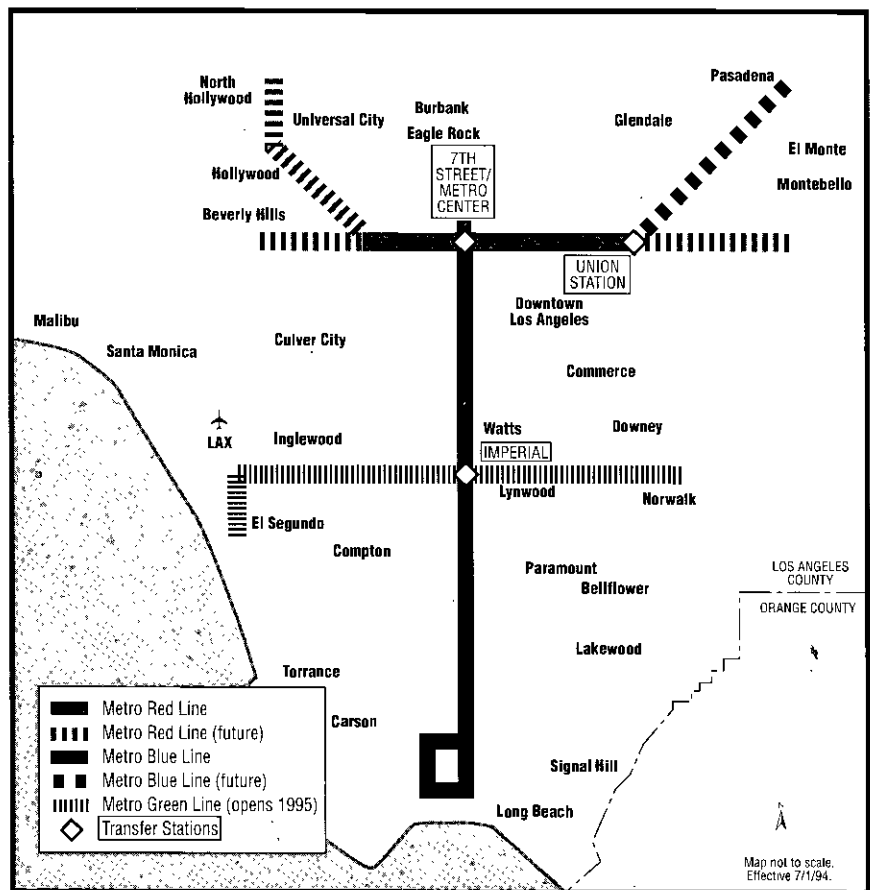


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



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RAIL PROGRAM STATUS SUMMARY

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

FEBRUARY 1995

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design (Rebaselined)	
Expended to Date	104,796 *	Actual:	77%
Current Budget	841,000	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 1997		
Forecast	June 1998		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	590,107*	Actual:	100%
Current Budget	717,802	Construction	
Schedule Status		Actual:	96%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	880,421*	Actual:	99%
Current Budget	1,517,657	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	48%
Wilshire	Vermont/Hlywd		
Original	Jul '96		
Forecast	Feb '96		
	Sep '98		
	Mar '99		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	167,696*	Actual:	86%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	5.7%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through Jan 1995

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
Original Budget 490,663
Expended to Date 9,116*
Current Budget 490,663

Schedule Status
Revenue Operations Date:
Original 1999
Forecast 1999

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

Vehicle Acquisition Project***

Cost Status (\$000)
Original Budget 257,597
Expended to Date 29,227*
Current Budget 257,597

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

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

** Based on Milestone Payments

*** Data Current Through Dec 94

* Expenditure data through Jan 1995

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

STATUS DATE: 02/24/95

(IN THOUSANDS)

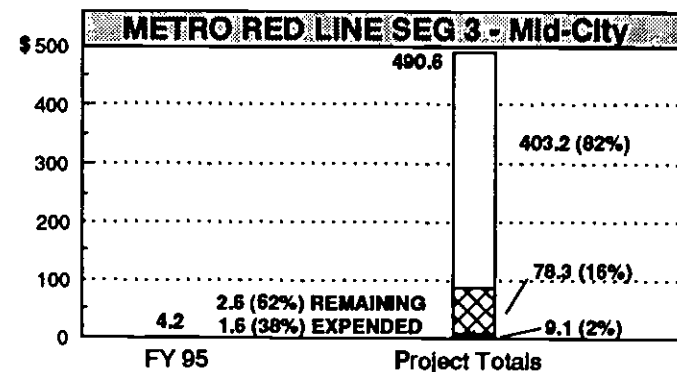
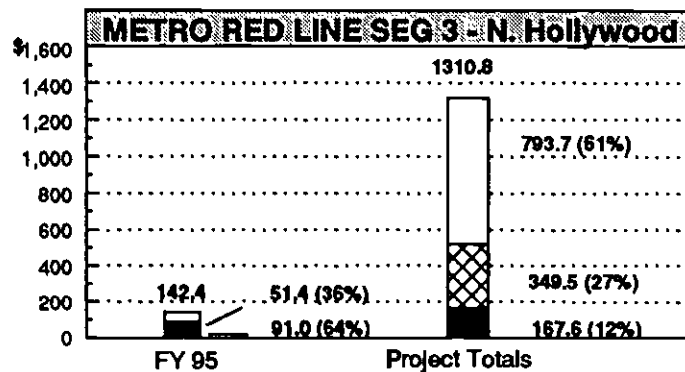
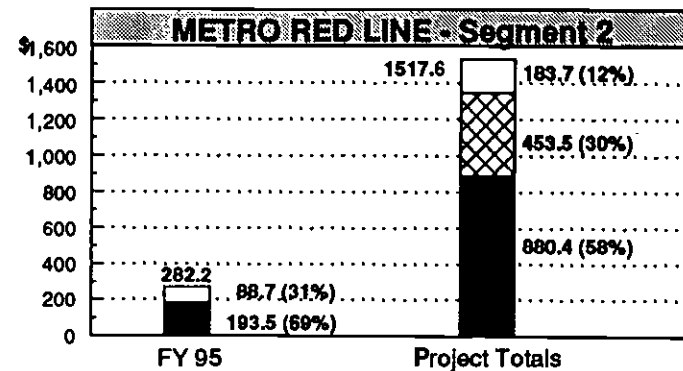
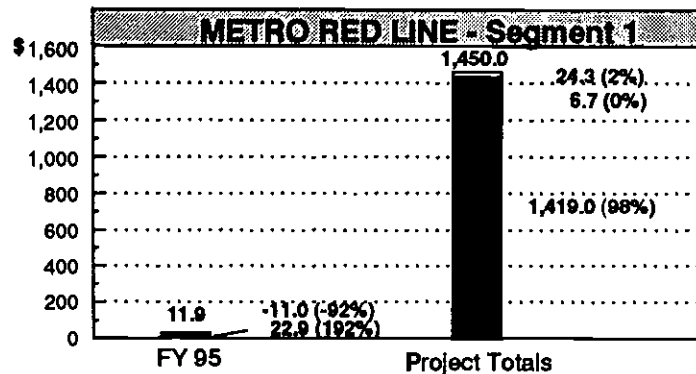
PROJECT: TOTAL RAIL PROGRAM

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	4,528,953	4,596,834	13,211	3,332,736	20,208	2,373,341	17,630	2,307,040	4,666,060	69,226
S PROFESSIONAL SERVICES	1,466,008	1,768,799	7,551	1,381,031	15,229	1,196,077	15,228	1,194,111	1,811,636	42,836
R REAL ESTATE	453,432	522,489	9,355	359,361	9,364	361,538	9,364	361,447	519,891	(2,598)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	0	124,231	913	98,870	913	98,349	154,997	8,060
D SPECIAL PROGRAMS	11,044	20,884	0	6,434	69	3,404	69	3,403	21,247	363
C CONTINGENCY	465,256	372,247	1	0	0	1	1	0	273,216	(99,031)
A PROJECT REVENUE	(18,115)	(36,585)	(13)	(1,072)	(14)	(6,576)	(15)	(8,026)	(31,439)	5,145
PROJECT GRAND TOTAL	7,038,766	7,391,605	30,105	5,202,723	45,771	4,026,656	43,192	3,956,326	7,415,609	24,002

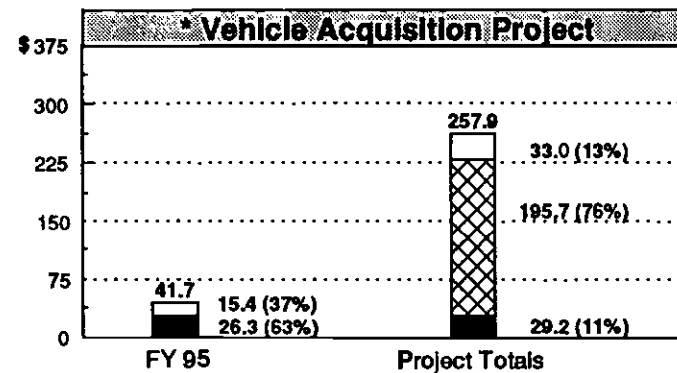
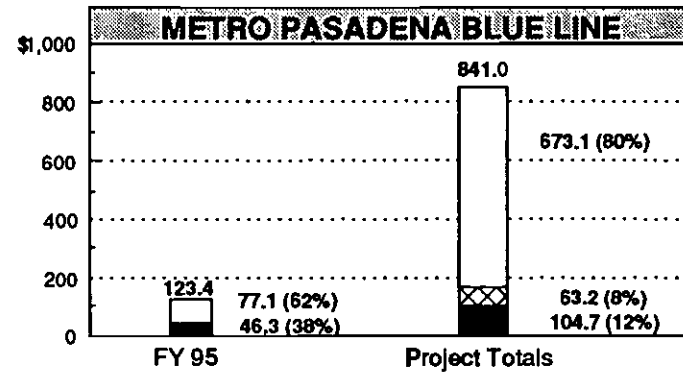
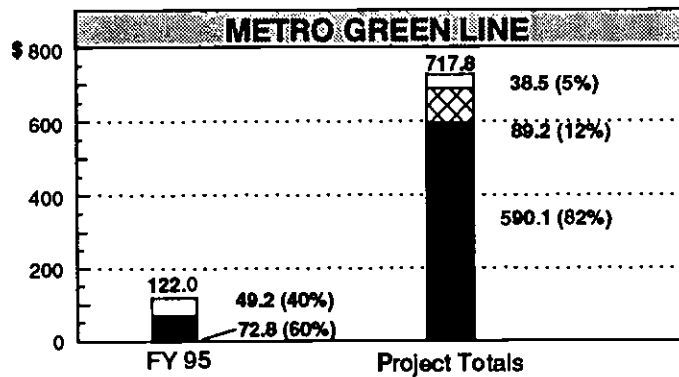
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	52,245	4,329	48,210	6,173	11,870	57	638	66,875	14,630
S PROFESSIONAL SERVICES	0	15,875	0	10,065	80	9,549	80	9,549	16,352	477
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	130	0	0	0	0	0	0	130	0
D SPECIAL PROGRAMS	0	0	0	20	0	20	0	20	20	20
C CONTINGENCY	0	2,975	0	0	0	0	0	0	2,400	(575)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,224	4,329	58,297	6,254	21,441	139	10,209	85,778	14,554
PROJECT GRAND TOTAL	7,038,766	7,462,829	34,434	5,261,021	52,025	4,048,097	43,331	3,966,535	7,501,387	38,556

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

BUDGET STATUS - February 24, 1995
(in \$ Millions)



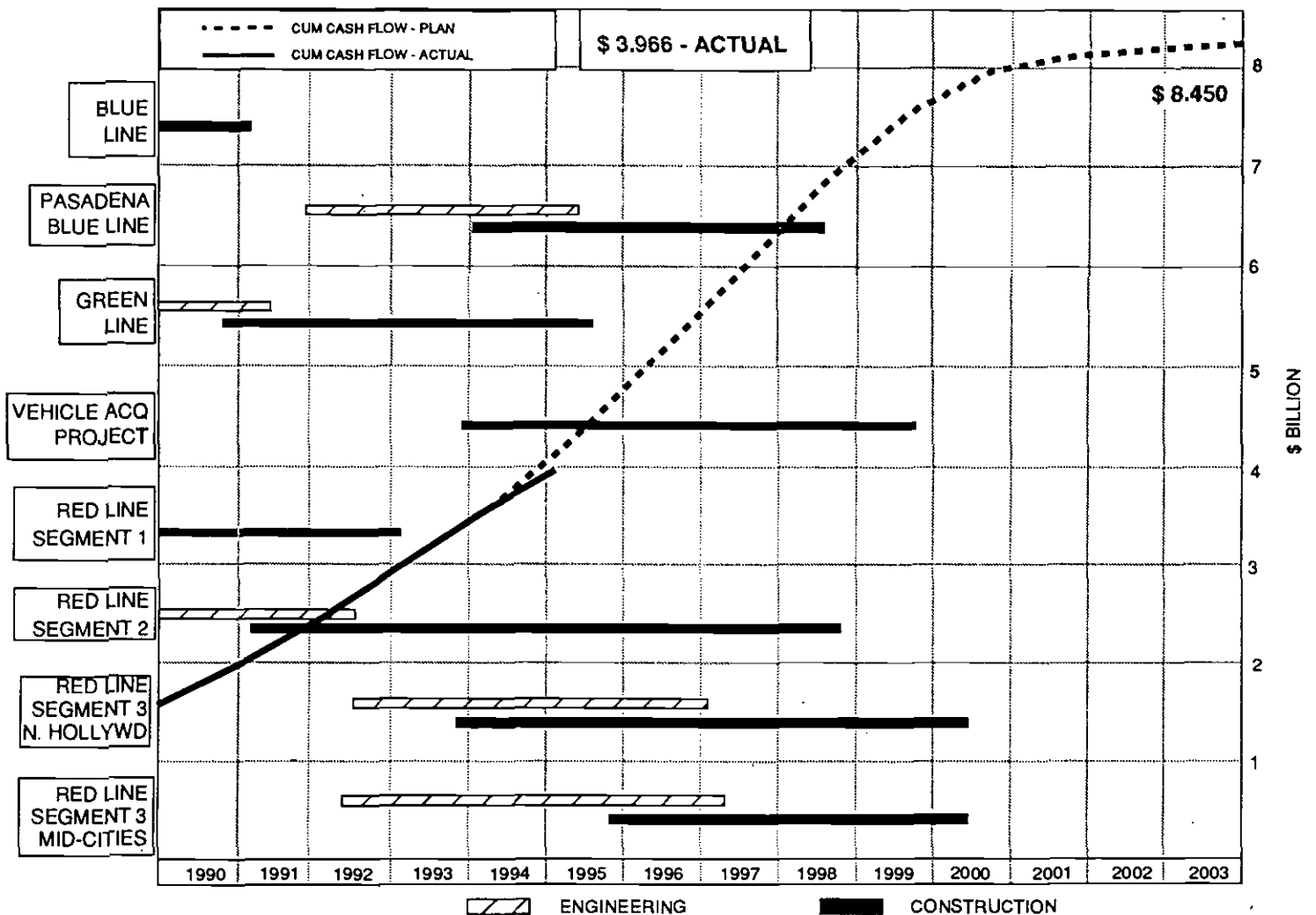
BUDGET STATUS - February 24, 1995
(in \$ Millions)



* Data current through December 30, 1994

Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan



METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT***		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG									54.6	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	40	106.4	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	23
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4							62.7	1
PROPOSITION C			503.2	60	400.3	56					396.6	30	102.1	21	115.9	45	1518.1	20
PROP C (AMERICAN DISABILITY ACT)					6	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	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1517.5	100	1310.8	100	490.7	100	257.6	100	7462.7	100

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

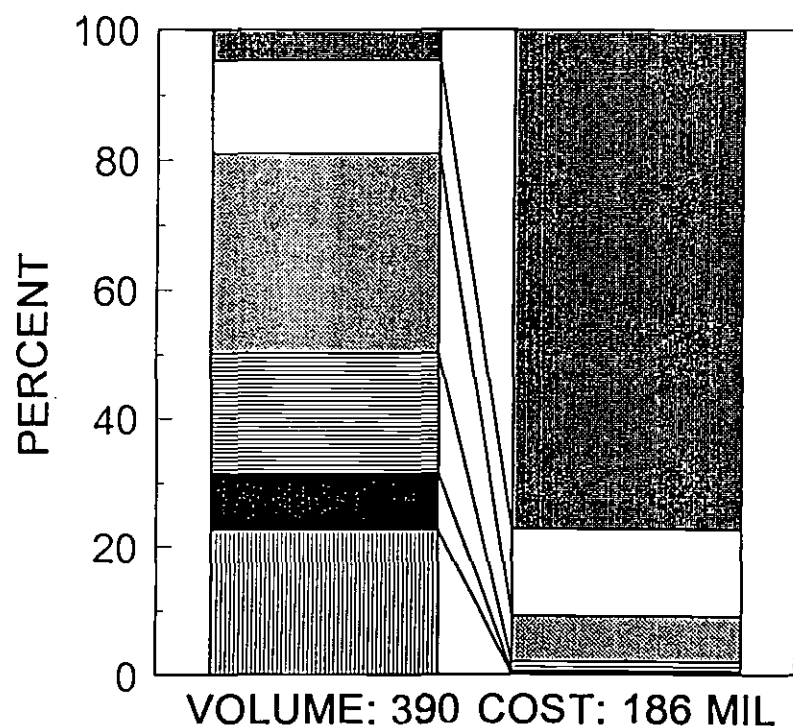
** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

*** Data current through 12/30/94

Note: Data reflects current budget.

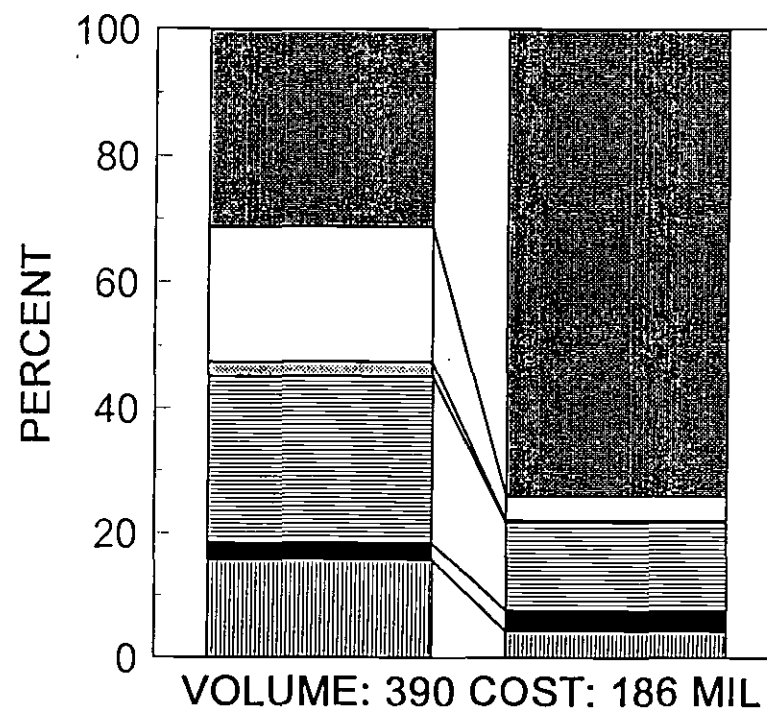
CONSULTANT CHANGE REQUEST (CCR)
CHANGE VOLUME BY COST LEVEL AND BASIS
BASED ON EXECUTED CHANGES AS OF 02/28/95

COST LEVEL
Total: \$186 Million



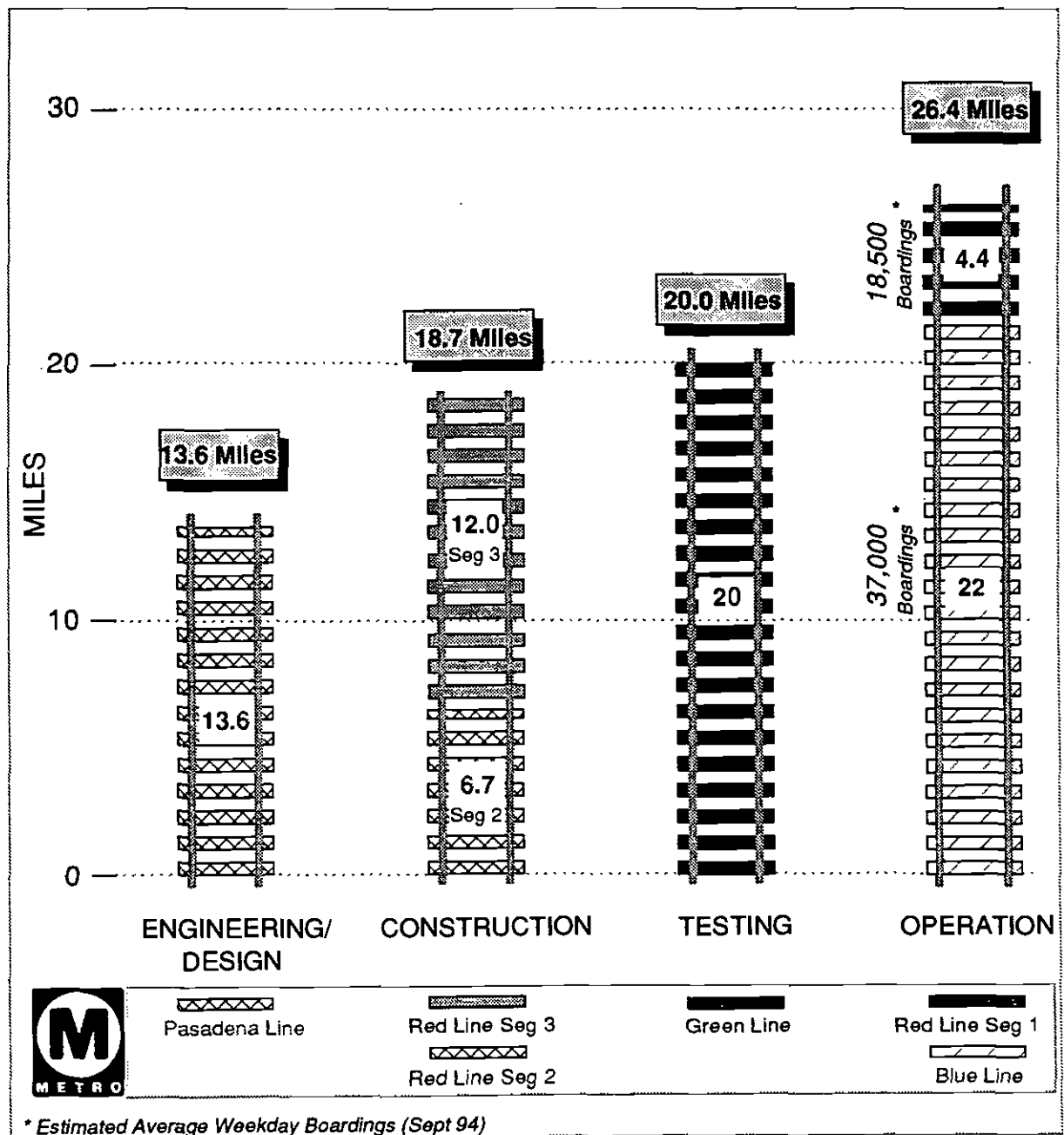
0-15 15-25 25-50
50-200 200-1MIL >1 MIL

BASIS
Total: 390



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

METRO RAIL SYSTEMS PROGRESS REPORT



REAL ESTATE

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	162	14	128	23	70
Green Line	39	39	0	0	0
Red Line Seg 2	88	86	2	0	0
Red Line Seg 3 NH	175	55	***	5	***
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 25.12% which exceeds the MTA goal by 5.12%. 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 4.16% of total program costs, which just exceeds the 4% MTA goal by 0.16%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

	METRO BLUE LINE		METRO PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITION PROJECT *		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	508,824	58.82%	480,726	66.97%	812,270	56.11%	1,010,143	66.55%	820,211	61.89%	333,208	67.91%	229,759	89.19%	4,852,628	64.69%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	88,982	5.86%	86,418	6.52%	48,543	9.89%	0	0.00%	519,890	6.93%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	84,949	9.82%	83,107	11.58%	221,659	15.29%	154,233	10.16%	77,781	5.87%	36,706	7.48%	1,700	0.66%	729,722	9.73%	
CONSTR MGMT.	91,642	10.45%	72,620	8.40%	75,611	10.53%	116,429	8.03%	140,658	9.27%	103,207	7.79%	35,000	7.13%	0	0.00%	635,167	8.47%	
STAFF	17,655	2.01%	38,611	4.46%	24,179	3.37%	95,558	6.59%	53,222	3.51%	57,676	4.35%	19,627	4.00%	5,335	2.07%	311,863	4.16%	4%
OTHER	14,222	1.62%	26,236	3.03%	17,628	2.46%	32,671	2.25%	56,244	3.71%	36,459	2.75%	11,647	2.37%	12,469	4.84%	207,576	2.77%	
SUBTOTAL	193,106	22.01%	222,416	25.71%	200,525	27.94%	466,317	32.16%	404,357	26.64%	275,123	20.76%	102,980	20.99%	19,504	7.57%	1,884,328	25.12%	20%
UTILITY/FORCE ACC													0	0.00%			0	0.00%	
CONTINGENCY	963	0.11%	59,453	6.87%	11,767	1.64%	31,432	2.17%	14,657	0.97%	143,440	10.82%	5,932	1.21%	8,333	3.24%	275,979	3.68%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(1,263)	-0.18%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(31,440)	-0.42%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	717,803	100.00%	1,450,019	100.09%	1,517,839	100.00%	1,325,193	100.00%	490,664	100.00%	257,597	100.00%	7,501,386	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 January Project Report submitted by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - February 1995

Concern: For the Metro Green Line (MGL) Automatic Train Control (ATC) start-up, the contract H1100 Contractor may not meet the critical contract milestones occurring in the next 30 days (e.g., delivery of the P2020 Interim Carborne package).

Action: For the interim carborne package, the contractor should be directed to provide a status update and a recovery schedule to meet this milestone. MTA should consider making a plant visit to clearly document the status of this equipment.

Status: Under Metro Construction review.

Concern: The spare parts list for the P2020 vehicle has not been prepared by the H1100 contractor for MTA approval. These spare parts will become critical for the maintenance of the system start-up on May 13, 1995.

Action: MTA Construction Division and Operations, with OKA assistance, should determine the type and quantity of spare parts required, and provide this information to the contractor as soon as possible.

Status: Under Metro Construction review.

ONGOING

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

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

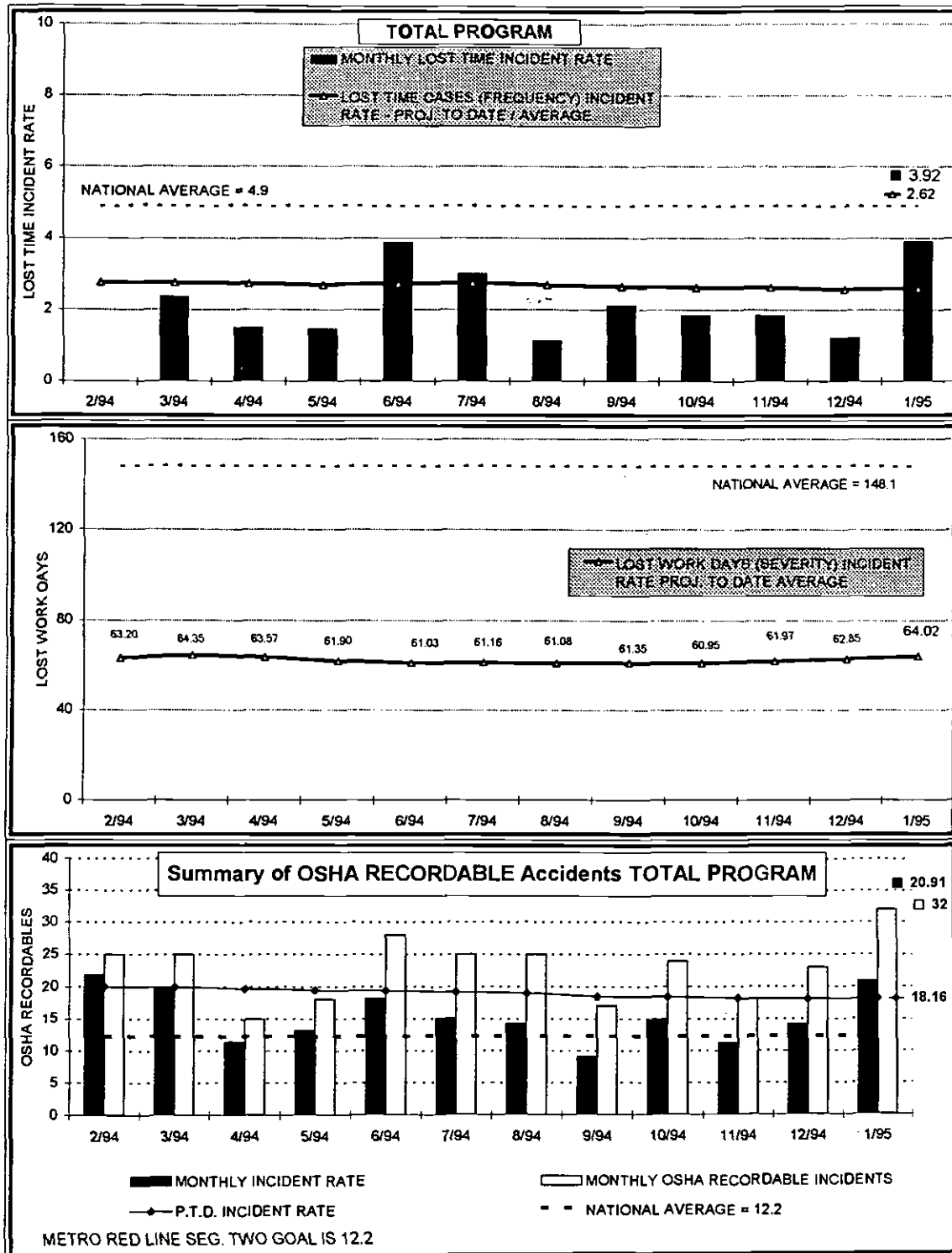
Action: Procedures for cost estimating, scheduling and portions of cost control management should be drafted, approved and issued by the Construction Manager.

Status: Under PBL staff review.

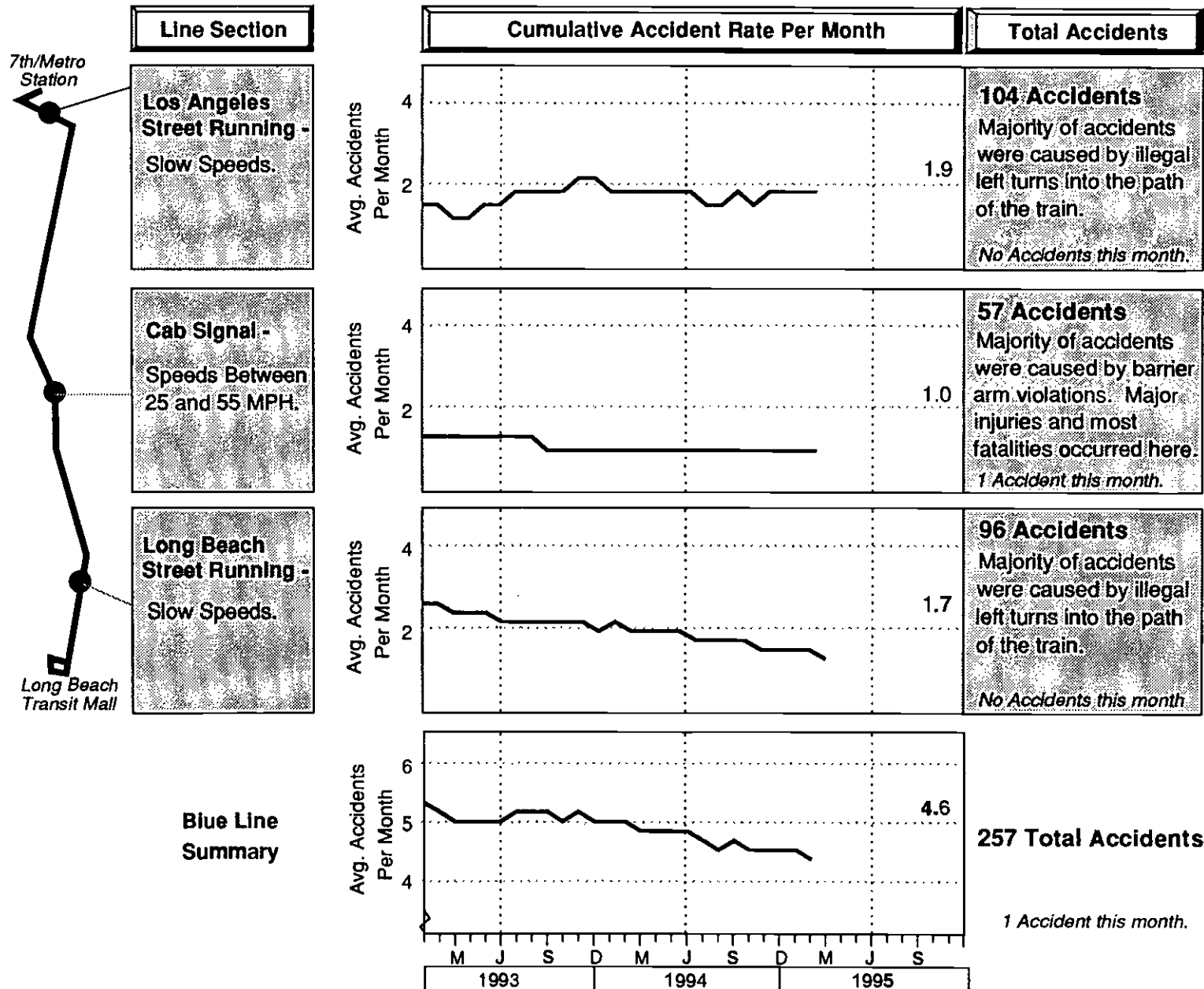
Concern: The EMC should complete a Design Management Plan for the PBL Project.

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

Status: Under Metro Construction review.

TOTAL PROGRAM
SAFETY SUMMARY

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



METRO CONSTRUCTION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
90 Days
999 Consultant Services

Page: 1

UPDATE:01-Mar-95

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead\Engineering Lead\Project Controls Lead
MC036	Construction Mngmnt Service (Eastside)	CPAF			03/22/95	04/06/95	05/05/95	07/07/95	07/13/95	07/26/95	Kiper, Jerry \Fuks, Henry \Williams, M.L.

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

Page: 2

UPDATE:01-Mar-95

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C0321	Universal City Station	Unit			03/20/95	04/12/95	05/25/95	06/06/95	06/19/95	06/28/95	Gatewood \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

EXECUTIVE SUMMARY

The Final Design percent complete for the month of February is 77%. The progress represents an increase of 1% over last month's cumulative progress of 76%.

Work has been completed on defining an ongoing limited construction program for Pasadena which is being incorporated into the 20-year plan. A new baseline budget and schedule is being finalized. Bid opening was held February 22 for C6435, Bridge Retrofit and Reconstructions of Concrete and Steel Bridges, with award of the contract scheduled for June 1995.

Chinatown Station design continues to be delayed pending further discussion and resolution of the Community requested design changes for Chinatown pedestrian linkage alternatives. Redesign of the Chinatown aerial structure to accommodate new seismic criteria is dependant on Board approval of CCR 118 in April. Discussions continue with the EMC on alternatives for finalizing scope of work for a new station location at the Johnson & Johnson site as well as the 210 freeway line segment design. Design continues on Contract C6450, Del Mar to Memorial Park Line Segment, with KaWES & Associates as the Prime Consultant. Final station design has started for Memorial Park Station with Holly Street remaining open to vehicular traffic.

Construction on Contract C6410, Los Angeles River Bridge, is proceeding well. Work is complete on the south bridge retaining wall approach. Backfilling is in progress. Erection of falsework is complete over the Metrolink main tracks. Pier table construction at Bents 5 and 6 is completed for start of construction on segmental bridge spans. First two segments have been poured.

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

Construction on Contract C6430, Arroyo Seco Bridge Reconstruction, has started. Field offices have been set up. Contractor is working on earthwork to prepare for trackbed and retaining wall construction on east approach. Contractor is coordinating with Caltrans in preparation for freeway lane closures for the demolition of the bridge.

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

- Current Budget \$841
 - Current Forecast \$865 (A)
- (A) Includes an estimated \$5 million in grant monies to be sought in FY 95 for the "Urban Greenways" Program and the additional administrative and escalation costs associated with the present forecasted ROD date of June 1998. Neither of these items is included in the current budget.

SCHEDULE STATUS

- Current Approved Revenue Operations Date: November 1997
 - Design Progress
 - Final Design - Actual 77%
 - Overall Design - Actual 85%
 - Construction Progress
 - Los Angeles River Bridge - Actual 59%
 - Arroyo Seco Bridge (B) - Actual 0%
 - Overall Construction - Actual < 1%
- (B) Administrative work authorization was issued to Kiewit Pacific for Contract C6430, Arroyo Seco Bridge Reconstruction, on October 21, 1994.

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	162	14	128	23	70
LAST MONTH	161	11	128	22	40

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. 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 progressing to a Final submittal in May 1995. Evaluation is continuing by Operations on providing wheel truing and heavy repair at either Long Beach Yard or Metrolink's Taylor Yard facilities. An evaluation report is due by March 15. SCRRA's facilities are preferred, due to their close proximity to Midway Yard.

Ratkovich Interface at LAUPT

Concern: Location of the LRT terminus at Union Station and aerial guideway alignment on Vignes Street involves interface with the Ratkovich Villanueva Partnership. The alignment crosses Ratkovich's interests at two locations along the Terminal Annex property.

Action: Negotiation of the easement is required with Ratkovich. Completion of Chinatown Aerial Structure Camera Ready design submittal is on hold.

Status: Meeting was held with Ratkovich and LADOT on November 30 regarding the street improvements on Vignes Street. A tentative agreement was reached with all parties. Final drawings were issued by the MTA. Redesign of the aerial structure to incorporate new seismic criteria is expected to start in June 1995.

AREAS OF CONCERN (cont.)**Real Estate**

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

Del Mar Station

- Concerns:** The transportation center proposed by the City of Pasadena has major impacts on the Del Mar park-and-ride facility, final station design and line segment design for Del Mar to Memorial Park.
- Action:** MTA Construction Division is continuing discussions with the City on interface with the station and line segment design and transportation center.
- Status:** Light rail designs are based on the design assumptions shown on the In-Progress drawings for C6500, Del Mar Station, for the transportation center. The transportation center location will be re-evaluated with MTA's decision not to purchase the additional property acquisition from Public Storage.

AREAS OF CONCERN (cont.)

Sierra Madre Villa Station

- Concern:** Selection of an station site alternative to the original Space Bank site is required due to the potential for 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 alternative Johnson and Johnson station site.
- Status:** MTA has submitted a revised offer to Johnson & Johnson which has been rejected by the owner. Condemnation proceedings are tentatively scheduled in March. Just compensation for the property was approved by the Board this month.

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 an increased project design and construction costs.
- Action:** Agreement is required from City of Los Angeles for betterment issues.
- Status:** MTA Construction Division continues to work with legal counsel on betterment issues. MTA is making a final offer to negotiate and will seek arbitration to resolve issues.

AREAS OF CONCERN (cont.)

Chinatown Station

- Concern:** Selection of Chinatown pedestrian linkage alternative will impact the Chinatown aerial structure and station design, and may require additional property acquisition.
- Action:** MTA Construction Division is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to the Chinatown Station platform.
- Status:** Follow-up meeting with Chinatown representatives was held February 1 to discuss alternatives. The sale of MTA's 5.5-acre parcel on Alameda Street with the purchase of the Little Joe's property and construction of a low-cost station continues to be evaluated in conjunction with the Chinatown joint development study now under way.

210 Freeway Stations

- Concern:** Evaluation of noise impacts at Lake, Allen and Sierra Madre Villa Stations from adjacent freeway traffic.
- Action:** Review of noise criteria and conformance to EIR.
- Status:** EMC has completed noise readings at the freeway station sites. A report will be submitted to MTA in March.

NEW

None.

RESOLVED

None.

KEY ACTIVITIES - ACCOMPLISHED IN FEBRUARY

- MTA Construction Division and EMC continued negotiations on contract change requests for design changes.
- MTA continues to work with EMC on establishing a new baseline budget and schedule for the Pasadena Project. A budget of \$998 million has been presented to MTA management with a revenue operations date of 2002.
- Contract C6410, L.A. River Bridge: Backfilling retaining walls south of Abutment 1 is in progress. Completed work on construction of Bent 5 and Bent 6 pier tables. Travellers for casting segmental bridge spans set in place. First two bridge segments poured this month.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Construction work started this month. Field offices have been set up. Contractor is working on earthwork for track bed and retaining wall construction as well as preparing for freeway lane closures for demolition of existing bridge.
- Contract C6435, Bridge Retrofit and Reconstruction of Concrete and Steel Bridges: Addendum No. 2 issued; bid opening was held February 22, 1995.
- Contract P2100, Precast Concrete Ties: Contractor continued submittal process.

KEY ACTIVITIES - PLANNED FOR MARCH

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Modify board report for EMC CWO #21 contract change requests and AFE increase for April Board meeting.
- Contract C6410, LA River Bridge: Continue with construction of segmental sections between Bents 5 and 6. Complete bridge Unit 1. Continue construction on Units 2 and 3 conventional spans for the bridge superstructure.
- Contract C6430, Arroyo Seco Bridge: Continue earthwork and start retaining wall construction on east side of 110 freeway. Start demolition of existing bridge structure.
- Contract C6435, Retrofit Bridges: Complete evaluation of bids and prepare agenda report for Board approval.
- Contract P2100, Precast Concrete Ties: Contractor submittal processing.

Project: R05

MTA CONSTRUCTION DIVISION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 03-Mar-95
Status Date: 25-Feb-95

(\$ x 000's)

		----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
Description		Original	Current	Period	To Date	Period	To Date	Period	To Date	Forecast	Variance
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9-2)
T	Construction	515,171	473,523	89	59,525	25	15,657	1,202	14,709	486,665	13,142
S	Professional Services	183,206	197,415	2,515	88,263	4,563	73,728	4,563	73,728	215,512	18,097
R	Real Estate	68,100	72,308	620	14,863	501	14,435	501	14,435	74,308	2,000
F	Utility/Agency Force Accounts	8,442	21,997	0	4,960	2	1,660	2	1,660	22,159	162
O	Special Programs	3,377	4,402	0	386	0	280	0	280	6,904	2,502
C	Contingency	62,705	71,355	0	0	0	0	0	0	59,453	(11,902)
A	Project Revenue	0	0	(14)	(17)	(14)	(17)	(14)	(17)	0	0
Project Grand Total :		841,000	841,000	3,210	167,981	5,077	105,744	6,254	104,796	865,000	24,000

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

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

14-Mar-95

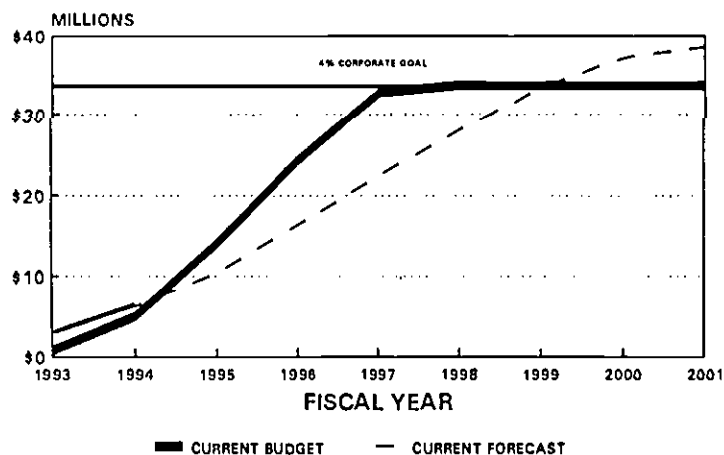
FEBRUARY 95

STATUS OF FUNDS BY SOURCE

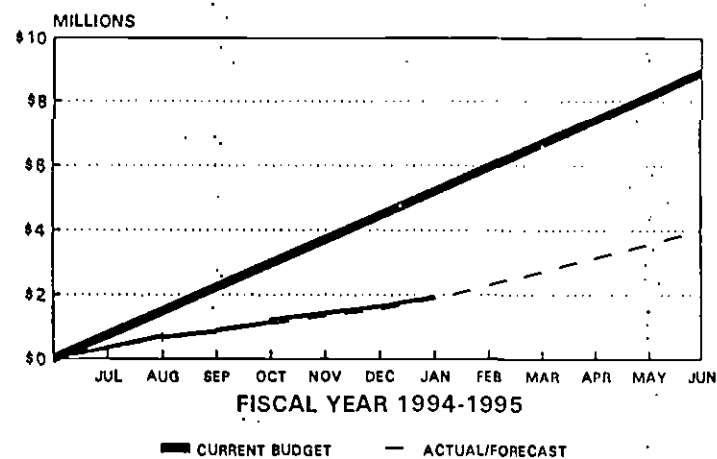
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$20,000	\$21,200	100%	\$21,200	100%	\$17,436	82%
STATE RAIL BOND	\$316,600	\$0	\$4,648	1%	\$4,648	1%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$16,897	\$0	0%	\$0	0%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$78,948	\$142,133	42%	\$78,948	23%	\$78,948	23%
TOTAL	\$841,000	\$115,845	\$167,981	20%	\$104,796	12%	\$96,384	11%

NOTES: EXPENDITURES ARE THROUGH JANUARY 1995.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



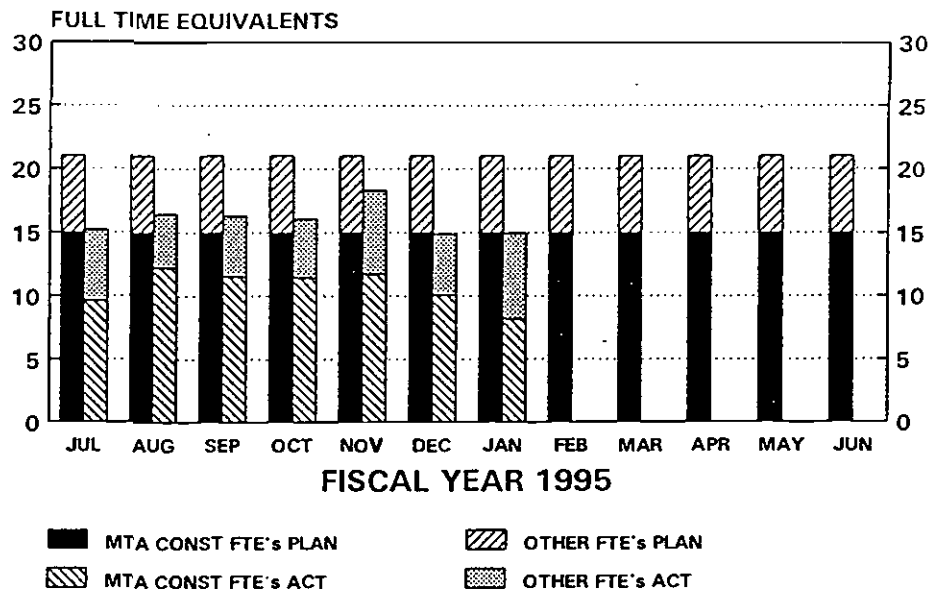
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

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

CURRENT BUDGET	\$8,900
CURRENT FORECAST	\$4,008
BUDGET PLAN TO DATE	\$5,192
ACTUAL TO DATE	\$1,855

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	8
OTHER FTE's PLAN (*)	6
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	23
TOTAL FTE's ACTUAL	15

(*) 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 02/10/95

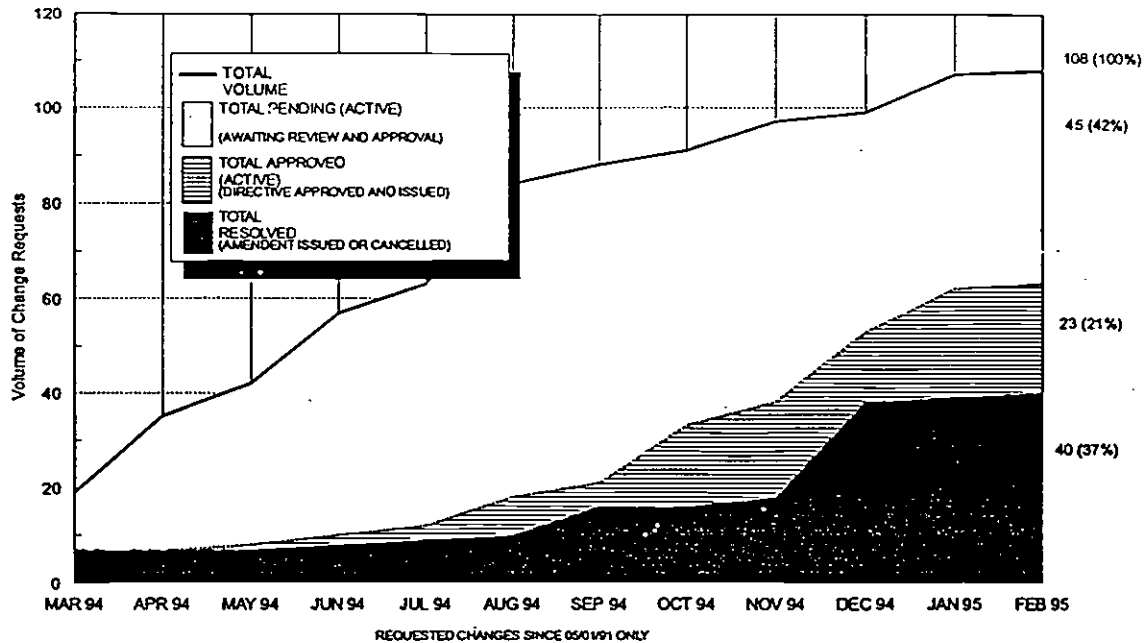
MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING 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%	-7.2%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$156,340	\$12,814,377	1.2%	12%	48%	\$1,119,484	\$327,659	\$791,805	38%	3.8%
C643D	\$10,359,484	10%	\$1,035,948	\$11,395,410	\$16,000	\$10,375,484	0.2%	2%	0%	\$1,018,948	\$190,342	\$829,604	20%	2.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
END28	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
END31	\$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	\$0	\$246,930	0%	***%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
	\$30,032,251	10%	\$3,003,225	\$33,035,476	\$172,340	\$30,204,591	0.6%	6%	1%	\$2,830,885	\$200,026	\$2,530,859	12%	1.2%

11 - AFE Increase required

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

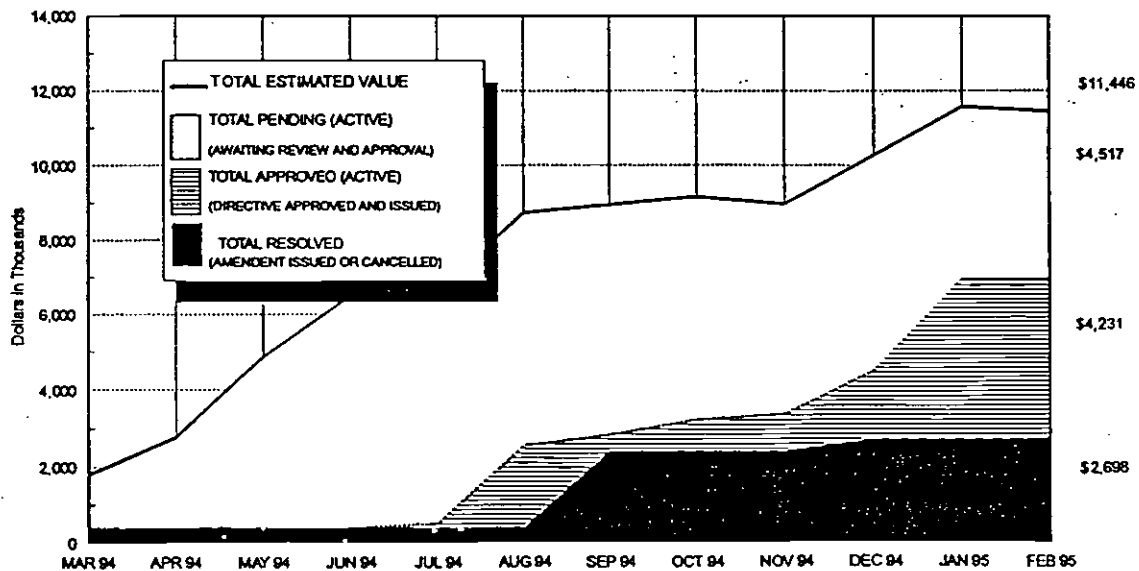
[*] Costs shared with other projects. Costs shown are for R05 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

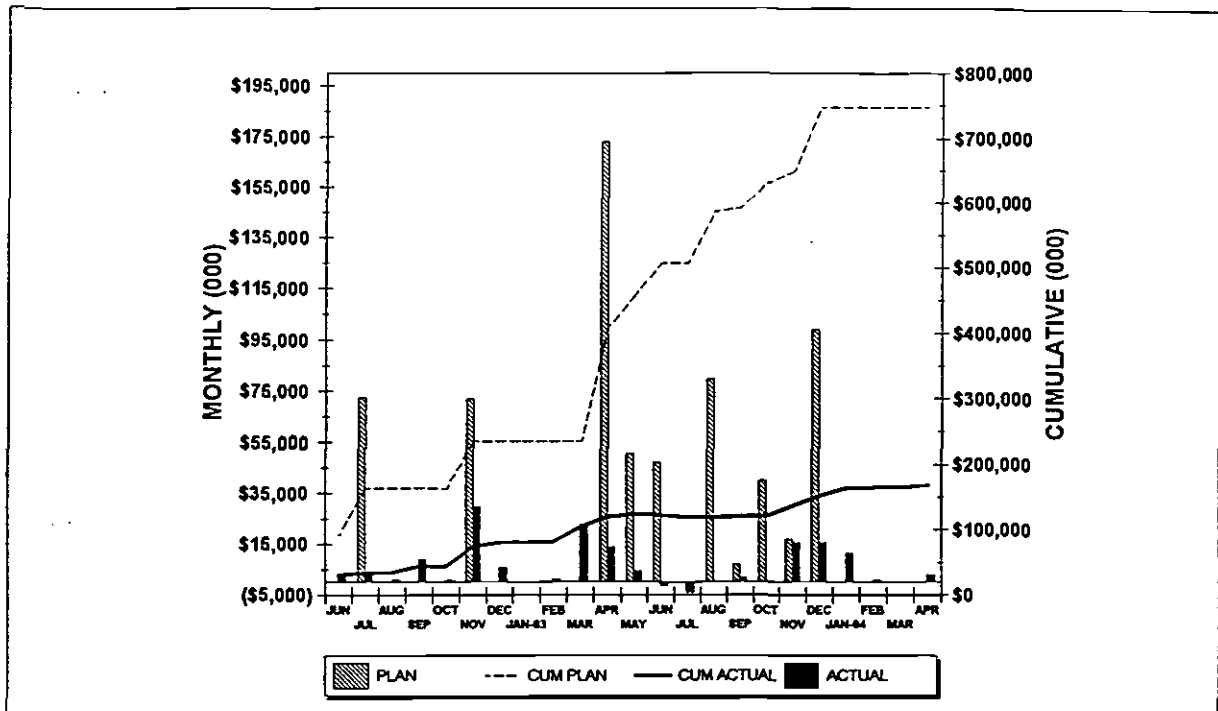


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	2	4	52	68
PERCENT	15%	3%	6%	76%	100%

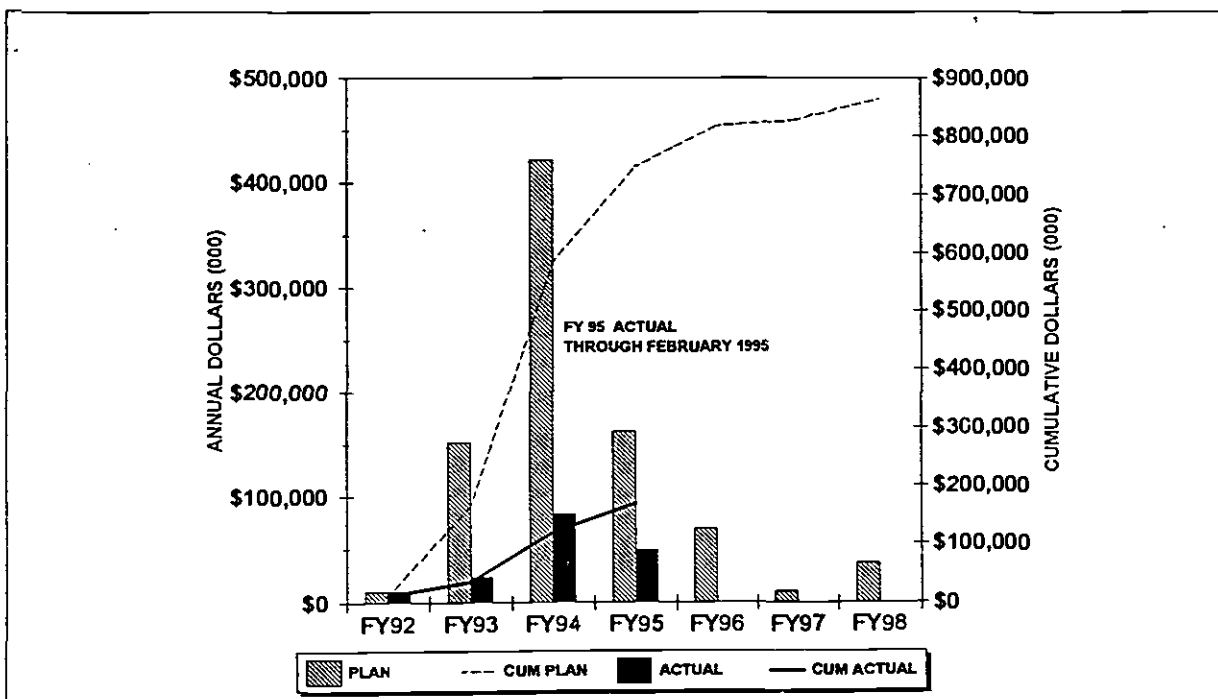
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



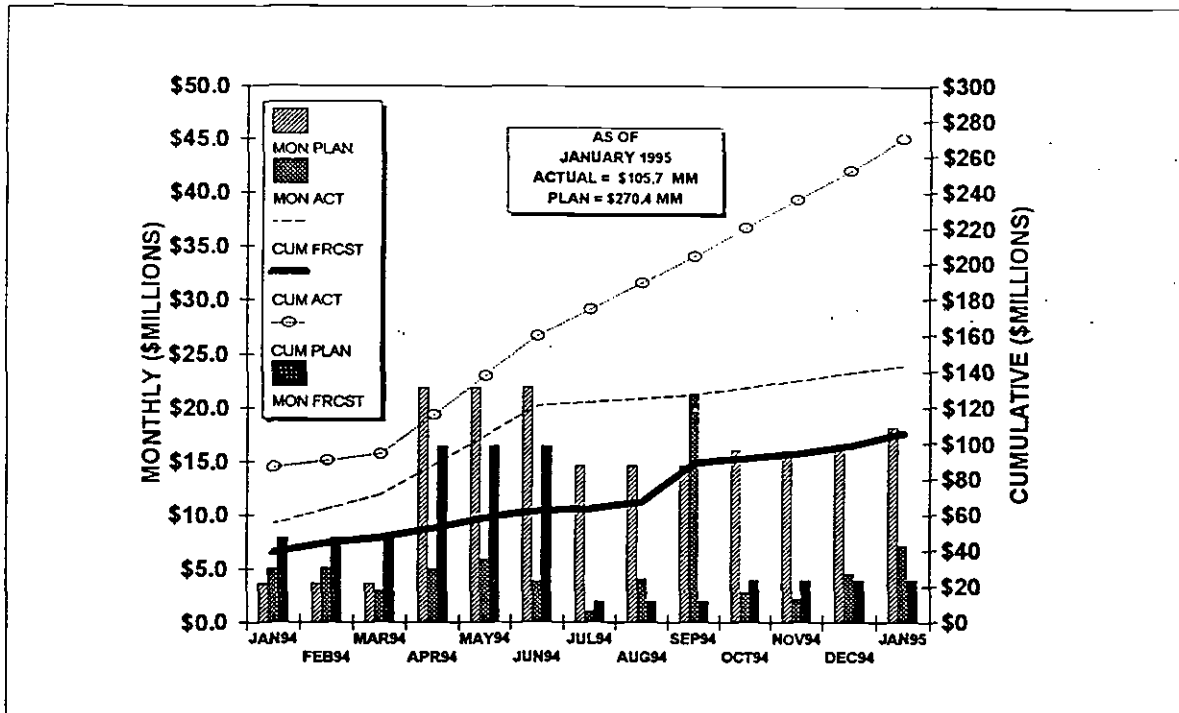
ANNUAL PROJECT COMMITMENTS



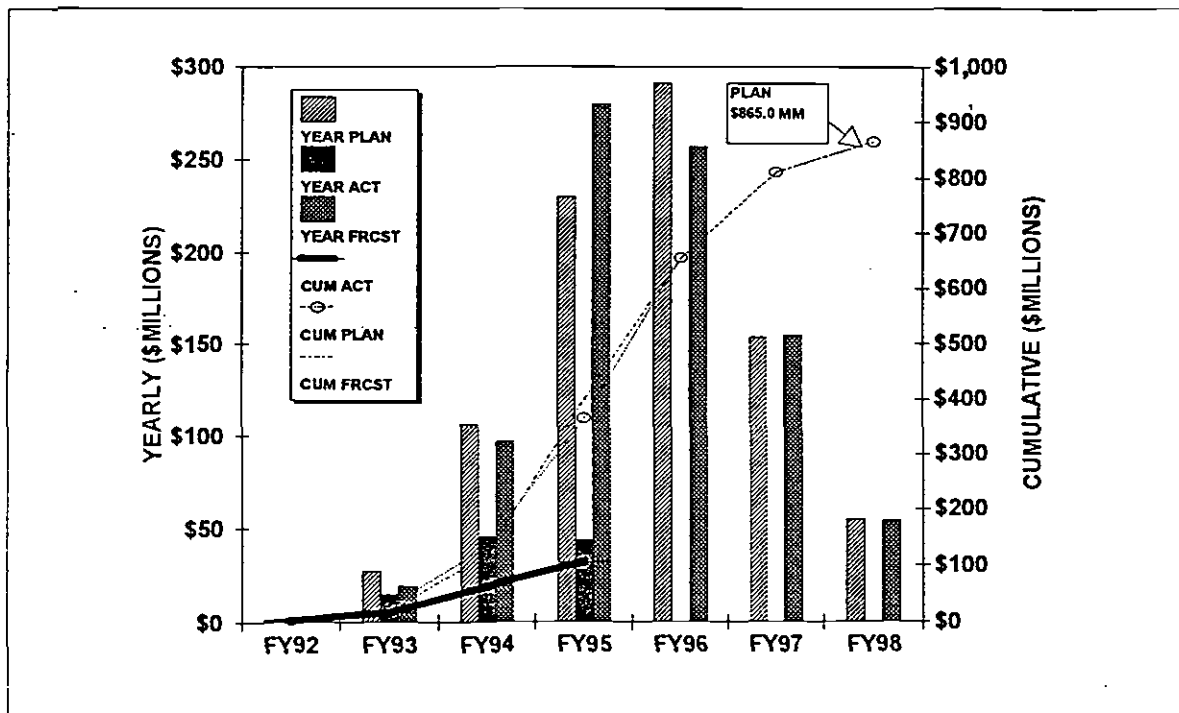
TOTAL PROJECT COMMITMENTS



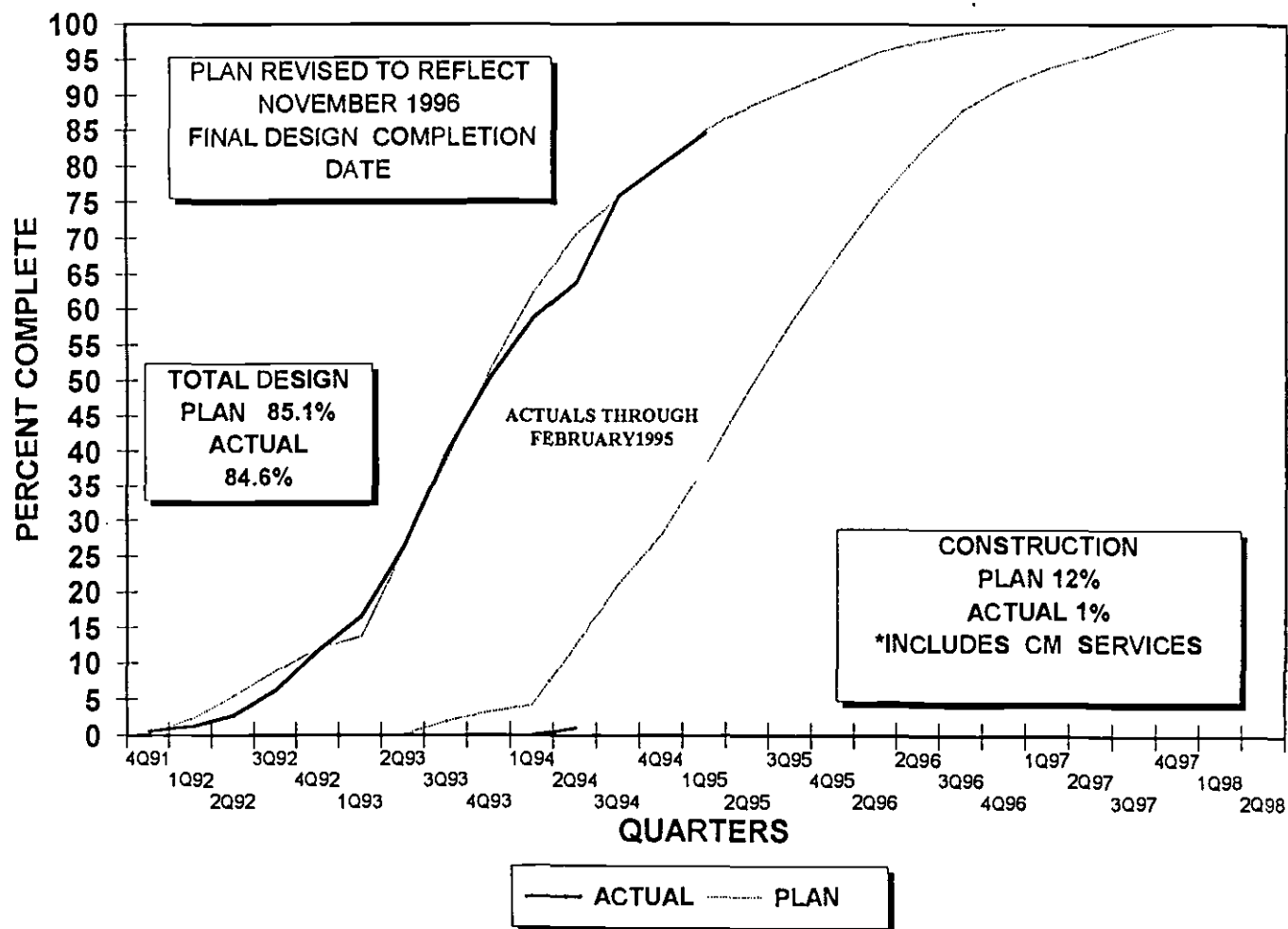
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW

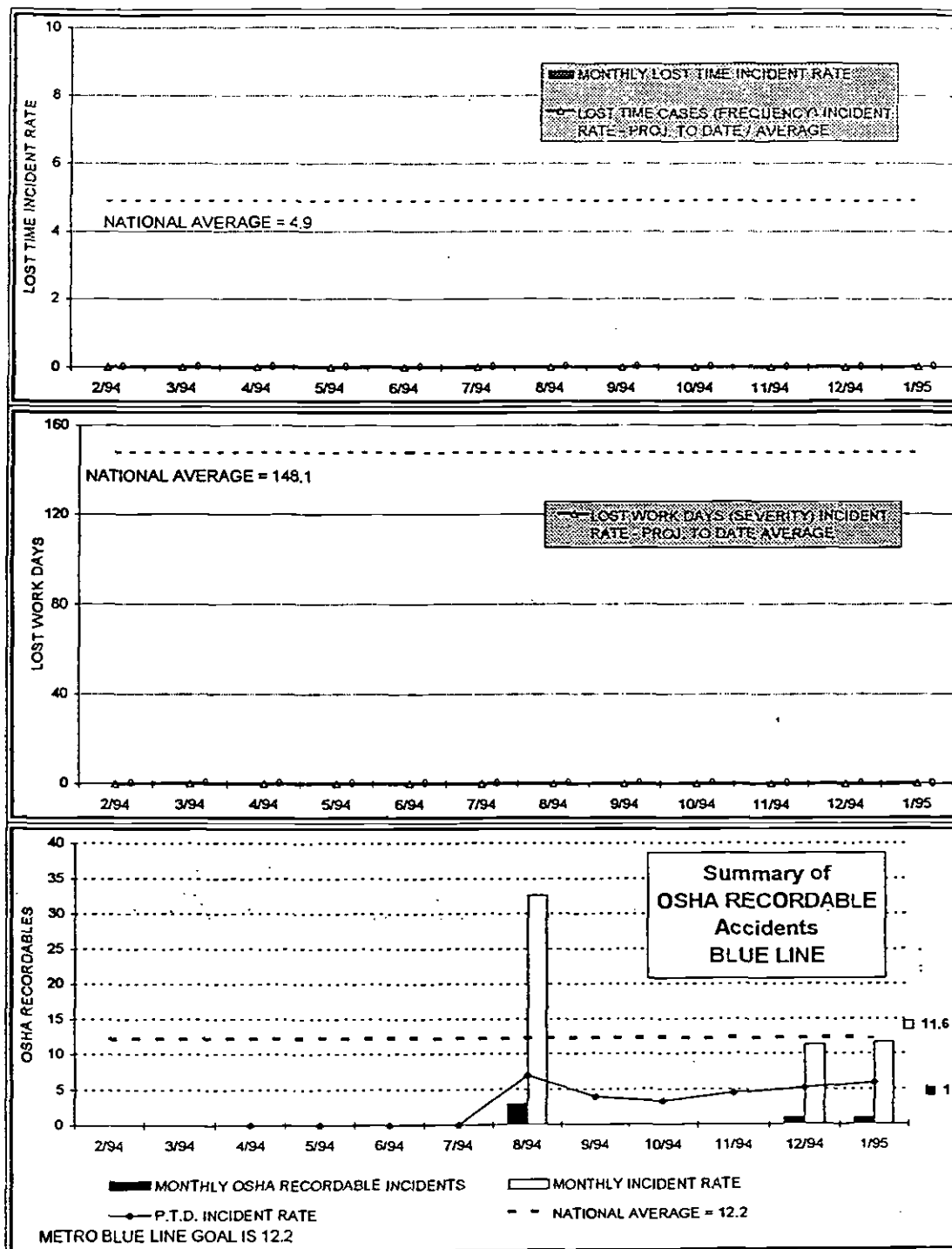


PASADENA BLUE LINE - PROGRESS SUMMARY



CRITICAL PATH DIAGRAM

The Pasadena Blue Line revised final design schedule has been approved by the MTA. The construction schedule is currently being rebaselined. Once approved, the project schedule and critical path will be included in the Project Manager's Status Report.

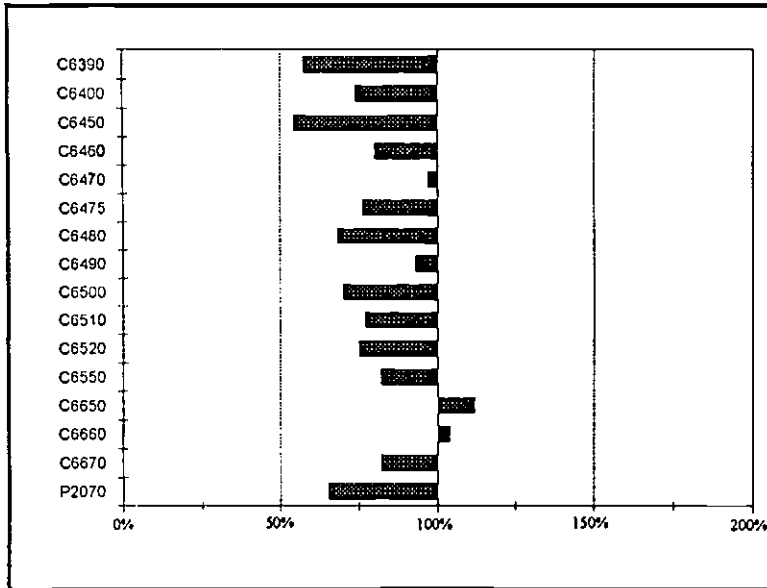
METRO BLUE LINE
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

C

Pasadena Blue Line

Design Work Only

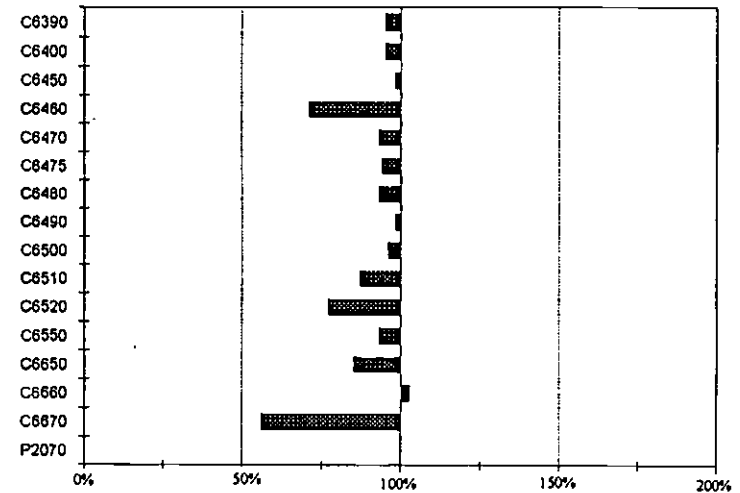
Cost Performance Index



CPI Legend

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

Schedule Performance Index

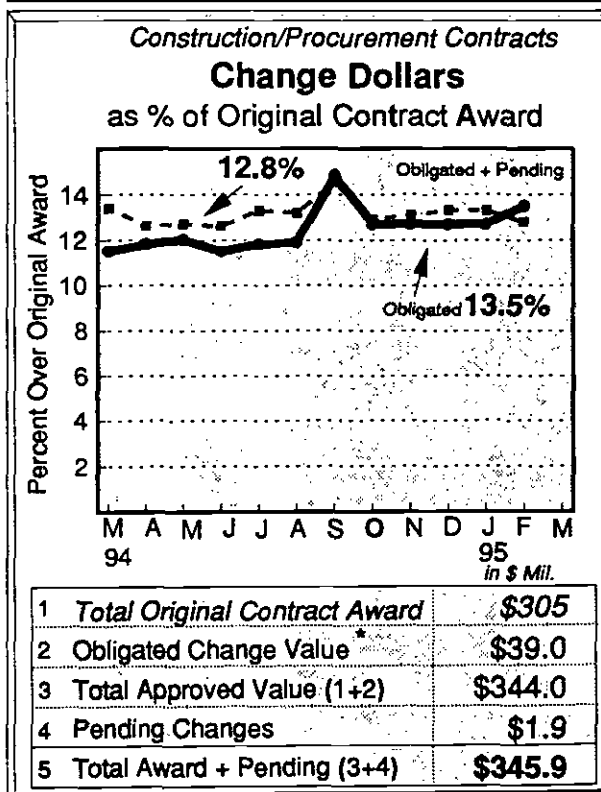
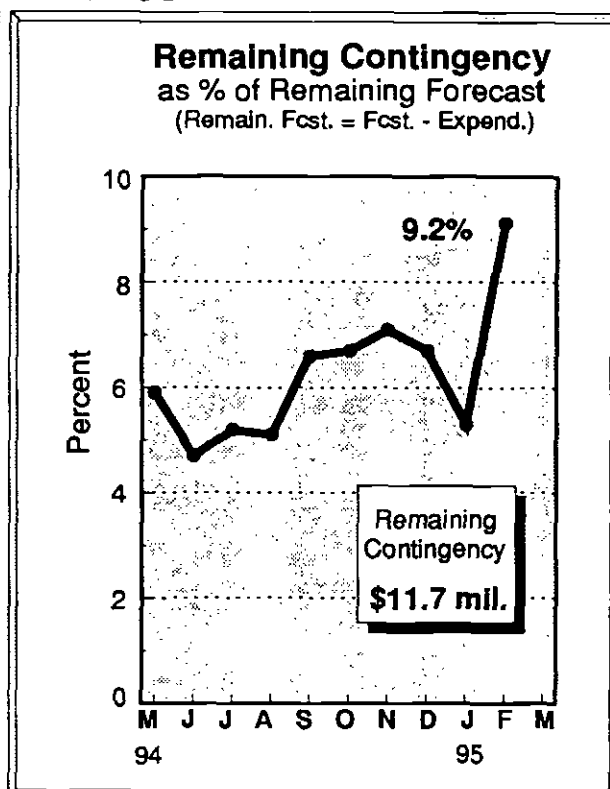
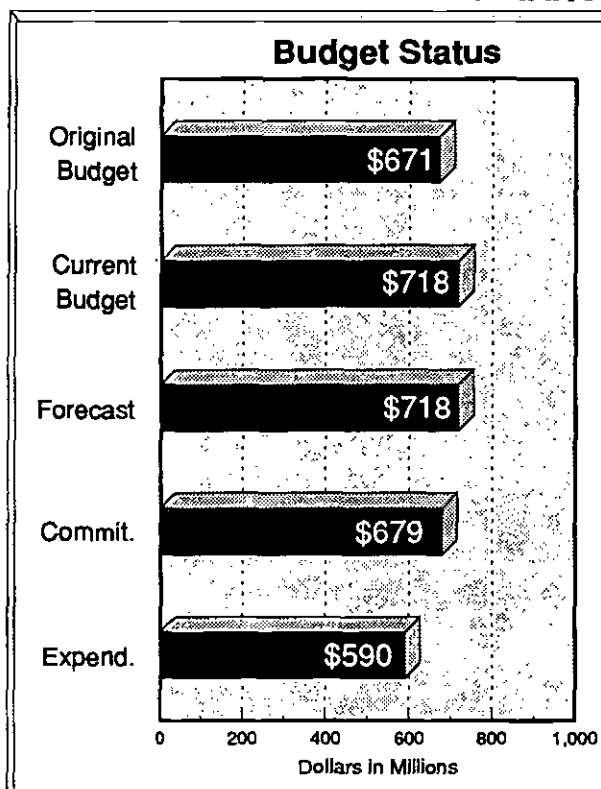


SPI Legend

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

Systems design work is on hold with anticipation to resume mid-October 1995.

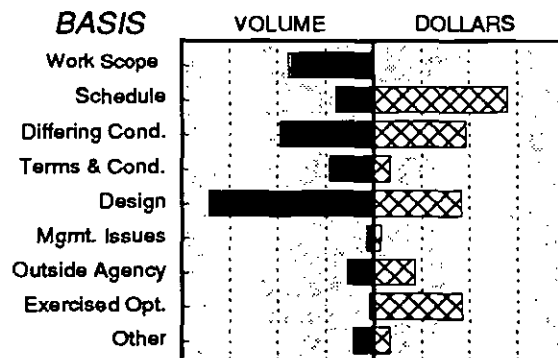
FINANCIAL STATUS



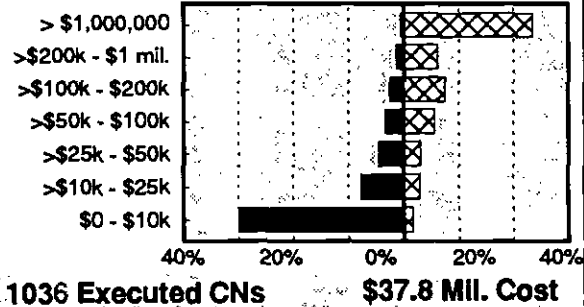
R2302951.DRW

* Includes Approved and NTE Authorizations

Changes by Basis and Cost Level



COST LEVEL



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

April 1995

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

Employment Status

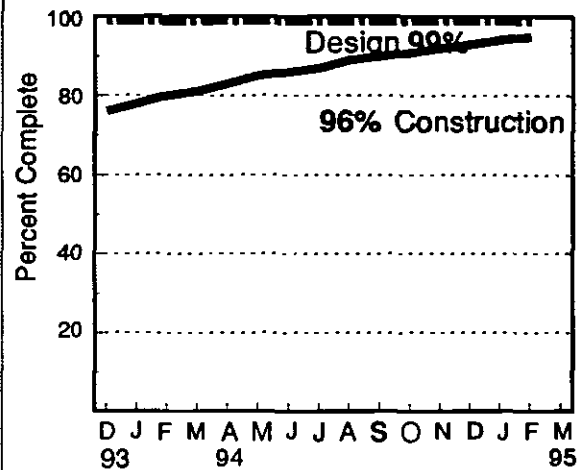
Months of Employment Provided

17,110

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

H0900 Systems
Safety Systems

H0831 Systems
SCADA

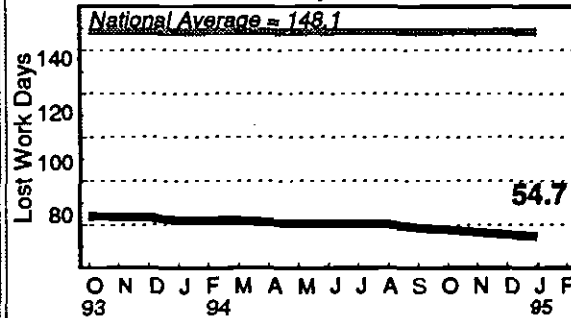
H1100 Systems
Automatic Train Control

H0832 Systems
Cable Transmission

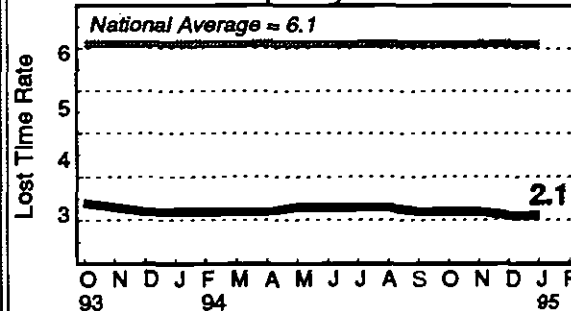
Systems Integrated Test
Norwalk-Marine ABS

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



R2902952.DRW

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

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 100%
- Construction Progress - Actual 96%

REAL ESTATE STATUS

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

AREAS OF CONCERN**ONGOING****All Contracts Cross Connect Engineering and Installation**

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

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

Status: 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).

Contract H0900 (\$ & 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: LFAT testing has been completed at all locations and test results are currently being reviewed. Major punchlist work on the CCTV system is underway and it's completion is driving SFAT Testing of the CCTV system. The contractor did not satisfy milestone 3 or 4 as of February 24, 1995.

KEY ACTIVITIES - FEBRUARY 1995

- Completed Contract H1100 (ATC) cable pulling at all locations, Norwalk-Marine.
- Contract H0840 (Fare Collection Equipment) started installation of ticket vending machine cabinets, El Segundo segment stations.
- C0170 (ADA Elevators at Wilmington Imperial Station) completed all contract work.
- H1400 (Overhead Contact System) completed all contract work.
- Started Safety, Security, and Communication System/SCADA integration test.
- Completed Platform Intrusion Detection Systems (PIDS)/SCADA integration test (Norwalk-Wilmington)

KEY ACTIVITIES - PLANNED FOR MARCH 1995

- H0901 (Platform Intrusion Detection System) Complete all contract work.
- H1100 (Automatic Train Control) Complete Control Line Testing, Norwalk - Wilmington.
- H1200 (Traction Power Substation) Complete all contract work.
- Start-Up complete Traction Power Integrated Test
- Start-Up Complete SCADA/Traction Power integrated test
- Start-Up Complete ETS integration test
- Contract P2020, Complete acceptance at all 15 Start-Up vehicles
- H0900 (S & SCS) Complete SFAT Testing system wide
- C0100 (Guideway Construction) Complete all contract work.

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

Project: R23 METRO GREEN LINE

Period: Jan 27, 1995 to Feb 24, 1995
Run Date: Mar 13, 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	14,291	452,117	5,707	396,416	2,627	380,109	-6,901	468,717	-17,181
S PROFESSIONAL SERVICES	108,562	0	180,477	4,524	187,244	2,571	173,812	2,571	173,866	-2,506	195,735	15,257
R REAL ESTATE	36,927	0	28,522	0	25,050	0	25,045	0	25,045	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	0	11,574	10	9,689	10	9,689	496	12,008	1,508
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,579	69	2,001	69	2,001	0	4,790	0
C PROJECT RESERVE	59,613	0	14,131	0	0	0	0	0	0	4,606	11,746	-2,365
A PROJECT REVENUE	-16,626	0	-6,518	1	-1,263	0	-604	0	-604	4,305	-1,263	5,254
<p>**Commitment dollars are temporary in error and will be corrected by MTA-MIS. Commitment dollars for this period S/B \$11,321. Commitment dollars to date S/B \$671,806.</p>												
GRAND TOTAL	671,000	0	717,802	18,816	679,302	8,359	606,361	5,279	590,107	0	717,802	0

****Commitment dollars are temporary in error and will be corrected by MTA-MIS.
Commitment dollars for this period S/B \$11,321. Commitment dollars to date S/B
\$671,806.**

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

08-Mar-95

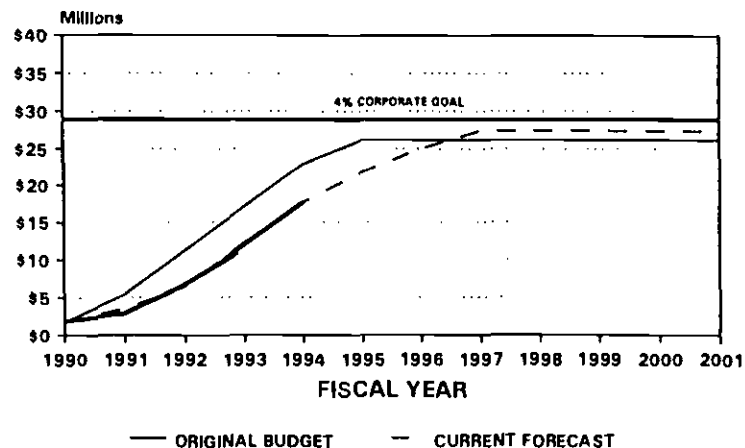
FEBRUARY 95

STATUS OF FUNDS BY SOURCE

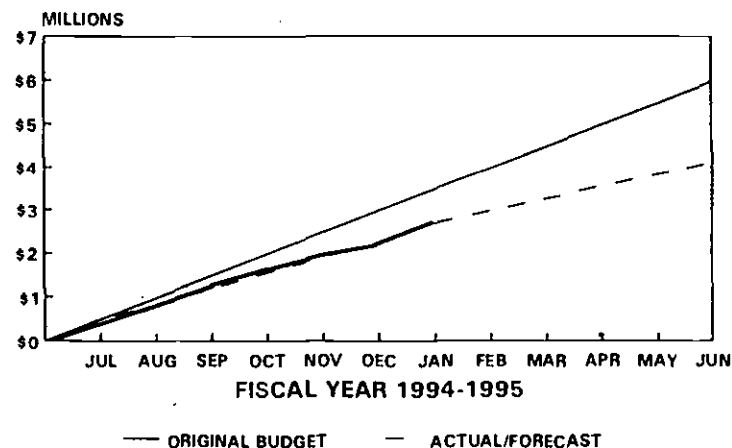
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$203,962	\$203,962	\$203,962	100%	\$203,962	100%	\$203,962	100%
PROP C (25% ALLOCATION)	\$196,310	\$132,422	\$150,356	77%	\$125,434	64%	\$125,434	64%
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%	\$29,349	35%	\$14,979	18%
PROP C (AMERICAN DISABILITY ACT)	\$5,994	\$3,687	\$5,953	99%	\$3,820	64%	\$3,820	64%
TOTAL	\$717,802	\$651,607	\$671,807	94%	\$590,101	82%	\$575,731	80%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1995.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



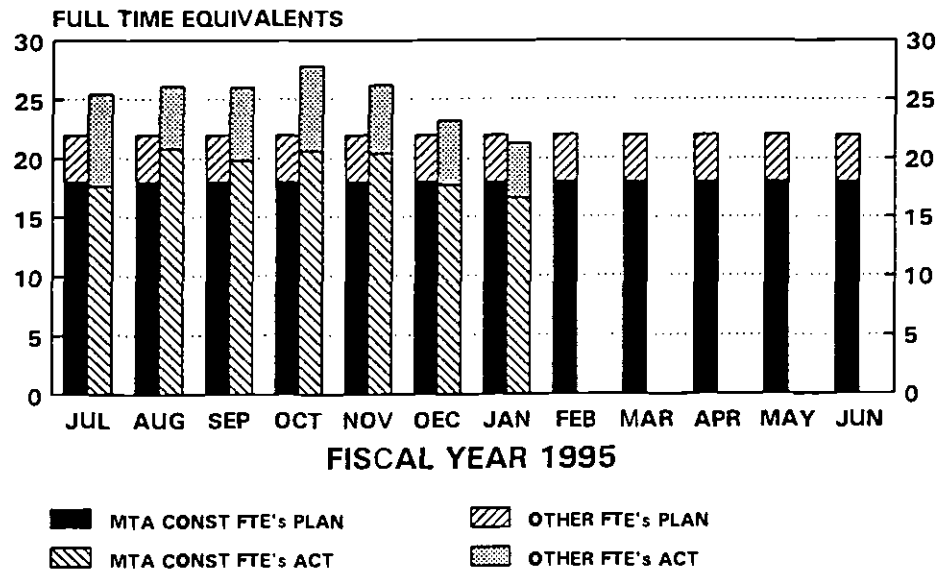
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$3,480
ACTUAL TO DATE	\$2,686

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	17
OTHER FTE's PLAN	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	21

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 02/24/95

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. = [BxC]	E. [B+D]	F.	G = [B+F]	H.	I.	J. [D-F]	K.**	L. [J-K]	M.	
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$100,000	\$3,839,910	21%	0%	\$372,991	\$131,780	\$241,211	49%	
C0095	\$9,573,083	18%	\$1,488,617	\$11,061,700	\$1,234,959	\$10,808,042	83%	77%	\$253,658	\$384,213	(\$130,555)	109%	
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$7,287,692	\$67,096,402	81%	88%	\$1,703,598	\$130,063	\$1,573,535	82%	
C0101	\$11,279,960	63%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	86%	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	\$4,798	\$1,135,769	4%	0%	\$108,299	\$92,136	\$16,163	86%	
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$642,851	\$19,962,851	23%	99%	\$2,092,687	\$45,226	\$2,047,461	25%	
C0501	\$5,006,841	18%	\$888,144	\$5,894,985	\$788,897	\$5,795,738	89%	99%	\$99,247	\$104,258	(\$5,011)	101%	
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,030,154	\$19,544,154	67%	99%	\$1,997,846	\$0	\$1,997,846	67%	
C0810	\$10,248,912	25%	\$2,565,191	\$12,814,103	\$2,227,906	\$12,478,818	87%	99%	\$337,285	\$1,900	\$335,385	87%	
H0831	\$1,480,450	169%	\$2,497,474	\$3,977,924	\$2,228,134	\$3,708,584	89%	87%	\$269,340	\$268,012	\$1,328	100%	
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,804,085	\$11,688,173	91%	71%	\$754,327	\$234,616	\$519,711	94%	
H0889	\$3,938,759	11%	\$438,876	\$4,377,635	\$280,995	\$4,219,754	64%	46%	\$157,881	\$0	\$157,881	64%	
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$839,598	\$10,787,778	84%	16%	\$155,222	\$34,207	\$121,015	88%	
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$100,344	\$3,398,673	30%	39%	\$229,489	\$23,737	\$205,752	38%	
H1100	\$57,765,000	8%	\$4,622,800	\$62,407,800	\$1,573,241	\$59,358,241	34%	41%	\$3,049,559	\$201,435	\$2,848,124	38%	
H1200	\$18,798,123	15%	\$2,819,418	\$21,815,541	\$1,665,684	\$20,481,807	59%	94%	\$1,153,734	\$90,301	\$1,063,433	62%	
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	(\$11,886)	\$1,286,615	-6%	8%	\$206,660	\$111,034	\$195,626	51%	
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$788,548	\$12,226,548	69%	78%	\$355,252	\$99,442	\$255,810	78%	
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	\$984,094	\$45,589,094	18%	74%	\$4,410,906	\$0	\$4,410,906	18%	
TOTAL:	\$305,034,562	20%	\$59,515,489	\$364,550,050	\$39,095,156	\$344,128,718	66%	96%	\$20,420,332	\$1,952,361	\$18,467,972	69%	

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

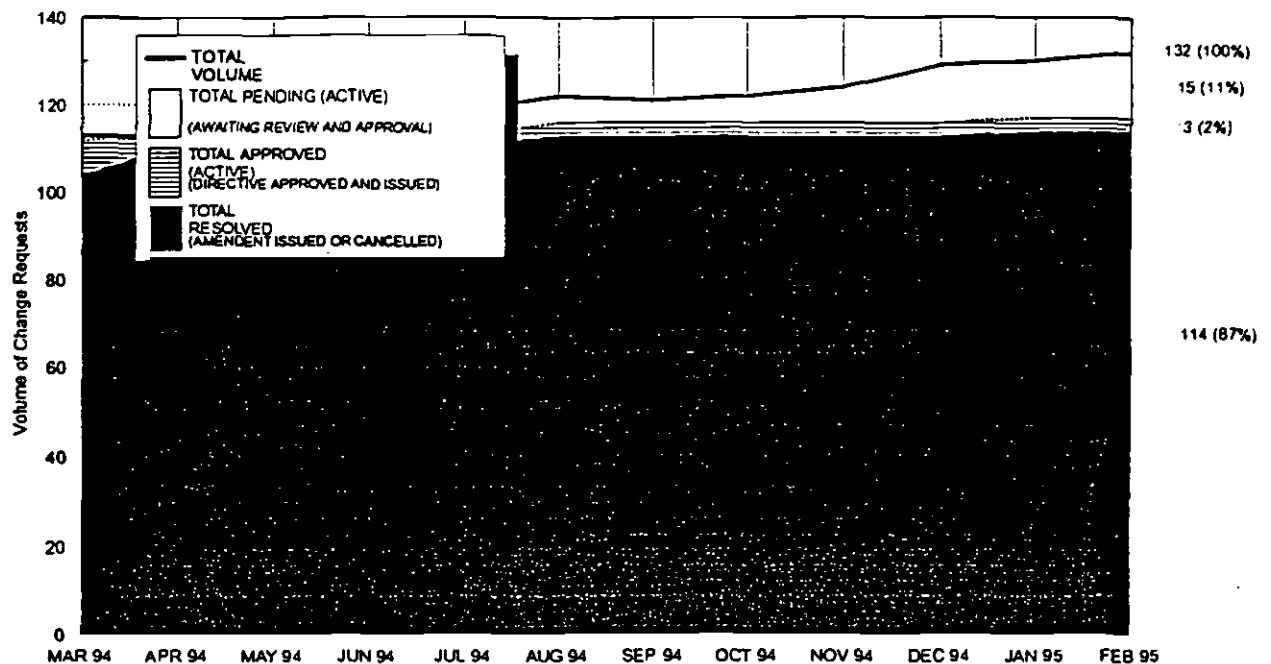
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

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03/06/95 09:54:59

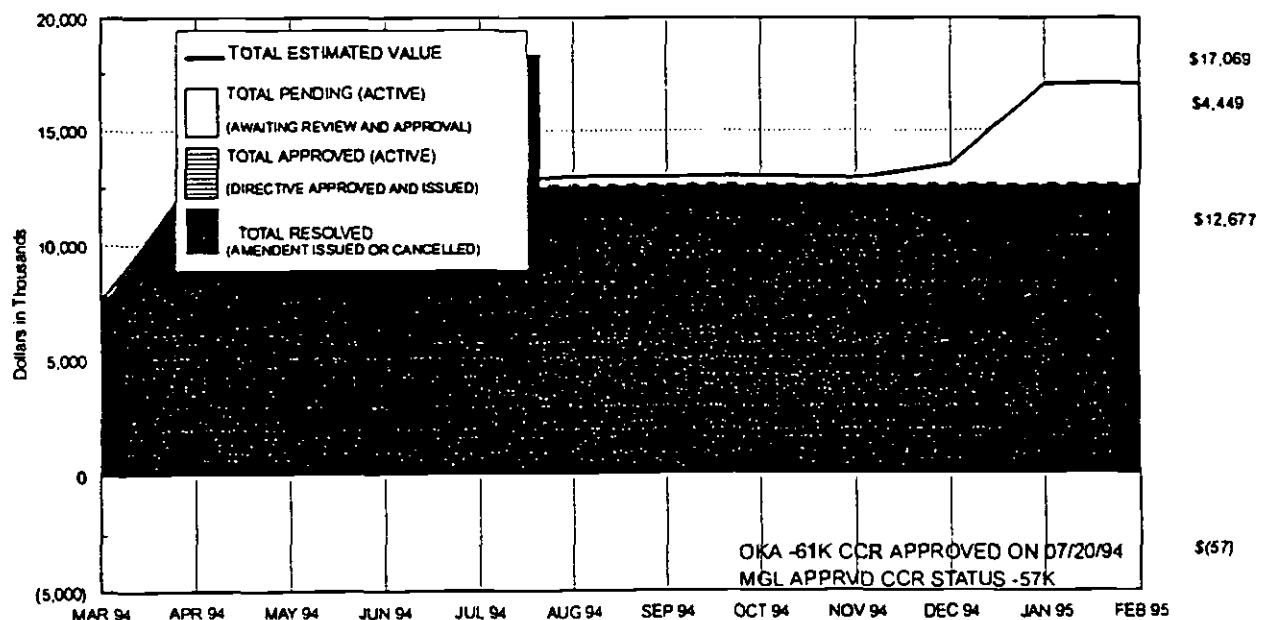
CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



REQUESTED CHANGES SINCE 05/01/91 ONLY

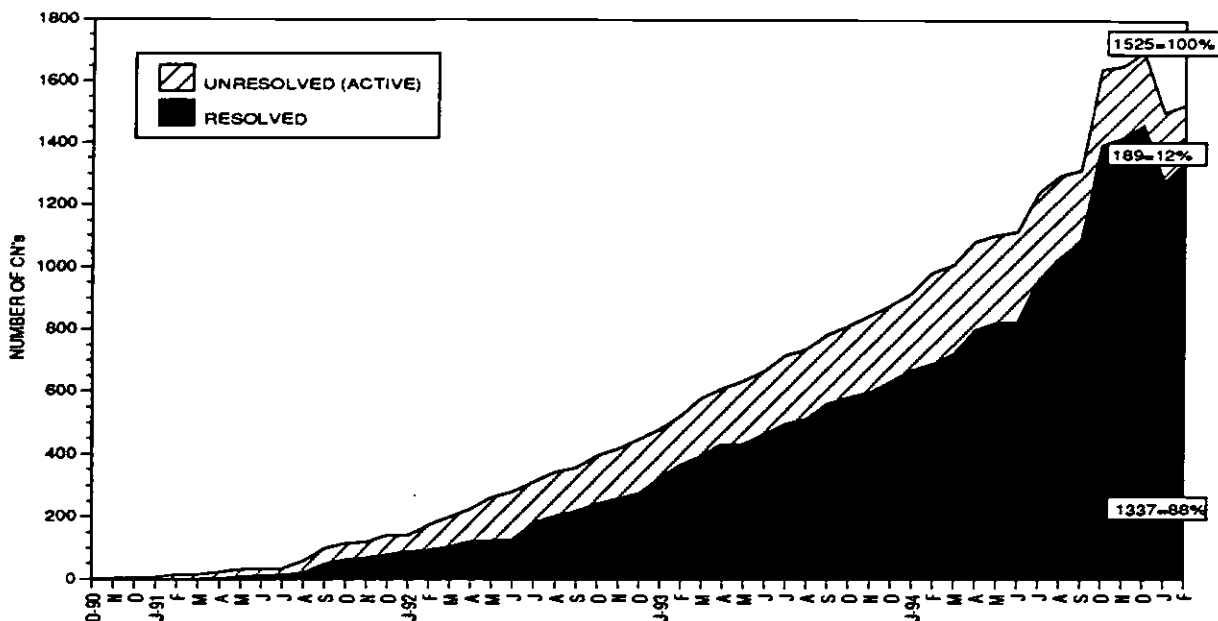
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	1	4	10	18
PERCENT	17%	6%	22%	55%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

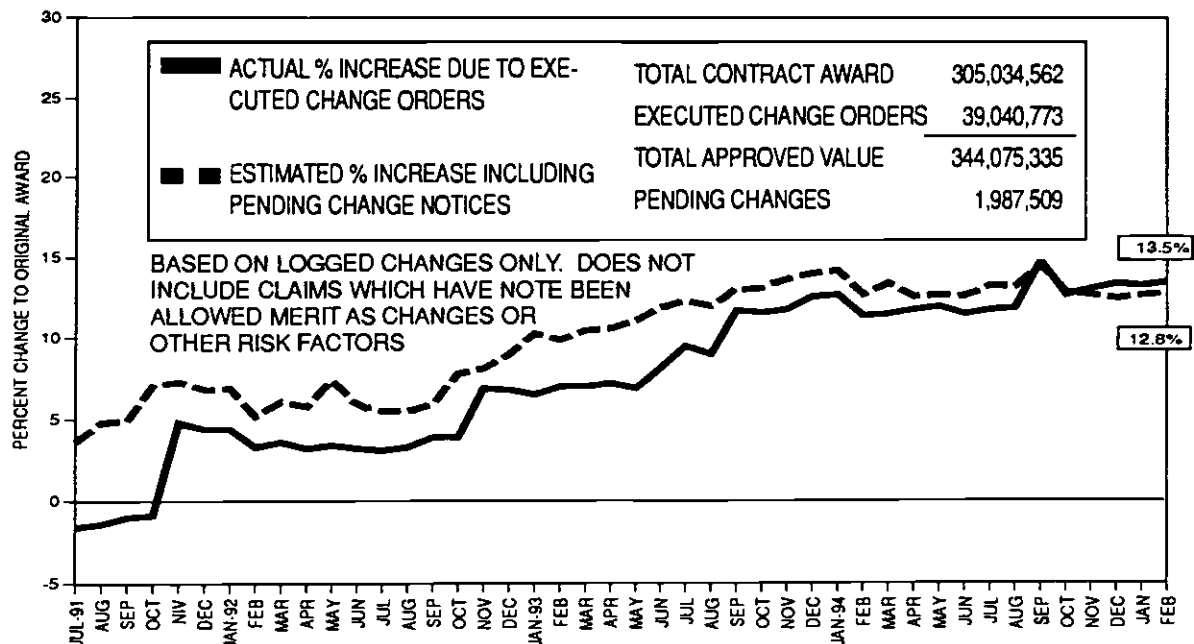
Change Notice resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60 days	61-90 days	90+ days	TOTAL ACTIVE
VOLUME	51	15	11	111	189
PERCENT	27	8	6	59	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 03/09/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	1.06%	\$17,677,708.46	46.75%
> 200 - 1 MILLION	28	2.70%	\$4,581,497.78	12.12%
> 100-200	52	5.02%	\$5,648,442.49	14.94%
> 50-100K	70	6.76%	\$4,220,004.33	11.16%
> 25-50K	95	9.17%	\$2,255,545.15	5.97%
10-25K	160	15.44%	\$2,224,132.40	5.88%
0-10K	620	59.85%	\$1,203,223.43	3.18%
PROJECT TOTALS:	1036	100.00%	\$37,810,554.04	100.00%

R23 - Metro Green Line

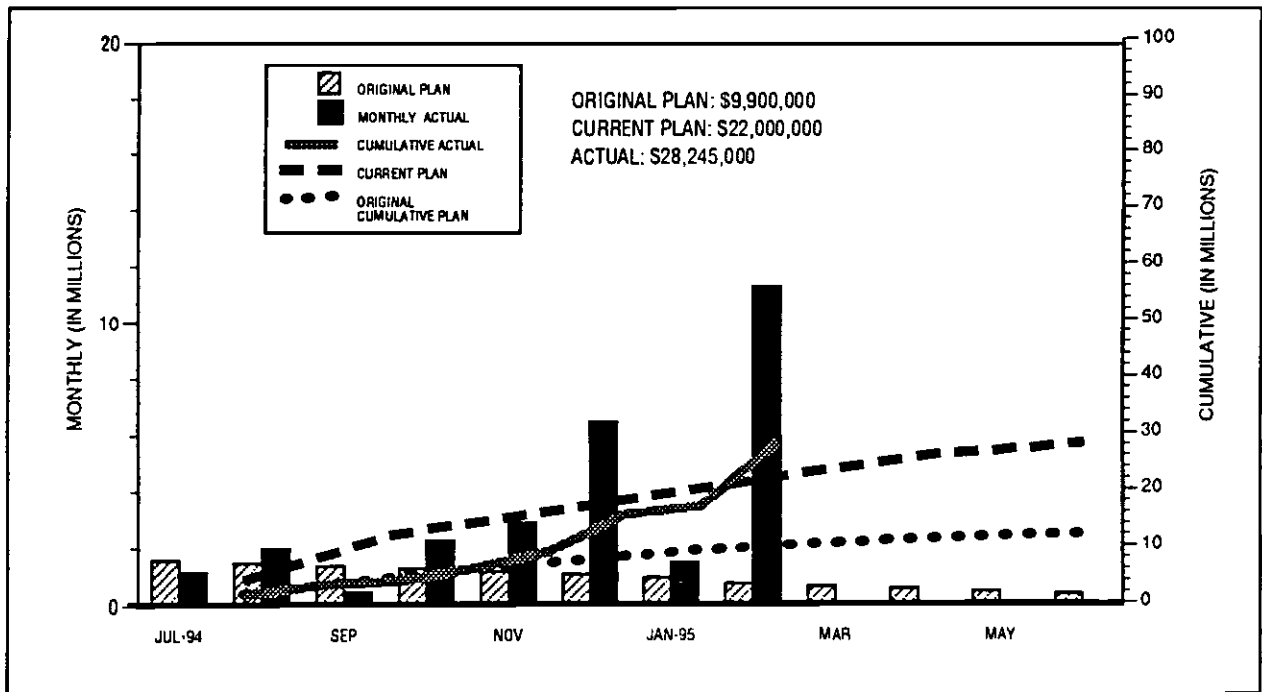
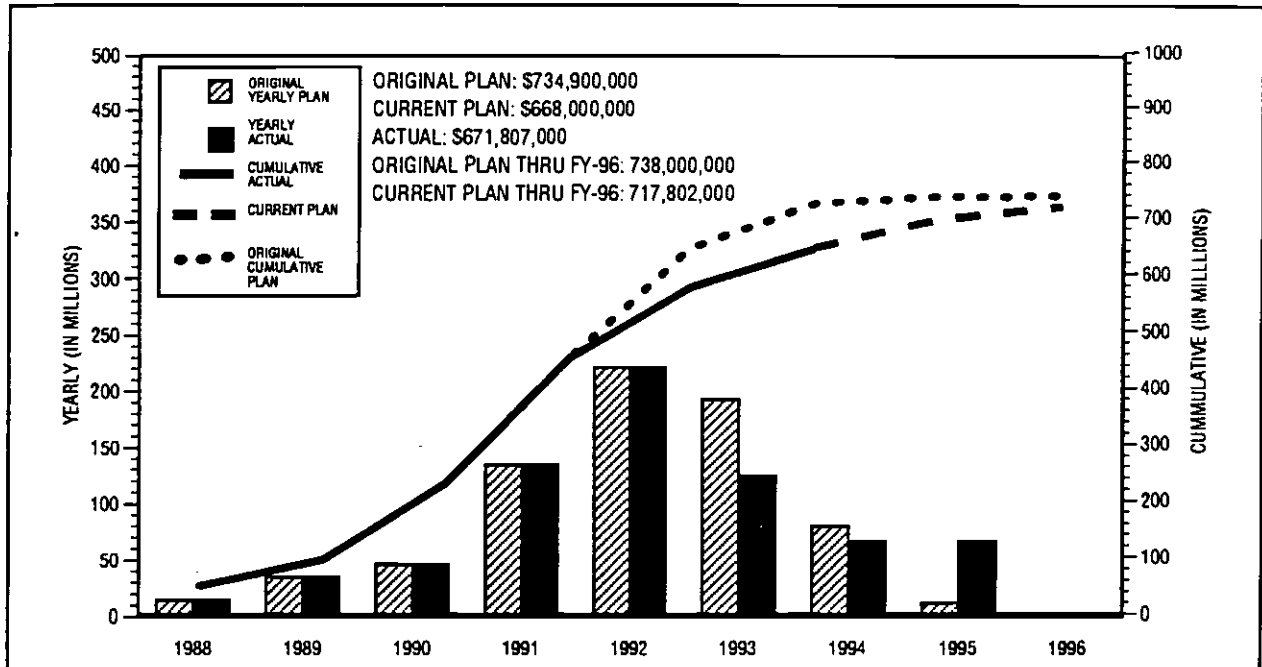
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0090 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 03/09/95

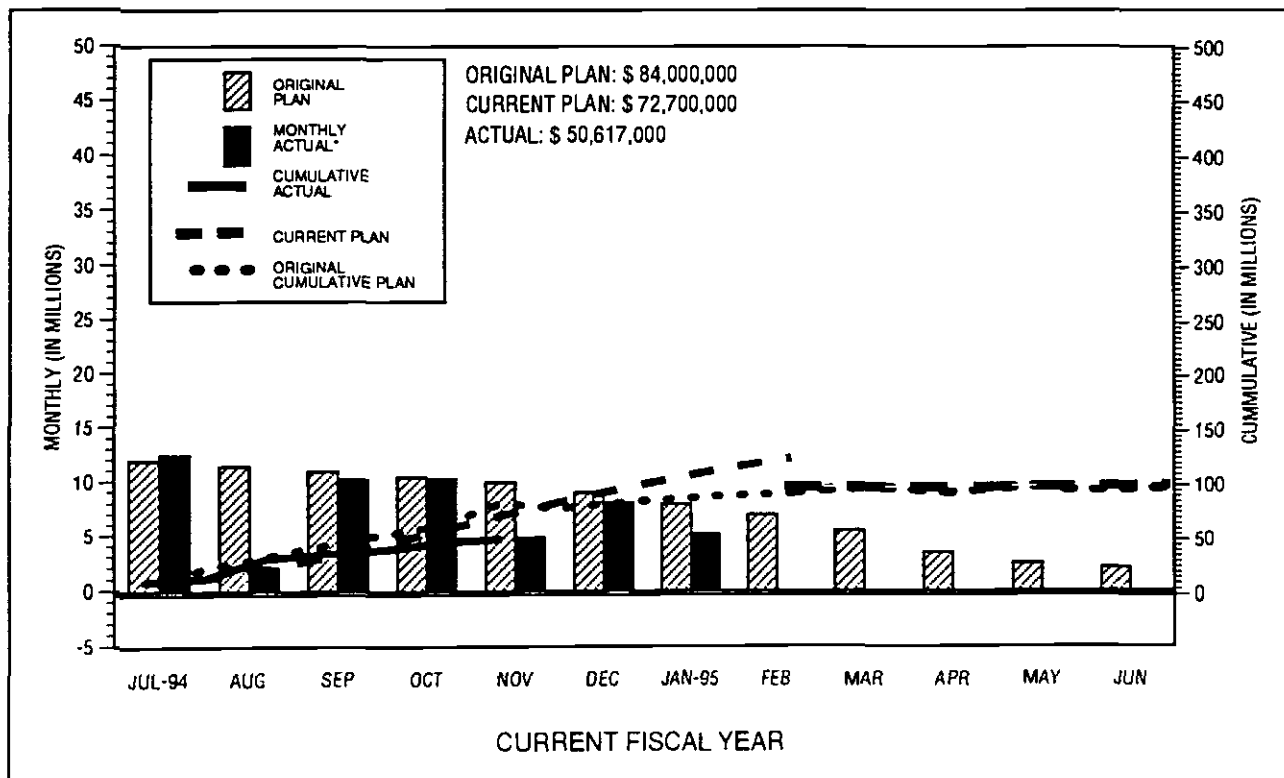
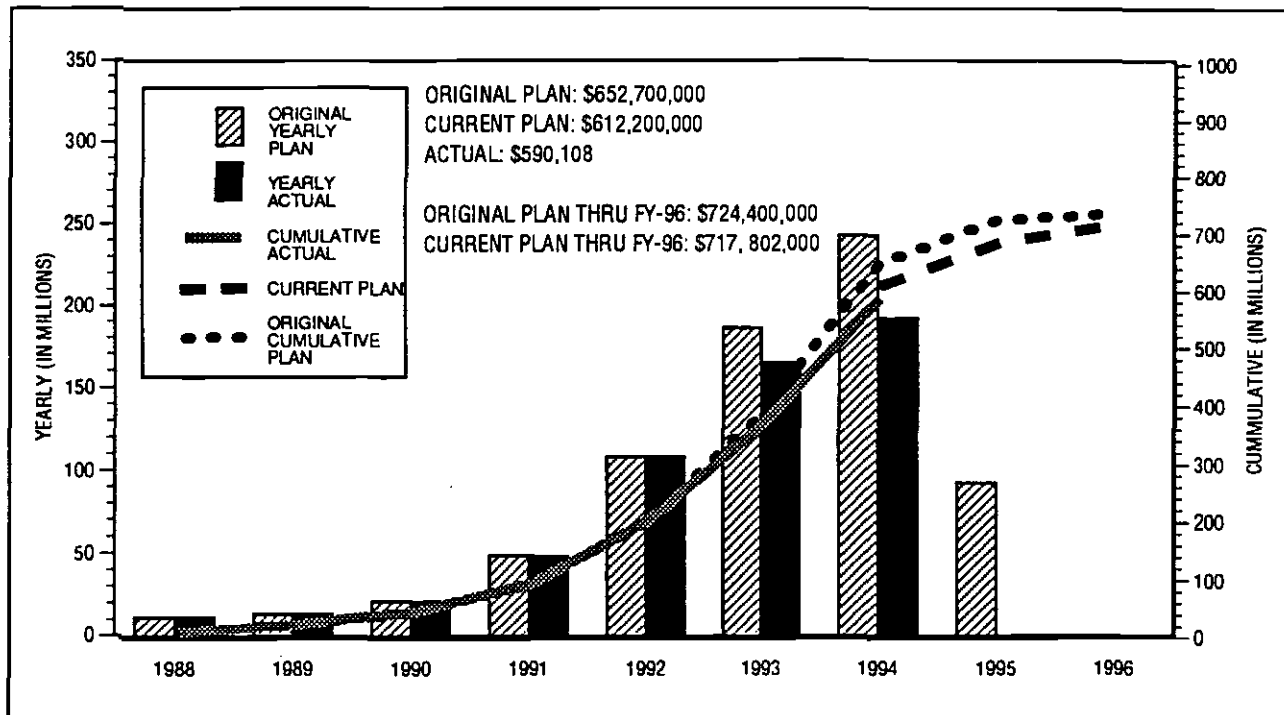
	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	122	11.78%	\$2,145,834.51	5.68%
115 ADDITIONAL/NEW WORK	12	1.16%	\$329,795.05	0.87%
120 DELETION OF WORK	42	4.05%	(\$2,702,929.25)	-7.15%
130	1	0.10%	\$0.00	0.00%
	177	17.08%	(\$227,299.69)	-0.60%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	28	2.70%	\$8,906,733.26	23.56%
220 ACCELERATION OF WORK	18	1.74%	\$1,315,408.00	3.48%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	36	3.47%	\$345,300.00	0.91%
	82	7.92%	\$10,567,441.26	27.95%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	199	19.21%	\$9,412,478.84	24.89%
320 HAZARDOUS MATERIALS	1	0.10%	(\$2,313,704.64)	-6.12%
330 SAFETY CONDITIONS	2	0.19%	\$113,339.00	0.30%
	202	19.50%	\$7,212,113.30	19.07%
TERMS AND CONDITIONS				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	46	4.44%	\$1,272,694.67	3.37%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	49	4.73%	\$0.00	0.00%
	95	9.17%	\$1,272,694.67	3.37%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	128	12.36%	\$4,778,088.57	12.64%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	16	1.54%	\$581,735.39	1.54%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.29%	\$0.00	0.00%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	198	19.11%	\$2,390,660.31	6.32%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	11	1.06%	(\$843,084.76)	-2.23%
	356	34.36%	\$6,907,399.51	18.27%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.19%	\$2,375.00	0.01%
620 COMPREHENSIVE CLAIMS	13	1.25%	\$572,374.00	1.51%
	15	1.45%	\$574,749.00	1.52%
OUTSIDE AGENCY REQUESTS				
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	47	4.54%	\$3,193,037.25	8.44%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	0.87%	\$44,119.62	0.12%
	56	5.41%	\$3,237,156.87	8.56%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	10	0.97%	\$6,938,932.00	18.35%
	10	0.97%	\$6,938,932.00	18.35%
OTHER				
900 OTHER	43	4.15%	\$1,327,367.12	3.51%
	43	4.15%	\$1,327,367.12	3.51%
PROJECT TOTALS:	1036	100.00%	\$37,810,554.04	100.00%

PROJECT COMMITMENTS



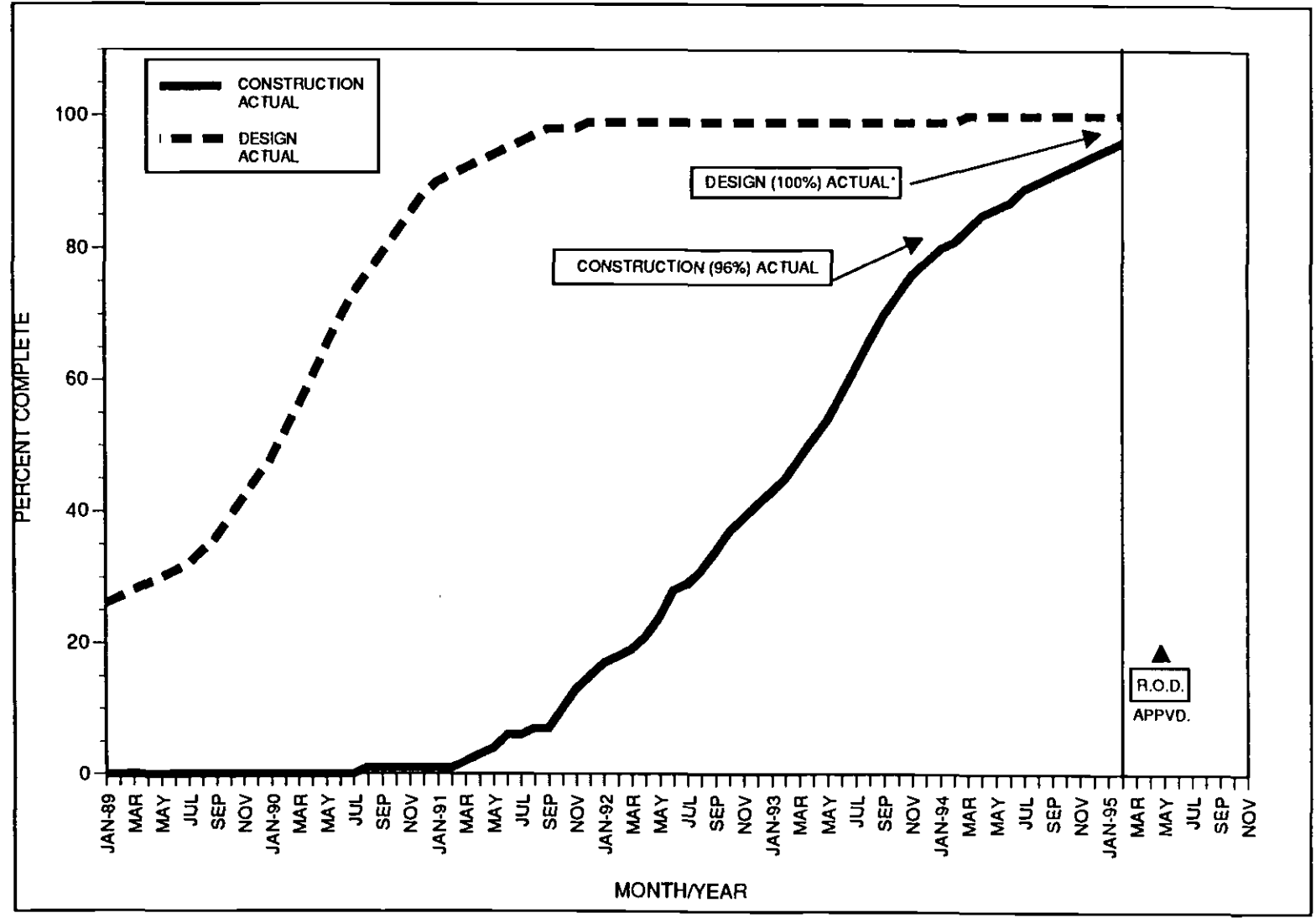
CURRENT FISCAL YEAR

PROJECT CASH FLOW

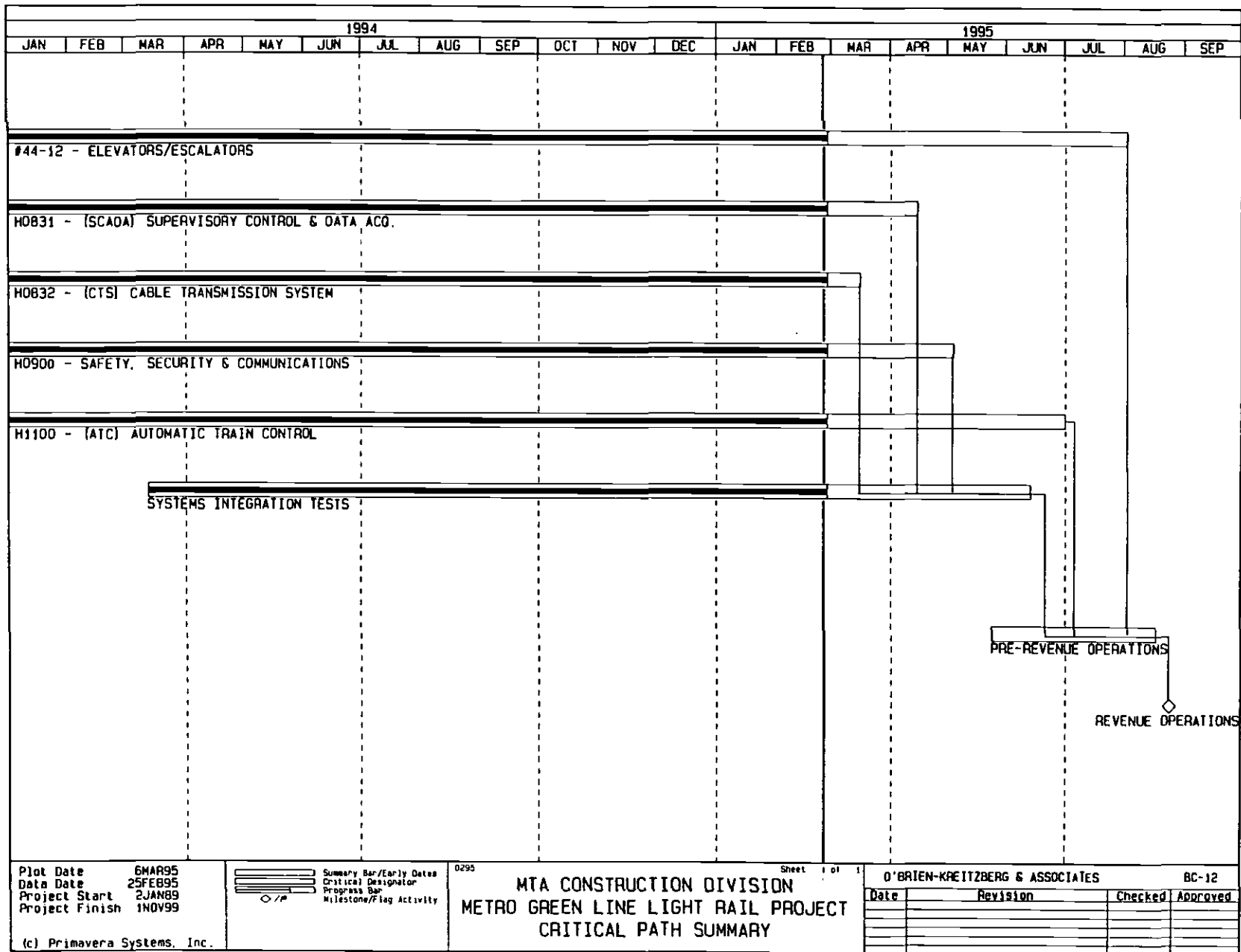


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

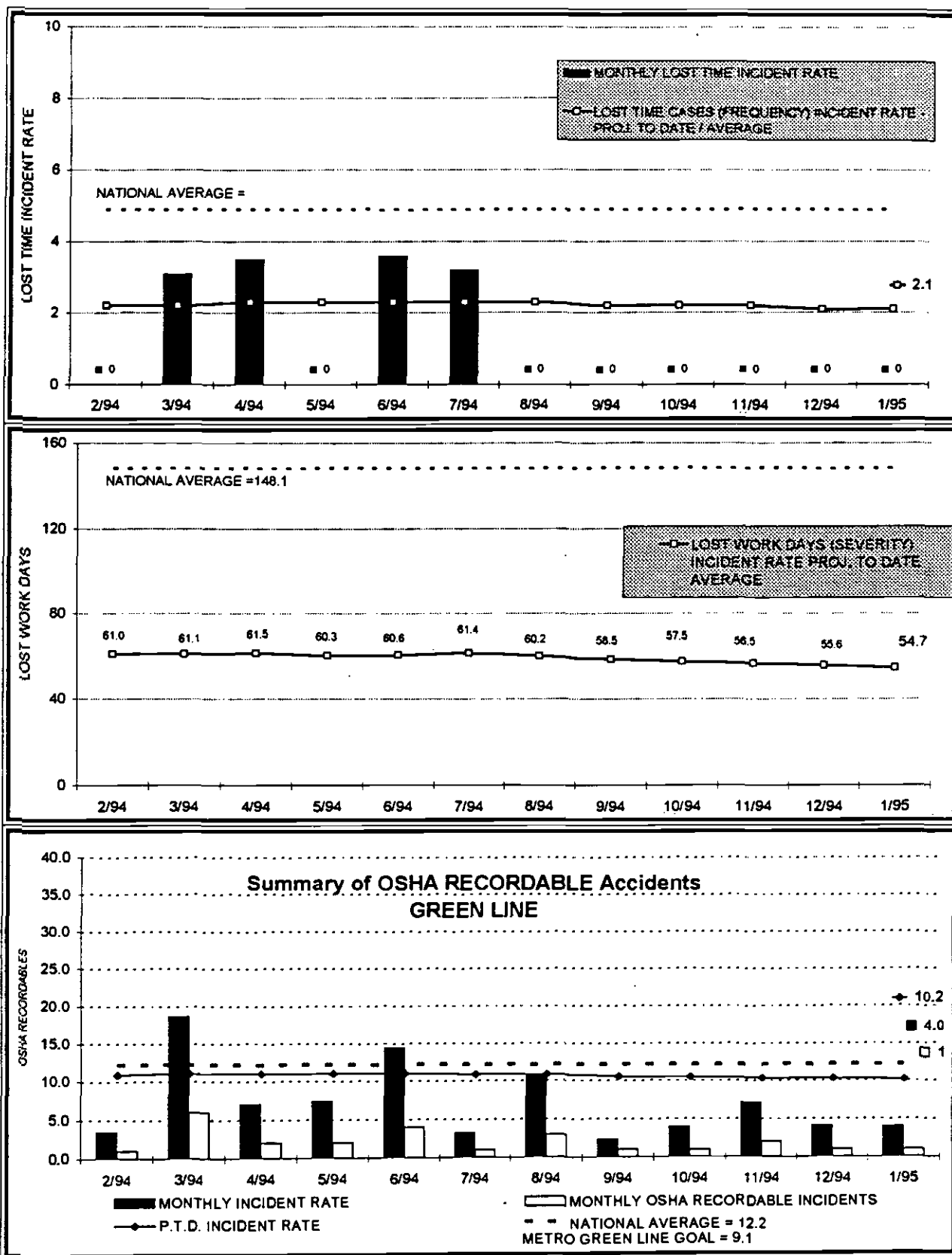
PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE SAFETY SUMMARY



LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEP. CERTIF.	EQUIP. FINAL DELIV.		
C0170	ADA Elevators	0	0	0	0			Mar 95
C0400	Main Yard & Shop		0					Mar 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	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	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

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

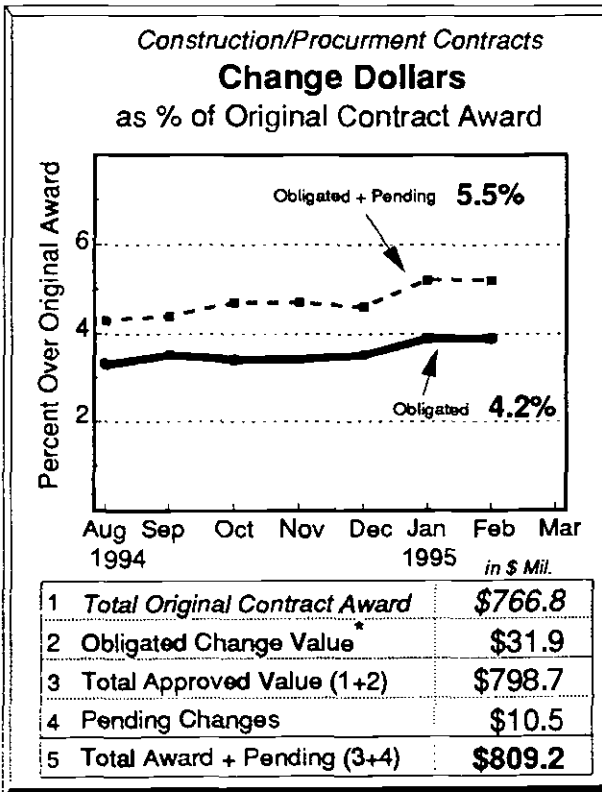
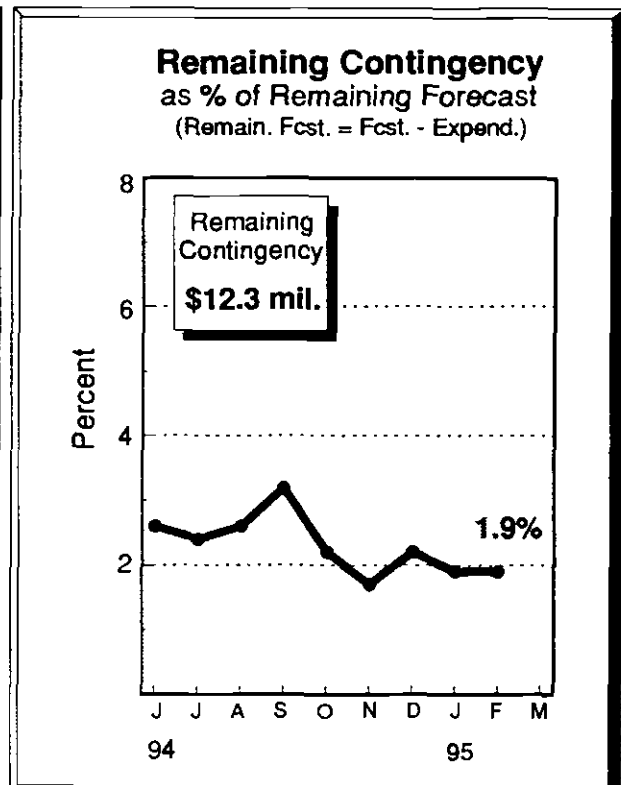
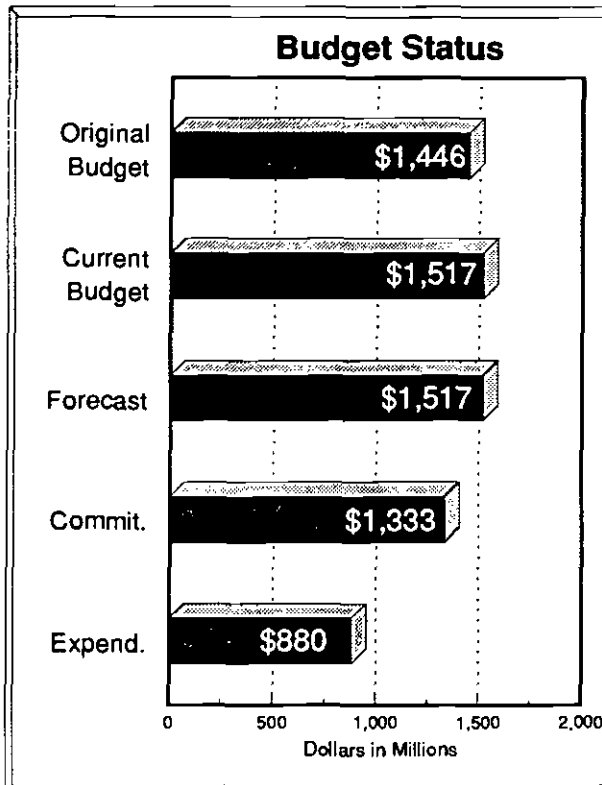
ACTIVITIES COMPLETED

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

REMAINING ACTIVITIES

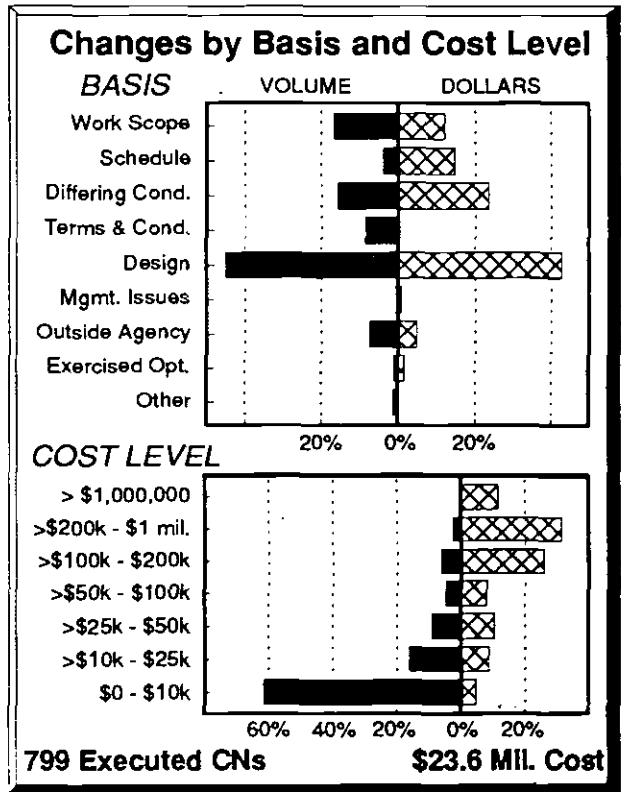
- Continue support and test of Breda vehicles.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8102951.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

April 1995

✓ AWARD APPROVAL

No contract awards this month.

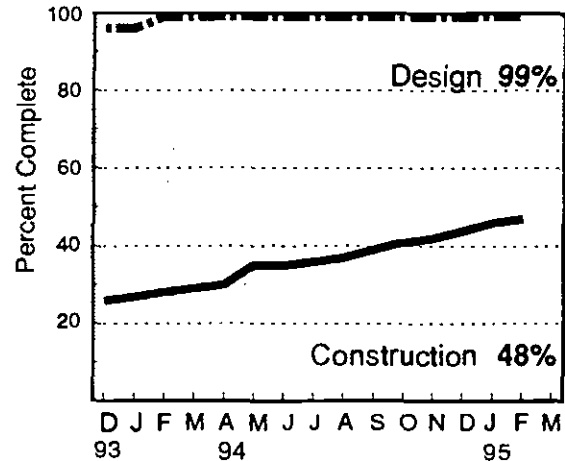
Employment Status

Months of Employment Provided

25,520Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



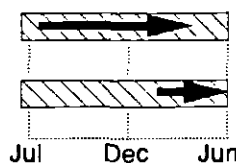
Revenue Operation Date:

Wilshire Corridor	July 1996
Vermont/Hollywood Corridor	Sep 1998

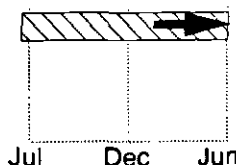
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

147 days ahead
(positive float)B610 Construction
Trackwork InstallationB620 Construction
Auto Train Control

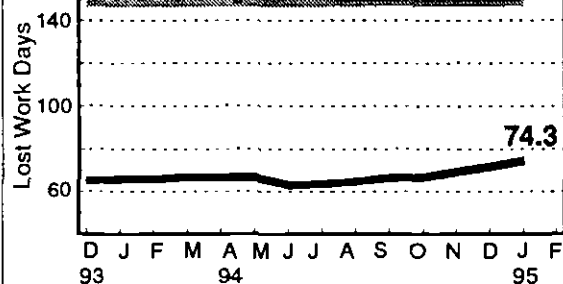
Vermont/Hollywood

181 days behind
(negative float)B251 Construction
Vermont/Hollywood Tunnel

Safety

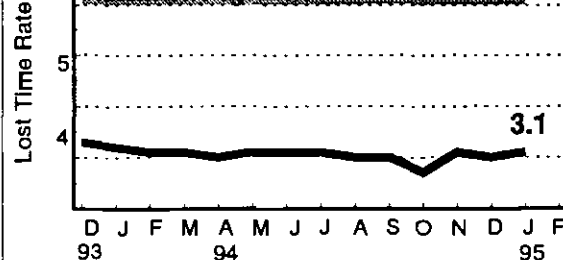
Accident Severity Rate - Cumulative

National Average = 148.1



Accident Frequency Rate - Cumulative

National Average = 6.1



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:	52%
Actual:	48%

REAL ESTATE

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

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

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

EXECUTIVE SUMMARY (CON'T)

To date, 86 parcels have been acquired. Forty-two of the 86 parcels were acquired through condemnation and the remaining 44 parcels were negotiated acquisitions.

AREAS OF CONCERN

NEW

Vermont/Hollywood Corridor Cost Containment

Concern: Wilshire Corridor facilities 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 facility contracts to maintain the budget and the ten percent cost growth limit.

Status: A "Worst Case" forecast analysis has been performed for all Vermont/Hollywood Station contract based on lessons learned from the Wilshire Corridor. P-D, EMC and the MTA are developing, a detail list and the strategy for controlling the Project cost growth. Parsons-Dillingham is also developing options to be recommended to MTA to reduce costs on the Vermont/Hollywood Corridor.

ONGOING

Contract B620, Automatic Train Control, Contractor's Site Access for Cable Installation

Concern: Partial access of the right alignment between pocket track to Wilshire/Vermont Station has been available for high rail access since January 13, 1995. B620 refused to accept official access, since the contract does not refer to high rail access as a separate access.

Action: Establish a time frame to accept rail access and start the cable installation by B620.

AREAS OF CONCERN (CON'T)

Status: A walk-through with the Contractor was performed on February 2, 1995. B620 accepted high rail access as of February 3, 1995. Cable installation is to begin next month.

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

Concern: The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast has slipped from September 28, 1998, due to the Hollywood tunnel delays. The critical path runs through the Hollywood Boulevard implementation activities (supplemental support, replacement of dry pack, chemical grouting), restart of 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. Contract B271 work has been suspended to avoid additional costs due to early mobilization of station excavation equipment and labor. Various methods of ground support are being considered to minimize and or eliminate the continued tunneling and ground settlement issues. Methods are selected by also considering their relative cost and time impacts. 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.

RESOLVED**Contract B251, Vermont/Hollywood Tunnels, Concrete Placement - Vermont/Hollywood Corridor**

Concern: Delay to tunnel concrete placement in the Vermont tunnels.

Action: The Construction Manager (CM) is to establish a plan forward to start tunnel concrete operations, coordinate station contractors, and interface with B251 contractor.

AREAS OF CONCERN (CON'T)

Status: The CM and B251 contractor have established and are implementing a mitigated schedule for concrete placement and finish work. Beverly and Santa Monica Station contractors were given the lower station access. B252 contractor will provide alternate access to B251 to complete their remaining work in the tunnels between Beverly and Santa Monica Stations. The CM and B261 contractor are jointly evaluating station excavation options to provide extended tunnel access to the B251 contractor. This will allow for the completion of all tunnel construction work between Sunset and Santa Monica so that the need for future B251 access through the B261 station can be eliminated. The B251 contractor is proceeding with the completion of tunnel construction work on the Vermont Corridor in a schedule priority sequence (Beverly to Wilshire, Sunset to Santa Monica, Santa Monica to Beverly, Sunset to Barnsdall Park) to minimize contract interface conflicts which will mitigate potential overall time and cost impacts.

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

The following items reflect action requirements identified in the January 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, is being postponed pending the release of the results of the Arthur Andersen report.

RESOLVED

NONE

KEY ACTIVITIES - FEBRUARY

Design

- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, answered prebid questions from bidders. Prepared Addendum #1 to incorporate changes to the contract documents in response to bid level comments.
- Contract B251, Vermont/Hollywood Tunnel, supported re-start of the HAL tunnel just east of Cherokee Avenue. Reviewed contractor proposed form shifts and remaining procedure for tunnel misalignments. Initiated DCN R81-95-26, "Chemical Grouting from within Tunnel Face, Beneath the La Reina Building."
- Contract B261, Vermont/Sunset Station, Resolved CTE comments for Change Notice 31 "Kaiser Entrance - Revised Emergency Exit Stairs." Issuance of Change Notice 31 is on hold pending identification of interface areas with Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance.
- Contract B610, Trackwork Installation, investigated non-conforming construction conditions of other contracts that affect trackwork installation, and advised on corrective actions for bridging beams reinforcement, fabrication of special trackwork, and misaligned conduit stub-ups.
- Contract B648A, Communications Installation-Wilshire Corridor/Gas Monitoring and Seismic Detection Procurement, performed site surveys for the Wilshire Corridor Stations' Communications Interface Cabinet (CIC) requirements and power panels.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, completed concrete pour for the walls and columns of the ancillary level of the station entrance structure. Started installing shores, concrete formwork, steel reinforcement for the roof slab, and demolition of the temporary knock out panel in the upper platform level.
- Contract B221, Wilshire/Normandie Station and Line, completed station grouting and commenced sealing grout holes and repairing water leaks. Wet standpipe and sprinkler line testing was completed and accepted by fire department. Began installation of entrance ceiling panels and reflected lights.

KEY ACTIVITIES - FEBRUARY (CON'T)

- Contract B241, Vermont/Beverly Station, continued excavation of station box. Completed top 2 levels of tiebacks at south bulkhead and top level at north bulkhead.
- Contract B251, Vermont/Hollywood Tunnel, completed placement for the AR south arch between Contracts B261 and the B221 turnout structure. Continued chemical grouting, compaction grouting, installation of steel jacks, waterproofing of the tunnels, and crosspassage concrete with excavation in the Hollywood Boulevard tunnels. Continued maintenance of the dewatering system.
- Contract B252, Vermont/Santa Monica Station, continued with wale installation, strut installation, and starpack, knee brace and wale bench installation.
- Contract B261, Vermont/Sunset Station, completed excavation of PacBell ducts and telephone relocation from the south bulkhead north on Vermont to the north bulkhead. Completed timber decking installation.
- Contract B271, Hollywood/Western Station, completed supporting utilities below the decking on Hollywood Boulevard. Excavation work was suspended on December 14, 1994.
- Contract B281, Hollywood/Vine Station, completed pile installation for the main station box and the side structures, and installation of inclinometers and observation wells.
- Contract B610, Trackwork Installation, punchlist work and contact rail installation remain to complete the yard. Completed final surface and line of track on AL and realignment of BR track east of Normandie Station. Began installation of contact rail on AR and BR tracks. Began crosswalk construction in pocket track.
- Contract B620, Automatic Train Control, submittal process continued. Continued installation of communication and signal cable between Wilshire/Alvarado and MacArthur Park TCC rooms.
- Contract B740, Ventilation Equipment, B740 damper remedial work began in February 1995. At B215 all emergency fans (EF) are in place with the lower and upper transitions installed. At B221, all equipment has been delivered and installed except the upper platform (UP) dampers which have been delivered but not yet installed.

KEY ACTIVITIES - FEBRUARY (CON'T)

- Contract B745, Air Handlers and Traction Power Substation (TPSS) Fans, completed all initial testing at B231, and at B221 all the air handling units (AHU) and the TPSS fans have been delivered and installed. Equipment installation at B215 began on February 28, 1995.
- Contract B760, Signs and Graphics, completed manufacture of B231 and B221 Station sets. Manufacture of signage for ticket vending machine (TVM) and telephone islands at B215 is on hold, pending receipt of approved shop drawings and field dimensions.
- Contract B761, Illuminated Signs and Edgelights, B221 Station set has been installed, with the exception of the unfinished entrance areas.

KEY ACTIVITIES - PLANNED FOR MARCH

Design

- Contract B221, Wilshire/Normandie Station and Line, provide increased engineering support at the request of the CM, as cables are pulled and termination starts.
- Contract B251, Vermont/Hollywood Tunnel, issue Design Change Notice (DCN) R81-95-26, "Silica Grouting from within Tunnel Face, Beneath the La Reina Building."
- Contract B252, Vermont/Santa Monica Station, issue change notices for bike racks and roll-up grille revisions.
- Contract B261, Vermont/Sunset Station, issue Change Notice 31 "Kaiser Entrance - Revised Emergency Exit Stairs," after clearly identifying the areas that interface with Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, and the lay-down areas for the future contract.
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, continue design of the second entrance and complete the in-progress submittal.
- Contract B631, Traction Power Installation, review cable test procedures for 34.5 kV cable after installation test. Review certificate of ampacity for 4/0 35kV cable. Visit the Wilshire Corridor station and tunnel sites to ensure proper installation and interconnection of traction power equipment per contract drawings.
- Contract B646, Fire and Emergency Management, approve Final Design Review for Wilshire Corridor Stations. Review and approve Contractor's design for standard Communications Interface Cabinet (CIC) back planes.
- Contract B710, Escalators and Elevators, incorporate Change Notice 2.00 and Change Notice 2.01 into B710 contract documents for escalator cladding and stair handrail at Contract B231, Wilshire/Western Station.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, continue delivery of electrical and mechanical equipment, installation of HVAC ducts, cable trays and conduits, fire sprinkler system, painting and applying sealer to the floor and walls inside the existing station box.

KEY ACTIVITIES - PLANNED FOR MARCH (CON'T)

- Contract B221, Wilshire/Normandie Station and Line, continue work at B2 shaft, installing HVAC equipment and sump pump. Continue installation of dampers and motors and finish work at the station entrance and the Plaza area.
- Contract B241, Vermont/Beverly Station, continue excavation of station box and tiebacks.
- Contract B251, Vermont/Hollywood Tunnel, continue mining, chemical grouting, compaction grouting, waterproofing of the tunnels, and crosspassage concrete.
- Contract B252, Vermont/Santa Monica Station, continue wale and strut installation and installation of wood lagging along east wall, and remove the tunnel segments.
- Contract B261, Vermont/Sunset Station, continue welding of soldier piles to cap wales.
- Contract B271, Hollywood/Western Station, continue accepting deliveries of steel wales for the excavation support system.
- Contract B281, Hollywood/Vine Station, continue trenching for pile installation and installing cap wales and beams on the south side of Hollywood Boulevard.
- Contract B610, Trackwork Installation, continue punchlist work and contact rail installation. Continue bridging beam work at Western Station and at Normandie Vermont and Westlake. Continue final surface and line of track on BL and crosswalk construction in pocket track.
- Contract B620, Automatic Train Control, continue installation of communication and signal cable. Begin the wayside equipment installation.
- Contract B740, Ventilation Equipment, begin damper testing following completion of the remedial work on the damper hydraulic system. Install the UP dampers at Contract B221.
- Contract B745, Air Handlers and TPSS Fans, continue installation and testing of all available equipment.

KEY ACTIVITIES - PLANNED FOR MARCH (CON'T)

- Contract B760, Signs and Graphics, B215 Station set is scheduled to deliver in March 1995.
- Contract B761, Illuminated Signs and Edgelights, continue installation instructions and delivery paperwork for B215 shipment.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Jan 27, 1995 to Feb 24, 1995
Run Date: Mar 14, 1995
Units: \$ in Thousands (Truncated)

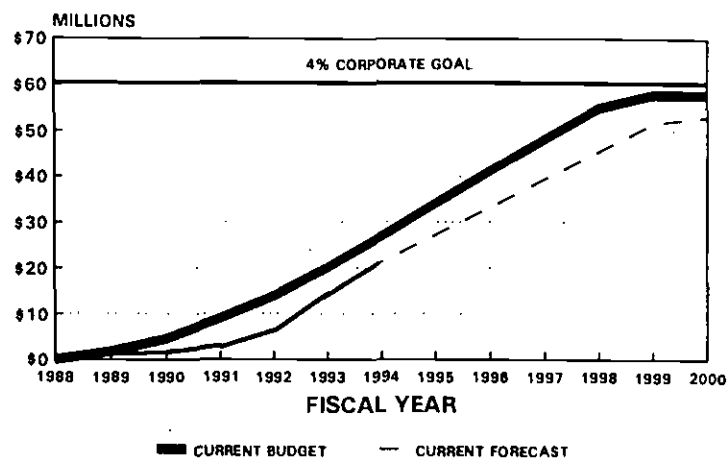
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	2,891	863,761	14,065	563,589	13,363	528,135	2,690	956,485	13,261
S PROFESSIONAL SERVICES	289,150	0	351,981	469	307,495	3,549	241,257	3,549	241,281	167	352,559	578
R REAL ESTATE	79,827	0	87,300	0	82,654	128	83,556	128	83,556	-2,020	88,982	1,682
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	165	17,109	165	17,109	0	34,035	2,913
D SPECIAL PROGRAMS	2,044	0	4,416	0	602	0	463	0	463	-290	2,357	-2,058
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	-547	12,311	-16,267
A PROJECT REVENUE	0	0	-190	0	-236	0	-330	0	-330	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	3,360	1,280,506	17,908	905,647	17,209	870,216	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	52,245	-31	43,768	3,767	8,917	57	633	541	53,658	1,413
S PROFESSIONAL SERVICES	0	0	15,875	0	9,654	80	9,549	80	9,549	0	15,253	-621
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	130	0
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	-541	2,345	-629
TOTAL NEW REQUIREMENTS	0	0	71,225	-31	53,444	3,848	18,488	138	10,204	0	71,467	182
GRAND TOTAL	1,446,432	0	1,517,657	3,328	1,333,950	21,756	924,135	17,344	880,421	0	1,517,839	182

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

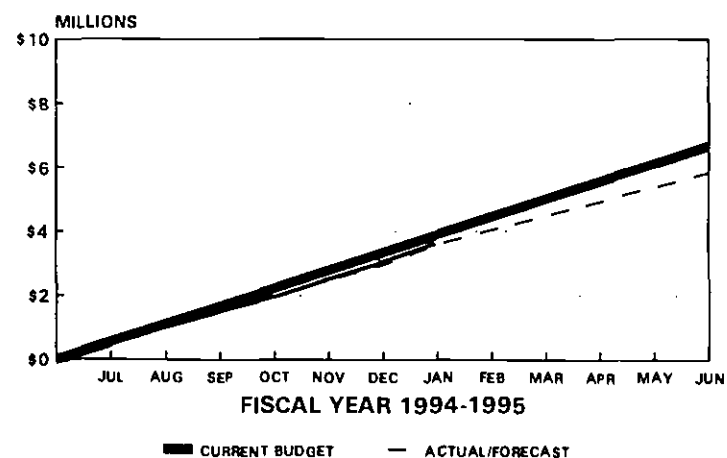
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$612,973	92%	\$385,535	58%	\$375,512	56%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$98,984		\$95,642	
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	\$158,043	\$362,044	82%	\$156,960	36%	\$160,313	36%
CITY OF L.A.	\$96,000	\$67,300	\$84,887	88%	\$59,713	62%	\$56,510	59%
BENEFIT ASSESS.	\$58,000	\$0	\$36,060	62%	\$36,060	62%	\$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%	\$36,060	
TOTAL	\$1,446,432	\$975,631	\$1,281,093	89%	\$870,252	60%	\$857,037	59%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$657	\$4,010	67%	\$657	11%	\$657	11%
PROP A (TRANSIT ENHANCEMENTS)	\$62,702	\$9,512	\$48,847	78%	\$9,512	15%	\$9,512	15%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
GRAND TOTAL	\$1,517,658	\$985,800	\$1,333,950	88%	\$880,421	58%	\$867,206	57%
(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 January 1995.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

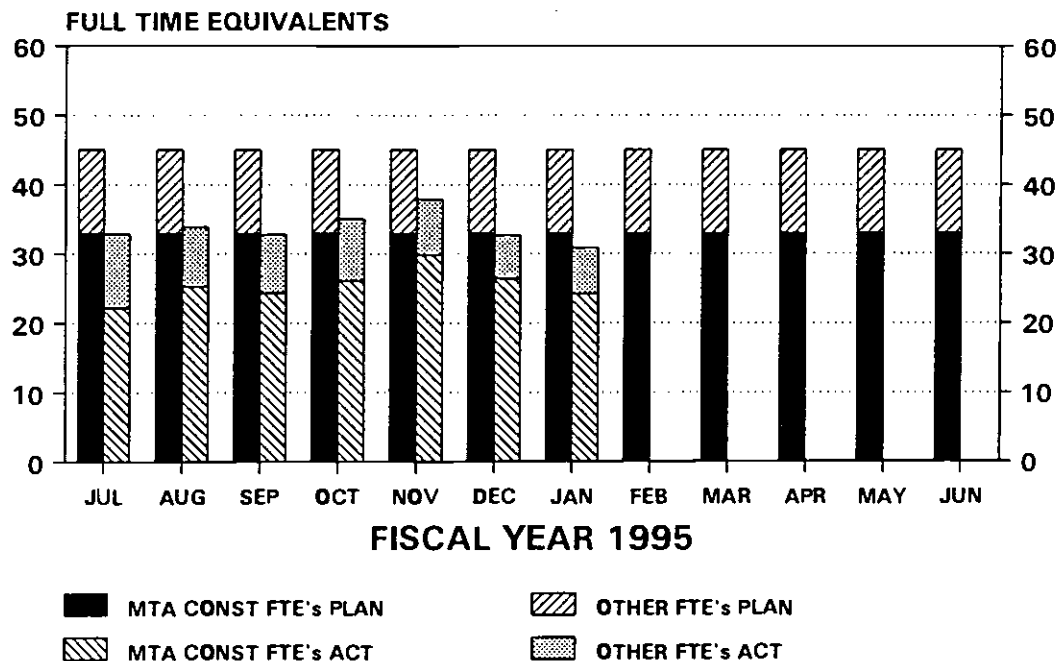
TOTAL PROJECT BUDGET	\$1,517,657
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$53,155
FORECAST % OF TOTAL PROJECT	3.5%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$3,904
ACTUAL TO DATE	\$3,598

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	24
OTHER FTE's PLAN	12
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	45
TOTAL FTE's ACTUAL	31

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 02/10/95

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.
11A640		***%	\$0		\$44,835	\$44,835	***%	***%	%	(\$44,835)	\$0	(\$44,835)	***%	0.0%
*A650	\$57,588,062	5%	\$2,879,398	\$60,467,460	\$0	\$57,588,062	0.0%	0%	0%	\$2,879,398	\$139,134	\$2,740,265	5%	***%
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$6,022,870	\$50,600,143	13.5%	68%	100%	\$2,899,857	(\$263,574)	\$3,163,431	65%	12.9%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,829,209	\$41,118,388	6.8%	53%	100%	\$2,329,609	(\$896,006)	\$3,225,615	35%	4.8%
B215	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$1,153,082	\$27,330,782	4.4%	44%	80%	\$1,458,748	\$172,594	\$1,286,154	51%	5.1%
B218	\$84,000	135%	\$88,800	\$150,600	\$80,194	\$144,194	125.3%	93%	100%	\$8,406	\$0	\$8,406	93%	125.3%
B221	\$79,812,783	14%	\$10,884,531	\$90,677,324	\$9,872,736	\$88,885,529	12.4%	91%	94%	\$991,795	\$1,612,088	\$1,620,293	108%	14.4%
B229	\$957,425	10%	\$95,742	\$1,053,170	\$78,610	\$1,038,038	8.2%	82%	79%	\$17,132	(\$91)	\$17,223	82%	8.2%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$5,231,732	\$58,678,933	9.8%	98%	99%	\$132,788	\$1,363,063	(\$1,230,275)	123%	12.3%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$342,300	\$41,299,857	0.8%	8%	27%	\$3,753,456	\$739,042	\$3,014,414	26%	2.6%
*B251	\$129,655,578	10%	\$12,965,558	\$142,621,136	\$4,310,978	\$133,986,558	3.3%	33%	74%	\$8,854,581	\$5,340,739	\$3,313,841	74%	7.4%
B252	\$50,879,831	11%	\$5,551,158	\$56,730,789	\$117,084	\$50,898,715	0.2%	2%	16%	\$5,734,074	\$1,226,750	\$4,507,324	23%	2.5%
B261	\$44,966,988	10%	\$4,496,700	\$49,463,688	\$139,032	\$45,108,030	0.3%	3%	23%	\$4,357,668	\$360,310	\$3,997,357	11%	1.1%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	\$149,980	\$39,097,880	0.4%	4%	10%	\$3,744,820	\$1,602,500	\$2,142,320	45%	4.5%
B281	\$49,267,000	12%	\$5,914,440	\$55,201,440	\$471,338	\$49,758,338	1.0%	8%	15%	\$5,443,102	\$544,187	\$4,898,915	17%	2.1%
B288	\$76,478	14%	\$10,622	\$87,100	\$9,845	\$86,323	12.9%	93%	100%	\$777	\$0	\$777	93%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B610	\$16,888,652	10%	\$1,688,865	\$18,358,617	\$198,657	\$16,888,309	1.2%	12%	71%	\$1,470,308	(\$1,152,097)	\$2,622,405	57%	***%
*B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	34%	\$271,905	(\$176,925)	\$448,830	65%	6.5%
*B612	\$3,994,355	10%	\$399,436	\$4,393,791	\$0	\$3,994,355	0.0%	0%	47%	\$399,436	\$16,076	\$383,360	4%	0.4%
*B614	\$2,846,829	10%	\$284,683	\$2,911,512	\$800	\$2,847,829	0.0%	0%	67%	\$263,883	\$0	\$263,883	0%	0.0%
*B616	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	26%	\$75,958	\$18,720	\$57,238	25%	2.5%
*B620	\$18,031,285	13%	\$2,326,033	\$20,357,298	\$3,777	\$18,035,042	0.0%	0%	62%	\$2,322,258	\$93,861	\$2,228,396	4%	0.5%
*B630	\$6,157,150	10%	\$615,715	\$6,772,865	\$103,231	\$6,280,381	1.7%	17%	32%	\$512,484	\$0	\$512,484	17%	1.7%
B631	\$4,487,185	10%	\$448,717	\$4,935,902	\$0	\$4,487,185	0.0%	0%	50%	\$448,717	\$400,062	\$48,635	90%	9.0%
*B641	\$10,230,159	10%	\$1,023,016	\$11,253,175	\$0	\$10,230,159	0.0%	0%	11%	\$1,023,016	(\$1,800)	\$1,024,816	0%	0.0%
*B642	\$1,102,267	21%	\$234,242	\$1,336,509	\$0	\$1,102,267	0.0%	0%	0%	\$234,242	(\$11,092)	\$245,334	5%	-1.0%

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

R81 - Metro Red Line Seg-2
RREV 2.0 09/18/94 lss

PAGE 1

LAURENT JEAN
PROJECT VALUE SUMMARY 02/10/95

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 02/10/95

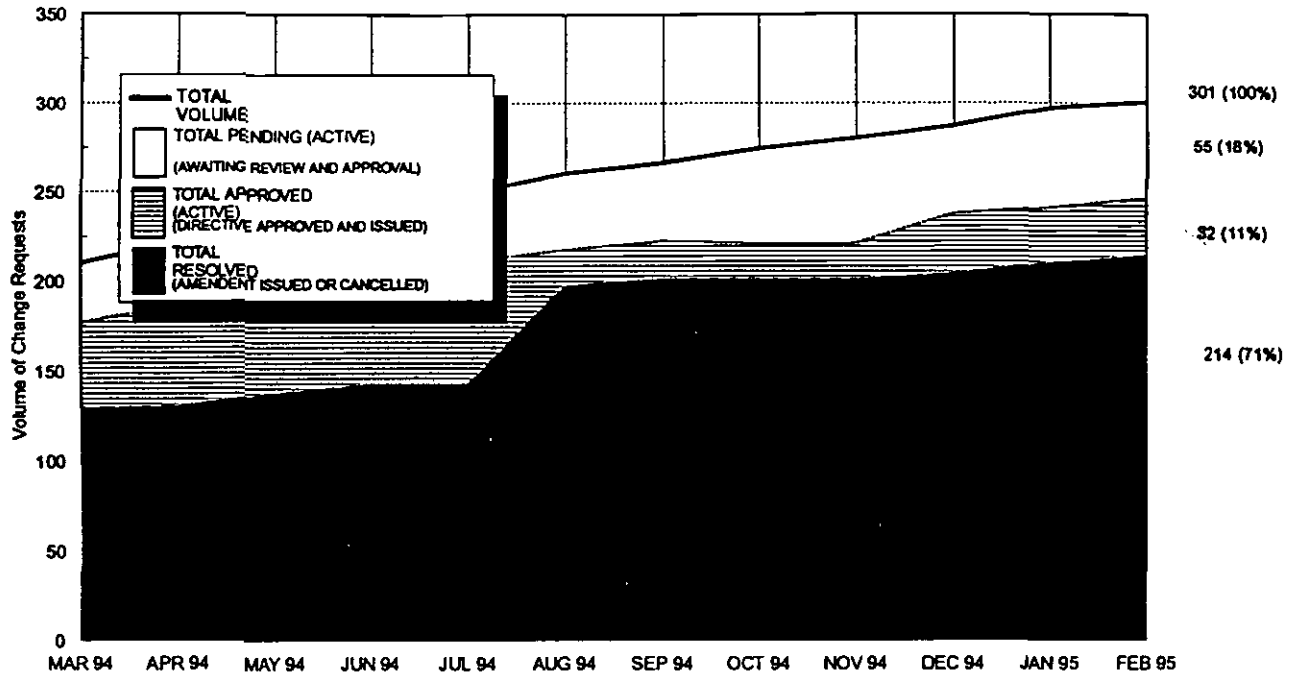
MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING 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.
*B643	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
*B644	\$3,260,988	13%	\$435,017	\$3,696,005	\$0	\$3,260,988	0.0%	0%	0%	\$435,017	(\$1,004,441)	\$1,439,458	-231%	-30.8%
*B645	\$2,566,871	5%	\$117,258	\$2,684,129	\$0	\$2,566,871	0.0%	0%	0%	\$117,258	(\$88,885)	\$206,143	-78%	-3.5%
*B646	\$2,547,786	10%	\$254,777	\$2,802,563	\$25,000	\$2,572,786	1.0%	10%	23%	\$229,777	\$230,983	\$1,208	100%	10.0%
B648A	\$2,206,354	10%	\$220,638	\$2,426,990	\$0	\$2,206,354	0.0%	0%	0%	\$220,638	(\$124,316)	\$344,952	-56%	-5.6%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,982	19%	\$2,715,277	\$17,158,259	\$207,433	\$14,650,395	1.4%	8%	10%	\$2,507,844	\$629,000	\$1,878,844	31%	***%
*B740	\$10,526,288	10%	\$1,052,627	\$11,578,915	\$251,307	\$10,777,575	2.4%	24%	43%	\$801,320	(\$217,359)	\$1,018,678	3%	0.3%
*B745	\$1,808,381	46%	\$825,136	\$2,633,517	\$405,019	\$2,213,400	22.4%	49%	45%	\$420,117	\$0	\$420,117	49%	22.4%
*B760	\$484,849	10%	\$48,485	\$533,334	\$0	\$484,849	0.0%	0%	0%	\$48,485	(\$40,031)	\$88,516	-83%	-8.3%
*B761	\$3,226,672	10%	\$322,667	\$3,549,339	\$90,829	\$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%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$766,822,271	11%	\$86,619,031	\$853,441,302	\$31,848,028	\$798,770,299	4.2%	37%	48%	\$54,671,003	\$10,555,812	\$44,115,190	49%	5.5%

II - AFE increase required

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

[*] 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

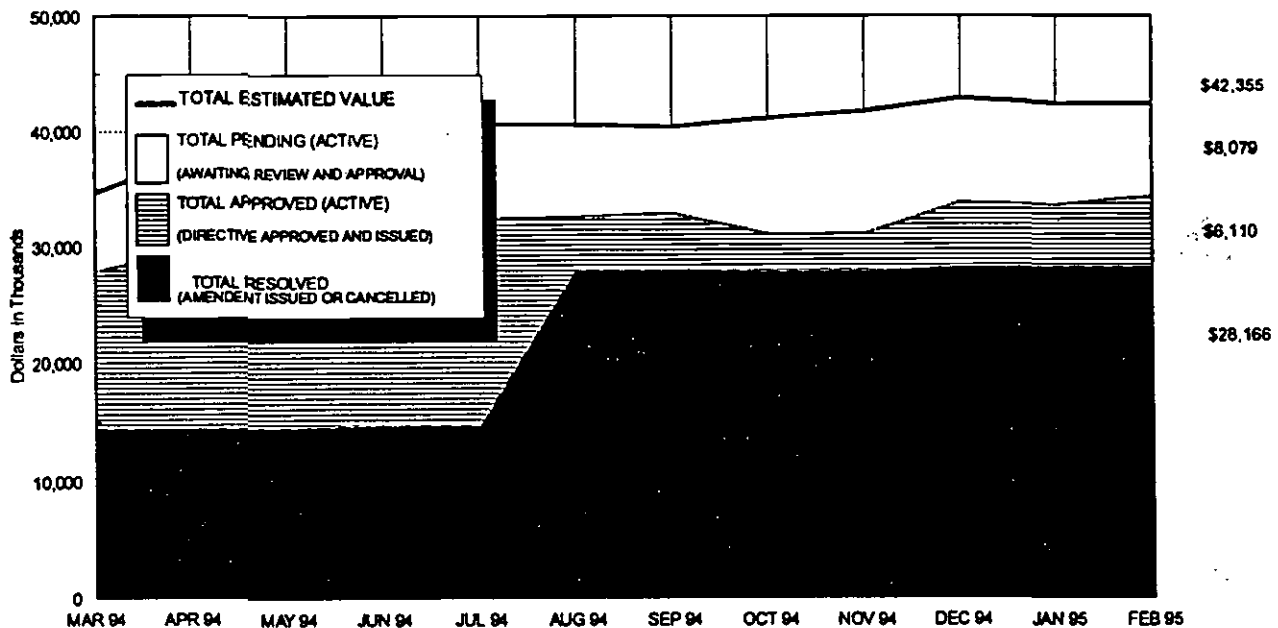
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME



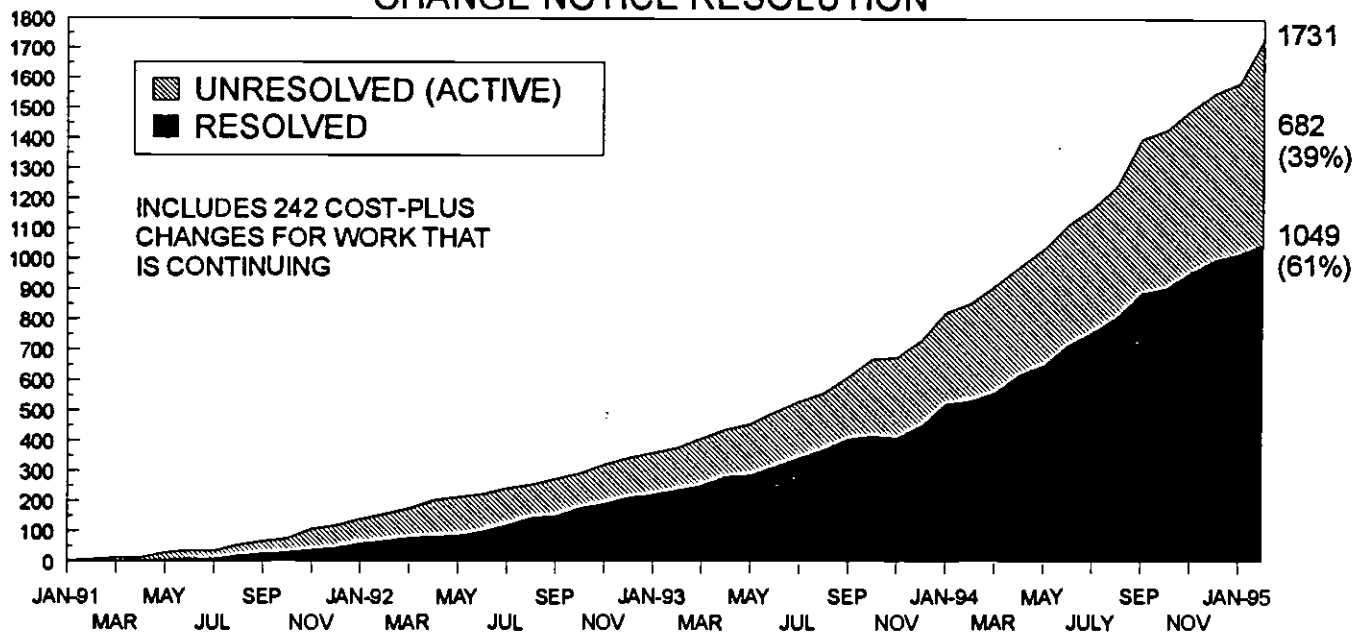
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	14	5	4	64	87
PERCENT	16%	6%	4%	74%	100%

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



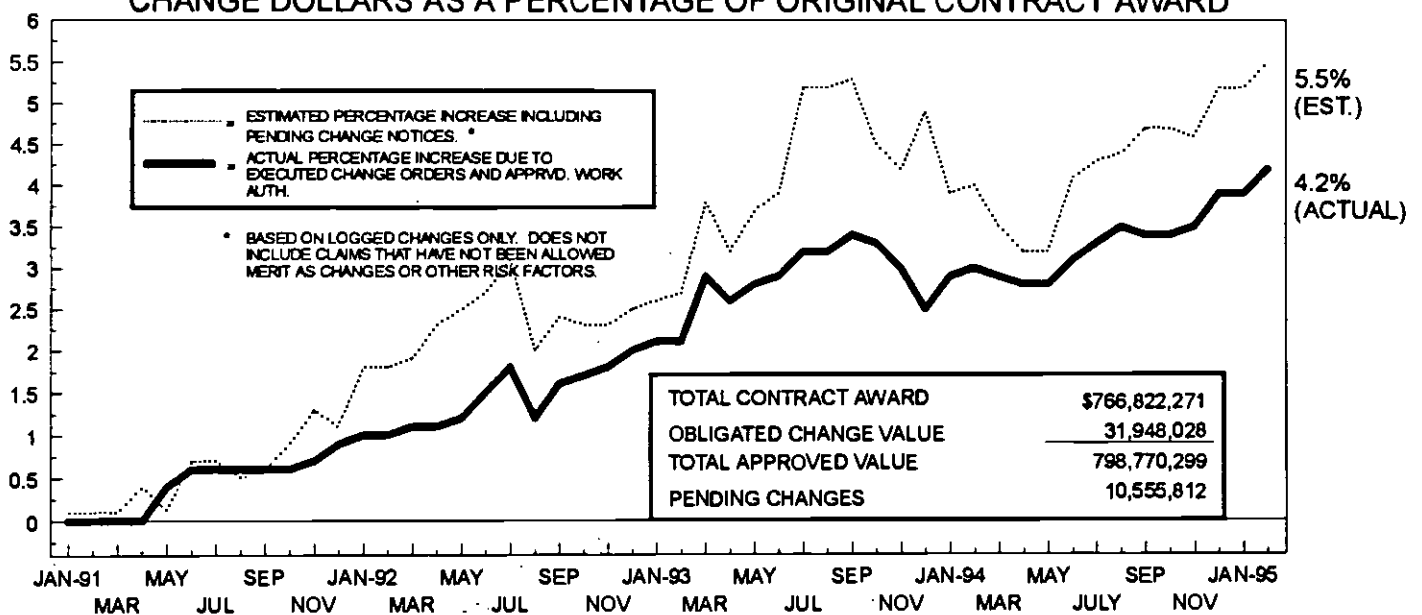
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	276	41	23	342	682
PERCENT	41%	6%	3%	50%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

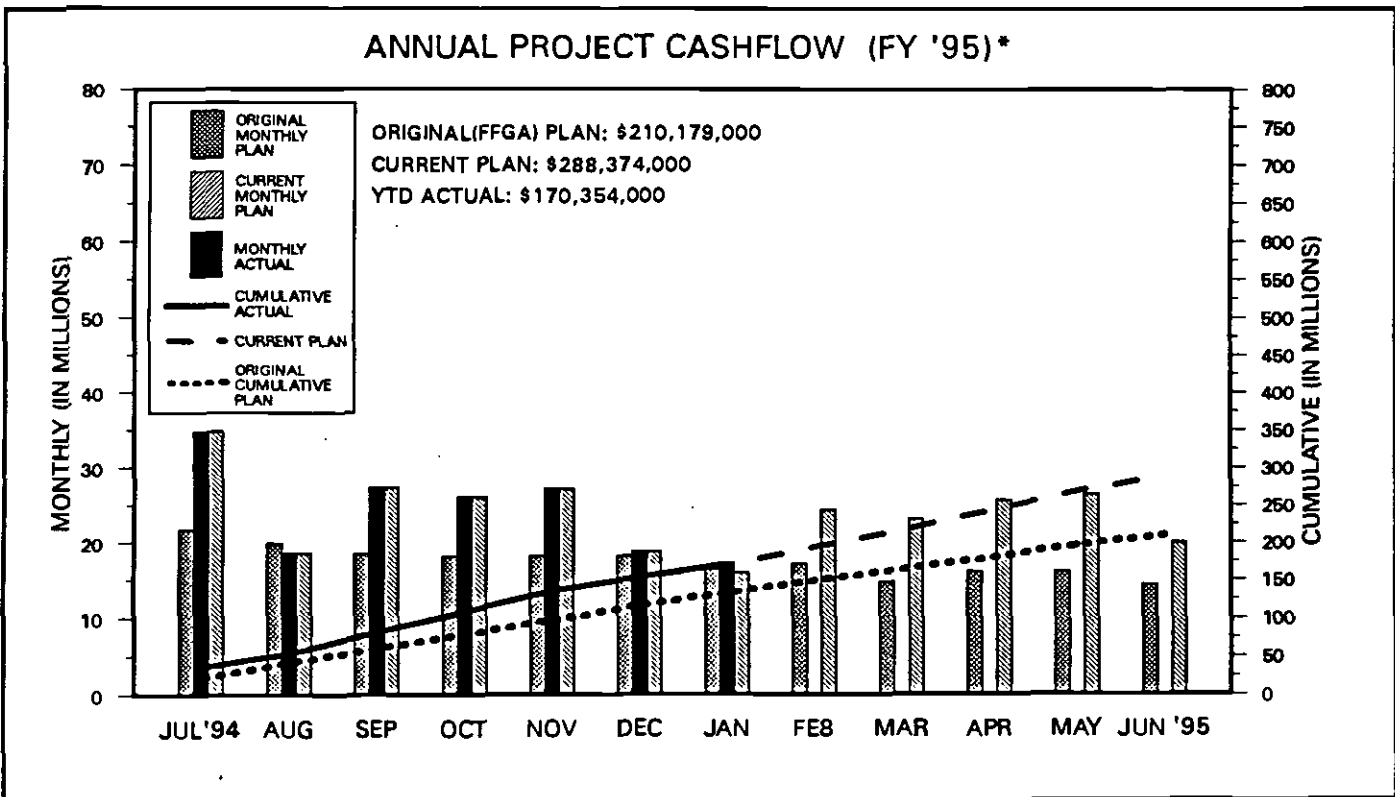
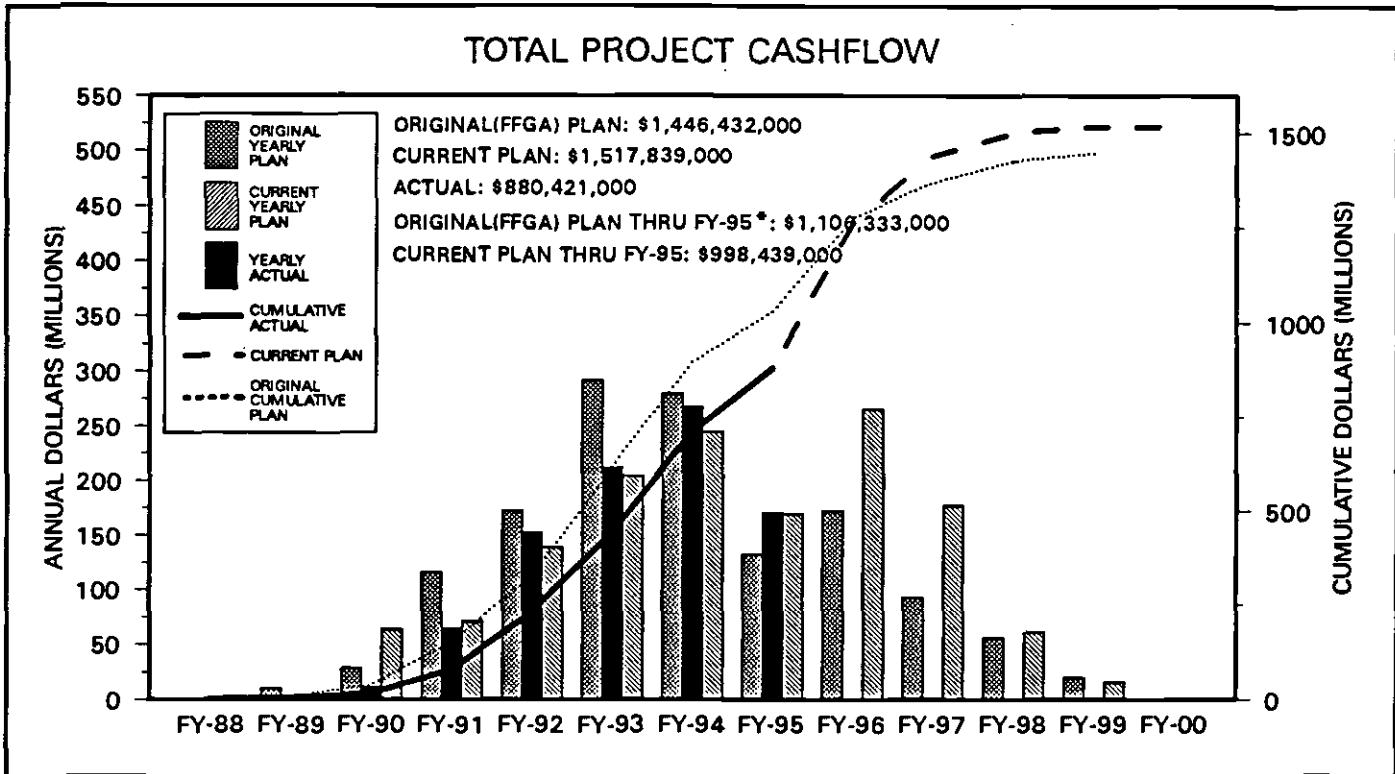
LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R81 - R81

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 02/10/95

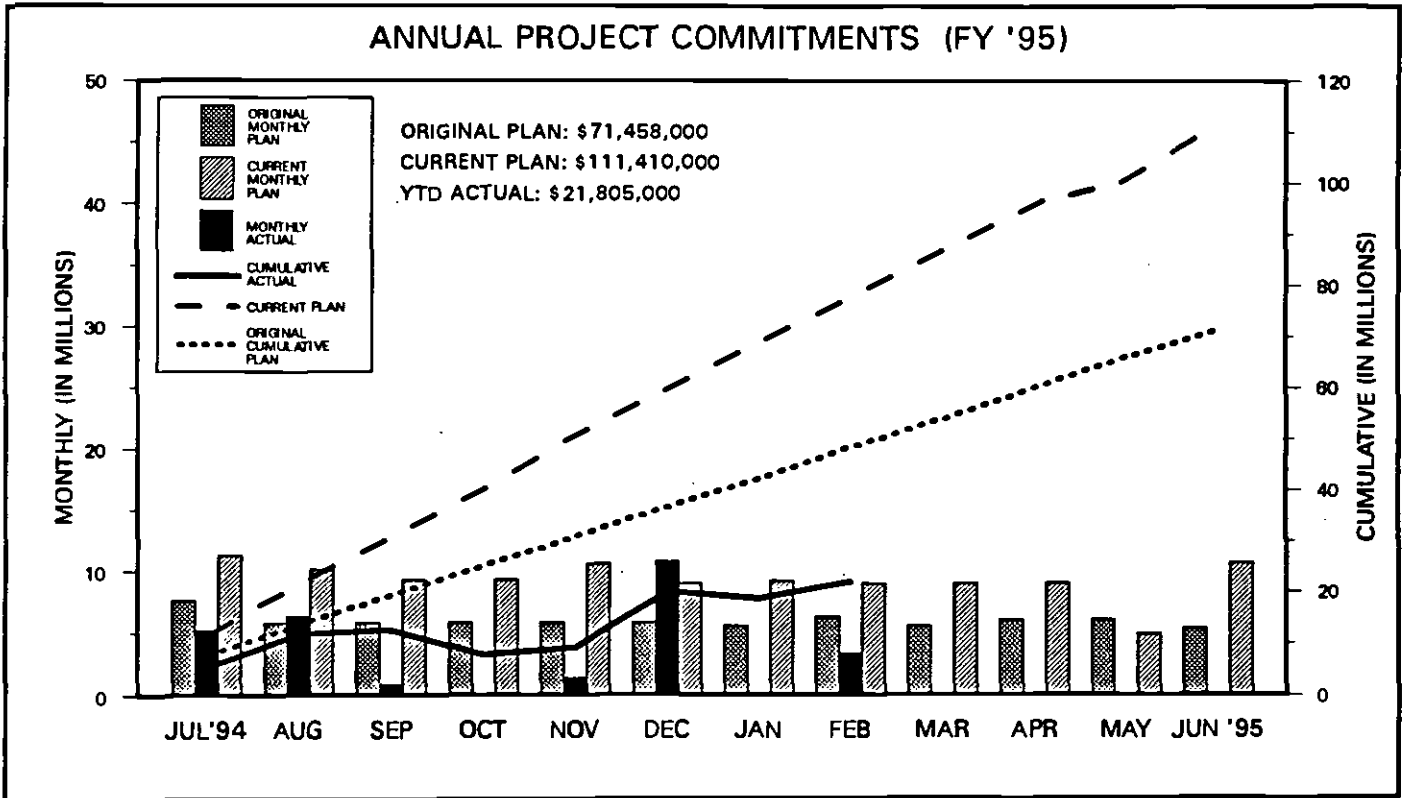
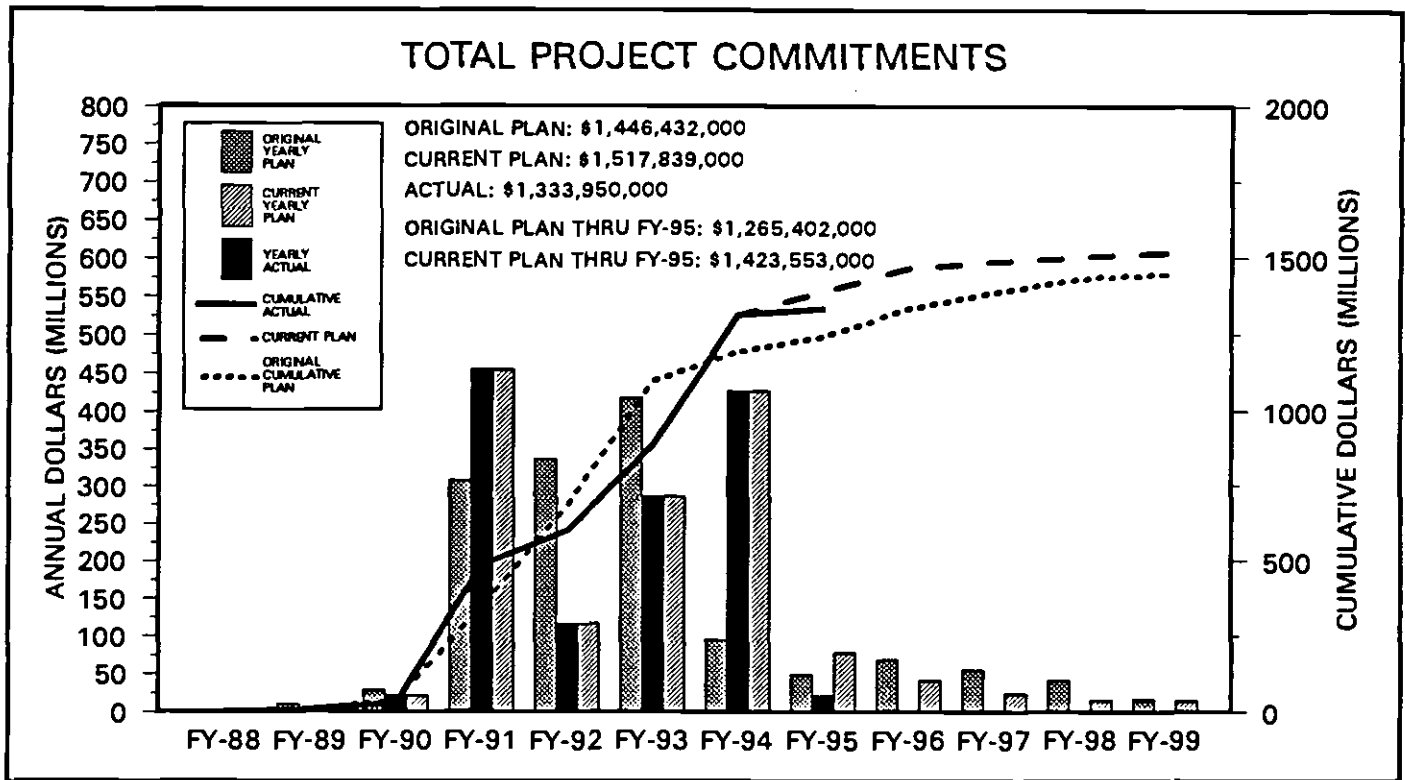
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	96	12.02%	\$2,066,261.73	8.74%
115	ADDITIONAL/NEW WORK	29	3.63%	\$747,510.31	3.16%
120	DELETION OF WORK	9	1.13%	\$41,907.30	0.18%
		134	16.77%	\$2,855,679.34	12.07%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	13	1.63%	\$653,886.00	2.76%
220	ACCELERATION OF WORK	6	0.75%	\$2,826,861.07	11.95%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	12	1.50%	(\$13,575.00)	-0.06%
		31	3.88%	\$3,467,172.07	14.66%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	101	12.64%	\$4,113,033.31	17.39%
320	HAZARDOUS MATERIALS	10	1.25%	\$513,376.74	2.17%
330	SAFETY CONDITIONS	16	2.00%	\$941,531.14	3.98%
		127	15.89%	\$5,567,941.19	23.54%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	37	4.63%	(\$152,480.00)	-0.64%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	31	3.88%	\$176,497.50	0.75%
		68	8.51%	\$24,017.50	0.10%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	70	8.76%	\$2,306,657.72	9.75%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	187	23.40%	\$6,105,165.13	25.81%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	17	2.13%	\$1,769,232.43	7.48%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	78	9.76%	\$644,698.07	2.73%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	7	0.88%	(\$728,651.10)	-3.08%
		359	44.93%	\$10,097,102.25	42.69%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	4	0.50%	\$200,223.43	0.85%
		4	0.50%	\$200,223.43	0.85%
OUTSIDE AGENCY REQUESTS					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	40	5.01%	\$510,627.28	2.16%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	18	2.25%	\$457,046.00	1.93%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.38%	\$159,130.40	0.67%
		61	7.63%	\$1,126,803.68	4.76%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	8	1.00%	\$395,915.00	1.67%
		8	1.00%	\$395,915.00	1.67%
OTHER					
900	OTHER	7	0.88%	(\$82,364.47)	-0.35%
		7	0.88%	(\$82,364.47)	-0.35%
PROJECT TOTALS:		799	100.00%	\$23,652,489.99	100.00%

R81 - Metro Red Line Seg-2
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 02/10/95

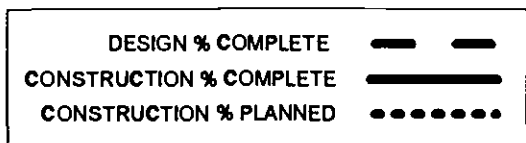
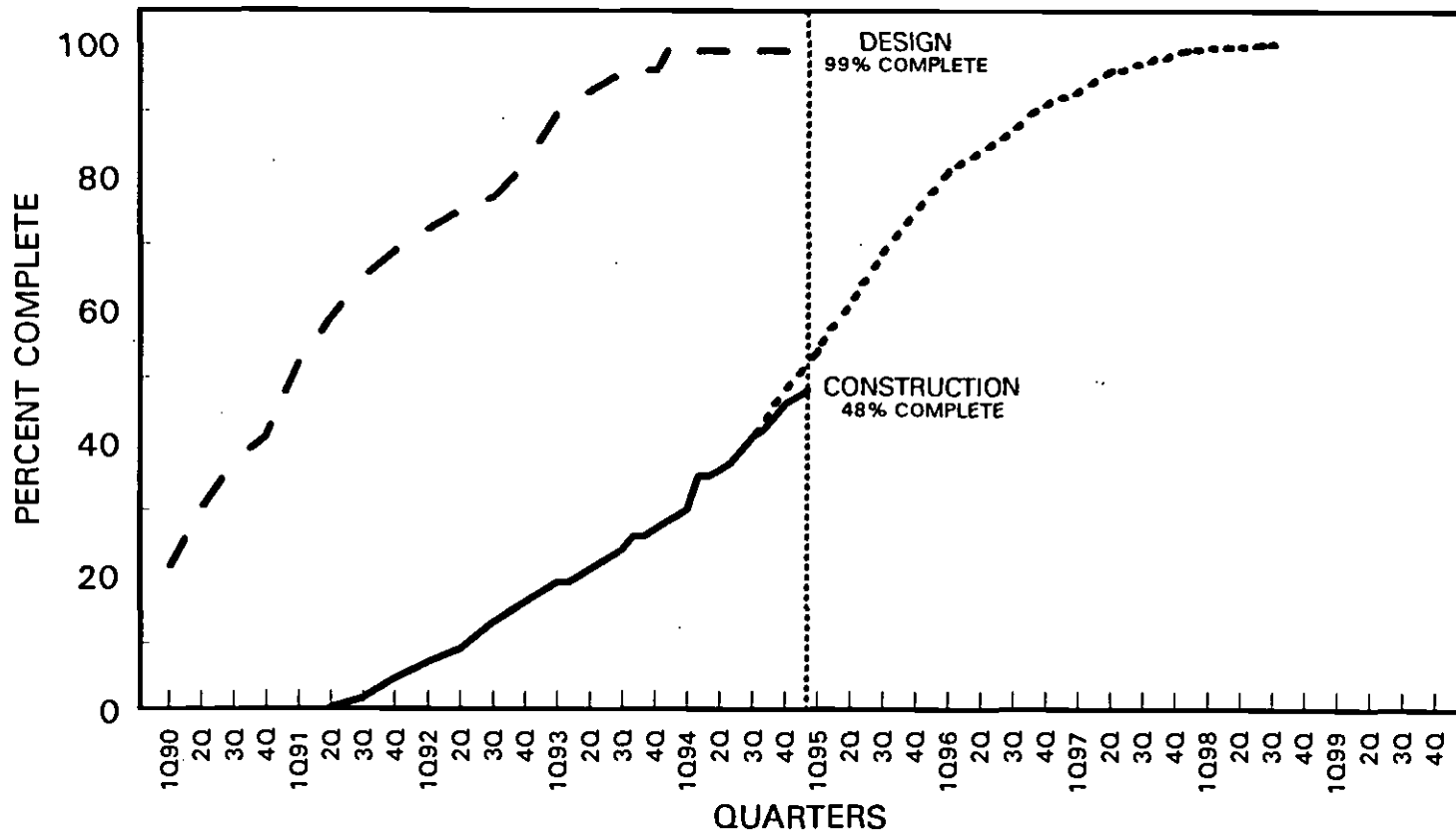
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	1	0.13%	\$2,738,929.00	11.58%
> 200 - 1 MILLION	20	2.50%	\$7,395,653.97	31.27%
> 100-200	49	6.13%	\$6,113,936.42	25.85%
> 50-100K	37	4.63%	\$1,885,525.39	7.97%
> 25-50K	71	8.89%	\$2,450,978.60	10.36%
10-25K	128	16.02%	\$2,036,912.35	8.61%
0-10K	493	61.70%	\$1,030,554.26	4.36%
PROJECT TOTALS:	799	100.00%	\$23,652,489.99	100.00%

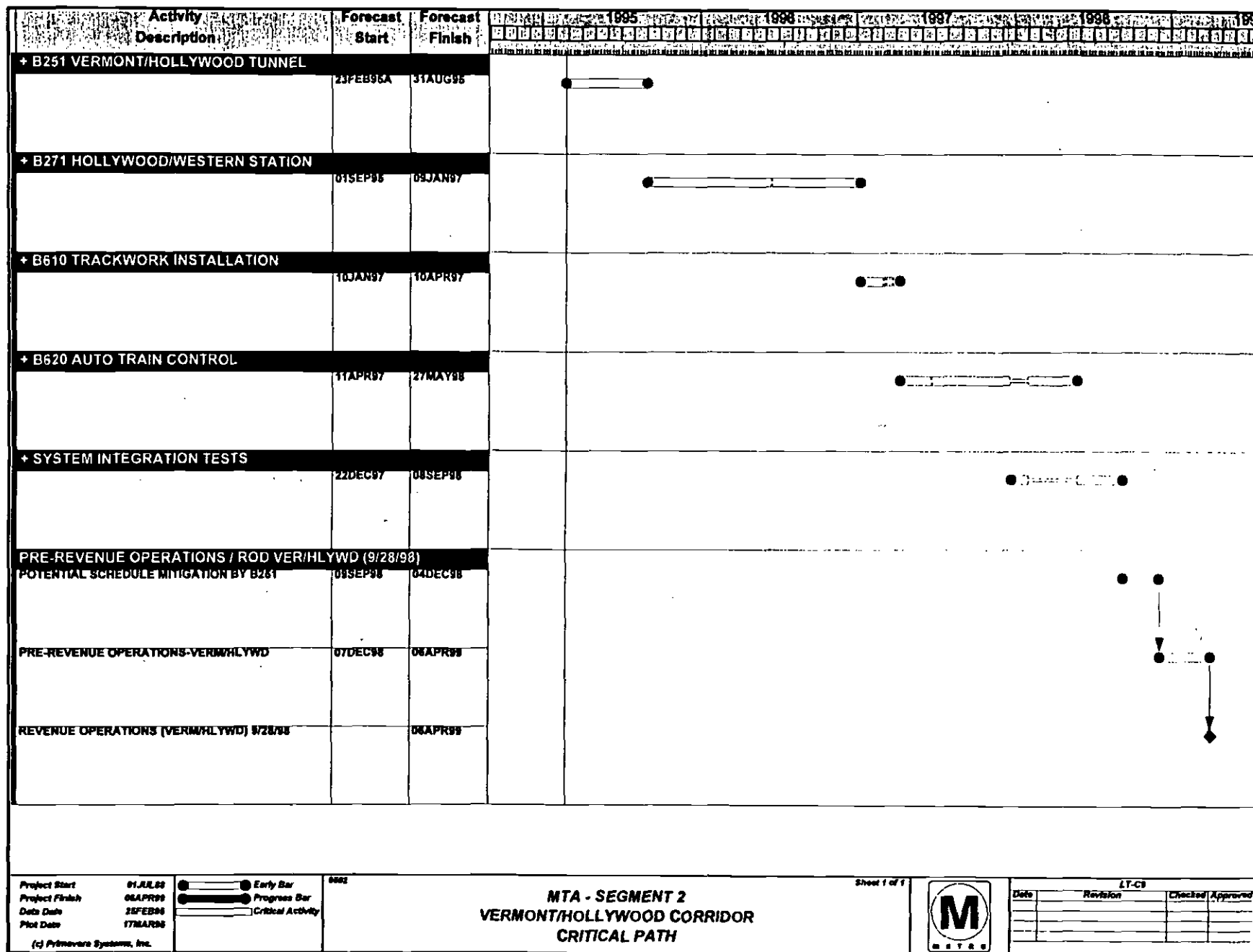


* CASHFLOW PLAN HAS BEEN REVISED TO REFLECT NEW UPDATED FY '95 AND FY '96 BUDGETS.

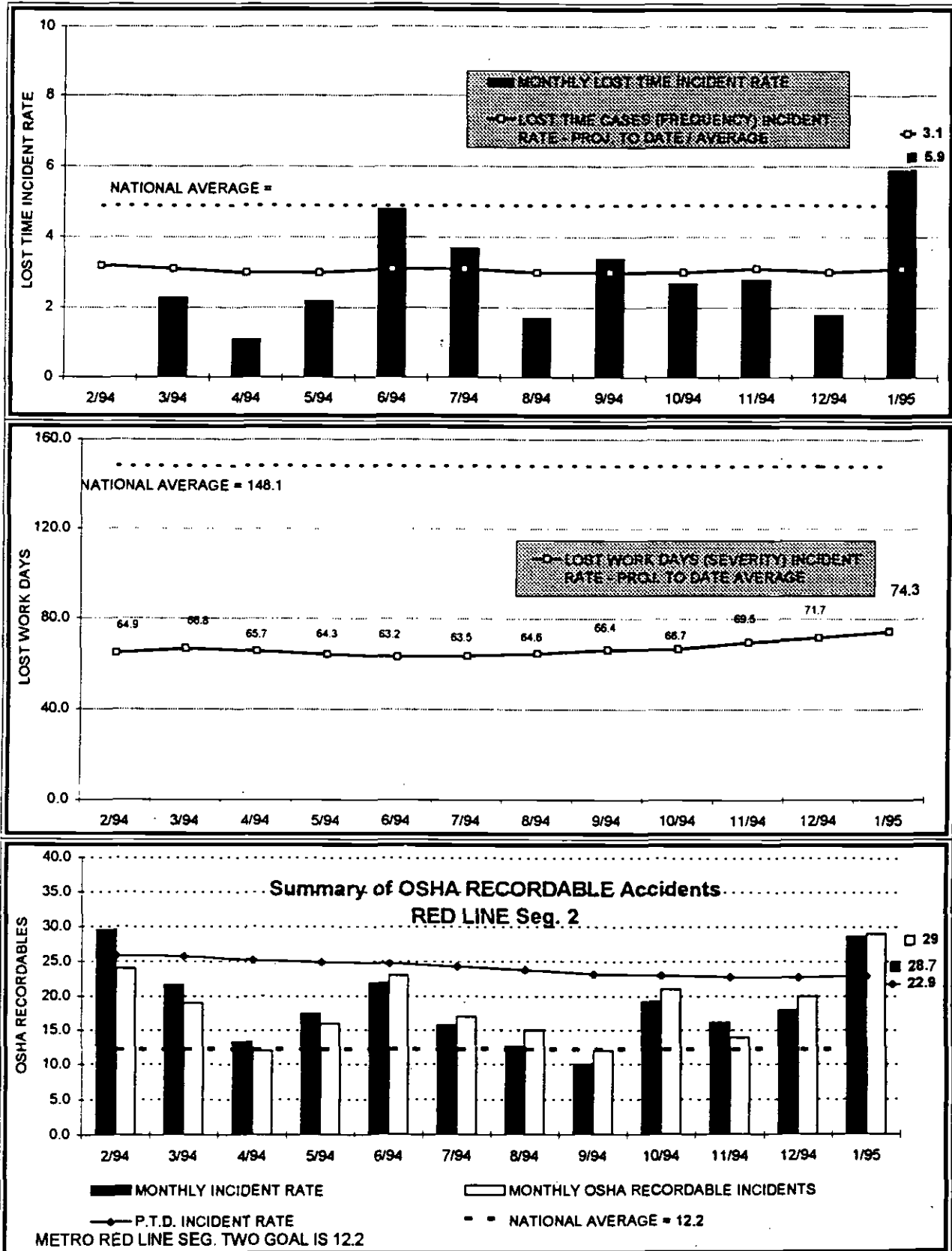


METROPOLITAN TRANSPORTATION AUTHORITY METRO RED LINE SEGMENT 2 PROGRESS SUMMARY





METRO RED LINE SEGMENT 2 SAFETY SUMMARY



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	\$1,310,822
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	\$2,781,086

SCHEDULE STATUS

North Hollywood Extension

- Design Status: 86%
- Construction Status: 5.7%

Mid City Extension

- Design Status: 27%

East Side Extension

- FEIS/FEIR Planning Project: 100%
- Preliminary Engineering: 100%

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	100	100	100	100	100	100	100	27	20	8	8	11	11	0
C0321	25	25	25	12	12	12	12	10	10	2	2	13	13	3
C0331	11	11	11	8	10	8	8	10	8	0	0	8	7	1
C0351	12	12	12	8	8	8	8	8	8	4	3	7	7	1
TOTAL	175	175	175	155	157	155	155	73	51	27	24	54	55	5

- To date, 55 parcels have been acquired. Thirty-four of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

NEW

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: Currently there is still a cushion of one to two months for the access interface. If necessary, the C0351 contractor (in the bid cycle) 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.

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 will submit the schedule to the MTA for approval in March.

Status: Work hours to complete the tasks contained in the schedule will have to be negotiated. Resolution is required on the durations and dates contained in the proposed new baseline.

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. With MTA Board approval scheduled for March 22, 1995, Final Design Services are now scheduled to begin April 3, 1995, which poses a threat to the Project schedule.

Action: MTA and EMC to resolve the potential three month slippage within the Project schedule.

Status: A meeting is schedule for early March 1995 to resolve this issue.

AREAS OF CONCERN (CON'T)**ONGOING****Contract C0301R, Hollywood/Highland Station and Tunnels**

Concern: The local community has requested that soldier pile installation and street decking on Hollywood Boulevard be delayed to start after Labor Day 1995. The contract has been advertised and bids opened. This delay, if implemented, will result in a cost and schedule impact to the contract and project.

Action: The MTA and its consultants have developed a cost and schedule analysis.

Status: The analysis will be reviewed with the community leaders and efforts to mitigate the community's concerns are underway.

Contract C0321 Universal City Station - Section Designer Recovery Plan

Concern: The recovery plan submitted by the Section Designer involves 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. Part of the cost overruns are attributable to work performed on a Value Engineering study. These costs are being segregated and will be transferred from the C0321 contract to the Value Engineering line item.

Status: The forecast at completion by the Section Designer has significantly increased this month. The EMC is reviewing the situation to determine what course of action to take in response to this situation. Negotiations have occurred to isolate the Value Engineering effort and remove it from the C0321 contract to identify the real design costs. This will be completed in the March report. Overruns are being evaluated and negotiations initiated to determine responsibility relative to the total cost forecast.

AREAS OF CONCERN (CON'T)

Contract C0322 Universal City Station MCA Entrance - North Hollywood Extension

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

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

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

Contract C0331, Line Section North Hollywood to Universal City

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

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

Status: Tunnel mining was briefly started in February, but has been halted due to contractor's technical difficulties. The first increment of excavation will be closely monitored.

Additional Contracts for the Universal City Area - North Hollywood Extension

Concern: The MTA requested the EMC to assist them in defining scope for repackaging the site restoration at Universal City Station into a number of smaller construction contracts.

AREAS OF CONCERN (CON'T)

- Action:** Identify scheduling/interfaces for various contractors and apportion use of the properties as staging areas for the different contractors. Define the scope of work of the separate contracts and prepare estimates of contract costs.
- Status:** MTA/EMC/P-D are jointly identifying and defining revised contract packages. The EMC is working on the new schedule with PD based on a preliminary concept of the new scope of work. The EMC is expected to finalize scope in April 1995.

MID CITY STATUS

Enviro-Rail, the MTA's environmental consultant, completed preparing the compilation and summary of comments received as a result of the community meeting and other public notices. The MTA received 339 comments in sixty topic categories.

The MTA and its environmental consultants are reviewing the summary of comments and is developing the necessary criteria defining the alternatives to be developed during the draft supplemental EIS/EIR. EMC is preparing alignment studies of the various alternatives received during the comment period.

The preparation of the administrative draft supplemental EIR/EIS is within the schedule allocated for this effort. It is anticipated that the preparation of the draft will take three to four months. This project is within budget and it is anticipated that the remaining work can be completed within budget.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

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

NEW

NONE

ONGOING

August 1994, Grantee Staffing

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

Action: The Grantee should respond to the recommendations outlined in the spot report within the 1 month time period allowed by the FTA.

Status: The MTA has submitted its response to the FTA for review. Implementation, of some of the recommendations, is being postponed pending the release of the results of the Arthur Andersen report.

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

Concern: The FTA issued Spot Report #3 in November and requested a response within 30 days.

Action: The MTA is preparing a response.

Status: The MTA response was completed and is being reviewed before being turned over to the PMOC.

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 provide the 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 is developing a schedule to show when the remaining sections can be updated.

RESOLVED

NONE

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

- On February 24, 1995, Facilities Design for the North Hollywood Extension was 91% complete versus 97% planned. Systems Design was 45% complete versus 75% planned. The total design progress is 86% actual compared to 94% planned.
- The in-progress submittal for Contract C1610, Trackwork, was made on February 6, 1995.
- The final design submittal for Contract C0321, Universal City Station, was made on February 27, 1995.
- Work continues on the preliminary engineering for Contract C0326, Universal City Roadways and Site Restoration.
- Negotiations with the Section Designer to complete Contract C0352, North Hollywood Site work are being finalized. A CCR is being completed so that the work can resume.
- The EMC is continuing its support of the MTA Environmental group in the preparation of a supplemental SEIS for the C0312 ventilation facility.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels, MTA Board approval is planned for February 22, 1995, Notice to Proceed is planned for April 1, 1995.
- Contract C0351, North Hollywood Station, Crossover and Tail track, MTA Board approval was planned for February 22, 1995, but has been deferred until March 22, 1995.

Construction

- Contract C0311, Line Section, Universal City Station to Station 630+00, NTP was January 23, 1995.

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

- Although the forecast for the Camera Ready submittal for Contract C0321, Universal City Station, has been moved to April 28, 1995, we are expecting the Section Designer to submit the data between March 31, 1995, and April 17, 1995.
- The EMC is in the process of defining the scope of work for the four new contracts resulting from the split of Contract C0326. Schedules and cost forecasts are being developed. The current forecast for completion of preliminary engineering on this contract is March 31, 1995. However, work in support of the Caltrans Project Study Report (PSR) will continue into July 1995. The PSR schedule is subject to further input by Caltrans and the MTA.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels, Notice to Proceed is planned for April 1, 1995.
- Contract C0351, No. Hollywood Station, Crossover and Tail track, Board approval is planned for March 22, 1995, and Notice to Proceed is forecast for April 22, 1995.

Construction

- Contract B251, Vermont/Hollywood Tunnel, HAR/HAL mining.
- Contract C0301R, Hollywood/Highland Station and Tunnels, resume mining.
- Contract C0311, Line Section from Universal City Station to Station 630+00, continue to mobilize.
- Contract C0331, North Hollywood Tunnel, resume mining.

KEY ACTIVITIES - FEBRUARY

East Side Extension

Design

- Concluded Final Design and Design Support During Construction Services General Engineering negotiations.
- Presented to the MTA the results of the study on the value engineering ventilation alternative.
- Finalized Section Designer selection.
- Presented to the MTA the draft report on the computer simulation study for the blast relief shafts.

KEY ACTIVITIES - PLANNED FOR MARCH

East Side Extension

Design

- Complete and submit to the MTA the final Project Implementation Plan for Final Design/Design Services During Construction and the Art Program.
- Begin the initial Final Design tasks for civil, utility, right-of-way and geotechnical as described on AWA #411.
- Resolve the issue and concern of the three month slippage to the Project schedule.

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

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

Period: Jan 27, 1995 to Feb 24, 1995
Run Date: Mar 14, 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	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	-4,060	351,631	410	54,606	434	54,837	-921	783,677	16,830
S PROFESSIONAL SERVICES	254,747	0	279,125	43	101,447	4,484	59,741	4,484	59,741	0	274,024	-5,100
R REAL ESTATE	84,534	0	85,644	8,735	47,934	8,735	47,934	8,735	47,934	1,850	86,418	774
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	0	11,318	736	5,316	736	5,316	0	23,316	4,605
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-929	143,385	-17,109
A PROJECT REVENUE	0	0	0	0	0	0	0	-1	-138	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	-4,060	517,332	14,366	167,599	14,389	167,696	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	4,360	4,442	2,406	2,953	0	4	5,201	13,217	13,217
S PROFESSIONAL SERVICES	0	0	0	0	410	0	0	0	0	0	1,098	1,098
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	55	55
TOTAL NEW REQUIREMENTS	0	0	0	4,360	4,852	2,406	2,953	0	4	5,201	14,371	14,371
GRAND TOTAL	1,310,822	0	1,310,822	9,079	517,185	16,772	170,552	14,389	167,696	5,201	1,325,193	14,371

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

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

Period: Jan 27, 1995 to Feb 24, 1995
Run Date: Mar 7, 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	334,139	0	334,139	0	43,264	0	830	4	249	0	328,119	-6,019
S PROFESSIONAL SERVICES	98,133	0	98,133	0	43,134	61	8,554	61	8,558	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	0	128	0	128	0	128	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	874	0	180	0	180	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	5,932	5,932
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	490,663	0	490,663	0	87,402	61	9,693	65	9,116	0	490,663	0

NOTE: EXPENDITURES ARE THROUGH JANUARY 27, 1995.

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

Project: R84 METRO RED LINE - SEGMENT 3 - EAST SIDE

Period: Jan 27, 1995 to Feb 24, 1995
Run Date: Mar 8, 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	624,556	0	624,556	3,429	3,976	0	0	0	8	474	624,865	309
S PROFESSIONAL SERVICES	219,522	0	219,522	711	12,157	299	475	299	9,635	56	219,944	422
R REAL ESTATE	26,570	0	26,570	2	24	2	7	2	24	0	26,570	0
F UTILITY/AGENCY FORCE ACCOUNTS	14,092	0	14,092	21	22	0	0	0	1	0	14,092	0
C PROJECT CONTINGENCY	94,861	0	94,861	0	0	0	0	0	0	-530	94,130	-731
GRAND TOTAL	979,601	0	979,601	4,163	16,180	302	482	303	9,669	0	979,601	0

NOTE: 1) INCURRED COSTS CUMULATIVE THROUGH FEBRUARY 24, 1995 ARE \$9,669,000.
2) EXPENDITURES ARE THROUGH JANUARY 27, 1995.

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

FEBRUARY 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	\$400,391	59%	\$50,902	7%	\$33,862	5%
FED ISTEA STP (STATE)	\$69,145			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$39,908	\$39,908	\$39,908	100%	\$39,908	100%	\$19,908	50%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$41,479	55%	\$41,479	55%	\$41,479	55%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$17,055	82%
STATE PROP 116	\$25,000		\$4,666	19%	\$4,666	19%		0%
STATE TSM Match	\$3,239			0%		0%		0%
PROP C	\$396,638	\$13,386	\$9,886	2%	\$9,886	2%	\$9,886	2%
TOTAL	\$1,310,822	\$303,093	\$517,185	39%	\$167,696	13%	\$122,190	9%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1995.

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

FEBRUARY 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	\$84,673	35%	\$6,387	3%	\$5,838	2%
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	\$1,311	1%	\$1,311	1%	\$1,311	1%
TOTAL	\$490,663	\$44,917	\$87,402	18%	\$9,116	2%	\$8,567	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1995.

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

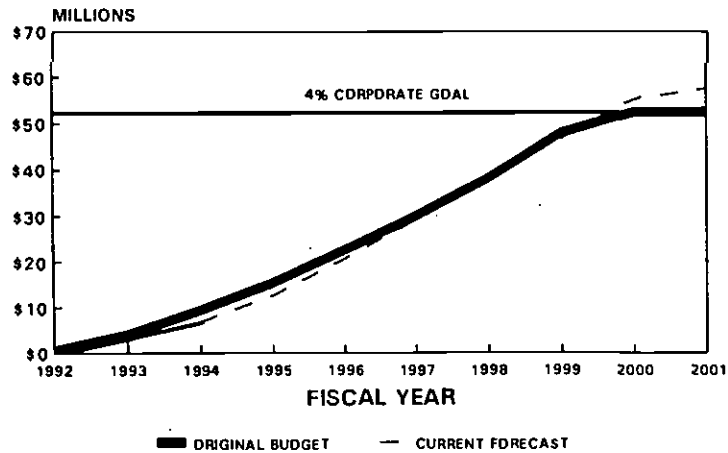
FEBRUARY 95

STATUS OF FUNDS BY SOURCE

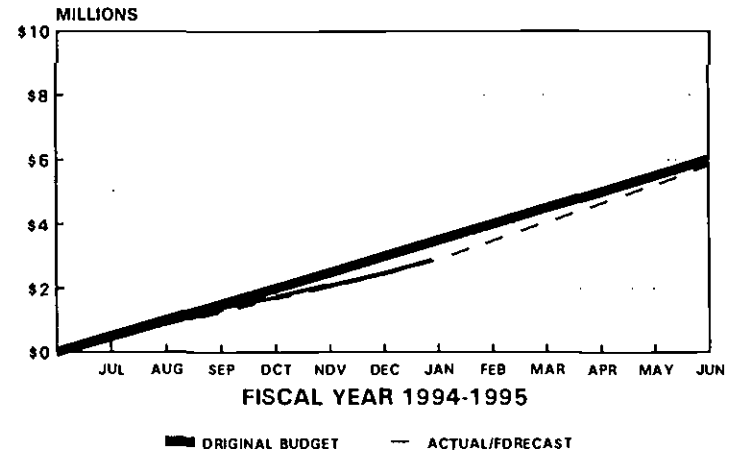
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA--SECTION 3	\$492,890	\$19,850	\$15,347	3%	\$9,128	2%	\$8,398	2%
FED ISTE A STP (STATE)	\$83,300			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$86,000			0%		0%		0%
STATE ARTICLE 116	\$15,000			0%		0%		0%
STATE TSM Match	\$11,142			0%		0%		0%
PROP C	\$291,269	\$18,150	\$833	0%	\$541	0%	\$541	0%
TOTAL	\$979,601	\$38,000	\$16,180	2%	\$9,669	1%	\$8,939	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1995.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



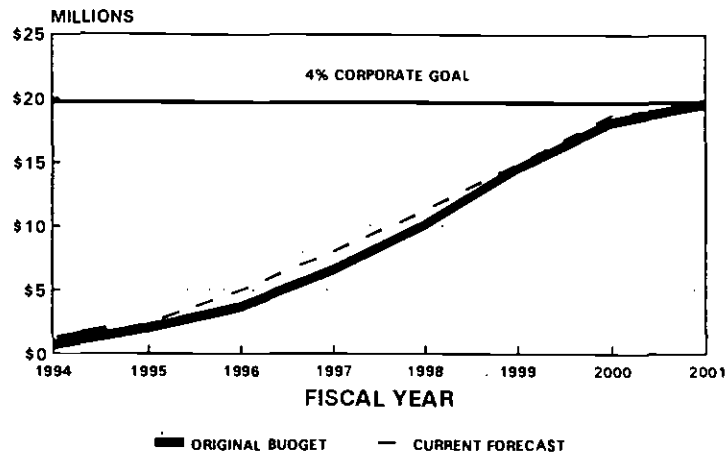
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

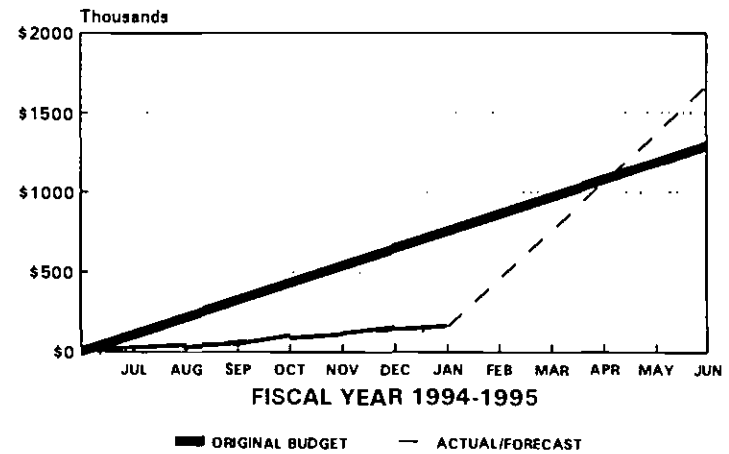
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$3,503
ACTUAL TO DATE	\$2,899

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

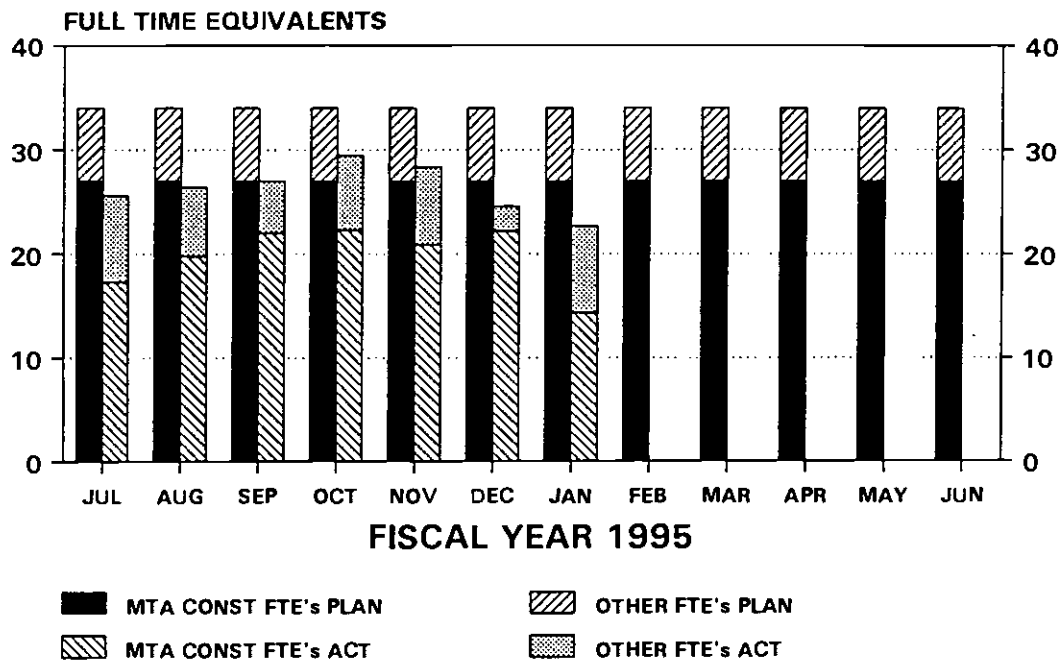
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$755
ACTUAL TO DATE	\$153

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'95 Budget

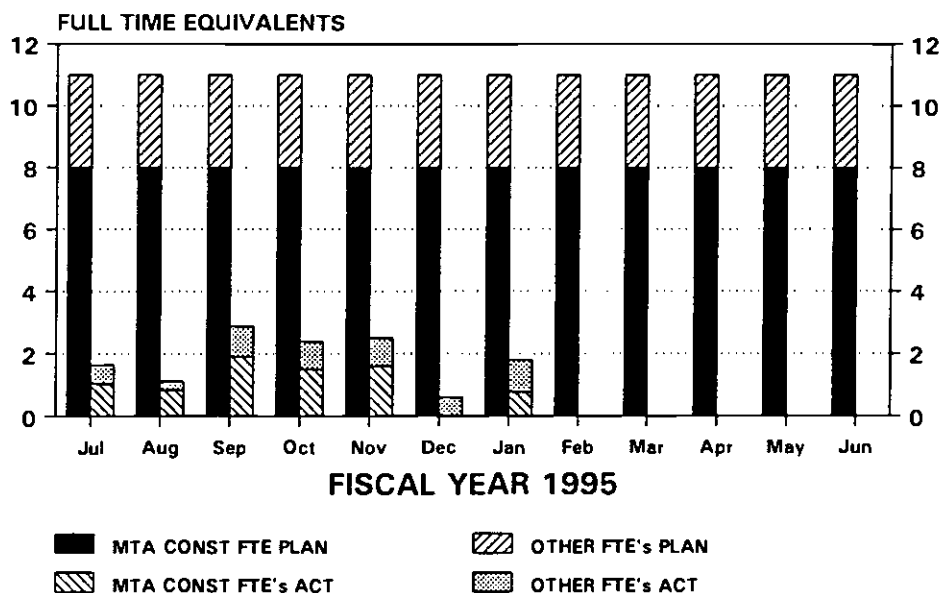
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	15
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	8
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	23

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



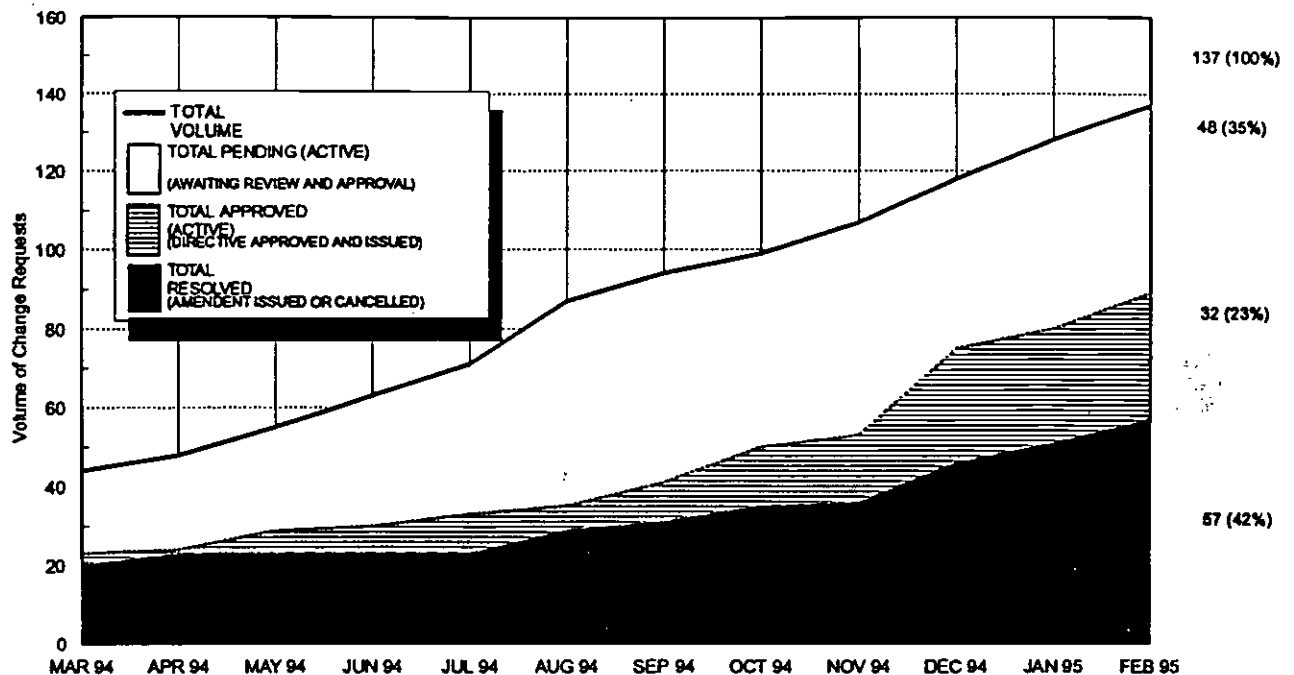
FY'95 Budget

RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1995

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

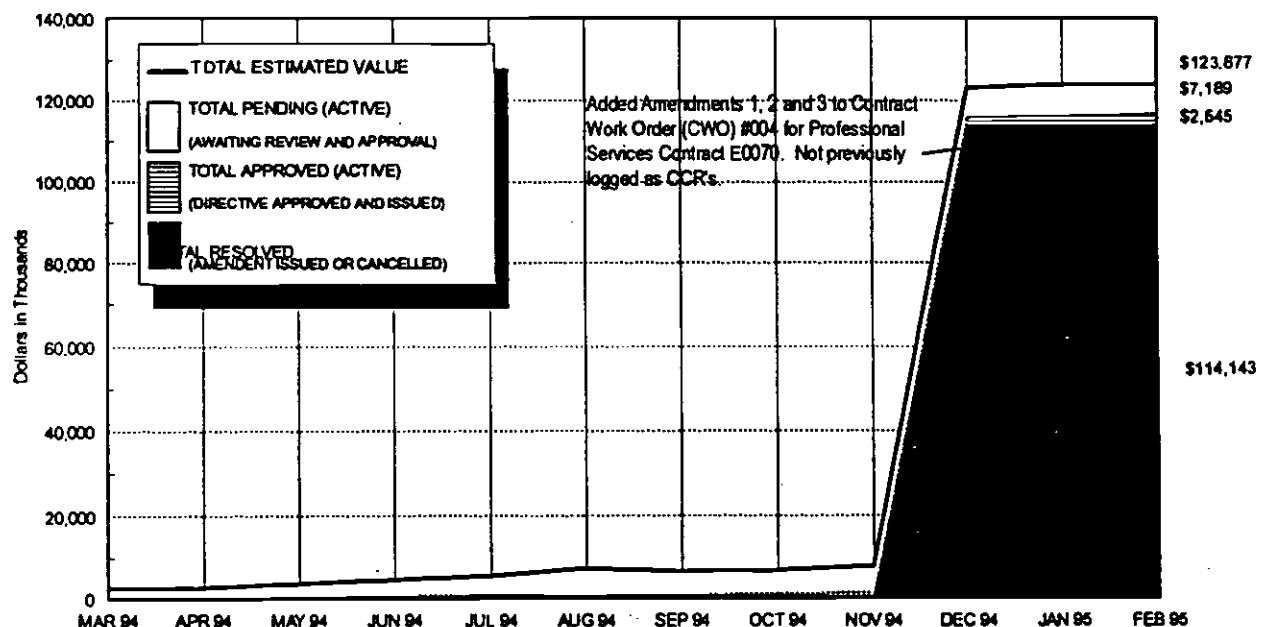
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



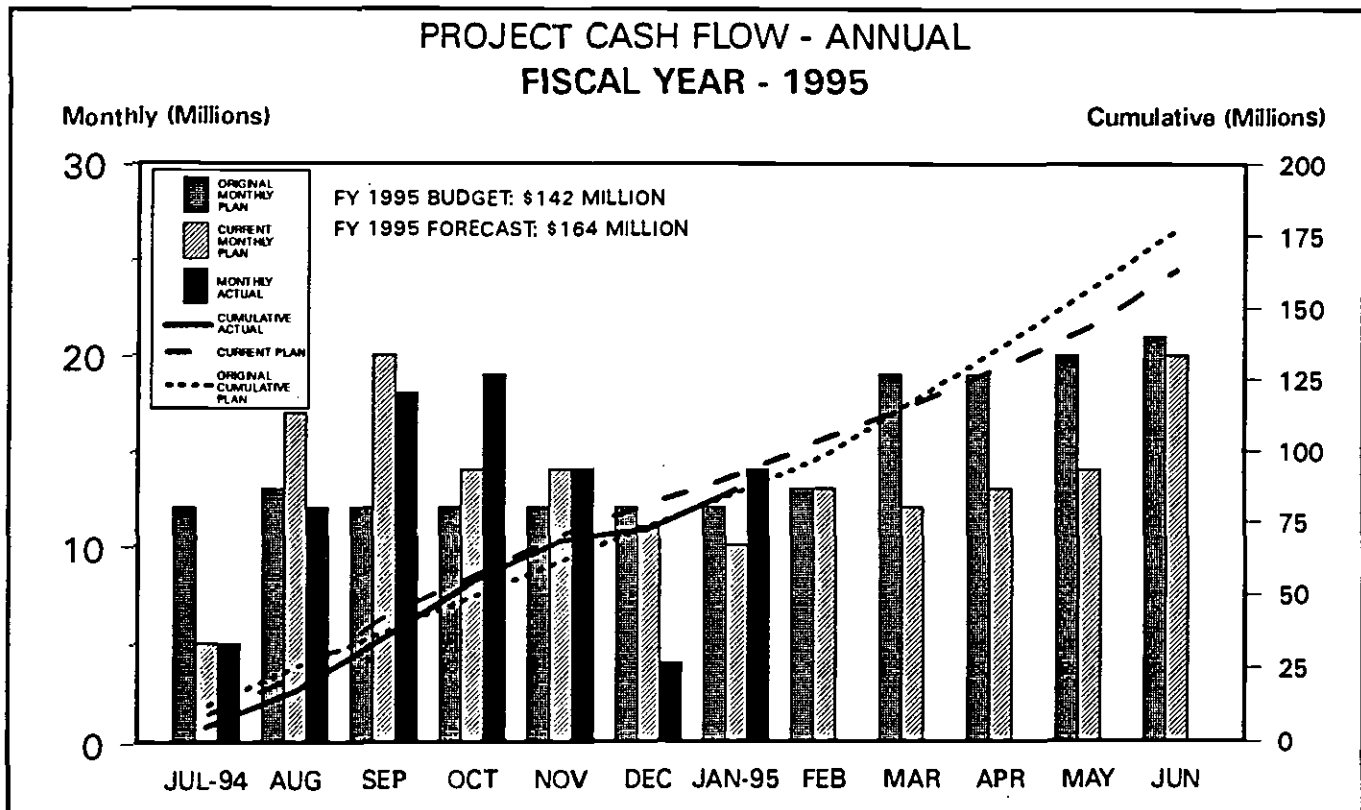
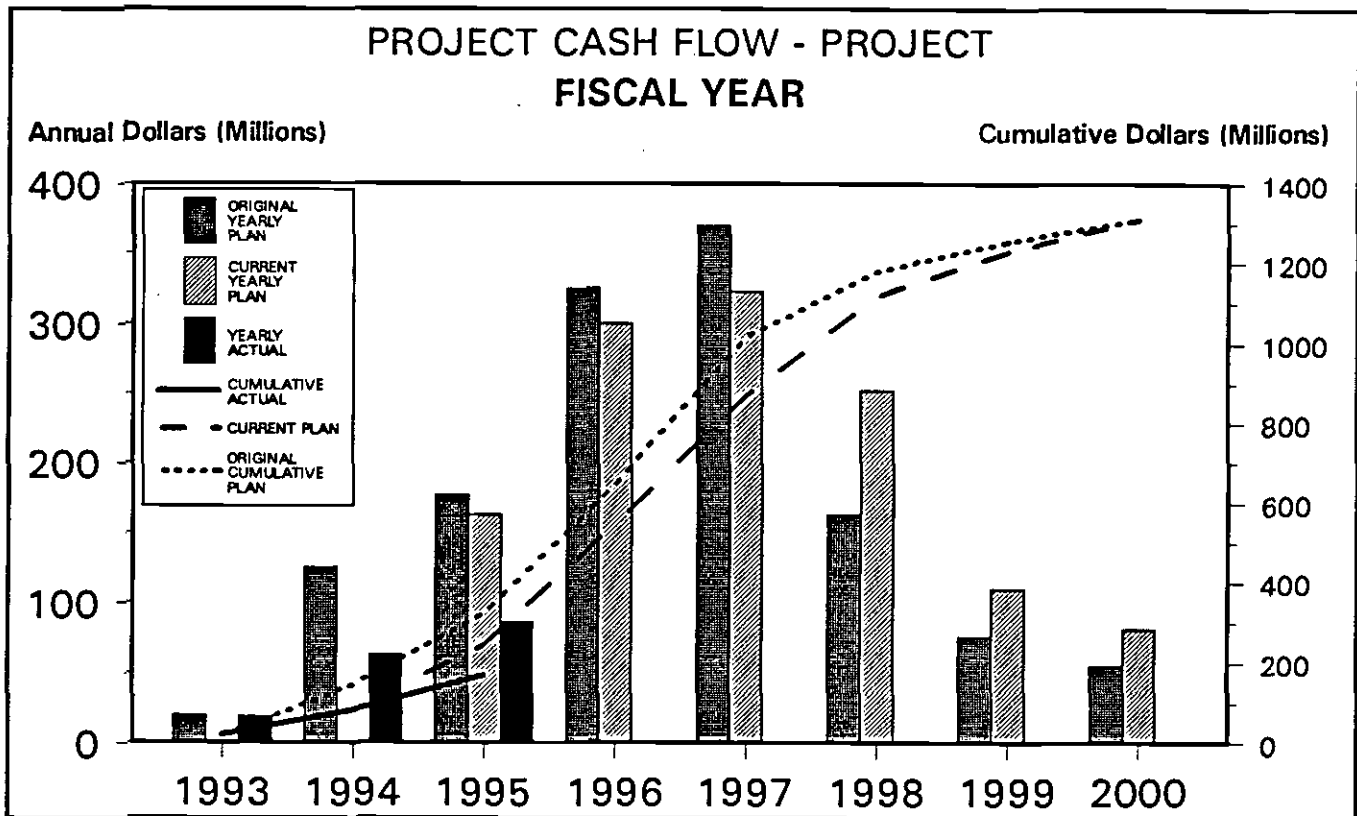
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	9	3	52	80
PERCENT	20%	11%	4%	65%	100%

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

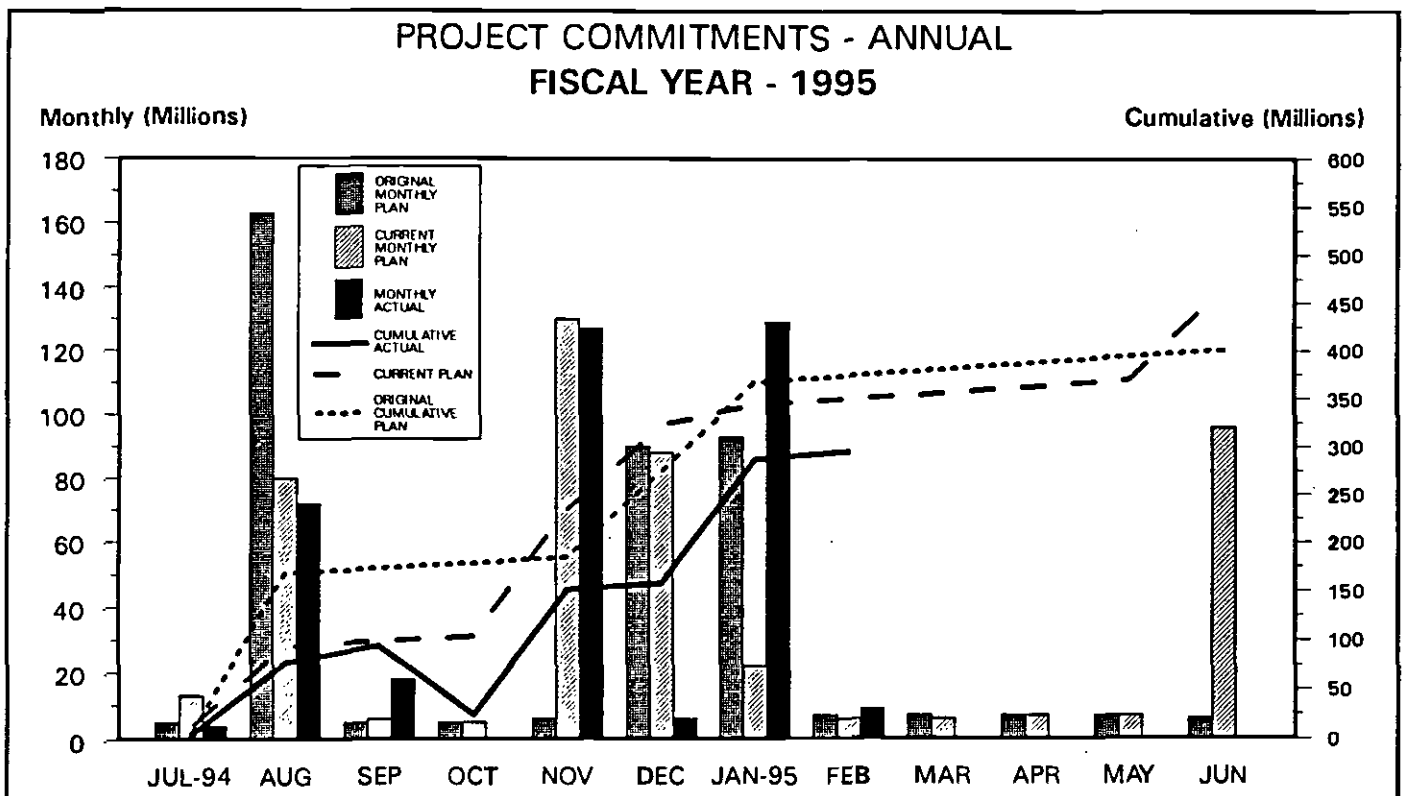
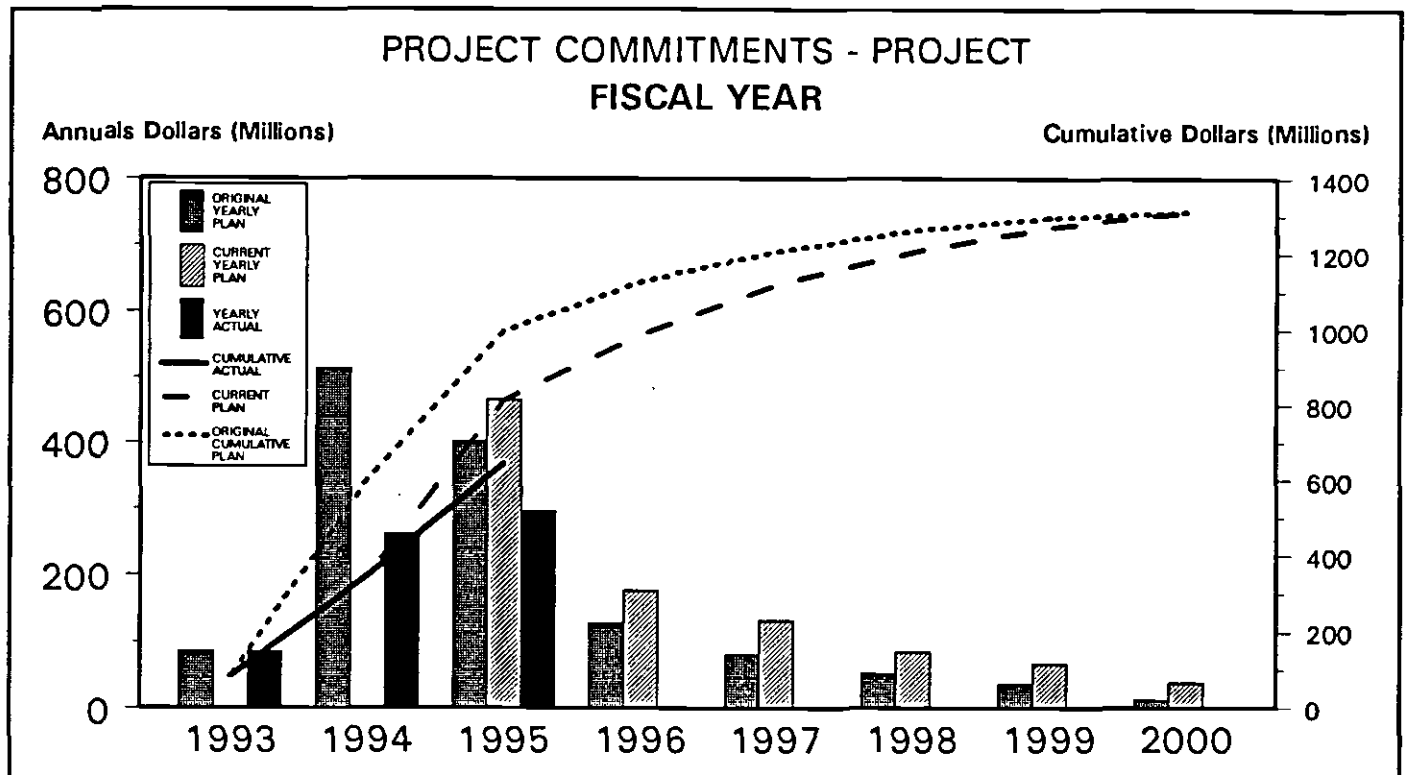


NORTH HOLLYWOOD



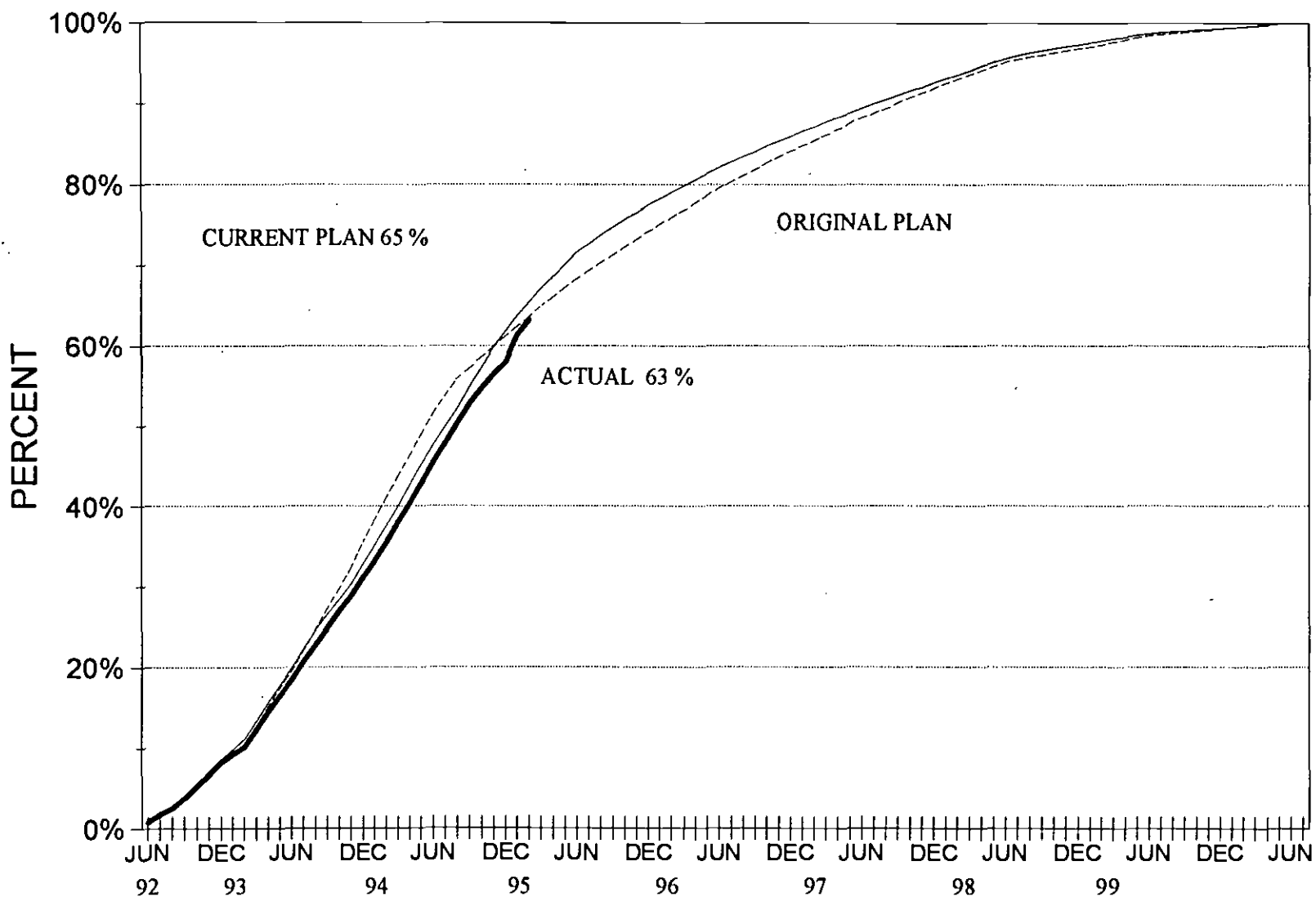
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JANUARY 1995.
THE PLAN WAS REVISED IN SEPTEMBER.

NORTH HOLLYWOOD

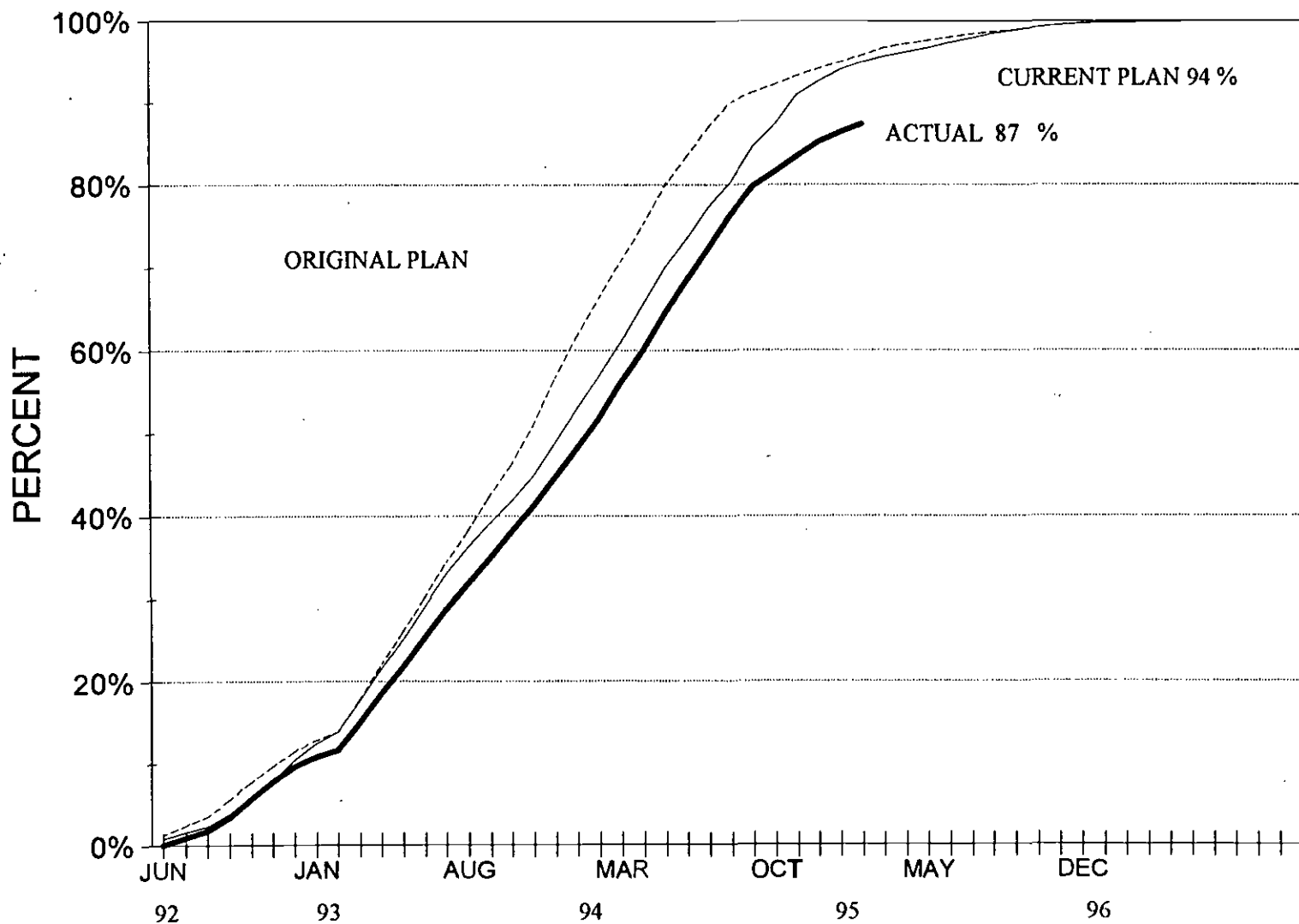


NOTE: THE PLAN WAS REVISED IN JUNE 1994.

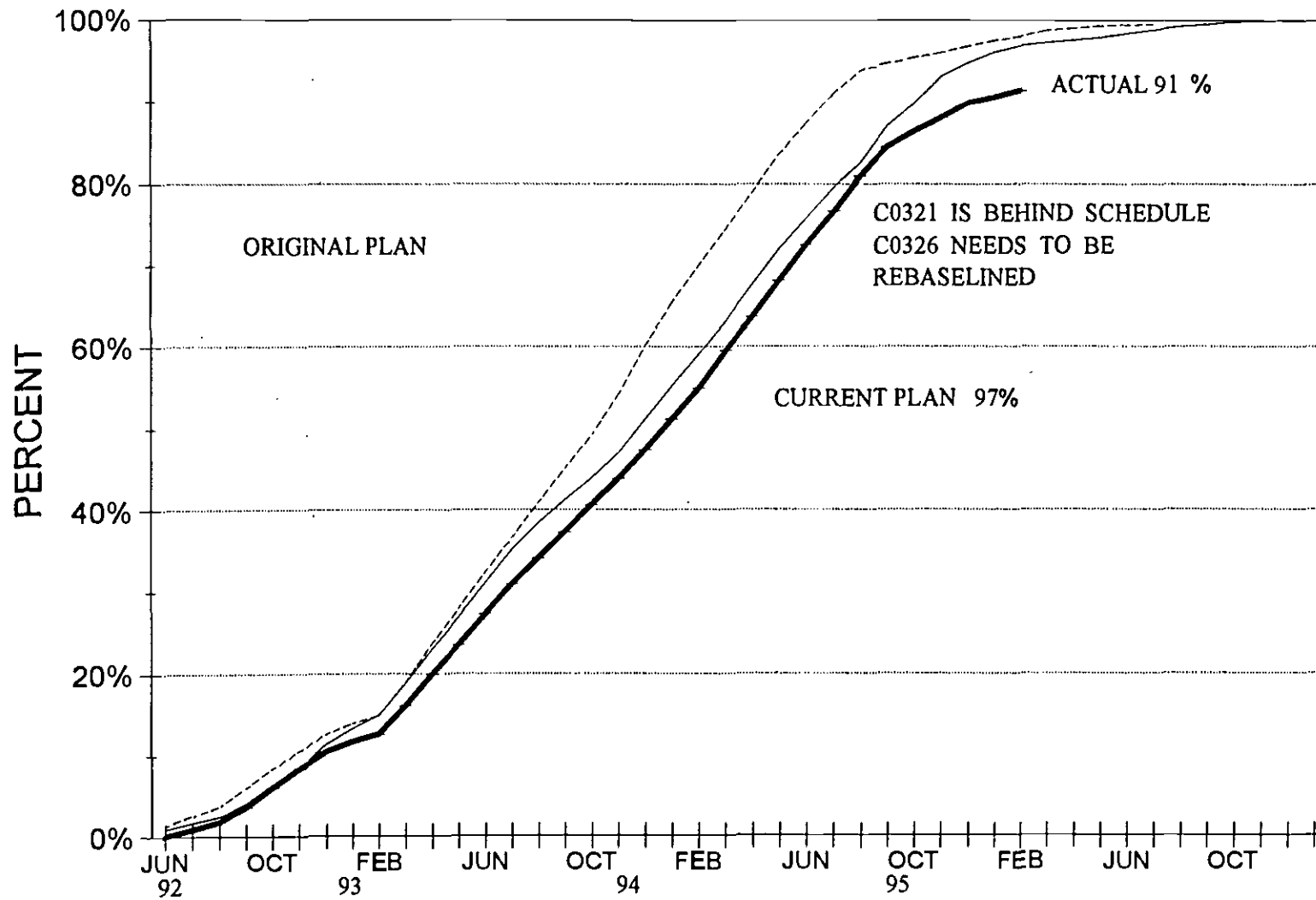
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - TOTAL CWO #0004



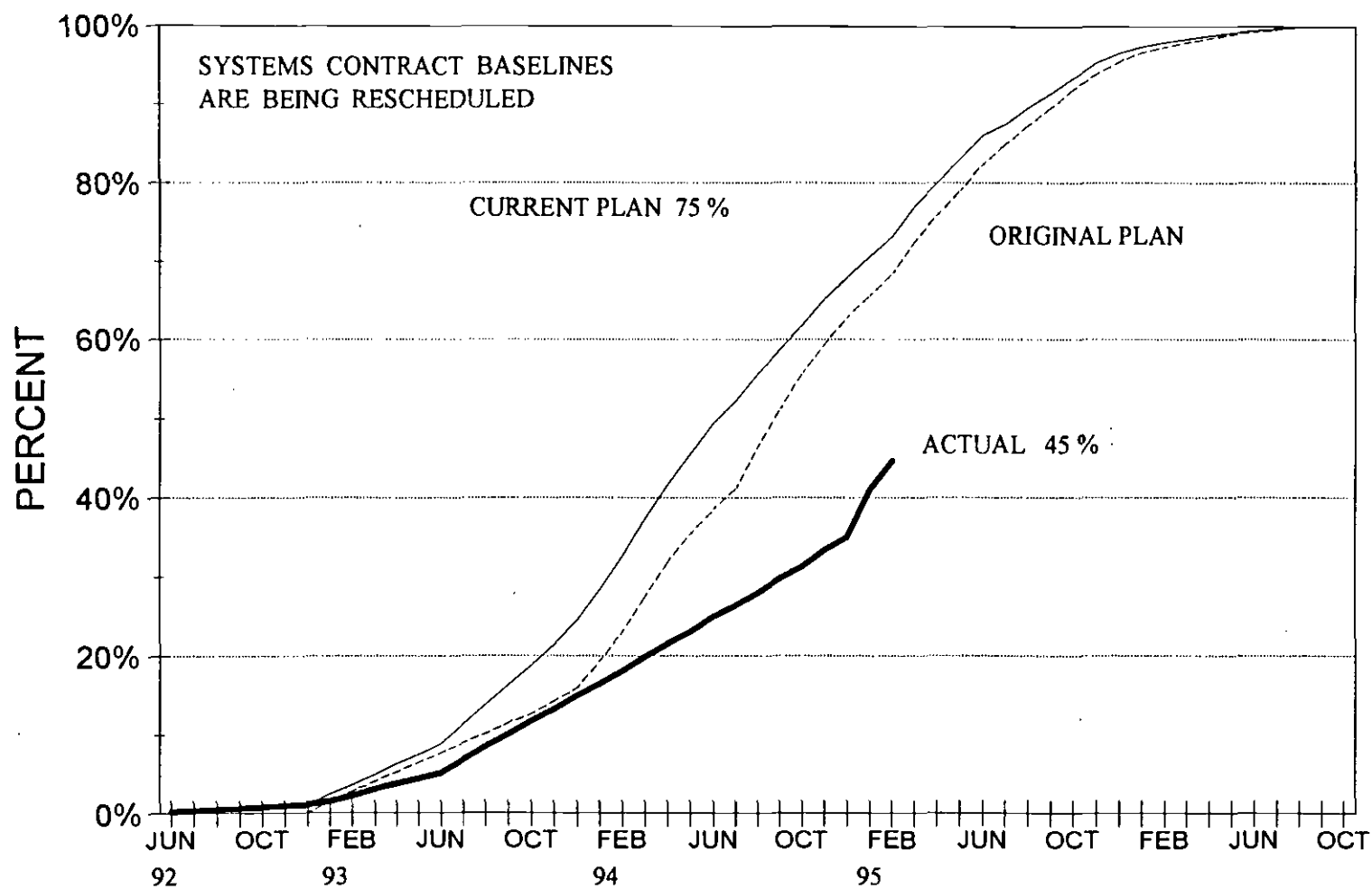
METRO RED LINE SEGMENT 3 N. HOLLYWOOD - FINAL DESIGN

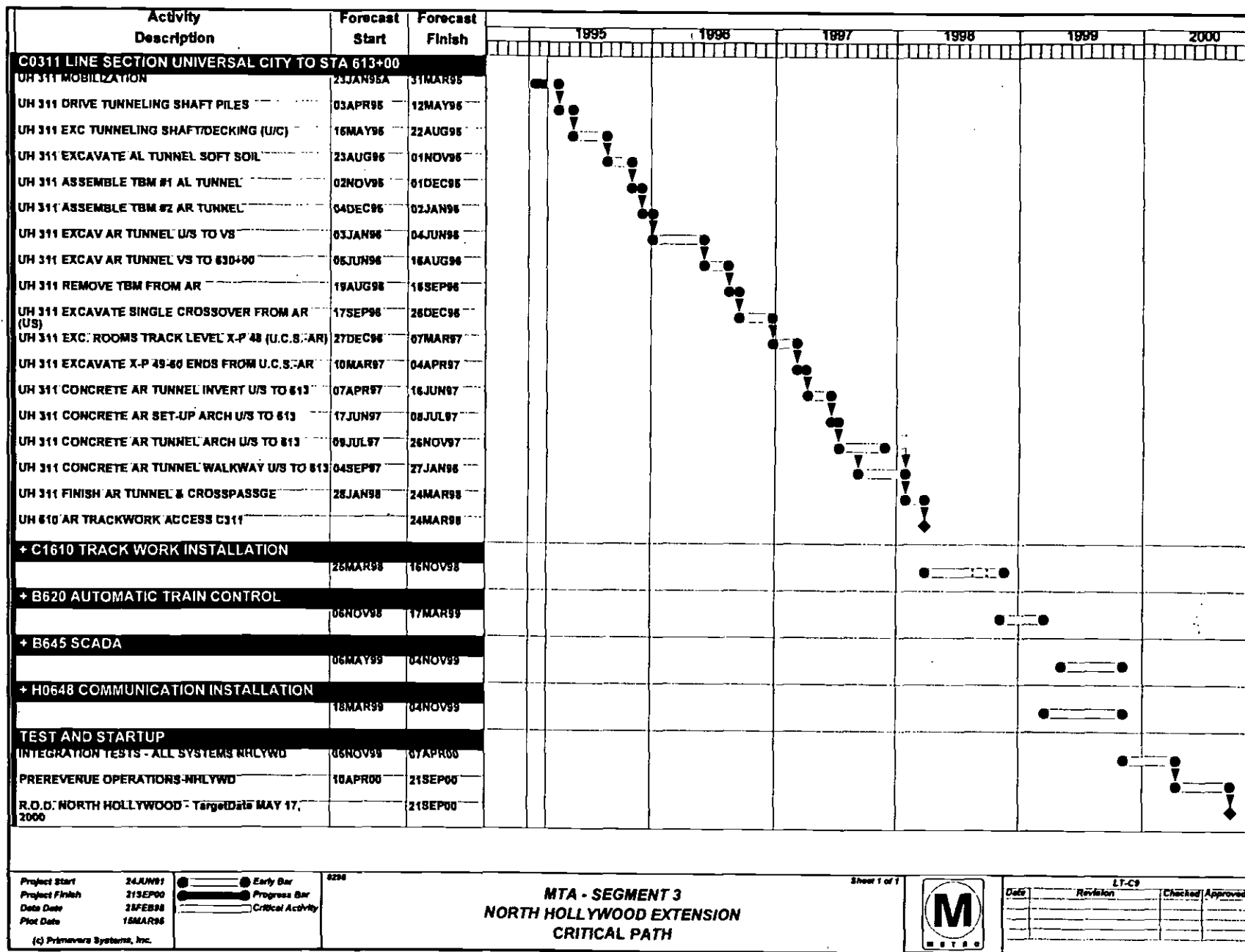


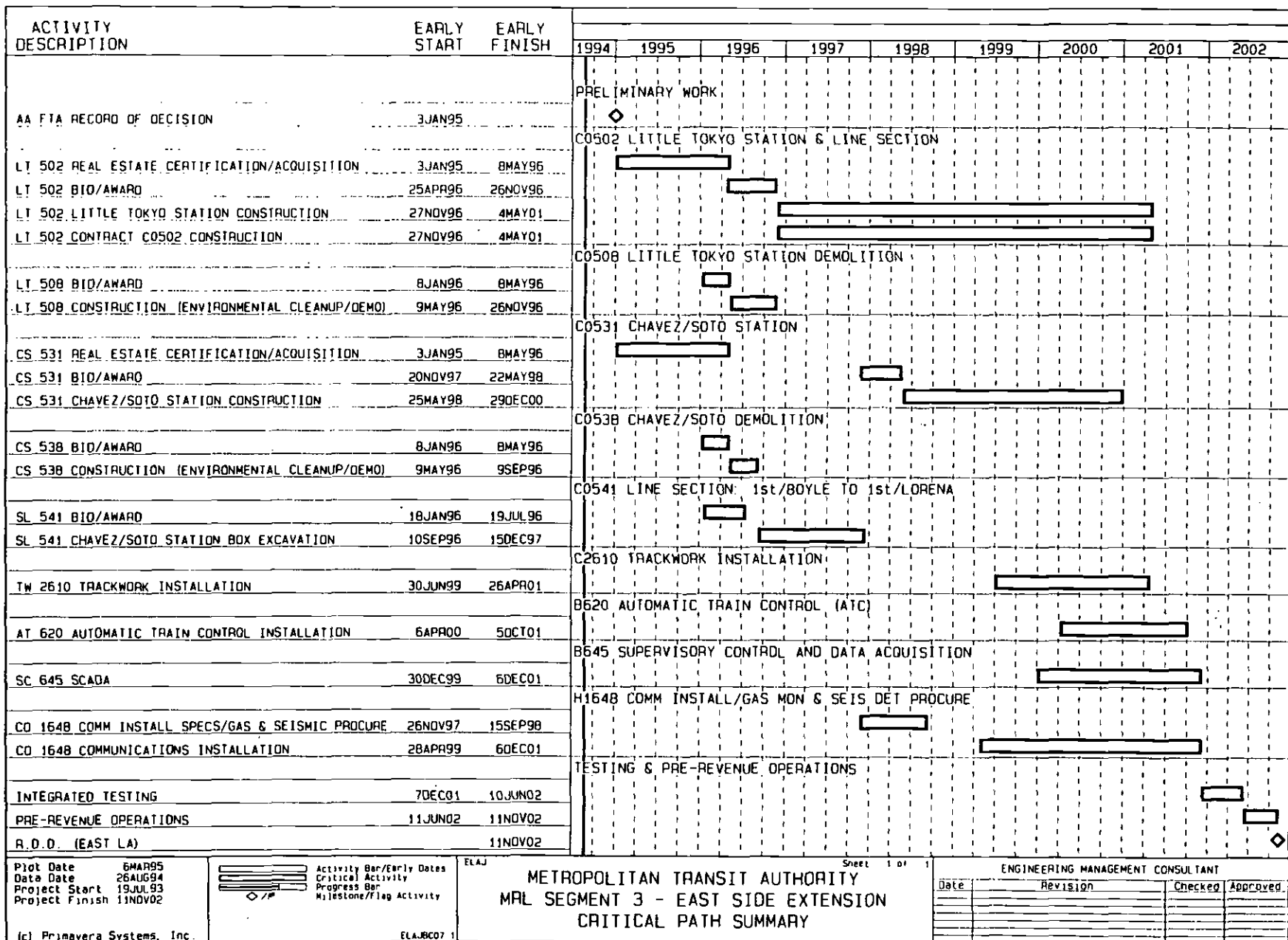
METRO RED LINE SEGMENT 3 N. HOLLYWOOD - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - SYSTEMS DESIGN







METRO RED LINE SEGMENT 3
SAFETY SUMMARY

