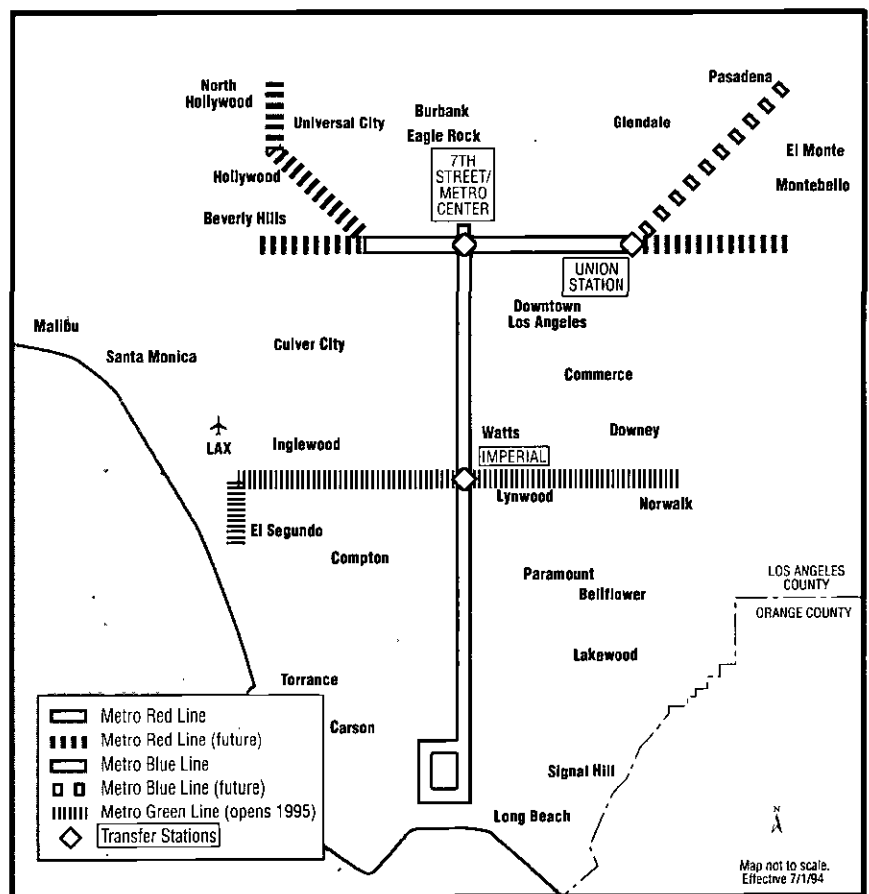


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



# **RAIL PROGRAM STATUS SUMMARY**

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

**APRIL 1995**

## RAIL PROGRAM STATUS SUMMARY

<b>Metro Pasadena Blue Line</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	841,000	Design (Rebaselined)	
Expended to Date	109,578 *	Actual:	82.2%
Current Budget	997,726	Construction	
<b>Schedule Status:</b>		Actual:	2%
Revenue Operations Date:			
Original	November 1997		
Revised	June 2002		
<b>Metro Green Line (Budget and Forecast excludes North Coast Segment)</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	671,000	Design	
Expended to Date	603,439*	Actual:	100%
Current Budget	717,802	Construction	
<b>Schedule Status</b>		Actual:	97%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
<b>Metro Red Line Segment 1</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
<b>Schedule Status</b>		Actual:	100%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
<b>Metro Red Line Segment 2</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,446,432	Design	
Expended to Date	916,975*	Actual:	99%
Current Budget	1,517,657	Construction	
<b>Schedule Status: Revenue Operations Dates:</b>		Actual:	50%
Wilshire	Vermont/Hlywd		
Original Jul '96	Sep '98		
Forecast Feb '96	Mar '99		
<b>Metro Red Line Segment 3 - North Hollywood Extension</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,310,822	Design	
Expended to Date	189,364*	Actual:	89%
Current Budget	1,310,822	Construction	
<b>Schedule Status</b>		Actual:	6.8%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

\*Expenditure data through Mar 1995

## RAIL PROGRAM STATUS SUMMARY

<b>Metro Red Line Segment 3 - Mid-City Extension</b>			
<b>Cost Status</b>	<b>(\$000)</b>	<b>Project Progress</b>	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	9,324*	Design	
Current Budget	490,663	Actual:	27%
<b>Schedule Status</b>		Construction	
Revenue Operations Date:		Actual:	0%
Original	TBD		
Forecast	TBD		
<b>Vehicle Acquisition Project***</b>			
<b>Cost Status</b>	<b>(\$000)</b>	<b>Project Progress</b>	
Original Budget	257,597	Design	
Expended to Date	40,520*	Actual:	6%**
Current Budget	257,597	Manufactured	
<b>Schedule Status:</b>		Actual:	6%**
Delivery of Final Cars:			
Original	November 1997	** Based on Milestone Payments	
Forecast	November 1999	*** Data Current Through Dec 94	

\* Expenditure data through Mar 1995

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

STATUS DATE: 04/28/95

(IN THOUSANDS)

**PROJECT: TOTAL RAIL PROGRAM**

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	4,528,952	4,716,335	140,148	3,464,450	21,468	2,425,592	25,208	2,366,102	4,772,567	56,233
S PROFESSIONAL SERVICES	1,466,008	1,808,491	2,694	1,385,845	10,160	1,214,049	10,309	1,212,443	1,835,373	26,882
R REAL ESTATE	453,432	527,902	3,520	367,345	3,124	369,139	3,123	369,048	523,305	(4,598)
F UTILITY/AGENCY FORCE ACCOUNTS	132,188	137,865	76	124,364	951	101,123	951	100,604	146,064	8,199
D SPECIAL PROGRAMS	11,044	18,849	381	6,790	434	4,107	446	4,119	16,684	(2,165)
C CONTINGENCY	465,257	375,474	1	1	0	1	1	1	285,779	(89,694)
A PROJECT REVENUE	(18,115)	(36,585)	1	(1,072)	0	(6,829)	0	(8,279)	(31,440)	5,145
PROJECT GRAND TOTAL	7,038,765	7,548,330	146,822	5,347,724	36,139	4,107,184	40,039	4,044,039	7,548,333	2

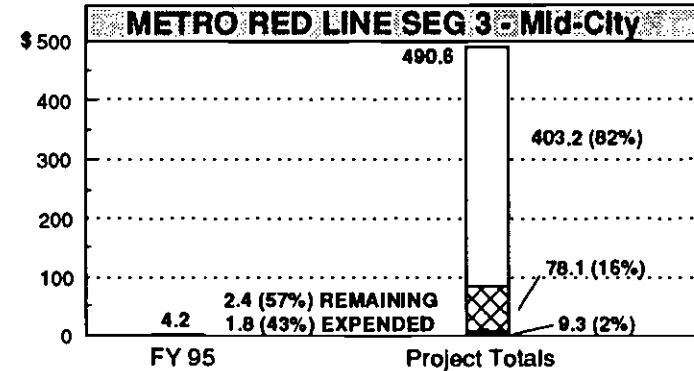
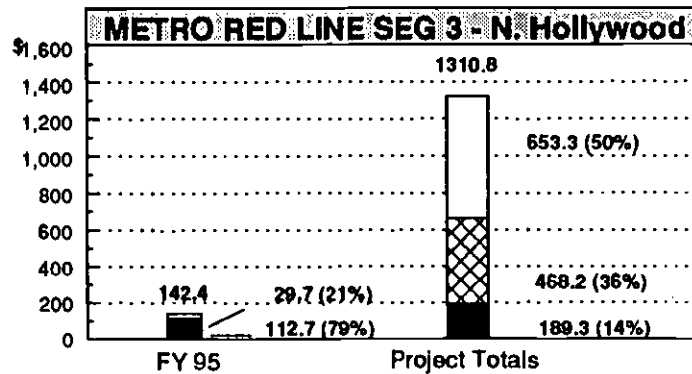
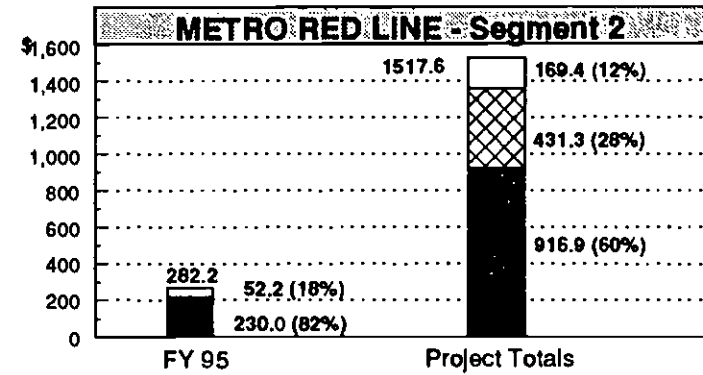
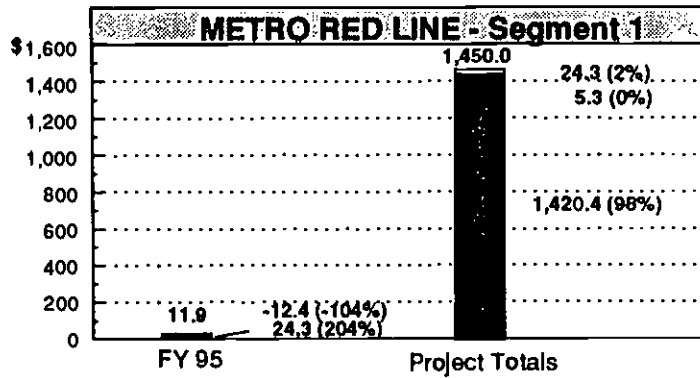
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	52,245	(1,630)	50,127	307	11,362	44	762	61,800	9,554
S PROFESSIONAL SERVICES	0	15,875	0	18,095	0	9,549	0	9,550	19,817	3,943
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	130	0	0	0	0	0	0	0	(130)
D SPECIAL PROGRAMS	0	0	0	20	0	20	0	20	20	20
C CONTINGENCY	0	2,975	0	0	0	0	0	0	2,331	(644)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,225	(1,630)	68,243	308	20,933	45	10,334	83,969	12,744
PROJECT GRAND TOTAL	7,038,765	7,619,555	145,192	5,415,967	36,447	4,128,117	40,084	4,054,373	7,632,302	12,746

This report includes total project costs for the Metro Blue Line of \$877,271.  
Vehicle Acquisition data current through 12/30/94.

RAIL PROGRAM STATUS SUMMARY

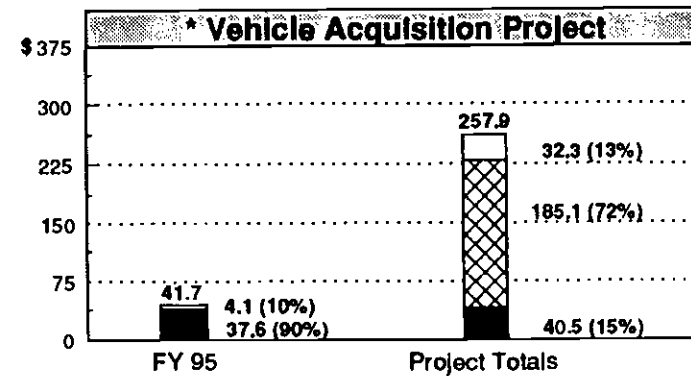
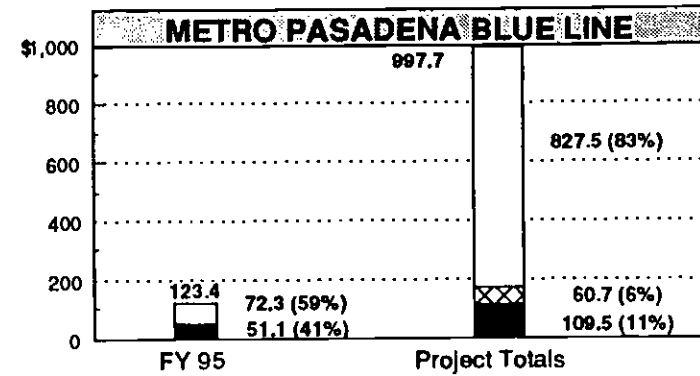
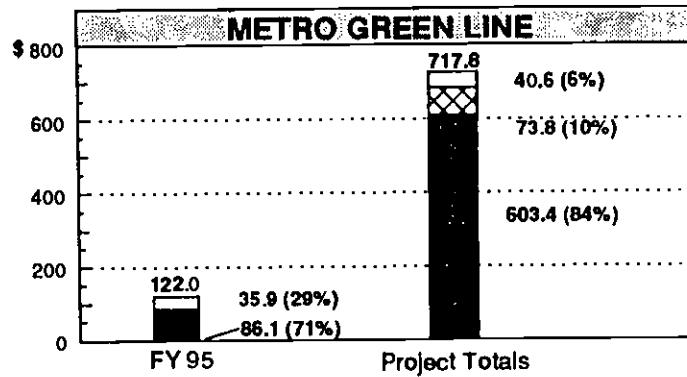
APRIL 1995

**BUDGET STATUS - April 28, 1995**  
(in \$ Millions)



Actual Spent
  Encumbered
  Remaining Budget

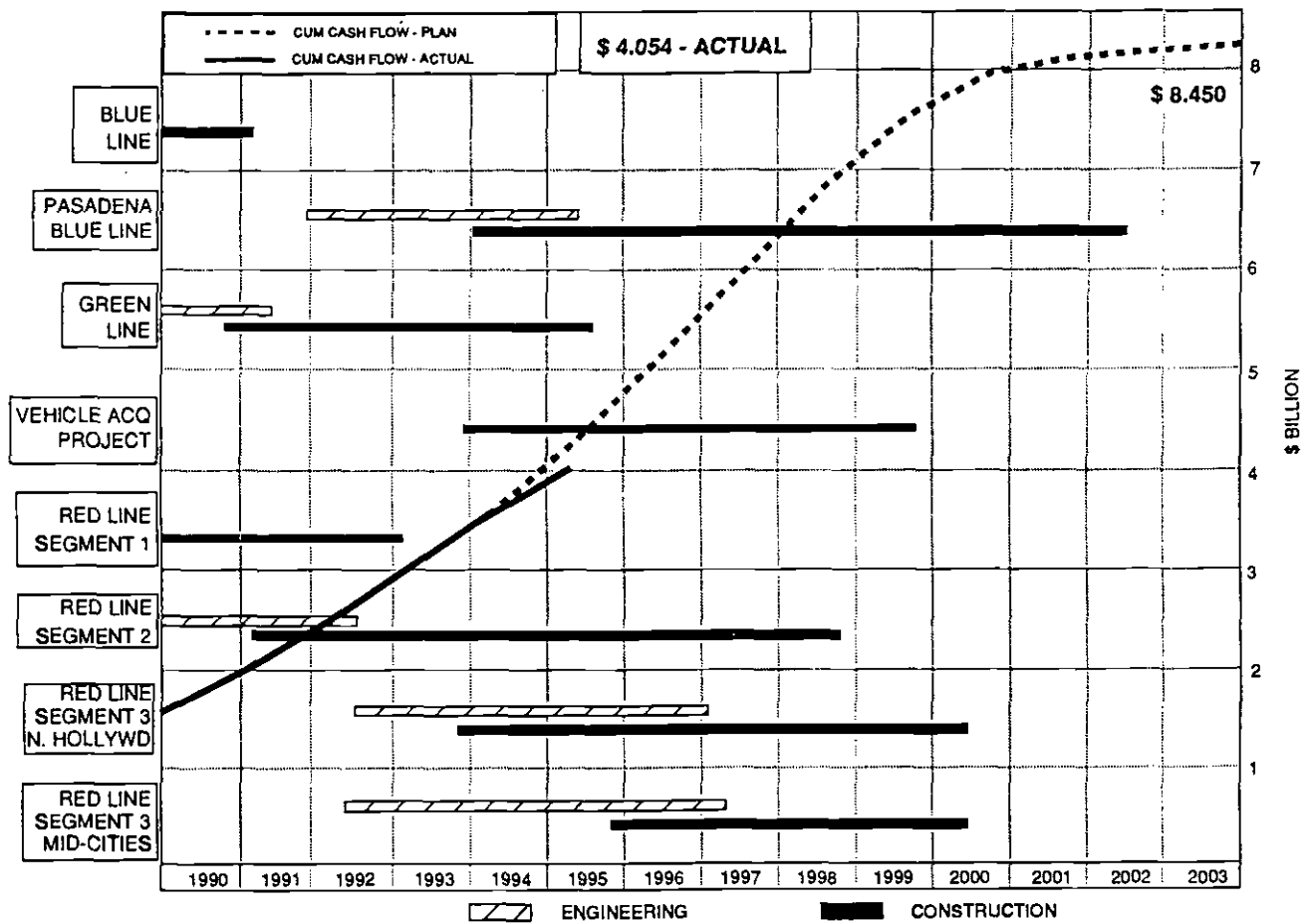
**BUDGET STATUS - April 28, 1995**  
(in \$ Millions)



\* Data current through March 1995

Actual Spent
  Encumbered
  Remaining Budget

Figure 1 - Rail Construction Plan





**METROPOLITAN TRANSPORTATION AUTHORITY  
FUNDING SOURCES**

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT***		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.8	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG									54.628	4	109.1	8	138.8	28	90.1	35	392.6	5
FLEXIBLE CONGESTION RELIEF																		
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	34	108.4	15	210.3	15	133.0	9	49.1	4	7.2	1	33.6	13	877.4	12
SB 1995 TRUST FUND											75.0	6					75.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	22
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4							62.7	1
PROPOSITION C			659.928	68	400.3	56					396.8	30	102.1	21	115.9	45	1674.8	22
PROP C (AMERICAN DISABILITY ACT)					5.994	1			5.9	0							11.9	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4							188.3	2
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	997.7	100	717.8	100	1450.1	100	1517.6	100	1310.8	100	490.7	100	257.6	100	7619.4	100

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

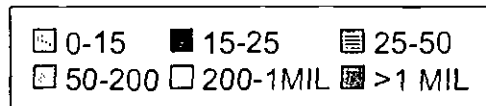
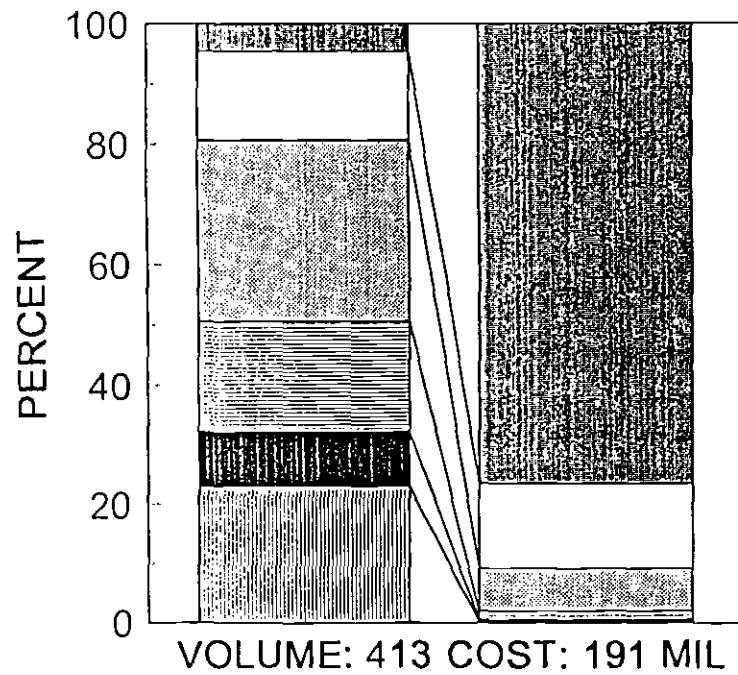
\*\* LRT PORTION INCLUDED IN BLUE LINE FORECAST.

\*\*\* Data current through 12/30/94

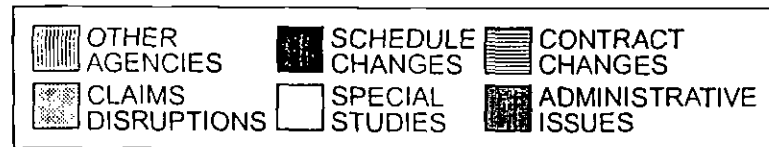
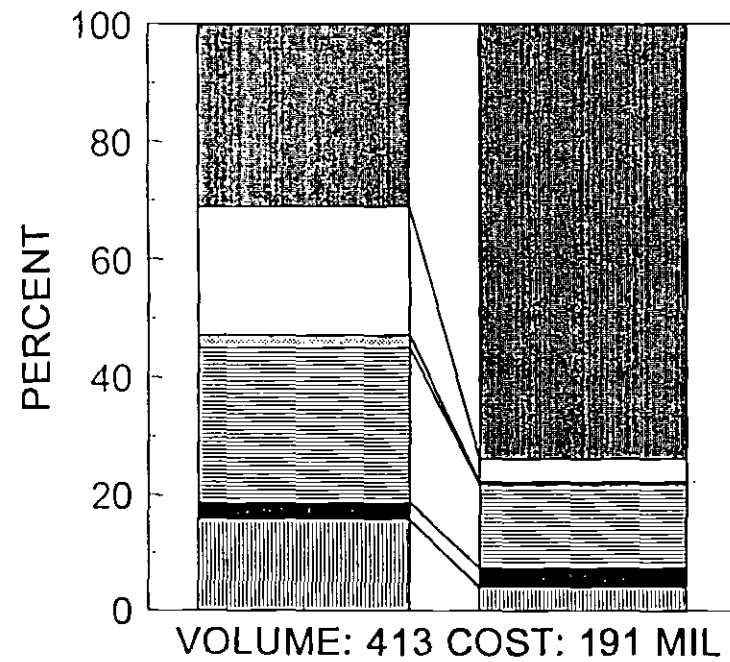
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR)  
CHANGE VOLUME BY COST LEVEL AND BASIS  
BASED ON EXECUTED CHANGES AS OF 04/28/95

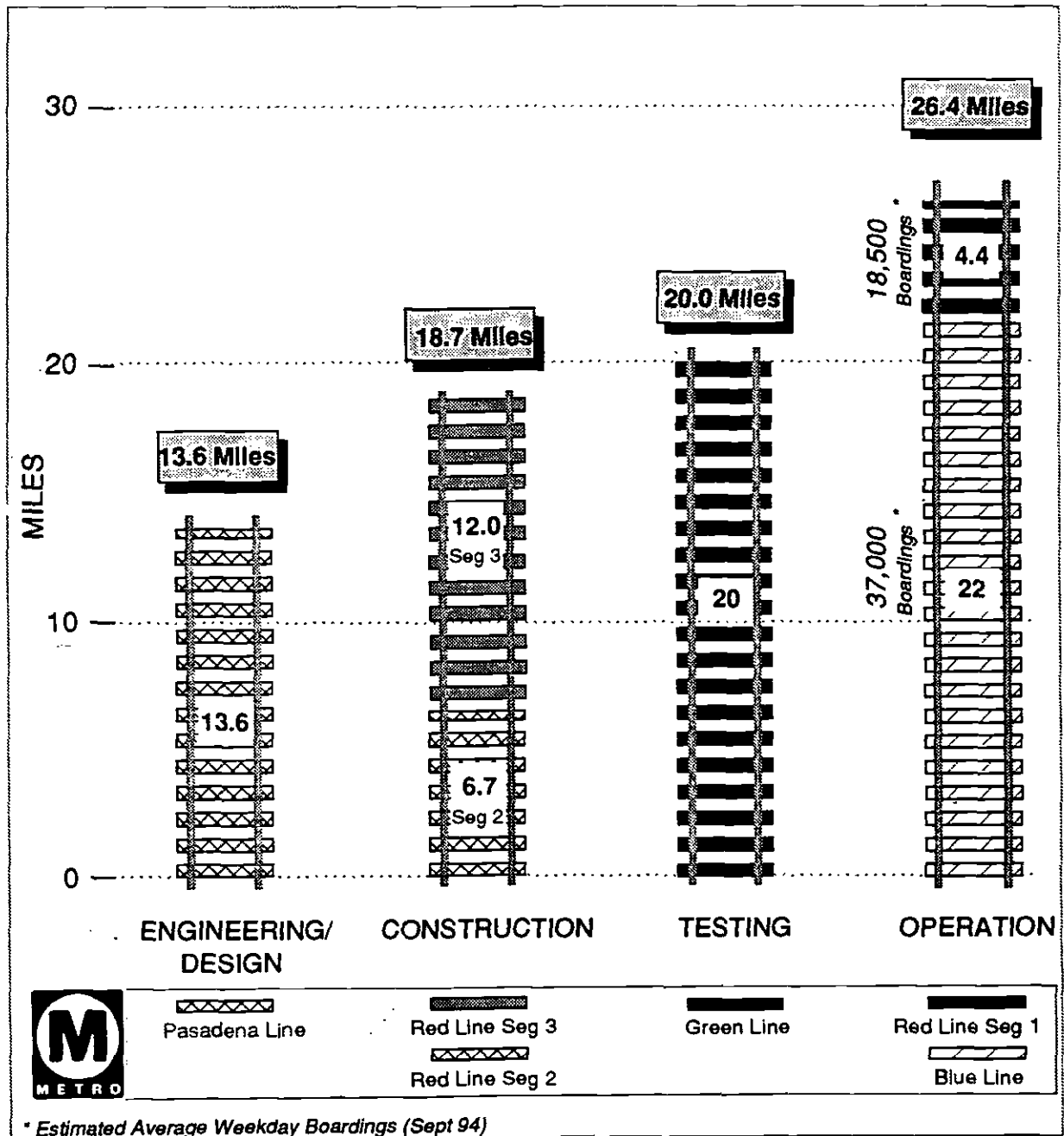
COST LEVEL  
Total: \$191 Million



BASIS  
Total: 413



# METRO RAIL SYSTEMS PROGRESS REPORT



TOTAL 78.DRW

## REAL ESTATE

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	163	17	142	4	60
Green Line	39	39	0	0	0
Red Line Seg 2	89	88	1	0	0
Red Line Seg 3 NH	232	66	***	4	***
Red Line Seg 3 MC***	61	0	54	7	120

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

## MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The MTA goal for project administration costs is 20%. The current forecast data for project administration costs totals 25.16% which exceeds the MTA goal by 5.16%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.17% of total program costs, which just exceeds the 4% MTA goal by 0.17%. 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	857,487	74.95%	594,080	59.54%	490,851	68.40%	812,270	56.11%	1,008,916	86.47%	805,315	61.00%	333,208	67.91%	229,830	89.22%	4,931,937	64.62%	
REAL ESTATE	55,592	6.34%	77,721	7.79%	26,047	3.80%	140,000	9.66%	88,982	5.86%	86,418	7.00%	48,543	9.89%	0	0.00%	523,304	6.86%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	93,716	9.39%	83,296	11.80%	221,659	15.29%	154,870	10.20%	83,000	6.00%	36,706	7.48%	1,700	0.66%	744,534	9.76%	
CONSTR MGMT.	91,642	10.45%	78,895	7.71%	75,811	10.50%	116,429	8.03%	140,658	9.27%	103,207	8.00%	35,000	7.13%	0	0.00%	639,442	8.38%	
STAFF	17,855	2.01%	45,372	4.55%	24,179	3.40%	95,558	6.59%	53,222	3.51%	57,678	4.00%	19,627	4.00%	5,335	2.07%	318,625	4.17%	4%
OTHER	14,222	1.62%	35,977	3.61%	17,628	2.50%	32,671	2.25%	56,354	3.71%	36,459	3.00%	11,647	2.37%	12,469	4.84%	217,427	2.85%	
SUBTOTAL	193,108	22.01%	251,960	25.25%	200,714	27.96%	466,317	32.16%	405,104	26.69%	280,342	21.18%	102,980	20.99%	19,505	7.57%	1,920,028	25.16%	20%
UTILITY/FORCE ACC													0	0.00%			0	0.00%	
CONTINGENCY	963	0.11%	73,985	7.42%	1,453	0.20%	31,432	2.17%	15,152	1.00%	151,293	11.00%	5,932	1.21%	8,262	3.21%	288,472	3.78%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(1,263)	-0.20%		0.00%	(300)	0.00%	0	0.00%	0	0.00%	0	0.00%	(31,440)	-0.41%	
GRAND TOTAL	877,271	100.00%	997,726	100.00%	717,802	99.96%	1,450,019	100.09%	1,517,854	100.02%	1,323,369	100.18%	490,663	100.00%	257,597	100.00%	7,632,302	100.00%	

NOTE: Data reflects Current Forecast.

\* Data current through 12/30/94.

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

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

NEW - April 1995

No new items

ONGOING

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

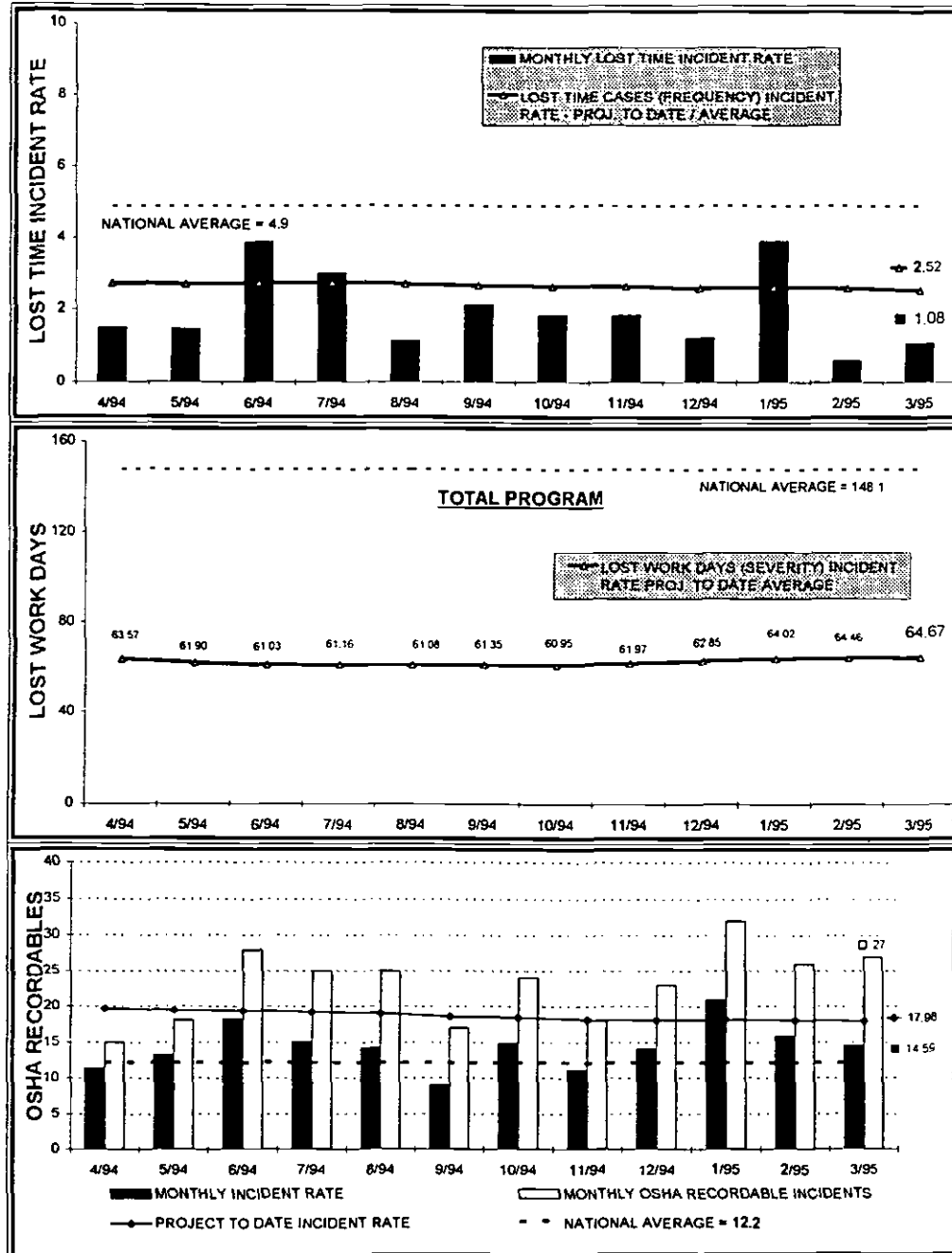
**Action:** The PBL staff should direct the completion this management tool.

**Status:** Under Metro Construction review.

RESOLVED

**Concern:** The spare parts list for the P2020 vehicle has not been prepared by the H1100 contractor for MTA approval.

**Action:** MTA Construction Division and Operations, with OKA assistance, has resolved this issue

TOTAL METRO  
SAFETY SUMMARYPrepared 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

1.9

1.0

1.7

4.6

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

*1 Accident this month.*

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

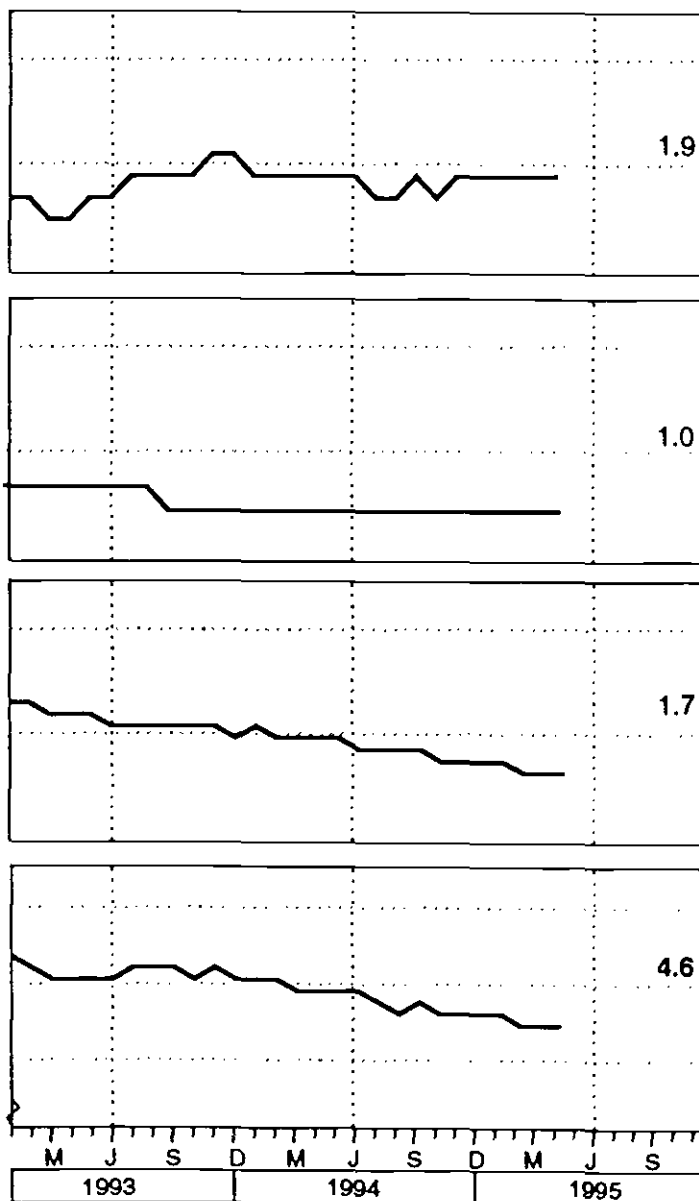
*1 Accident this month.*

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

*1 Accident this month*

**264 Total Accidents**

*4 Accidents this month.*





METRO CONSTRUCTION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD  
R05 Pasadena Blue Line

Page: 2

UPDATE:03-May-95

Cont. No.	Contractor/Description	Contract Type	Comments	Advertise Date A = Actual	Pre-Bid Meeting A = Actual	Bid Opening A = Actual	Bid Report Complete A = Actual	Committee Approval A = Actual	MTA Board Approval A = Actual	Contracts Lead	Engineering Lead	Project Controls Lead
C6420	LA River to Arroyo Seco Line Segment	FP		06/15/95	07/12/95	08/02/95	09/04/95	10/12/95	12/20/95	VRANESH	\BALL	\PIERCE
C6435	Reconst. & Retro/Steel. Concrete Bridges	FP		12/20/94A	01/11/95A	02/22/95A	03/21/95A	05/11/95	05/24/95	VRANESH	\BALL	\PIERCE
C6440	Arroyo Seco to Del Mar Line Segment	FP		06/01/97	TBD	TBD	TBD	TBD	TBD	VRANESH	\BALL	\PIERCE
C6490	Union Station	FP		07/05/95	07/30/95	08/15/95	09/15/95	11/02/95	01/01/96	VRANESH	\BALL	\PIERCE
P2070	Special Trackwork	FP		10/05/96	TBD	TBD	TBD	TBD	TBD	VRANESH	\BALL	\PIERCE

R81 Metro Red Line Segment 2

Page: 3

UPDATE:03-May-95

Cont. No.	Contractor/Description	Contract Type	Comments	Advertise Date A = Actual	Pre-Bid Meeting A = Actual	Bid Opening A = Actual	Bid Report Complete A = Actual	Committee Approval A = Actual	MTA Board Approval A = Actual	Contracts Lead	Engineering Lead	Project Controls Lead
B216	WILSHIRE/VERMONT SITE RESTORATION unit			01/30/95A	02/16/95A	03/30/95A	04/14/95A	05/01/95	05/24/95	Mendoza	\Tamuri	\Brown
B648B	COMMUNICATIONS INSTALL (VERM/HL unit			02/09/96	02/29/96	03/21/96	03/29/96	04/15/96	04/25/96	Cervantes	\Morales	\Brown

METRO CONSTRUCTION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD  
R82 Metro Red Line Segment 3

Page: 4

UPDATE:03-May-95

Cont. No.	Contractor/ Description	Contract Type	Comments	Advertise Date A = Actual	Pre-Bid Meeting A = Actual	Bid Opening A = Actual	Bid Report Complete A = Actual	Committee Approval A = Actual	MTA Board Approval A = Actual	Contracts Lead\Engineering Lead\Project Controls Lead
C0321	Universal City Station	Unit		05/08/95	05/24/95	06/21/95	07/10/95	08/10/95	08/23/95	Gatewood \Givens \Williams
C0326	Universal City Roadways & Restoration	Unit		01/02/96	01/24/96	03/05/96	03/20/96	04/08/96	04/24/96	Mendoza \Givens \Williams
C0327	Universal City Demolition for C0326	Lump		05/02/95	05/23/95	07/05/95	07/21/95	08/08/95	08/24/95	Mendoza \Givens \Williams
C0352	North Hollywood Station Sitework	Unit		10/14/98	11/04/98	12/12/98	01/03/99	01/27/99	02/12/99	Mendoza \Mori \Williams
C0390	Miscellaneous Construction	Unit		01/04/96	01/23/96	03/04/96	03/19/96	04/08/96	04/24/96	Mendoza \Sohn \Williams
C0401	Olympic/Crenshaw Station	Unit		TBD	TBD	TBD	TBD	TBD	TBD	Gatewood \Givens \Williams
C0411	Line Sec: Wilshire/Western to Pico/S.Vic	Unit		TBD	TBD	TBD	TBD	TBD	TBD	Gatewood \Givens \Williams
C0421	Pico/San Vicente Station	Unit		TBD	TBD	TBD	TBD	TBD	TBD	Gatewood \Givens \Williams
C0428	Pico/San Vicente Demolition	Unit		TBD	TBD	TBD	TBD	TBD	TBD	Mendoza \Givens \Williams
C0490	Miscellaneous Construction	Unit		TBD	TBD	TBD	TBD	TBD	TBD	Mendoza \Givens \Williams
C1610	Track Work Installation	Unit		01/08/96	01/31/96	03/14/96	04/12/96	05/08/96	05/22/96	Mendoza \Fuks \Williams

## EXECUTIVE SUMMARY

The Final Design percent complete for the month of April is 78.5%, up from 77.6 % reported last month.

The overall project design continues to be on hold for most station and line segment contracts currently on their Final and Camera-Ready design stages. The Chinatown Station design continues to be delayed pending final resolution of the community-requested design changes for pedestrian linkage alternatives. The redesign of the Chinatown Aerial Structure to accommodate the new seismic criteria is dependent on the MTA Board approval of CCR #188. The discussions continue on finalizing the scope of work for a new Sierra Madre Villa Station parking lot location at the Johnson & Johnson site and the 210 Freeway Line Segment design. The design continues on Contract C6450, Del Mar to Memorial Park Line Segment, to a Pre-Final submittal that remains to be forecasted on June 26, 1995. The design is also continuing under a limited scope on Memorial Park Station, with Holly Street remaining open to vehicular traffic, until the MTA Board approves the EMC amendment.

### COST STATUS (in millions)

- Current Budget \$998
- Current Forecast \$998

### SCHEDULE STATUS

- Current Revised Revenue Operations Date: June 2002
- Design Progress
  - Final Design - Actual 78.5%
  - Overall Design - Actual 82.2%
- Construction Progress
  - Los Angeles River Bridge - Actual 84.0%
  - Arroyo Seco Bridge - Actual 15.8%
  - Overall Construction - Actual 2.0%

## EXECUTIVE SUMMARY (cont.)

## REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	163	17	142	4	60
LAST MONTH	163	17	121	25	90

## AREAS OF CONCERN

## Yard Site Location

**Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. In making the yard a more permanent facility per MTA Operations' requirements, the project has been experiencing cost growth due to the uncertainty of constructing the Glendale-Burbank LRT Line.

**Action:** MTA Construction Division and EMC have identified the budget issues related to maintenance facility. Value engineering was initiated to reduce cost growth.

**Status:** Final design is currently on hold due to the preparation and negotiation of the design and cost recovery plan. Final Design will resume upon negotiation of the recovery plan. The Final Design submittal is scheduled for September 1995. Evaluation by Operations is continuing on providing wheel truing and heavy repair at either Long Beach Yard or Metrolink's Taylor Yard facilities. Other heavy repair alternatives are also being considered. A cost benefit analysis is in progress by MTA Operations.

## EXECUTIVE SUMMARY (cont.)

### AREAS OF CONCERN (cont.)

#### 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 pending approval of the EMC amendment by the MTA Board.

**Status:** Meeting was held with Ratkovich and LADOT on November 30, 1994 regarding the street improvements on Vignes Street. A tentative agreement was reached with all parties. Final concept drawings were issued by the MTA. MTA is waiting for written concurrence by LADOT and Ratkovich prior to commencing final design.

#### 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:** Appraisals are continuing. A priority list for real estate acquisitions has been prepared for the project to reflect the approved fiscal year budget.

**EXECUTIVE SUMMARY (cont.)**

**AREAS OF CONCERN (cont.)**

**EMC Design Cost Amendment**

**Concern:** The engineering costs for final design are expected to exceed the approved Contract Work Order 21 budget by approximately \$14 million.

**Action:** MTA project staff are evaluating the reported cost increases.

**Status:** Fluor Daniel is conducting a cost to complete evaluation. Staff continues to negotiate outstanding CCRs. MTA Board report has been prepared for only those costs that have been reviewed by Fluor Daniel.

**Del Mar Station**

**Concerns:** The transportation center proposed by the City of Pasadena has major potential impacts on the Del Mar park-and-ride facility, final station design and line segment design for Del Mar to Memorial Park.

**Action:** MTA Construction Division is continuing discussions with the City of Pasadena on interface with the station and line segment designs and transportation center. The City of Pasadena has a consultant on-board to design the transportation center.

**Status:** Final designs are based on the assumptions shown on the In-Progress drawings for C6500, Del Mar Station, for the transportation center. The transportation center location is being re-evaluated by staff due to MTA's decision of not purchasing the additional property from Public Storage. The City has objected to the decertification of the Public Storage property.

**EXECUTIVE SUMMARY (cont.)**

**AREAS OF CONCERN (cont.)**

**Sierra Madre Villa Station**

**Concern:** Selection of a station site alternative to the original Space Bank site is required due to the potential existence of serious hazardous material at that site.

**Action:** The MTA Board has approved the selection of the SMV station site. MTA needs to conclude the offer to purchase the Johnson & Johnson station site.

**Status:** MTA has submitted a revised offer to Johnson & Johnson which has been rejected by the owner. Condemnation proceedings were approved at the April Board Meeting. Staff continues to evaluate potential joint use of the site. MTA has received no response from Johnson & Johnson and their prospective buyer, Best Buy.

**Marmion Way Corridor**

**Concern:** Results of the evaluation of the design of Marmion Way between Avenue 50 and Avenue 60 as a betterment have led to increased project design and construction costs.

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

**Status:** MTA Construction Division is considering to re-open and renegotiate the master cooperative agreements with the City of Los Angeles. Arbitration remains an option.

## EXECUTIVE SUMMARY (cont.)

### AREAS OF CONCERN (cont.)

#### Chinatown Station

- Concern:** Selection of Chinatown pedestrian linkage alternative will impact the Chinatown Aerial Structure and stations designs, and may require additional property acquisition.
- Action:** MTA Construction Division is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to the Chinatown Station platform.
- Status:** Follow-up community meeting was held April 19 with a consensus reached by Chinatown representatives on April 20 to support the elevated pedestrian alternative along the north side of College Street.

#### 210 Freeway Stations

- Concern:** Noise impacts at Lake, Allen and Sierra Madre Villa Stations from adjacent freeway traffic.
- Action:** Review of noise criteria and conformance to EIR.
- Status:** EMC has completed noise readings at the freeway station sites and has reported that no specific mitigation was used by other transit properties with freeway stations. Lake Avenue Station was recommended for deletion by the Pasadena Peer Group. Recommendation is under review by MTA.



**EXECUTIVE SUMMARY (cont.)****KEY ACTIVITIES - ACCOMPLISHED IN APRIL**

- MTA Construction Division and EMC continued negotiations on outstanding contract change requests for design changes. An EMC amendment has been prepared for the May MTA Board meeting for those CCRs that can be justified by staff.
- MTA/EMC completed a new baseline budget and schedule for the Pasadena Project. A budget of \$998 million with a Revenue Operations Date of 2002 was approved by the MTA Board as part of the 20-year plan. MTA continues to evaluate 1999 ROD based on MTA Board motion.
- Contract C6410, L.A. River Bridge: Work continues on schedule. Began construction of ductbanks and curbs. Bridge approaches are completed. Construction work of the segmental bridge spans is two-thirds complete. Conventional bridge spans nearing completion.
- Contract C6420, LARB to Arroyo Seco Line Segment: Continued coordination of outstanding issues required before contract advertises on June 15.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Contractor continues to work on retaining wall pile foundations for the east bridge approach as well as foundations for bridge abutments. Work started on tower foundations. Contractor has dismantled the existing bridge superstructure. Support towers are being stripped, painted and strengthened in the park laydown area.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Bid evaluations were completed. Award of contract was rescheduled for the May 24 MTA Board meeting.
- Final design continues on C6450, Del Mar to Memorial Park, below-grade line segments to a Pre-Final submittal on June 26, 1995.
- Contract C6490, Union Station Platform: Camera Ready submittal is being finalized for issuance to MTA on May 11, 1995.
- Final design continues on most station contracts to Final and Camera-Ready submittals. Several station designers have stopped work pending approval of EMC amendment by MTA Board and payment of outstanding invoices.

**EXECUTIVE SUMMARY (cont.)****KEY ACTIVITIES - PLANNED FOR MAY**

- Continue Public Affairs meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Continue to negotiate EMC CWO #21 contract change requests received from EMC and section designers.
- Contract C6410, LA River Bridge: Continue construction of ductbanks and curbs. Complete remaining segmental sections between Bents 5 and 6. Prepare for closure pour. Complete conventional bridge spans for the bridge superstructure on either side of Los Angeles River channel.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Start retaining wall pile foundation construction on east side of 110 freeway. Continue to strip and paint towers and bents. Complete CIDH piles for abutment foundations and bent footings.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: MTA Board approval scheduled May 24. Complete scope definition for Pre-Construction Survey. Award contract to recommended low bidder.
- Complete Camera Ready designs on Contract C6490, Union Station Platform, and Contract C6420, LA River to Arroyo Seco Line Segment, for issuance of bid documents in June.
- Continue final design on C6450, Del Mar to Memorial Park line segment and station design contracts.
- Contract P2100, Precast Concrete Ties: Process change requests from contractor and Authority.

Project: R05

MTA CONSTRUCTION DIVISION  
PASADENA BLUE LINE  
Project Cost by Element

Page: 1  
Report Date: 12-May-95  
Status Date: 28-Apr-95

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	515,171	593,025	116	59,174	1,978	18,294	1,277	16,013	594,060	1,035
S Professional Services	183,206	237,107	1,388	89,655	1,049	75,540	1,049	75,540	236,668	(439)
R Real Estate	68,100	77,721	1,094	16,065	1,122	15,579	1,122	15,579	77,721	0
F Utility/Agency Force Accounts	8,442	12,925	0	4,960	188	2,179	188	2,179	12,925	0
D Special Programs	3,377	2,367	4	390	(6)	284	(6)	284	2,367	0
C Contingency	62,705	74,581	0	0	0	0	0	0	73,985	(596)
A Project Revenue	0	0	0	(17)	0	(17)	0	(17)	0	0
Project Grand Total :	841,000	997,726	2,602	170,227	4,332	111,860	3,630	109,578	997,726	(0)

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

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

11-May-95

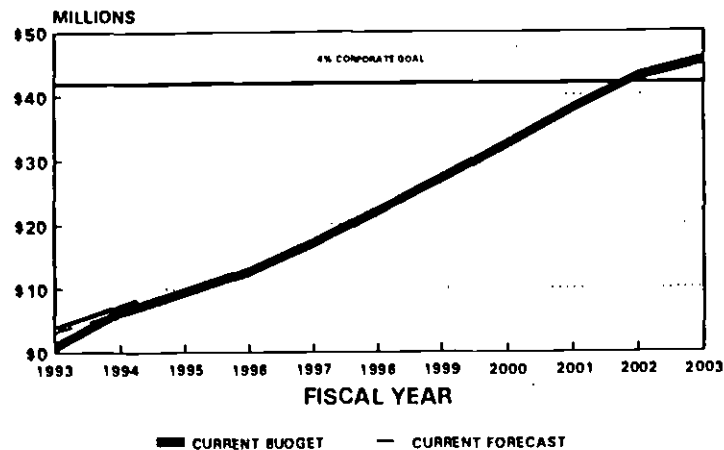
APRIL 95

STATUS OF FUNDS BY SOURCE

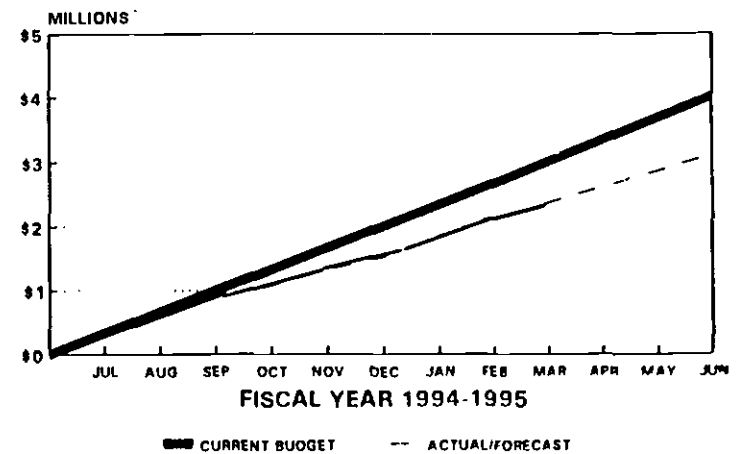
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%
STATE RAIL BOND	\$317,800	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$115,800	\$110,227	68%	\$49,578	30%	\$49,578	30%
PROP C (40% DISC.)	\$497,228	\$40,000	\$40,000	8%	\$40,000	8%	\$40,000	8%
TOTAL	\$997,726	\$175,800	\$170,227	17%	\$109,578	11%	\$109,578	11%

NOTES: EXPENDITURES ARE THROUGH MARCH 1995.

### AGENCY COSTS PASADENA LINE



### FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



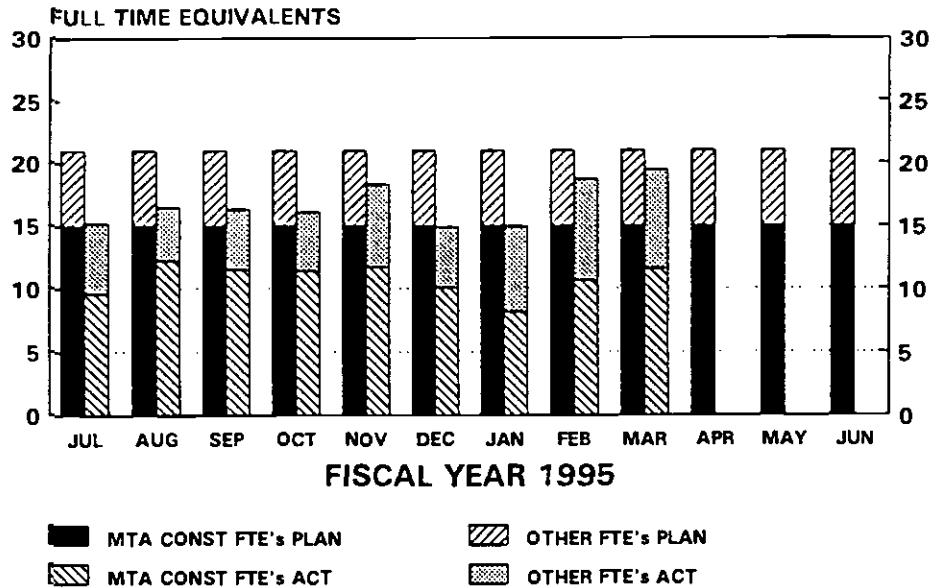
### PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 997,726
CURRENT BUDGET	\$ 45,372
CURRENT FORECAST	\$ 45,372
ACTUAL THROUGH FY 94	\$ 6,338

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

CURRENT BUDGET (FY95)	\$4,008
CURRENT FORECAST	\$3,114
BUDGET PLAN TO DATE	\$3,006
ACTUAL TO DATE	\$2,372

## MTA STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'95 Budget

## PASADENA LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	17
MTA CONSTRUCTION FTE's ACTUAL	12
OTHER FTE's PLAN (*)	6
OTHER FTE's ACTUAL	8
TOTAL FTE's PLAN	23
TOTAL FTE's ACTUAL	20

(\*) Other FTE's :

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

COSTS SHOWN ARE FOR  
PROJECT R05 ONLY. (ALLOCATED)

R05 - Pasadena Blue Line  
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:  
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY  
AS OF 04/14/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A	B	C	D	E.(B+D)	F.[1]	G.(B+F)	H.[2]	I.	J.	K.(D-F)	L.[3]	M.(K-L)	N	O
B611	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	0%	\$444,545	(\$317,975)	\$762,520	72%	72%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$332,728	\$13,090,785	2.6%	28%	48%	\$943,076	\$210,000	\$733,076	43%	43%
C6430	\$10,359,464	10%	\$1,035,946	\$11,395,410	\$142,948	\$10,502,412	1.4%	14%	0%	\$692,998	\$174,391	\$718,607	31%	31%
C6435	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
EN026	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
P2100	\$2,469,300	10%	\$246,930	\$2,716,230	\$0	\$2,469,300	0.0%	0%	0%	\$246,930	(\$10,000)	\$256,930	4%	***%
PM421	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
PM001	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$30,032,251	10%	\$3,003,225	\$33,035,476	\$475,676	\$30,607,927	1.6%	16%	1%	\$2,527,549	\$56,416	\$2,471,133	18%	1.6%

\*\*\* AFE increase required

\*\*\* AFE increase MAY be required to cover pending changes.

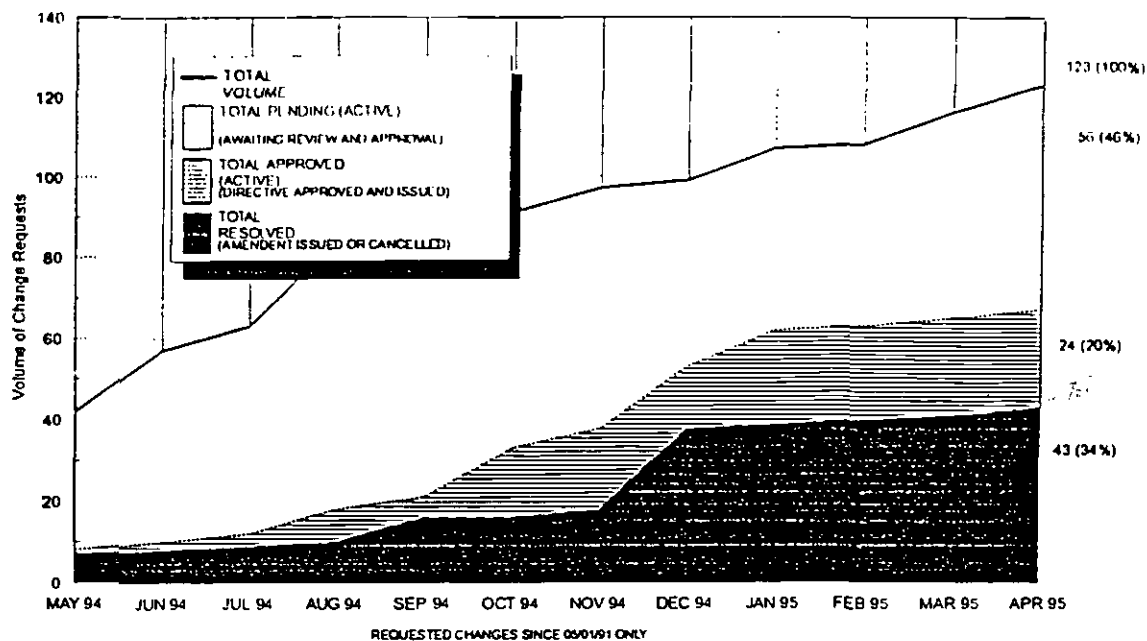
[1] Costs shared with other projects. Costs shown are for R05 ONLY. [1] Includes both executed CO's and authorized (WACN) changes. [2] % increase over original award. [3] Logged contract changes ONLY.

- Pasadena Blue Line  
R05 - 7/0/95/15/94/95

PAGE 1

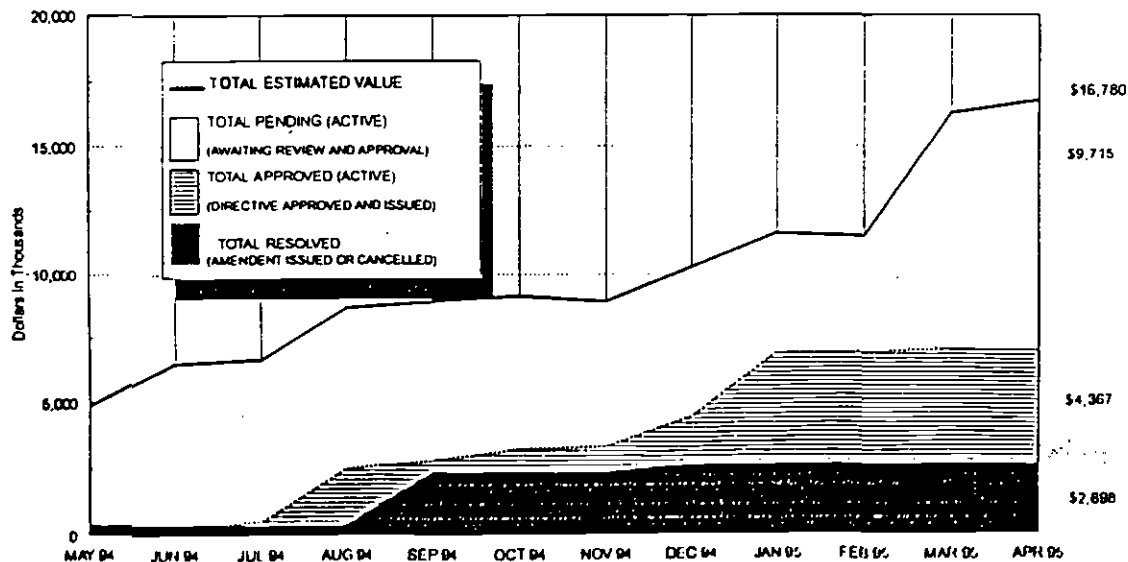
BETTY BARLOW  
PROJECT VALUE SUMMARY 04/14/95

CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME



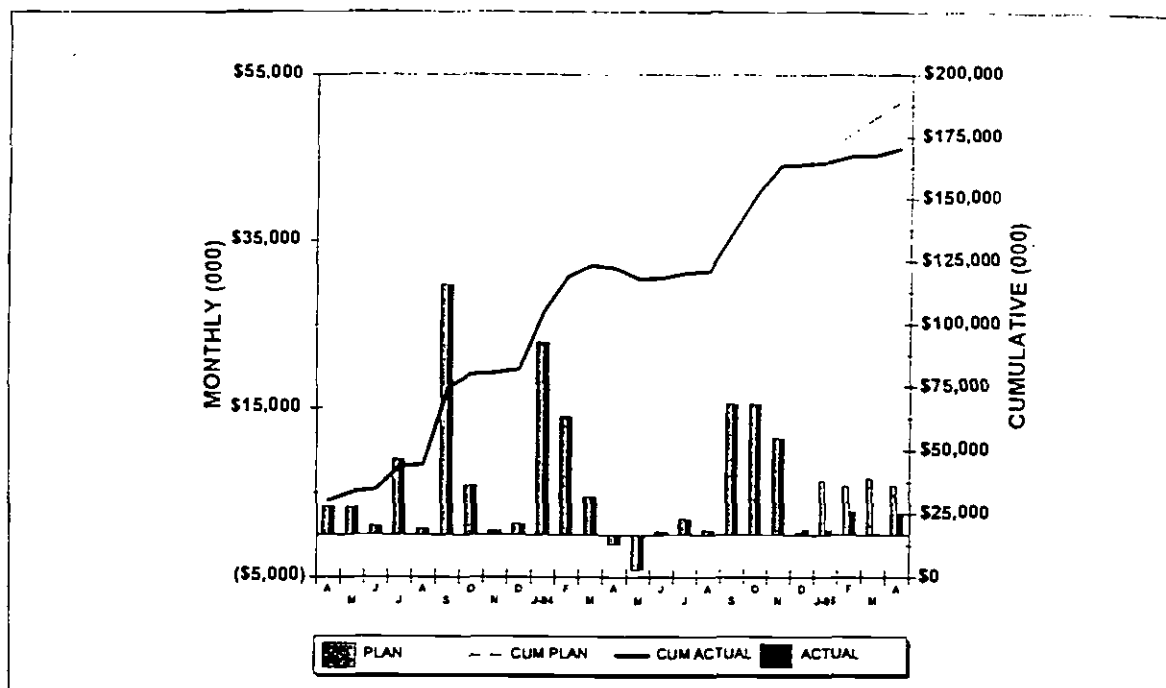
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	3	8	57	80
PERCENT	15%	4%	10%	71%	100%

CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES

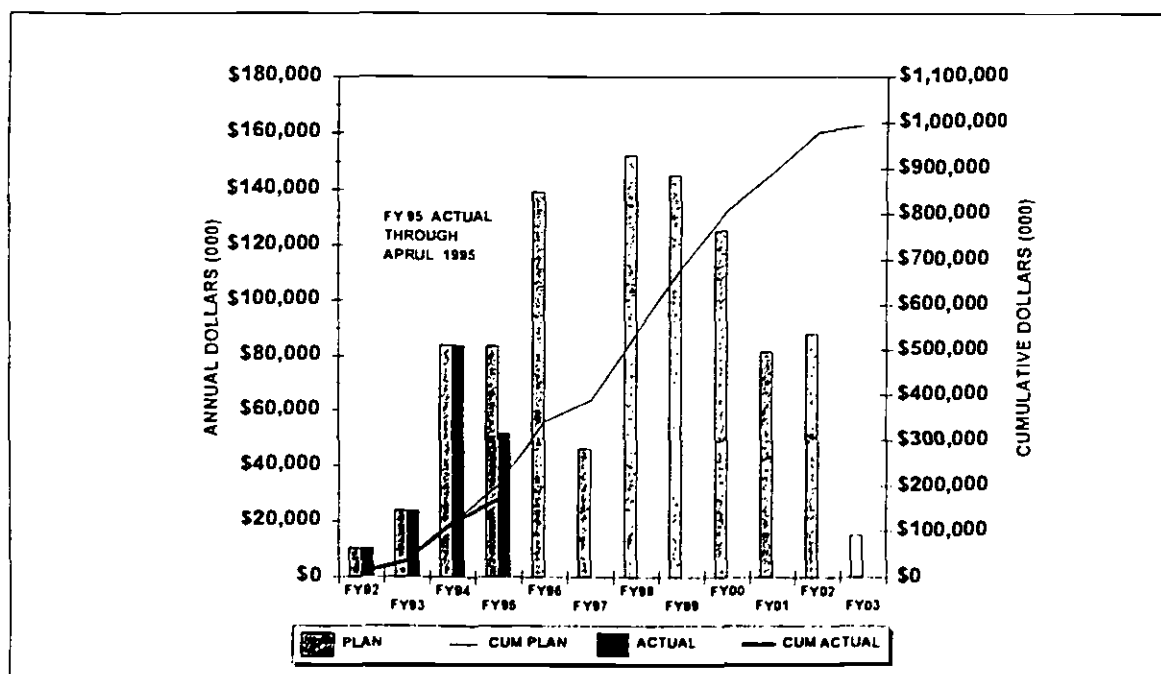




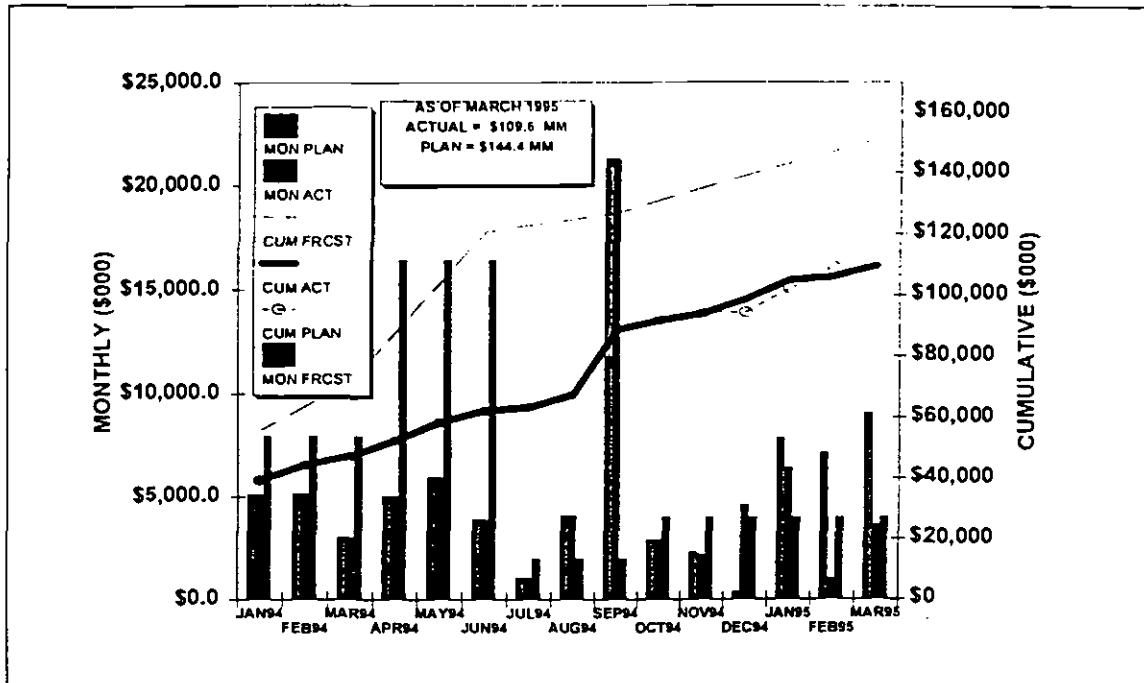
## ANNUAL PROJECT COMMITMENTS



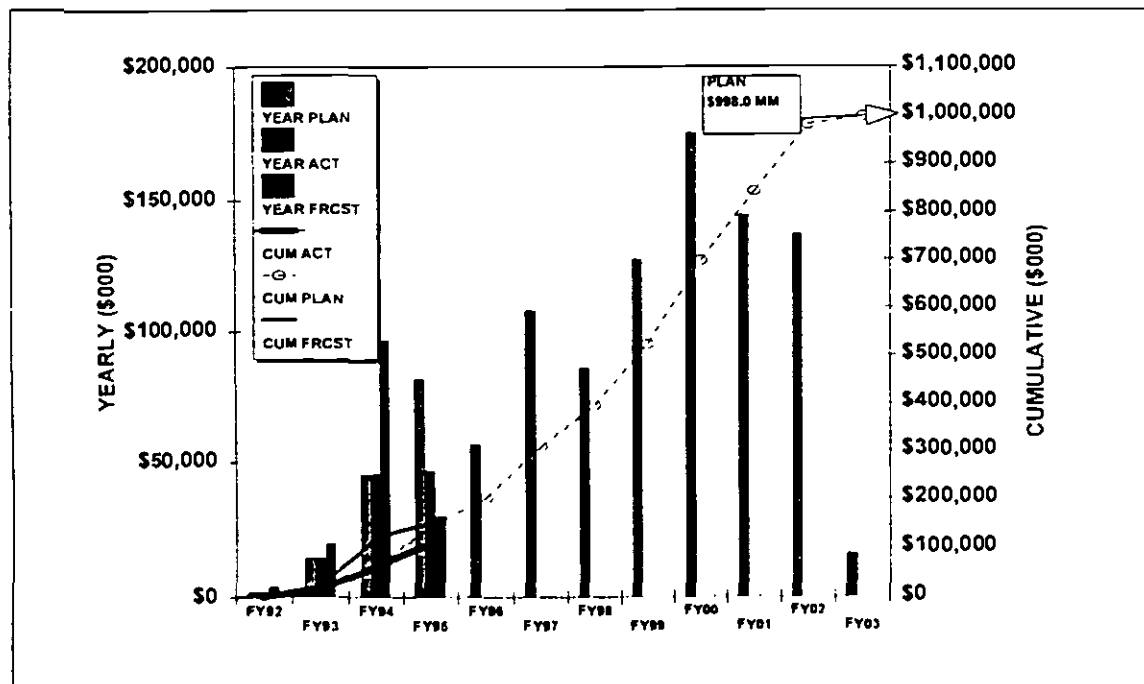
## TOTAL PROJECT COMMITMENTS



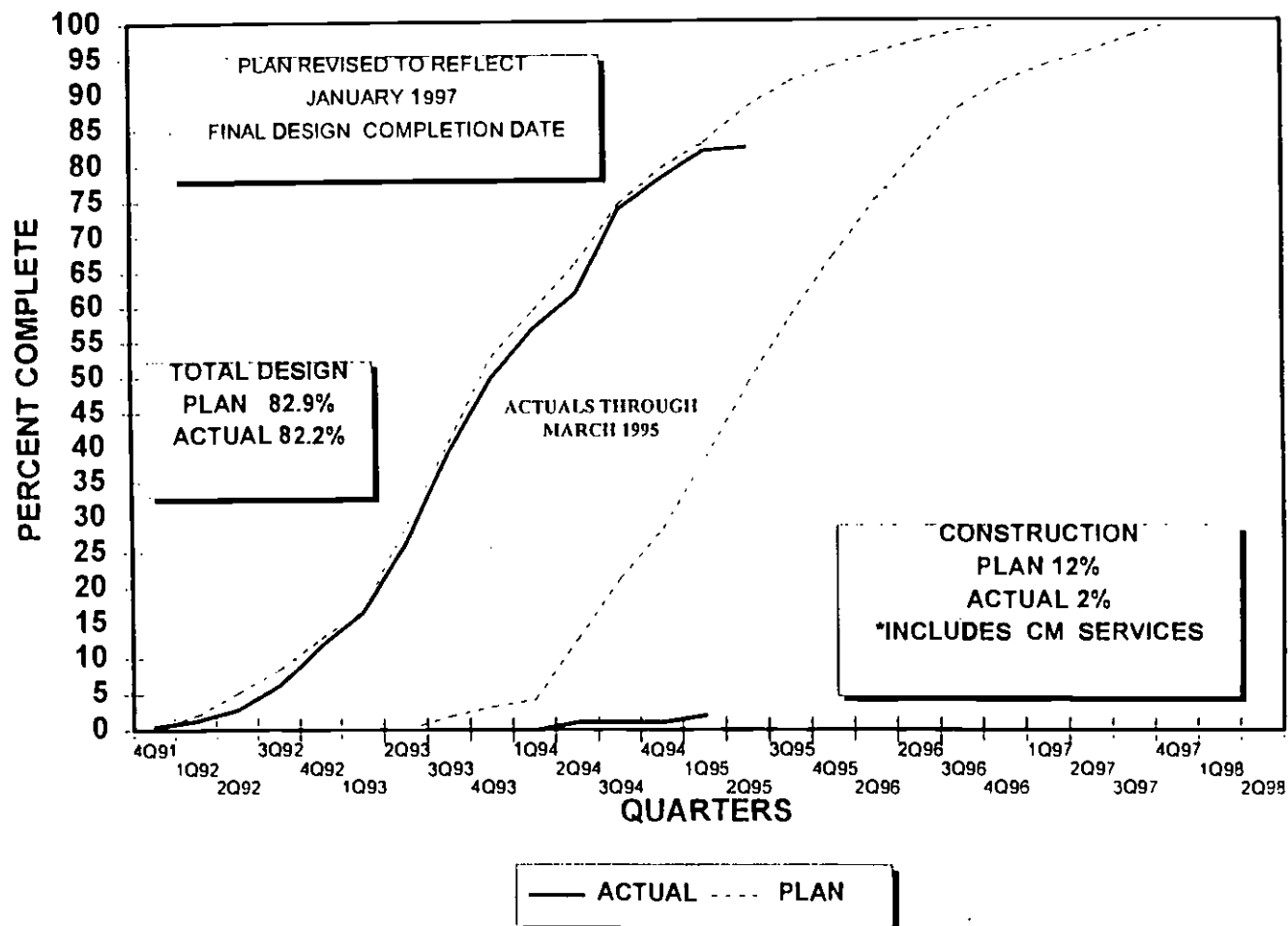
## ANNUAL PROJECT CASHFLOW



## TOTAL PROJECT CASH FLOW

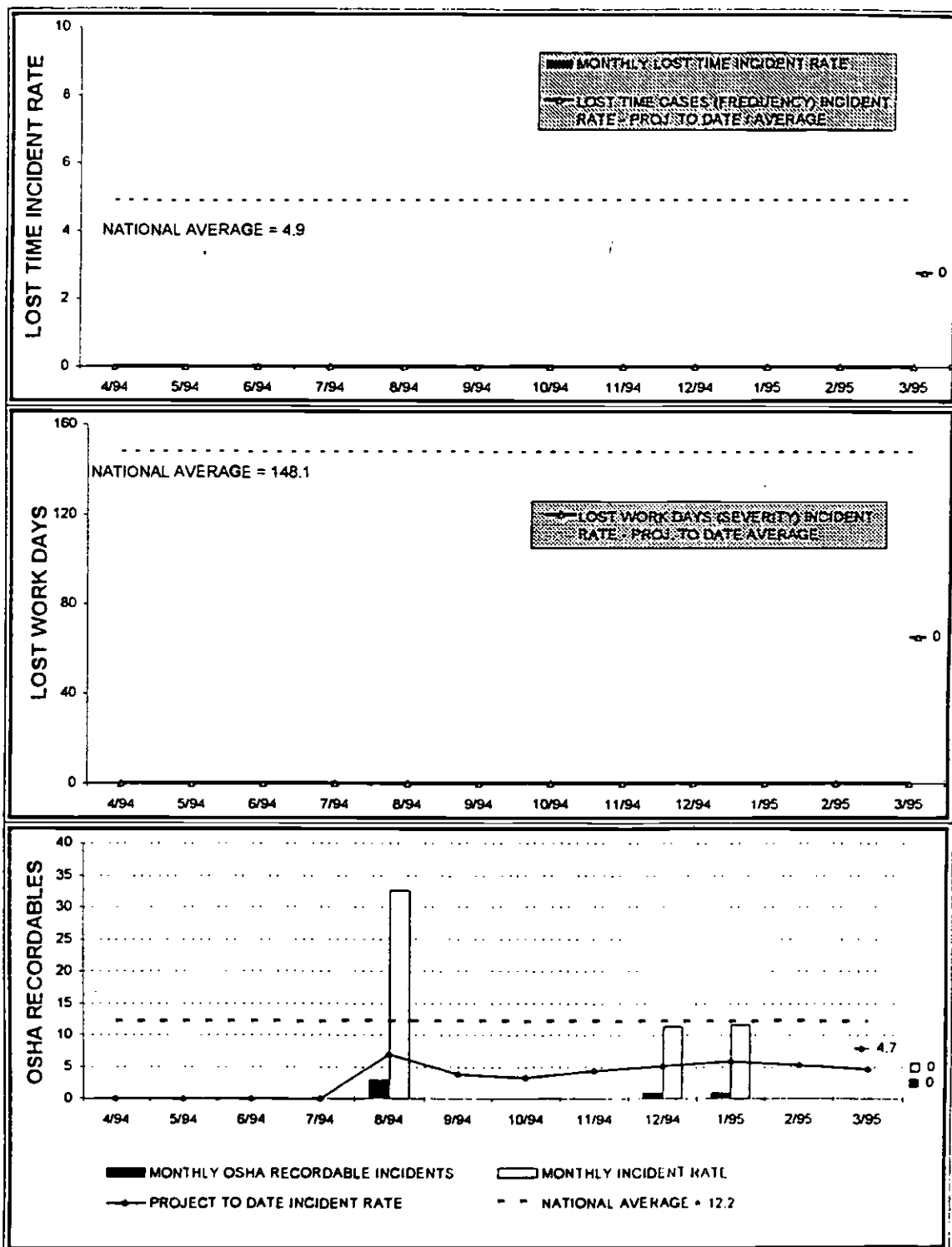


## PASADENA BLUE LINE - PROGRESS SUMMARY



**CRITICAL PATH DIAGRAM**

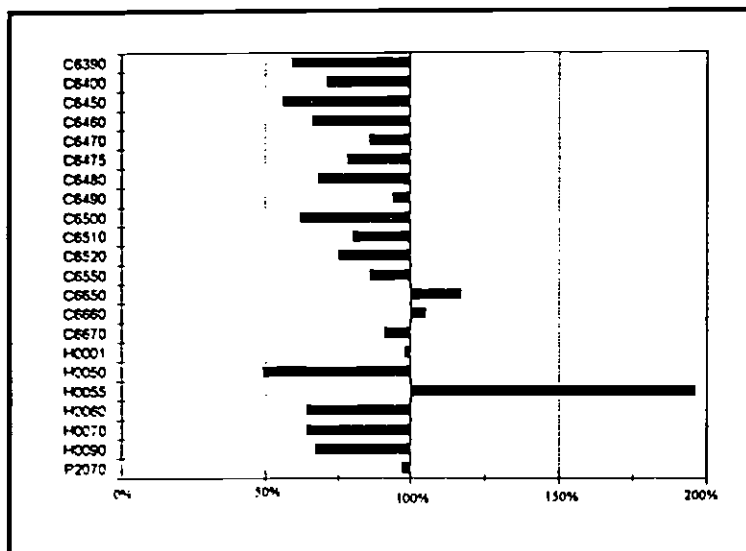
The Project Critical Path goes through C6460, Memorial Park to Sierra Madre Villa Line Segment; C6550, Trackwork Installation; H0090, Traction Electrification System Overhead Contact System; H0060, Train Control; Integrated Systems, Pre-revenue Operations and ROD.

METRO PASADENA BLUE LINE  
SAFETY SUMMARYPrepared by  
MASS TRANSIT GROUP

# Pasadena Blue Line

Design Work Only

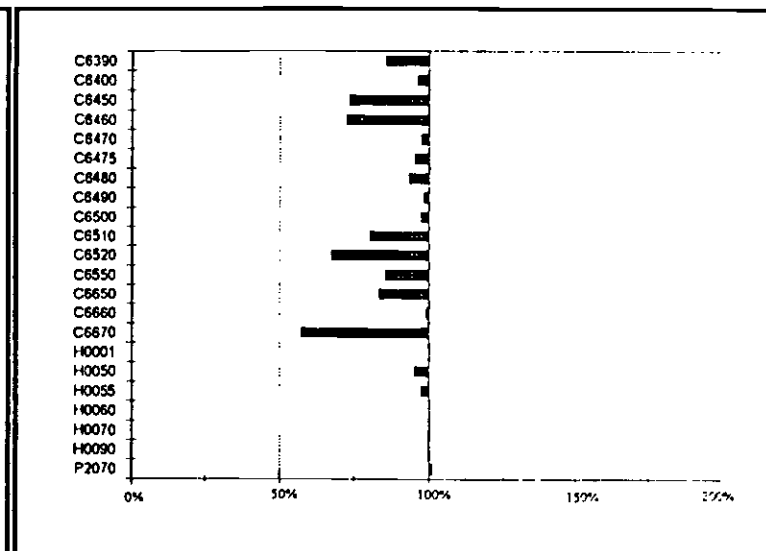
## Cost Performance Index



### CPI Legend

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

## Schedule Performance Index

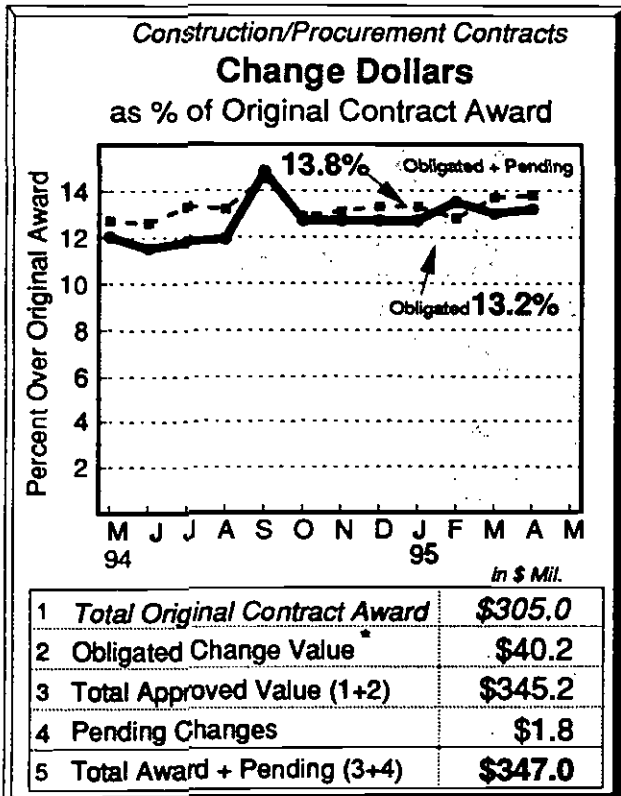
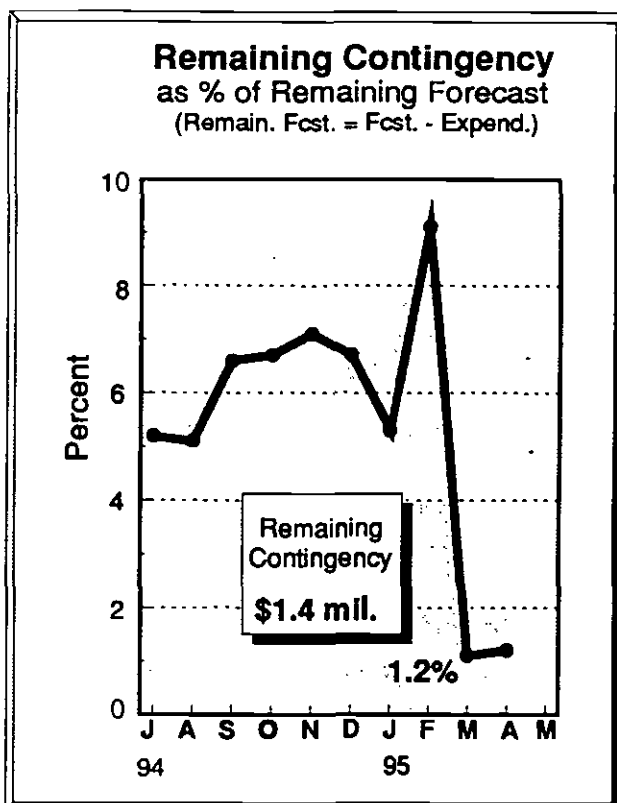
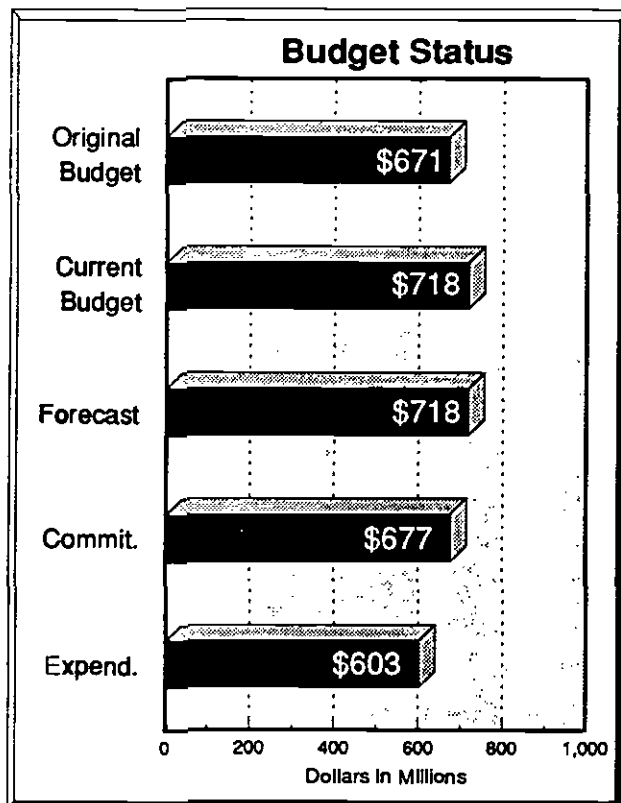


### SPI Legend

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

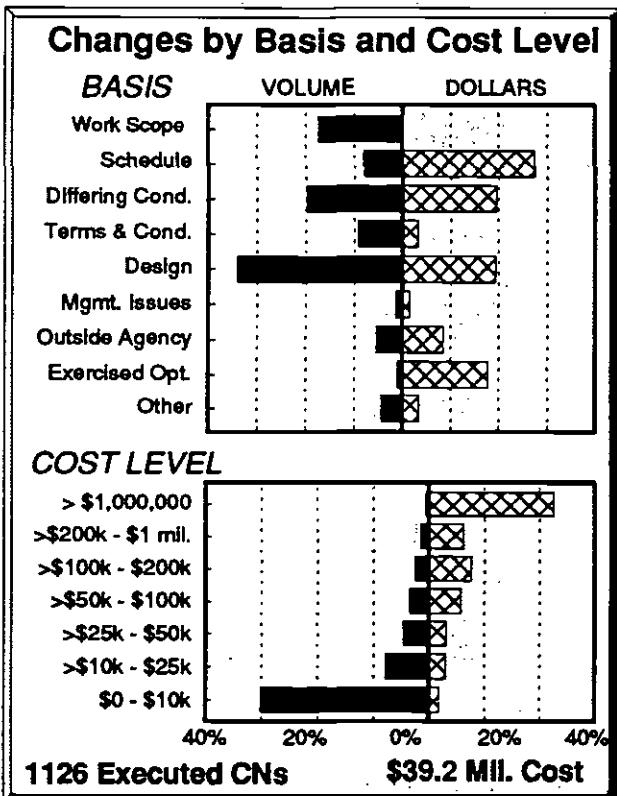
Systems design work is on hold with anticipation to resume in late 1995.

## FINANCIAL STATUS



R2304951.DRW

\* Includes Approved and NTE Authorizations



## SCHEDULE AND SAFETY STATUS

## MTA Critical Activities

June 1995

- ✓ AWARD APPROVAL  
No contract awards this month.

## Employment Status

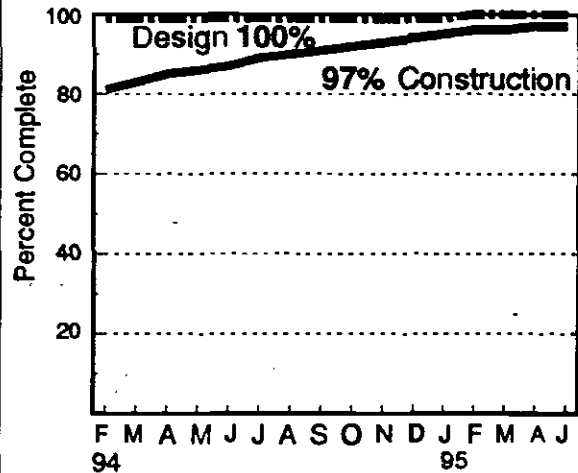
Months of Employment Provided

17,487

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

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

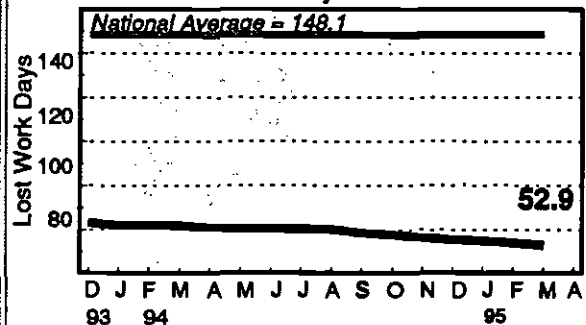
CT044-12 Construction  
Elevators/Escalators

H1100 Systems  
Automatic Train Control

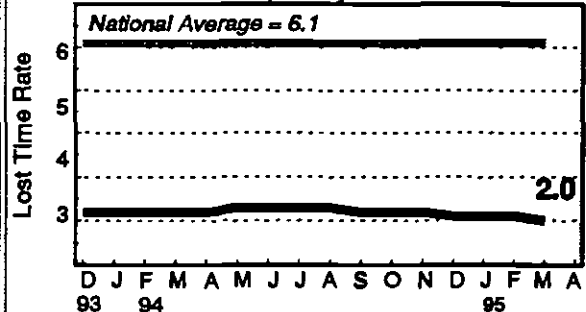
Systems Integrated Test  
Norwalk-Marine ABS

## Safety

## Accident Severity Rate - Cumulative



## Accident Frequency Rate - Cumulative





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

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

**SCHEDULE STATUS**

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 100%
- Construction Progress - Actual 97%

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

**Concern:** Without the layout and installation of the cross-connects between the SCADA RTUs to MDF data points and other contract MDF data points, the integrated testing, using SCADA, cannot be performed. Approximately 80 percent of integrated testing requires SCADA.

**Action:** The EMC was directed to do the cross-connect layout on August 24, 1994. Change Notice has been written for H0832 to perform the cross-connects.

**Status:** H0832 has performed the cross connects for the H0900 Contract from Norwalk through Compton/Marine Station. Outstanding items include finalizing cross connects for TVM's and Public Telephones. Attendant call boxes are being rewired by H0900 (per EMC direction). All outstanding cross connects should be complete by early May.

**Contract H0900 (S & SCS) Schedule Recovery**

**Concern:** The contractor's performance has continually slipped over the past twelve 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:** Contractor is proceeding with a design fix for the excessive ambient noise problem at selected stations. All LFAT/SFAT testing is substantially complete for all subsystems. Awaiting return of SESCO technicians to resolve outstanding punchlist and Change Notice items.

**KEY ACTIVITIES -APRIL 1995**

- H0832 (Cable Transmission System) completed all contract and change order work.
- H1100 (Automatic Train Control) completed control line testing - Norwalk to Aviation.
- H1200 (Traction Power Substation) completed all contract work.
- Start-Up completed SCADA/DSG Integrated Test.
- H0900 (S & SCS) completed SFAT Testing of PA and CCTV systems.
- H1310 (Signage and Graphics) commenced sign installation at the Park - n - Rides system wide.

**KEY ACTIVITIES - PLANNED FOR MAY 1995**

- C0095 (Fencing Wayside Intrusion Detection System) complete all contract work.
- H1100 (Automatic Train Control) complete acceptance testing of Start-Up vehicle carsets.
- H1100 (Automatic Train Control) complete Control Line Testing - Norwalk - Marine
- Start-Up complete Public Address Integrated Test
- Start-Up complete Station Intrusion Integration Test
- Start-Up complete SCADA/Fire Detection Suppression Integrated Test.
- Start-Up complete PA/VMS Integration Test
- H1100 (Automatic Train Control) commence Control Line Testing at Hawthorne Yard

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

Page No. 1

Project: R23 METRO GREEN LINE

Period: Mar 31, 1995 to Apr 28, 1995  
Run Date: May 1, 1995  
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	485,898	1,239	445,581	5,216	404,558	4,600	389,913	-186	478,807	-7,091
S PROFESSIONAL SERVICES	108,562	0	180,477	1,098	191,265	1,868	176,433	1,868	176,487	189	195,924	15,446
R REAL ESTATE	36,927	0	28,522	0	25,049	0	25,045	0	25,045	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	50	11,632	179	9,920	179	9,920	35	12,043	1,543
D SPECIAL PROGRAMS	4,675	0	4,790	377	4,956	415	2,676	415	2,676	0	4,790	0
C PROJECT RESERVE	59,613	0	14,131	0	0	0	0	0	0	-38	1,452	-12,678
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,263	0	-604	0	-604	0	-1,263	5,254
GRAND TOTAL	671,000	0	717,802	2,766	677,221	7,680	618,031	7,064	603,439	0	717,802	0

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

08-May-95

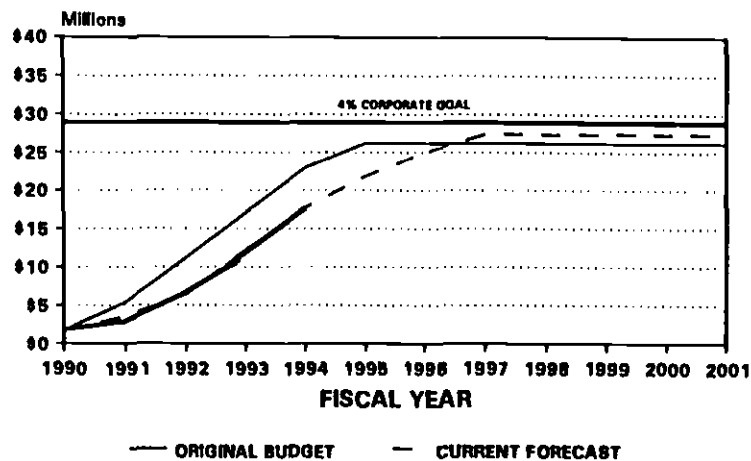
APRIL 95

## STATUS OF FUNDS BY SOURCE

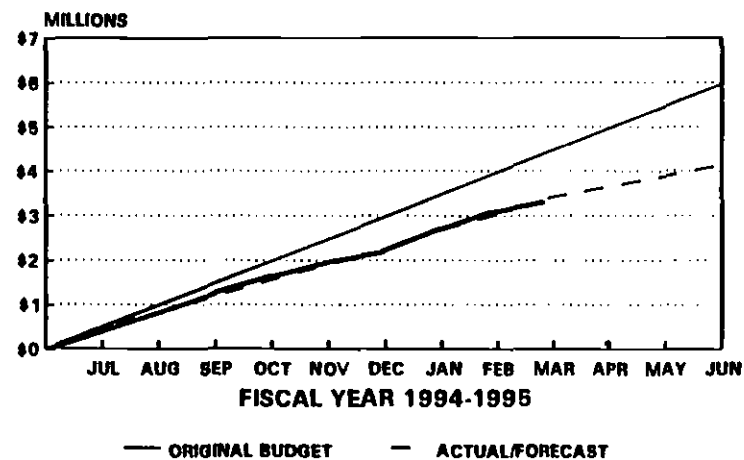
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$202,425	\$202,425	\$202,425	100%	\$202,425	100%	\$202,425	100%
PROP C (25% ALLOCATION)	\$197,847	\$132,422	\$157,342	80%	\$131,255	66%	\$131,255	66%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400	100%	\$22,400	100%
STATE PROP 116	\$84,000	\$84,000	\$84,000	100%	\$37,734	45%	\$34,200	41%
PROP C (AMERICAN DISABILITY ACT)	\$5,994	\$3,899	\$5,918	99%	\$4,489	75%	\$4,489	75%
TOTAL	\$717,802	\$650,282	\$677,221	94%	\$603,439	84%	\$599,905	84%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1995.

### AGENCY COST GREEN LINE



### FISCAL 1995 AGENCY COSTS GREEN LINE



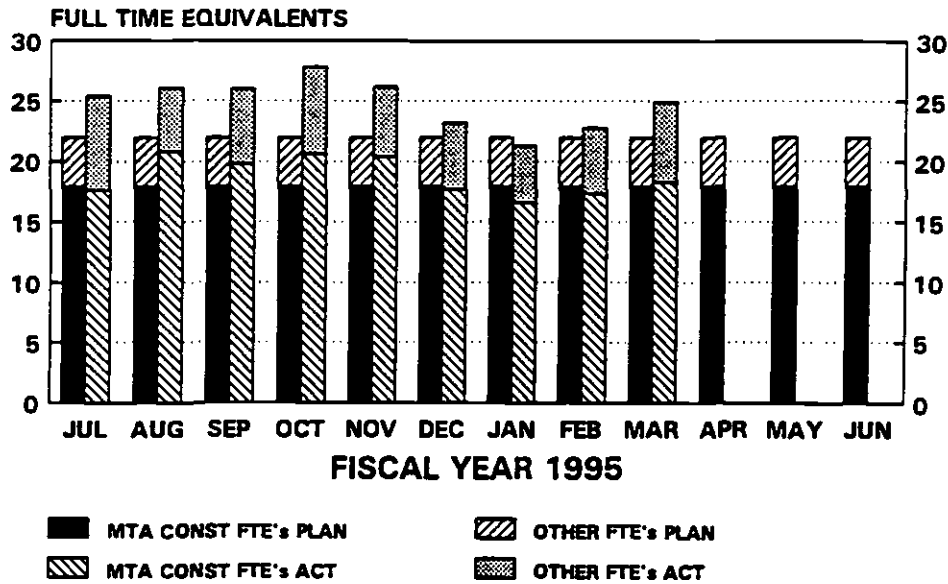
### PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$5,965
CURRENT FORECAST	\$4,117
BUDGET PLAN TO DATE	\$3,977
ACTUAL TO DATE	\$3,036

## STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

## GREEN LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	18
MTA CONSTRUCTION FTE's ACTUAL	18
OTHER FTE's PLAN	4
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	25

Metro Green Line  
**CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**  
 AS OF 04/28/95

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (B+C)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K. **	L. (J-K)	M.
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$100,000	\$3,839,910	21%	0%	\$372,991	\$187,223	\$185,768	51%
C0095	\$9,573,083	16%	\$1,488,617	\$11,061,700	\$1,307,195	\$10,880,278	88%	77%	\$184,422	\$119,650	\$61,772	96%
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$7,325,475	\$67,154,185	82%	88%	\$1,645,815	\$129,528	\$1,616,287	83%
C0101	\$11,279,960	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,897	88%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,226,282	\$8,547,819	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$10,458	\$1,141,429	9%	0%	\$102,639	\$140,160	\$87,511	133%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$668,077	\$20,008,077	25%	98%	\$2,047,461	\$0	\$2,047,461	25%
C0501	\$5,006,841	18%	\$888,144	\$5,894,985	\$788,465	\$5,795,306	89%	99%	\$89,679	\$80,069	\$19,590	98%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,030,154	\$18,644,154	87%	99%	\$1,897,846	\$0	\$1,897,846	67%
C0810	\$10,248,912	25%	\$2,585,181	\$12,814,103	\$2,227,806	\$12,476,818	87%	99%	\$337,285	\$1,900	\$335,385	87%
H0831	\$1,480,450	159%	\$2,487,474	\$3,977,924	\$2,357,949	\$3,838,399	94%	87%	\$139,525	\$138,315	\$1,210	100%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,833,047	\$11,817,135	93%	71%	\$626,365	\$161,112	\$464,253	95%
H0889	\$3,938,759	11%	\$438,876	\$4,377,635	\$265,995	\$4,224,754	85%	48%	\$152,881	\$55,000	\$97,881	78%
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$866,098	\$10,814,278	87%	16%	\$128,722	\$142,422	\$113,700	101%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$100,344	\$3,398,673	30%	39%	\$228,489	\$27,217	\$202,272	39%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,769,073	\$59,564,073	38%	41%	\$2,853,727	\$80,859	\$2,772,868	40%
H1200	\$18,798,123	15%	\$2,819,418	\$21,615,541	\$1,738,355	\$20,534,478	62%	94%	\$1,081,063	\$16,500	\$1,064,563	62%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$128,649	\$1,427,149	88%	8%	\$66,126	\$486,855	\$420,729	318%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$941,162	\$12,379,162	82%	78%	\$202,638	\$45,030	\$157,607	86%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$766,149	\$4,812,059	-275%	100%	\$1,045,059	\$0	\$1,045,059	-275%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$964,094	\$45,589,094	18%	74%	\$4,410,906	\$0	\$4,410,906	18%
TOTAL:	\$305,034,582	20%	\$59,515,489	\$364,550,050	\$40,127,557	\$345,162,118	67%	97%	\$19,387,932	\$1,811,850	\$17,576,081	70%

I = AFE increase may be required to cover pending changes

II = AFE increase required to cover obligated changes

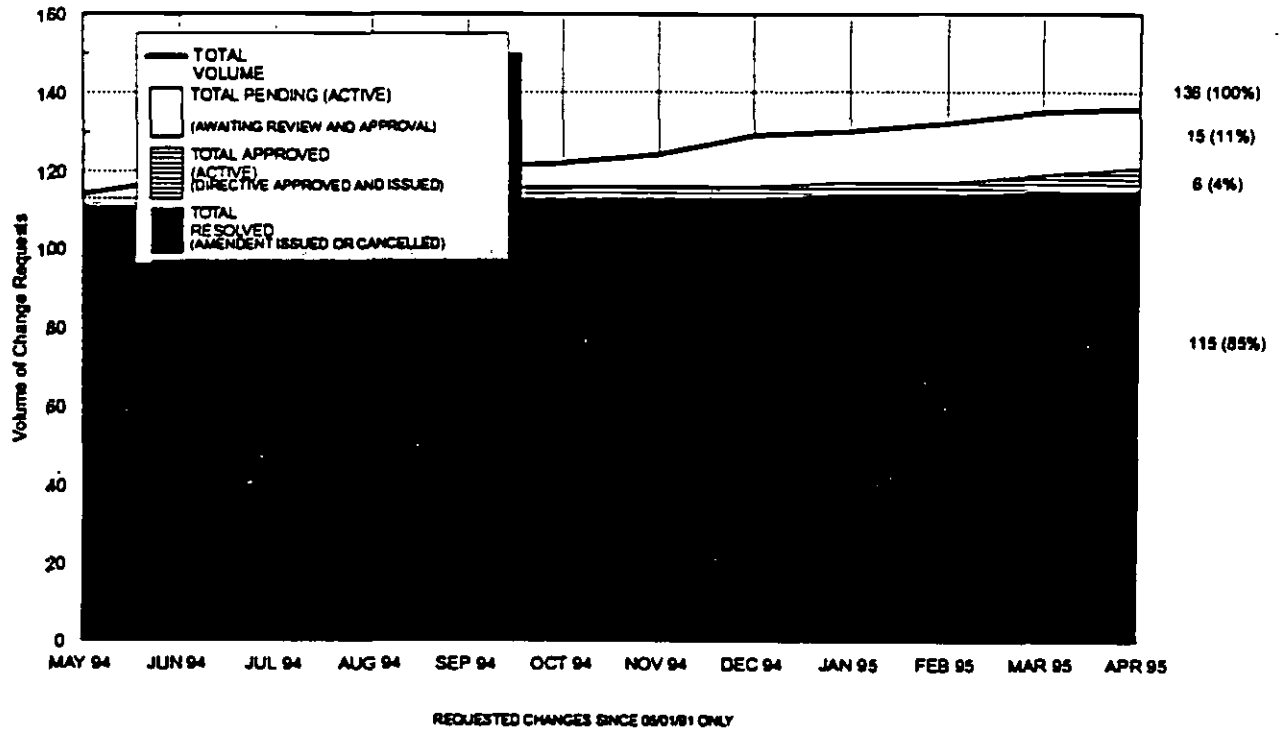
\* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.

\*\* Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

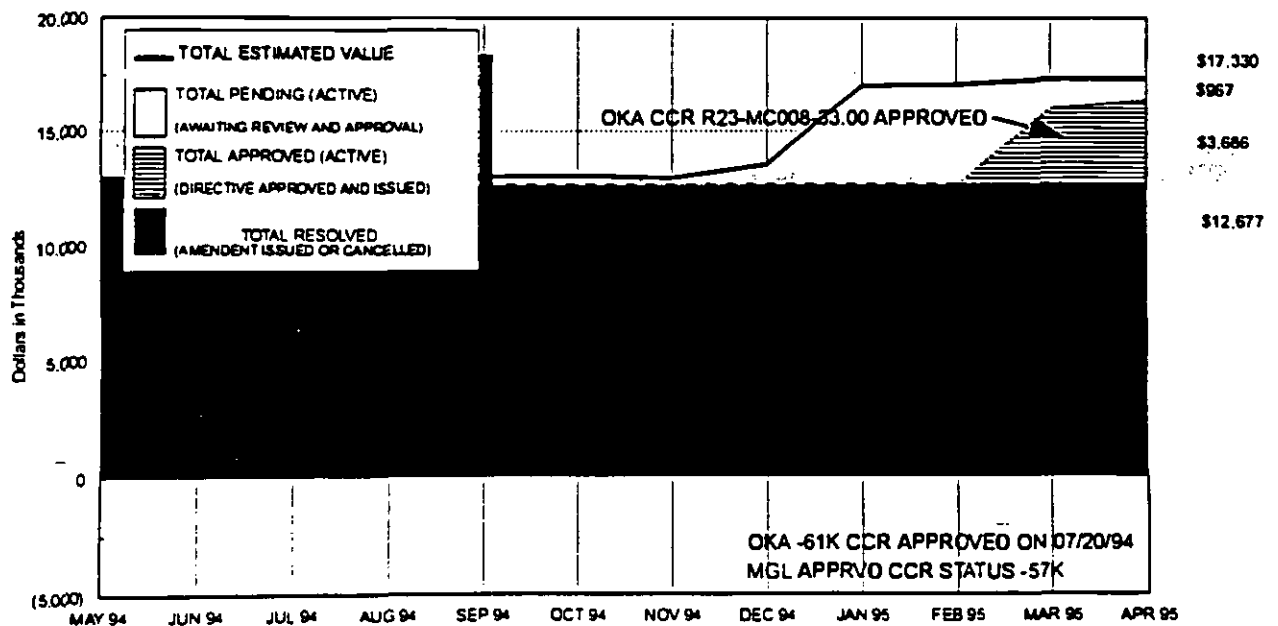


CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



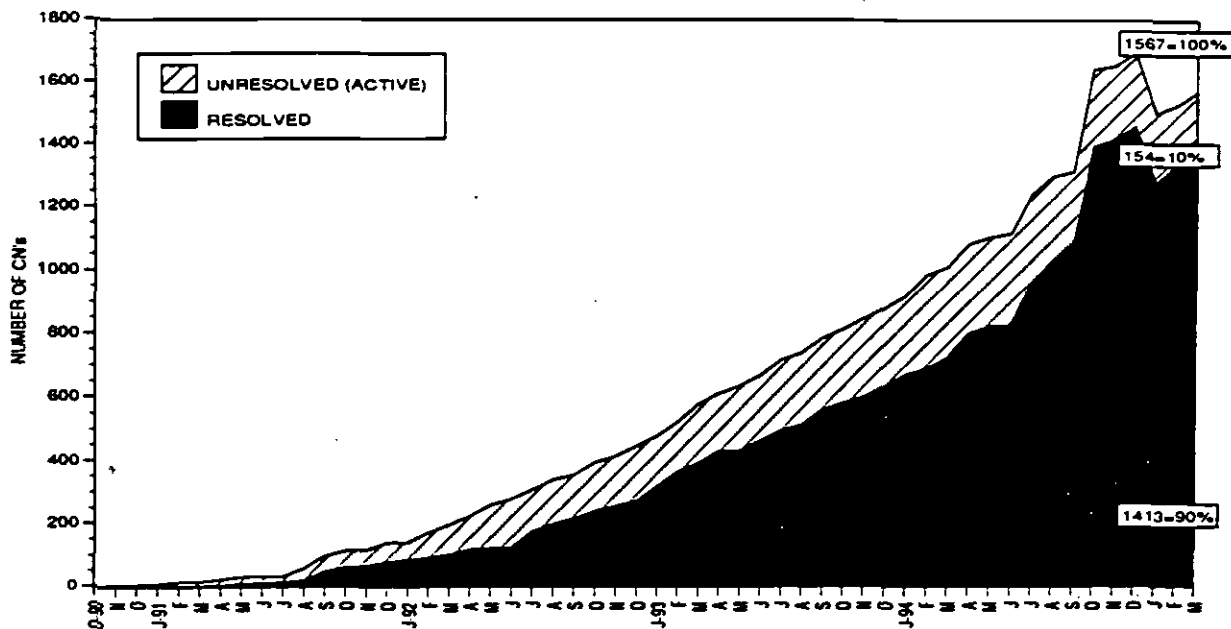
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	4	2	1	14	21
PERCENT	19%	9%	5%	67%	100%

CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

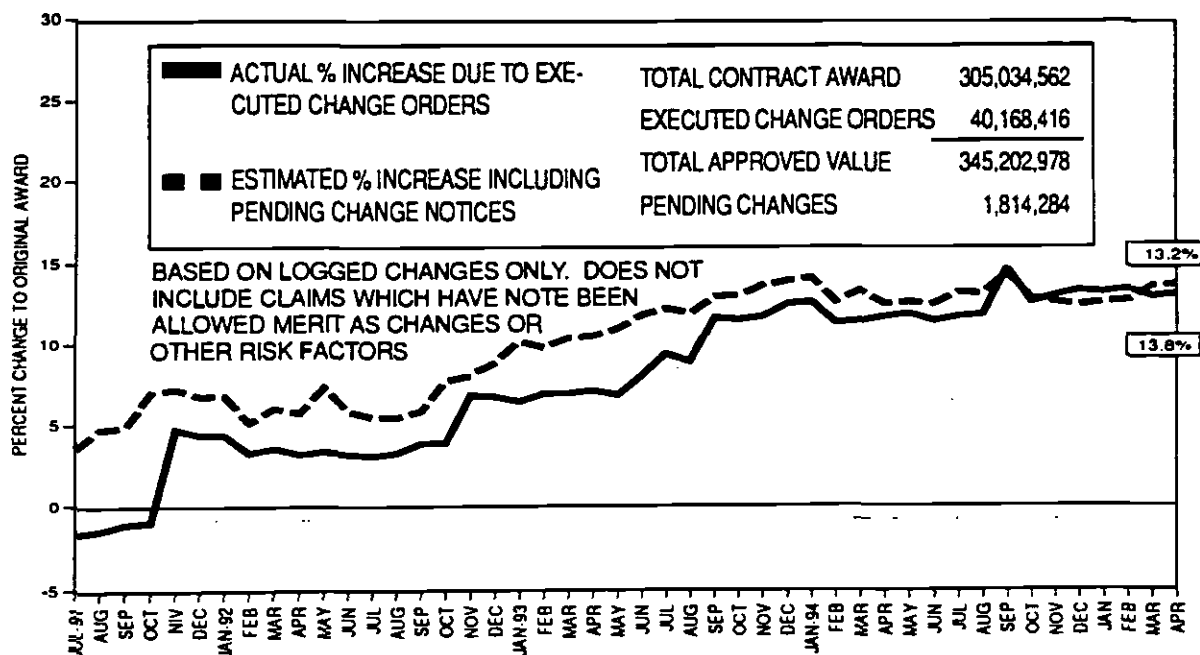
Change Notice resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60 days	61-90 days	90+ days	TOTAL ACTIVE
VOLUME	41	17	17	54	129
PERCENT	32%	13%	13%	42	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 05/02/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	0.98%	\$17,677,708.46	45.02%
> 200 - 1 MILLION	31	2.75%	\$4,910,947.78	12.51%
> 100-200	54	4.80%	\$5,963,763.81	15.19%
> 50-100K	75	6.66%	\$4,524,070.97	11.52%
> 25-50K	100	8.88%	\$2,443,574.67	6.22%
10-25K	175	15.54%	\$2,399,961.77	6.11%
0-10K	680	60.39%	\$1,349,458.24	3.44%
PROJECT TOTALS:	1126	100.00%	\$39,269,485.70	100.00%

## R23 - Metro Green Line

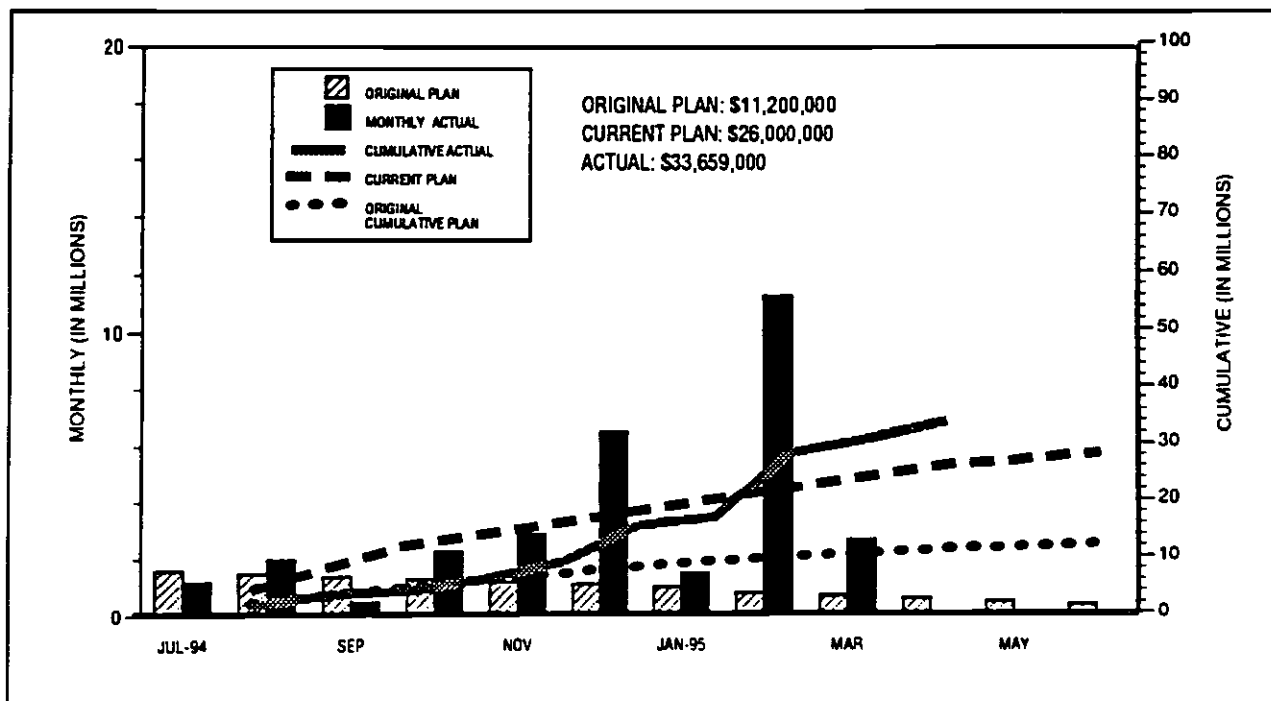
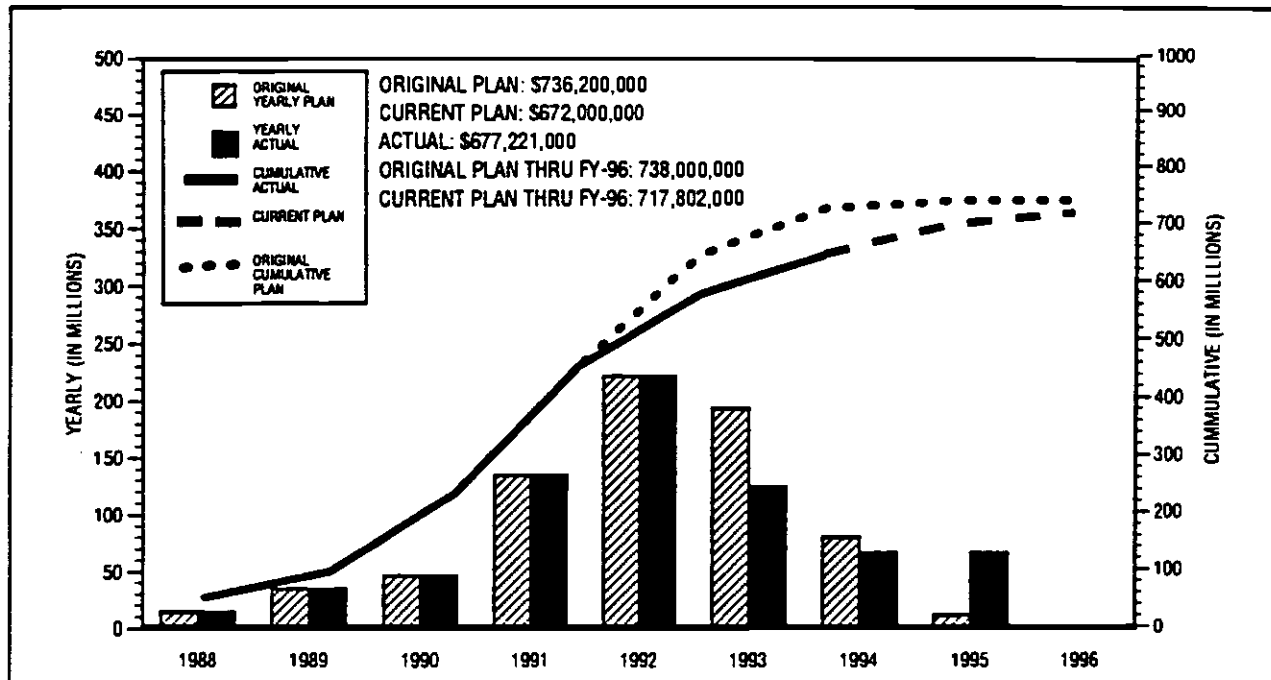
## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS  
AWARDED UNDER:  
R23C0090 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN  
EXECUTED CHANGES AS OF 05/02/95

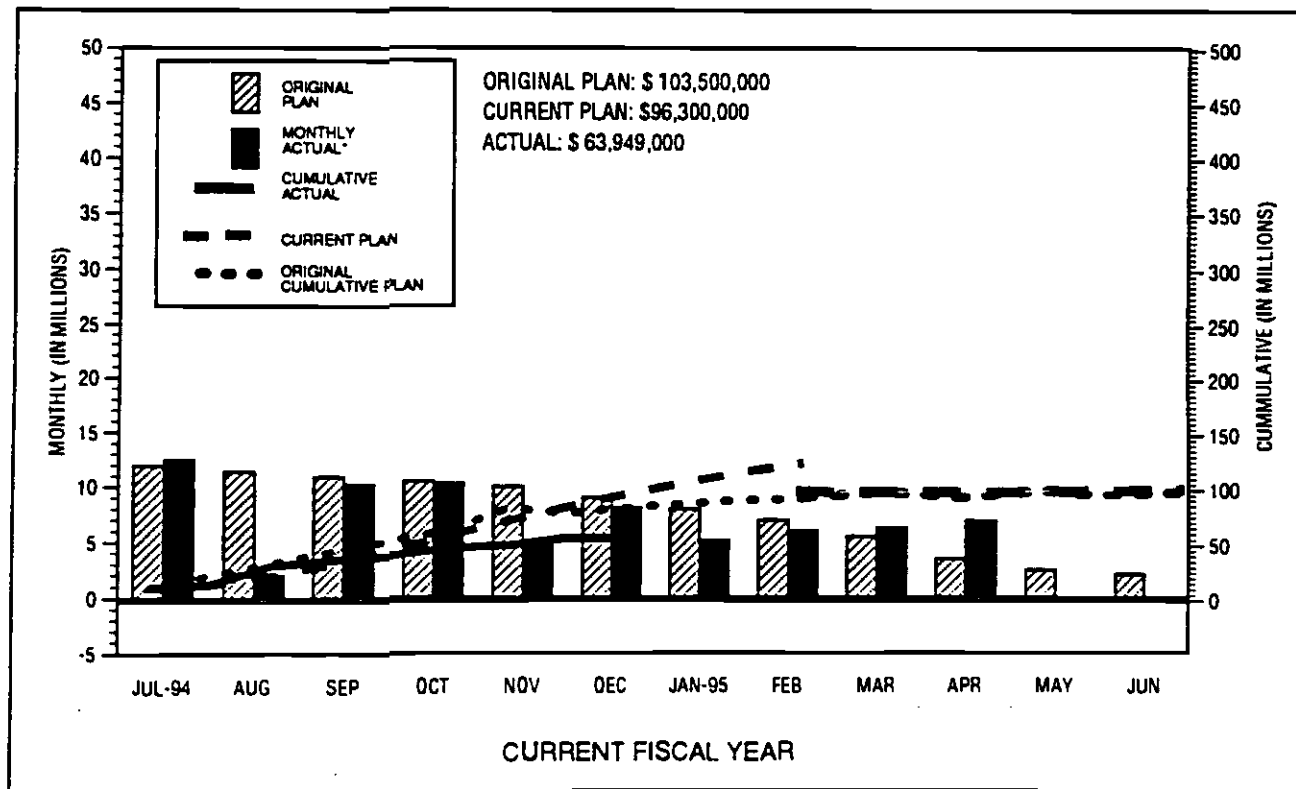
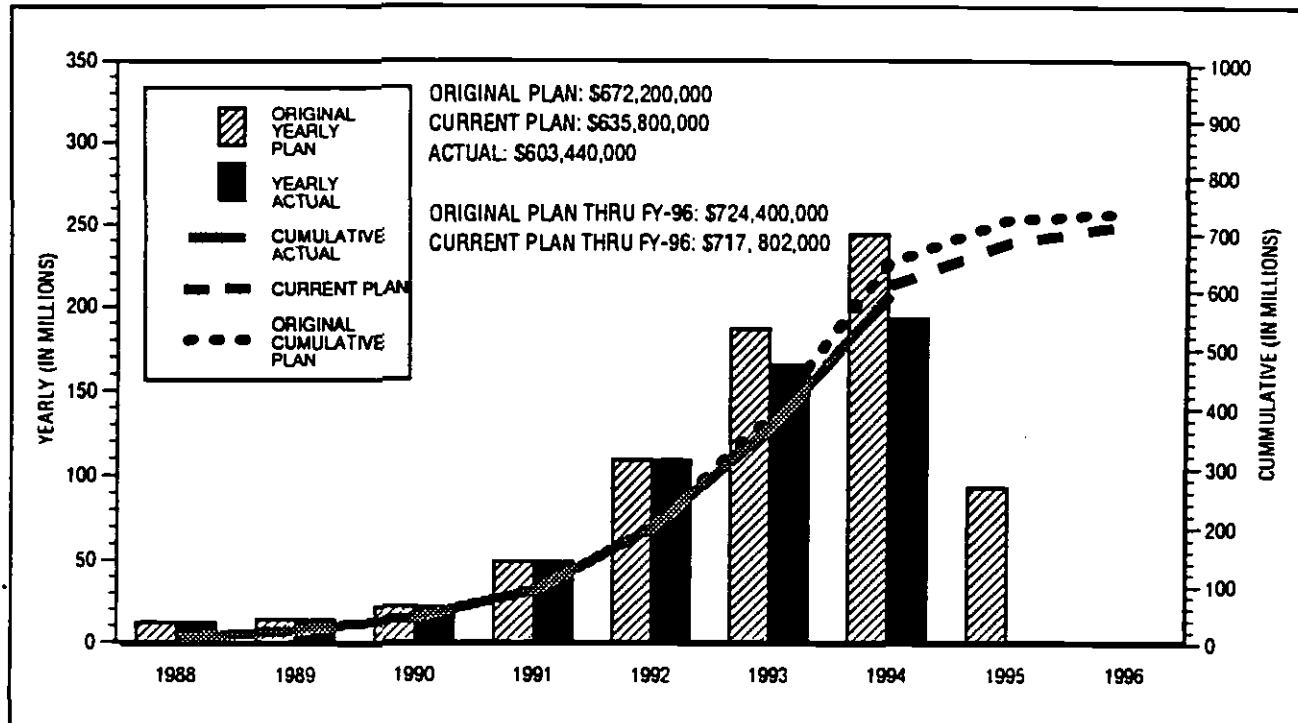
	# CN'S	% Total Volume	Change Cost	% Total Change Cost
<b>WORK SCOPE</b>				
110 EXTRA WORK	134	11.90%	\$2,226,065.35	5.67%
115 ADDITIONAL/NEW WORK	12	1.07%	\$329,796.05	0.84%
120 DELETION OF WORK	45	4.00%	(\$2,705,176.25)	-6.89%
130	1	0.09%	\$0.00	0.00%
	---	---	-----	-----
	192	17.05%	(\$149,315.85)	-0.38%
<b>SCHEDULE CHANGES</b>				
210 DELAY OF WORK (COMPENSABLE)	32	2.84%	\$9,462,961.26	24.10%
220 ACCELERATION OF WORK	18	1.60%	\$1,315,408.00	3.35%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	40	3.55%	\$16,300.00	0.04%
	---	---	-----	-----
	90	7.99%	\$10,794,669.26	27.49%
<b>DIFFERING CONDITIONS</b>				
310 DIFFERING SITE CONDITIONS	220	19.54%	\$9,821,372.54	25.01%
320 HAZARDOUS MATERIALS	1	0.09%	(\$2,313,704.64)	-5.89%
330 SAFETY CONDITIONS	2	0.18%	\$113,339.00	0.29%
	---	---	-----	-----
	223	19.80%	\$7,621,006.90	19.41%
<b>TERMS AND CONDITIONS</b>				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	46	4.09%	\$1,272,694.67	3.24%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	58	5.15%	\$0.00	0.00%
	---	---	-----	-----
	104	9.24%	\$1,272,694.67	3.24%
<b>DESIGN CHANGES</b>				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	139	12.34%	\$6,353,832.74	13.63%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	17	1.51%	\$670,215.39	1.45%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.27%	\$0.00	0.00%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	212	18.83%	\$2,452,983.05	6.25%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	11	0.98%	(\$843,084.76)	-2.15%
	---	---	-----	-----
	382	33.93%	\$7,533,946.42	19.19%
<b>MANAGEMENT ISSUES</b>				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.18%	\$2,375.00	0.01%
620 COMPREHENSIVE CLAIMS	13	1.15%	\$672,374.00	1.46%
	---	---	-----	-----
	15	1.33%	\$574,749.00	1.46%
<b>OUTSIDE AGENCY REQUESTS</b>				
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	52	4.62%	\$3,272,580.13	8.33%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	0.80%	\$44,119.62	0.11%
	---	---	-----	-----
	61	5.42%	\$3,316,699.75	8.45%
<b>CONTRACT OPTIONS</b>				
800 CONTRACT OPTIONS	10	0.89%	\$6,938,932.00	17.67%
	---	---	-----	-----
	10	0.89%	\$6,938,932.00	17.67%
<b>OTHER</b>				
900 OTHER	49	4.35%	\$1,366,103.55	3.48%
	---	---	-----	-----
	49	4.35%	\$1,366,103.55	3.48%
<b>PROJECT TOTALS:</b>				
	1126	100.00%	\$39,269,485.70	100.00%

## PROJECT COMMITMENTS



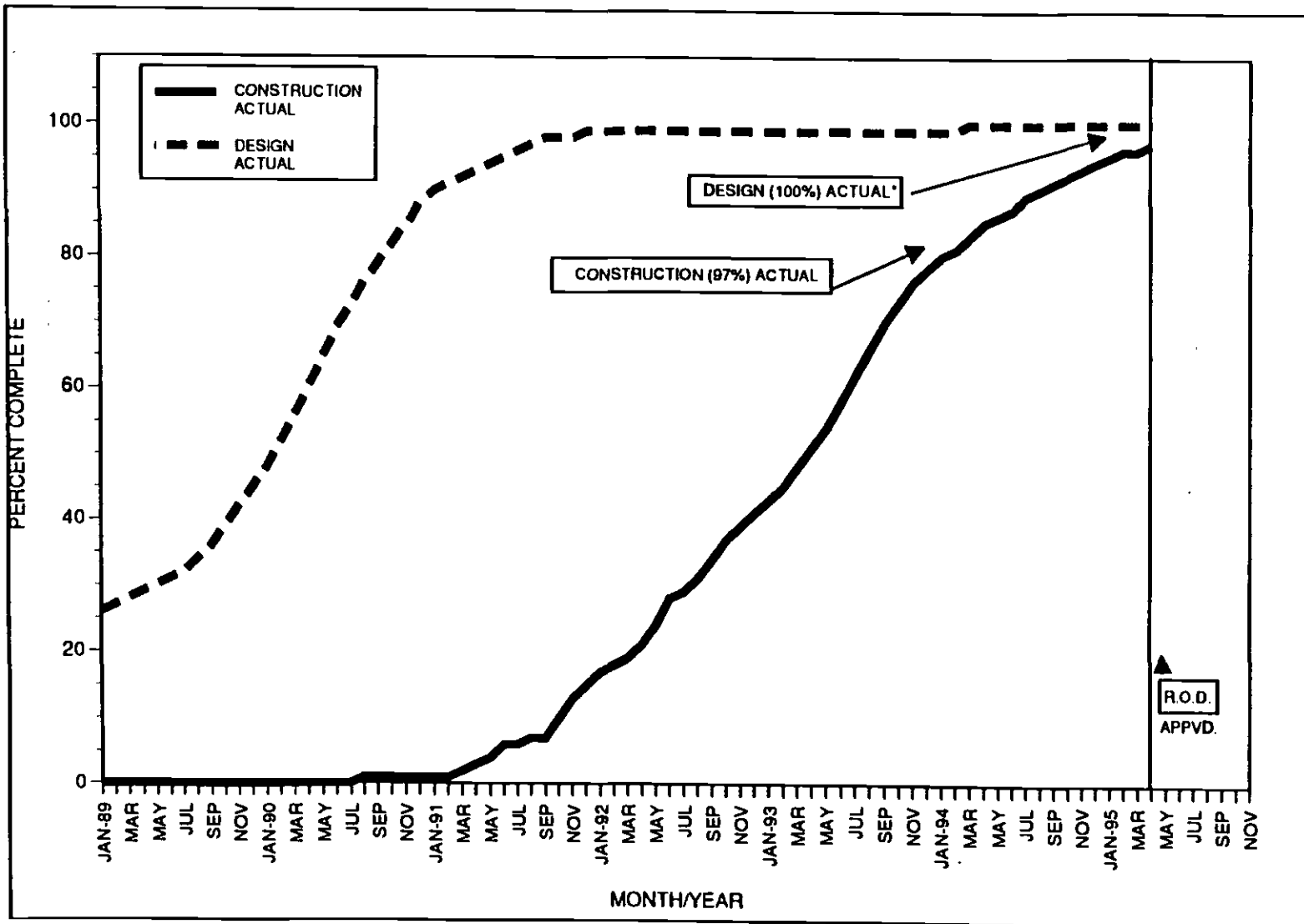
CURRENT FISCAL YEAR

## PROJECT CASH FLOW

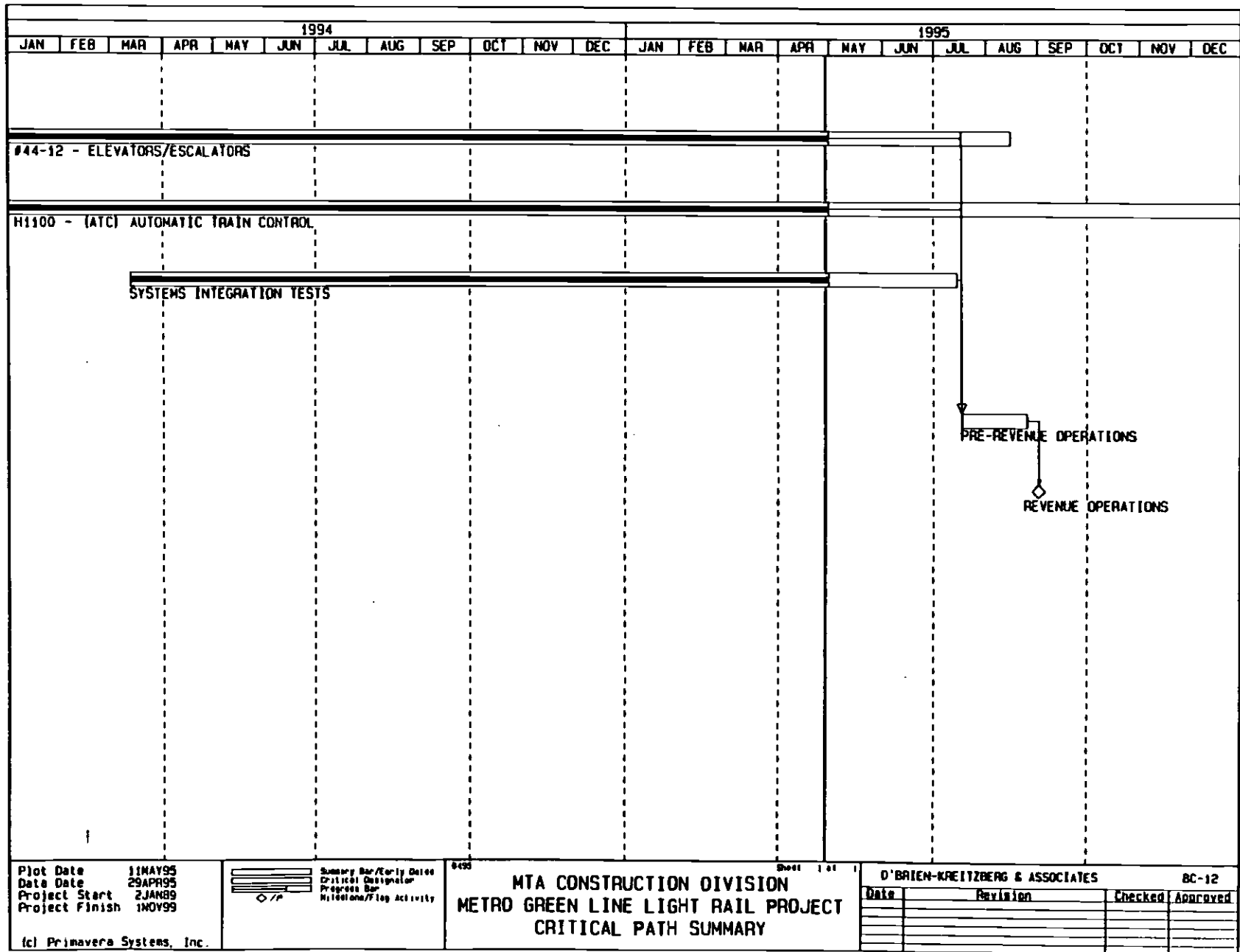


\* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

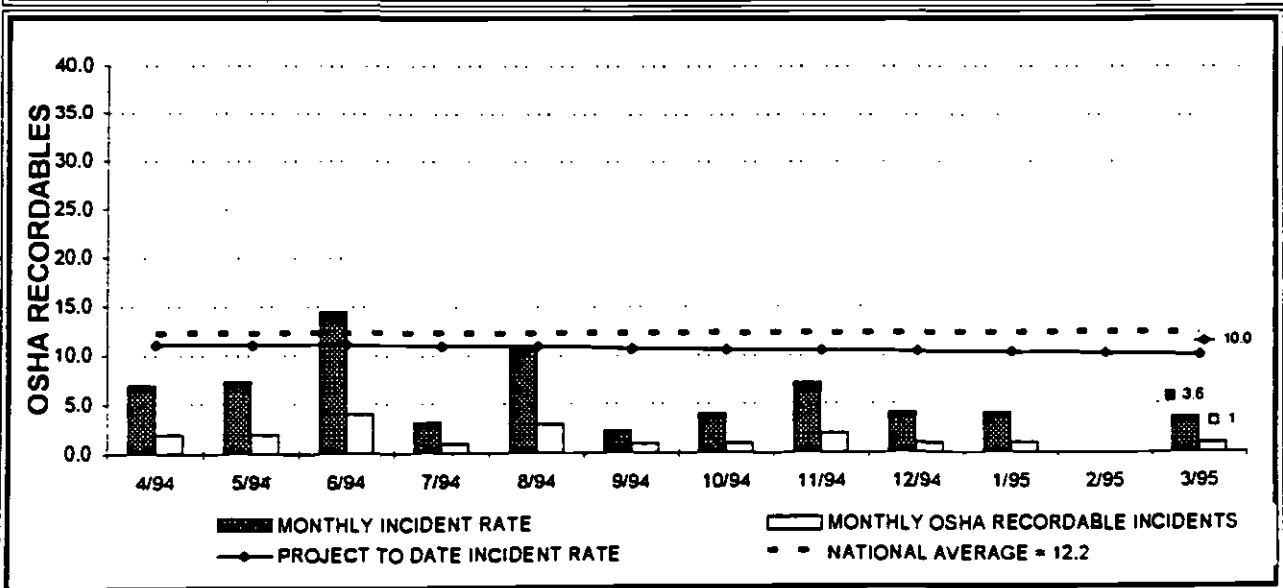
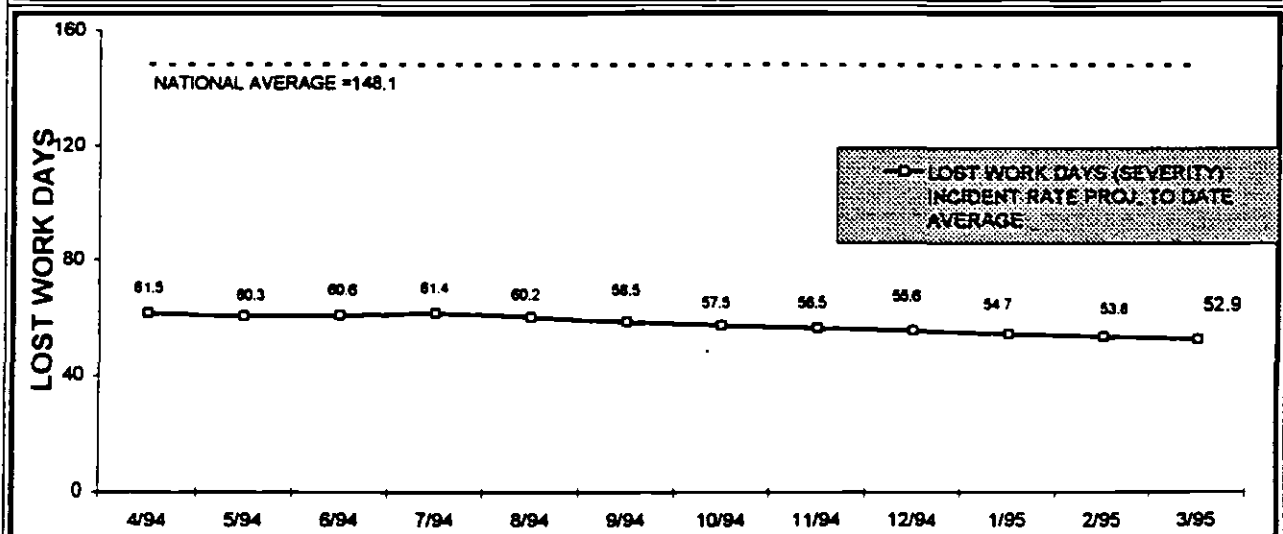
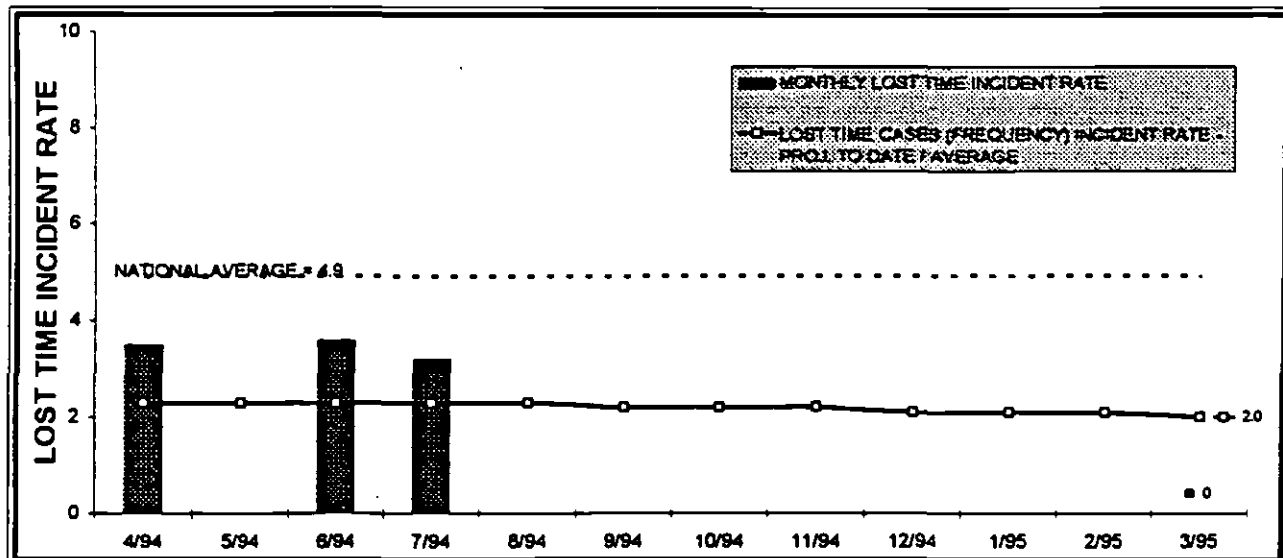
# PROGRESS SUMMARY



\* EXCLUDES NORTH COAST EXTENSION





METRO GREEN LINE  
SAFETY SUMMARYPrepared 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.		
C0170	ADA Elevators	0	0	0	0			May 95
C0400	Main Yard & Shop		0					May 95
H0831	SCADA	0	0	0	0			May 95
H0832	CTS	0	0	0	0			May 95
H0901	PIDS	0	0	0	0			May 95
H1200	TPSS	0	0	0	0			May 95
H1400	OCS	0	0	0	0			May 95
C0095	Fencing/WIDS	0	0	0	0			Jun 95
H0840	Fare Collection Equipment	0	0	0	0			Jun 95
H0900	SSCS	0	0	0	0			Jun 95
H1310	Signs & Graphics	0	0	0	0			Jun 95
C0090	Miscellaneous Construction	0	0	0	0			Jul 95
C0501	Systems Facilities Sitework	0	0	0	0			Jul 95
P2020	LRV's - 15 cars	0	0	0	0		15 cars received; Undergoing testing	Sep 95
H0889	Radios	0	0	0	0			Oct 95
C0100	Guideway Construction	0	0	0	0			Nov 95
H1100	ATC	0	0	0	0			Mar 96

## EXECUTIVE SUMMARY

## COST STATUS

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

## CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

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

CONTRACT CLOSE OUT STATUS  
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Sep 95

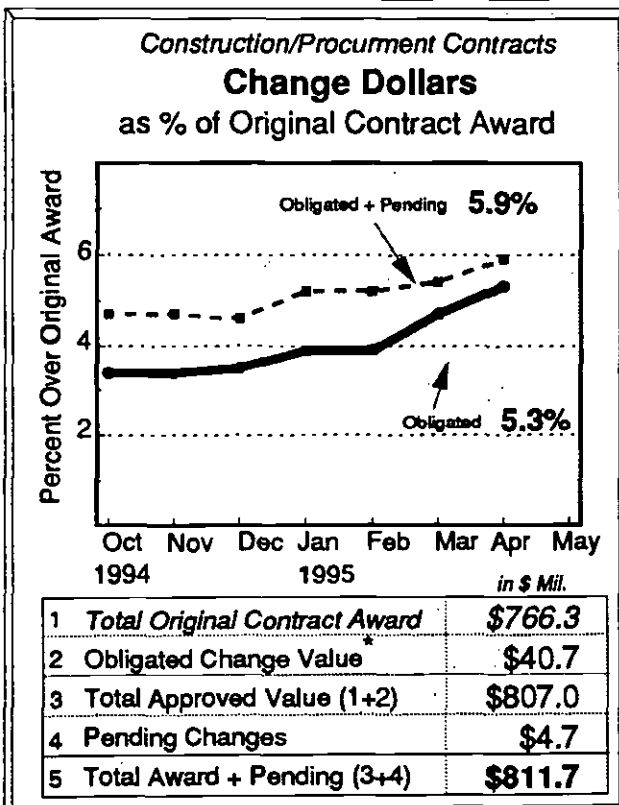
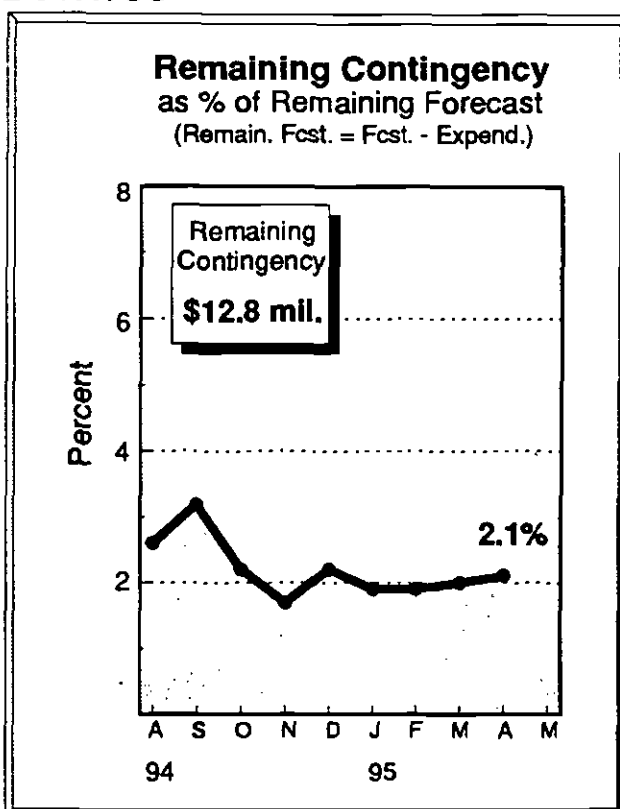
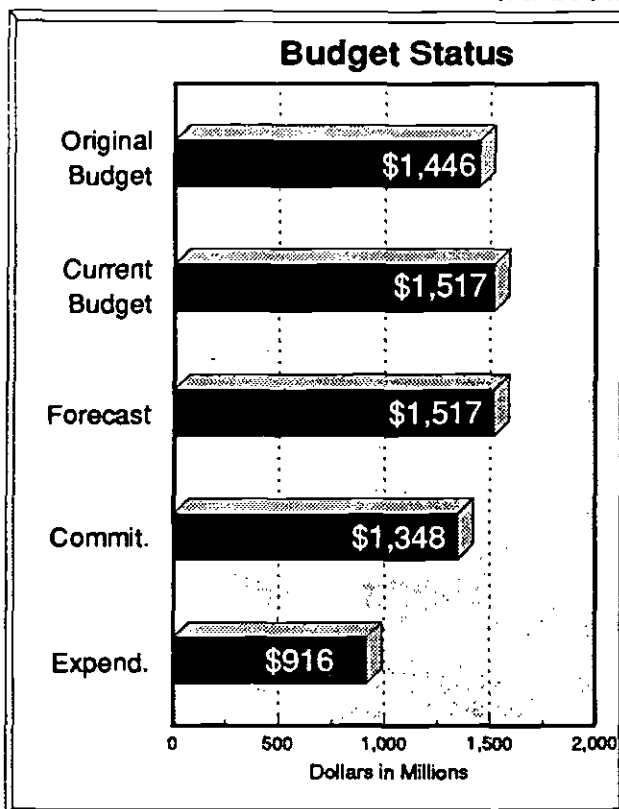
## ACTIVITIES COMPLETED

- The final Grant closeout documentation was submitted to the Federal Transit Administration on January 30, 1995.

## REMAINING ACTIVITIES

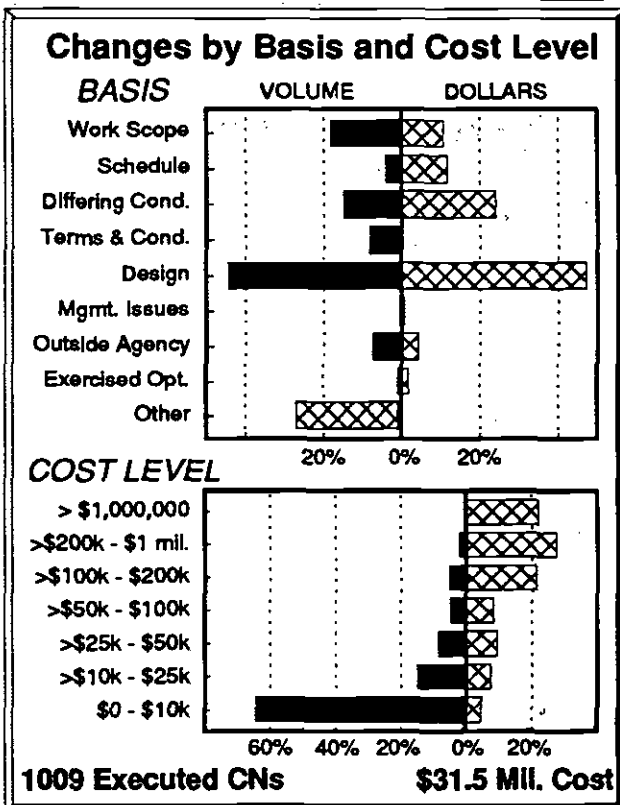
- Continue support and test of Breda vehicles.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

## FINANCIAL STATUS



R8103051.DRW

\* Includes Approved and NTE Authorizations



# SCHEDULE AND SAFETY STATUS

## MTA Critical Activities

June 1995

✓ AWARD APPROVAL

No contract awards this month.

## Employment Status

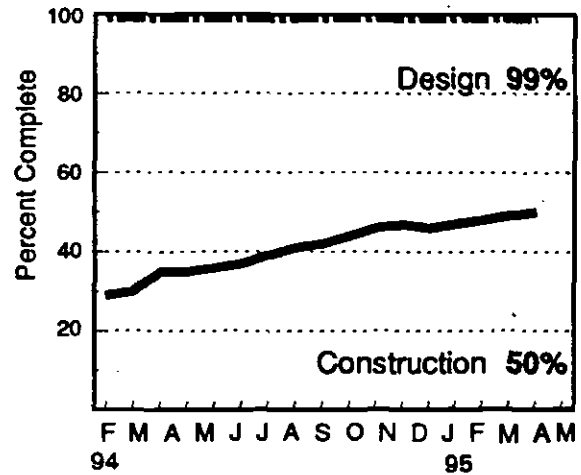
Months of Employment Provided

**26,564**

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**

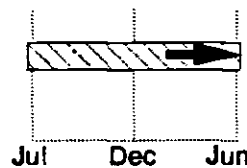
## Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

**128 days ahead  
(positive float)**

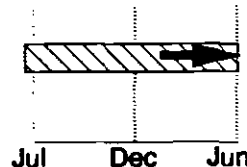
B620 Construction  
Auto Train Control



Vermont/Hollywood

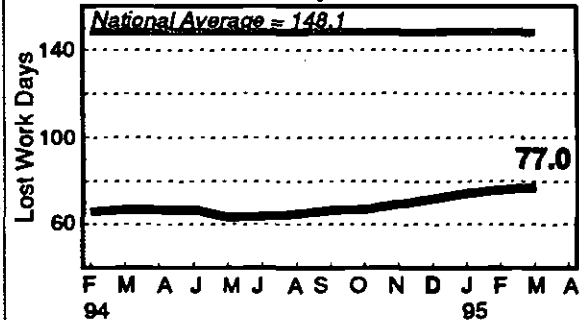
**151 days behind  
(negative float)**

B251 Construction  
Vermont/Hollywood Tunnel

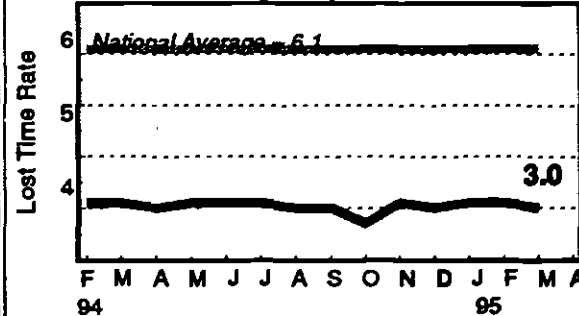


## Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



## EXECUTIVE SUMMARY

## COST STATUS

in \$ million

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

## SCHEDULE STATUS

- Revenue Operation Dates:
  - Wilshire Corridor Planned: July 1996
  - Vermont/Hollywood Corridor Planned: September 1998
- Design Progress
  - Planned: 99%
  - Actual: 99%
- Construction Progress
  - Planned: 55%
  - Actual: 50%

## 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	89	88	1	0	0
LAST MONTH	89	87	2	0	0

- There are 89 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, three temporary construction easements, three part-takes, one temporary license, and one ground lease. Six additional parcels have been added for temporary Rights of Entry.

---

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

## EXECUTIVE SUMMARY (CON'T)

To date, 88 parcels have been acquired. Forty-seven of the 88 parcels were acquired through negotiated acquisitions, and the remaining were acquired through condemnation. The one remaining parcel is a ground lease agreement and is not required by a contractor for construction.

## AREAS OF CONCERN

### ONGOING

#### **Contract B221, Wilshire/Normandie Station and Contract B215, Wilshire/Vermont Station, Permanent Power Availability**

**Concern:** The potential for the earliest completion of the Wilshire Corridor depends upon beginning systems integration testing at the earliest window of availability. Many of the tests require the use of permanent power. Any new electrical changes to Wilshire Corridor Stations could impact the permanent power availability.

**Action:** Strong communication with DWP needs to be made to stress the importance of its contribution to the overall system completion. Any non-critical changes affecting the station electrical system should be withdrawn.

**Status:** 1) Contract B221: DWP is scheduled to complete work to facilitate permanent power by mid-May 1995. The B631 contractor awaiting completion of facility electrical changes is scheduled to have permanent power activation by the end of May 1995.

2) Contract B215: DWP has accepted the room with condition that the door hardware must be installed before energization. DWP is scheduled to complete work to facilitate permanent power by late June 1995. The B631 contractor is scheduled to have permanent power activation by mid-July 1995.

## AREAS OF CONCERN (CON'T)

### Vermont/Hollywood Corridor Cost Containment

- Concern:** Wilshire Corridor station contracts experienced an average rate of cost growth in excess of ten percent. Continued escalation at the present rate would jeopardize remaining contingency.
- Action:** Develop a cost containment plan for Vermont/Hollywood station contracts to maintain the budget and the ten percent cost growth limit.
- Status:** Parsons-Dillingham developed and submitted to MTA a list of proposed cost reduction items. MTA has established a panel to review recommendations and select candidate items to pursue with management.

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

- Concern:** The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast continues to be later than the planned date of September 28, 1998. This is primarily due to Hollywood tunnel excavation delays. The critical path runs through the Hollywood Boulevard implementation activities, HAR and HAL tunneling, tunnel concrete placement between Vine and Western, and Contract B271, Hollywood/Western Station, lower station excavation access.
- Action:** Perform detailed program review based on current production rates to forecast minimum ROD slippage.
- Status:** The Hollywood Tunnel mining started on January 6, 1995, for HAR tunnel, and the HAL tunnel mining started on February 3, 1995. It is forecast to be completed by mid-May 1995. Contract B271 work has been suspended to avoid additional costs due to early mobilization of station excavation equipment and labor. Contract B281 has been given a work restriction for the station lower excavation work, but this restriction will not impact the Vermont/Hollywood critical path. The B251 contractor is being directed to provide the necessary resources to prosecute the work that must be done on a concurrent basis to achieve required progress against the schedule. The B251 scope of work required prior to beginning lower station excavation on Hollywood is being evaluated by Segment 2 and Segment 3 teams, who are preparing options to minimize cost and schedule impact.



## AREAS OF OPPORTUNITY

### ONGOING

#### Wilshire Corridor ROD

**Opportunity:** Achieve earliest possible ROD without incurring additional cost.

**Action:** Continue to manage current master schedule plan.

**Status:** Current master schedule forecasts that Wilshire Corridor pre-revenue operations could commence in February 1996, with ROD as early as March 1996.

#### Systemwide

**Opportunity:** Ability for systems integration testing to begin as early as possible.

**Action:** Ensure MTA Operations staff is available to support early August 1995 systems integration testing.

**Status:** Required MTA operations staff is planned to be available for all tests. Back up plan is to use available contractor support to maintain test schedule. B290, B620, and B631 contractors installation to be ready to support initial systems testing by the end of June 1995.

#### Contract B610, Trackwork Installation, Vermont Tunnels Early Access

**Opportunity:** The Vermont/Hollywood tunnels will be completed in advance of the stations, and the availability of the tunnels could help recover some lost time by providing advance access to B610 contractor.

**Action:** Parsons-Dillingham to establish a plan to allow the trackwork contractor early access to the completed tunnels and a work around plan with the station contractors, including tunnel ventilation at all stages of construction.

**Status:** Based on the current master schedule, tunnels are complete from 8 to 12 months in advance of the stations. Access and ventilation requirements are being compiled for each tunnel.

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

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

**NEW**

**NONE**

**ONGOING**

**August 1994, Grantee Staffing**

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

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

**Status:** The MTA has responded to the recommendations in Spot Report No. 1. Implementation of some of the recommendations were postponed pending the release of the results of the Arthur Andersen report. This report was released in April and is being reviewed.

**RESOLVED**

**NONE**

**KEY ACTIVITIES - APRIL****Design**

- B251, Vermont/Hollywood Tunnel, prepared and issued Design Change Notice (DCN) R81-95-30 "Replace Lightweight Grating at Emergency Exits #18 and #19 with Sidewalk Grating" and DCN R81-95-13 "Increase Distance between ATC Conduit and Tunnel Standpipe." Prepared DCN R81-95-24 "Modify ATC Junction Box to Open Top Design."
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance: responded to in-progress submittal comments. Completed and issued the pre-final design submittal as scheduled.
- Contract B281, Hollywood/Vine Station, coordinated preparation of DCNs on HCIP parking lot, electrical hand hole, and Emergency Exit #9.
- Contract B620, Automatic Train Control, prepared Change Order for the deletion of fire telephone system. Reviewed prefinal submittal for Contract B680, Operational Graphics. Reviewed numerous lift drawings for the Vermont/Hollywood Corridor station contracts.
- Contract B645, Transit Automatic Controls and SCADA, finalized the configuration interface for MTA's Rail Information Management System and variable message signs.
- Contract B710, Escalators and Elevators, prepared DCN R81-95-37 for wiring to station CIC for Contracts B215, B221, and B231.
- Contract B760, Signs and Graphics Procurement, prepared signs and graphics design for the Kaiser Entrance - Vermont/Sunset Station (Contract B263).
- Contract B761, Illuminated Signs and Edgelights Procurement, prepared signs and edgelights design for the Kaiser Entrance - Vermont/Sunset Station (Contract B263).

**Construction**

- Contract B215, Wilshire/Vermont Station, Stage 2, completed concrete pour for the walls and columns of the courtyard level of the entrance structure of the station. Continued placing steel reinforcement, form work, pouring concrete to the internal walls and elevator pits, and structural backfill behind the external walls.

## KEY ACTIVITIES - APRIL (CON'T)

- Contract B221, Wilshire/Normandie Station and Line, completed installation of sidewalk on the north side of Wilshire Boulevard. Also moved three lanes of traffic from south to north of Wilshire for street restoration work on south side. Completed installation of transformers in DWP room. Also installed DWP incoming service from the manhole at the street to station with cables pulled and terminated.
- Contract B241, Vermont/Beverly Station, completed tiebacks in top four levels at south bulkhead and top eight levels at north bulkhead.
- Contract B251, Vermont/Hollywood Tunnel, continued mining HAR and HAL tunnels. Arch pours are complete in VAR and VAL tunnels. Placing of safety walk and contact grouting of liners south of B241 are near completion. Completed crosspassage arch pours. Completed compaction drilling at La Reina Building (HAL/HAR).
- Contract B252, Vermont/Santa Monica Station, continued support steel and wale installation along Level 1 at north bulkhead and Level 2 east and west from piles 5-129; began Level 3 east and west from piles 2-54. Installed wood lagging in the south muck pit, along the east wall Level 2 at pile 44 and other miscellaneous locations.
- Contract B261, Vermont/Sunset Station, continue support of utilities from the south bulkhead north on Vermont to the north bulkhead. Excavation began April 6, 1995.
- Contract B271, Hollywood/Western Station, no excavation was performed due to the suspension of work notice that was issued on December 14, 1994. The Contractor continued with submittals and accepting deliveries of excavation support system material.
- Contract B281, Hollywood/Vine Station, completed Phase IV of the temporary decking system on Hollywood Boulevard from El Centro Avenue to the west bulkhead and side structures on south side of Hollywood Boulevard. Decking operation is 95% complete. Station excavation to strut Level A is 85% complete.
- Contract B610, Trackwork Installation, completed trackwork installation. Contact rail installation is 80% complete. Testing and punchlist work on contact rail is being performed by the Contractor.

**KEY ACTIVITIES - APRIL (CON'T)**

- Contract B620, Automatic Train Control, subcontractor is routing ATC cable from the trough to wayside junction boxes, which are currently being installed. Fiber optic cable is being pulled in the AR alignment. All interlocking layout drawings have been submitted and reviewed. Prime contractor is testing the relay logic in the rooms.
- Contract B641, Radio System, continued procurement of cable and radio equipment. The initial shipment of antenna cable was received at the main yard on March 28, 1995.
- Contract B642, Public Address, all open design and interface issues have been resolved. The Contractor is continuing system software development.
- Contract B644, Fiber Optic and Cable Transmission, Contractor delivered Segment 2 spares, diagnostic test equipment, special tools, and refurbished 828AF multiplexers from Segment 1 retrofit to MTA.
- Contract B645, TRACS, major software components were being integrated with work continuing on screen display development.
- Contract B648A, Communications Installation and Gas/Seismic (Wilshire Corridor) installation of Blue Light Stations is complete. Installation of intrusion detection systems, EMP, command posts, CCTV, fiber optic equipment and seismic bracing continues.
- Contract B710, Elevators/Escalators, substantially completed surface to mezzanine WWS-01, 02, elevator WWL-01 and CAL/OSHA inspection held on March 13, 1995. Mezzanine to platform WWS-03 and 04 and elevator WWL-02 are substantially completed.
- Contract B740, Ventilation Equipment, B740 damper remedial work that began on February 28, 1995, is completed, including a UP damper. Damper testing completed, including the UP damper.
- Contract B745, Air Handlers and Traction Power Substation (TPSS) Fans, completed all testing at Contract B231, but it requires a second test, which started mid-April.
- Contract B760, Signs and Graphics, NCRs related to Type 207 Porcelain Enamel Signs delivered to B215 station in late February were closed. Remainder of B215 station set is scheduled to be delivered on August 1, 1995.

**KEY ACTIVITIES - APRIL (CON'T)**

- Contract B761, Illuminated Signs and Edgelights, B221 station set installation is substantially complete. Testing remains to be performed by facilities contractor prior to certification of the installation and start of warranty.

**KEY ACTIVITIES - PLANNED FOR MAY****Design**

- Contract B231, Wilshire/Western Station and Crossover, continue review of test procedures, operations and maintenance manuals, and resubmittals of rejected submittals.
- Contract B251, Vermont/Hollywood Tunnel, continue to review tunnel misalignment data. Issue DCN 95-24 "Modify ATC Junction Box to Open Top Design."
- Contract B261, Vermont/Sunset Station, continue efforts to complete all outstanding Lessons Learned issues. Issue architectural design changes, revision to the roll-up grille, bicycle rack change, and deletion of acoustical treatment in ancillary rooms.
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, continue design of the second entrance. Receive and respond to pre-final design review comments.
- Contract B648A, Communications Installation - Wilshire Corridor/Gas Monitoring and Seismic Detection Procurement: approve Gas Monitoring submittal for conceptual design review.
- Contract B710, Escalators and Elevators, prepare DCNs for CIC wiring to elevators and escalators and revise elevator and escalator controls as well as indications impacted by B646-CN-31 and B648A-CN-10 for the Segment 2 remaining stations.
- Stations along Vermont/Hollywood Corridor: continue multi-discipline review of Contractor's submittal of lift drawings. Coordinate DCN implementation and issue CNs.

**Construction**

- Contract B215, Wilshire/Vermont Station, Stage 2, continue placing steel reinforcement, form work, and pouring concrete to the interior walls and elevator pits. Continue structural backfill behind the external walls. Continue layout of storm drainage pipes and walls in the courtyard level. Continue construction of the emergency generator enclosure.

**KEY ACTIVITIES - PLANNED FOR MAY (CON'T)**

- Contract B221, Wilshire/Normandie Station and Line, continue street restoration work on the south side of Wilshire. Continue installing electrical instrument panels and pulling cables to Motor Control Centers and Communication Interface Cabinets.
- Contract B241, Vermont/Beverly Station, continue lagging from line 5 to 11 down to strut level C.
- Contract B251, Vermont/Hollywood Tunnel, complete mining of HAR and HAL tunnels. Continue placing safety walk and contact grouting of liners south of B241.
- Contract B252, Vermont/Santa Monica Station, continue support steel and wale installation along Level 1 at north bulkhead and Level 2 east and west. Continue shotcreting operations, including associated rebar and wire mesh installation.
- Contract B261, Vermont/Sunset Station, continue support of utilities from the south bulkhead north on Vermont to the north bulkhead. Continue station excavation.
- Contract B271, Hollywood/Western Station, awaiting the lifting of the Suspension of Work notice issued on December 14, 1994.
- Contract B281, Hollywood/Vine Station, continue decking operation and station excavation to strut level A. Continue installation of level A star packs, wales, and tiebacks, as well as support of utilities.
- Contract B610, Trackwork Installation, complete contact rail installation, testing and continue punchlist work.
- Contract B620, Automatic Train Control, continue routing ATC cable from the trough to wayside junction boxes and pulling fiber optic cable in AR alignment.
- Contract B641, Radio System, continue procurement of cable and radio equipment and delivery to the main yard.
- Contract B642, Public Address, continue with system software development.



**KEY ACTIVITIES - PLANNED FOR MAY (CON'T)**

- Contract B644, continue with submittals and procurement of software and hardware.
- Contract B645, TRACS, integration of major software components and hardware integration; screen display development continues.
- Contract B648A, Communications Installation and Gas/Seismic (Wilshire Corridor), installation of intrusion detection systems, EMP, command posts, CCTV, fiber optic equipment, and seismic bracing continues.
- Contract B710, Elevators/Escalators, continue to install Wilshire/ Normandie Station escalators and elevators. Continue fabrication of the remaining elevator and escalator equipment for Wilshire/Vermont Station.
- Contract B740, Ventilation Equipment, start remedial work on the B221 dampers.
- Contract B745, Air Handlers and Traction Power Substation (TPSS) Fans, complete a second test at B231. Continue installation and testing of all fans available.
- Contract B760, Signs and Graphics, manufacture of signage for TVM kiosks and telephone islands at Contract B215 is on hold, pending receipt of final dimensions.
- Contract B761, Illuminated Signs and Edgelights, complete certification of B231 installation projected to be completed in May.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Mar 31, 1995 to Apr 28, 1995  
Run Date: May 16, 1995  
Units: \$ in Thousands (Truncated)

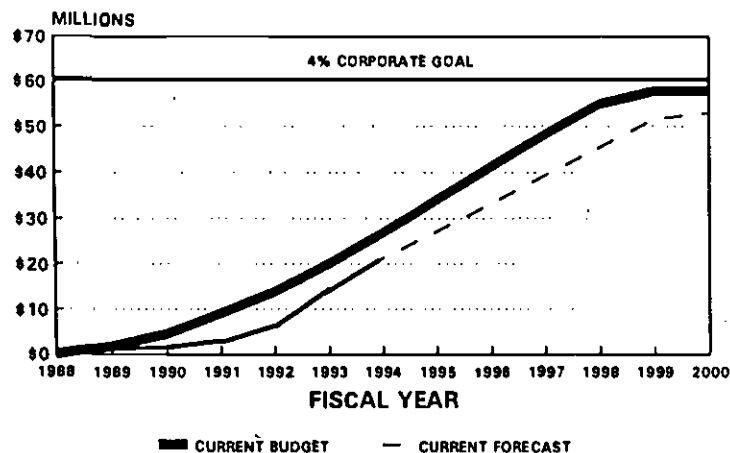
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
<b>TOTAL PROJECT</b>												
T CONSTRUCTION	893,000	0	943,224	4,264	867,309	13,024	585,980	6,674	554,984	0	958,840	15,616
S PROFESSIONAL SERVICES	289,150	0	351,981	0	306,621	4,014	250,663	4,014	250,667	0	349,401	-2,579
R REAL ESTATE	79,827	0	87,300	0	82,654	-425	83,229	-425	83,229	0	88,982	1,682
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	484	17,829	484	17,829	0	34,301	3,179
D SPECIAL PROGRAMS	2,044	0	4,416	0	577	25	488	37	500	0	2,332	-2,083
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	0	12,874	-15,704
A PROJECT REVENUE	0	0	-190	0	-236	0	-583	0	-583	0	-300	-110
<b>TOTAL PROJECT</b>	<b>1,446,432</b>	<b>0</b>	<b>1,445,432</b>	<b>4,264</b>	<b>1,283,154</b>	<b>17,123</b>	<b>937,680</b>	<b>10,785</b>	<b>906,649</b>	<b>0</b>	<b>1,446,432</b>	<b>0</b>
<b>NEW REQUIREMENTS</b>												
T CONSTRUCTION	0	0	52,245	-2	47,398	303	8,402	42	754	0	50,075	-2,169
S PROFESSIONAL SERVICES	0	0	15,875	0	17,684	0	9,549	0	9,549	0	19,050	3,175
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	130	0	0	0	0	0	0	0	0	-130
D SPECIAL PROGRAMS	0	0	0	0	20	0	20	0	20	0	20	20
C PROJECT CONTINGENCY	0	0	2,975	0	0	0	0	0	0	0	2,276	-698
<b>TOTAL NEW REQUIREMENTS</b>	<b>0</b>	<b>0</b>	<b>71,225</b>	<b>-2</b>	<b>65,104</b>	<b>303</b>	<b>17,972</b>	<b>42</b>	<b>10,525</b>	<b>0</b>	<b>71,422</b>	<b>197</b>
<b>GRAND TOTAL</b>	<b>1,446,432</b>	<b>0</b>	<b>1,517,657</b>	<b>4,261</b>	<b>1,348,258</b>	<b>17,427</b>	<b>955,581</b>	<b>10,827</b>	<b>916,975</b>	<b>0</b>	<b>1,517,854</b>	<b>197</b>

METROPOLITAN TRANSPORTATION AUTHORITY  
METRO RAIL PROJECT SEGMENT 2  
(IN THOUSAND OF DOLLARS)

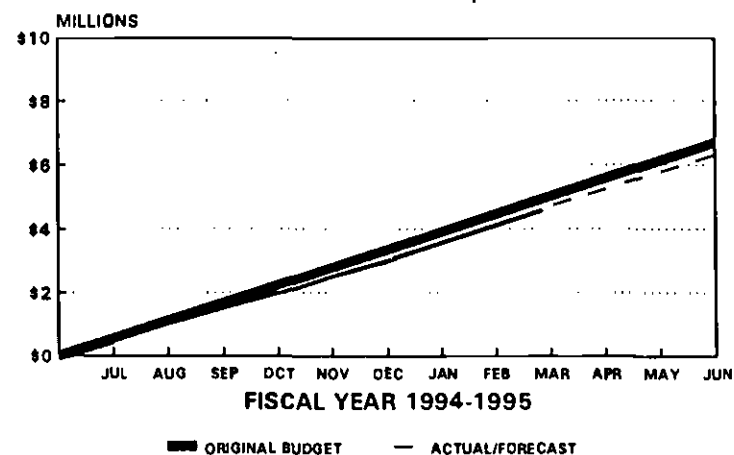
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$617,280	93%	\$405,770	61%	\$400,778	60%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$105,729		\$104,065	
FED ISTE A STP (STATE)	\$52,100	\$0	\$52,100	100%	\$0	0%	\$0	0%
STATE	\$133,029	\$133,000	\$133,029	100%	\$133,000	100%	\$133,000	100%
PROPOSITION A	\$440,303	\$163,230	\$358,792	81%	\$163,230	37%	\$164,900	37%
CITY OF L.A.	\$96,000	\$67,300	\$85,288	89%	\$61,708	64%	\$58,828	61%
BENEFIT ASSESS.	\$58,000	\$0	\$37,265	64%	\$37,265	64%	\$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%	\$37,265	
<b>TOTAL</b>	<b>\$1,446,432</b>	<b>\$980,818</b>	<b>\$1,283,754</b>	<b>89%</b>	<b>\$906,702</b>	<b>63%</b>	<b>\$898,836</b>	<b>62%</b>
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$692	\$4,019	67%	\$692	12%	\$692	12%
PROP A (TRANSIT ENHANCEMENTS)	\$62,702	\$9,581	\$60,485	96%	\$9,581	15%	\$9,581	15%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
<b>GRAND TOTAL</b>	<b>\$1,517,658</b>	<b>\$991,091</b>	<b>\$1,348,258</b>	<b>89%</b>	<b>\$916,975</b>	<b>60%</b>	<b>\$909,109</b>	<b>60%</b>
(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 March 1995.								

### AGENCY COSTS RED LINE SEGMENT 2



### FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

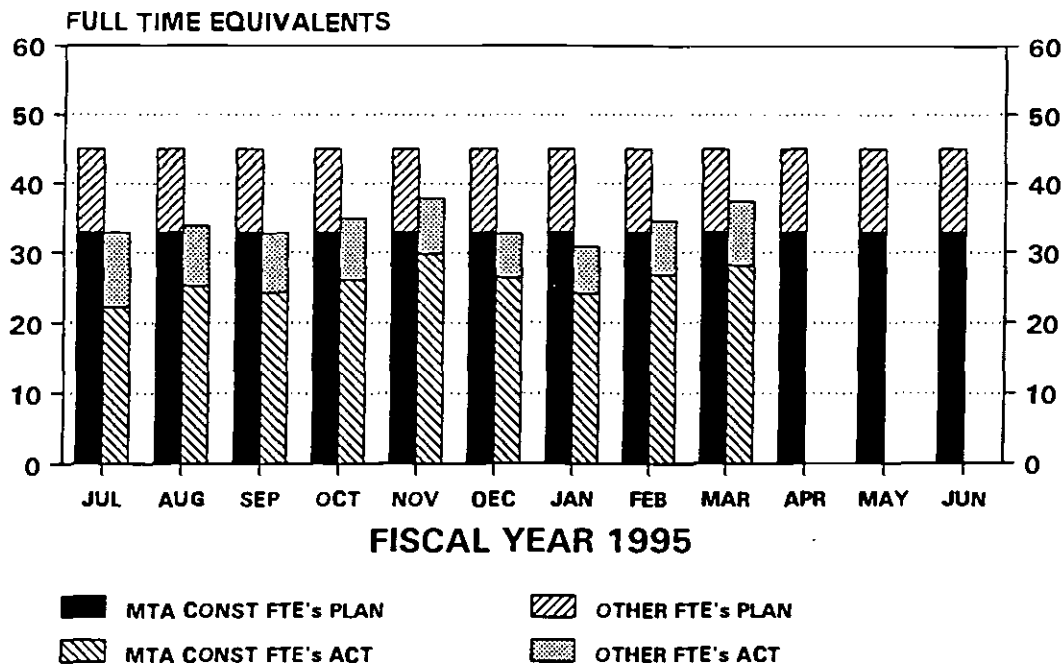
TOTAL PROJECT BUDGET	\$1,517,657
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$53,155
FORECAST % OF TOTAL PROJECT	3.5%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
CURRENT FORECAST	\$6,318
BUDGET PLAN TO DATE	\$5,019
ACTUAL TO DATE	\$4,724

## STAFFING PLAN VS. ACTUAL

### RED LINE SEGMENT 2



FY'95 Budget

## RED LINE (SEGMENT 2) STAFFING PLAN

### FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	33
MTA CONSTRUCTION FTE's ACTUAL	28
OTHER FTE's PLAN	12
OTHER FTE's ACTUAL	9
TOTAL FTE's PLAN	45
TOTAL FTE's ACTUAL	37

COSTS SHOWN ARE FOR  
PROJECT R81 ONLY. (ALLOCATED)

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

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

AS OF 04/17/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
11A840		***%	\$0		\$44,835	\$44,835	***%	***%	%	(\$44,835)	\$0	(\$44,835)	***%	0.0%
*A850	\$87,889,219	5%	\$2,879,481	\$80,488,880	\$128,487	\$87,718,706	0.2%	4%	0%	\$2,752,974	\$79,751	\$2,573,223	7%	***%
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$8,088,408	\$50,865,881	13.7%	88%	100%	\$2,834,319	\$1,364,160	\$1,470,159	84%	18.7%
B211	\$35,487,177	13%	\$4,613,333	\$40,100,510	\$2,788,582	\$41,253,759	7.2%	88%	100%	\$2,192,238	(\$1,088,978)	\$3,282,211	34%	4.4%
B215	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$1,380,725	\$27,558,425	5.3%	83%	80%	\$1,231,105	\$717,577	\$513,528	80%	8.0%
B218	\$84,000	138%	\$88,800	\$150,800	\$80,184	\$144,184	125.3%	93%	100%	\$8,408	\$0	\$8,408	93%	128.3%
11B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$11,023,770	\$90,838,563	13.8%	101%	94%	\$1,159,239	\$1,220,883	(\$1,379,892)	113%	18.3%
1B229	\$957,428	10%	\$95,742	\$1,053,170	\$78,810	\$1,036,038	8.2%	82%	79%	\$17,132	\$417,248	(\$400,114)	816%	51.8%
B231	\$53,645,201	14%	\$7,510,336	\$60,929,039	\$5,704,793	\$59,348,894	10.6%	78%	99%	\$1,579,048	\$1,504,890	\$74,158	89%	13.4%
B241	\$40,857,887	10%	\$4,085,788	\$44,943,675	\$814,300	\$41,571,857	1.6%	15%	27%	\$3,481,458	\$354,302	\$3,127,154	24%	2.4%
*B251	\$129,855,576	10%	\$12,985,558	\$142,841,134	\$8,009,833	\$137,688,411	6.2%	82%	74%	\$4,855,728	(\$3,089,351)	\$8,045,078	38%	3.8%
B252	\$50,879,831	11%	\$5,595,180	\$56,475,011	\$130,084	\$51,009,716	0.3%	2%	18%	\$5,721,074	\$1,039,538	\$4,681,536	20%	2.3%
B281	\$44,965,998	10%	\$4,496,700	\$49,462,698	\$283,084	\$48,280,082	0.7%	7%	23%	\$4,203,608	\$830,921	\$3,372,686	25%	2.6%
B283	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
B288	\$88,000	10%	\$8,800	\$96,800	\$8,850	\$98,550	9.7%	97%	100%	\$250	\$0	\$250	97%	***%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	\$2,218,239	\$41,188,239	5.7%	57%	10%	\$1,876,561	\$1,357,500	\$319,061	82%	9.2%
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$594,328	\$49,581,328	1.2%	10%	18%	\$5,320,112	\$825,133	\$4,494,979	24%	2.9%
B288	\$78,478	14%	\$10,987	\$89,465	\$9,845	\$88,323	12.9%	93%	100%	\$777	\$0	\$777	93%	12.9%
B290	\$9,857,788	10%	\$985,777	\$10,843,565	\$0	\$9,857,788	0.0%	0%	0%	\$985,777	\$0	\$985,777	0%	0.0%
*B610	\$18,889,862	10%	\$1,888,986	\$18,388,846	\$233,857	\$18,623,309	1.4%	14%	71%	\$1,435,308	(\$1,087,851)	\$2,522,859	-51%	-8.1%
*B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	34%	\$271,905	(\$176,928)	\$448,830	-85%	-5.5%
*B612	\$3,894,385	10%	\$389,438	\$4,283,823	\$18,078	\$4,010,431	0.4%	4%	47%	\$383,380	\$0	\$383,380	4%	0.4%
*B614	\$2,848,829	10%	\$284,883	\$2,911,512	\$800	\$2,847,829	0.0%	0%	87%	\$283,883	\$0	\$283,883	0%	0.0%
*B618	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	26%	\$75,958	\$18,720	\$57,238	25%	2.5%
*B620	\$18,031,265	13%	\$2,328,033	\$20,359,298	\$5,228	\$18,036,493	0.0%	0%	62%	\$2,320,805	(\$283,220)	\$2,584,025	-11%	-1.4%
*B630	\$8,157,150	10%	\$815,715	\$8,972,865	\$103,231	\$8,280,381	1.7%	17%	32%	\$812,484	\$0	\$812,484	17%	1.7%
B631	\$4,487,165	10%	\$448,717	\$4,935,882	\$204,851	\$4,672,016	4.6%	46%	50%	\$241,868	\$216,894	\$24,972	94%	9.4%
*B641	\$10,230,159	10%	\$1,023,018	\$11,253,175	\$0	\$10,230,159	0.0%	0%	11%	\$1,023,018	\$88,795	\$934,221	9%	0.9%

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

R81 - Metro Red Line Seg-2  
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LAURENT JEAN  
PROJECT VALUE SUMMARY 04/17/95

COSTS SHOWN ARE FOR  
PROJECT R81 ONLY. (ALLOCATED)

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

PROJECT CHANGE ACTIVITY SUMMARY:  
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY  
AS OF 04/17/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT & ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B642	\$1,102,267	21%	\$234,242	\$1,336,509	\$0	\$1,102,267	0.0%	0%	0%	\$234,242	(\$11,092)	\$245,334	-5%	-1.0%
*B643	\$780,127	10%	\$78,013	\$858,140	\$2,120	\$782,247	0.3%	3%	0%	\$75,893	\$38,400	\$40,493	48%	4.8%
*B644	\$3,260,988	13%	\$438,017	\$3,698,005	\$3,201	\$3,264,189	0.1%	1%	0%	\$431,818	(\$422,864)	\$854,400	-95%	-12.9%
*B645	\$2,568,871	8%	\$117,288	\$2,686,129	\$26,970	\$2,693,841	1.1%	23%	0%	\$90,288	(\$87,188)	\$177,473	-81%	-2.3%
*B646	\$2,547,766	10%	\$254,777	\$2,802,543	\$30,771	\$2,578,537	1.2%	12%	23%	\$224,006	\$240,015	(\$16,008)	100%	10.6%
B648A	\$2,206,364	10%	\$220,638	\$2,426,990	(\$6,866)	\$2,199,498	-0.3%	-3%	0%	\$227,492	(\$92,388)	\$319,887	-45%	-4.5%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,862	18%	\$2,716,277	\$17,159,139	\$212,433	\$14,665,395	1.6%	8%	10%	\$2,502,844	\$893,440	\$1,609,404	41%	***%
*B740	\$10,526,268	10%	\$1,052,627	\$11,578,895	\$280,819	\$10,787,087	2.8%	28%	43%	\$791,808	(\$170,682)	\$962,490	8%	0.9%
*B745	\$1,808,381	48%	\$826,136	\$2,633,517	\$406,289	\$2,213,650	22.4%	48%	46%	\$419,867	\$0	\$419,867	48%	22.4%
*B760	\$484,848	10%	\$48,485	\$533,334	\$0	\$484,848	0.0%	0%	0%	\$48,485	(\$24,617)	\$73,102	-51%	-5.1%
*B781	\$3,226,872	10%	\$322,687	\$3,549,339	\$90,629	\$3,317,301	2.8%	28%	28%	\$232,038	\$43,300	\$188,738	42%	4.2%
*B795	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	22%	\$200,468	\$0	\$200,468	0%	0.0%
F815M		***%	\$0		\$0	\$0	***%	***%	%	\$0	\$0	\$0	***%	0.0%
PM421	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$776,381,184	12%	\$89,494,169	\$865,875,353	\$40,781,675	\$817,142,870	5.3%	46%	46%	\$48,732,613	\$4,732,689	\$43,999,924	51%	5.9%

1) - AFE increase required

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

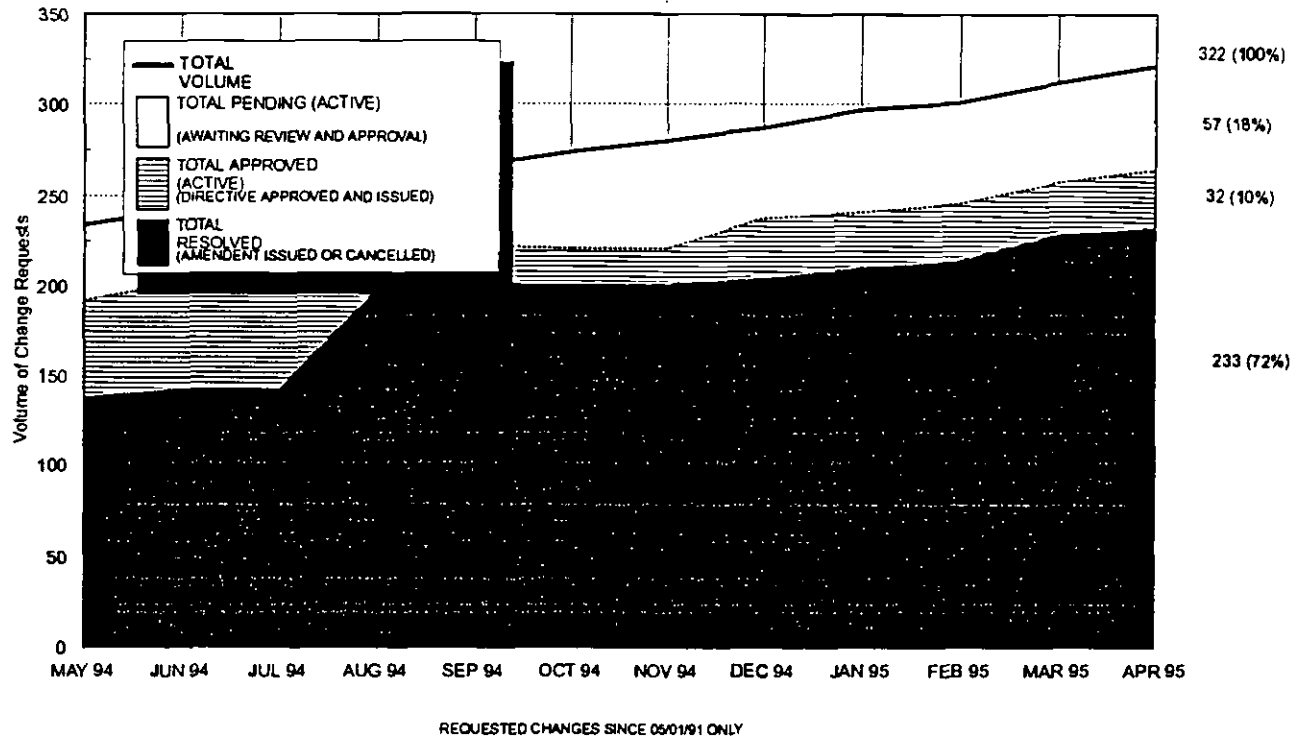
1) Costs shared with other projects. Costs shown are for R81 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % increase over original award (3) Logged contract changes ONLY

- Metro Red Line Seg-2  
REV 2.0 09/15/94 lss

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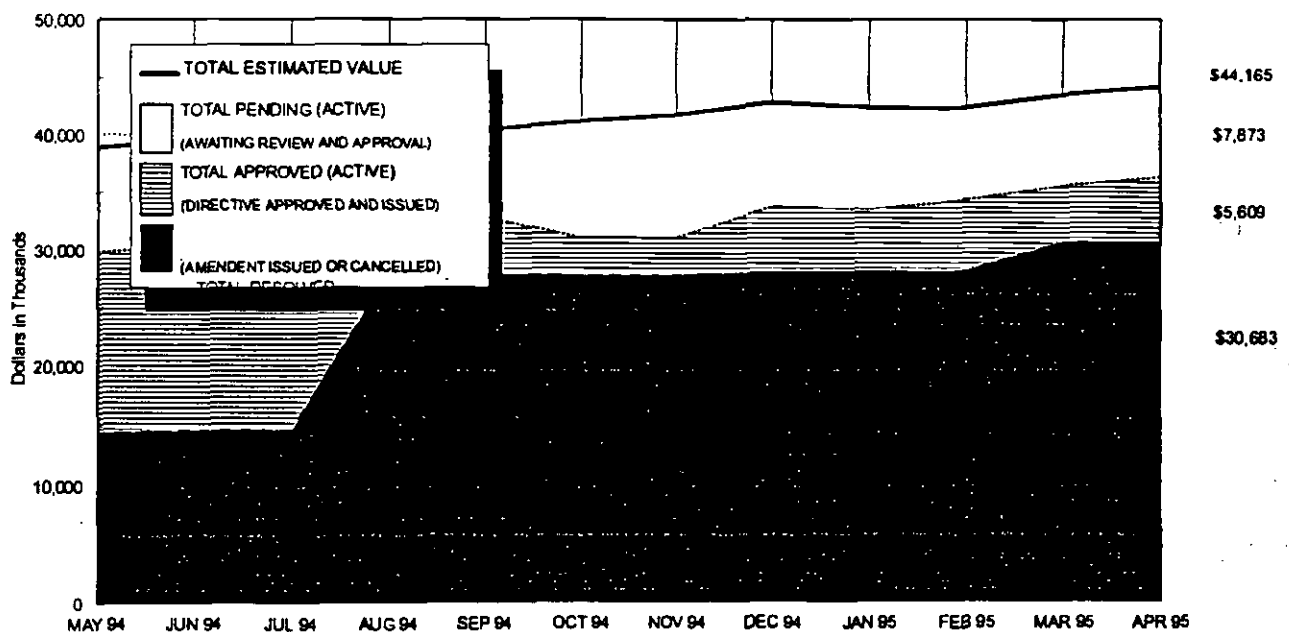
LAURENT JEAN  
PROJECT VALUE SUMMARY 04/17/95

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



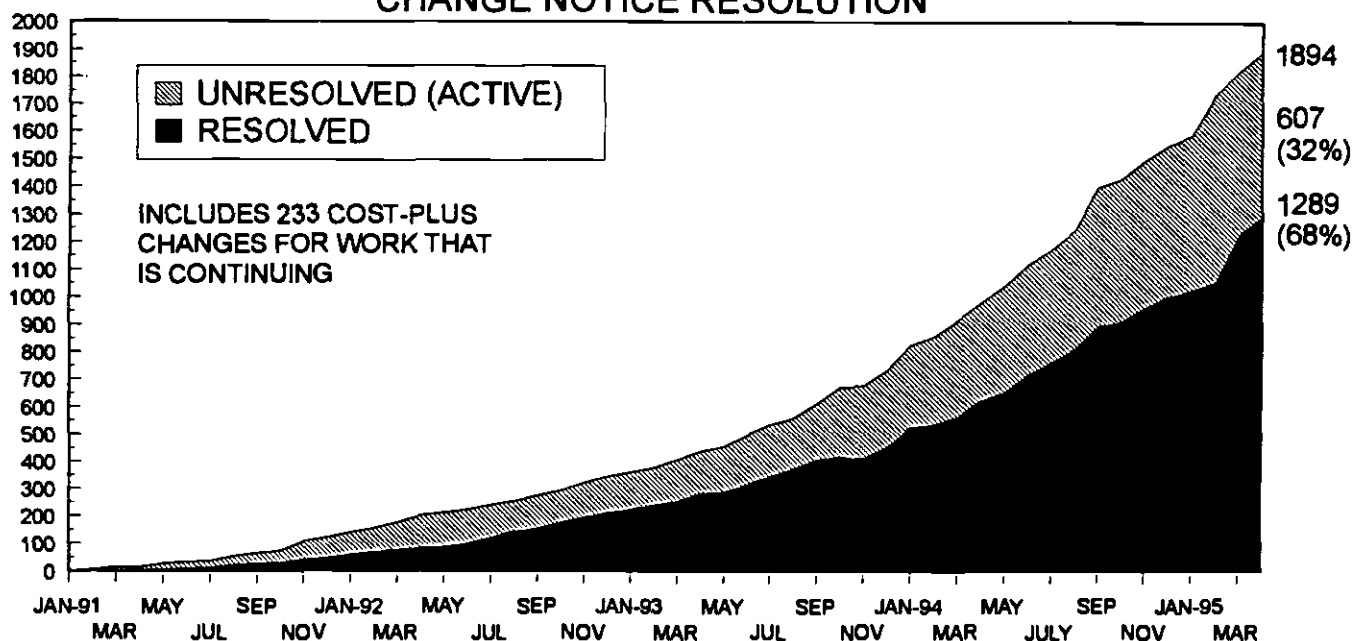
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	14	7	11	57	89
PERCENT	16%	8%	12%	64%	100%

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



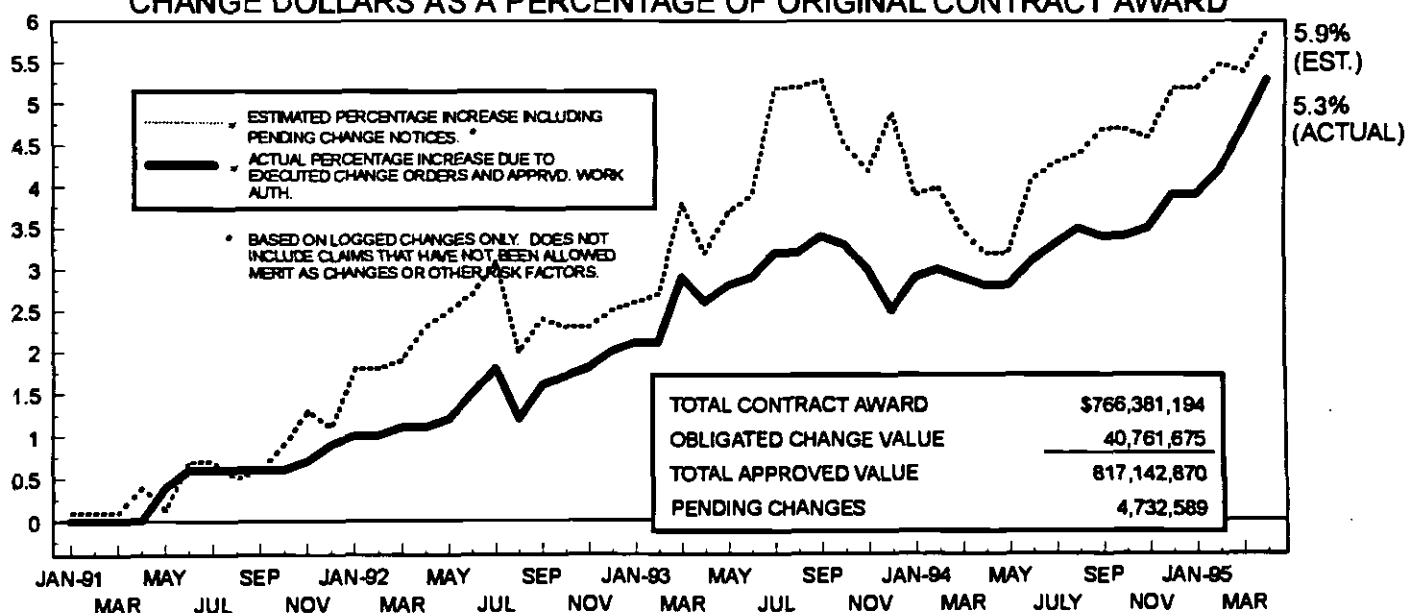


### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	186	60	50	311	607
PERCENT	41%	6%	3%	50%	100%

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



## R81 - Metro Red Line Seg-2

## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS  
AWARDED UNDER:  
R81 - R81

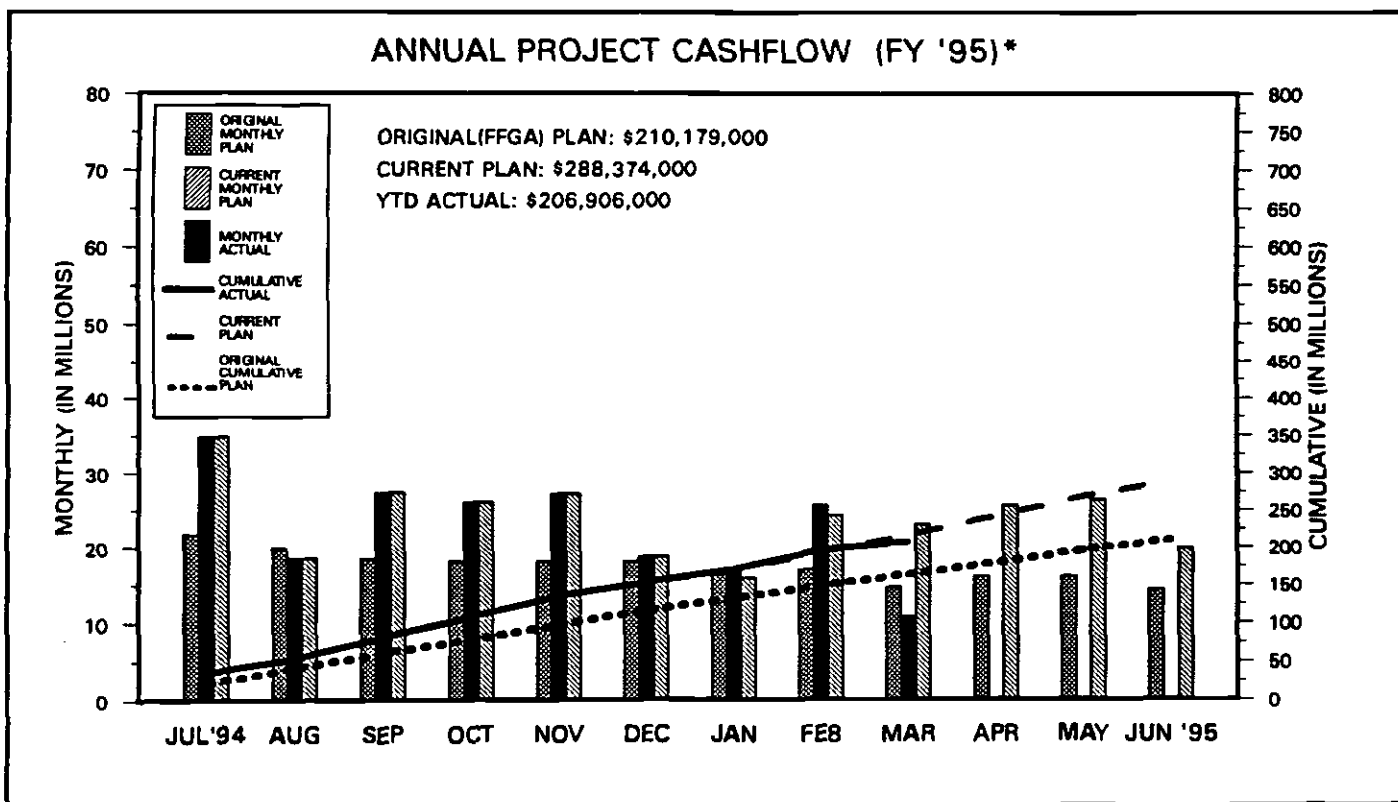
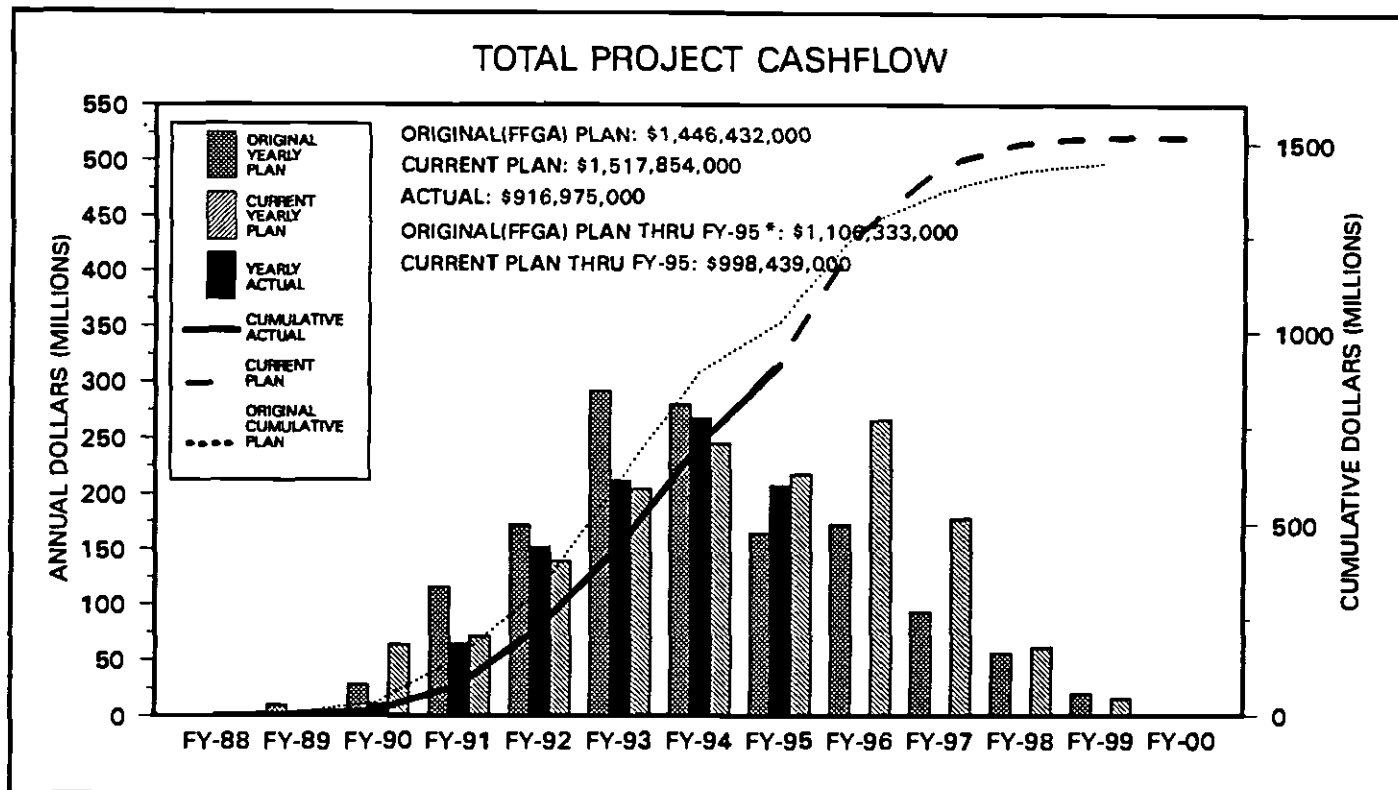
## CHANGE NOTICE BASIS BREAKDOWN

EXECUTED CHANGES AS OF 04/17/95

		# CN'S	% Total Volume	Change Cost	% Total Change Cost
<b>WORK SCOPE</b>					
110	EXTRA WORK	141	13.97%	\$2,510,079.10	7.96%
115	ADDITIONAL/NEW WORK	34	3.37%	\$811,839.44	2.57%
120	DELETION OF WORK	10	0.99%	\$40,949.30	0.13%
		185	18.33%	\$3,362,867.84	10.66%
<b>SCHEDULE CHANGES</b>					
210	DELAY OF WORK (COMPENSABLE)	17	1.68%	\$795,010.20	2.52%
220	ACCELERATION OF WORK	9	0.89%	\$2,890,701.67	9.17%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	16	1.59%	(\$4,563.60)	-0.01%
		42	4.16%	\$3,681,148.27	11.67%
<b>DIFFERING CONDITIONS</b>					
310	DIFFERING SITE CONDITIONS	120	11.89%	\$6,040,434.44	19.15%
320	HAZARDOUS MATERIALS	11	1.09%	\$589,518.74	1.87%
330	SAFETY CONDITIONS	20	1.98%	\$954,794.14	3.03%
		151	14.97%	\$7,584,747.32	24.05%
<b>TERMS AND CONDITIONS</b>					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	42	4.16%	(\$105,994.00)	-0.34%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	41	4.06%	\$176,497.50	0.56%
		83	8.23%	\$70,503.50	0.22%
<b>DESIGN CHANGES</b>					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	84	8.33%	\$6,217,948.90	19.72%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	216	21.41%	\$6,643,798.65	21.07%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS O	17	1.68%	\$1,789,232.43	5.61%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	122	12.09%	\$958,463.88	3.04%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINA	8	0.79%	(\$732,956.10)	-2.32%
		447	44.30%	\$14,856,487.56	47.11%
<b>MANAGEMENT ISSUES</b>					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	5	0.50%	\$202,343.83	0.64%
		5	0.50%	\$202,343.83	0.64%
<b>OUTSIDE AGENCY REQUESTS</b>					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	47	4.66%	\$541,570.76	1.72%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	27	2.68%	\$581,718.30	1.84%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINAT	3	0.30%	\$159,130.40	0.50%
		77	7.63%	\$1,282,417.46	4.07%
<b>CONTRACT OPTIONS</b>					
800	CONTRACT OPTIONS	9	0.89%	\$576,466.21	1.83%
		9	0.89%	\$576,466.21	1.83%
<b>OTHER</b>					
900	OTHER	10	0.99%	(\$82,364.47)	-0.26%
		10	0.99%	(\$82,364.47)	-0.26%
<b>PROJECT TOTALS:</b>		<b>1009</b>	<b>100.00%</b>	<b>\$31,534,617.52</b>	<b>100.00%</b>

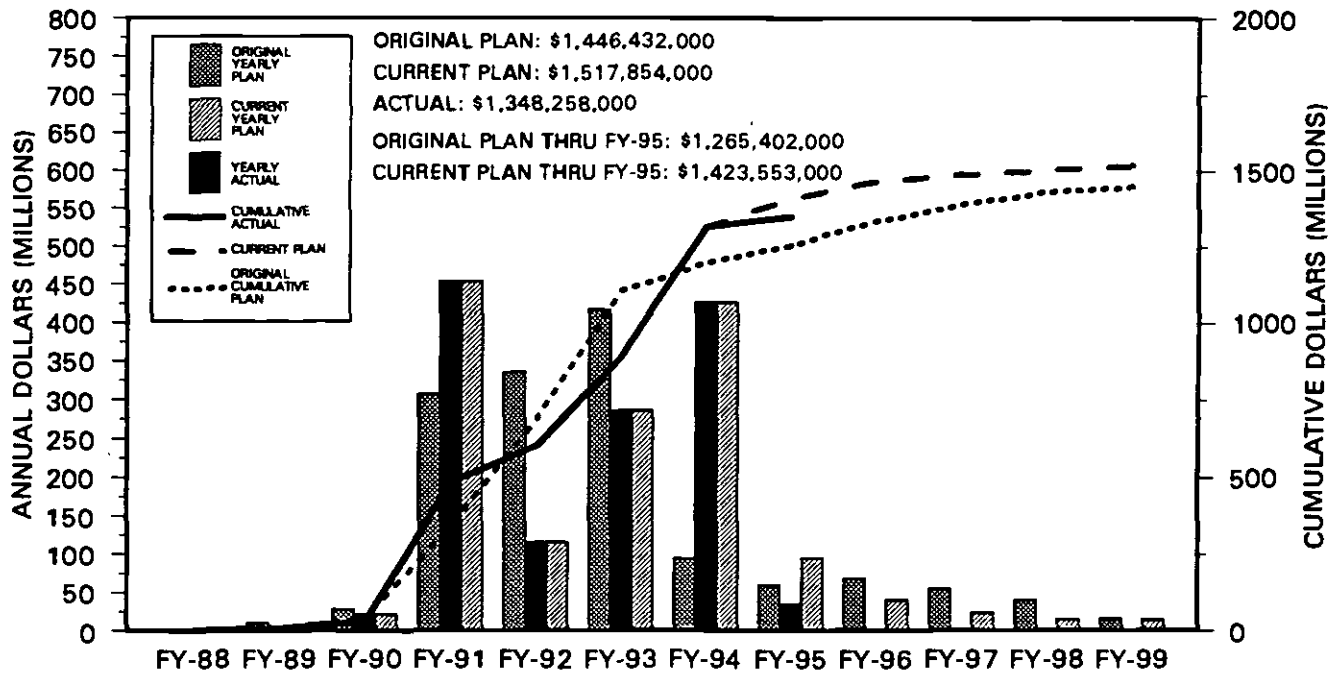
R81 - Metro Red Line Seg-2  
 CONSTRUCTION/PROCUREMENT CONTRACT CHANGES  
 CHANGE COST LEVEL BREAKDOWN  
 EXECUTED CHANGES AS OF 04/17/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	3	0.30%	\$6,885,128.00	21.86%
> 200 - 1 MILLION	22	2.18%	\$8,635,648.97	27.42%
> 100-200	53	5.25%	\$6,642,693.63	21.09%
> 50-100K	47	4.66%	\$2,670,364.03	8.48%
> 25-50K	84	8.33%	\$2,928,675.07	9.30%
10-25K	150	14.87%	\$2,332,494.88	7.40%
0-10K	650	64.42%	\$1,404,612.94	4.46%
<b>PROJECT TOTALS:</b>	<b>1009</b>	<b>100.00%</b>	<b>\$31,499,617.52</b>	<b>100.00%</b>

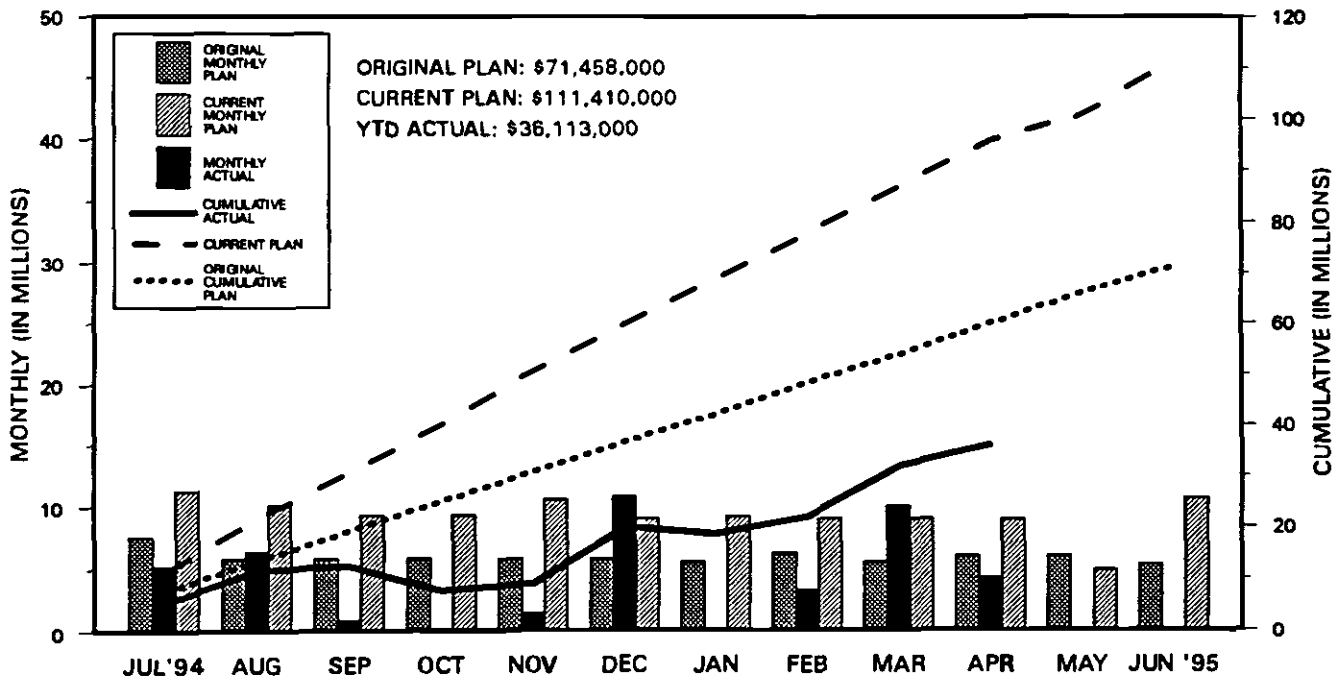


\* CASHFLOW PLAN HAS BEEN REVISED TO REFLECT NEW UPDATED FY '95 AND FY '96 BUDGETS.

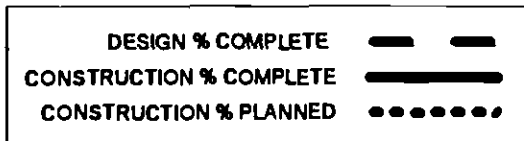
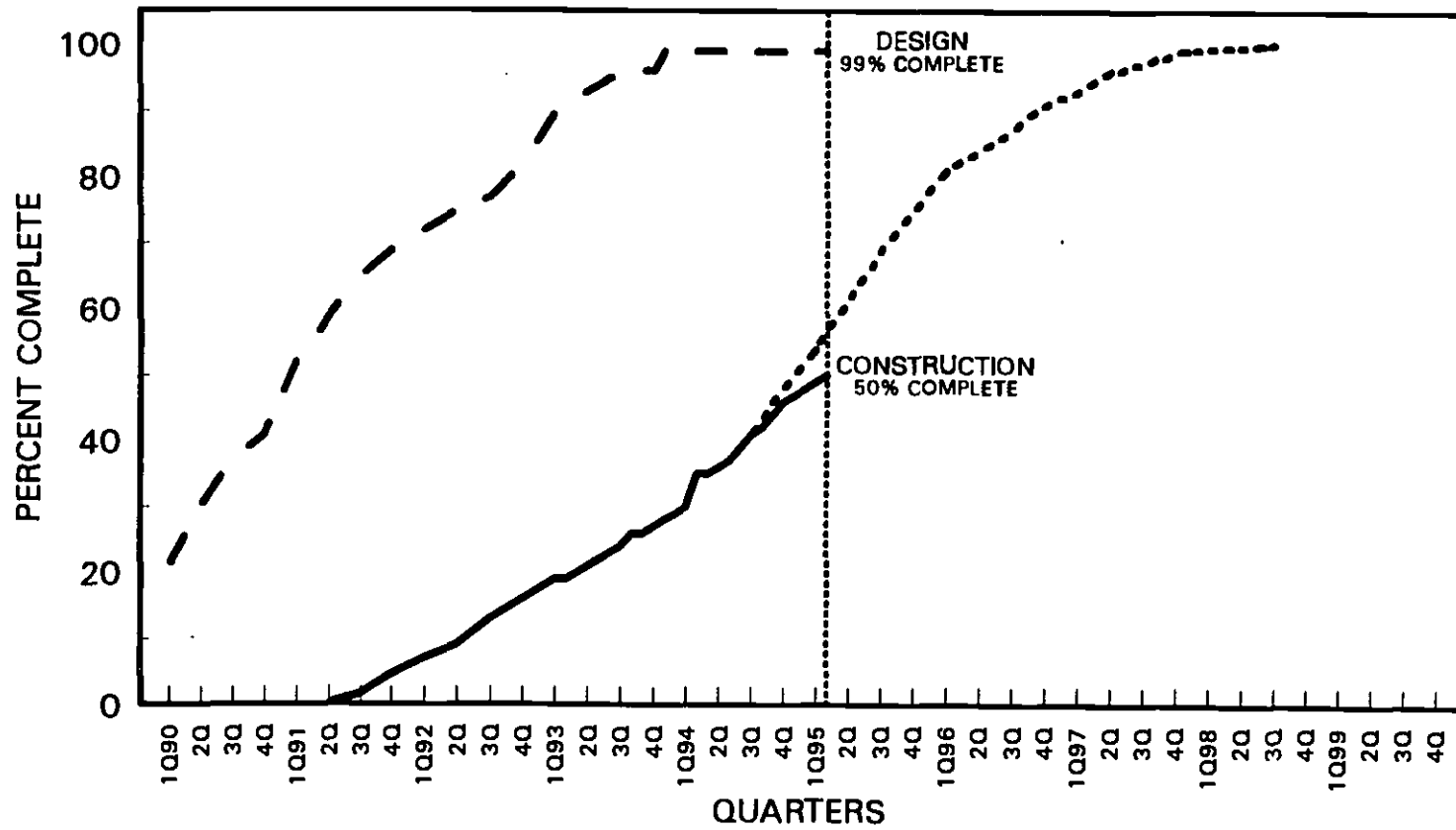
### TOTAL PROJECT COMMITMENTS

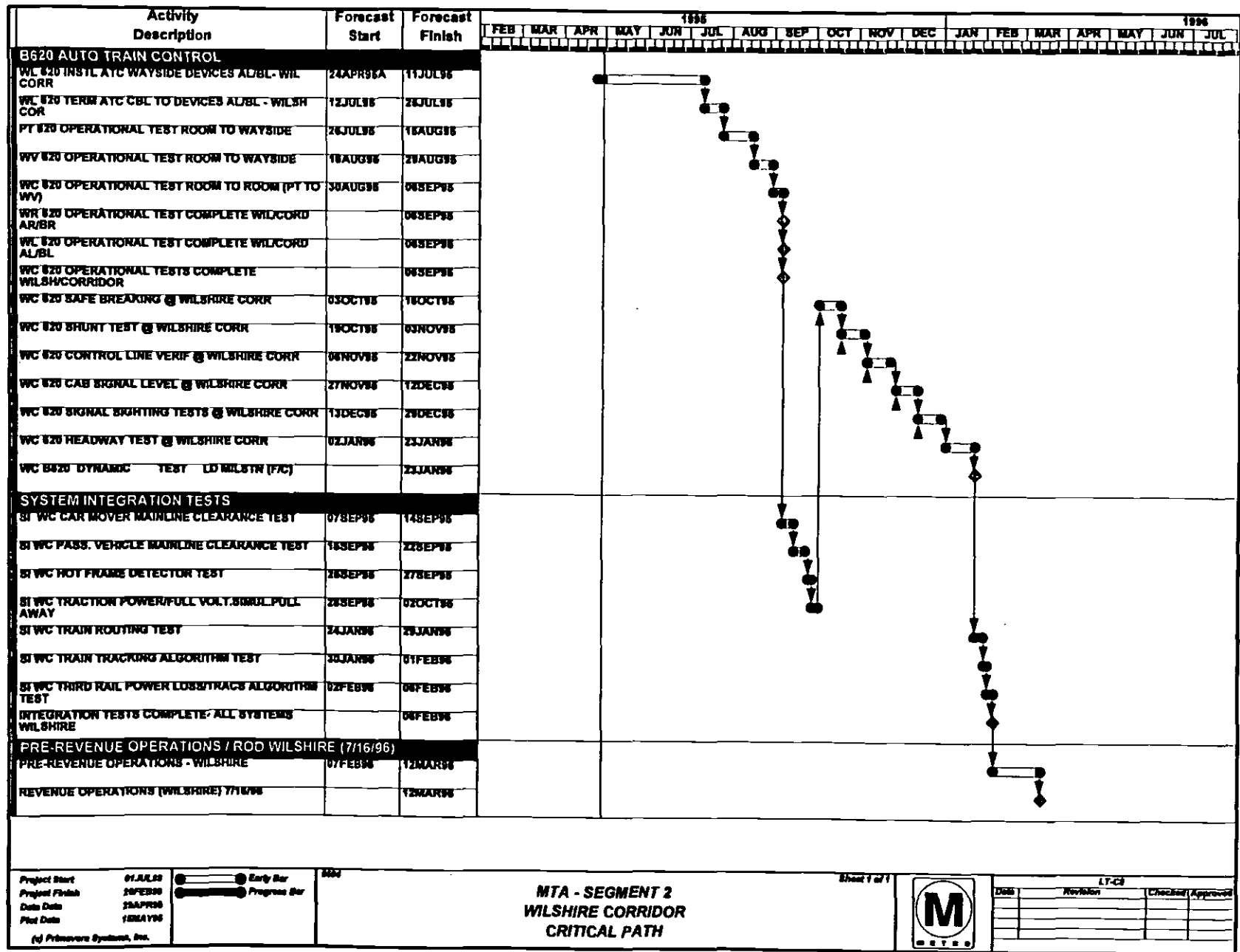


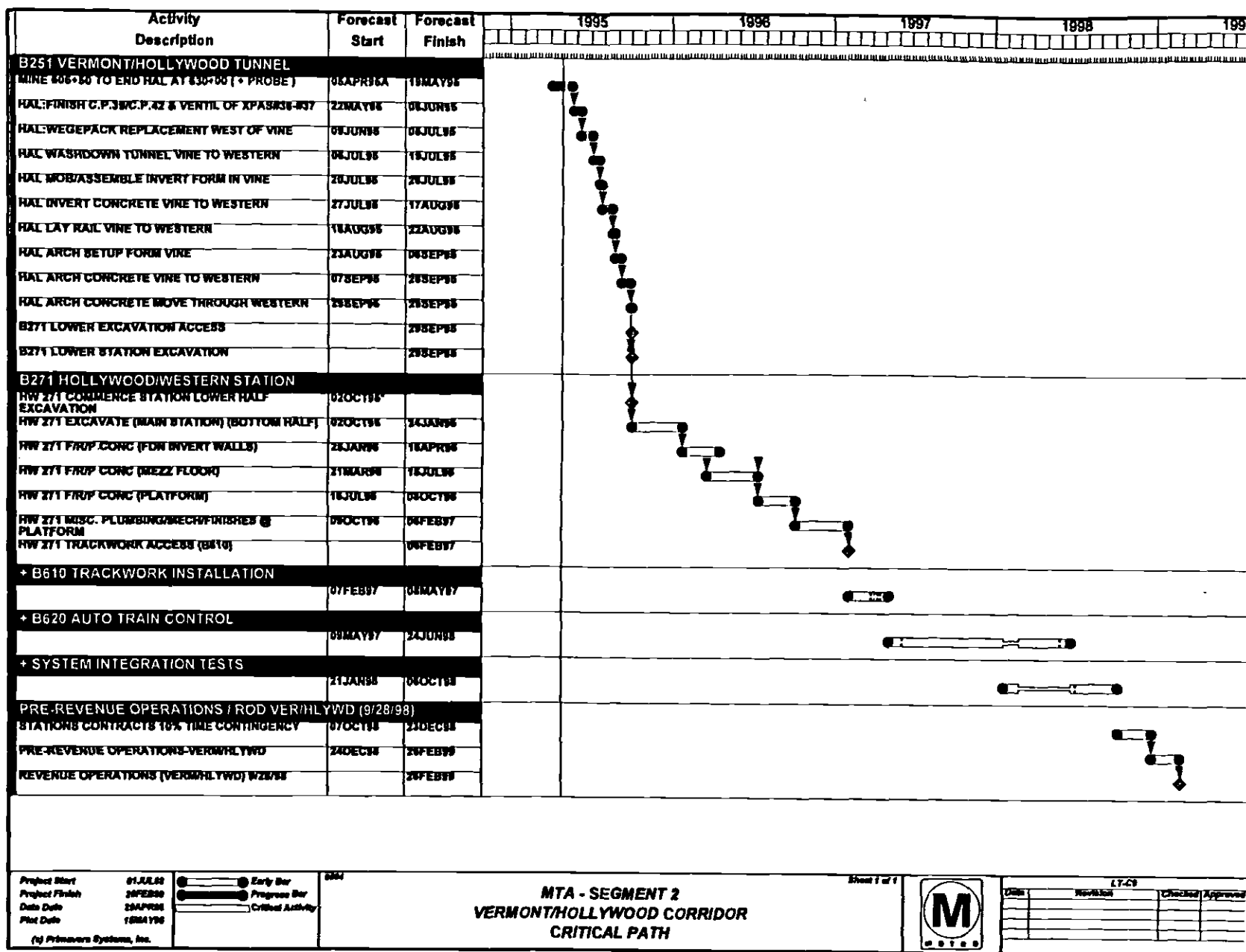
### ANNUAL PROJECT COMMITMENTS (FY '95)



# METROPOLITAN TRANSPORTATION AUTHORITY METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



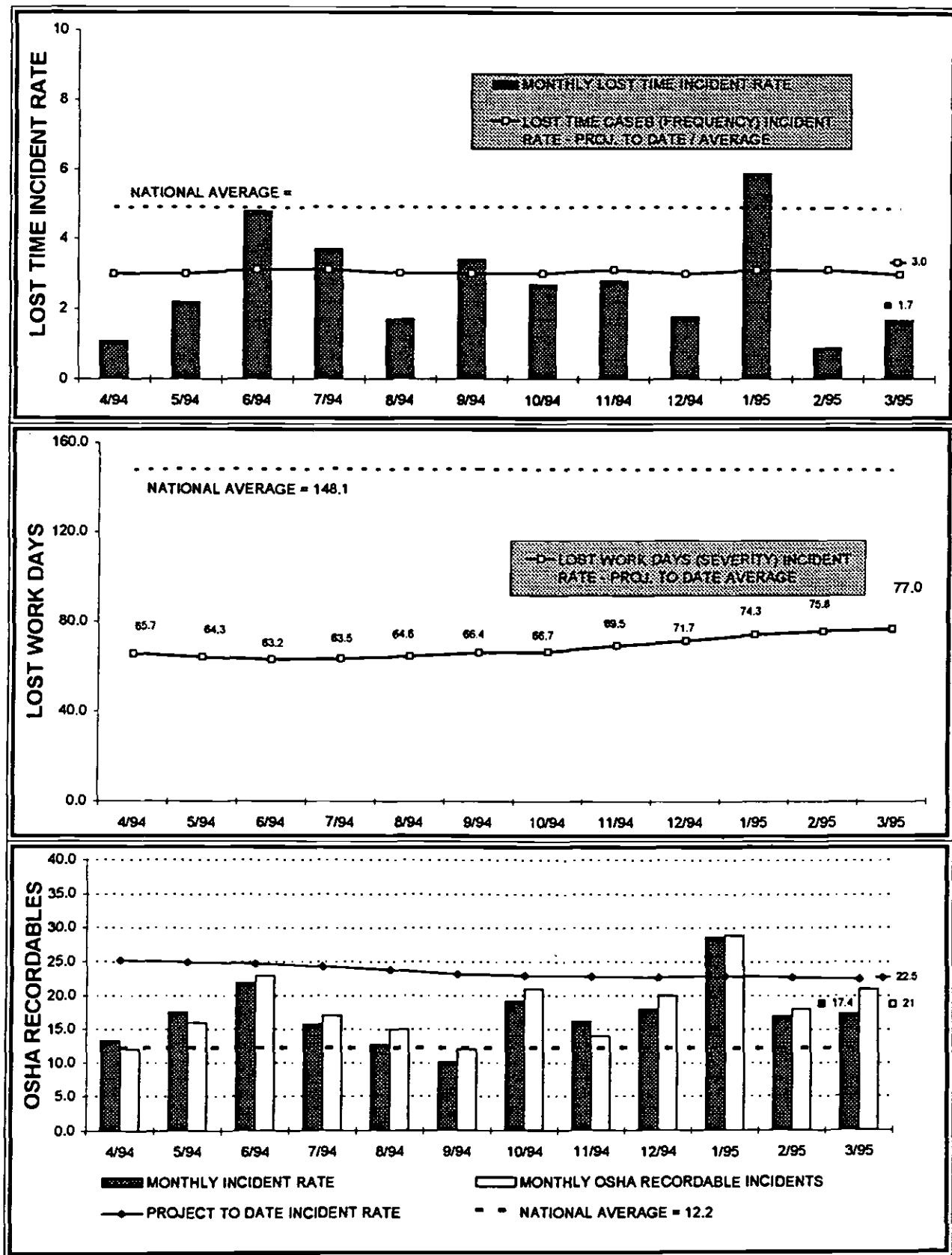






METRO RED LINE SEGMENT II  
SAFETY SUMMARY

Prepared by  
MASS TRANSIT GROUP



**CONTRACT CLOSE OUT STATUS**  
**METRO RED LINE SEGMENT 2**

O	Open. Action still required.
	Completed or Not Applicable

[illegible]

## EXECUTIVE SUMMARY

### COST STATUS

North Hollywood Extension	(\$000's)
• Current Budget	\$1,310,822
• Current Forecast	\$1,323,369*
Mid City Extension	
• Current Budget	\$490,663
• Current Forecast	\$490,663
East Side Extension	
• Current Budget	\$979,601
• Current Forecast	\$979,601
Total	
• Current Budget	\$2,781,086
• Current Forecast	\$2,793,633

### SCHEDULE STATUS

#### North Hollywood Extension

- Design Status: 89%
- Construction Status: 6.8%

#### Mid City Extension

- Design Status: 27%

#### East Side Extension

- Design Status: 30%
- Construction Status: 0%

---

\* THE CURRENT BUDGET AND FORECAST EXCLUDE NEW REQUIREMENTS COSTS.

## EXECUTIVE SUMMARY (CON'T)

## REAL ESTATE

## North Hollywood Extension

CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B251	15	15	15	15	15	15	15	15	5	12	10	15	15	0
C0301	3	3	3	3	3	3	3	3	2	3	3	2	2	0
C0311	109	109	109	109	109	109	109	109	27	6	6	20	20	0
C0321	82	82	82	73	73	72	72	10	10	2	2	15	15	0
C0331	11	11	11	9	9	9	9	8	8	1	0	7	7	2
C0351	12	12	12	8	8	8	8	8	6	4	3	7	7	2
<b>TOTAL</b>	<b>232</b>	<b>232</b>	<b>232</b>	<b>217</b>	<b>217</b>	<b>216</b>	<b>216</b>	<b>153</b>	<b>58</b>	<b>28</b>	<b>24</b>	<b>66</b>	<b>66</b>	<b>4</b>

- To date, 66 parcels have been acquired. Forty-two of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

## AREAS OF CONCERN

NEW

None.

ONGOING

Contracts C0301R, Hollywood/Highland Station and Tunnels; C0321, Universal City Station; C0351, North Hollywood Station with Crossover and Tailtrack

**Concern:** Re-design of selected ventilation shafts can save construction costs estimated at \$1-2 million. Design must be completed in time to avoid delays to Contractor's station excavation.

**Action:** EMC to complete analysis and potential cost savings estimate for MTA evaluation in a timely manner so that re-design can commence.

**Status:** EMC and P-D have prepared cost and construction schedule analysis. The MTA has authorized the re-design. The EMC expects to complete the re-design by July 11, 1995.

## AREAS OF CONCERN (CON'T)

### Systems Schedule Re-baseline

- Concern:** The EMC has developed a new baseline for Systems procurement contracts and for the remaining systems design contracts. The new schedules reflect delays and changes in the Facilities contracts and establish a viable baseline to accomplish the work. There exist differences of opinion between the MTA and the EMC as to the timing and validity of the plan to accomplish this work.
- Action:** The EMC prepared the schedule for submittal to the MTA for approval in early April.
- Status:** Systems is currently proceeding with work based on the revised schedule. Negotiations with the MTA are underway to identify the out-of-scope work efforts and to establish budgets for them. After settlement EMC will review the schedule.

### Contract C0331, Line Section North Hollywood to Universal City

- Concern:** The start of tunnel mining has been delayed due to the Contractor's delay in assembling the tunnel shield machines (TSM). There is a concern that continued delays will further erode schedule "float" for this contract and follow-on integrated contracts. In addition, the mining operation must be conducted to ensure against ground settlement.
- Action:** The MTA and its consultants are taking all necessary steps to ensure that the mining operation is started and progresses in a manner to ensure against ground settlement. This is to ensure the mining operation is implemented per specification procedures.
- Status:** Tunnel mining has been repeatedly halted due to Contractor's technical difficulties. The Contractor is modifying one of the tunneling machines to prevent loss of ground.

## AREAS OF CONCERN (CON'T)

### Contract C0351, North Hollywood Station with Crossover and Tail track

**Concern:** Access to crossover area, the C0331 Contractor must complete mining operations and this operation is encountering difficulties and delays.

**Action:** The C0351 Contractor could be directed to delay taking access.

**Status:** The C0331 Contractor's mining operation is being closely monitored and the Contractor has been requested to provide a mitigation plan to recover schedule delays. The MTA and Contractor have agreed to modify the tunneling machine to prevent loss of ground. The C351 access milestones will need to be adjusted after the Contractor submits the baseline schedule.

### East Side Extension General Engineering Services

**Concern:** The Record of Decision was approved with a Revenue Operations Date of November 2002. This date was based upon a scheduled start date for Final Design of January 1995. On April 26, 1995, MTA Board approved EMC to begin design services and to negotiate a fixed price contract for final design services within a limited Notice to Proceed of \$5 million. Before starting on a fixed price basis, negotiations will have to be reopened before final design services begin. Additional slippage will occur within the schedule.

**Action:** MTA and EMC to resolve additional slippages within the Project schedule.

**Status:** A meeting was held in April to discuss possible mitigation of 69 days of negative float. Currently MTA and EMC are working on the 69 days of negative float plus other delays that may be encountered based upon a fixed price contract.

**AREAS OF CONCERN (CON'T)****RESOLVED****Contract C0321 Universal City Station - Section Designer Recovery Plan**

**Concern:** The recovery plan submitted by the Section Designer involved an ambitious schedule. Achieving the planned milestones has required close coordination between the Section Designer and the EMC and the use of overtime. Inefficiencies have resulted, with repeated projected cost increases on the part of the Section Designer.

**Action:** In an attempt to meet the schedule requirements, the Section Designer has maintained full mobilization. The EMC is preparing a comprehensive analysis of the variance between actual costs and planned costs, identifying portions attributable to out-of-scope work and overruns. This will be available at the end of May.

**Status:** Final Design on C0321 completed on April 28, 1995.

## MID CITY STATUS

Recent geotechnical and environmental tests performed during the final design of the Metro Red Line Segment 3 Mid City Extension found significantly higher concentrations and flows of hydrogen sulfide gas than those previously measured during the August 1992, Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) process. As a result of these findings, final design of the Mid City Extension was suspended in December 1993, and the MTA its engineering management consultant and a team of subsurface investigation and construction specialists conducted Phase I of a detailed reassessment of the Mid City alignment.

In July 1994, the MTA Board authorized staff to proceed with Subsequent Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and related planning work. The environmental effort will include Alternate 2, the 1994 Bored Tunnel and Cut-and-Cover Tunnel Alignment with Single Level Cut-and-Cover Stations and Alternate 3, the 1994 Bored Tunnel and Cut-and-Cover Tunnel Alignment with Aerial Stations. These two alternatives will be developed through the draft and final environmental process and subsequent FTA approval. These two vertical alignments will be designed within the existing Locally Preferred Alternative (LPA). These alternatives best address the safety and constructibility issues and also allows for the mitigation of the environmental problems related to Hydrogen Sulfide gas.

Enviro-Rail, the MTA Environmental Consultant, continues work to prepare the Draft Subsequent Environmental Impact Report (SEIS/SEIR). It is anticipated that the preparation of the draft will be completed by second quarter 1995. The preparation of the administrative draft Subsequent Environmental Impact Report (SEIS/SEIR) is within the schedule allocated for this effort. This Project is within the \$1.65 Million budget and it is anticipated that the remaining work can be completed within budget.

(\$ In Thousands)				
Budget				
Description	Authorized	Commitments	Expenditures	Forecast
Enviro-Rail	\$650,000	\$610,000	\$185,956	\$610,000
EMC	\$1,000,000	\$933,076	\$175,410	\$933,076
Total	\$1,650,000	\$1,543,076	\$361,366	\$1,543,076



## FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

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

### NEW

NONE

### ONGOING

#### August 1994, Grantee Staffing

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

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

**Status:** The MTA has submitted its response to the FTA for review. Implementation, of some of the recommendations, were postponed pending the release of the Arthur Andersen report. Hill will evaluate after the recommendations of the Arthur Andersen report are implemented.

#### November 1994, Spot Report No. 3, Safety Review

**Concern:** The FTA issued Spot Report No. 3 in November and requested a response within 30 days.

**Action:** The MTA is preparing a response.

**Status:** The MTA response was sent to the PMOC on February 14, 1995. The PMOC is continuing to monitor the implementation of the recommendations.

#### November 1994, Project Management Plan

**Concern:** The FTA required a revision of the PMP within 90 days of it's November 10, 1994 release of funding.

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

Action: The MTA will review the pending organizational report and provide the revised PMP per the FTA requirement.

Status: Some of the data that is represented by the PMP is subject to revision based upon the results of the Audit being completed by the Arthur Andersen Co. Some sections, that have already been revised, were provided to the PMOC on February 3, 1995. The MTA has committed to submitting a fully revised version of the PMP after the Arthur Andersen report is completed.

August 1994, Segment 1 Grant Close-out

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

Action: PMOC will review the supporting documentation.

Status: The MTA mailed the required documents to the FTA office in San Francisco on January 31, 1995. The PMOC review of the supporting documentation is on-going.

January 1995, Design Quality Assurance

Concern: The PMOC quality assessment identified deviations from the MTA quality program requirements.

Action: MTA needs plan and execute an audit of the quality program relative to design.

Status: The MTA has started an audit of the EMC, related to quality assurance issues and management.

RESOLVED

NONE

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

- On April 28, 1995, Facilities Design for the North Hollywood Extension was 94% complete versus 97% planned. Systems Design was 48% complete versus 83% planned. The total design progress is 89% actual compared to 95% planned.
- Work is progressing on C0326, Preliminary Engineering for Universal City Roadways and Site Restoration, with a targeted completion of May 31, 1995.
- Work to complete Contract C0352, North Hollywood Site Restoration, started in April 1995 with a scheduled Camera Ready submittal on July 17, 1995.
- Systems design work is underway, primarily in Contracts B620, Automatic Train Control, B630, Traction Power System Procurement, H0631, Traction Power System Installation, and H0840, Fare Collection Equipment. Negotiations with the MTA are being conducted to re-baseline the additional out-of-scope efforts resulting from numerous facilities design changes.

**Bid/Award**

- No action this month.

**Construction**

- Contract C0311, Line Section, Universal City Station to Station 630+00, the Contractor completed clearing the crossover access shaft and the North Access Shaft. The contractor began dewatering in the crossover shaft area.
- Contract C0331, Line Section North Hollywood to Universal City, the Contractor and MTA developed a plan to modify the shield to prevent loss of ground.

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

- Activities scheduled to complete in May 1995 include Preliminary Engineering for Universal City Road and Restoration, Contract C0326, and Pre-Final submittal for North Hollywood Sitework, Contract C0352.

**Bid/Award**

- Contract C0301R, Hollywood/Highland Station and Tunnels, Notice to Proceed is planned for April 24, 1995.
- Contract C0321, Universal City Station, advertise for bids on May 8, 1995.
- Contract C0351, No. Hollywood Station, Crossover and Tail track, Notice to Proceed is forecast for May 22, 1995.

**Construction**

- Contract B251, Vermont/Hollywood Tunnel, complete HAR/HAL mining of running tunnels.
- Contract C0301R, Hollywood/Highland Station and Tunnels, commence mobilization.
- Contract C0311, Line Section from Universal City Station to Station 630+00, begin delivery of soldier piles for access shaft and prepare shop drawings submittals.
- Contract C0331, North Hollywood Tunnel, resume mining.

## KEY ACTIVITIES - APRIL

### East Side Extension

#### Design

- Continued with the initial final design tasks (AWA #411) for right-of-way and utilities. Right-of-way completed property certifications for 19 parcels; one at First/Lorena Station, eight at First/Boyle Station and ten at Chavez/Soto Station.
- Utilities collected as-builts at Little Tokyo/Arts District Station and Tunnel, and Chavez/Soto Station. Began mapping of existing utility plans for emergency exits, developing utility line profiles and developing potholing plans.
- Meetings were held between MTA and EMC to determine impacts of a fixed price contract to the current cost plus/fixed fee contract.

## KEY ACTIVITIES - PLANNED FOR MAY

### East Side Extension

#### Design

- EMC will begin revising the P.E. station design to include the MTA approval of the engineering design for vertical fans and blast relief shafts. Other revisions to P.E. station designs include the entrance change to Little Tokyo/Arts District Station and the new entrance design for First/Lorena Station.
- MTA decision on the alignment for First/Boyle Station will be determined by May 31, 1995.
- EMC utilities department will continue with advanced utilities and support the potholing subconsultant in obtaining plans and permits in June 1995.
- EMC Right-of-Way department will continue certification on remaining full take parcels and subsurface takes.
- Boring permits will be obtained for start of geotechnical services.
- Begin establishing fixed price contract requirements and guidelines.
- Resolve slippage in schedule from scheduled project start date of final design services of January 1995 to a potential start of October 1995.

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

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

Period: Mar 31, 1995 to Apr 28, 1995  
Run Date: May 15, 1995  
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	
<b>TOTAL PROJECT</b>												
T CONSTRUCTION	890,729	0	766,847	134,529	486,685	1,250	62,719	3,187	64,975	-13,517	770,274	3,427
S PROFESSIONAL SERVICES	254,747	0	279,125	197	101,683	3,094	63,707	3,094	63,707	0	279,574	449
R REAL ESTATE	84,534	0	85,644	2,426	54,714	2,426	54,714	2,426	54,714	0	86,418	774
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	0	11,368	98	6,098	98	6,098	0	23,316	4,605
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	13,517	151,238	-9,256
A PROJECT REVENUE	0	0	0	0	0	0	0	0	-138	0	0	0
<b>TOTAL PROJECT</b>	<b>1,310,822</b>	<b>0</b>	<b>1,310,822</b>	<b>137,153</b>	<b>654,451</b>	<b>6,869</b>	<b>187,239</b>	<b>8,806</b>	<b>189,356</b>	<b>0</b>	<b>1,310,822</b>	<b>0</b>
<b>NEW REQUIREMENTS</b>												
T CONSTRUCTION	0	0	0	-1,628	2,728	4	2,960	2	7	0	11,724	11,724
S PROFESSIONAL SERVICES	0	0	0	0	410	0	0	0	0	0	767	767
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	55	55
<b>TOTAL NEW REQUIREMENTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,628</b>	<b>3,139</b>	<b>4</b>	<b>2,960</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>12,547</b>	<b>12,547</b>
<b>GRAND TOTAL</b>	<b>1,310,822</b>	<b>0</b>	<b>1,310,822</b>	<b>135,524</b>	<b>657,590</b>	<b>6,873</b>	<b>190,199</b>	<b>8,809</b>	<b>189,364</b>	<b>0</b>	<b>1,323,369</b>	<b>12,547</b>

**MTA CONSTRUCTION DIVISION  
PROJECT COST REPORT  
Original Scope / New Requirements By Element**

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

Period: Mar 31, 1995 to Apr 28, 1995  
Run Date: May 9, 1995  
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	
<b>T CONSTRUCTION</b>												
Original Scope	334,139	0	334,139	0	43,264	0	866	0	285	0	328,119	-6,019
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	334,139	0	334,139	0	43,264	0	866	0	285	0	328,119	-6,019
<b>S PROFESSIONAL SERVICES</b>												
Original Scope	98,133	0	98,133	1	43,135	132	8,720	132	8,724	0	102,980	4,847
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	98,133	0	98,133	1	43,135	132	8,720	132	8,724	0	102,980	4,847
<b>R REAL ESTATE</b>												
Original Scope	53,303	0	53,303	0	132	0	132	0	132	0	48,543	-4,760
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	53,303	0	53,303	0	132	0	132	0	132	0	48,543	-4,760
<b>F UTILITY/AGENCY FORCE ACCOUNTS</b>												
Original Scope	5,088	0	5,088	26	900	1	182	1	182	0	5,088	0
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	5,088	0	5,088	26	900	1	182	1	182	0	5,088	0
<b>C PROJECT CONTINGENCY</b>												
Original Scope	0	0	0	0	0	0	0	0	0	0	5,932	5,932
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	0	0	0	0	0	0	0	0	0	0	5,932	5,932
<b>A PROJECT REVENUE</b>												
Original Scope	0	0	0	0	0	0	0	0	-0	0	0	0
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	0	0	0	0	0	0	0	0	-0	0	0	0

NOTE: 1) INCURRED COSTS CUMULATIVE THROUGH APRIL 28, 1995 ARE \$9,908,000.  
2) EXPENDITURES ARE THROUGH MARCH 31, 1995.

**MTA CONSTRUCTION DIVISION**  
**PROJECT COST REPORT**  
**Original Scope / New Requirements By Element**

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

Period: Mar 31, 1995 to Apr 28, 1995  
Run Date: May 9, 1995  
Units: \$ in Thousands (Truncated)

[illegible]



Page No. 1

**MTA CONSTRUCTION DIVISION**  
**PROJECT COST REPORT**  
**Original Scope / New Requirements By Element**

Project: R04 METRO RED LINE - SEGMENT 3 - EAST SIDE

Period: Mar 31, 1995 to Apr 28, 1995  
 Run Date: May 9, 1995  
 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	
<b>T CONSTRUCTION</b>												
Original Scope	624,556	0	624,556	0	3,976	0	0	0	8	0	624,865	309
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	624,556	0	624,556	0	3,976	0	0	0	8	0	624,865	309
<b>S PROFESSIONAL SERVICES</b>												
Original Scope	219,522	0	219,522	5,000	17,157	367	1,155	367	10,315	45	227,183	7,661
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	219,522	0	219,522	5,000	17,157	367	1,155	367	10,315	45	227,183	7,661
<b>R REAL ESTATE</b>												
Original Scope	26,570	0	26,570	0	24	0	7	0	24	0	26,570	0
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	26,570	0	26,570	0	24	0	7	0	24	0	26,570	0
<b>F UTILITY/AGENCY FORCE ACCOUNTS</b>												
Original Scope	14,092	0	14,092	0	22	0	0	0	1	0	14,092	0
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	14,092	0	14,092	0	22	0	0	0	1	0	14,092	0
<b>C PROJECT CONTINGENCY</b>												
Original Scope	94,861	0	94,861	0	0	0	0	0	0	-45	86,891	-7,970
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	94,861	0	94,861	0	0	0	0	0	0	-45	86,891	-7,970
<b>GRAND TOTAL</b>												
Original Scope	979,401	0	979,401	5,000	21,180	367	1,163	367	10,350	0	979,401	0
New Requirements	0	0	0	0	0	0	0	0	0	0	0	0
Total Element	979,401	0	979,401	5,000	21,180	367	1,163	367	10,350	0	979,401	0

NOTE: 1) INCURRED COSTS CUMULATIVE THROUGH APRIL 28, 1995 ARE \$10,354,000.  
 2) EXPENDITURES ARE THROUGH MARCH 31, 1995.

METROPOLITAN TRANSPORTATION AUTHORITY  
METRO RAIL RED LINE TOTAL SEGMENT 3 PROJECT  
(IN THOUSANDS OF DOLLARS)

APRIL 1995

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$1,416,490	\$212,824	\$637,999	45%	\$81,459	6%	\$75,045	5%
FED ISTE A STP (STATE)	\$250,745	\$0	\$0	0%	\$0	0%	\$0	0%
FED ISTE A STP/CMAQ (REGIONAL)	\$166,400	\$41,326	\$41,326	25%	\$41,326	25%	\$41,326	25%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$44,984	60%	\$44,984	60%	\$44,984	60%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$20,855	100%
STATE PROP 116	\$40,000	\$0	\$8,171	20%	\$8,171	20%	\$0	0%
STATE TSM Match	\$21,559	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$790,037	\$36,005	\$12,868	2%	\$12,243	2%	\$12,243	2%
TOTAL	\$2,781,086	\$386,010	\$766,203	28%	\$209,038	8%	\$194,453	7%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1995.

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

APRIL 1995

## STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$153,944	\$533,457	78%	\$65,231	10%	\$59,197	9%
FED ISTE A STP (STATE)	\$69,145			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$39,908	\$39,908	\$39,908	100%	\$39,908	100%	\$39,908	100%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$44,984	60%	\$44,984	60%	\$44,984	60%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$20,855	100%
STATE PROP 116	\$25,000		\$8,171	33%	\$8,171	33%		0%
STATE TSM Match	\$3,239			0%		0%		0%
PROP C	\$396,638	\$13,386	\$10,215	3%	\$10,215	3%	\$10,215	3%
TOTAL	\$1,310,822	\$303,093	\$657,590	50%	\$189,364	14%	\$175,159	13%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1995.

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

APRIL 95

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$39,030	\$84,584	35%	\$6,475	3%	\$6,407	3%
FED ISTE A STP (STATE)	\$98,300			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$40,492	\$1,418	\$1,418	4%	\$1,418	4%	\$1,418	4%
STATE ARTICLE 116	\$0							
STATE TSM Match	\$7,178			0%		0%		0%
PROP C	\$102,130	\$4,469	\$1,431	1%	\$1,431	1%	\$1,431	1%
TOTAL	\$490,663	\$44,917	\$87,433	18%	\$9,324	2%	\$9,256	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1995.

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

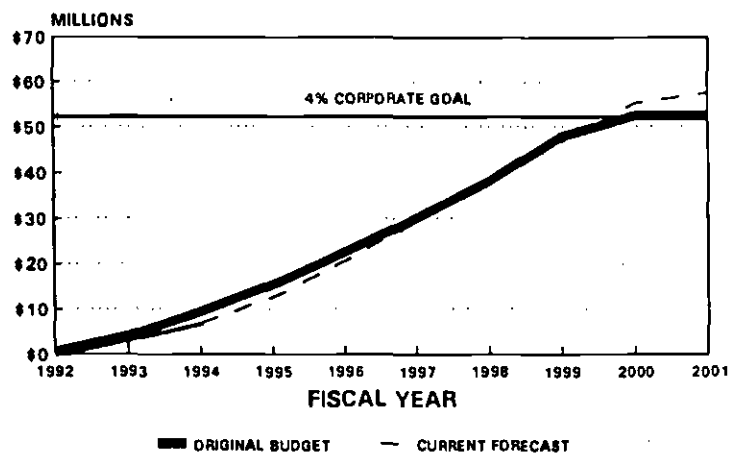
APRIL 95

## STATUS OF FUNDS BY SOURCE

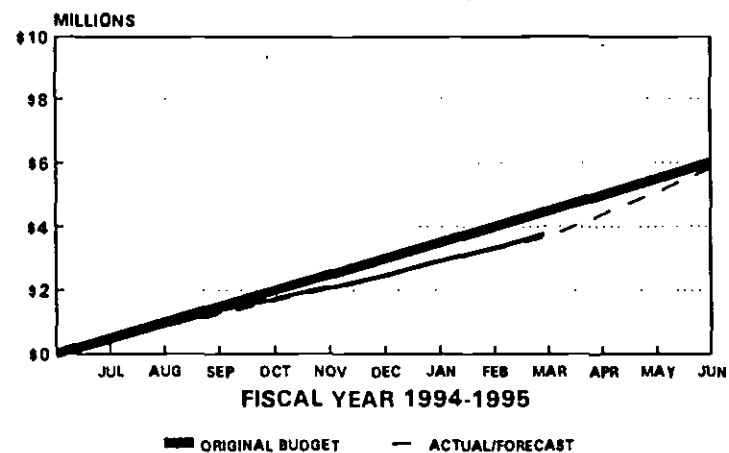
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$492,890	\$19,850	\$19,958	4%	\$9,753	2%	\$9,441	2%
FED ISTEA STP (STATE)	\$83,300			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$86,000			0%		0%		0%
STATE ARTICLE 116	\$15,000			0%		0%		0%
STATE TSM Match	\$11,142			0%		0%		0%
PROP C	\$291,269	\$18,150	\$1,222	0%	\$597	0%	\$597	0%
TOTAL	\$979,601	\$38,000	\$21,180	2%	\$10,350	1%	\$10,038	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1995.

### AGENCY COSTS RED LINE NORTH HOLLYWOOD



### FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



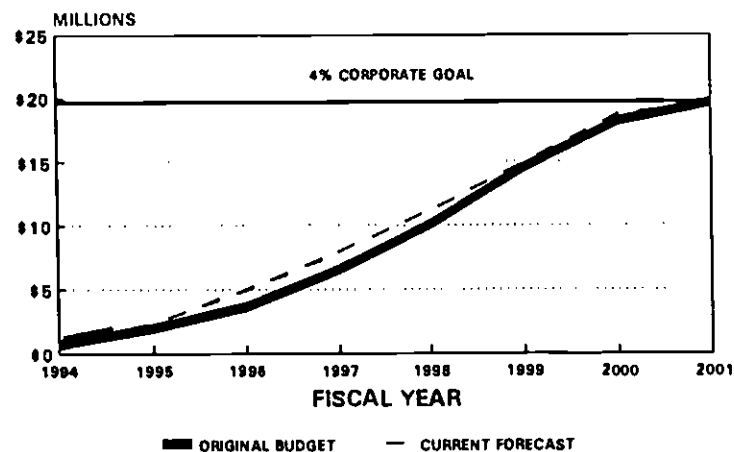
### PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

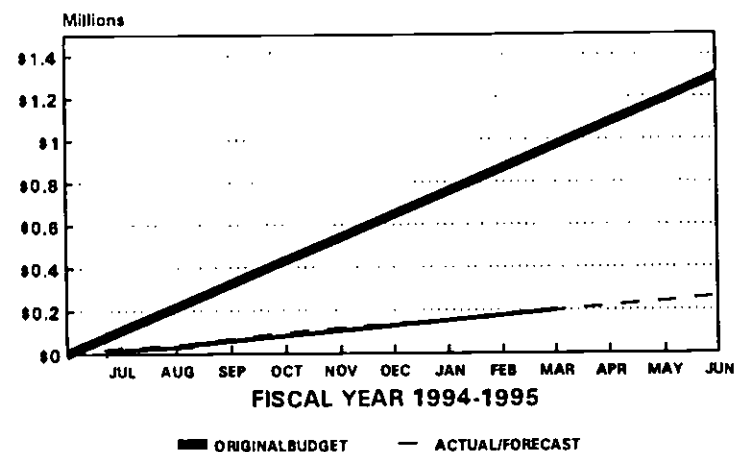
### FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT BUDGET	\$5,809
PLAN BUDGET TO DATE	\$4,504
ACTUAL TO DATE	\$3,693

### AGENCY COSTS RED LINE MID CITY



### FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



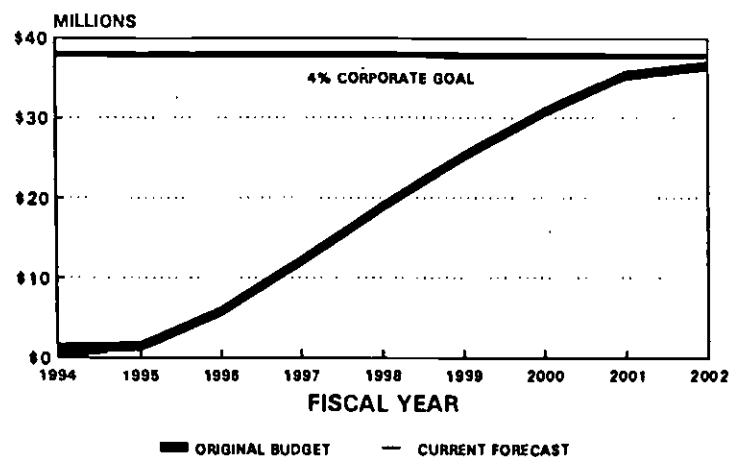
### PROJECT AGENCY COSTS RED LINE MID CITY (\$000)

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

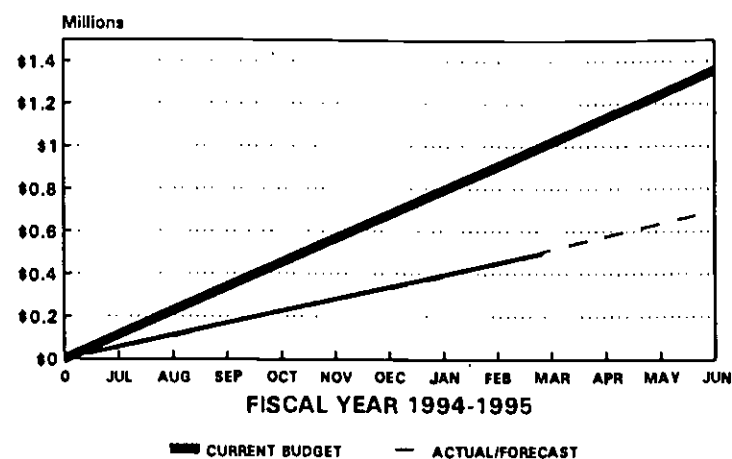
### FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY (\$000)

ORIGINAL BUDGET	\$1,295
CURRENT BUDGET	\$1,668
CURRENT FORECAST	\$263
BUDGET PLAN TO DATE	\$971
ACTUAL TO DATE	\$197

### AGENCY COSTS RED LINE EASTERN EXTENSION



### FISCAL YEAR 1995 AGENCY COSTS RED LINE EASTERN EXTENSION



### PROJECT AGENCY COSTS RED LINE EASTERN EXTENSION (\$000)

TOTAL PROJECT BUDGET	\$ 979,601
CURRENT BUDGET	\$ 36,588
BUDGET % OF TOTAL PROJECT	3.7%
CURRENT FORECAST	\$ 36,588
FORECAST % OF TOTAL PROJECT	3.7%
ACTUAL THROUGH FY 94	\$750

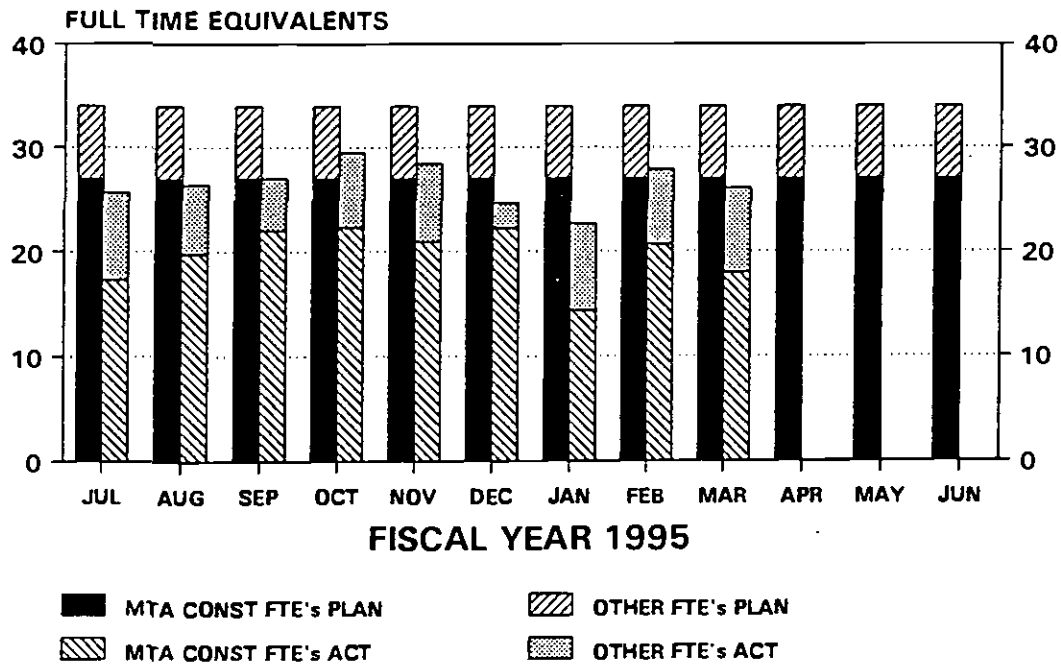
### FISCAL YEAR 1995 AGENCY COSTS RED LINE EASTERN EXTENSION (\$000)

CURRENT BUDGET (FY95)	\$1,358
CURRENT FORECAST	\$700
BUDGET PLAN TO DATE	\$1,018
ACTUAL TO DATE	\$519



## STAFFING PLAN VS. ACTUAL

### RED LINE NORTH HOLLYWOOD



FY'95 Budget

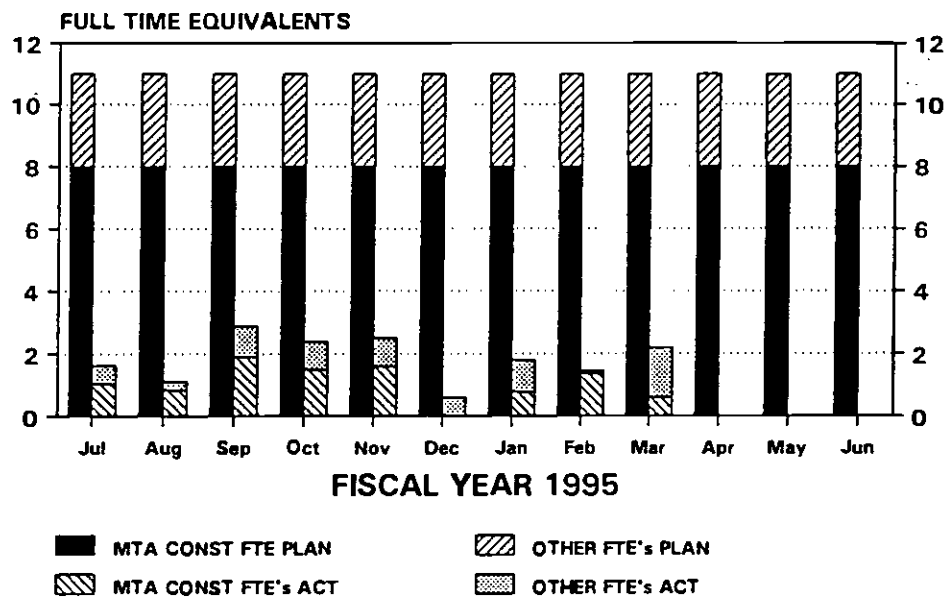
## RED LINE (NTH HOLLY.) STAFFING PLAN

### FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	18
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	8
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	26

## STAFFING PLAN VS. ACTUAL

### RED LINE MID CITY



FY'95 Budget

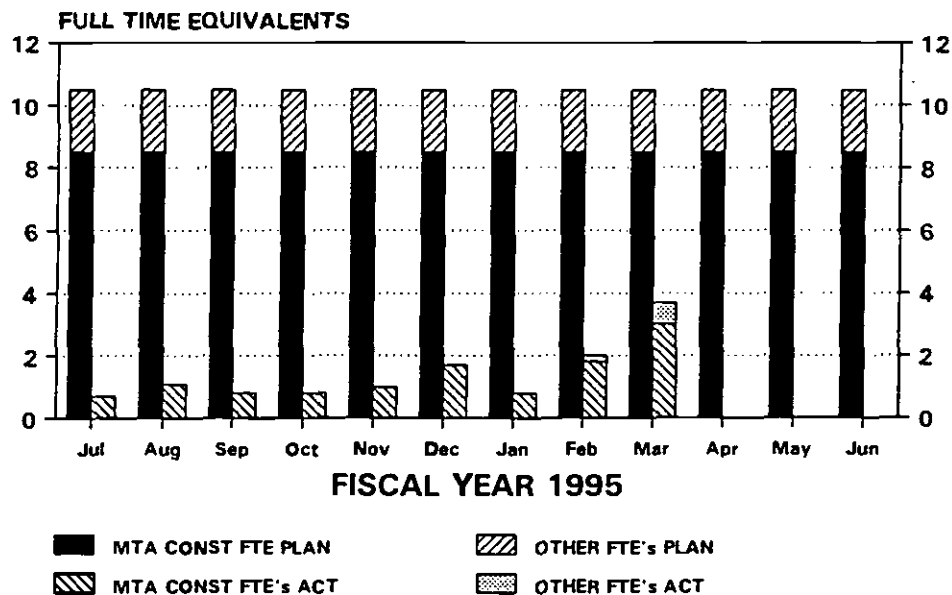
## RED LINE (MID CITY) STAFFING PLAN

### FISCAL YEAR 1995

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

## STAFFING PLAN VS. ACTUAL

### RED LINE EASTERN EXTENSION



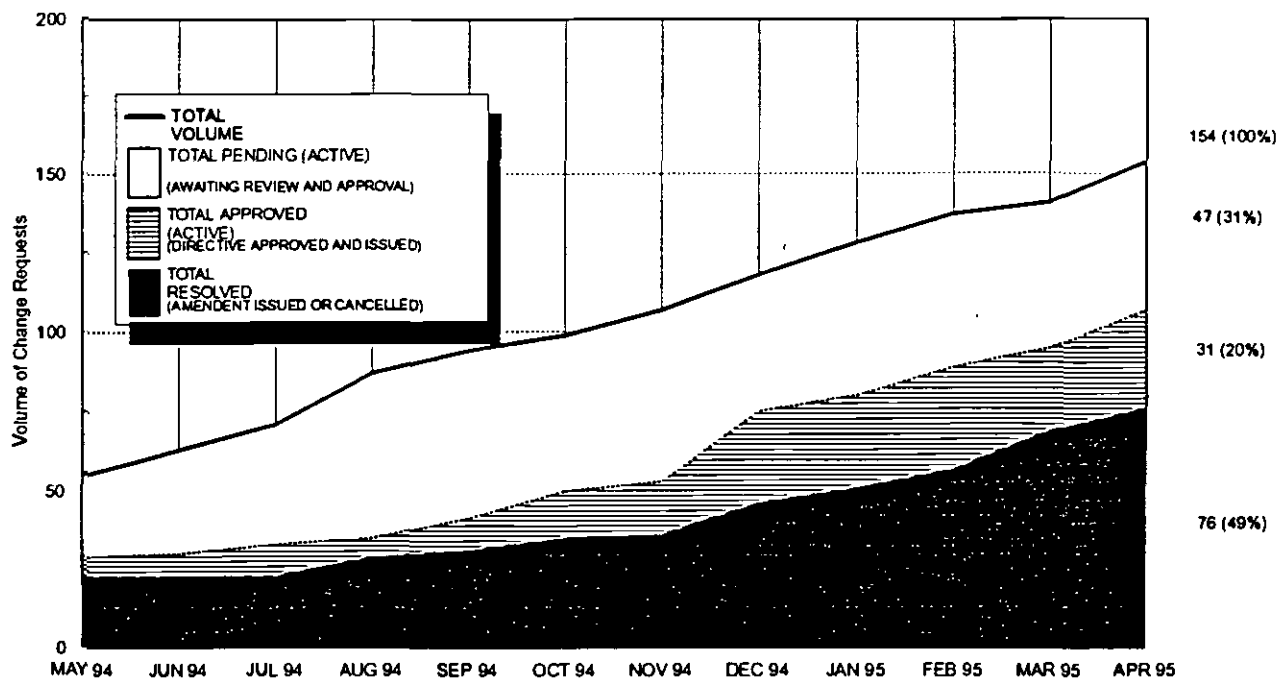
FY'95 Budget

## RED LINE (EASTERN EXTENSION) STAFFING PLAN

### FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	8
MTA CONSTRUCTION FTE's ACTUAL	3
OTHER FTE's PLAN	2
OTHER FTE's ACTUAL	1
TOTAL FTE's PLAN	10
TOTAL FTE's ACTUAL	4

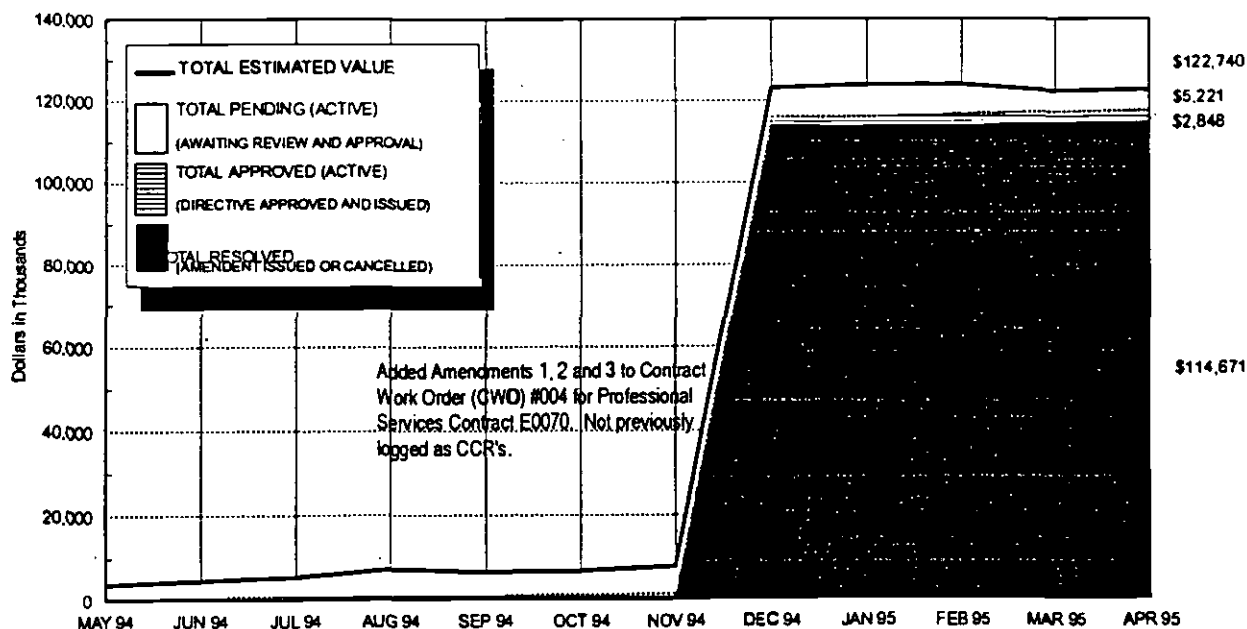
CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



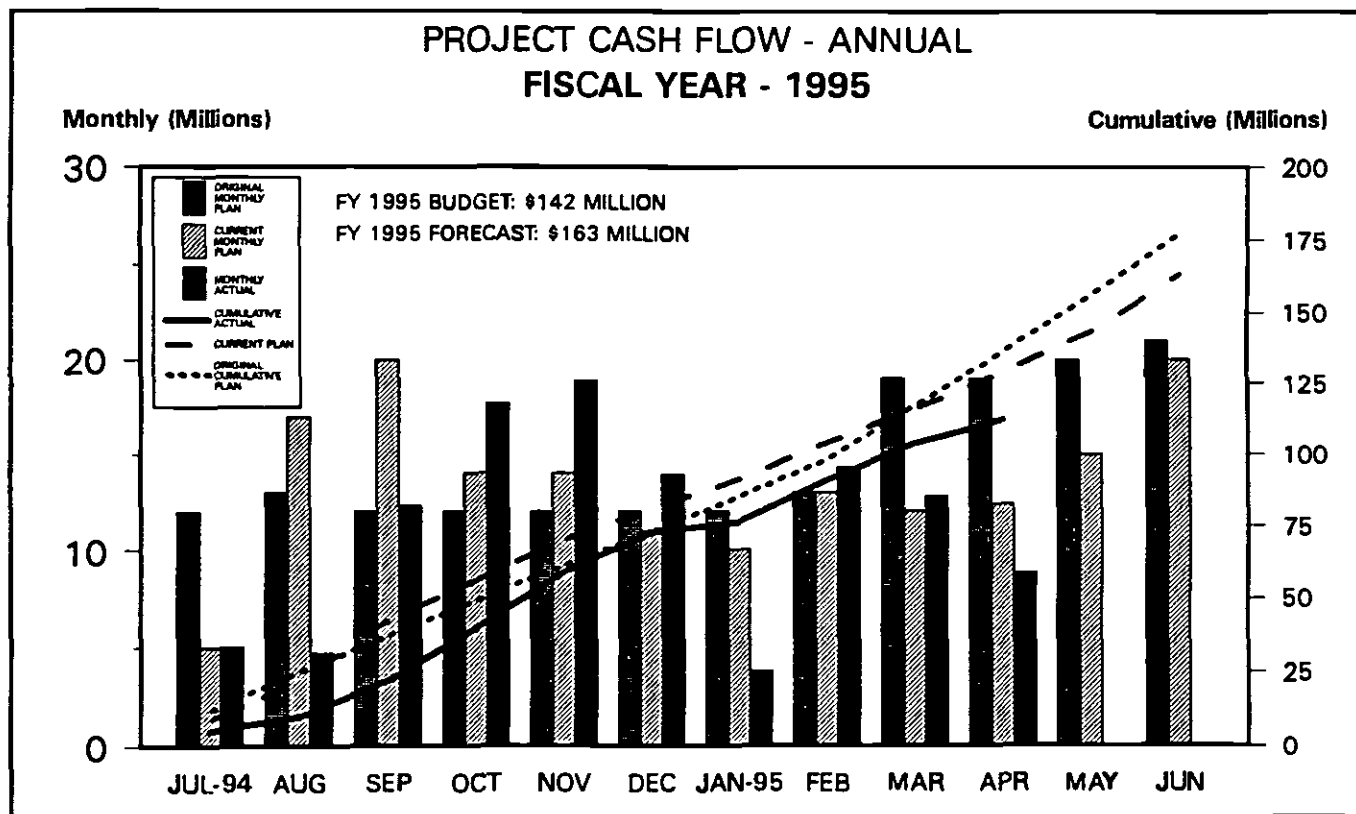
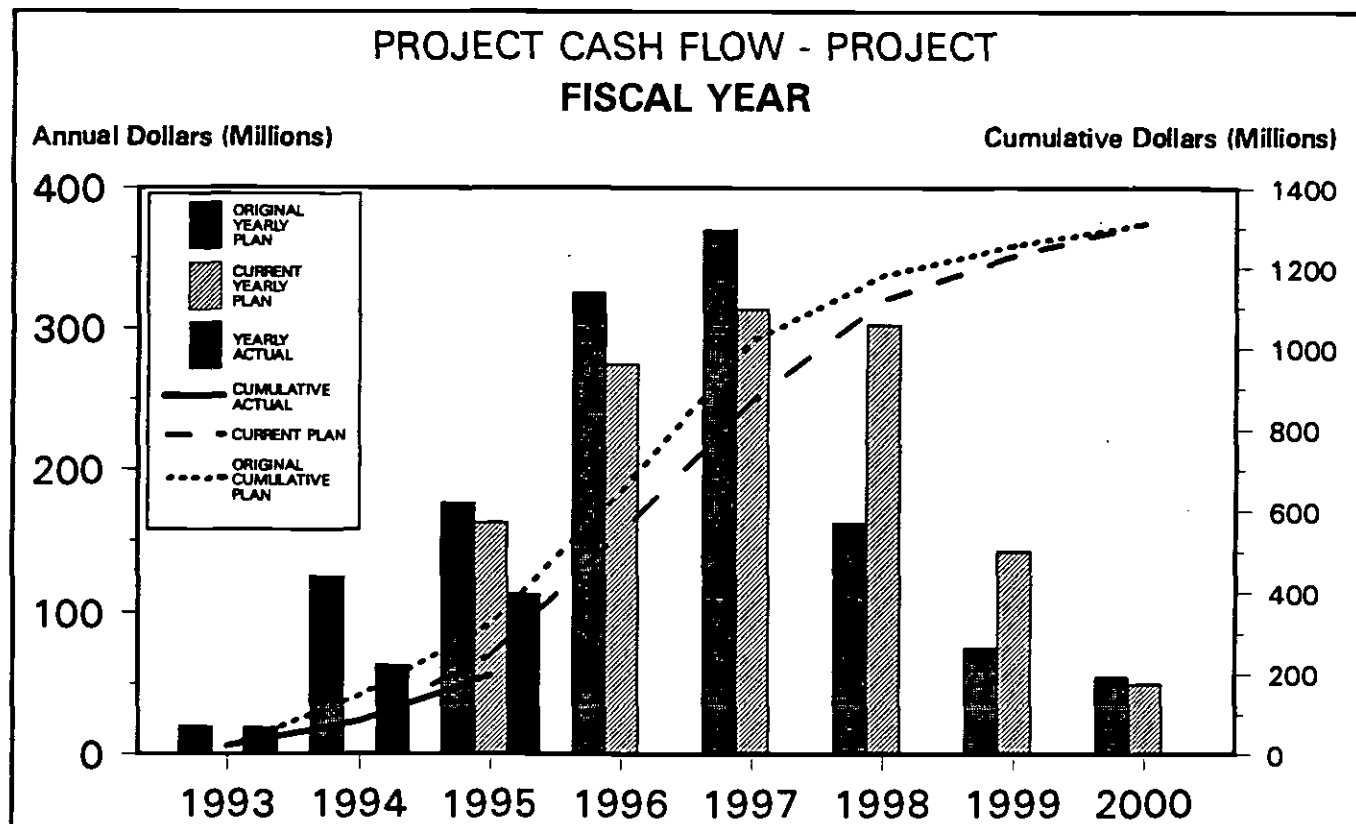
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	5	8	49	78
PERCENT	21%	6%	10%	63%	100%

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

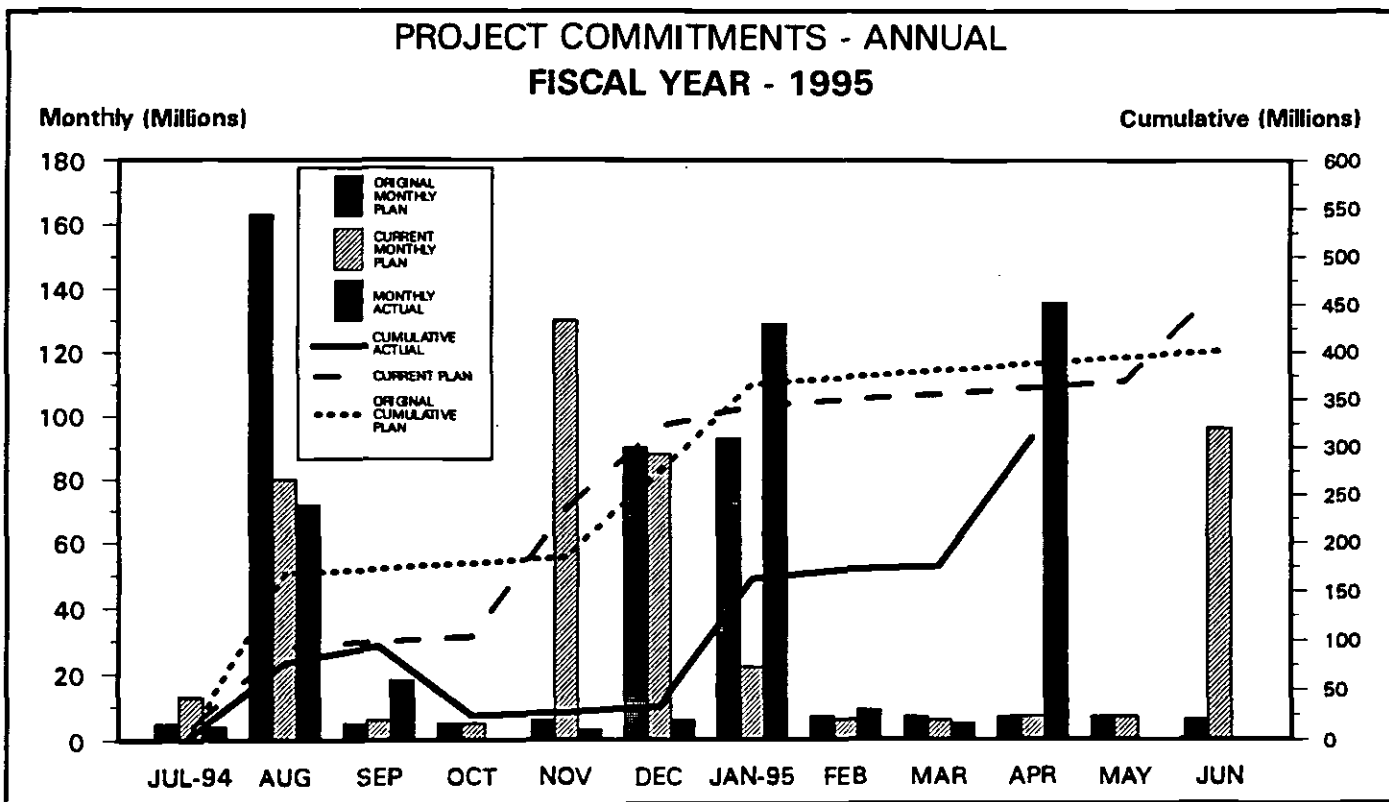
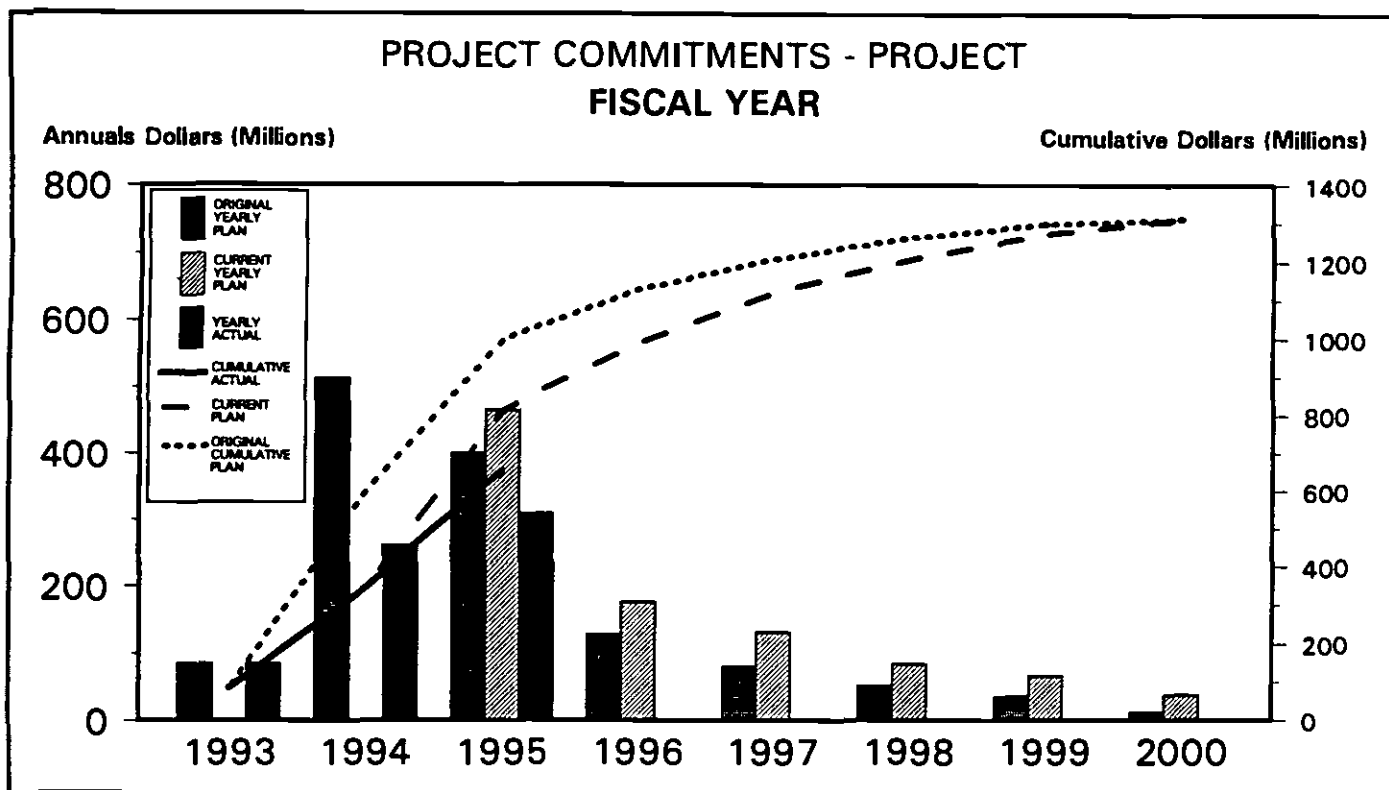


## NORTH HOLLYWOOD



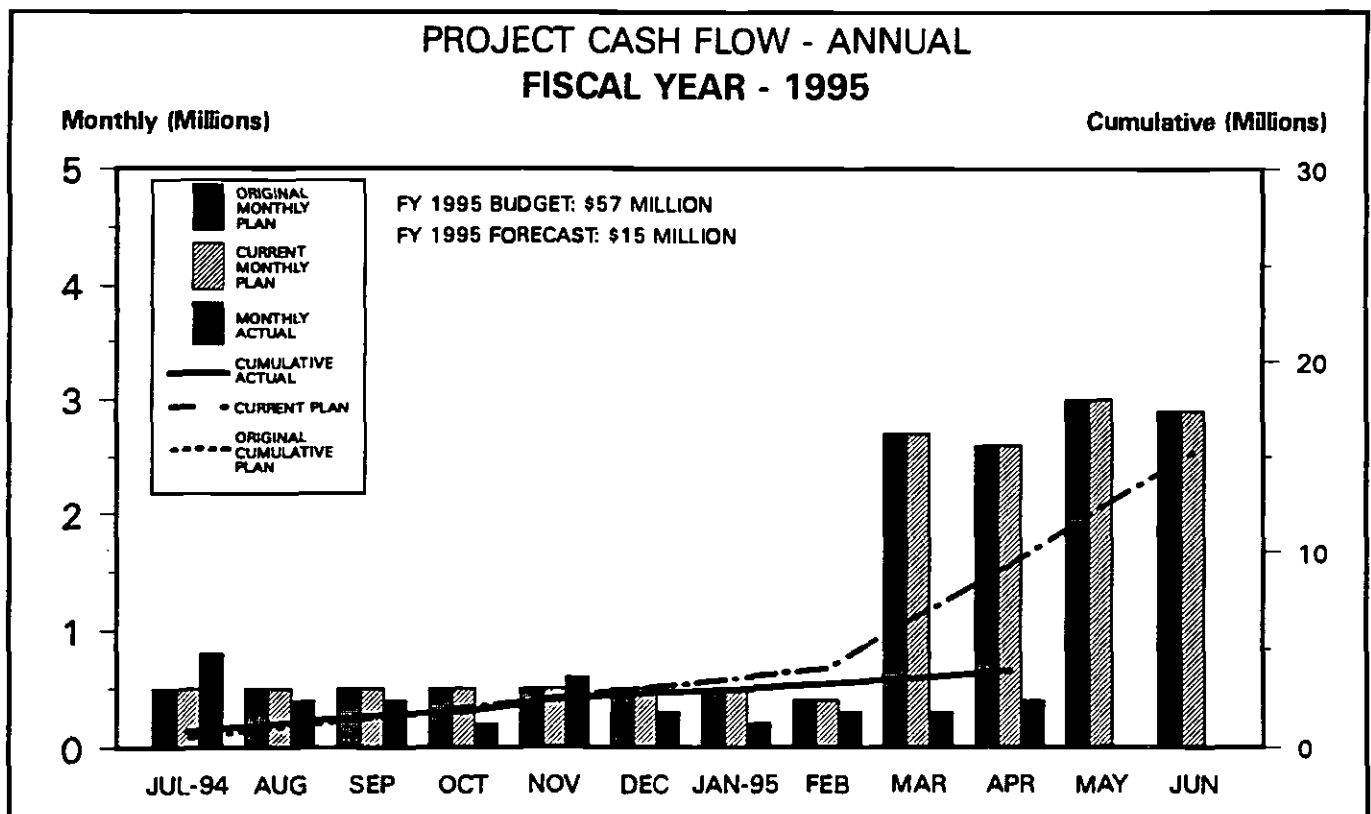
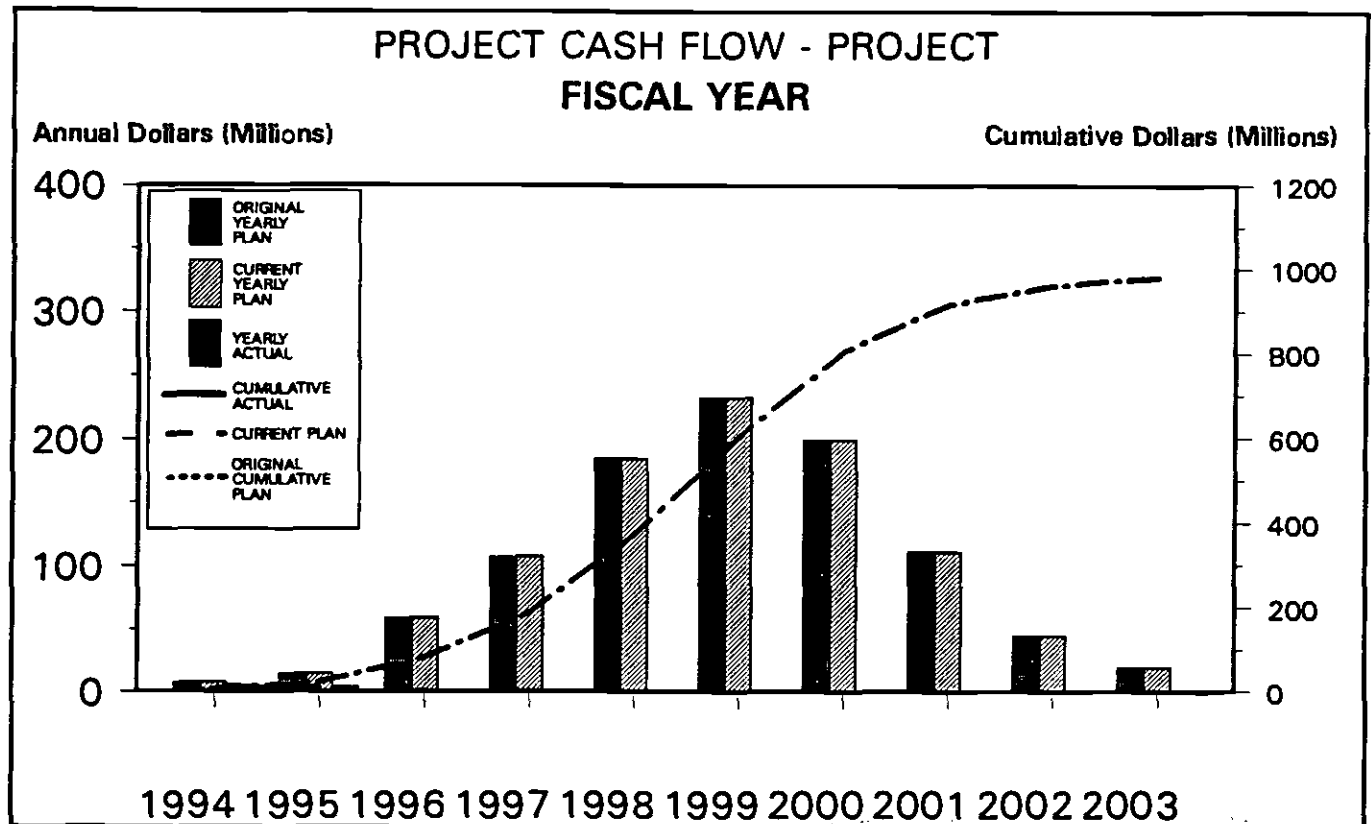
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH MARCH 1995.  
 THE PLAN WAS REVISED IN MARCH.

# NORTH HOLLYWOOD



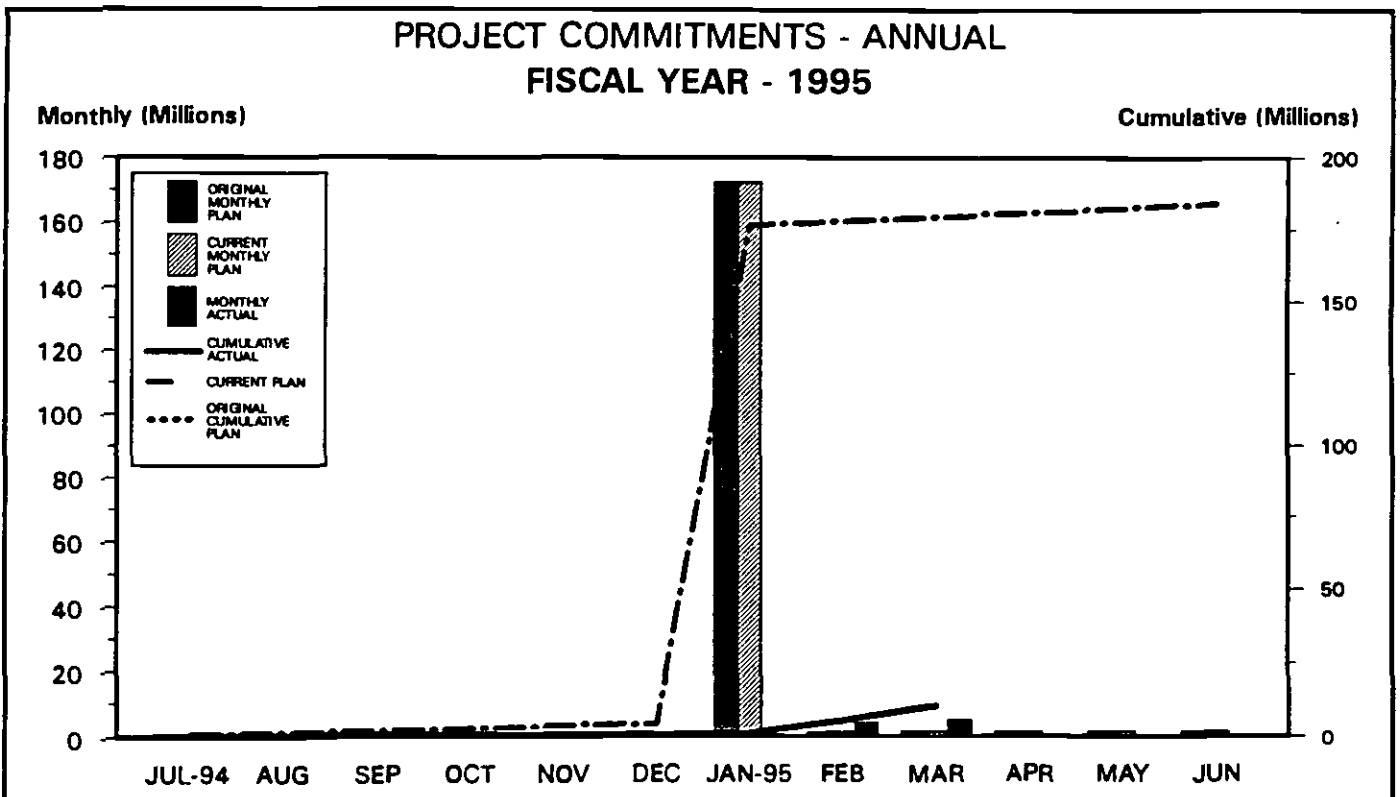
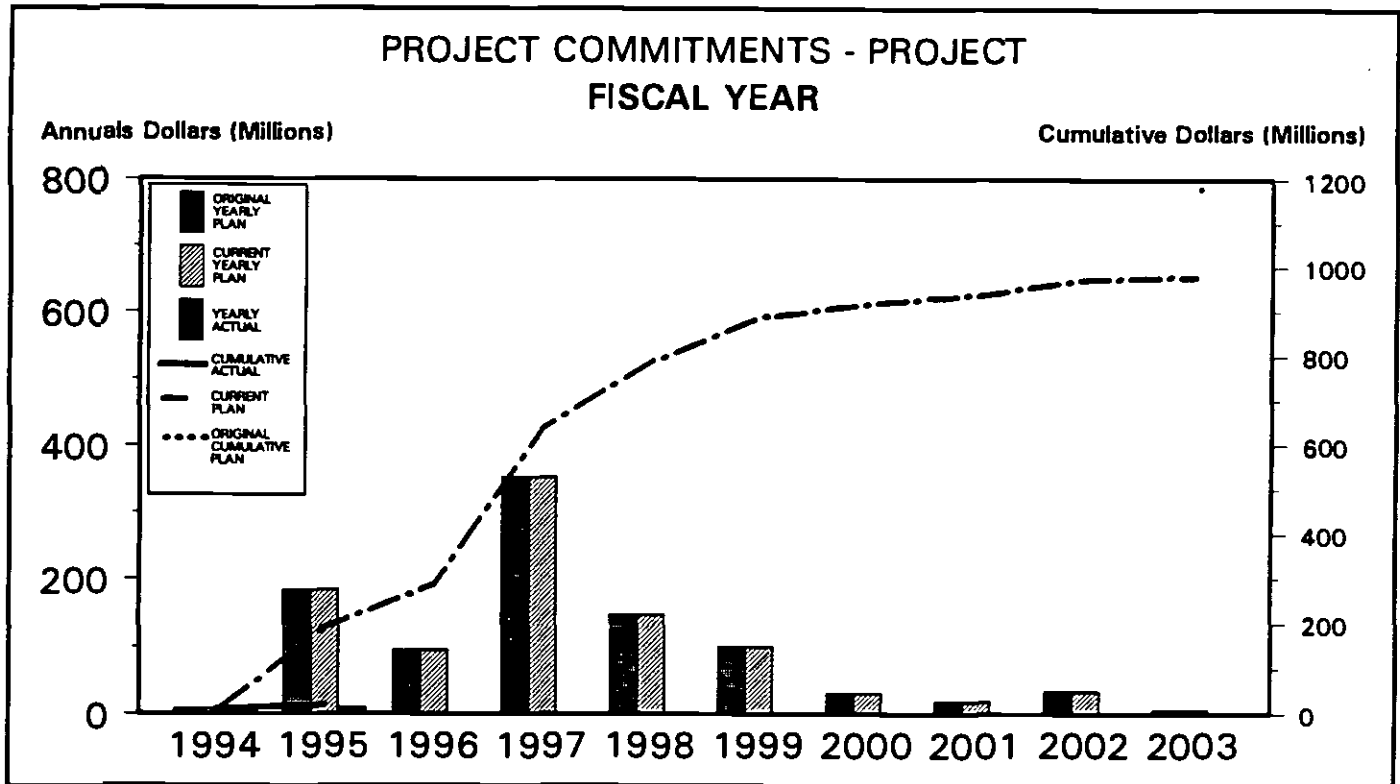
NOTE: THE PLAN WAS REVISED IN JUNE 1994.

## EAST SIDE EXTENSION



NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH FEBRUARY 1995. THE CASH FLOW REPRESENTS THE ORIGINAL START OF JANUARY 1995. A PLAN START OF MAY 1995 IS CONTINGENT UPON AN APRIL 26, 1995, MTA BOARD APPROVAL FOR START OF FINAL DESIGN. CASH FLOW WILL BE REVISED AT THAT TIME.

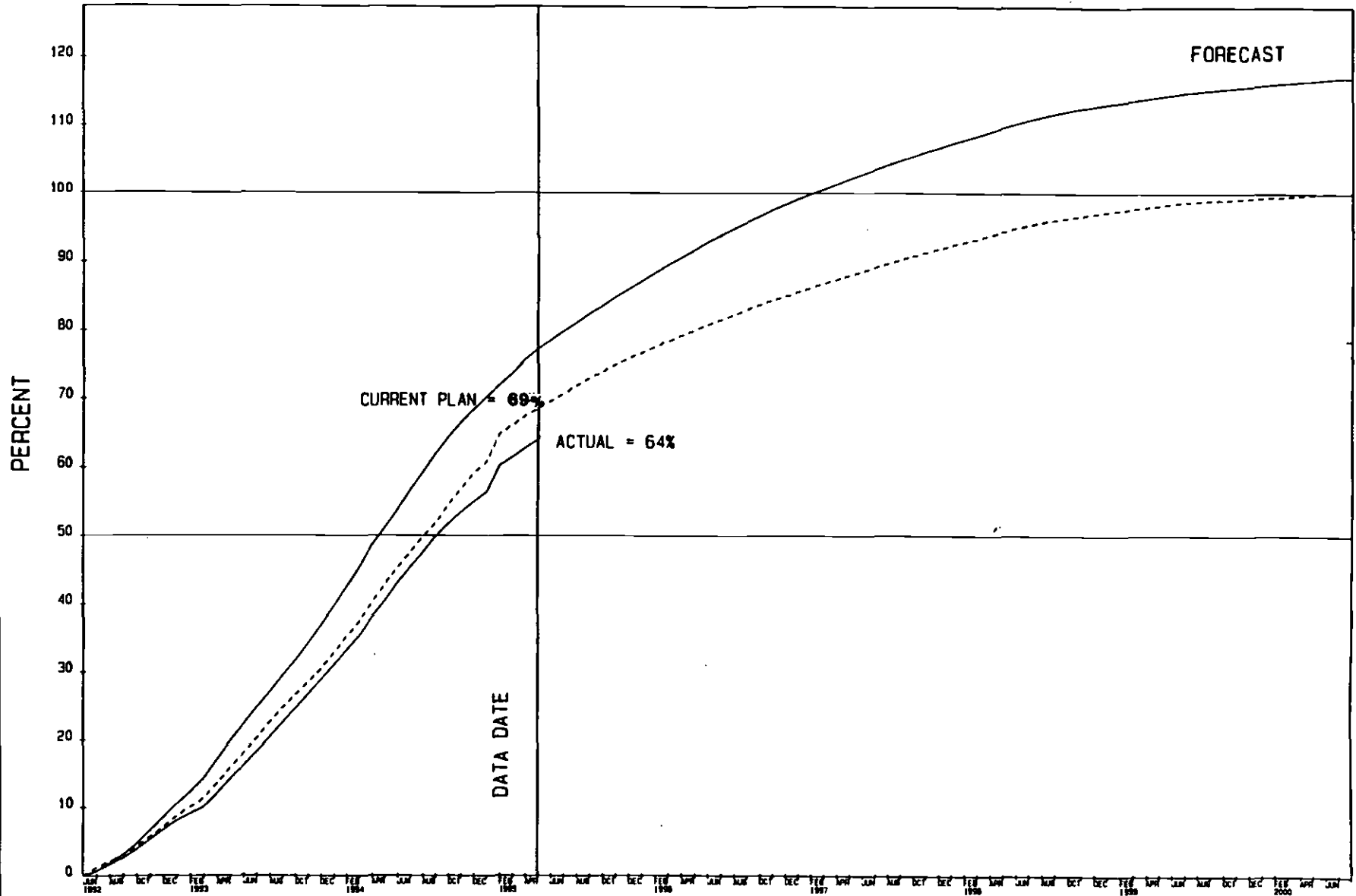
# EAST SIDE EXTENSION



NOTE: THE COMMITMENT REPRESENTS THE ORIGINAL START OF JANUARY 1995. A PLAN START OF MAY 1995 IS CONTINGENT UPON AN APRIL 26, 1995, MTA BOARD APPROVAL FOR START OF FINAL DESIGN. COMMITMENTS WILL BE REVISED AT THAT TIME.



# NORTH HOLLYWOOD - TOTAL CWD# 0004



Project Start 1JUN92  
Project Finish 30JUN00  
Data Date 29APR95  
Plot Date 22MAY95

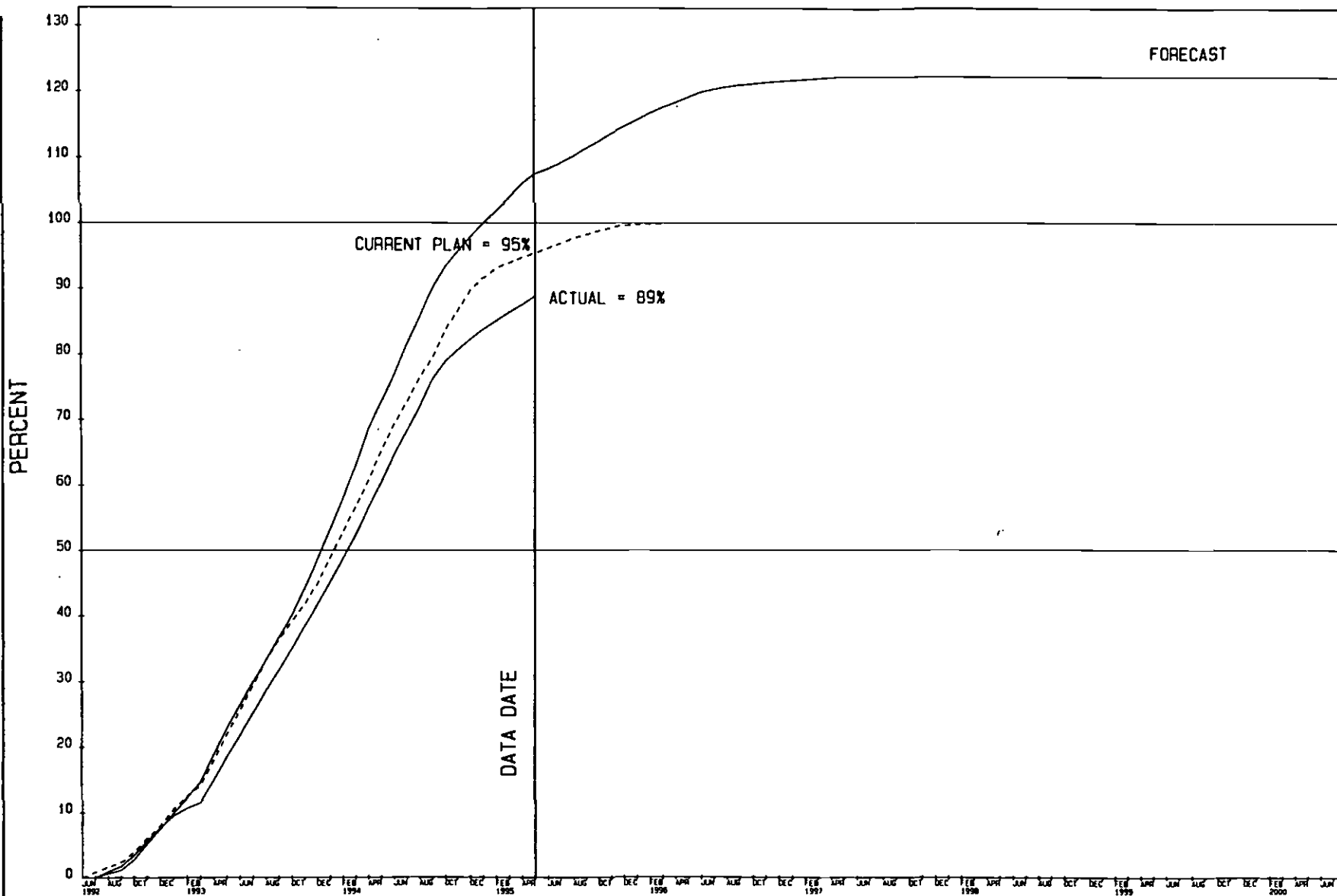
(c) Primavera Systems, Inc.

Segment 3, North Hollywood  
RC-Q1 PERFORMANCE CURVE # 1

Sheet 1 of 1

Date	Revision	Checked	Approved

# NORTH HOLLYWOOD - TOTAL FINAL DESIGN ONLY



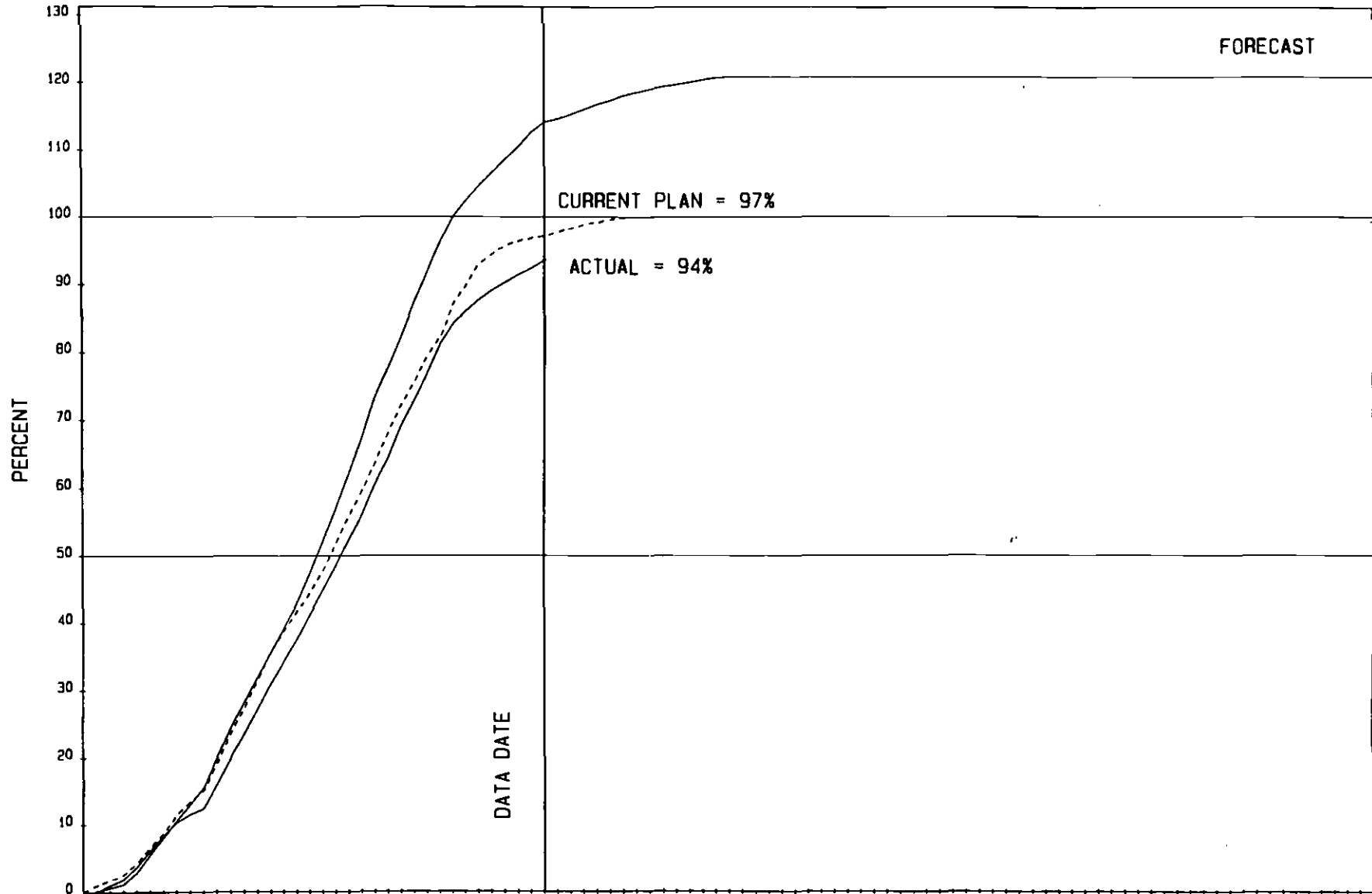
Project Start 1JUN92  
 Project Finish 30JUN00  
 Data Date 29APR95  
 Plot Date 22MAY95  
 (c) Primavera Systems, Inc.

Segment 3, North Hollywood  
 RC-Q2 PERFORMANCE CURVE # 2

Sheet 1 of 1

Date	Revision	Checked	Approved

# NORTH HOLLYWOOD - TOTAL FACILITIES DESIGN ONLY



Project Start 1JUN92  
 Project Finish 30JUN00  
 Data Date 29APR95  
 Plot Date 22MAY95

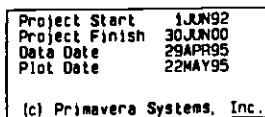
(c) Primavera Systems, Inc.

Segment 3, North Hollywood  
 RC-Q3 PERFORMANCE CURVE # 3

Sheet 1 of 1

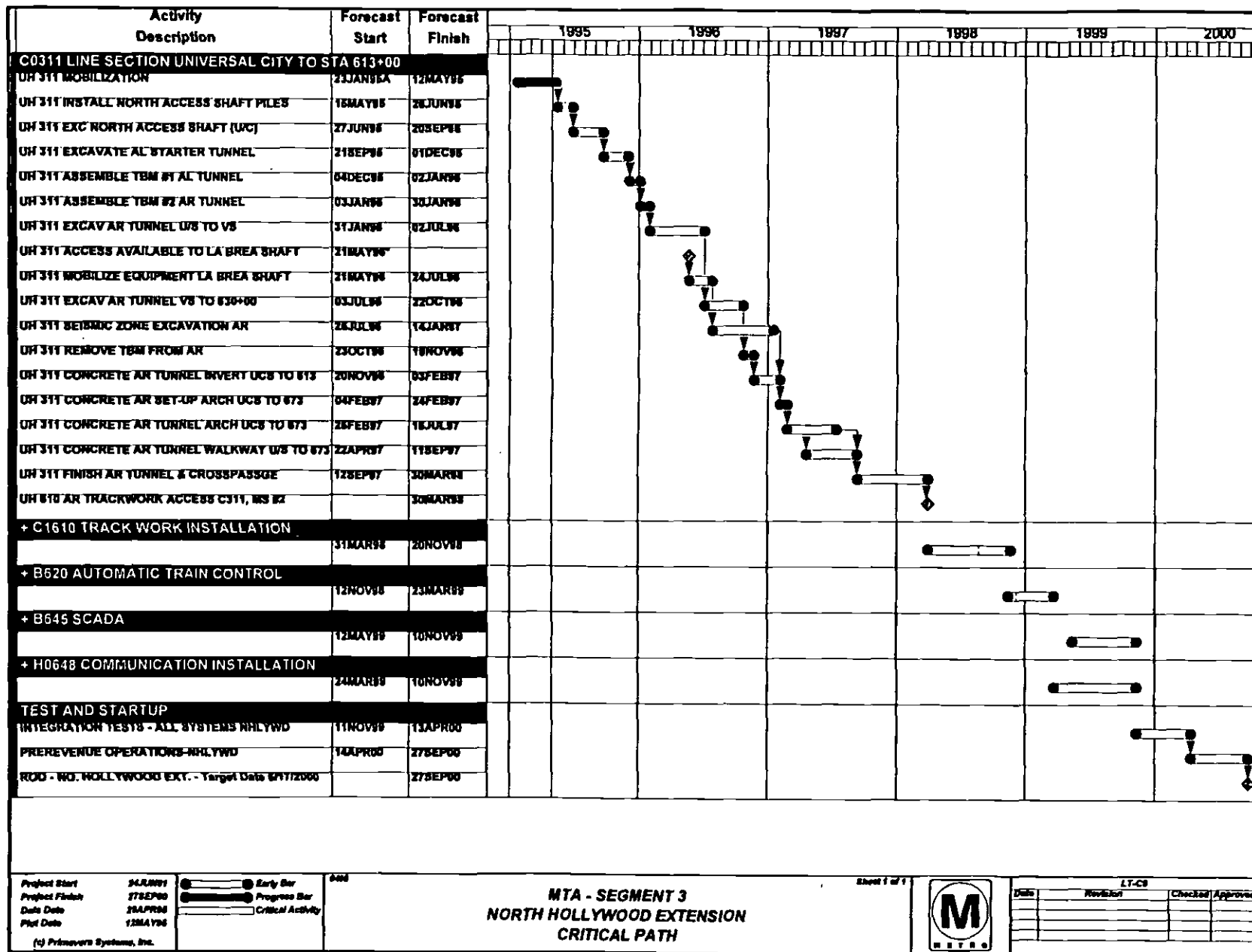
Date	Revision	Checked	Approved

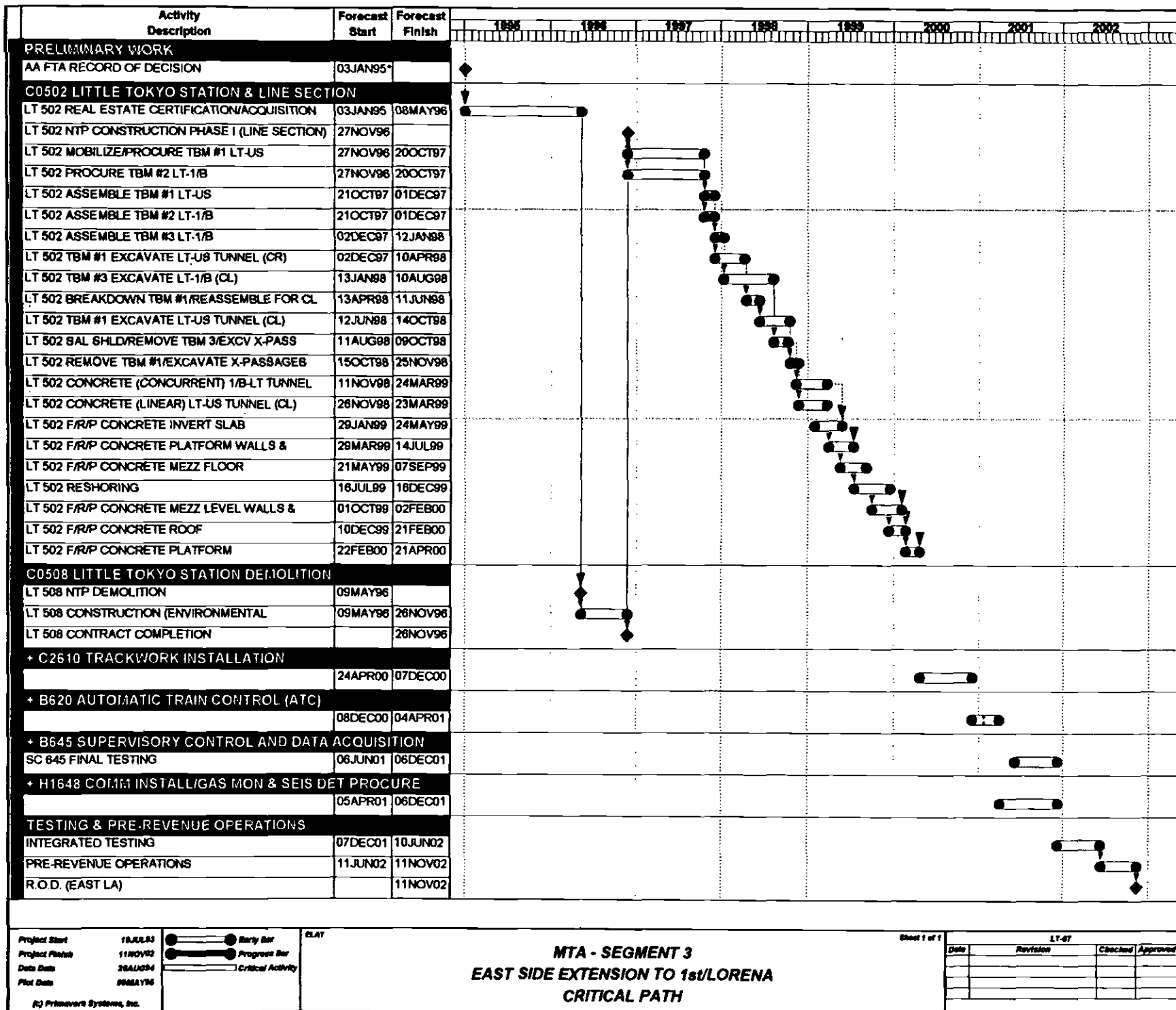
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METRO RED LINE  
SEGMENT III  
SAFETY SUMMARY

Prepared by:  
MASS TRANSIT GROUP

