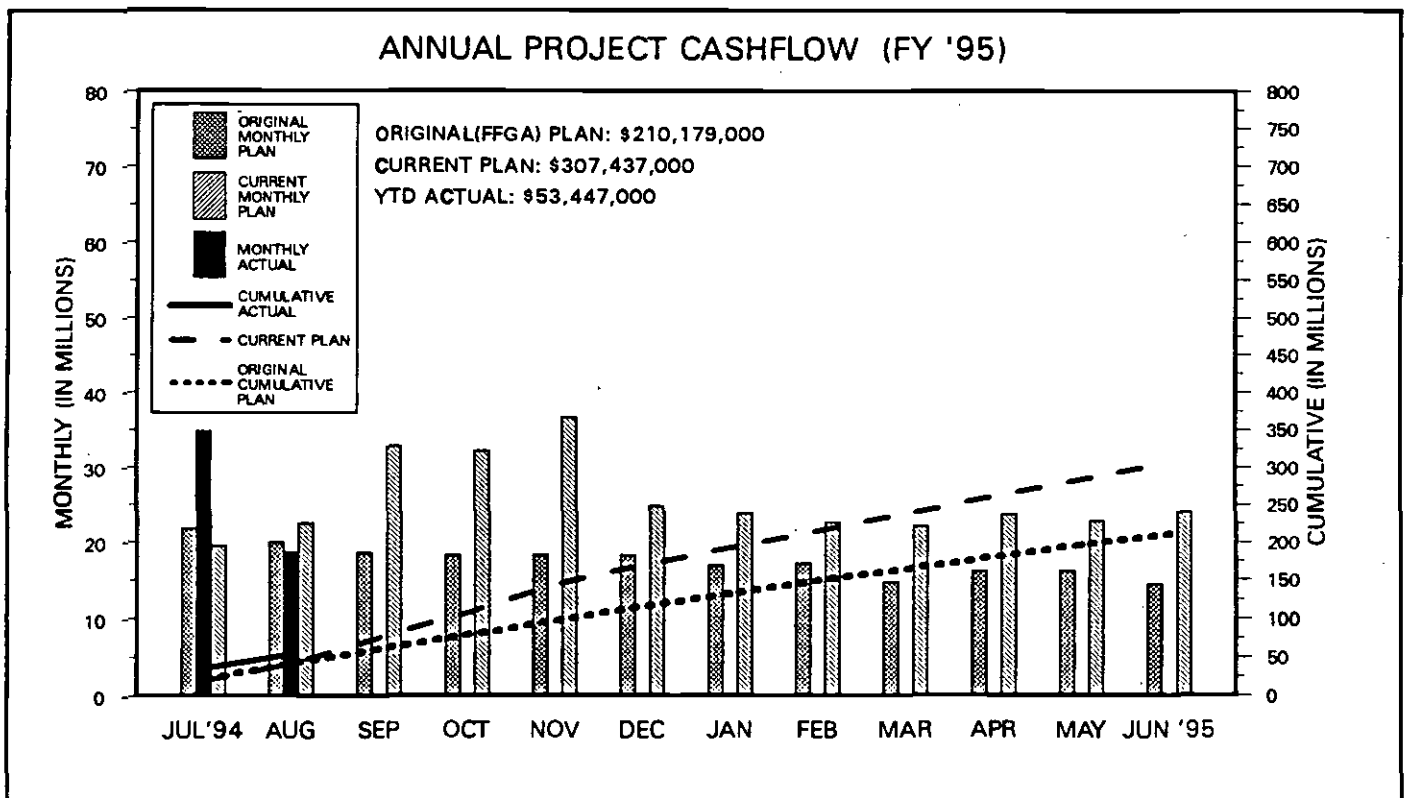
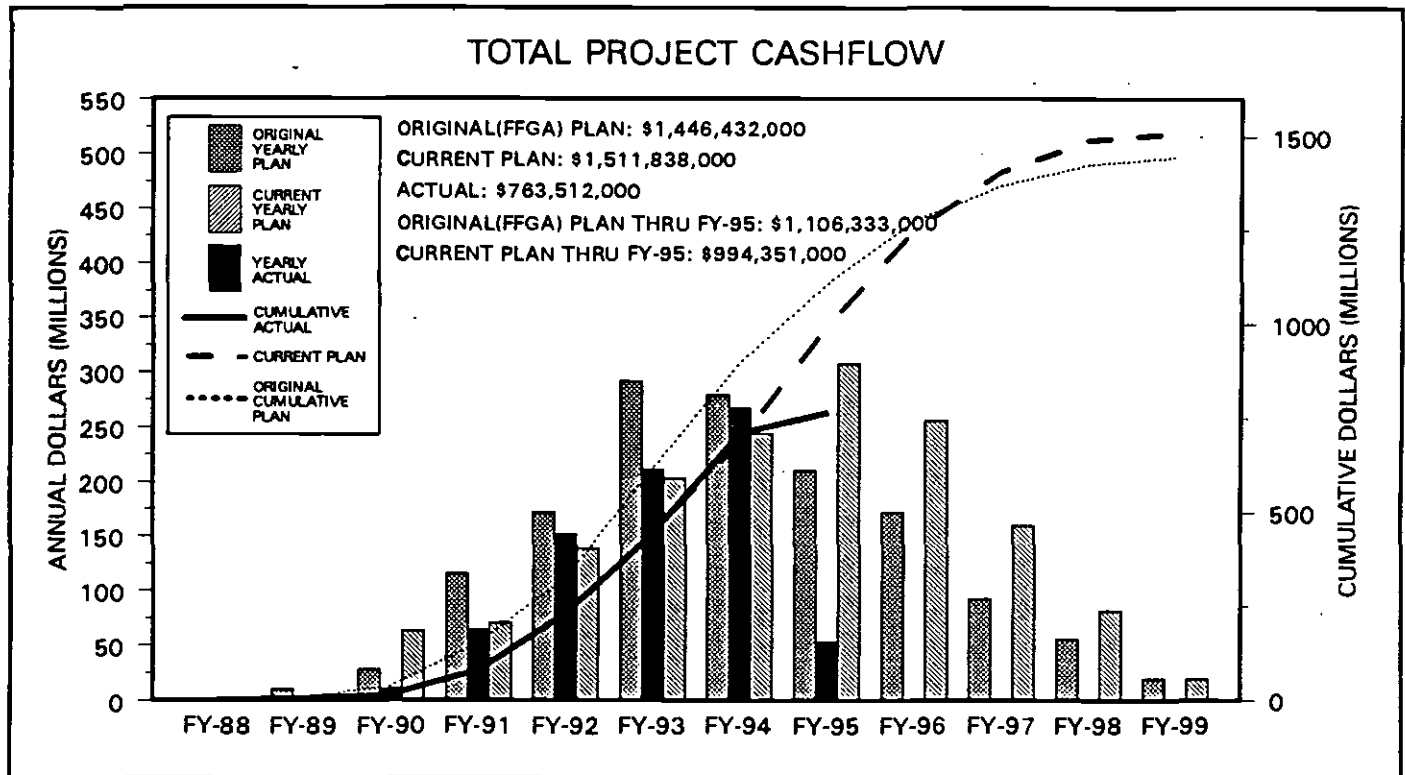
R81 - Metro Red Line Seg-2

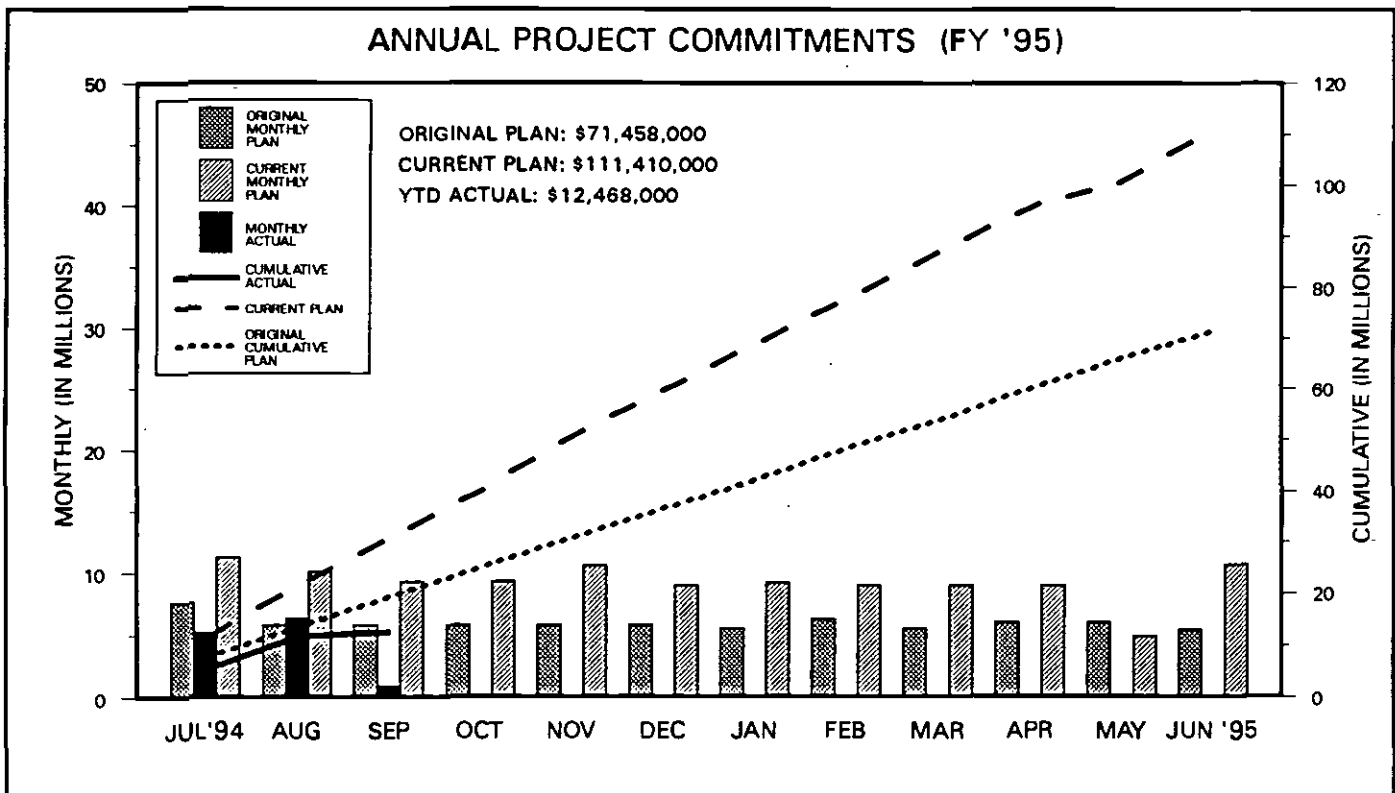
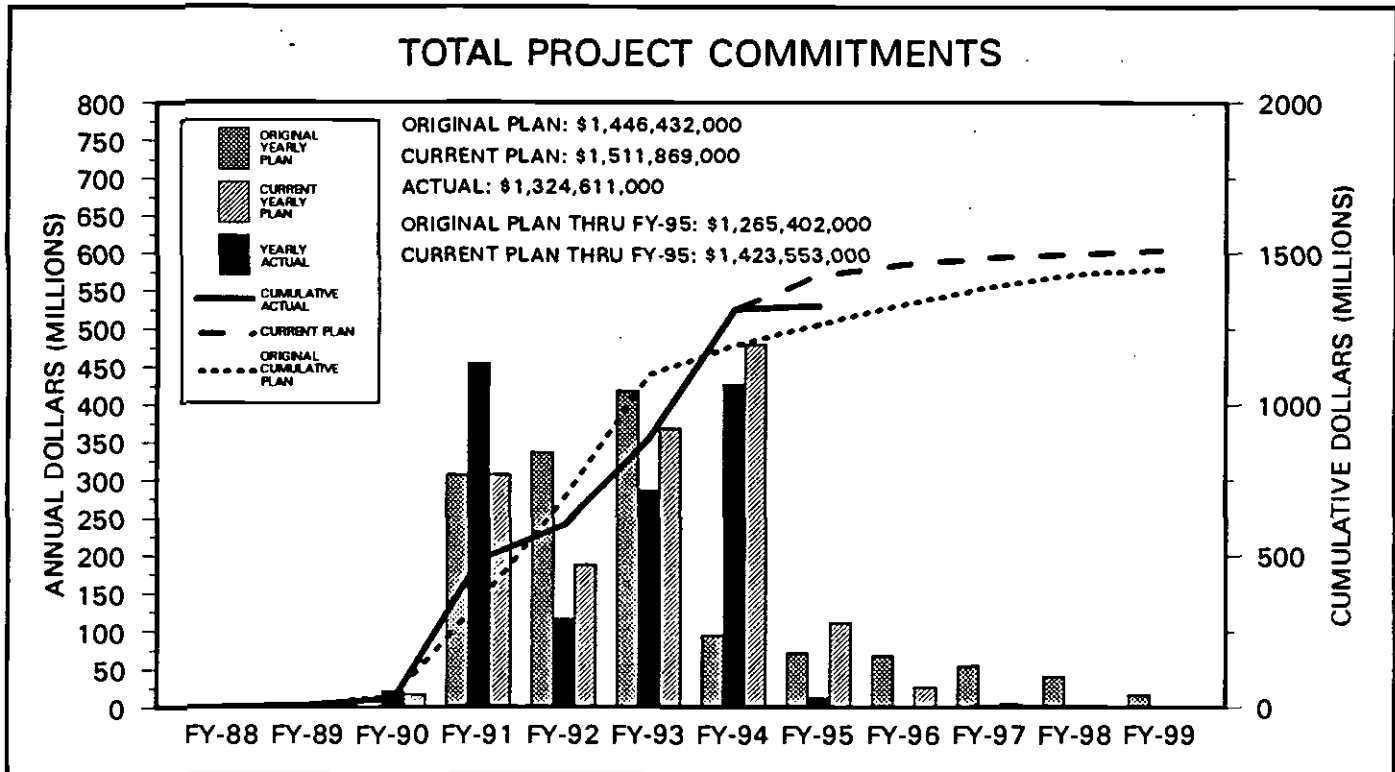
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE COST LEVEL BREAKDOWN

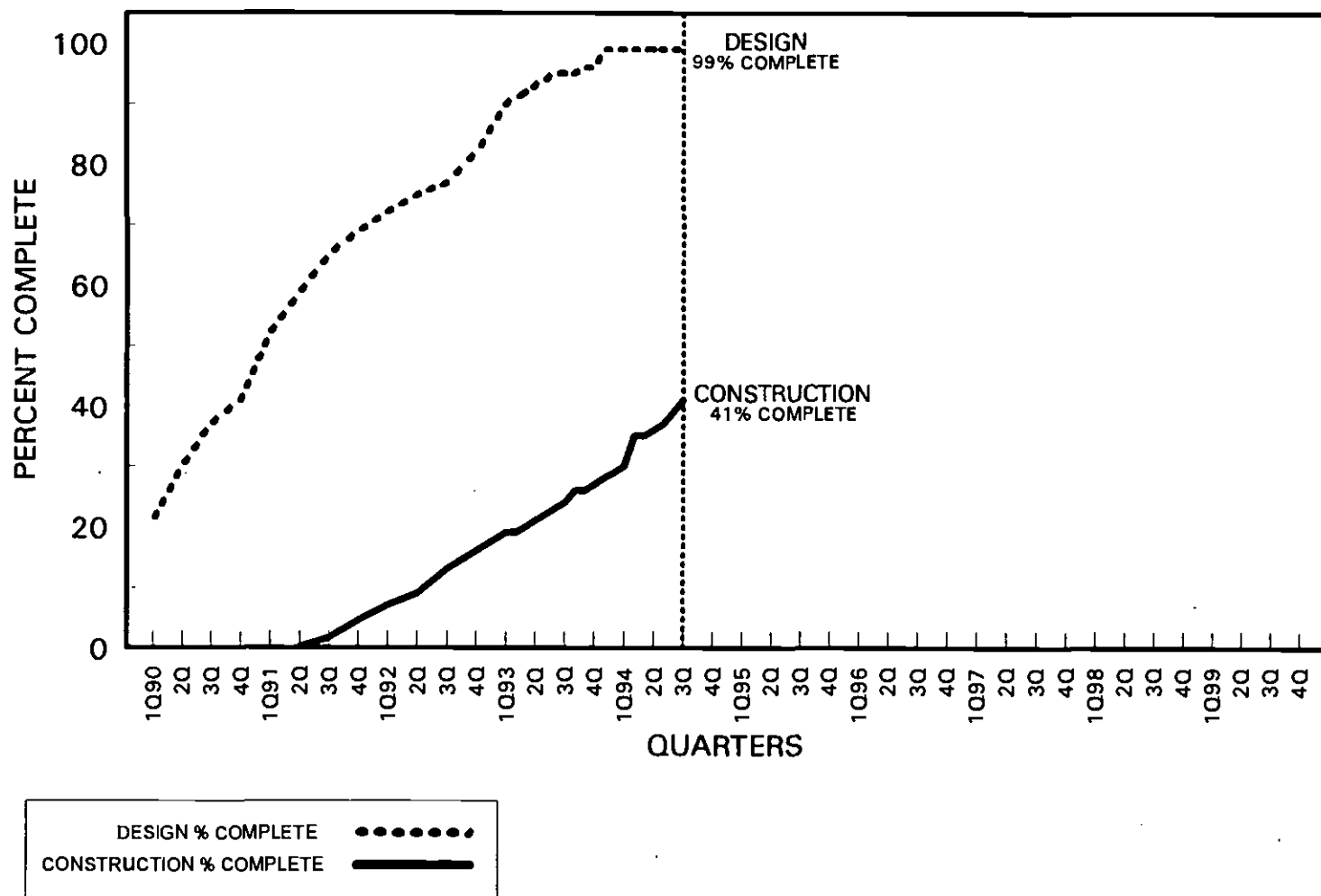
EXECUTED CHANGES AS OF 09/16/94

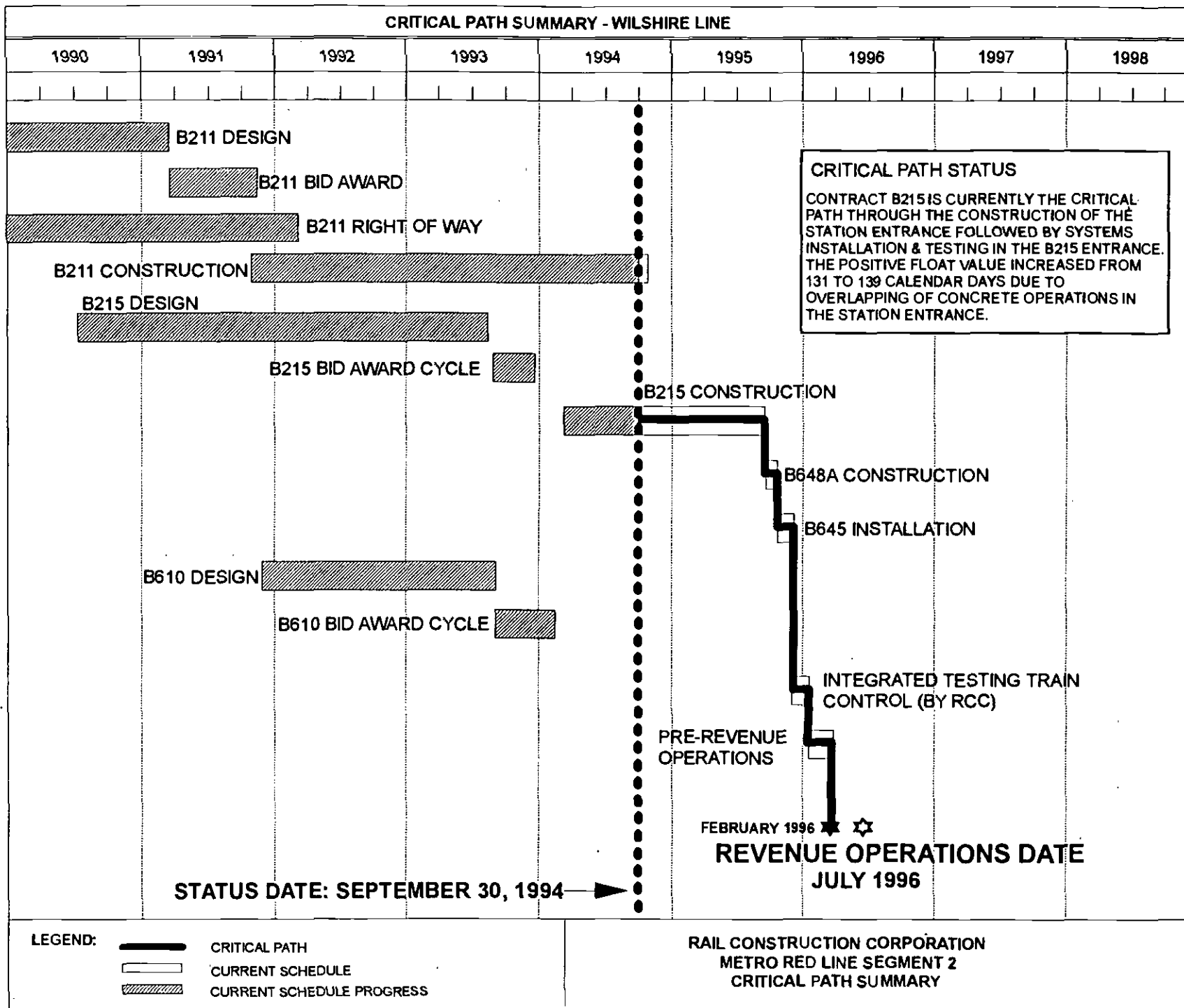
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	15	2.28%	\$6,202,153.20	34.20%
> 100-200	43	6.54%	\$5,596,164.03	30.86%
> 50-100K	33	5.02%	\$1,785,454.59	9.85%
> 25-50K	60	9.13%	\$2,005,637.14	11.06%
10-25K	103	15.68%	\$1,692,476.79	9.33%
0-10K	403	61.34%	\$851,024.17	4.69%
PROJECT TOTALS:	657	100.00%	\$18,132,909.92	100.00%

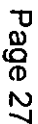




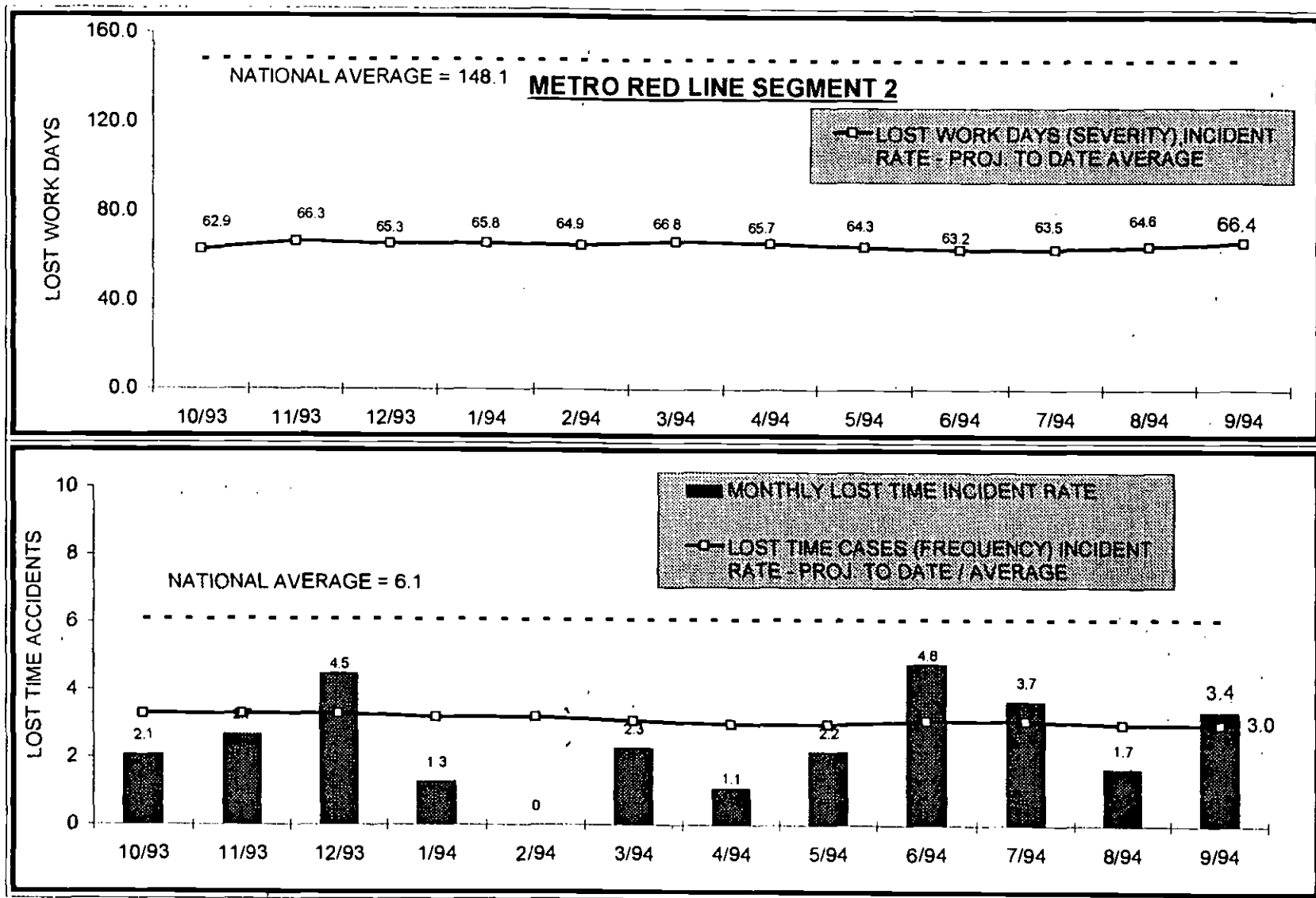
RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY







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



prepared by : MASS TRANSIT GROUP

INVOICE PROCESSING

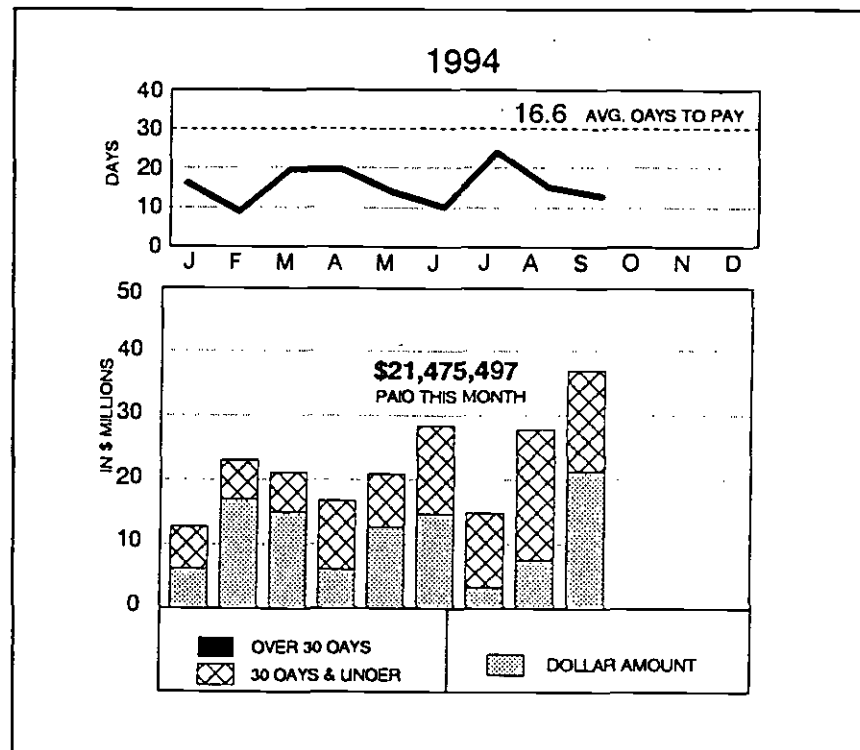
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 16.6 days.

- 41 invoices were paid for a total value of \$21,475,497.

- There were 21 outstanding Construction or Procurement invoices under 30 days old for \$15,758,986.

- There were 2 outstanding Construction or Procurement invoices over 30 days old for \$29,167.

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
APR 1994	14	10,711,127	0	0	44	7,067,938	15	289,669
MAY 1994	17	8,300,534	0	0	42	6,631,088	18	231,434
JUN 1994	24	13,807,255	1	(1,103)	56	8,058,016	30	294,225
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

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: 80.2%
- Construction Status: 3.7%

Mid City Extension

- Design Status: 27.3%

East Side Extension

- FEIS/FEIR Planning Project: 92.7%
- Preliminary Engineering: 100.0%

EXECUTIVE SUMMARY (CON'T)

REAL ESTATE

North Hollywood Extension

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B261	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	8	1	8	8	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	8	8	0
C0351	12	12	12	8	8	8	8	8	4	0	0	2	2	8
TOTAL	175	175	175	81	80	81	80	48	23	22	21	38	38	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.

PUBLIC AFFAIRS

- North Hollywood Corridor

Utility relocation is under way at the North Hollywood Station site, C0351. Public affairs has met with and briefed all affected businesses regarding schedule and scope of work. At C0331 crossover site, public affairs has schedule monthly meetings with the No-Ho business association, North Hollywood chamber of Commerce, CRA, and LANI coalition and is providing them with streetlight pole advertising banner, L.A. City parking signage, and lighting as mitigation for construction impacts. Working in conjunction with the Segment 3 School Safety Officer, Engineering Manager and Third Party Coordinator, public affairs has provided haul routes guidelines to address the concern of Los Angeles Unified School District for C0331 and C0351. At the Mid-line Ventilation Structure site for C0331, public affairs has informed the Oldsmobile dealer to transfer the computerized billboard offered as mitigation from the C0358 demolition site by October 15, 1994. A one weekend street closure for decking at the C0331 MVS site has been approved by L.A.D.O.T. Public Affairs is exploring options which will direct customers to area businesses during construction.

AREAS OF CONCERN**NEW****Delay to Contract C0301, 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 C0301, 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 C0301 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 is adjusted by 2.5 months to absorb the current C0301 contract NTP slippage. Repackaging of C0301 contract documents are underway to mitigate the latest known Hollywood Blvd. issues.

Contract C0312 Mid-line Vent Structure Construction

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.

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 mid-November 1994.

Action: The RCC directed the EMC and Parsons-Dillingham to prepare a Ground Settlement Cause and Prevention Plan, that if approved will allow mining operations to resume.

Status An Initial Ground Settlement Prevention Plan was developed and ready for presentation to the MTA Board, and to the Los Angeles City Council for approval. The approval of the plan is required prior to re-commencement of tunnel mining operations. If the plan to restart tunneling is rejected, the tunneling issues, schedule delays and cost of the contract and project will escalate.

Additional Contracts for the Universal City Area - North Hollywood Extension

Concern: The RCC 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: RCC/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 C0322 Universal City Station - MCA Entrance

Concern: The addition of a pedestrian tunnel (under Lankershim Boulevard and portals on the east side of the boulevard on MCA, Inc. property) 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.

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 RCC and the MTA Boards during July 1994. An environmentally focused follow-on program has been approved for implementation (see page AP-1 in the Appendices for a copy of the work plan).

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:** MTA staff and consultants have maintained ongoing communication and coordination with FTA to finalize the review process. The MTA Board certified the FEIR in June as originally scheduled.
- Status:** During the month of September, MTA revised the FEIS to include FTA comments received in August and also received the appropriate signatures for the document. The FEIS was mailed out for the 30-day circulation period after which the ROD may be signed and the amendment to the FFGA can be executed. It is anticipated that the ROD will be signed either the last week of October or the first week of November.

RESOLVED**Contract C0311 Line Section from station 613+00 to Universal City Station - Deferral of Vent Shaft - North Hollywood Extension**

- Concern:** In response to environmental issues surrounding the mid-line vent structure, RCC directed EMC to defer the design and construction of the vent shaft.
- Action:** The vent shaft and related vent structures have been deleted from the contract.
- Status:** C0311 has been designed to operate without the vent shaft with minimal impact on operations.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

August 1994, Grantee Staffing

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

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

Status: The MTA is preparing a response at this time.

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/RCC.

Action: The Grantee should respond by producing a draft report within 4 weeks.

Status: The RCC has produced a draft of the PMP and delivered it to the PMOC for review.

August 1994, Segment 1 Grant Close-out

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

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

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

Status: At the quarterly meeting with the FTA, The RCC projected a Close-out completion date in line with the FTA deadline of January 1995.

ONGOING

February 1994, Consultant Operating Procedures

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

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

Status: To date EMC has released all but 17 of the design process procedures. RCC will review the interfacing procedures but does not plan to review the internal EMC procedures.

RESOLVED

NONE

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

- As of September 30, 1994, Facilities Design for the North Hollywood Extension was 85.4% complete versus 90.7% planned. Systems Design was 16.6% complete versus 49.6% planned. The total design progress is 80.2% actual compared to 87.8% planned. The Baseline Schedule has now been adjusted to incorporate changes to Contracts C0301, C0311, C0321 and C0351, and planned percentages now reflect those adjustments.
- The In-Progress submittal for contract C0321, Universal City Station, was made on August 29, 1994, two weeks behind schedule. The current forecast is that further slippage is likely, but the EMC is working with the Section Designer to develop and implement a program with the aim of mitigating lost time.
- Preliminary Engineering for Contract C0326, Universal City Roadways, Site Restoration and Landscaping, including scope modifications agreed to by MCA Inc., commenced on August 8, 1994, with completion scheduled for October 17, 1994.
- Final design of Contract C0329, Demolition and Site Clearing (Phase 2) was released on September 29, 1994.
- Prefinal design for Contract C0352, North Hollywood Site work, remains on hold. Resolution of In-progress review comments is essentially complete.
- Contract C0351, North Hollywood Station with Crossover and Tail Track, Camera Ready submittal completed September 23, 1994.

Bid/Award

- Contract C0301, Hollywood/Highland Station and Tunnel finishes, the bid protest was upheld on September 30, 1994. Documents are being prepared for re-advertising.

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

- Contract B251, Line Section Hollywood/Vine Station to Station 630+00 operations were halted on August 17, 1994, due to surface settlements.
- 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 OCTOBER**Design**

- Addendum No. 4 for contract C0311 is scheduled for completion October 5, 1994.
- Addendum No. 1 for contract C0351 is scheduled for completion October 24, 1994.

Bid/Award

- Contract C0301, Hollywood/Highland Station and Tunnels, Notice to Proceed is scheduled for November 1, 1994.
- Contract C0311, Line Section from Station 613+00 to Universal City, bid opening is now planned for October 18, 1994.
- C0328, Universal City Demolition, Notice to Proceed planned for October 3, 1994.
- Contract C0358, North Hollywood Demolition, RCC Board approval is expected on October 24, 1994.

Construction

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

KEY ACTIVITIES - SEPTEMBER

East Side Extension

- In the process of completing the final draft of the economic development report. The report is divided into two main section: an overview of the total alignment and an economic analysis of each proposed station location.
- Submittal of draft, preliminary concept plans and elevations (6 stations) for MTA staff and consultant team review.
- Completion of draft report for Urban Design Analysis.
- A list of outstanding issue relative to the FEIS document was created to ensure all necessary items are completed in anticipation of the signing of the ROD and amendment of the FFGA.
- Completed review of FEIS/FEIR, Mitigation monitoring plan, Housing stock issues.

KEY ACTIVITIES - PLANNED FOR OCTOBER

East Side Extension

- The consultant team will prepare a draft ROD for signature after the 30-day circulation period is completed.
- The fourth set of Station Area Advisory Committee (SAAC) meetings will be held during the month of October. Three separate SAAC meetings will be held to focus the station area planning process on the Little Tokyo, Boyle Heights and East Los Angeles station areas. These meetings will continue to focus on the conceptual planning and transit enhancements surrounding each of the seven stations.
- The summary document for the Community Linkages task will be finalized and available at the October RAC meeting.
- The consultant team will begin to finalize all the conceptual plans for the seven stations to include public input received during the SAAC process.

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

Page No. 1

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

Period: Aug 26, 1994 to Sep 30, 1994
Run Date: Oct 12, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	2,070	300,011	12,338	41,594	229	19,846	-217	779,095	12,248
S PROFESSIONAL SERVICES	254,747	0	279,125	5,237	100,436	3,167	46,039	3,198	46,070	376	273,817	-5,307
R REAL ESTATE	84,534	0	85,644	8,069	31,214	8,069	31,214	8,069	31,214	0	87,728	2,084
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	2,195	8,886	837	1,668	837	1,668	3,773	22,714	4,003
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-3,932	147,466	-13,028
A PROJECT REVENUE	0	0	0	0	0	0	0	-17	-59	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	17,572	440,548	24,412	120,517	12,317	98,739	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	0	81	0	23	0	0	0	1,848	1,848
S PROFESSIONAL SERVICES	0	0	0	393	418	0	0	0	0	126	1,106	1,106
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	55	55	55
TOTAL NEW REQUIREMENTS	0	0	0	393	499	0	23	0	0	181	3,009	3,009
GRAND TOTAL	1,310,822	0	1,310,822	17,965	441,048	24,412	120,540	12,317	98,740	181	1,313,831	3,009

METRO RED LINE SEGMENT 3

SEPTEMBER 1994

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

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

Period: Aug 26, 1994 to Sep 30, 1994
Run Date: Oct 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	
T CONSTRUCTION	334,139	0	334,139	0	43,335	0	798	20	207	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	992 ±	43,032	222	7,787	222	7,791	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	2 ±	130	2	130	2	130	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	995 ±	87,352	225	8,858	246	8,271	0	490,663	0

METRO RED LINE SEGMENT 3
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : METRO RED LINE SEG 3 - EAST SIDE EXTENSION

STATUS PERIOD : 27-Aug-94 TO 30-Sep-94
 STATUS DATE : 30-Sep-94
 UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3) (12)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	0	0	0	0	0	0	3	0	3	0	0	0
S	PROFESIONAL SERVICES	11,998	0	11,998	485	11,448	410	7,998	410	7,998	130	10,945	(1,053)
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	485	11,448	410	8,003	410	8,003	130	10,947	(1,053)

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

SEPTEMBER 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$33,802	\$387,278	57%	\$44,970	7%	\$31,541	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	\$23,784	45%	\$23,784	45%	\$23,784	45%
STATE ARTICLE XIX	\$20,855		\$6,578	32%	\$6,578	32%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$343,830	\$7,757	\$3,500	1%	\$3,500	1%	\$3,500	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$114,467	\$441,048	34%	\$98,740	8%	\$78,733	6%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1994.

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

SEPTEMBER 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$5,898	\$84,979	35%	\$5,898	2%	\$5,814	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	\$955	1%	\$955	1%	\$955	1%
TOTAL	\$490,663	\$11,785	\$87,352	18%	\$8,271	2%	\$8,187	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1994.

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

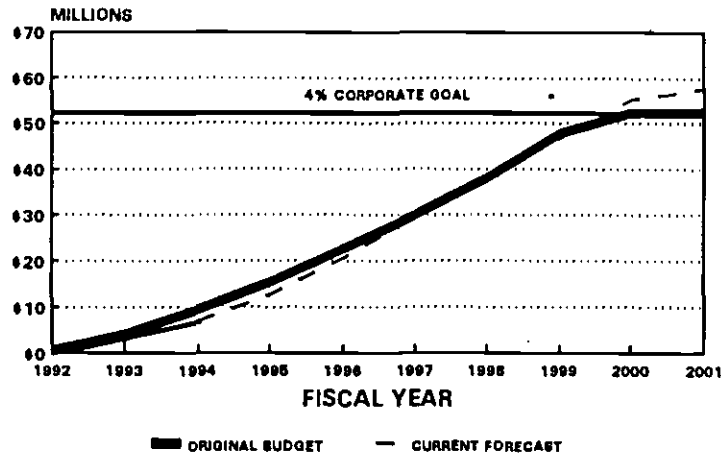
SEPTEMBER 94

STATUS OF FUNDS BY SOURCE

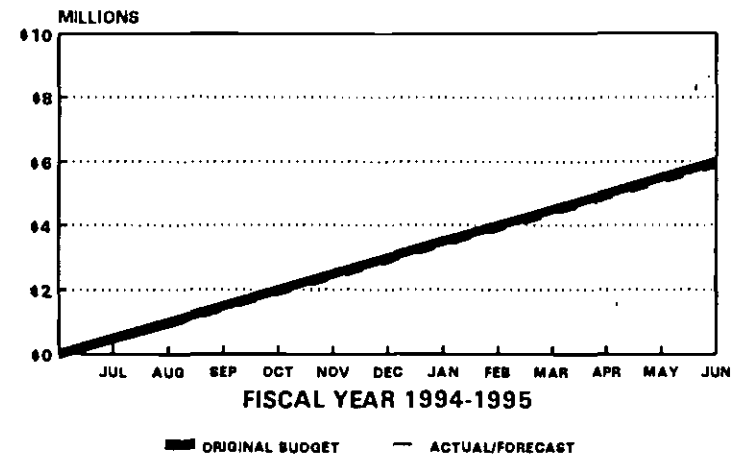
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$10,977	55%	\$7,674	39%	\$6,885	35%
PROP A	\$18,150	\$18,150	\$471	3%	\$329	2%	\$329	2%
TOTAL	\$38,000	\$38,000	\$11,448	30%	\$8,003	21%	\$7,214	19%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



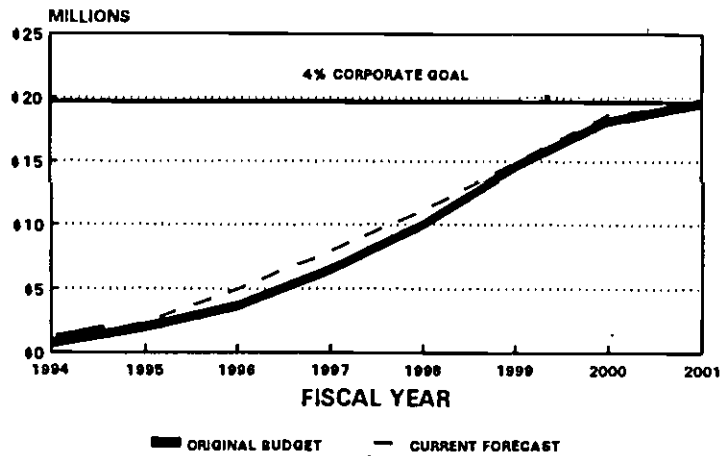
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

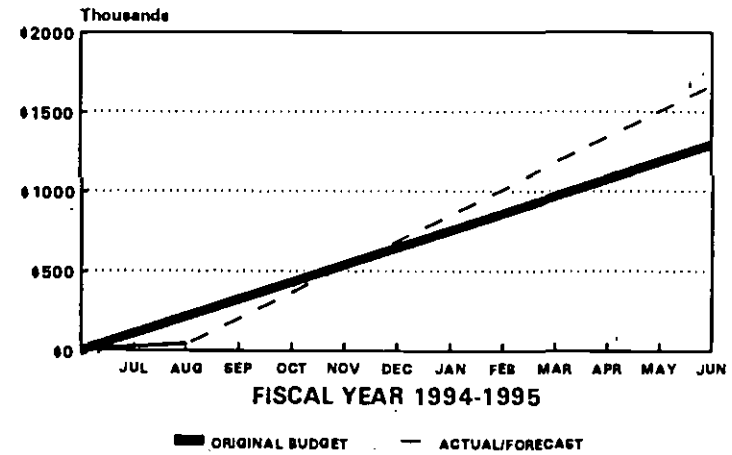
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$1,008
ACTUAL TO DATE	\$842

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

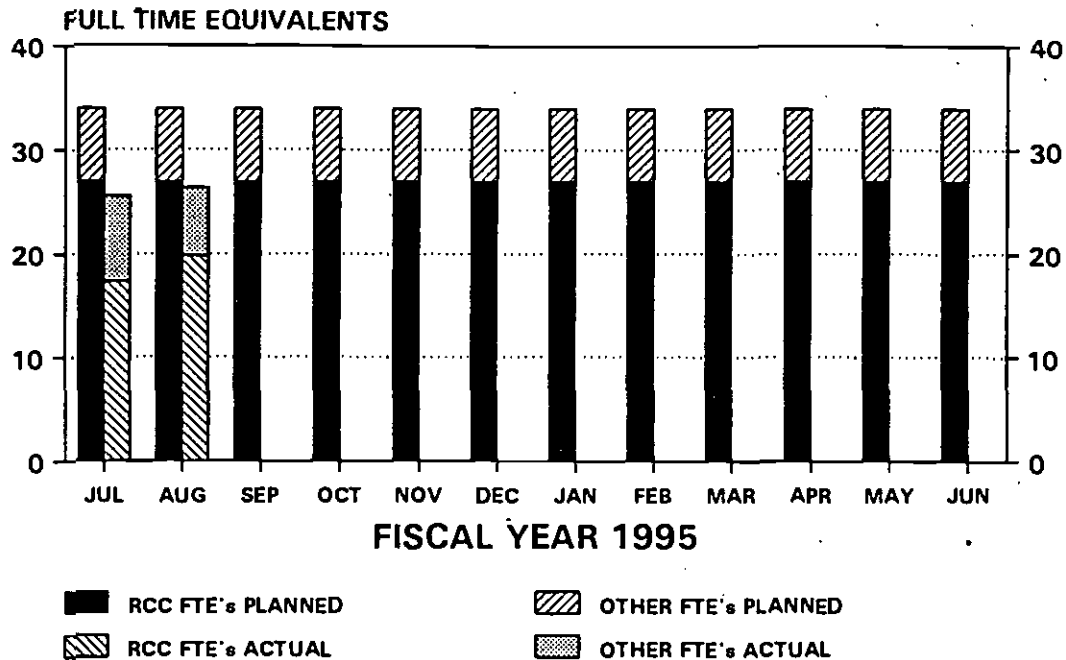
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$214
ACTUAL TO DATE	\$40

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



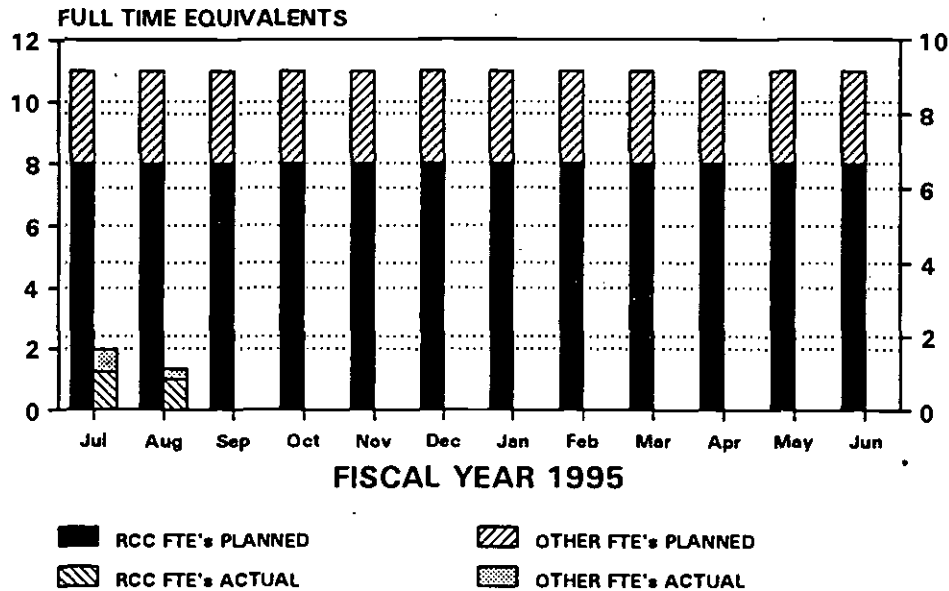
FY'95 Budget

RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

RCC FTE's PLANNED	28
RCC FTE's ACTUAL	20
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	35
TOTAL FTE's ACTUAL	26

STAFFING PLAN VS. ACTUAL RED LINE MID CITY

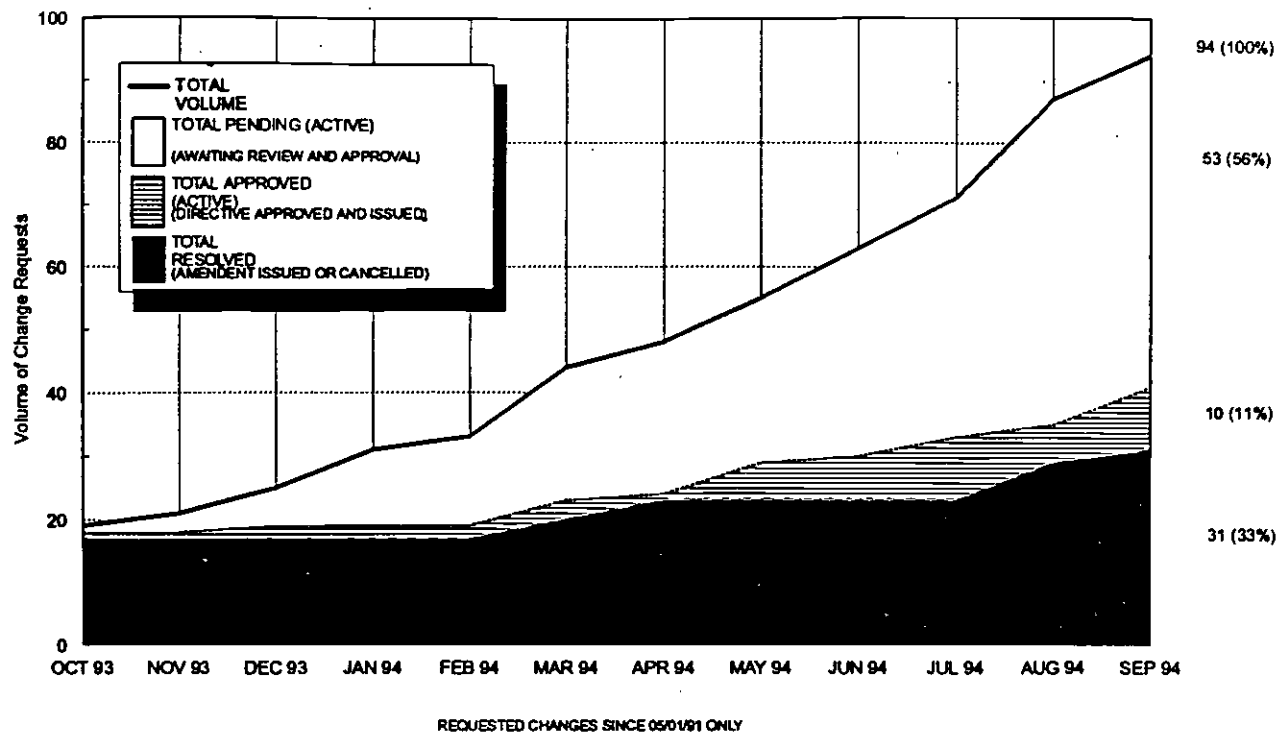


FY'96 Budget

RED LINE (MID CITY) STAFFING PLAN FISCAL YEAR 1995

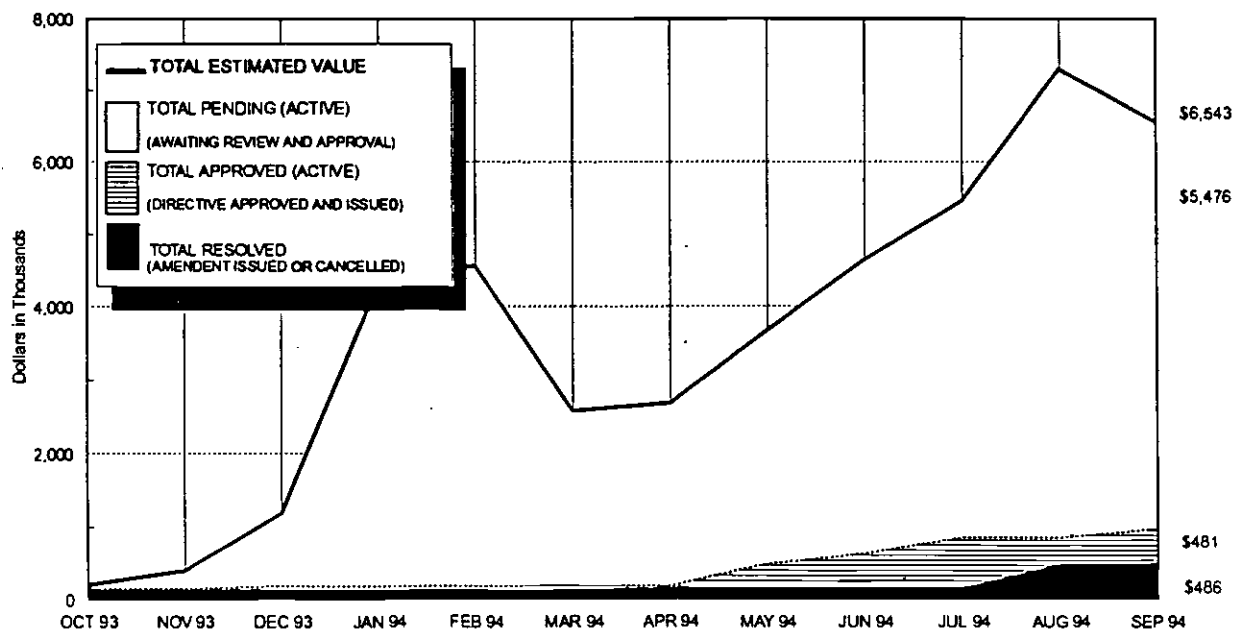
RCC FTE's PLANNED	8
RCC FTE's ACTUAL	1
OTHER FTE's PLANNED	3
OTHER FTE's ACTUAL	0
TOTAL FTE's PLANNED	11
TOTAL FTE's ACTUAL	1

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

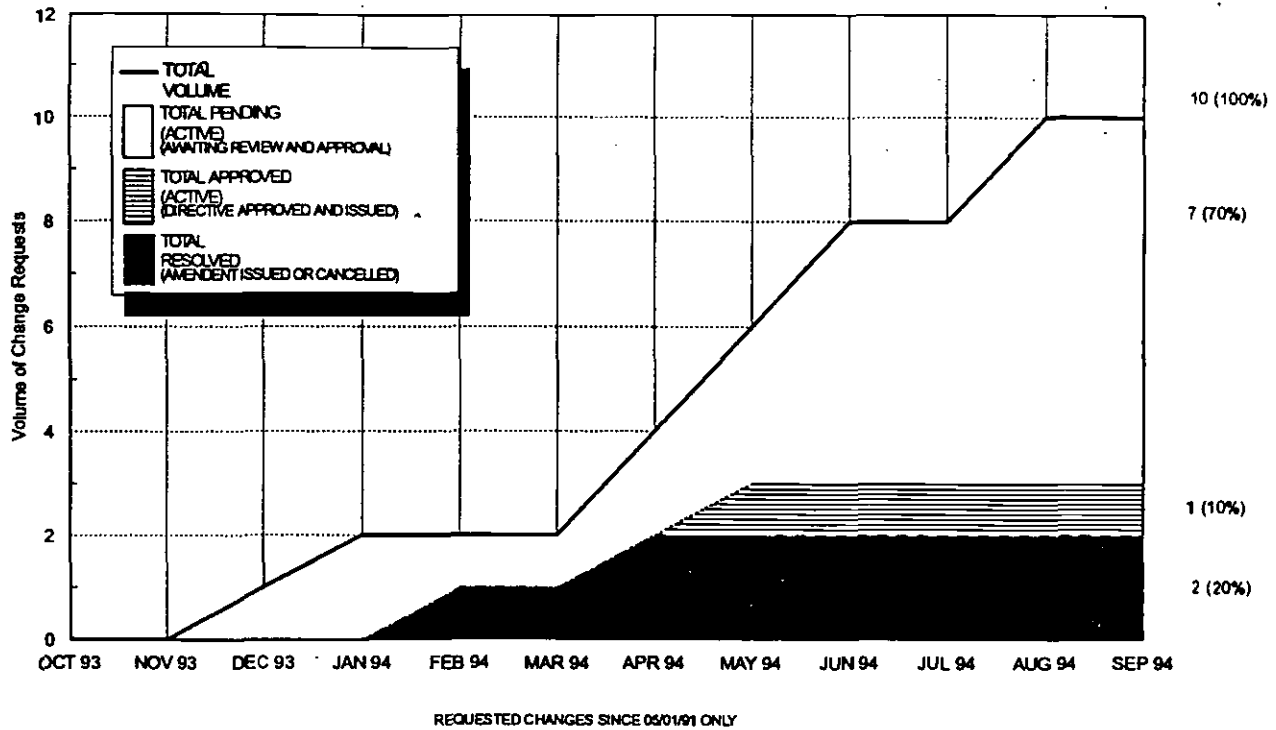


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	21	6	9	27	63
PERCENT	33%	10%	14%	43%	100%

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

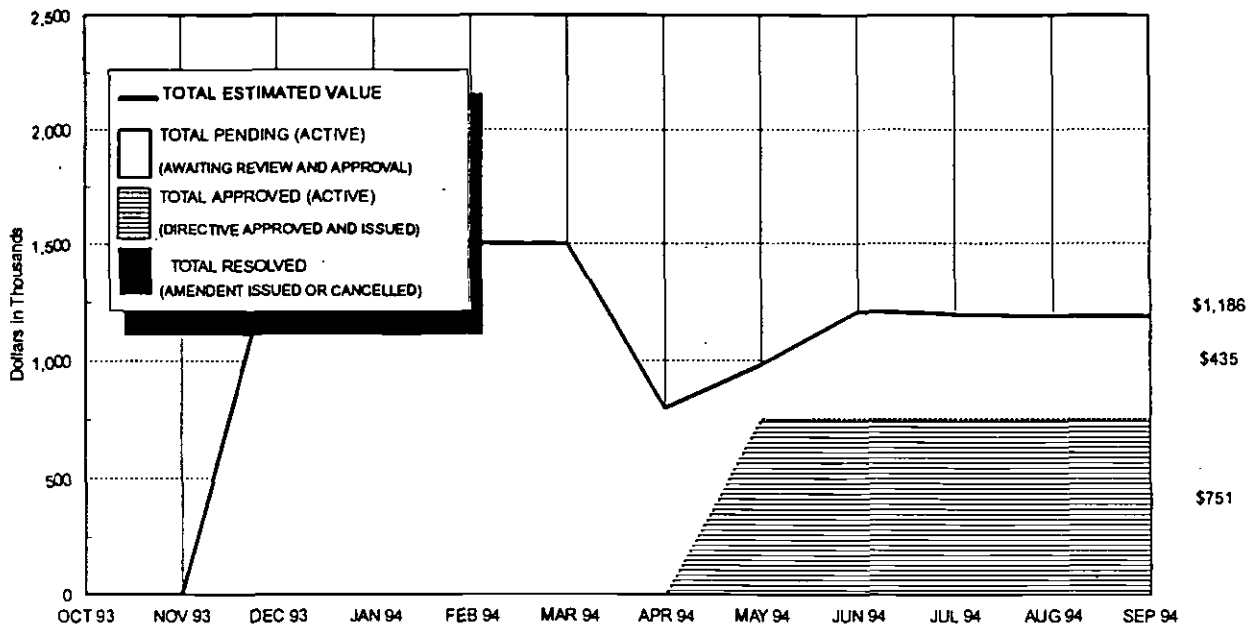


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME

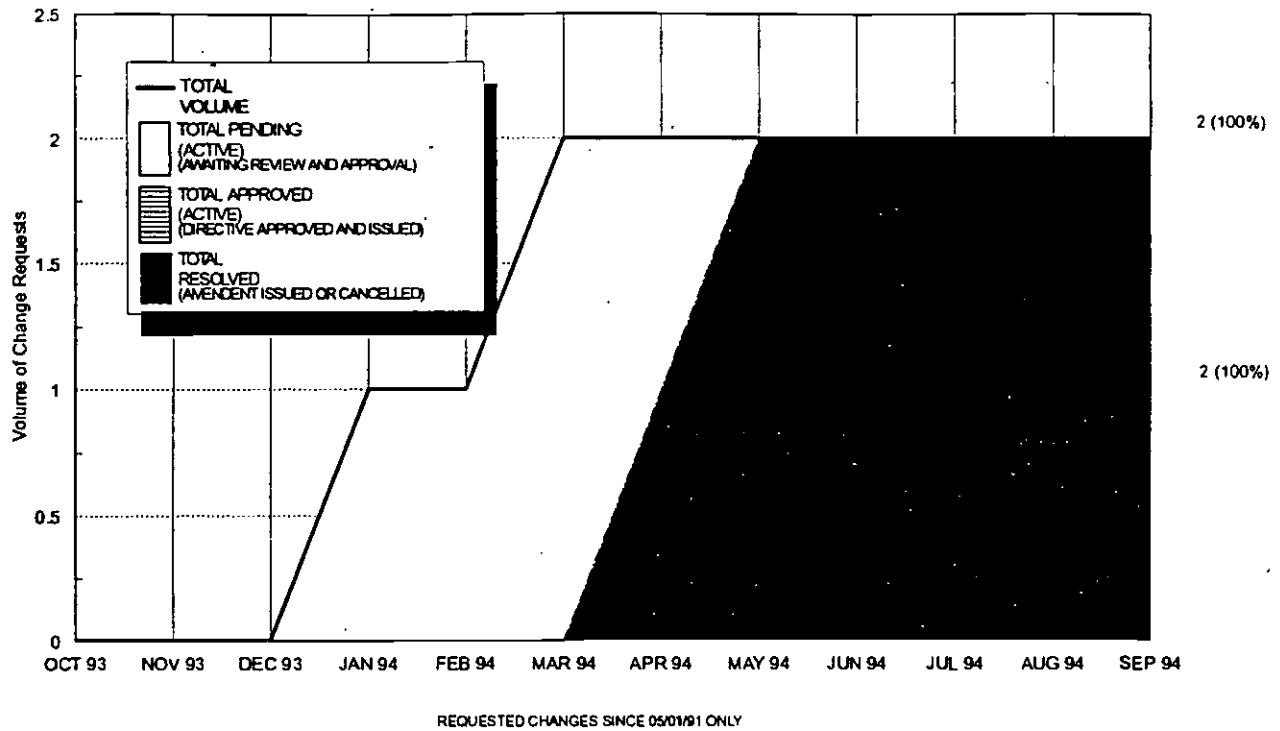


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	1	1	5	8
PERCENT	12%	12%	12%	64%	100%

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

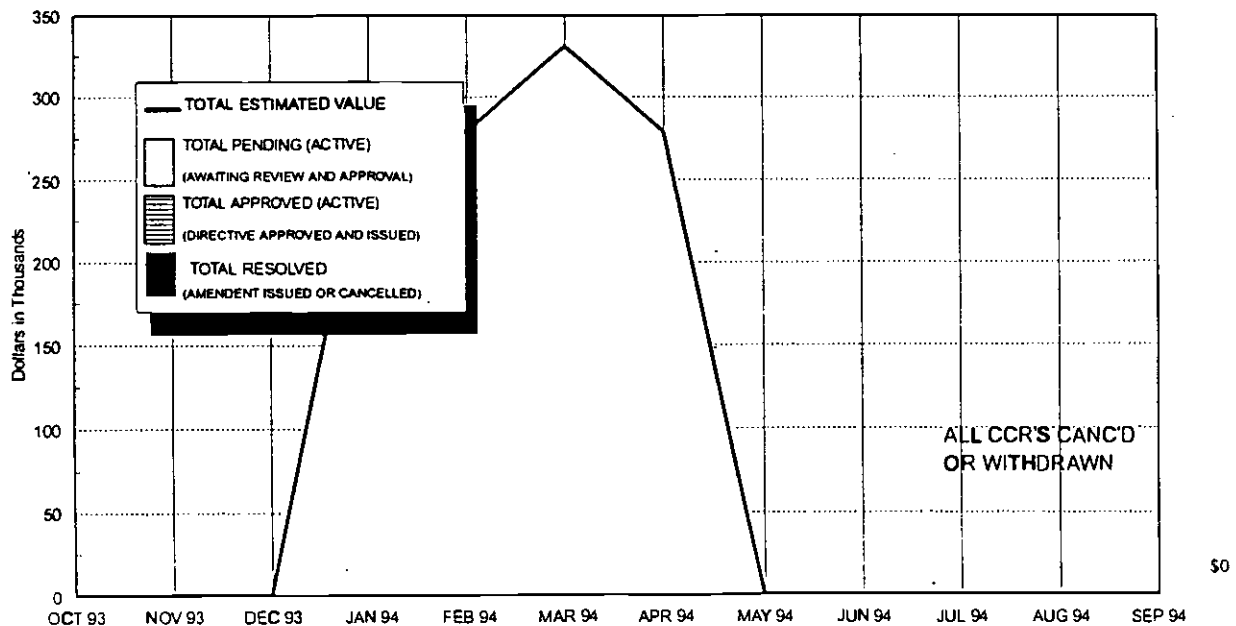


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME

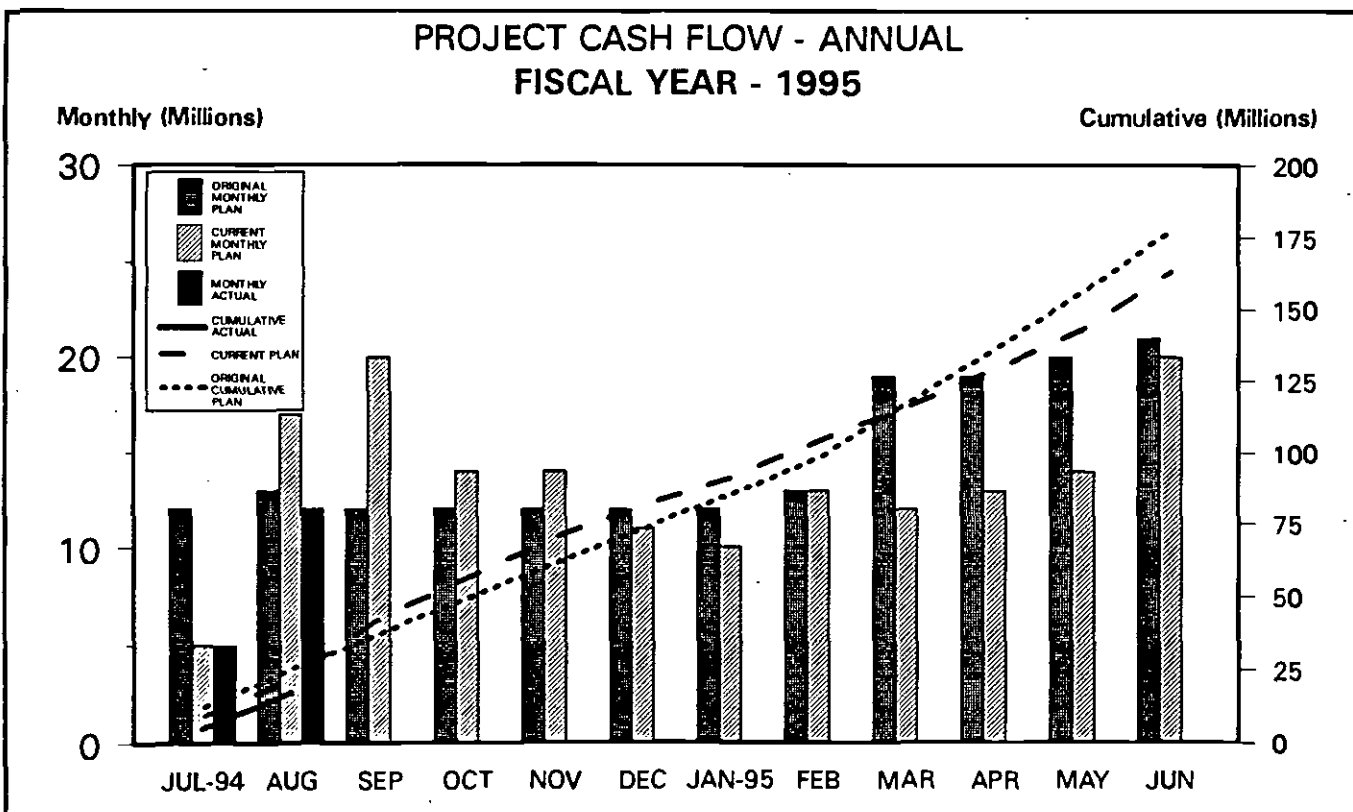
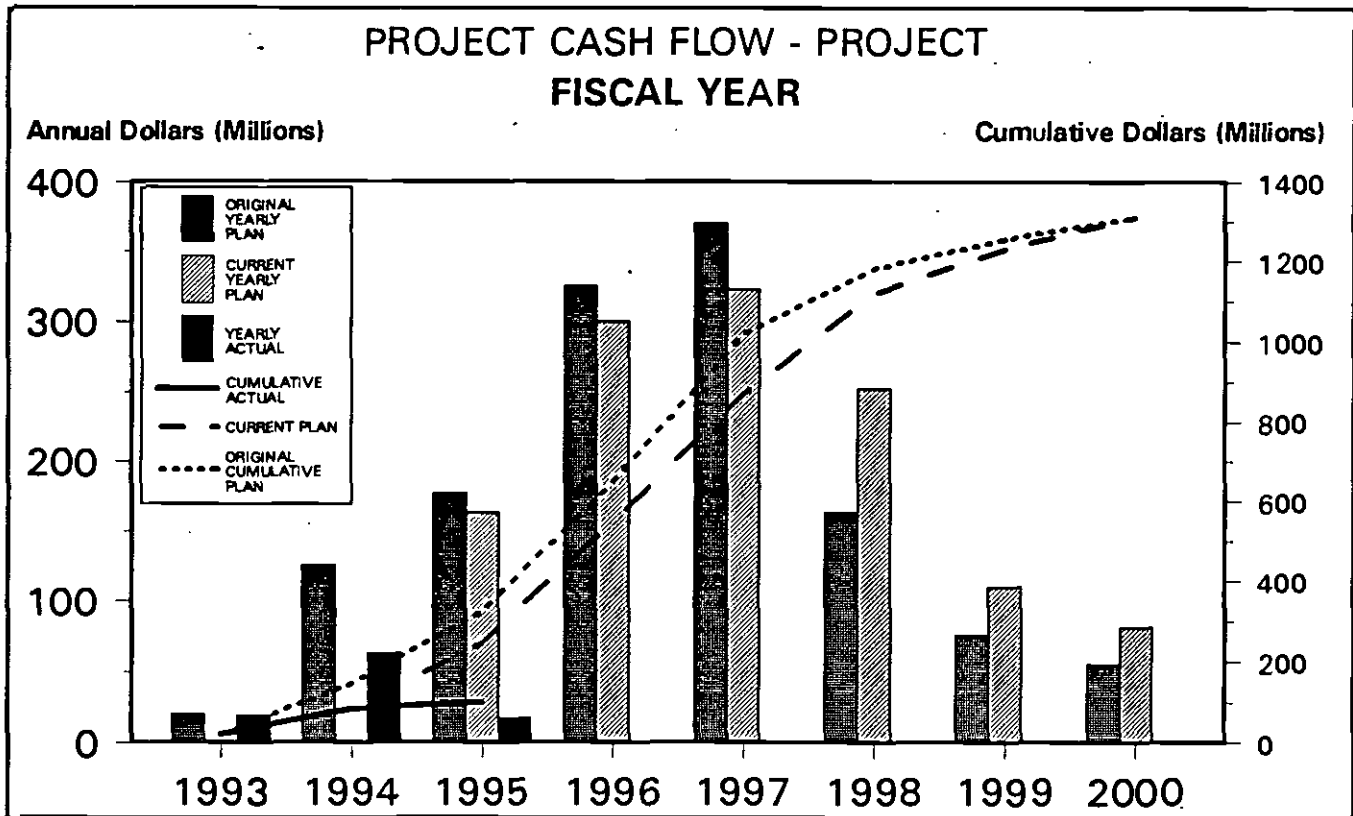


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

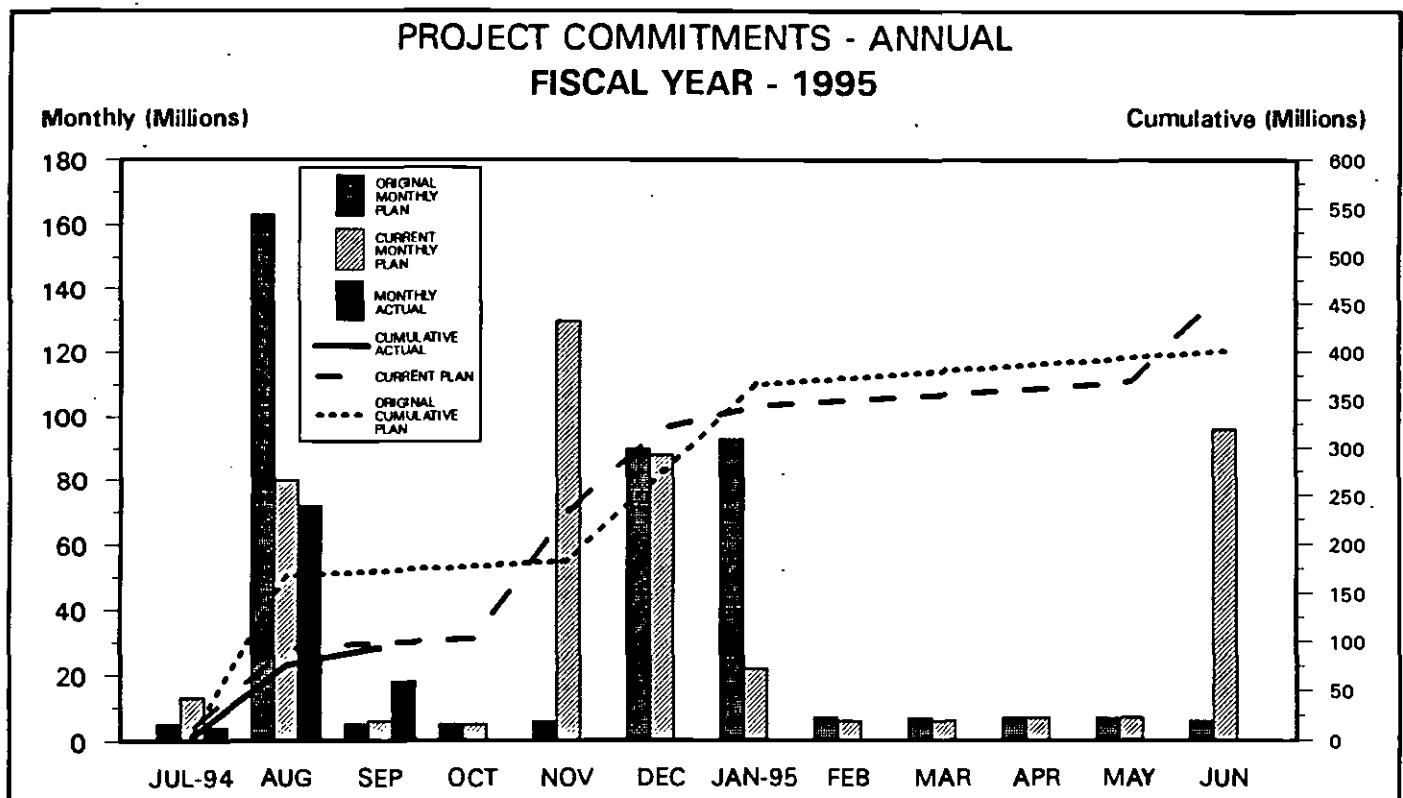
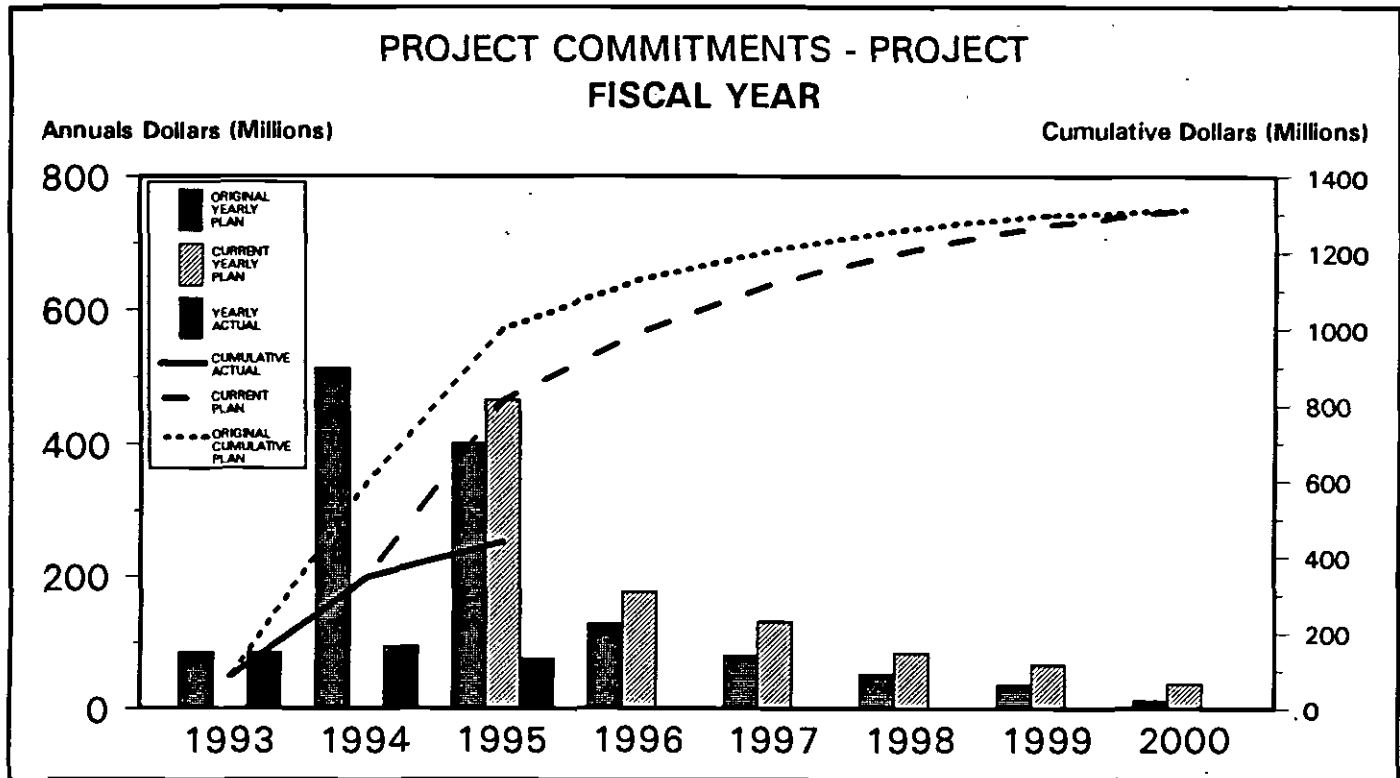


NORTH HOLLYWOOD



NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH AUGUST 1994.
 THE PLAN WAS REVISED THIS PERIOD.

NORTH HOLLYWOOD

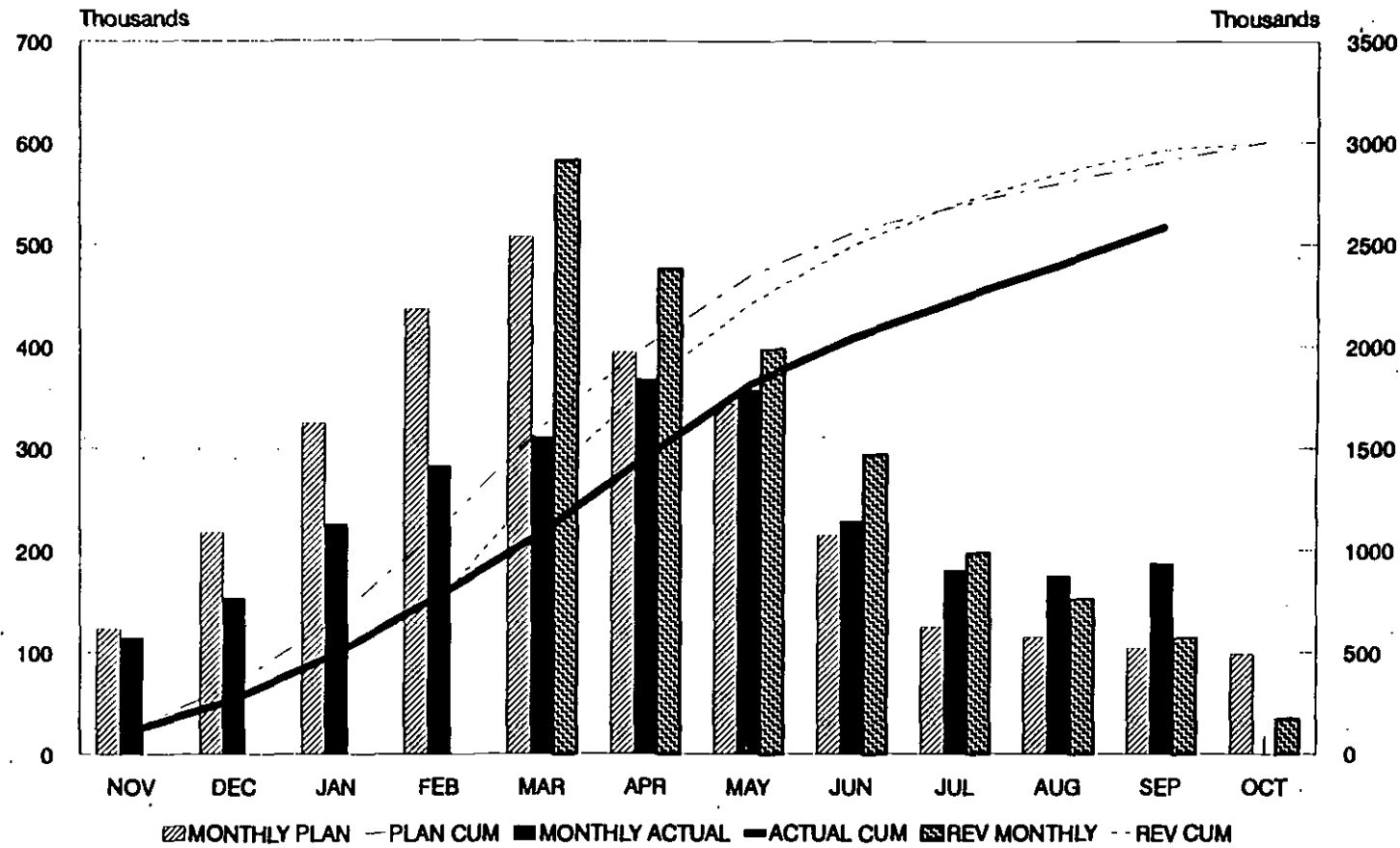


NOTE: THE PLAN WAS REVISED IN JUNE 1994.

METRO RED LINE EAST SIDE EXTENSION

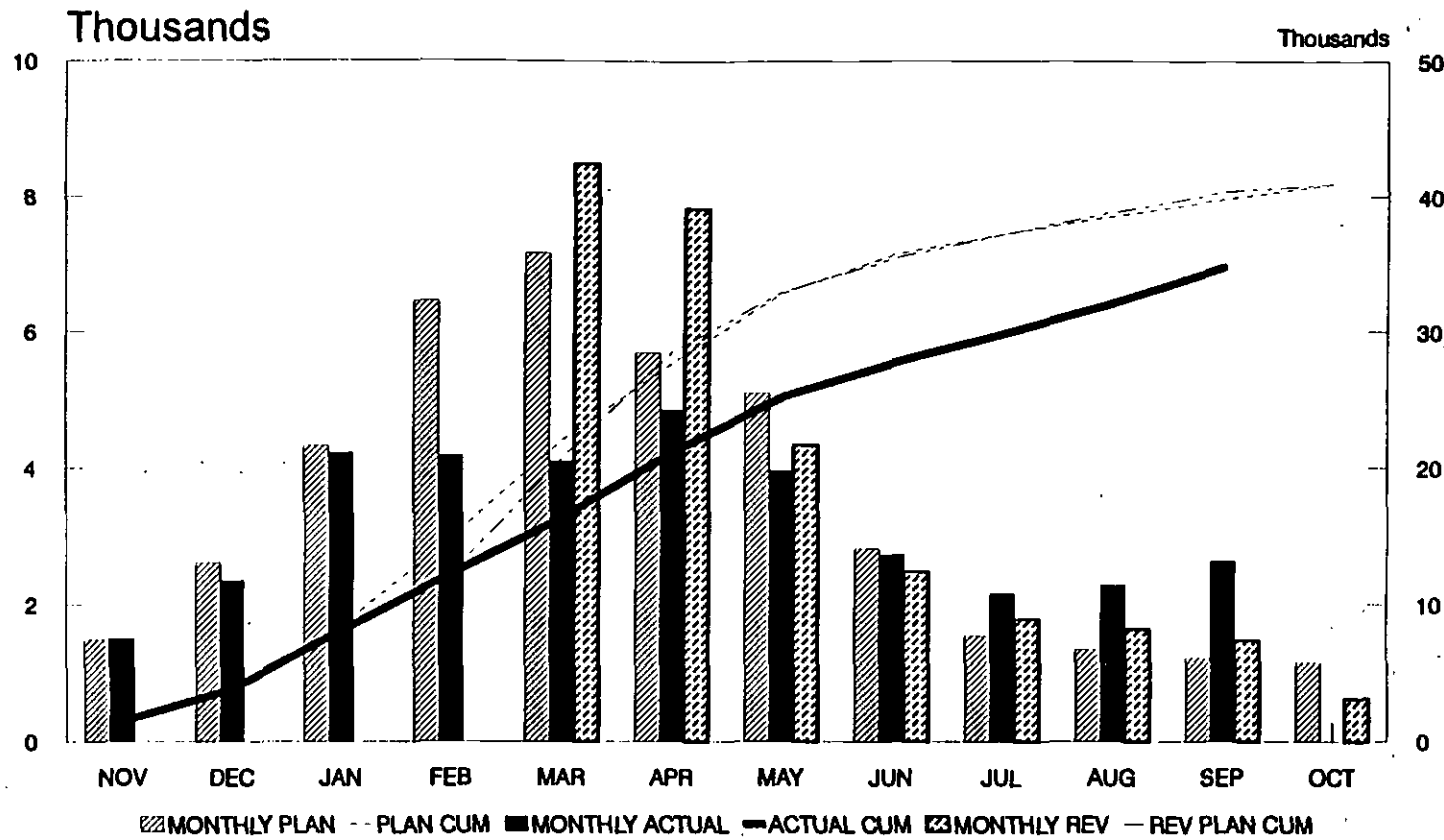
FEIS/FEIR/PLANNING PROJECT CASH FLOW

FISCAL YEARS 1994 & 1995



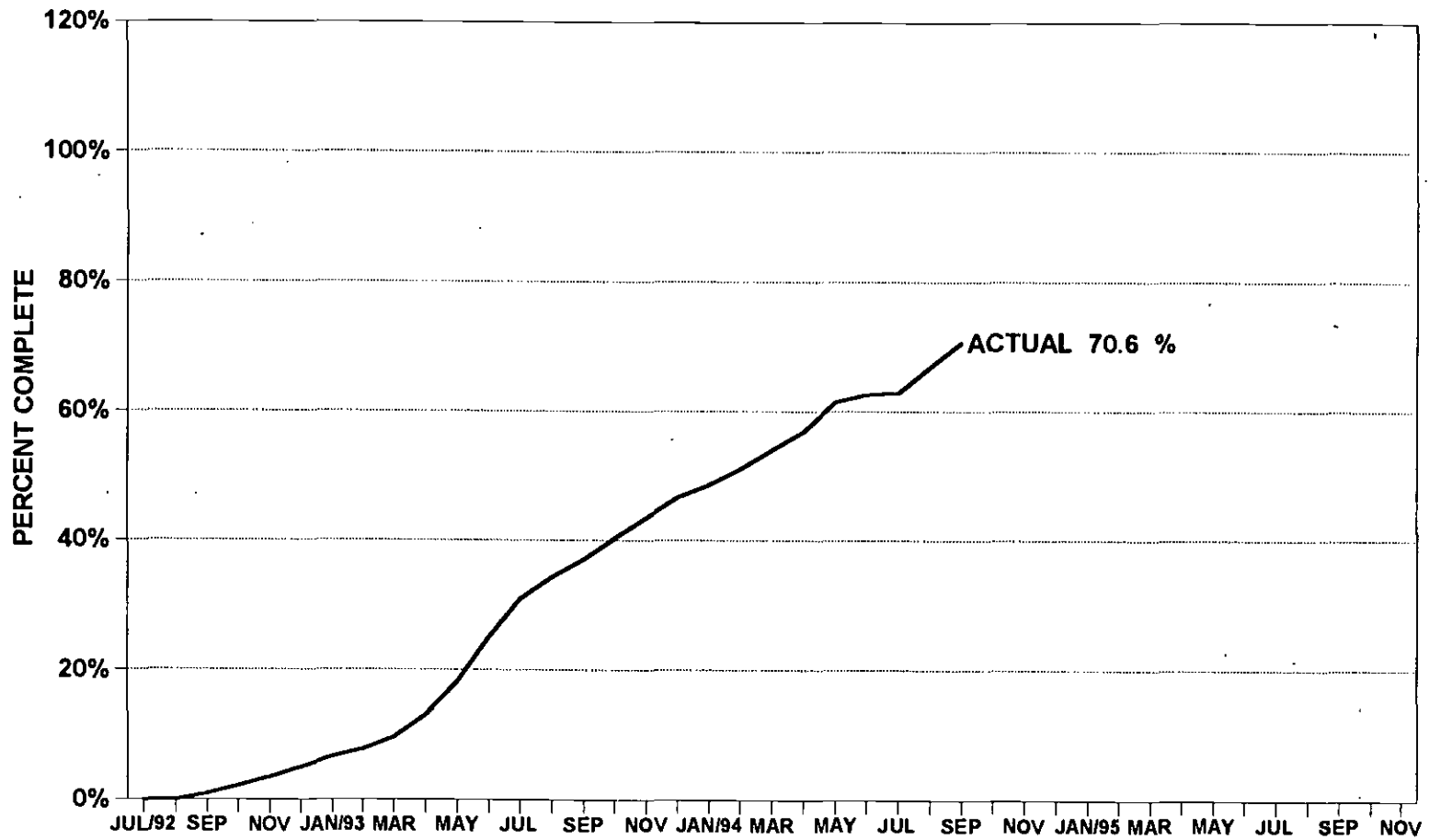
Through 30 SEPTEMBER 94

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

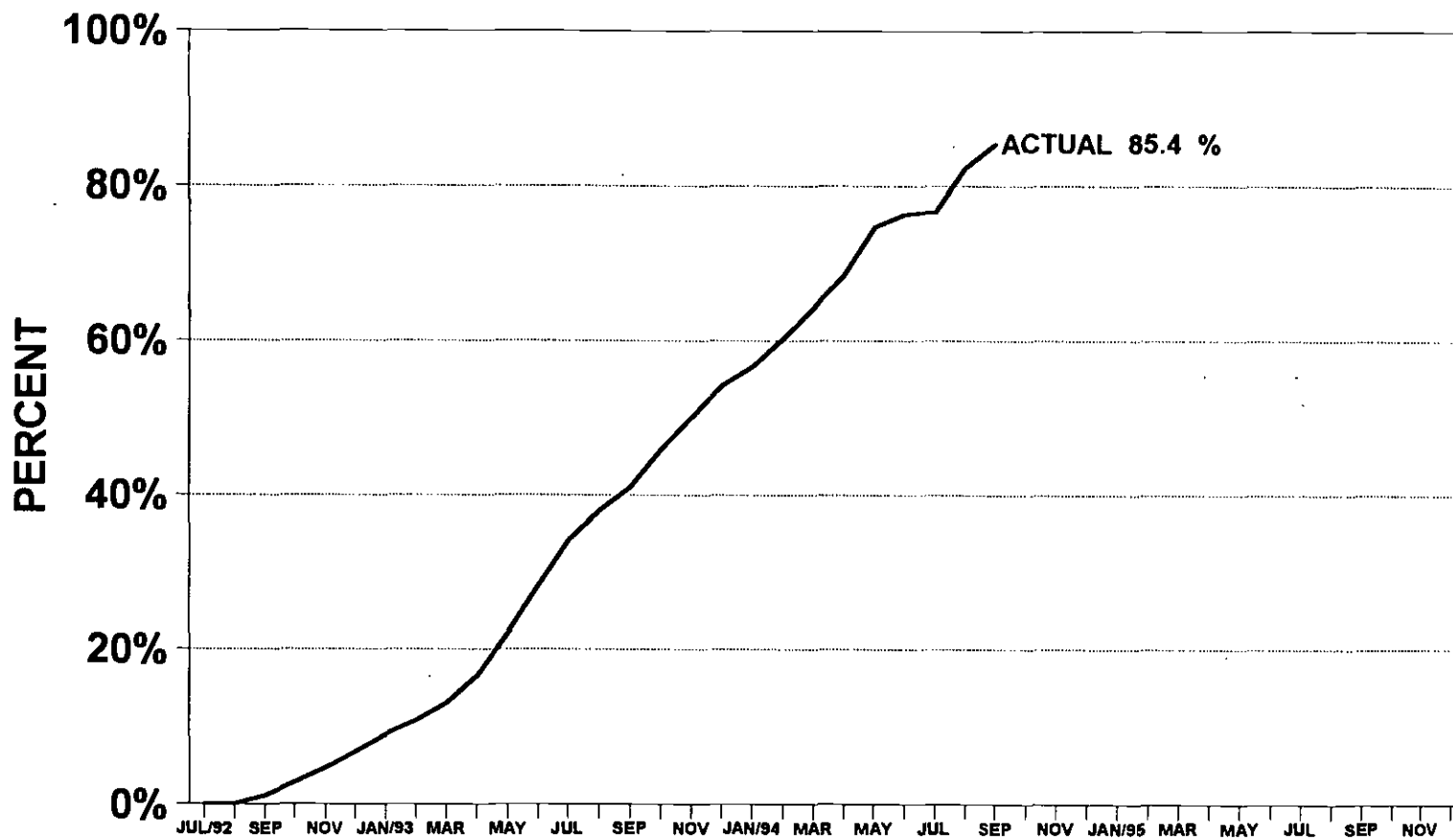


THROUGH SEPTEMBER 30, 1994

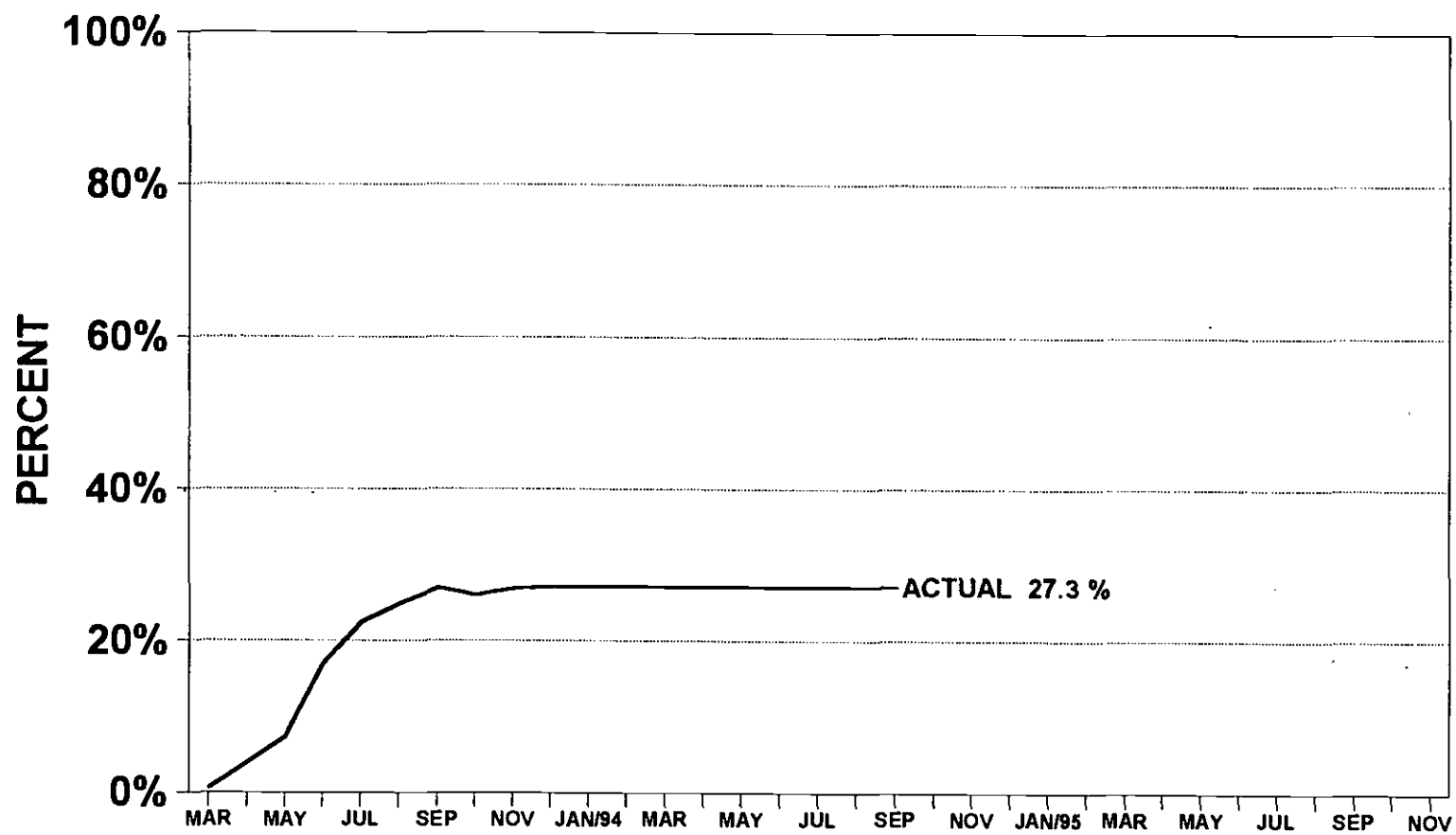
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



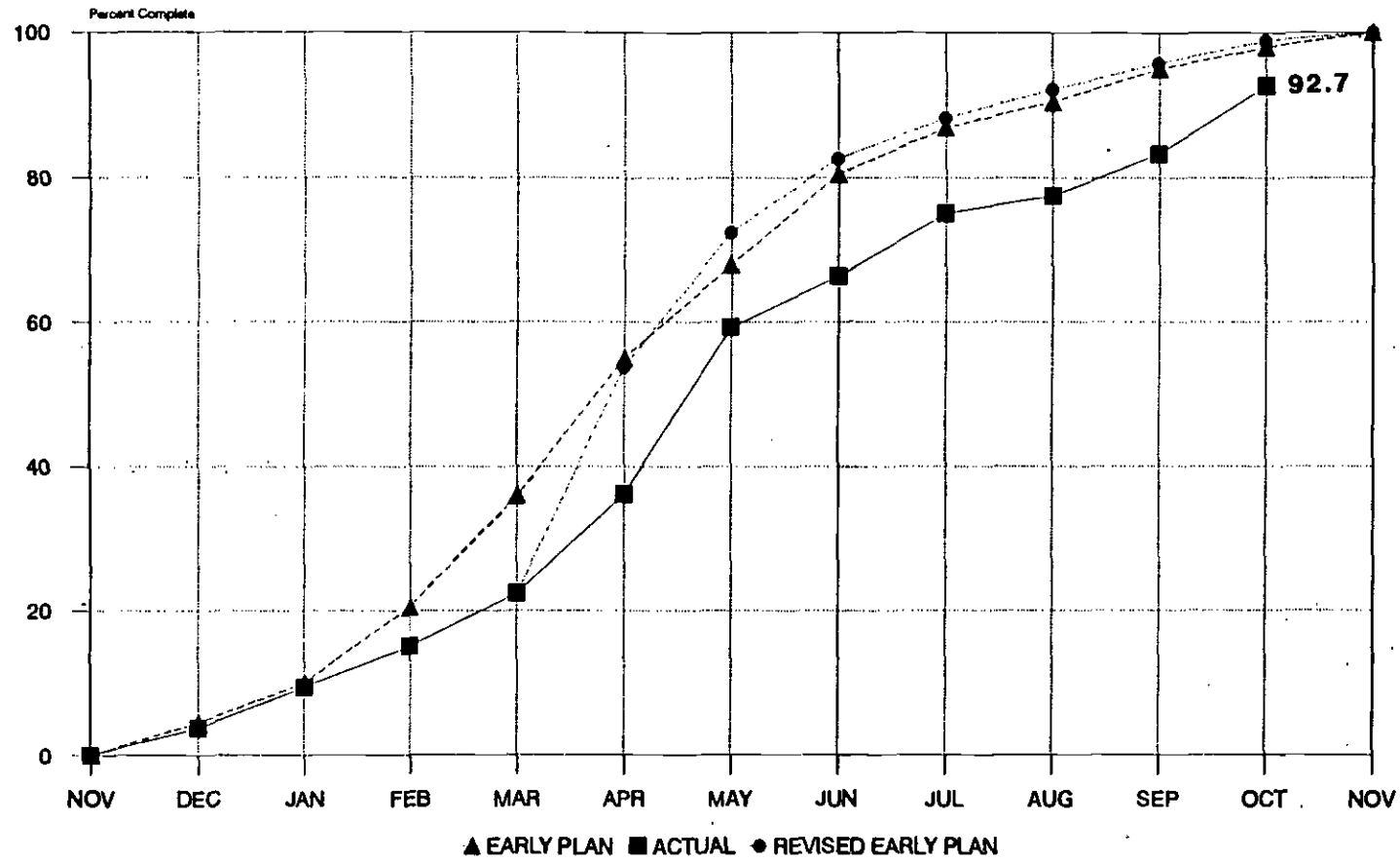
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN



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



Through 30 SEPTEMBER 94

