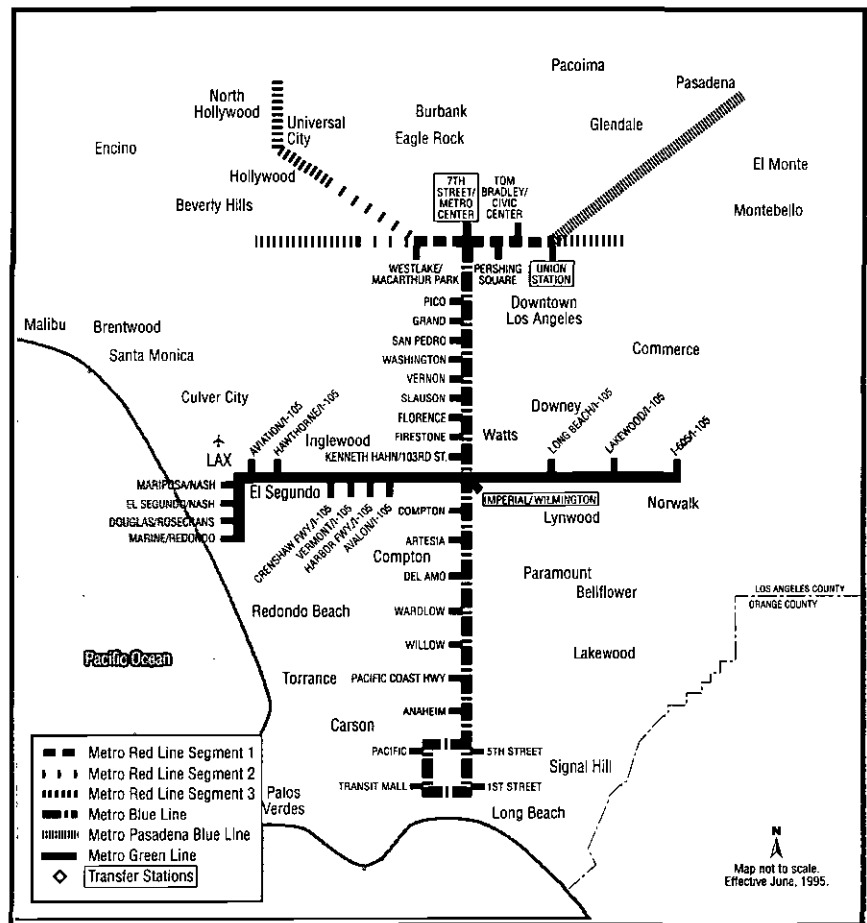


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

DECEMBER 1995

RAIL PROGRAM SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line				
Cost Status		(\$000)	Project Progress	
Original Budget		841,000	Design	
Expended to Date		147,171 *	Actual:	79.6%
Current Budget		841,000	Construction	
Schedule Status			Actual:	4.7%
Revenue Operations Date:				
Original		November 1997		
Revised		June 2002		

Metro Green Line (Budget and Forecast excludes North Coast Segment)				
Cost Status		(\$000)	Project Progress	
Original Budget		671,000	Design	
Expended to Date		629,000 **	Actual:	100%
Current Budget		717,802	Construction	
Schedule Status:			Actual:	98.3%
Revenue Operations Date:				
Original		October 1994	** Status through November 1995	
Current ROD		August 12, 1995		

Metro Red Line Segment 1				
Cost Status		(\$000)	Project Progress	
Original Budget		1,249,900	Design	
Expended to Date		1,431,887 **	Actual:	100%
Current Budget		1,450,019	Construction	
Schedule Status			Actual:	100%
Revenue Operations Date:				
Original		April 1992	** Status through November 1995	
Current ROD		January 1993		

Metro Red Line Segment 2				
Cost Status		(\$000)	Project Progress	
Original Budget		1,446,432	Design	
Expended to Date		1,041,680 *	Actual:	99.2%
Current Budget		1,517,657	Construction	
Schedule Status: Revenue Operations Date:			Actual:	67.5%
	Wilshire	Vermont/Hlywd	** Revised to reflect date in Full Funding Grant Agreement.	
Original	Jul '96	Dec '98 **		
Forecast	Jun '96	Feb '99		
Metro Red Line Segment 3 - North Hollywood Extension				
Cost Status		(\$000)	Project Progress	
Original Budget		1,310,822	Design	
Expended to Date		287,994 *	Actual:	88.5%
Current Budget		1,313,848	Construction	
Schedule Status			Actual:	17.4%
Revenue Operations Date:				
Original		May 2000		
Forecast		September 2000		
* Expenditure data through November 1995				

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Design	
Expended to Date	10,517 *	Actual:	0%
Current Budget	490,663	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	TBD		
Forecast	TBD		
Metro Red Line Segment 3 - East Side Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	979,601	Final Design	
Expended to Date	13,313 *	Actual:	7.1 %
Current Budget	979,601	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 2002		
Forecast	August 2003		
Vehicle Acquisition Project			
Cost Status	(\$000)	Project Progress	
Original Budget	257,597	Design	
Expended to Date	61,187 *	Actual:	80% - 90% **
Current Budget	257,597	Manufacture	
Schedule Status:		Actual:	25% - 30% **
Delivery of Final Cars:			
Original	November 1997	** Based on Milestone Payments	
Forecast	May 1999		

* Expenditure data through November 1995

METROPOLITAN TRANSPORTATION AUTHORITY
PROJECT COST REPORT - TOTAL RAIL PROGRAM
SUMMARY BY COST ELEMENT
(IN THOUSANDS)

STATUS DATE: 12/29/95

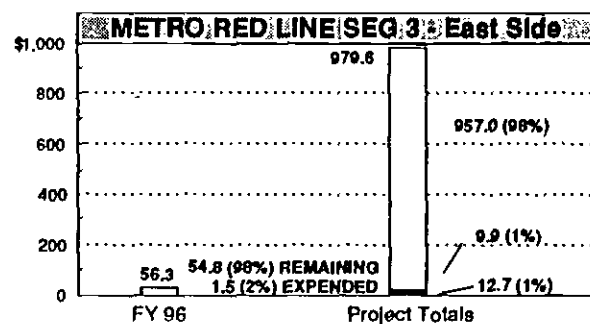
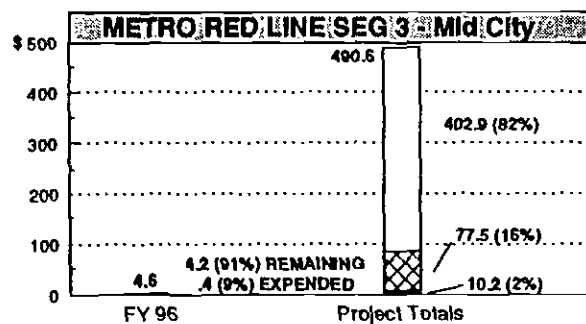
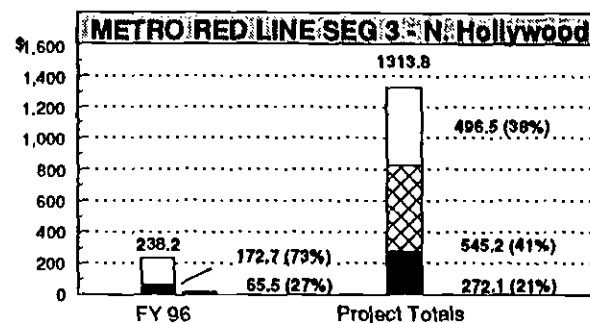
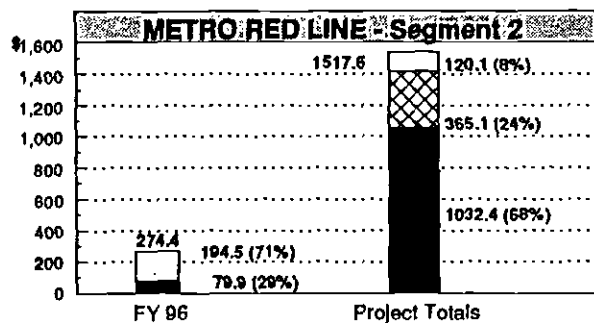
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	5,153,507	5,292,003	5,007	3,594,001	23,912	2,617,094	22,396	2,542,540	4,996,116	38,252
S PROFESSIONAL SERVICES	1,685,529	2,011,245	1,243	1,507,481	8,873	1,307,959	9,083	1,306,618	2,008,982	95,864
R REAL ESTATE	480,002	548,923	425	391,803	2,819	392,924	2,846	392,920	502,219	6,598
F UTILITY/AGENCY FORCE ACCOUNTS	146,279	168,650	22	129,410	336	105,824	336	105,305	155,995	(7,566)
D SPECIAL PROGRAMS	11,045	20,866	0	5,650	15	4,567	15	4,654	84,849	(30,875)
C CONTINGENCY	560,120	366,105	0	0	0	0	0	0	249,101	(22,139)
A PROJECT REVENUE	(18,115)	(36,585)	(1,171)	(2,757)	(4,432)	(11,655)	(4,432)	(14,523)	(33,524)	3,061
PROJECT GRAND TOTAL	8,018,367	8,371,207	5,526	5,625,588	31,523	4,416,713	30,244	4,337,514	7,963,738	83,195

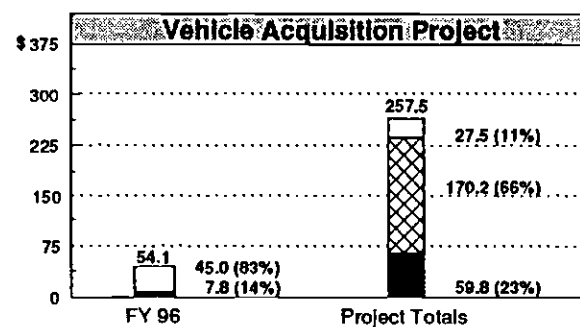
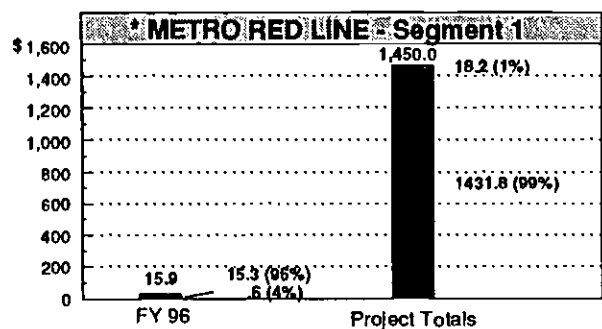
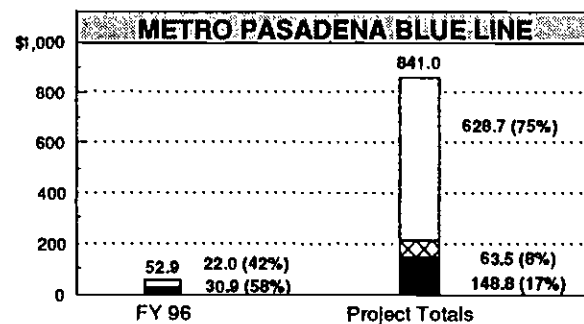
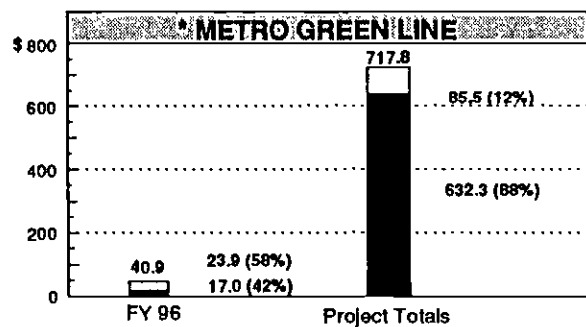
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	50,876	(1,951)	48,006	150	11,634	115	19,688	62,976	12,097
S PROFESSIONAL SERVICES	0	19,634	84	18,576	81	10,466	80	10,748	20,727	1,094
R REAL ESTATE	0	0	0	1	0	37	0	37	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	20	0	20	0	20	0	20	20	0
C CONTINGENCY	0	3,721	0	0	0	0	0	0	1,373	(2,347)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	74,251	(1,867)	66,603	231	22,157	195	30,493	85,096	10,844
PROJECT GRAND TOTAL	8,018,367	8,445,458	3,659	5,692,191	31,754	4,438,870	30,439	4,368,007	8,048,834	94,039

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

BUDGET STATUS - December 29, 1995
(in \$ Millions)

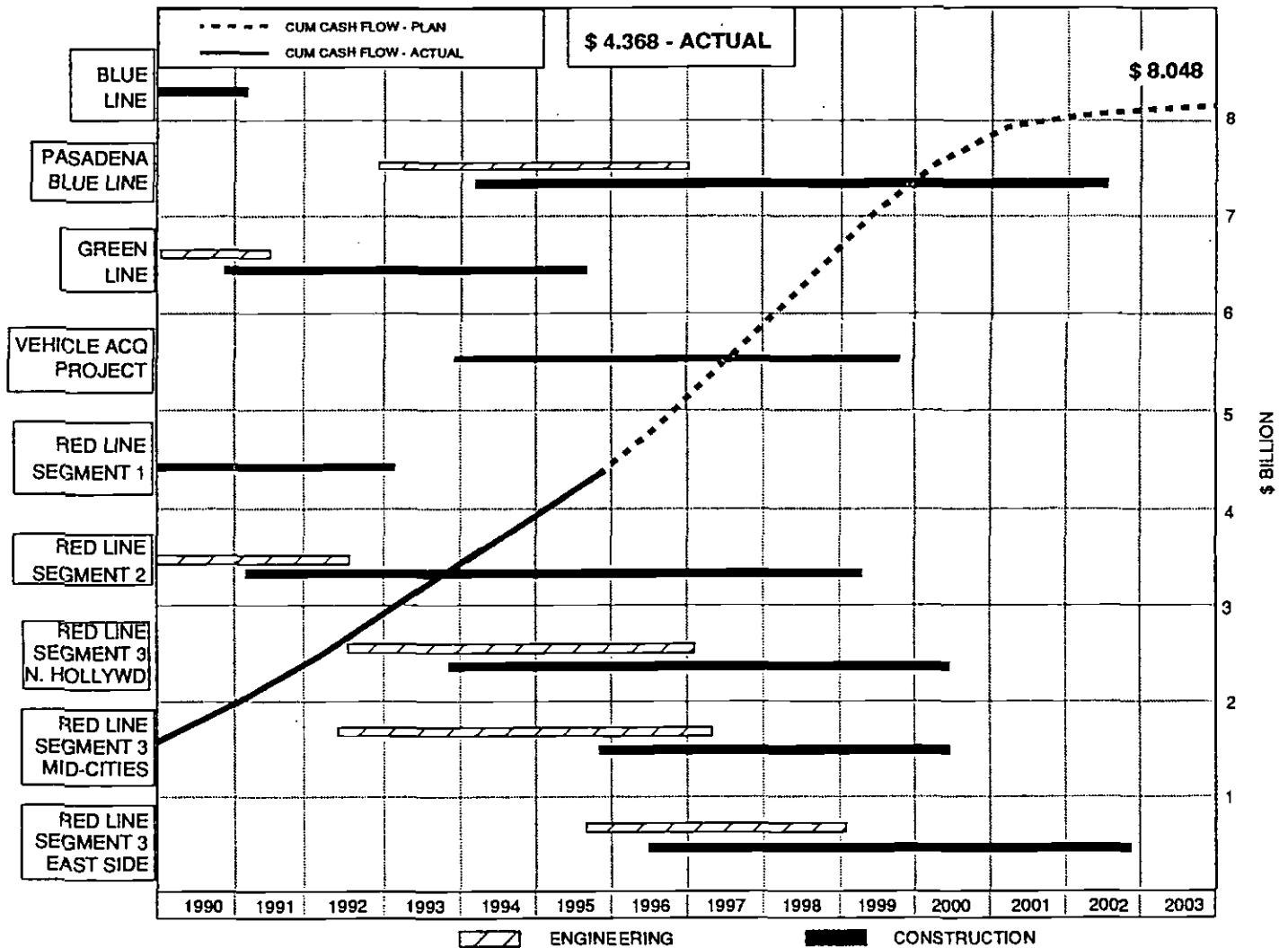


BUDGET STATUS - December 29, 1995
(in \$ Millions)



* Status through December 1995





METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES
(IN MILLIONS)

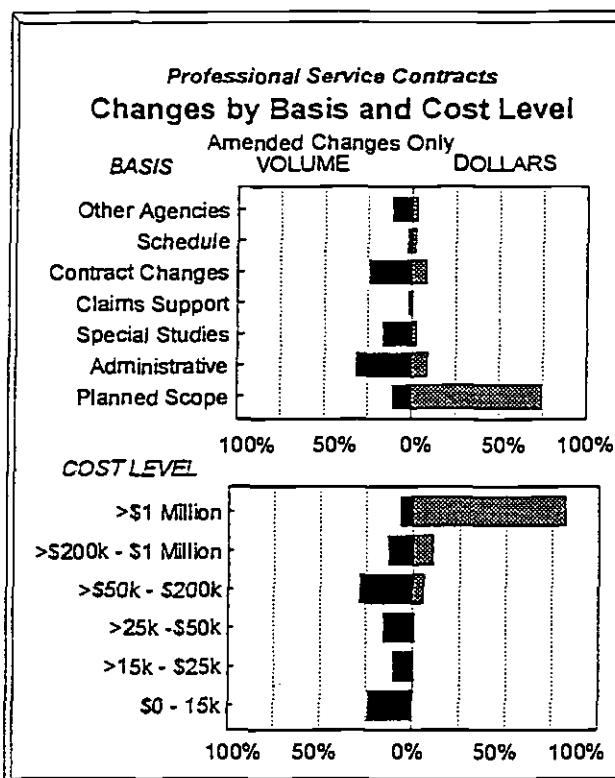
DECEMBER 1995

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		METRO RED LINE SEQ 3 - NH		METRO RED LINE SEQ 3 - MC		METRO RED LINE SEQ 3 - ES		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	43	681.0	52	242.5	49	492.9	51			2688.7	32
FTA - OTHER																	11.9	5	11.9	0
ISTEA - FED SURFACE TRANSIT PROGRAM									52.1	3	69.1	5	40.0	8	25.0	2	84.0	33	270.2	3
FED-ISTEA STP/CMAQ (REGIONAL)									2.5	1	39.9	3	40.4	8	86.1	9	6.1	2	175.0	2
FTA-SECTION 9							90.6	6											90.6	1
STATE			337.8	40	106.4	15	210.3	15	133.0	9	45.9	3			15.0	2	33.6	13	882.0	10
STATE TSM MATCH											3.2	1	7.2	2	11.1	1			21.5	0
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	20
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4									62.7	1
PROPOSITION C			503.2	60	400.3	56					195.5	15	151.6	31	349.1	36	122.0	47	1721.7	20
PROP C (AMERICAN DISABILITIES ACT)					6.0	1			6.0	1									12.0	0
CITY OF LOS ANGELES							34.0	2	96.0	6	190.7	14	9.0	2	0.4	0			330.1	4
BENEFIT ASSESSMENT							130.3	9	58.0	4	13.5	1							201.8	2
COST OVERRUN ACCOUNT							200.1	14											200.1	2
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1517.6	100	1313.8	100	490.7	100	979.6	100	257.6	100	8445.4	100

* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-3 WORK (\$30).

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

Note: Data reflects Current Budget



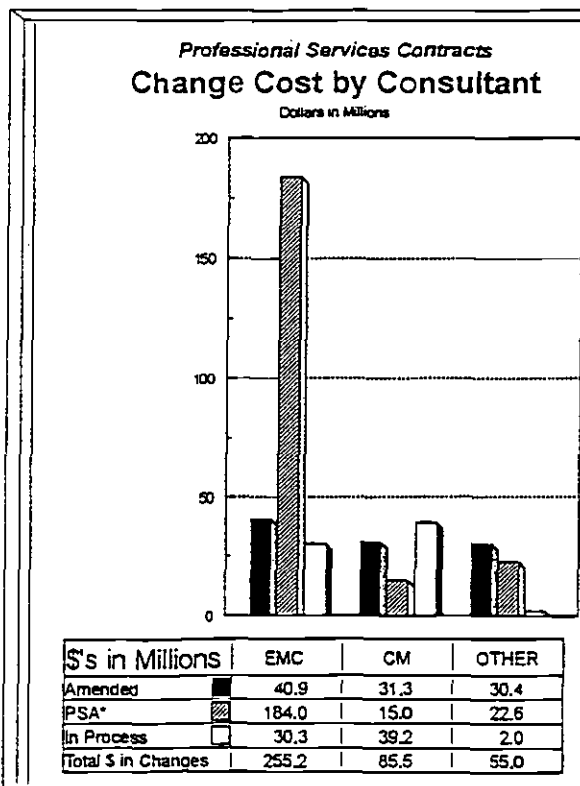
CHANGE BASIS ANALYSIS

Administrative changes account for approximately 32% or 224 of the 699 Consultant Change Requests overall. This equals 8% of the overall change cost of approved and amended changes.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Level Analysis chart opposite, the MTA Board approves 92% of all change costs associated with the Rail Project or \$345M of a total change cost of \$372M. This equals 20% of the total change volume or 143 of 699 total changes.

Note: Basis and Cost charts include approved and amended changes only.



PROFESSIONAL SERVICES CHANGE ANALYSIS

One amendment to the EMC contract approved this period at the 12/20/95 MTA Board Meeting, documented by CCR R84-E0070-0.18 - Continuation of Final Design Services through September 1996 for the East Side Extension.

The CM in process total change value includes a Planned Scope Addition to the North Hollywood Extension for amendment #23 to the PD (03369) contract. This amendment is planned for presentation to the MTA Board at the January 1996 meeting. This amendment will add additional scope to the PD contract for the North Hollywood Extension.

DATA SOURCE:

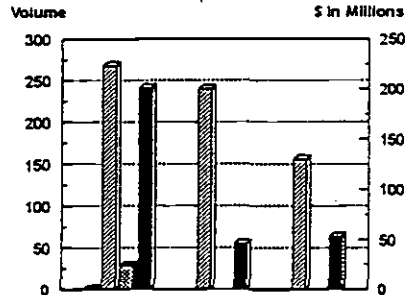
CCS: CCR REPORTS

**Planned Scope Additions (PSA)* = Services which were anticipated or identified at the inception of the CWO but not included in the initial award. Staff will incrementally approve these known scope requirements and corresponding funds as a method to closely manage the consultant's technical and cost performance.

CHNGSAMP/12/95

Professional Service Contracts Amendment History

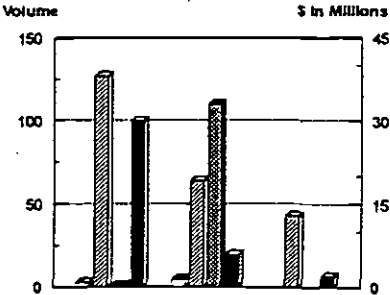
Period to Total Comparison
Volume



	EMC	CM	OTHER
# This Period <input type="checkbox"/>	1	0	0
# Previous <input checked="" type="checkbox"/>	268	240	156
\$ This Period <input checked="" type="checkbox"/>	24	0	0
\$ Previous <input checked="" type="checkbox"/>	201	46	53

All - Professional Service Contracts Pending Consultant Changes

Period to Total Comparison
Volume



	EMC	CM	OTHER
# This Period <input type="checkbox"/>	3	5	0
# Previous <input checked="" type="checkbox"/>	127	64	43
\$ This Period <input checked="" type="checkbox"/>	1	33	0
\$ Previous <input checked="" type="checkbox"/>	30	6	2

CONSULTANT CHANGE REQUEST ANALYSIS

Three Advanced Work Authorization's (AWA) were assigned this period with a not-to-exceed obligation of \$0K.

One new CCR assigned this period which is estimated at over \$200,000:
R81-03369-272.00 - HDPE Inspection @ B215, B241, B252, B261, B271, and B281.

Amendment 2 to CWO #28 approved at the December 20, 1995 MTA Board Meeting for the continuation of EMC final design services through September 1996 on the East Side Extension.

MTA rejected/cancelled 15 CCR's this period with a cumulative Rough-Order-of-Magnitude value of \$1M.

One amendment to the EMC contract approved at the 12/20/95 MTA Board Meeting, documented by CCR R84-E0070-0.18 - Continuation of Final Design Services through September 1996 for the East Side Extension.

CM in process value includes a Planned Scope Addition to the N. Hollywood Extension for amendment #23 to the PD contract. This amendment is planned for presentation to the MTA Board at the January 1996 meeting. The amendment will add additional scope to the PD contract for the North Hollywood Extension.

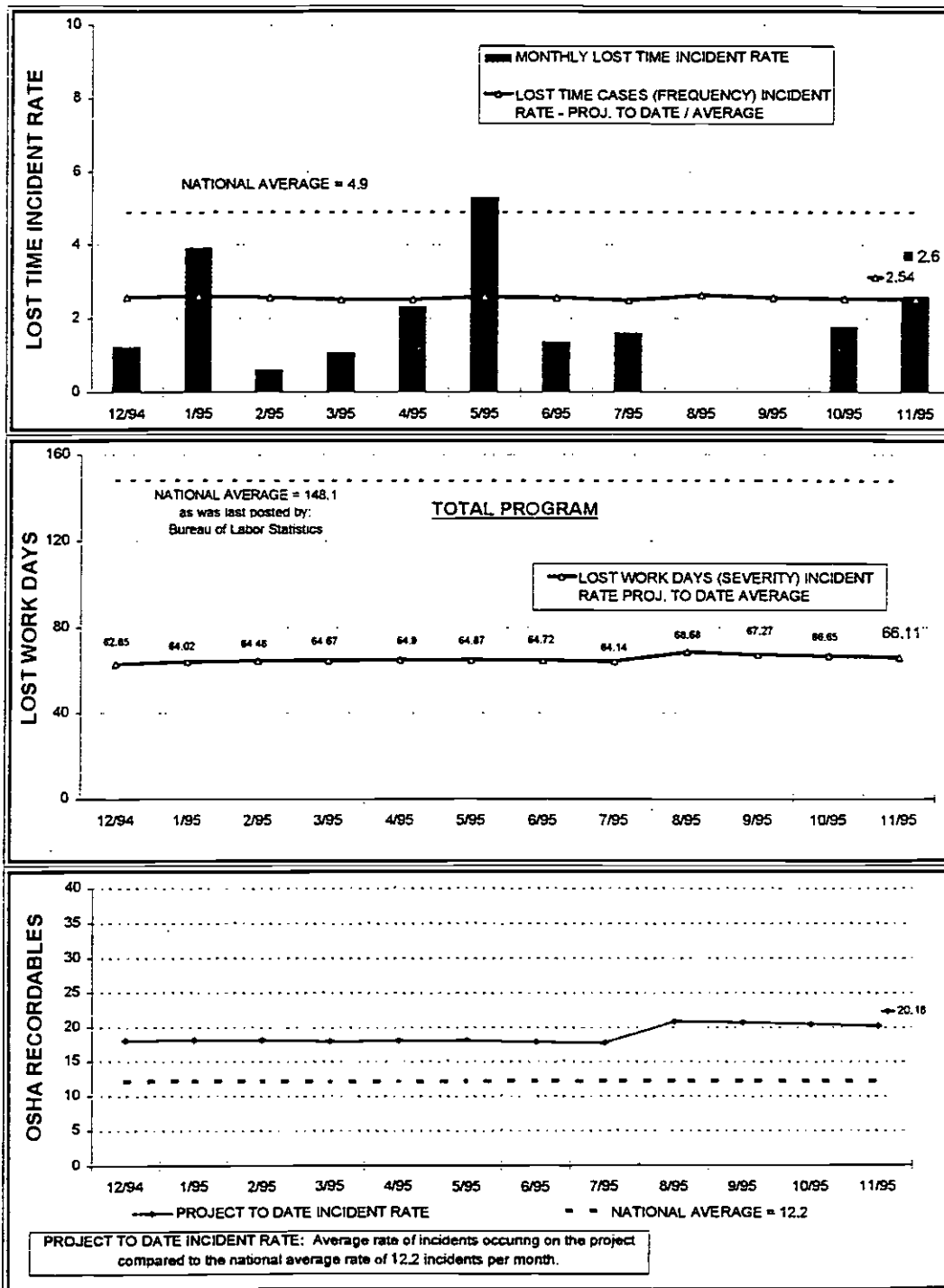
CHNGSAMP/11/95

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		METRO RED LINE SEGMENT 3 ES		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	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	555,186	58.38%	477,238	68.49%	812,270	56.02%	1,051,590	69.25%	809,421	61.15%	0	0	674,547	66.85%	180,644	89.72%	5,218,371	64.83%	
REAL ESTATE	55,592	6.34%	77,721	8.17%	26,047	3.63%	140,000	9.66%	88,982	5.86%	86,418	6.53%	0	0	27,459	2.72%	0	0.00%	502,219	6.24%	
PROFESSIONAL SERVICES:																					
ENGINEERING/DES	69,587	7.93%	105,652	11.11%	83,296	11.60%	221,659	15.29%	155,858	10.26%	90,711	6.85%	0	0	98,111	9.72%	1,700	0.84%	826,574	10.27%	
CONSTR MGMT.	91,642	10.45%	77,172	8.11%	78,213	10.90%	116,429	8.03%	140,907	9.28%	115,919	8.76%	0	0	84,963	8.42%	0	0.00%	705,265	8.76%	
STAFF	17,655	2.01%	48,750	5.23%	24,179	3.37%	95,558	6.59%	53,221	3.50%	59,590	4.50%	0	0	37,565	3.72%	3,840	1.91%	341,358	4.24%	4%
OTHER	14,222	1.62%	20,445	2.15%	17,337	2.42%	32,871	2.25%	20,707	1.36%	36,459	2.75%	0	0	17,358	1.72%	9,237	4.59%	166,436	2.09%	
SUBTOTAL	193,106	22.01%	253,019	26.60%	203,025	28.28%	466,317	32.16%	370,693	24.41%	302,679	22.86%	0	0	238,017	23.59%	14,777	7.34%	2,041,633	25.37%	20%
CONTINGENCY	963	0.11%	66,322	6.97%	12,757	1.78%	31,432	2.17%	8,500	0.56%	125,250	9.46%	0	0	68,982	6.84%	5,930	2.95%	320,136	3.98%	
PROJECT REVENUE	(29,877)	-3.41%	(1,211)	-0.13%	(1,263)	-0.18%	0	0.00%	(1,173)	-0.08%	0	0.00%	0	0	0	0.00%	0	0.00%	(33,524)	-0.42%	
GRAND TOTAL	877,271	100.00%	951,037	100.00%	717,802	100.00%	1,450,019	100.00%	1,518,582	100.00%	1,323,768	100.00%	0	0	1,009,005	100.00%	201,351	100.00%	8,048,835	100.00%	

*METRO RED LINE SEGMENT 3 MID CITY FORECAST NOT INCLUDED.

NOTE: Data reflects Current Forecast.

TOTAL METRO
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

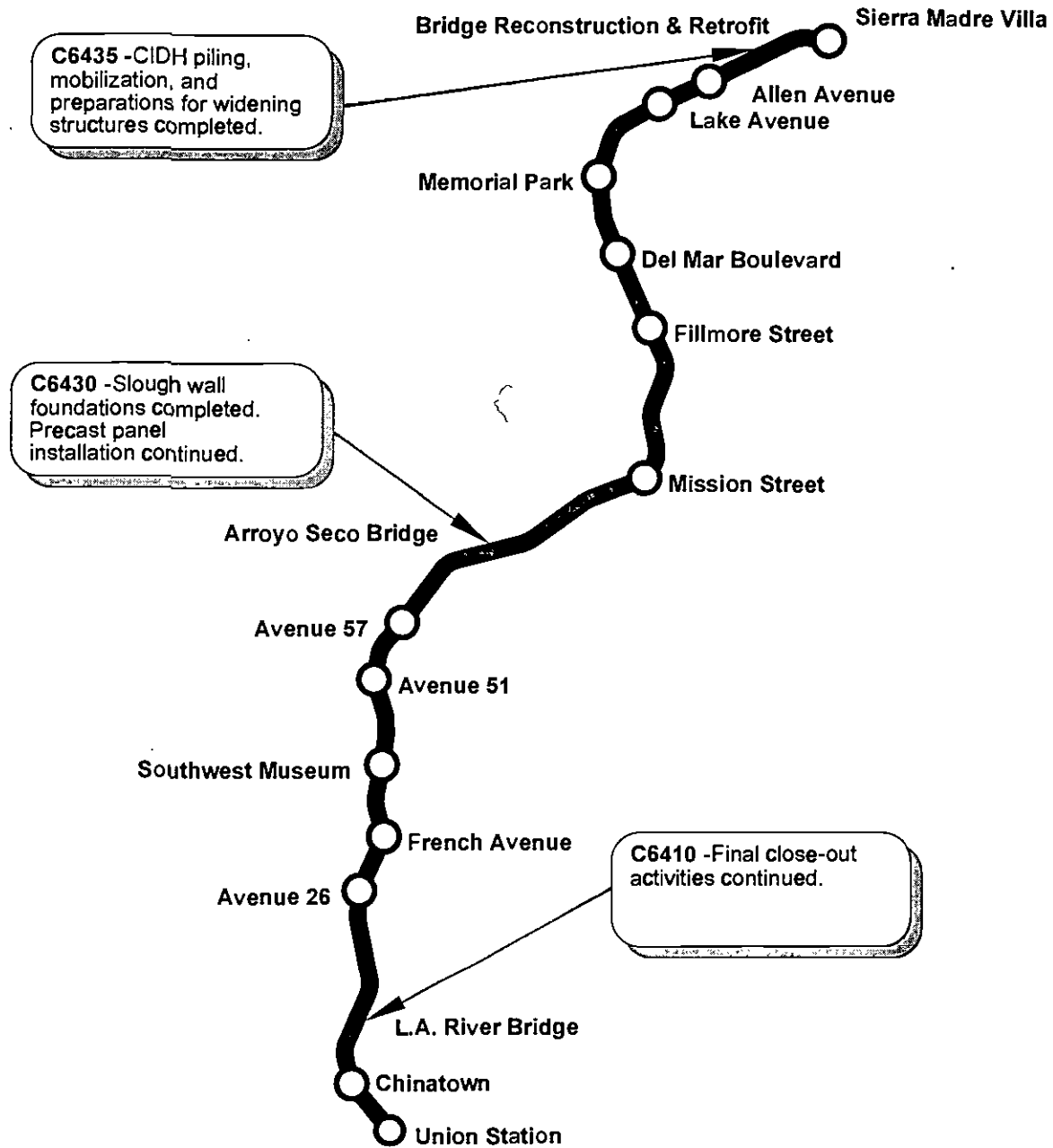
METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 29, 1995



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

- P2100 - Contract time extension Fair Cost Estimate prepared and submitted to MTA, with the Contractor's cost and schedule proposal.
- Value Engineering and Cost Containment recommendations were finalized.
- Worked with Operations staff to resolve R.O.W. maintenance issues.

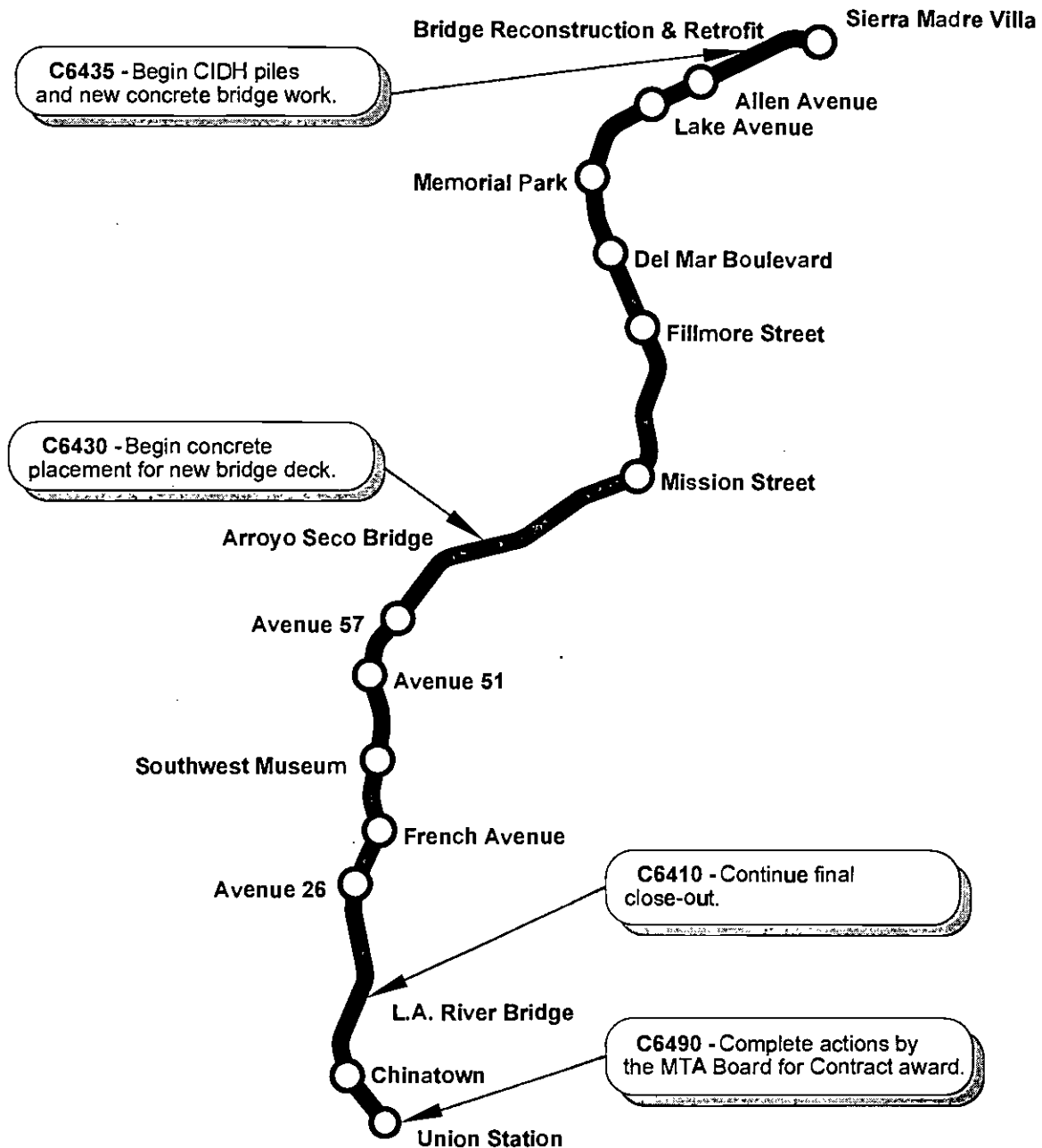
METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 29, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- P2100 - Determine time extension path forward and initiate time extension negotiations, if necessary.
- Submit Value Engineering and Cost Containment recommendations to the MTA Board for approval.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 29, 1995



BUDGET

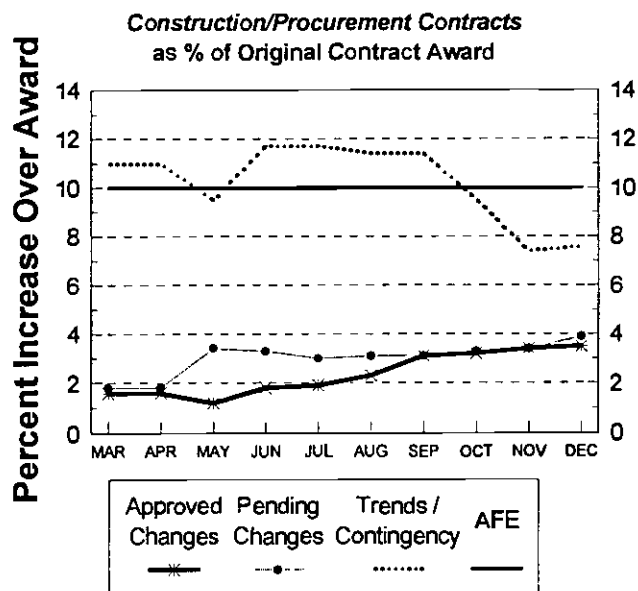
	Amount (\$ in mil)	Change from Last Month (\$ in mil)
Original Budget	841	None
Approved Budget	841	None
Current Forecast	951	-47
Expenditures	147	+3

Note: The total forecast change of \$47.0M is a result of \$45.4M in cost containment reductions, plus a credit for anticipated insurance rebates. Additionally, a reduction in unallocated contingency due to reduced work scope caused a decrease.

BUDGET ANALYSIS

- MTA 20-year long range plan calls for Pasadena Blue Line to open in June 2002 at a cost of \$997.7M.
- Value Engineering and Cost Containment studies have identified potential savings, of which the MTA Board has approved \$45.4M in initial cost reduction recommendations; therefore, the forecast has been adjusted this period to a total of \$951.0M.
- Additional Cost Containment recommendations will be brought forward to the MTA Board in January 1996.
- Upon MTA Board approval, a new budget, scope and schedule will be adopted.

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

- The Trends/Contingency line, which represents the total forecast, shows forecast costs for the awarded construction/procurement contracts are projected at less than the AFE values. In general, the forecast has been trending downward in recent months as bid quantities have been reconciled and allocated contingencies reduced. This period, the projected 7.6% increase over award remained about the same, compared to November.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 29, 1995



SCHEDULE

		Change from Last Month
Current ROD	June 2002	None
Design Progress	79.6%	None
Constr. Progress	4.7%	+0.2
Critical Path Float*	+ 501 days	None

* Calendar days.

SCHEDULE ANALYSIS

- Design is on hold pending resolution of EMC change request and MTA approval of new work scope based on Value Engineering and Cost Containment recommendations.
- The Project critical path goes through C6460, C6550, H0060, H0090, Integrated Systems, Pre-Revenue Operations, and ROD.
- Contracts C6430, C6435, and P2100 are behind schedule.
- Schedule delays are due in part to the Operating Engineer's strike (C6430), the deferral of some bridge work (C6435), and post-ponement of the delivery schedule (P2100).
- No impact to the master Project Critical Path ROD 2002.

SAFETY

		Change from Last Month (\$ in mil)
Recordable Injury Rate		
National Average	12.2	
Project Rate (Cum.)	4.1	-0.2
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	0.0	-4.0
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	0.0	None

SAFETY ANALYSIS

- Project continues with zero time case rate to date.
- Project has recorded eight (8) OSHA-200 cases.
- Project continues Safety Meetings and Safety Training programs.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 29, 1995



COMMUNITY ISSUES

- Cost Containment issues and potential impacts to Community. (Councilperson Mike Hernandez)

QA/TQM ISSUES

- MTA Quality Assurance (QA) Audits of C6430 and C6435 by MTA will be conducted in January and February 1996.
- MTC QA Audit of C6435 piling operations is in progress.

CCR BACKLOG STATUS

- 16 Consultant Change Request's (CCR's) are pending approval of the Change Control Review Board (CCRB) at an estimated value of \$5,166,969.00.
- 25 CCR's have been approved by the CCRB for an estimated value of \$4,507,410.00.

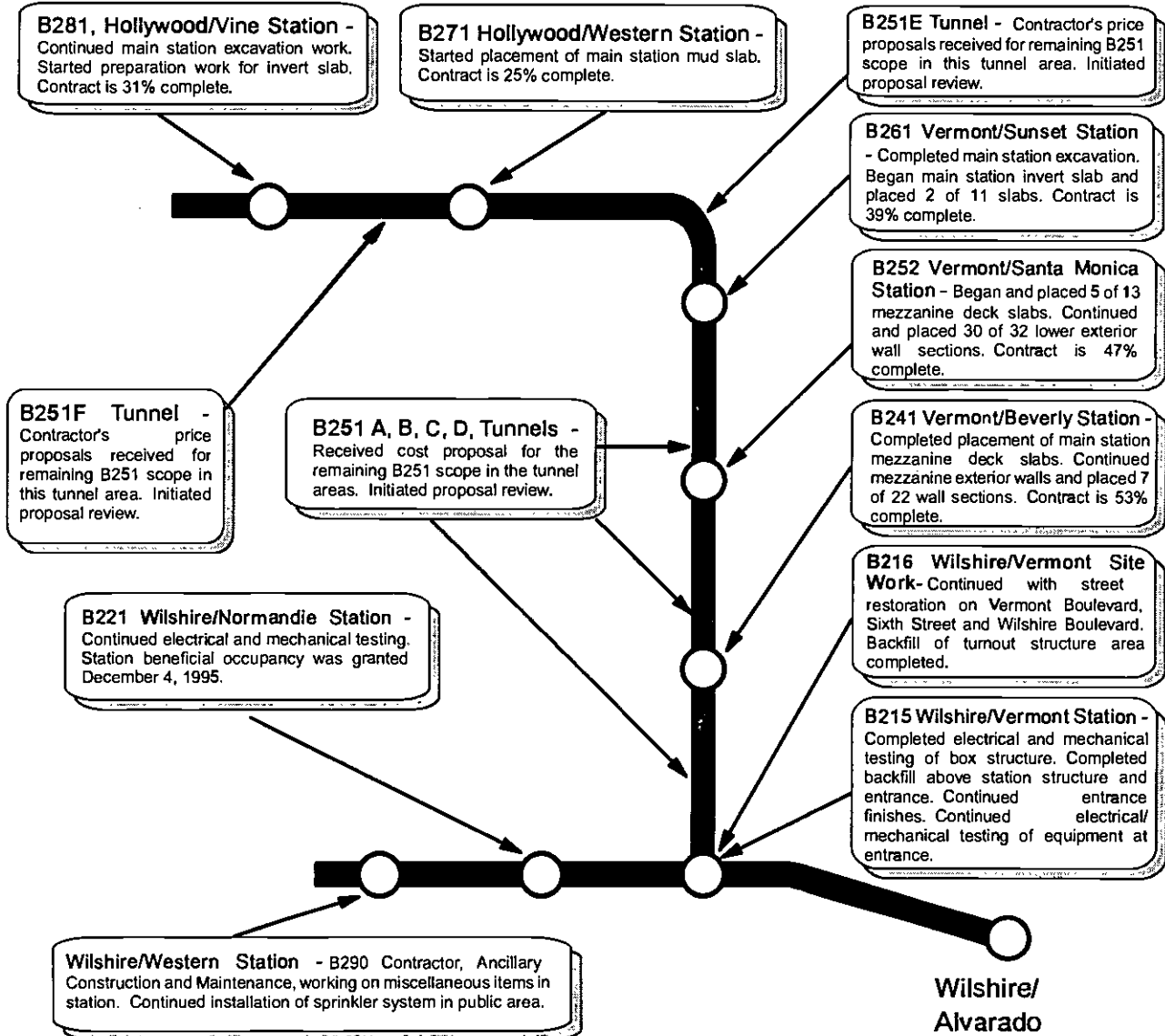
METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE Segment 2 Summary Status Report Period ending - December 29, 1995



Major Activities - This Period



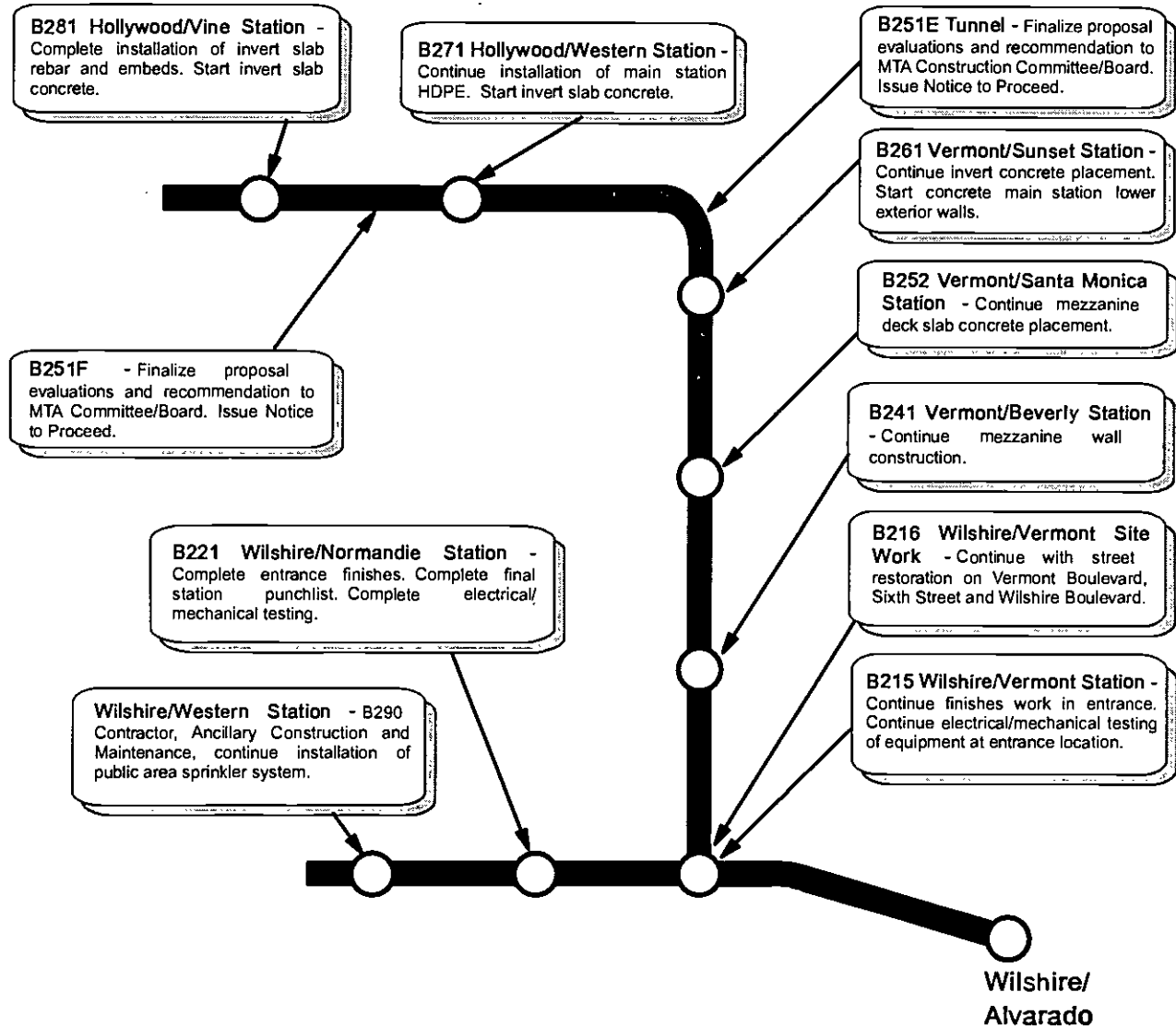
SYSTEMWIDE ACTIVITIES

Continued communication testing at Wilshire/Western and Wilshire/Normandie Stations. Continued train control operational tests and dynamic testing. Continued installation of the Wilshire/Vermont plaza and entrance elevators and escalators. Continued system integration testing at Wilshire/Western Station and began pre-testing at Wilshire/Normandie Station.

METRO RED LINE Segment 2
Summary Status Report
Period ending - December 29, 1995



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

Continue operational and dynamic testing of train control equipment. Continue installation of Wilshire/Vermont Plaza and entrance elevators and escalators. Continue system integration testing at Wilshire/Western Station. Begin testing at Wilshire/Normandie and Wilshire/Vermont Stations.

METRO RED LINE Segment 2

Summary Status Report

Period ending - December 29, 1995



BUDGET

	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1,446	None
Approved Budget	1,518	None
Current Forecast	1,519	0.1
Expenditures	1,042	+9.2

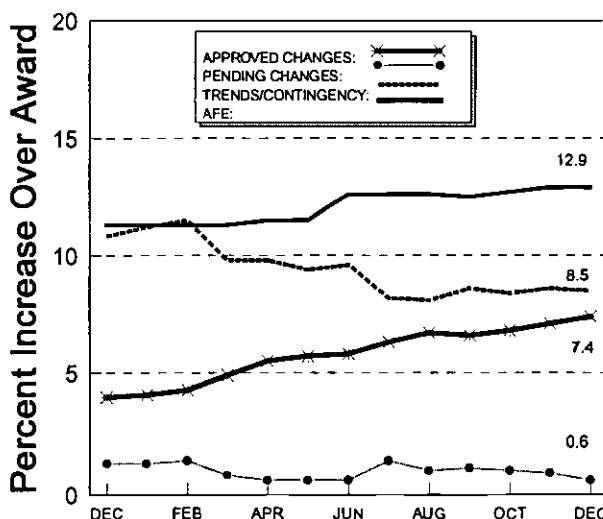
BUDGET ANALYSIS

The MTA Board approved budget growth from original budget due to the addition of Transit Enhancement and ADA. The current forecast increased \$0.1 million due to added nonconstruction items of work relating to added tasks on Hollywood Boulevard. A revised project forecast is in preparation for submittal to the MTA Board.

The expenditures increased \$9.2 million in November, primarily due to \$8.8 million in Construction, \$3.4 million in Professional Services, \$0.1 million in Real Estate, \$0.1 million in Utility/Agency Force Accounts, and \$<3.2> million in Project Revenue. The \$1,042 million expenditures to date are within 1.9% of the planned expenditures.

CONTRACT CHANGES

Construction/Procurement Contracts
as % of Original Contract Award



CONTRACT CHANGE ANALYSIS

The approved change value had a 0.3% increase in December, due to various executed Change Notices (CNs) and Work Authorization Change Notices (WACNs) for work performed on various construction contracts. The pending changes decreased 0.3%, resulting from approved changes of various CNs and WACNs. The Trends/Contingency had a 0.1% decrease, primarily due to the increase in the total logged value for construction changes. The AFE remained the same.

METRO RED LINE Segment 2 Summary Status Report Period ending - December 29, 1995



SCHEDULE

Wilshire Corridor

Change from
Last Month

Current ROD	Jul. 1996	None
Design Progress	100%	None
Critical Path Float	+35 Days	-8 days

Vermont/Hollywood Corridor

Change from
Last Month

Current ROD	Dec. 1998	None
Design Progress	99%	None
Critical Path Float	-56 Days	-2
Const. Progress	67.5%	1.5%

SCHEDULE ANALYSIS

- Currently 1.2 months ahead of current ROD schedule for Wilshire Corridor. The critical path to ROD is through systems integration testing.
- The positive float for Wilshire Corridor was reduced by 8 days due to delays in systems integration testing affected by fire control panels installation and testing delays in Wilshire/Normandie Station.
- Schedule mitigation for Vermont/Hollywood Corridor is proceeding. Vermont/Hollywood Corridor critical path slipped by 2 days due to HDPE and invert slab placement delays at Hollywood/Western Station.

SAFETY

Change from
Last Month

Recordable Injury Rate

National Average	12.2	
Project Rate (Cum.)	21.9	None

Lost Time Rate (Frequency)

National Average	4.9	
Project Rate (Cum.)	2.9	None

Lost Work Days (Severity)

National Average	148.1	
Project Rate (Cum.)	76.5	-0.8

SAFETY ANALYSIS

- New safety staff has been added to supplement the safety report.
- Staff currently working with operations for training of contractor personnel for red tags on the Wilshire alignment.
- Safety staff for Segment 2 is being relocated to field offices at Hollywood and Vermont.

METRO RED LINE Segment 2
Summary Status Report
Period ending - December 29, 1995



COMMUNITY ISSUES

WILSHIRE CORRIDOR

- Community art workshops conducted by Public Affairs for the Wilshire/Normandie area (Supervisor Burke, Mike Bohlke).

VERMONT CORRIDOR

- Councilmember Goldberg's office has been contacted by Kaiser Permanente regarding issues on the Kaiser Portal (B263). A real estate agreement is currently under development.

HOLLYWOOD AND VERMONT (BARNSDALL AREA)

- With the implementation of Contract B251E, the local community and elected outreach program is currently being developed (Councilmember Jackie Goldberg).

QA/TQM ISSUES

- Audit of B241 Resident Engineer is in progress. Schedule to be completed by January 10, 1996.
- Audit of B241 Contractor has been completed. Audit report was issued December 29, 1995.
- Revised MTA/QA audit schedule for 1996 was issued December 4, 1995.

CCR BACKLOG STATUS

- 12 CCRs are pending approval of the CCRB at an estimated value of \$4,541,285.00.
- 64 CCRs have been approved by the CCRB for an estimated value of \$6,582,006.00.

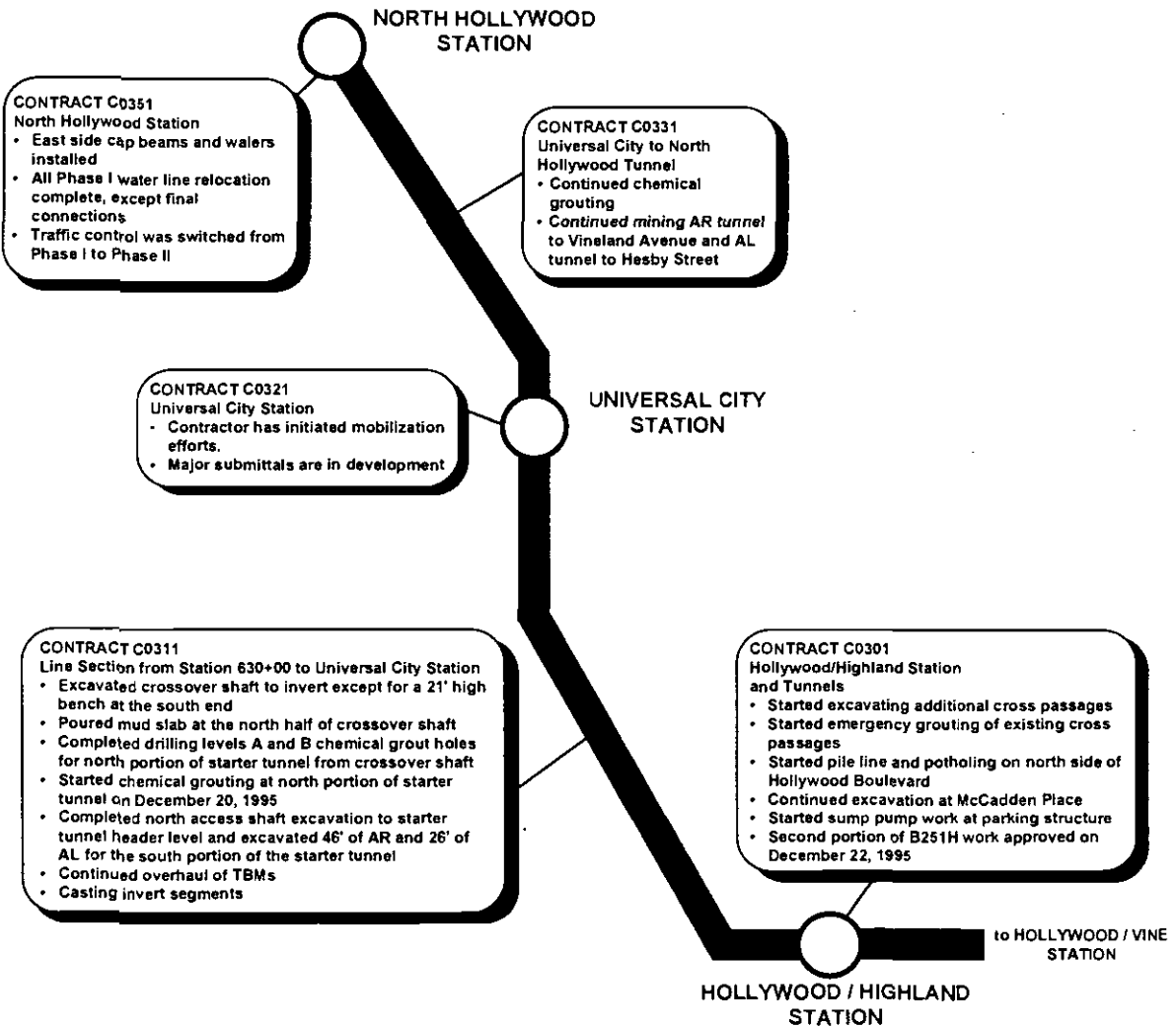
**METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION**

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - December 29, 1995



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

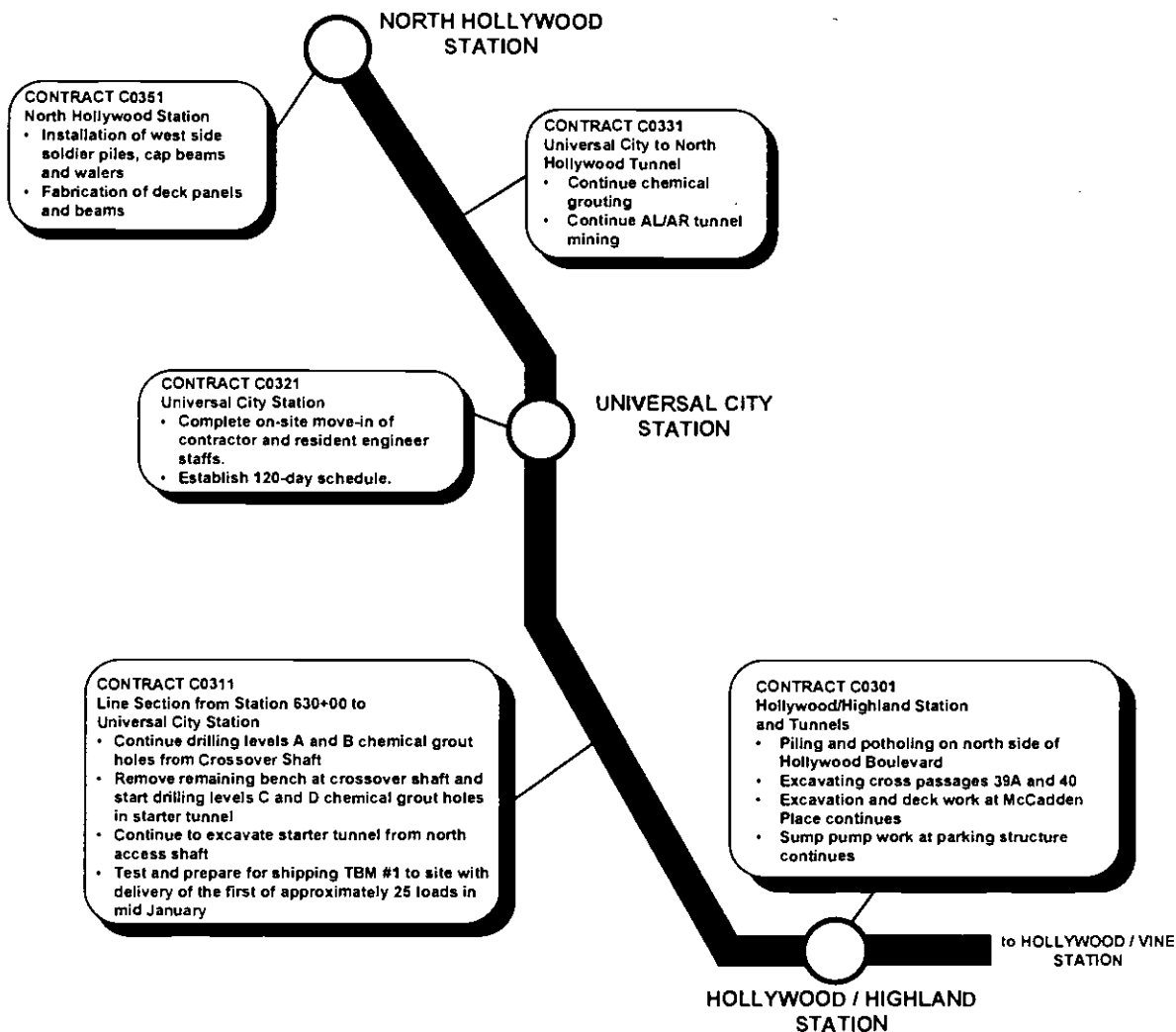
Contract B630 final design package submitted on December 13, 1995.

Contract H0631 in-progress submittal submitted on December 15, 1995.

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - December 29, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

Contract C1610 final design work submittal due January 5, 1996.

Contracts B641, B642, and B643 design work starts January 1996.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - December 29, 1995



BUDGET

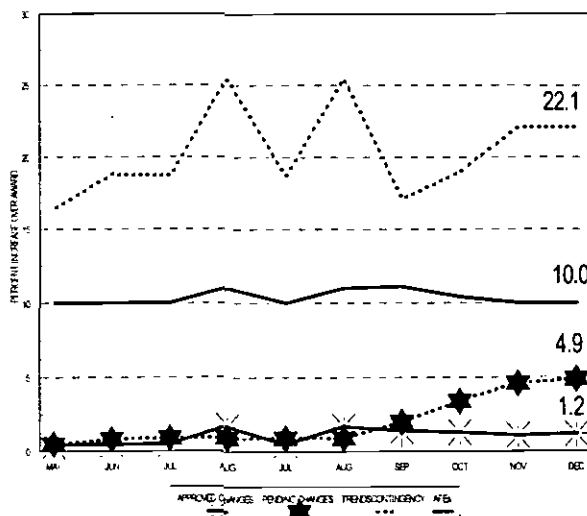
	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1310.8	None
Approved Budget	1313.8	None
Current Forecast	1323.6	None
Expenditures	288.0	15.8

BUDGET ANALYSIS

- There was no increase to the Current Budget for December 1995. PBCR #3 was processed for Original Scope Work resulting in an increase to Construction, Professional Services and Utility/Force Accounts. The Current Budget increases were offset by a decrease to Contingency.
- Construction forecast increased \$1.1 million this period due to Contract C0331 for the deletion of a pending change notice for tunnel membrane cost savings. New Requirements forecast did not change this period.
- Original Scope forecast changes were offset by an increase to Project Contingency.

CONTRACT CHANGES

Construction/Procurement Contracts
Contract Changes
as % of Original Contract Award



CONTRACT CHANGE ANALYSIS

- Approved changes and pending changes, together, account for an approximate 6.1% increase over contract award value. As construction progresses, this low percentage may increase to 22.1% as indicated by the trends/contingency line.
- Pending changes percentage rose 0.3% and approved changes rose 0.1% over last period.
- Pending changes increased \$626,620 over last period mainly due to \$1,198,875 on C0301. Contracts B611, B620, B760, C0311, and C0331 added a total of \$96,398. Pending changes declined on Contracts B610 and C0351 by a total of \$668,653 (\$654,042 on C0351).
- Approved changes total \$678,240 this period. Contract C0301 accounted for \$699,443. Contracts C0351 and B610 added \$35,881. Reduction of approved changes occurred on Contract C0311, B611, B620, B760, C0311, and C0331 by \$87,137.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - December 29, 1995



SCHEDULE

		Change from Last Month
Current ROD	May 2000	None
Design Progress*	88.5%	+0.2%
Construct. Progress*	18.7%	+1.5%
Critical Path Float	-83 Cal. Days	+21

*Estimates at time of update

SCHEDULE ANALYSIS

- Critical Path currently runs from the start of Contract C0311 (Line Section from Station 630+00 to Universal City Station) and continues through trackwork and systems installation.
- The Project has a delay of negative 83 calendar days. A secondary path of negative 81 calendar days through Contracts C0331 and C0301 is being closely monitored. Schedule improvements are attributed to logic revisions on Contract C0311 (Line Section from Station 630+00 to Universal City Station). These revisions reflect contractor's approach to aggressively excavate the starter tunnel from two fronts and improved concreting schemes -- both of which are viable plans.
- The restricted NTP on Contract C0301 (Hollywood/Highland Station) CN 21.01 (B251H Package) may create an undesirable ripple effect to the Project Critical Path. The lack of progress in this area may impact the turn over of the La Brea Shaft, consequently the tunnel excavation through the seismic zone will also impact Contract C0311 (Line Section from Station 630+00 to Universal City Station).
- Close monitoring efforts continue to recover schedule delays via trackwork and systems installations. A revised trackwork plan has been prepared.
- EMC is reviewing the changes in the construction schedule and projecting possible delays in submittal of systems design packages with no impact on current revenue operations date (ROD).

SAFETY

		Change from Last Month
Recordable Injury Rate		
National Average	12.2	
Project Rate (Cum.)	13.4	-1.0
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	0.4	-0.1
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	5.9	None

SAFETY ANALYSIS

- First lost time accident accounts for incident rate changes; rate still below National Average.
- Additional Safety staff has been added to supplement the safety effort.
- Compliance for Safety is improving overall.
- Change Orders for Safety are being processed.
- Contractor / MTA safety working relationship is improving.

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - December 29, 1995



COMMUNITY ISSUES

NORTH HOLLYWOOD

TUNNELING ALONG LANKERSHIM BOULEVARD

- Grouting at Lankershim Boulevard mid-vent shaft is scheduled to continue an additional four months.
- Equipment storage for grouting work is located near three automobile dealerships. MTA's Public Affairs staff is investigating an alternative location for grouting equipment storage.
- Supervisor Zev Yaroslavsky requested construction materials be removed from the Burbank/Chandler right-of-way. MTA's Public Affairs staff notified MTA construction and the C0331 contractor that site improvements are required to mitigate community concerns. An alternative storage location has been identified.
- MTA's Public Affairs staff is initiating a major advertising campaign for businesses impacted by grouting activities.

LA BREA VENT SHAFT

- Sound testing/readings were conducted at the end of December as a part of the ongoing efforts to mitigate noise impacts near the hillside community.

HOLLYWOOD/HIGHLAND STATION

- MTA Public Affairs facilitated a meeting between MTA's A.R.T Program and Hollywood merchants to address concerns regarding the Art Project at the Hollywood/Highland Station construction site.

RUNYAN CANYON TUNNELING

- Tiger-Team to review plans for January 24, 1996 meeting. (Senator Tom Hayden, Supervisor Zev Yaroslavsky, Councilperson John Ferraro)

QUALITY ASSURANCE / TOTAL QUALITY MANAGEMENT (QA / TQM) ISSUES

- Revised Quality Assurance requirements for Parsons-Dillingham Scope of Work has been completed.
- Completed Quality Program from JMA has been submitted. Quality Assurance/Quality Control (QA/QC) procedures are under review to evaluate JMA Quality Program.
- Audit of C0311 (Line Section from Station 630+00 to Universal City Station) Contractor has been completed. Audit Report issued December 5, 1995.
- Audit of C0331 (Universal City to North Hollywood Tunnel) Resident Engineer has been completed. Audit Report issued December 5, 1995.
- Audit of C0331 Contractor is in progress. Audit is scheduled for completion January 5, 1996.
- Audit of C0301 (Hollywood/Highland Station and Tunnels) Contractor has been completed. Audit report will be issued by January 12, 1996.
- Audit schedule for 1996 issued.

CONSULTANT CHANGE REQUEST (CCR) BACKLOG STATUS

- 12 CCRs pending approval of the Consultant Change Review Board (CCRB) at an estimated value of \$5,058,945.
- 43 CCRs have been approved by the CCRB for an estimated value of \$37,478,132.

METRO RED LINE SEGMENT 3

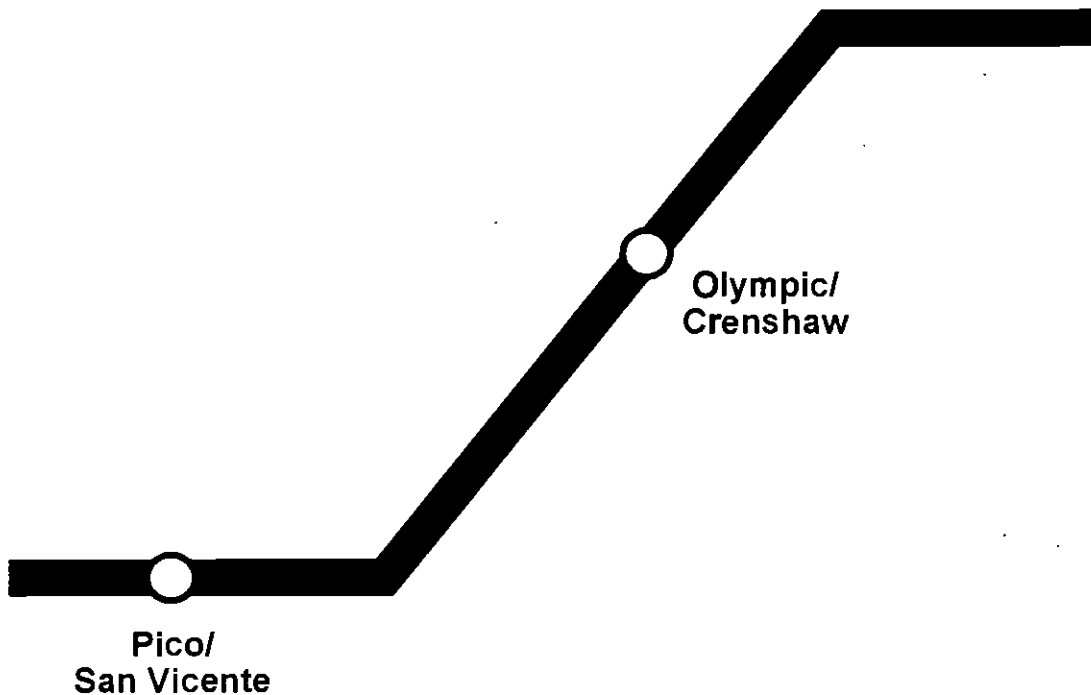
MID CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - December 29, 1995



MAJOR ACTIVITIES THIS PERIOD



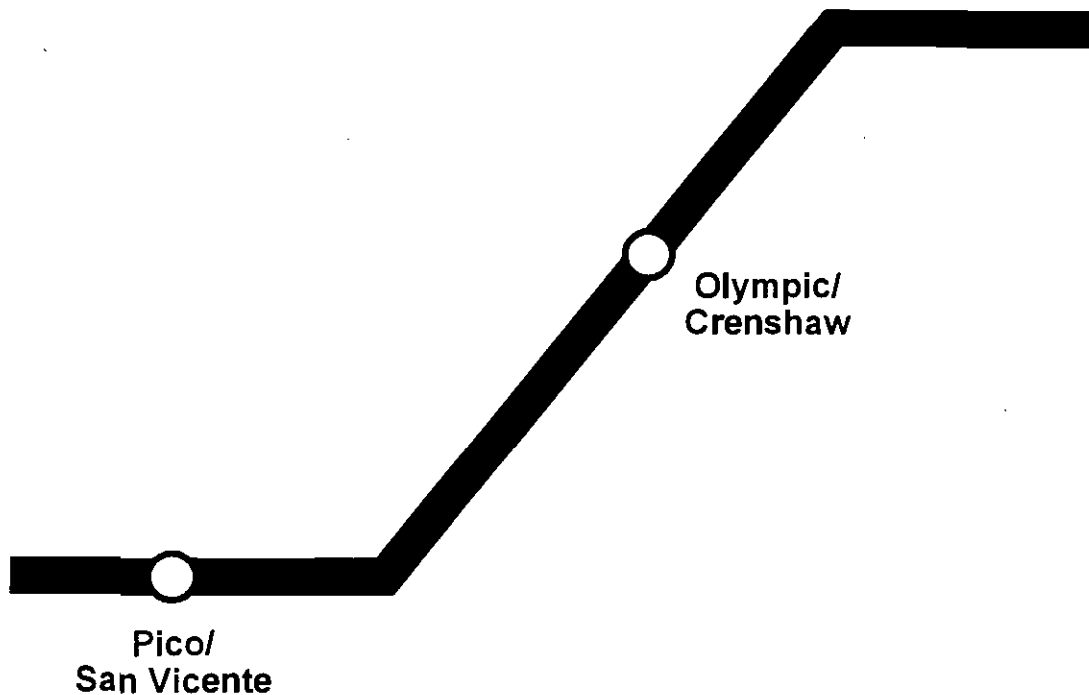
SYSTEMWIDE ACTIVITIES

- Enviro-Rail, MTA's environmental consultant, is continuing to incorporate MTA comments into the draft SEIS/SEIR.

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - December 29, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- Enviro-Rail will complete incorporation of MTA comments into the draft SEIS/SEIR.
- MTA will conduct a briefing of the draft SEIS/SEIR with the FTA, and submit the report for review.
- The FTA will begin review of the draft SEIS/SEIR.

METRO RED LINE - Segment 3 / Mid-City Extension

Summary Status Report

Period Ending - December 29, 1995



BUDGET

	Amount (In \$ mil)	Change from Last Month (In \$ mil)
Original Budget	490.7	None
Approved Budget	490.7	None
Current Forecast	TBD	TBD
Expenditures	10.5	0.2

BUDGET ANALYSIS

- Budget and Forecast values are subject to outcome of alignment alternative selected.

SCHEDULE

		Change from Last Month
Current ROD	TBD	None
Design Progress	0%	None
Construction Progress	0%	None
Critical Path Float	N/A	None

SCHEDULE ANALYSIS

- Design configuration in development.
- Preparation of SEIS/SEIR document has been delayed. Submittal to the MTA Board for approval has slipped five months to June 1996.
- The current estimate for project completion from MTA Board alternative selection is eight years.

CCR BACKLOG STATUS

- 2 CCRs pending approval of the CCRB at an estimated value of \$88,900.
- 5 CCRs have been approved by the CCRB for an estimated value of \$887,253.

SAFETY

- No activity for this period.

COMMUNITY ISSUES

- No activity for this period.

QA / TQM ISSUES

- No activity for this period.

METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

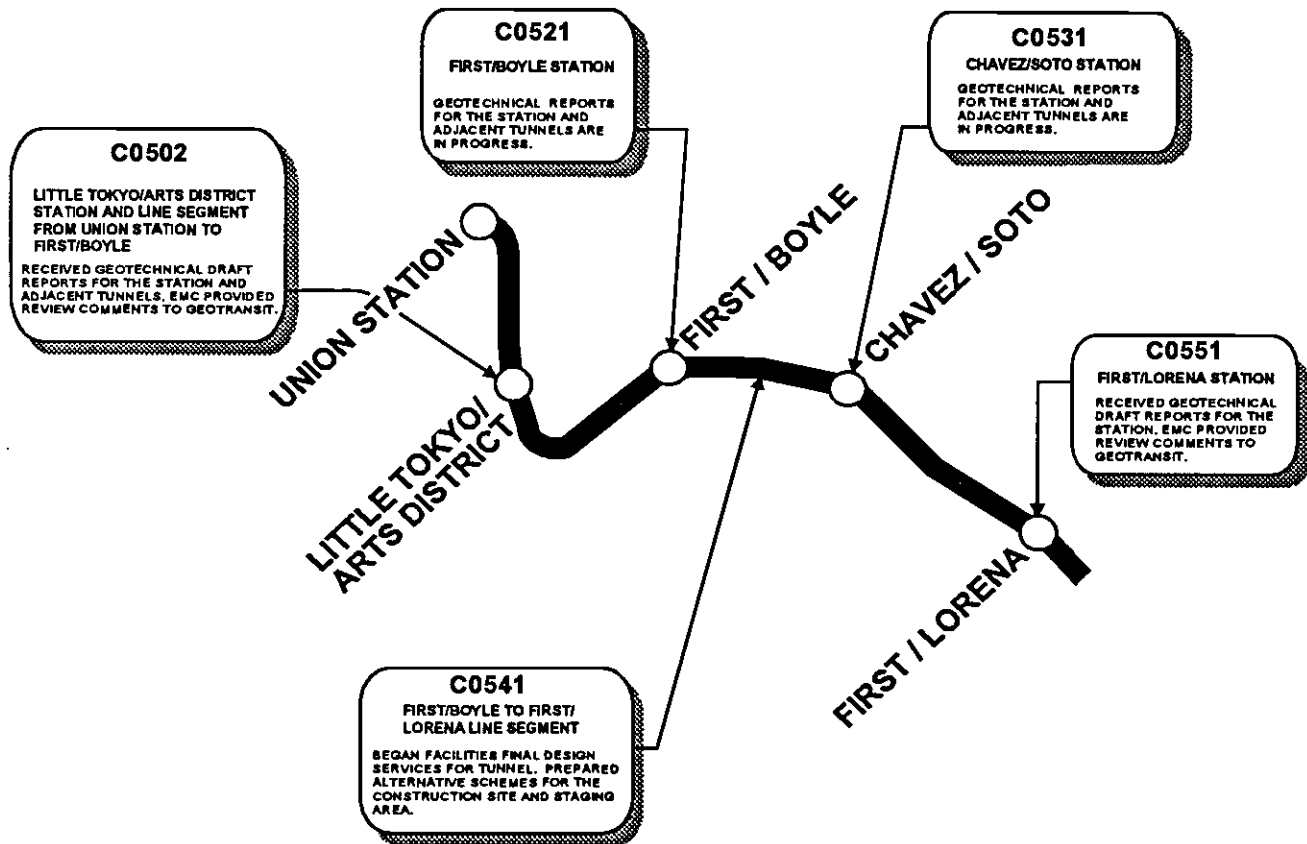
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - December 29, 1995



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUED RIGHT-OF-WAY CERTIFICATION, COMPLETED ALL FIELD INVESTIGATIONS FOR SEISMIC AND GEOTECHNICAL STUDIES, CONTINUED DEVELOPMENT OF SYSTEMS ENGINEERING CELL LIBRARY. CONTINUED ATC STUDY. CONTINUED BUILDING PROTECTION SURVEY ALONG ALIGNMENT. CONCLUDED NOISE & VIBRATION MITIGATION STUDIES ALONG ALIGNMENT, REPORT PENDING. EMC REVIEWED SECTION DESIGNERS' PROPOSALS IN PREPARATION OF NEGOTIATIONS. RECEIVED SECTION DESIGNERS' FIXED PRICE COST PROPOSALS. AMENDMENT #2 TO CWO #28 WAS APPROVED FOR CONTINUATION OF EMC FINAL DESIGN SERVICES. THE AFE WAS INCREASED BY \$25,999,998 FOR A REVISED TOTAL OF \$38,766,509. THE MTA BOARD ALSO APPROVED LIMITED NTP'S TO THE SECTION DESIGNERS FOR DEVELOPMENT OF CONCEPT DESIGNS.

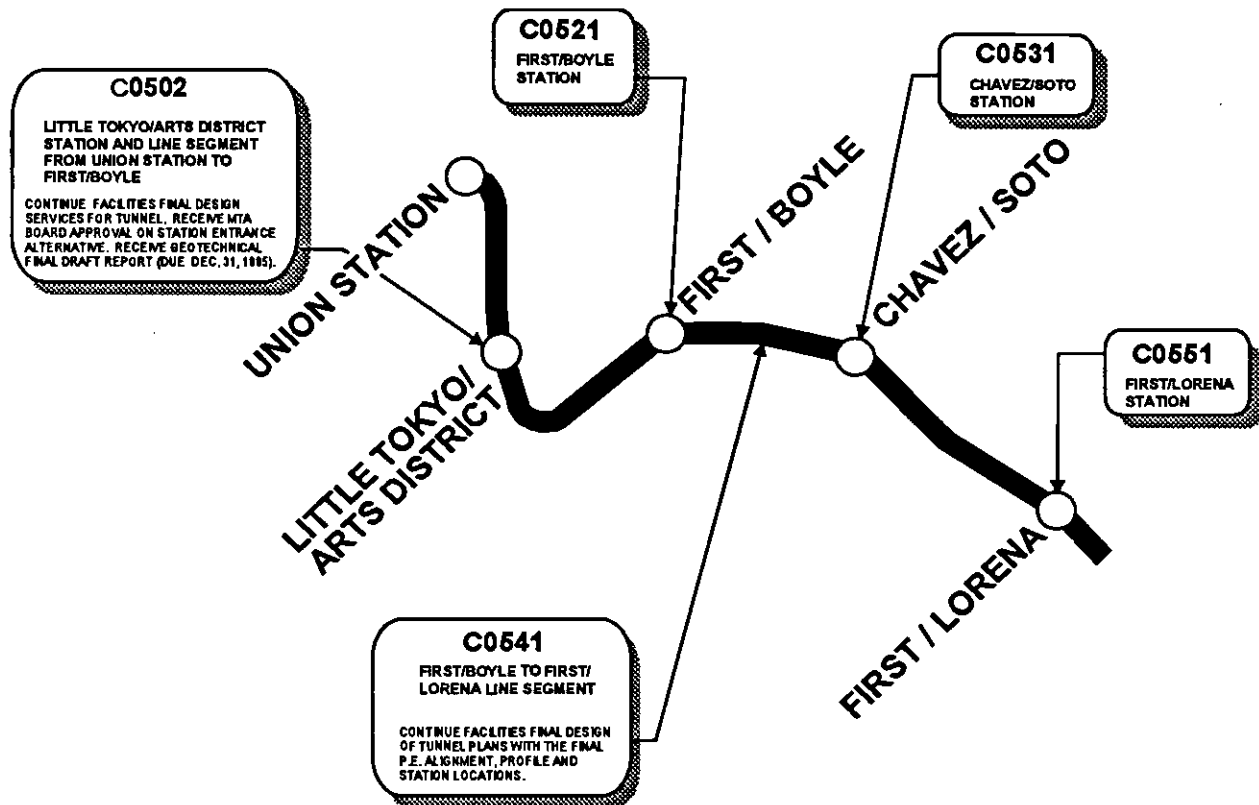
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - December 29, 1995



ACTIVITIES PLANNED FOR NEXT PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUE RIGHT-OF-WAY CERTIFICATION, CONTINUE GEOTECHNICAL SERVICES: PLAN TO PERFORM SECOND PUMP TEST AS SOON AS REGIONAL WATER QUALITY CONTROL BOARD PERMIT IS RECEIVED, CONTINUE SYSTEMS ENGINEERING CELL LIBRARY AND ATC STUDY. ISSUE AMENDMENT TO EMC'S CONTRACT FOR \$6 MILLION AFE TIME EXTENSION. NEGOTIATIONS WILL BEGIN WITH SECTION DESIGNERS. PREPARE DRAFT REPORT OF NOISE & VIBRATION MITIGATION STUDY. MTA BOARD TO VOTE ON AFE FOR THE A-R-T PROGRAM SUPPORT.

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - December 29, 1995



BUDGET

	<u>Amount (in \$ mil)</u>	<u>Change from Last Month (in \$ mil)</u>
Original Budget	980.0	None
Approved Budget	980.0	None
Current Forecast	1,009.0	29.0
Expenditures	13.3	0.5

BUDGET ANALYSIS

- \$3.2 million monthly average cost for project delay due to the delay of the section designers' Notice to Proceed.
- Planned scope amendment for \$24 million for final design was approved by the MTA Board on December 20.
- A trend was prepared for the escalated cost due to project delays in final design, construction and procurement contracts. The current forecast reflects this trend.

SCHEDULE

		<u>Change from Last Month</u>
Current R.O.D.	Nov 2002	None
Design Progress	37.1%	1.3%
Construct. Progress	N/A	N/A
Critical Path Float	-308	-6

SCHEDULE ANALYSIS

- Delay in section designers' Notice to Proceed has a continuing impact on the project's critical path.
- CM procurement has been reactivated.
- Forecast R.O.D. is now September 2003, or 308 calendar days (220 working days) behind FFGA schedule.

CONTRACT CHANGES

SAFETY

- No activity for this period.

**METRO RED LINE - Segment 3 East Side
Summary Status Report
Period Ending - December 29, 1995**



COMMUNITY ISSUES

- Metro Information field office is scheduled to open on 1/17/96.
- Relocation issues regarding lump sum will be resolved with FTA letter of concurrence.

QA / TQM ISSUES

- Comprehensive audit of EMC has been completed. EMC schedule for completing eleven new design quality procedures and revising eleven existing procedures has been submitted to the MTA. Four new procedures were accepted by the MTA.
- Completion of upgrade of Design Quality Manual for EMC is scheduled for 2/1/96.
- Resolution of outstanding QA issues by EMC is underway. Items for resolution prior to initiation of East Side design have been accepted by MTA QA.
- Additional controls for East Side section designers have been incorporated in section designer contracts and issued to proposed section designers.

CCR BACKLOG STATUS

- 2 CCRs pending approval of the CCRB at an estimated value of \$89,900.
- 5 CCRs have been approved by the CCRB for an estimated value of \$887,253.

A vertical dashed line on the left side of the page, consisting of a series of short horizontal dashes.

VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

L.A. LIGHT RAIL VEHICLE

Summary Status Report

Period ending - December 29, 1995



MAJOR ACTIVITIES THIS PERIOD

1. The decision on Driverless was considered by the MTA Board. The Board approved staff's recommendation to not exercise either of the two Driverless options.
2. Vehicle Subsystems Design progressed.
3. Life Cycle Testing of center truck frame and Power Truck Bolster were completed successfully.
4. First Article Inspection was accomplished on Power Truck Frame.
5. Weight and Schedule problems were discussed with Siemens.
6. Manufacturing of carshell parts and sub-assemblies progressed in Carson Plant.

ACTIVITIES NEXT PERIOD

1. Evaluate MTA Board's decision on Driverless.
2. Anticipate Preliminary Termination cost estimate from Siemens for car quantity reduction.
3. Travel activity expanding as several First Article Inspections (Propulsion, Brakes, Doors and Power Supplies) are scheduled for January and February, 1996.
4. Power Truck Frame Life Cycle Testing to start.
5. Program Schedule update is due from contractor.

BUDGET

	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	257.6	-0-
Approved Budget	257.6	-0-
Current Forecast	201.4	-0-
Expenditures	61.2	+1.3

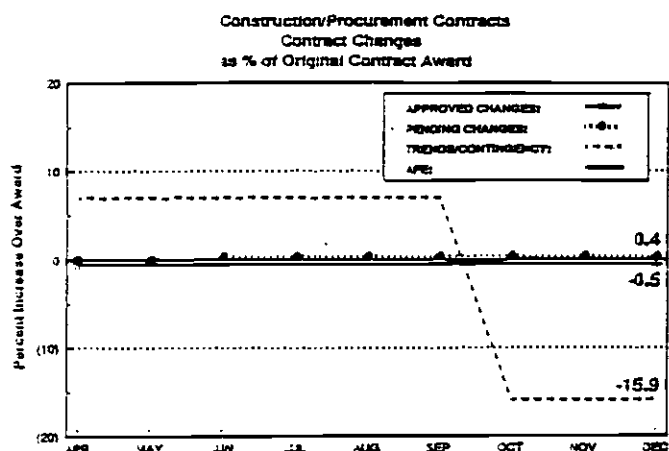
BUDGET ANALYSIS

- Car reduction effected 9/08/95 which will reduce contract value from \$215 million to about \$170 million after termination liability is negotiated (2-4 months from now).
- Current forecast includes reduction of both procurement contract value and other project costs.

L.A. LIGHT RAIL VEHICLE Summary Status Report

Period ending - December 29, 1995

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

The figures for December 1995 are as follows:

Approved Changes (0.5%)
 Pending Changes 0.04%
 Trends/Contingency (15.9%)
 AFE 0.0%

Trends/Contingency decreased due to a revised forecast of necessary contingency to reflect the reduction of the P2000 car order from 74 cars to 52 cars.

SCHEDULE

		Change from Last Month
Schedule Car Delivery		
1st Car	May 1997	N/C
52nd Car	May 1999	N/C
Design Progress	80-90% complete	N/C
Fabrication Progress	25-30% complete	N/C
Critical Path	Carshell delivery	N/C
Float	-7 months	N/C

SCHEDULE ANALYSIS

Contractor's last forecast schedule reflected a total of seven months delay in 1st car deliveries. STS is reviewing the schedule to see if improvements can be made. Carshell delivery is on the critical path. Acceleration of delivery schedule for first several carshells is unlikely, however, delivery schedule may improve for later units.

SAFETY

COMMUNITY ISSUES

- No activity for this period.

**L.A. LIGHT RAIL VEHICLE
Summary Status Report
Period ending - December 29, 1995**



QA / TQM ISSUES

- Siemens (STS) has submitted revised Quality Assurance Manuals for two of the final three suppliers requiring QA Manual approval. These are under review and are expected to be approved.
- Review of the carshell designer and truck manufacturer's (Duewag) facility was conducted during December in Dusseldorf, Germany. Duewag demonstrated a firm grasp of ISO 9001 Quality System concepts.
- Preliminary First Article Inspections have been conducted jointly with STS and LTK at several key suppliers. STS views FAI requirements as serious and understands which preparations are necessary. Formal FAIs are scheduled for January and February.
- Center Truck Frame has successfully completed fatigue testing. The Power Truck Frame is beginning its fatigue test in January.

ANTICIPATED ACTIVITY DURING NEXT REPORTING PERIOD

- Continue in-process inspection of trucks at Duewag and complete all truck testing.
- Continue in-process inspection of carshell component construction and begin "splicing" of the first carshell components in February 1996.
- Oversee generation of STS detailed QA instructions at the Carson carshell facility.
- Conduct First Article Inspections for Propulsion and Braking Systems.

CCR BACKLOG STATUS

- 1 CCR pending approval by the CCRB for an estimated value of \$113,000.
- No CCR's were approved by the CCRB during the period.