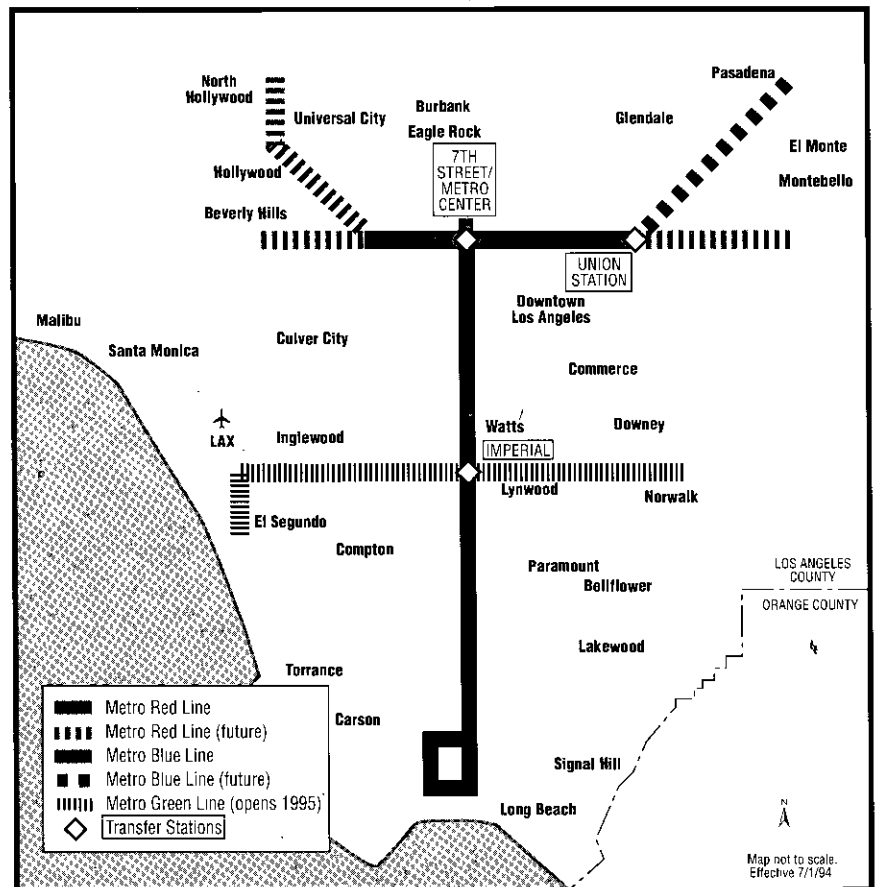


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

JANUARY 1995

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design (Rebaselined)	
Expended to Date	98,542 *	Actual:	76%
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	584,828*	Actual:	100%
Current Budget	717,802	Construction	
Schedule Status		Actual:	95%
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	863,077*	Actual:	99%
Current Budget	1,517,657	Construction	
Schedule Status:	Revenue Operations Dates:	Actual:	47%
	Wilshire Vermont/Hlywd		
Original	Jul '96 Sep '98		
Forecast	Feb '96 Mar '99		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	153,306*	Actual:	86%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	4.8%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through Dec 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
Original Budget 490,663
Expended to Date 9,050*
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 Dec 1994

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

STATUS DATE: 01/27/95

(IN THOUSANDS)

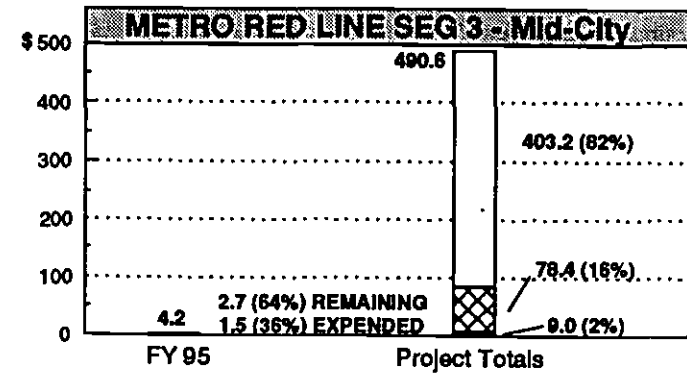
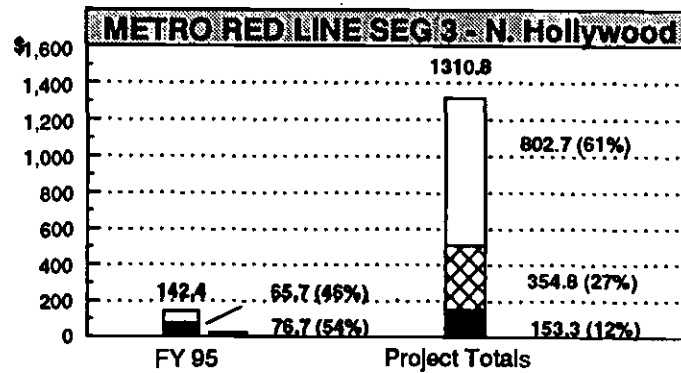
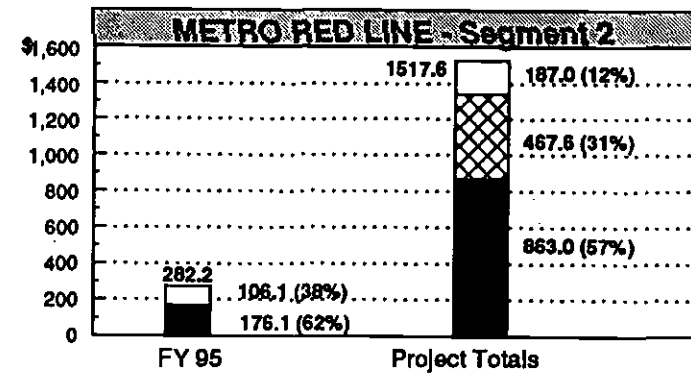
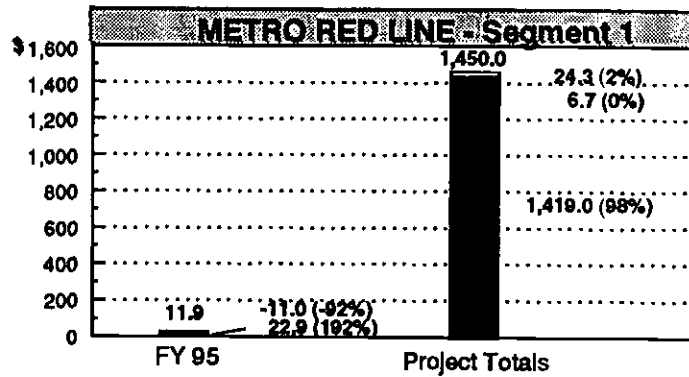
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,528,953	4,596,834	126,432	3,319,525	30,224	2,353,135	24,742	2,289,407	4,669,111	72,277
S PROFESSIONAL SERVICES	1,466,008	1,768,799	703	1,373,486	8,887	1,180,848	8,939	1,178,881	1,813,974	45,175
R REAL ESTATE	453,432	522,489	610	350,005	1,524	352,173	1,524	352,083	520,061	(2,429)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	1,972	124,230	531	97,956	531	97,437	154,500	7,564
D SPECIAL PROGRAMS	11,044	20,884	0	6,434	19	3,333	(18)	3,334	21,537	653
C CONTINGENCY	465,256	372,247	0	0	0	0	1	0	272,168	(100,079)
A PROJECT REVENUE	(18,115)	(36,585)	(3)	(1,059)	(96)	(6,562)	(109)	(8,011)	(35,745)	839
PROJECT GRAND TOTAL	7,038,766	7,391,605	129,716	5,172,623	41,089	3,980,885	35,611	3,913,133	7,415,607	24,001

NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	52,245	(125)	43,881	2,115	5,696	0	580	61,132	8,887
S PROFESSIONAL SERVICES	0	15,875	0	10,065	184	9,468	184	9,469	16,351	476
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	(2)	20	(2)	20	20	20
C CONTINGENCY	0	2,975	0	0	0	0	0	0	2,941	(34)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,225	(125)	53,967	2,298	15,186	182	10,070	80,576	9,350
PROJECT GRAND TOTAL	7,038,766	7,462,830	129,591	5,226,590	43,387	3,996,071	35,793	3,923,203	7,496,184	33,352

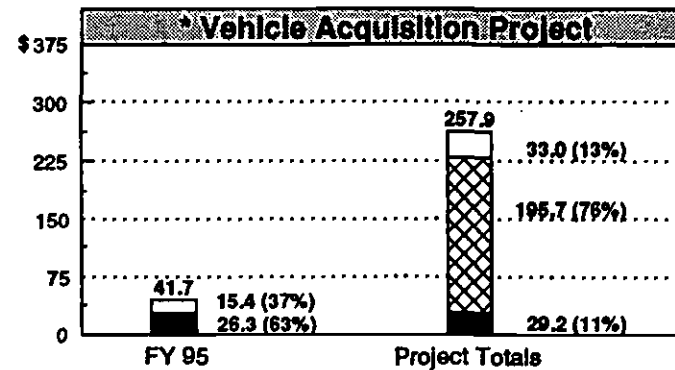
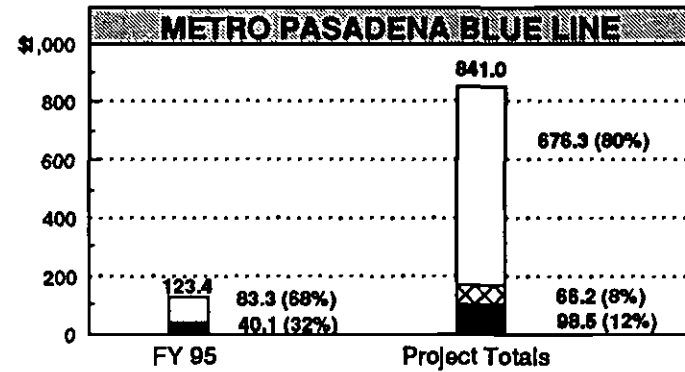
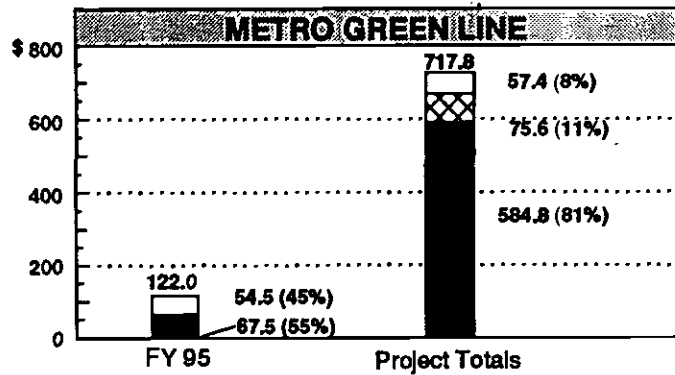
This report includes total project costs for the Metro Blue Line of \$877,271.
Vehicle Acquisition data current through 12/30/94.

BUDGET STATUS - January 27, 1995
(in \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

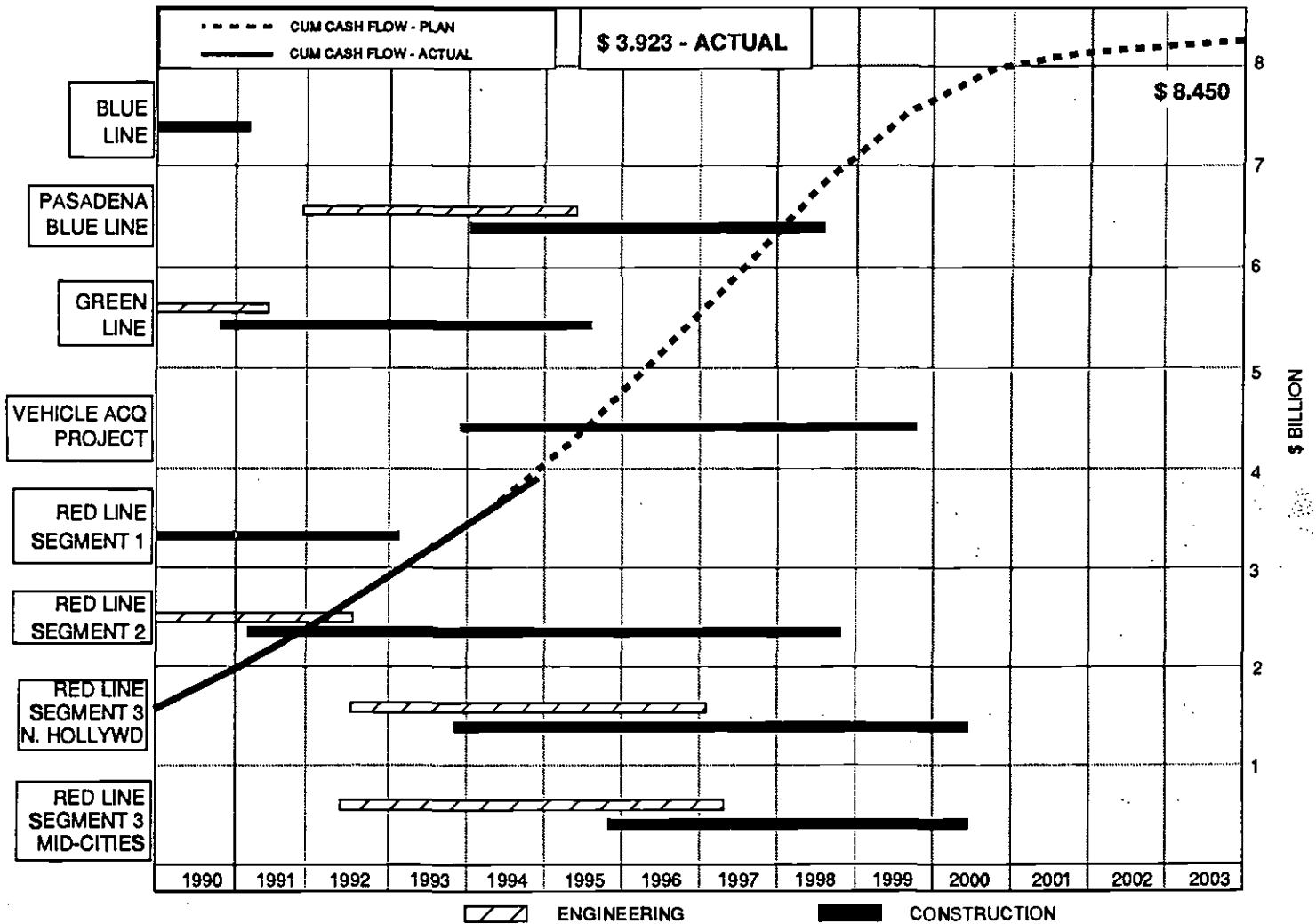
BUDGET STATUS - January 27, 1995
(in \$ Millions)



* Data current through December 30, 1994



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	94.2	7	153.7	31	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					411.6	31	87.2	18	115.9	45	1518.2	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	1310.9	100	490.7	100	257.6	100	7462.8	100

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

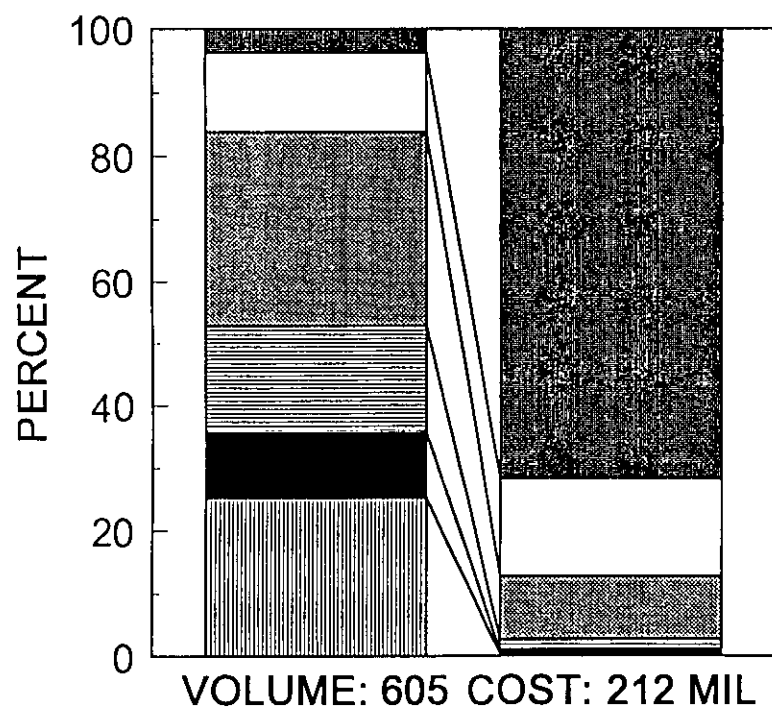
** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

*** Data current through 12/30/94

Note: Data reflects current budget.

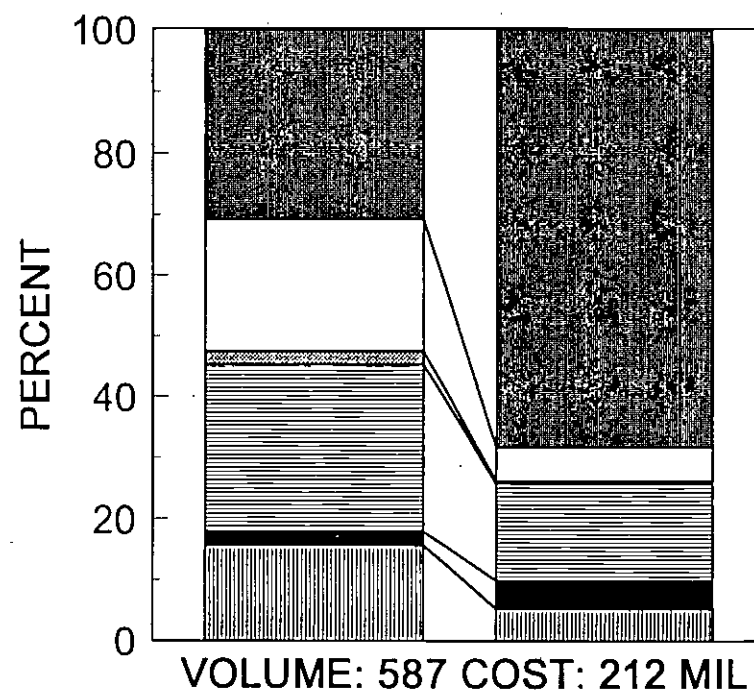
CONSULTANT CHANGE REQUEST (CCR)
CHANGE VOLUME BY COST LEVEL AND BASIS
BASED ON EXECUTED CHANGES AS OF 01/27/95

COST LEVEL
Total: \$212 Million



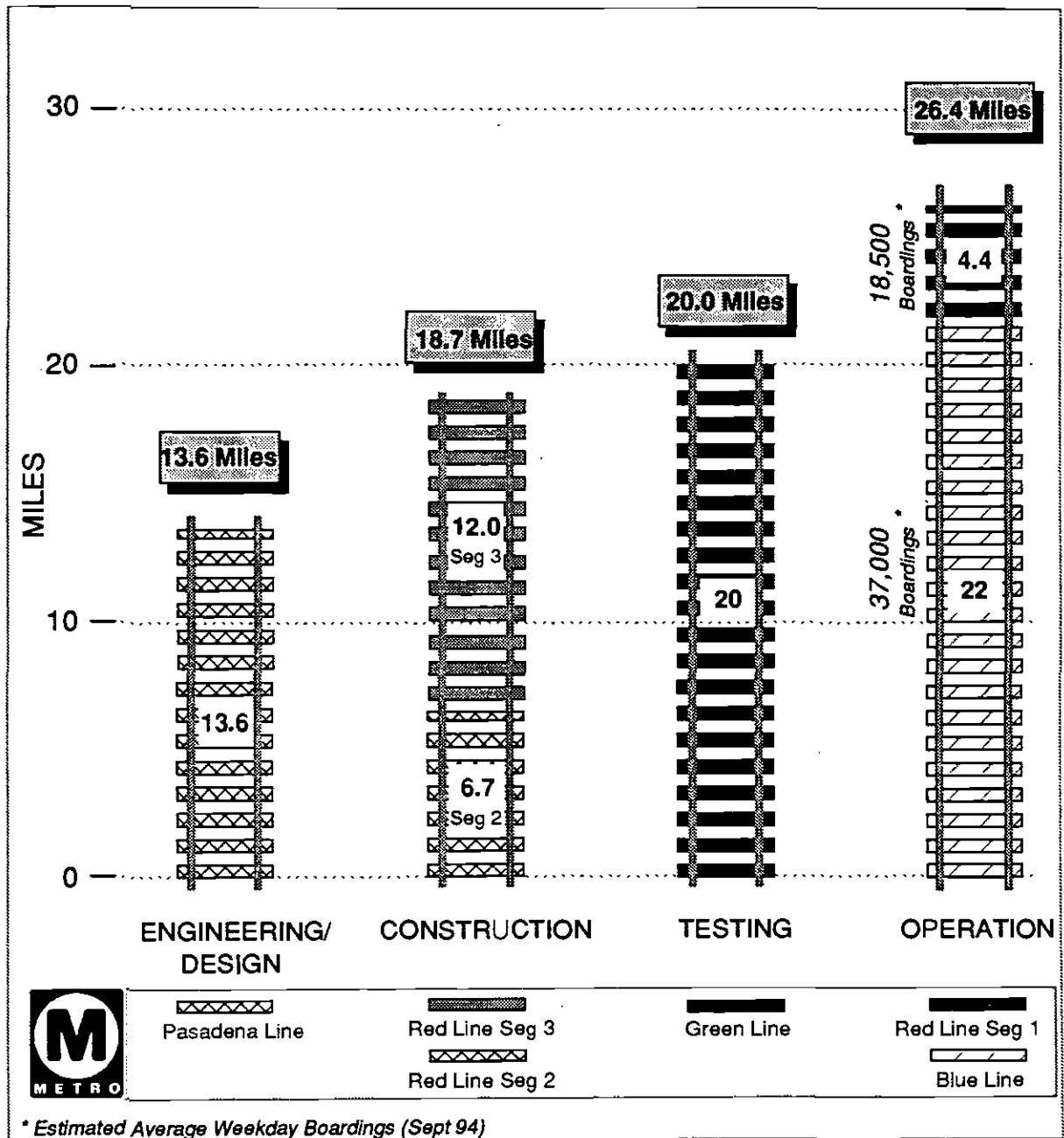
0-15 15-25 25-50
50-200 200-1MIL >1 MIL

BASIS
Total: 605



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	161	11	128	22	40
Green Line	39	39	0	0	0
Red Line Seg 2	88	86	2	0	0
Red Line Seg 3 NH	175	43	***	11	***
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 25.17% which exceeds the MTA goal by 5.17%. 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 4.21% of total program costs, which just exceeds the 4% MTA goal by 0.21%. 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%	487,132	67.86%	812,270	56.11%	1,008,911	66.34%	815,930	61.81%	333,208	67.91%	229,759	89.19%	4,851,521	64.72%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.66%	91,002	6.00%	84,568	6.41%	48,543	9.89%	0	0.00%	520,060	6.94%	
PROFESSIONAL SERVICES:																			
ENGINEERING/O&ES	69,587	7.93%	84,949	9.82%	81,794	11.40%	221,659	15.29%	154,232	10.16%	77,781	5.89%	36,706	7.48%	1,700	0.66%	728,408	9.72%	
CONSTR MGMT.	91,642	10.45%	72,620	8.40%	75,611	10.53%	116,429	8.03%	140,657	9.27%	103,207	7.82%	35,000	7.13%	0	0.00%	635,166	8.47%	
STAFF	17,655	2.01%	38,611	4.46%	27,607	3.85%	95,558	6.59%	53,155	3.50%	57,876	4.37%	19,627	4.00%	5,335	2.07%	315,224	4.21%	4%
OTHER	14,222	1.62%	26,236	3.03%	18,020	2.51%	32,671	2.25%	56,433	3.72%	36,459	2.76%	11,647	2.37%	12,469	4.84%	208,157	2.78%	
SUBTOTAL	193,106	22.01%	222,416	25.71%	203,032	28.29%	466,317	32.16%	404,477	26.65%	275,123	20.84%	102,980	20.99%	19,504	7.57%	1,886,955	25.17%	20%
UTILITY/FORCE ACC													0	0.00%			0	0.00%	
CONTINGENCY	963	0.11%	59,453	6.87%	7,160	1.00%	31,432	2.17%	15,748	1.04%	144,369	10.94%	5,932	1.21%	8,333	3.24%	273,388	3.65%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(5,569)	-0.78%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(35,746)	-0.48%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	717,802	100.00%	1,450,019	100.09%	1,517,836	100.00%	1,319,990	100.00%	490,663	100.00%	257,597	100.00%	7,496,178	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 - January 1995

No New Items

ONGOING

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

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

Status: Under PBL staff review.

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

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

Status: Under Metro Construction review.

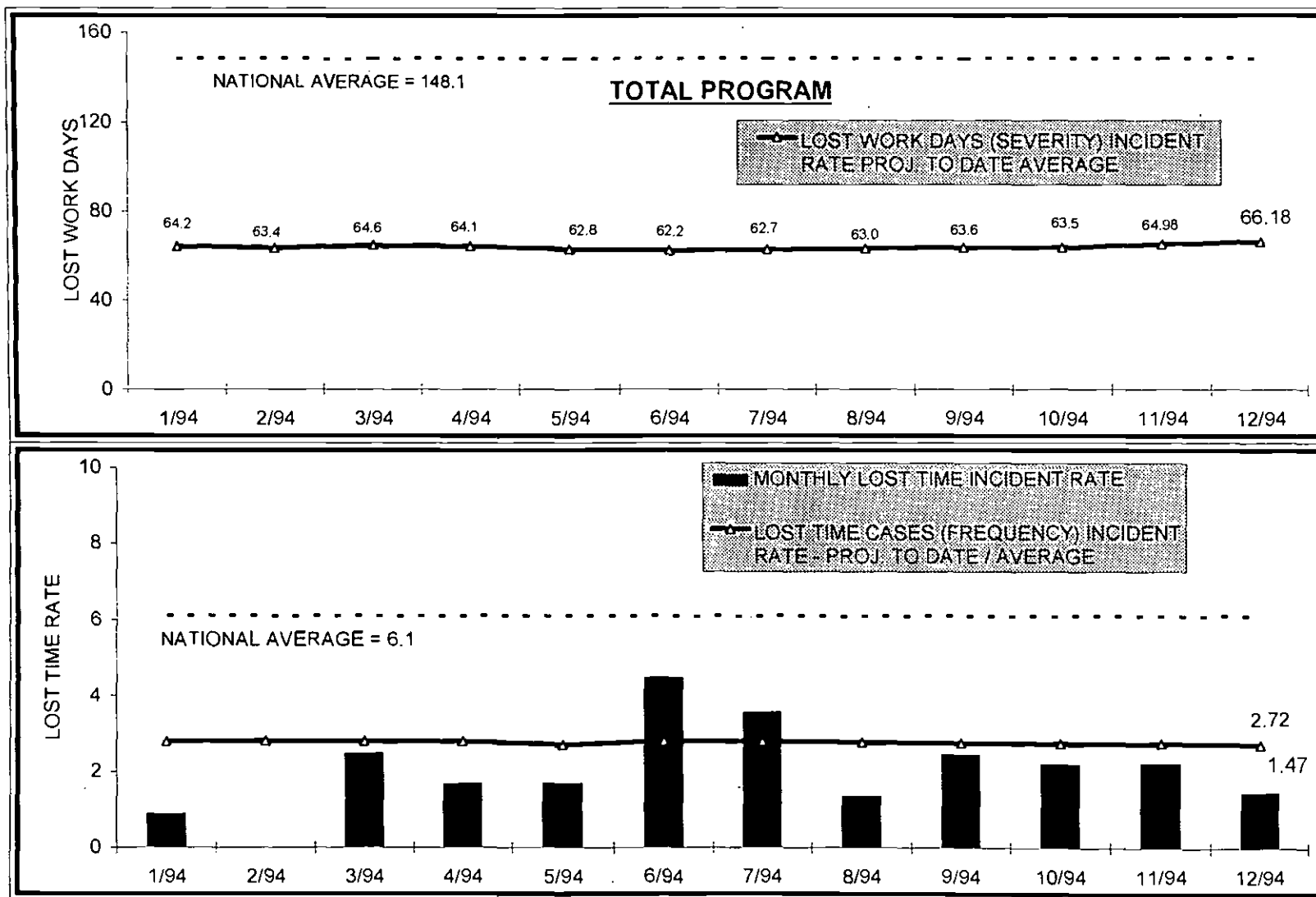
RESOLVED

Concern: Pasadena Blue Line (PBL) budget fluctuations and design changes may impact the designers' ability to complete work elements within the current estimates.

Action: Each active design contract should be reviewed to determine current cost status and estimated cost to complete.

Status: Revised baseline cost estimates are being prepared.

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



prepared by : MASS TRANSIT GROUP

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS

7th/Metro Station

Line Section

Los Angeles Street Running -
Slow Speeds.

Cab Signal -
Speeds Between 25 and 55 MPH.

Long Beach Street Running -
Slow Speeds.

Long Beach Transit Mall

Blue Line
Summary

Cumulative Accident Rate Per Month

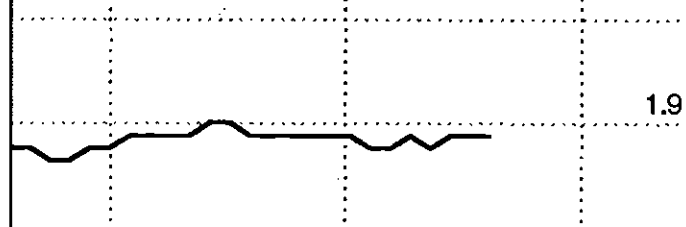
Total Accidents

Avg. Accidents
Per Month

Avg. Accidents
Per Month

Avg. Accidents
Per Month

Avg. Accidents
Per Month

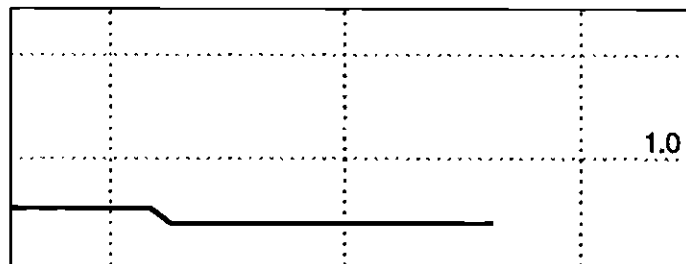


1.9

104 Accidents

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

1 Accident this month.

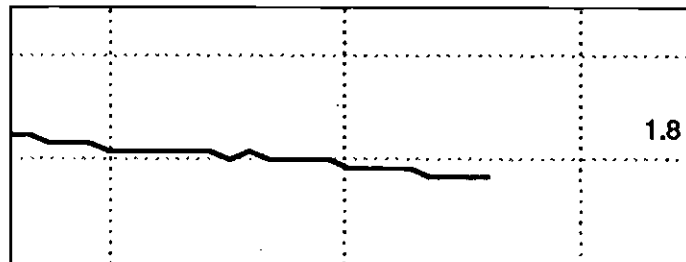


1.0

56 Accidents

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

1 Accident this month.

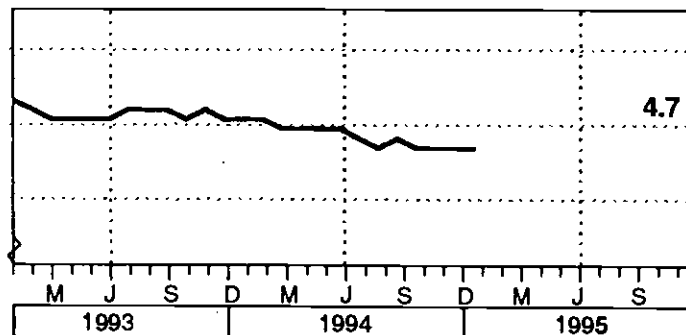


1.8

96 Accidents

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

1 Accident this month.



4.7

256 Total Accidents

3 Accidents this month.

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

Page: 1

UPDATE:01-Feb-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

EXECUTIVE SUMMARY

The Final Design percent complete for the month of January is 76%. Although there is no change in the percent complete from December to January, 16,800 hours were earned for the work completed in January. The lack of increase in the percent complete is due to the additional work approved in CCRs for contracts C6430, Arroyo Seco Bridge Renovation, and C6435, Retrofit & Construct Concrete & Steel Bridges.

Work continues on defining an ongoing limited construction program for Pasadena. A new baseline budget and schedule is being finalized. Camera Ready bid documents were completed for C6435, Bridge Retrofit and Reconstructions of Concrete and Steel Bridges. A pre-bid meeting was held January 11, 1995. Addendum No. 1 was issued extending bid opening to February 15, 1995.

Chinatown Station design continues to be delayed pending approval of the Community requested design changes for Chinatown pedestrian linkage alternatives. A Community meeting is to be scheduled in February/March. Negotiations continue with the Sierra Madre Villa Station designer to finalize scope of work for a new station location at the Johnson & Johnson site. Design continues on Contract C6450, Del Mar to Memorial Park Line Segment, with KaWES & Associates as the Prime Consultant. Final negotiations are completed for Memorial Park Station design change to allow Holly Street to remain open to vehicular traffic. Final station design is in progress.

Construction on Contract C6410, Los Angeles River Bridge, is continuing. Work is essentially complete on the south bridge retaining wall approach. Erection of falsework is in progress over the Metrolink main tracks. Pier table construction at Bents 5 and 6 is well under way for start of construction on segmental bridge spans in late January.

Lead remediation work has been completed by Santa Fe at the Arroyo Seco Bridge site. Right-of-Way entry received from Recreation and Parks for Contract C6430, Arroyo Seco Bridge Reconstruction. The Notice-to-Proceed was issued January 30, 1995.

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

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

- Current Budget \$841
- Current Forecast \$865 (A)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date: November 1997
- Design Progress
 - Final Design - Actual 76%
 - Overall Design - Actual 84%
- Construction Progress
 - Los Angeles River Bridge - Actual 54%
 - 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	161	11	128	22	40
LAST MONTH	161	11	128	22	30

AREAS OF CONCERN

ONGOING

Yard Site Location

- Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. The project has been experiencing cost growth in making the yard a more permanent facility, 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. A pre-final submittal was issued December 19, 1994. Evaluation is continuing 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 are being prepared by MTA and will be submitted for approval in February 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:** A second design charette is planned by the City on February 4, 1995. Light rail designs are in progress based on the design assumptions that the transportation center will be located as shown on the Section Designer's In-Progress drawings. The transportation center location needs to 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 alternative station site 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 and is waiting for a reply from the owner. Condemnation proceedings are tentatively scheduled in March.

Marmion Way Corridor

- Concern:** Evaluation of the design of Marmion Way between Avenue 50 and Avenue 60 as a betterment has 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 will make 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: Community meeting scheduled for January 11, 1995 was cancelled. Follow-up meeting with Chinatown representatives is scheduled for February 1 to discuss alternatives. The sale of MTA's 5.5-acre parcel on Alameda Street with the purchase of Little Joe's property and construction of a low cost station is being 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 been tasked to take noise readings at freeway station sites for further evaluation by MTA.

NEW

None.

RESOLVED

None.

KEY ACTIVITIES - ACCOMPLISHED IN JANUARY

- MTA Construction Division and EMC continued negotiations on contract change requests for design changes.
- Contract C6410, L.A. River Bridge: Completed all falsework over railroads. Completed retaining walls south of Abutment 1. Completed work on construction of Bent 5 pier table. Work continuing on Bent 6 pier table. Travellers for casting segmental bridge spans being erected on site. Formwork in progress on Bent 5 to support travellers.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Santa Fe completed remediation of lead contaminated soil at site. Right-of-Way received from Recreation and Parks. Notice-to-Proceed issued January 30, 1995.
- Pre-bid meeting for Contract C6435, Bridge Retrofit and Reconstruction of Concrete and Steel Bridges, was held January 11, 1995. Addendum No. 1 issued extending bid opening to February 15, 1995. Work is in progress on addendum No. 2.
- Contract C6520, Memorial Park Station: Negotiations completed with section designer on maintaining Holly Street open. Final station design has started.
- Contract P2100, Precast Concrete Ties: Contractor returned revised submittals. Schedule has been approved. QA manual was rejected.
- MTA continues to work with EMC on establishing a new baseline budget and schedule for the Pasadena Project.

KEY ACTIVITIES - PLANNED FOR FEBRUARY

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Contract C6410, LA River Bridge: Complete Bent 6 pier table deck. Start construction of segmental between Bents 5 and 6. Complete bridge Unit 1. Commence construction on Unit 2 and 3 backspans for the bridge superstructure.
- Contract C6430, Arroyo Seco Bridge: Set up field office trailers, fence site and prepare for demolition of existing bridge structure .
- Contract C6435, Retrofit Bridges: Hold the bid opening for retrofit of 13 bridges along the Pasadena Blue Line alignment. Begin evaluation of bids. Review addenda documents and answer plan holder questions.
- Contract P2100, Precast Concrete Ties: Contractor submittal processing.
- Prepare board report for EMC CWO #21 contract change requests and AFE increase.

Project: R05

MTA CONSTRUCTION DIVISION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 07-Feb-95
Status Date: 28-Jan-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	493	59,436	1,301	15,633	2,312	13,507	486,665	13,142
S	Professional Services	183,206	197,415	43	85,748	2,054	69,166	2,054	69,166	215,512	18,097
R	Real Estate	68,100	72,308	74	14,243	307	13,934	307	13,934	74,308	2,000
F	Utility/Agency Force Accounts	8,442	21,997	0	4,960	2	1,659	2	1,659	22,159	162
D	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	(3)	(3)	(3)	(3)	(3)	(3)	0	0
Project Grand Total :		841,000	841,000	606	164,770	3,661	100,667	4,671	98,542	865,000	24,000

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

PASADENA BLUE LINE

JANUARY 1995

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

15-Feb-95

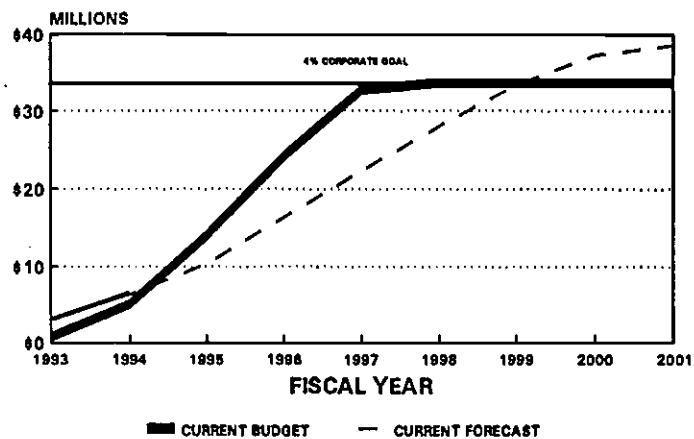
JANUARY 95

STATUS OF FUNDS BY SOURCE

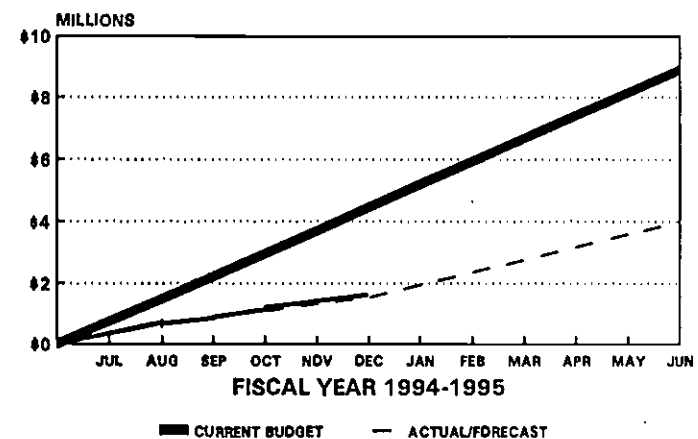
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$20,000	\$20,000	94%	\$19,663	93%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$49,189	\$14,036	9%	\$14,036	9%	\$14,036	9%
PROP C (40% DISC.)	\$340,502	\$67,250	\$130,734	38%	\$64,843	19%	\$64,843	19%
TOTAL	\$841,000	\$136,439	\$164,770	20%	\$98,542	12%	\$78,879	9%

NOTES: EXPENDITURES ARE THROUGH DECEMBER 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



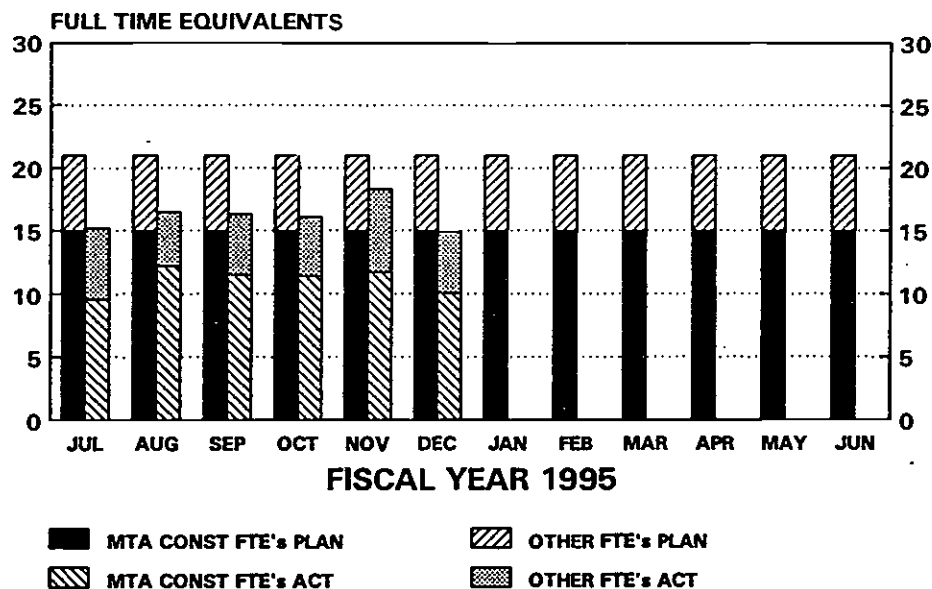
PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 38,611
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	\$4,449
ACTUAL TO DATE	\$1,527

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	10
OTHER FTE's PLAN (*)	6
OTHER FTE's ACTUAL	5
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 01/13/95

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.
*B811	\$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%
C8410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$182,840	\$12,920,877	1.3%	13%	31%	\$1,112,964	\$77,659	\$1,035,305	19%	1.9%
C8430	\$10,359,464	10%	\$1,035,946	\$11,395,410	\$0	\$10,359,464	0.0%	0%	0%	\$1,035,946	\$2,000	\$1,033,946	0%	0.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	0.0%
EN026	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
	\$27,662,951	10%	\$2,766,295	\$30,319,246	\$182,840	\$27,726,791	0.6%	8%	1%	\$2,593,455	(\$238,318)	\$2,831,771	-3%	-0.3%

11 - AFE increase required

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

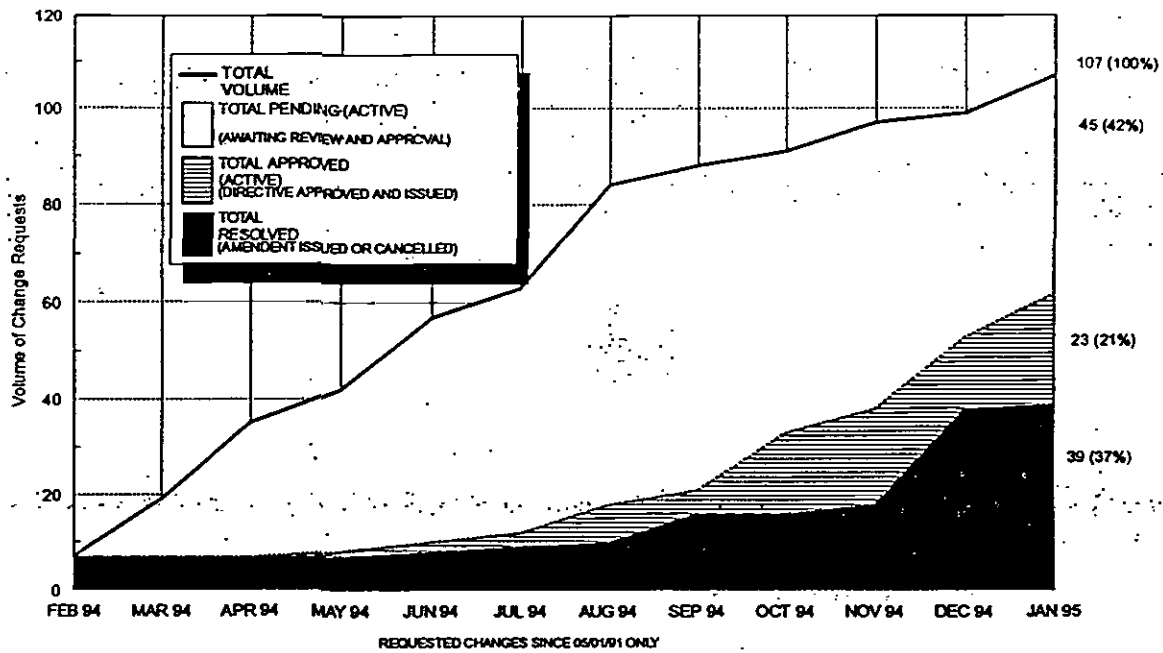
[*] Costs shared with other projects. Costs shown are for R05 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % increase over original award (3) Logged contract changes ONLY

- Pasadena Blue Line
RREV 2.0 09/15/94 lss

PAGE 1

E. HAMM
PROJECT VALUE SUMMARY 01/13/95

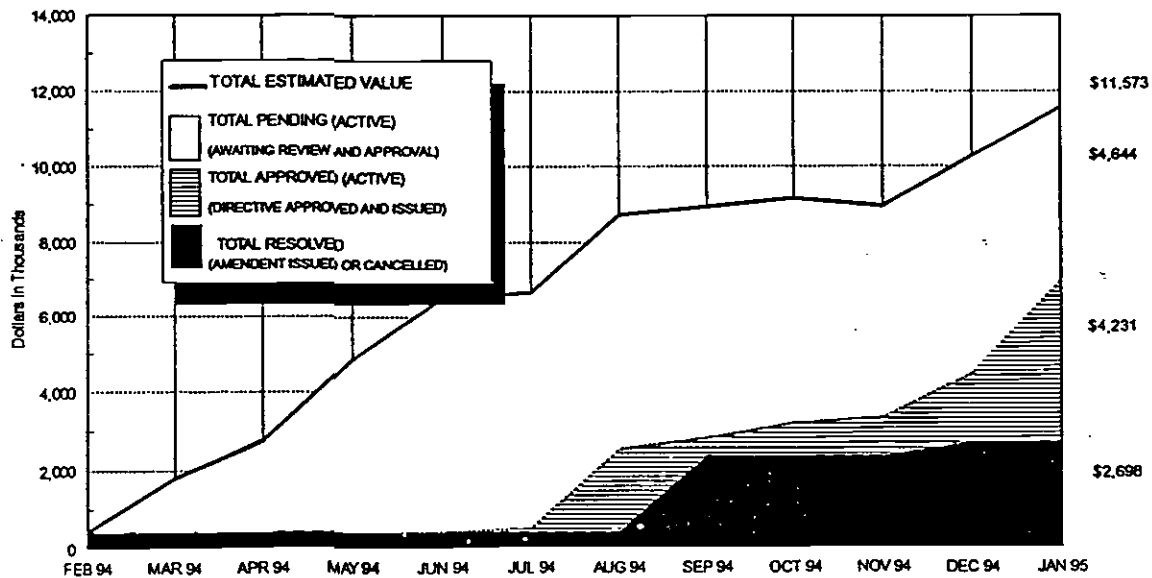
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME



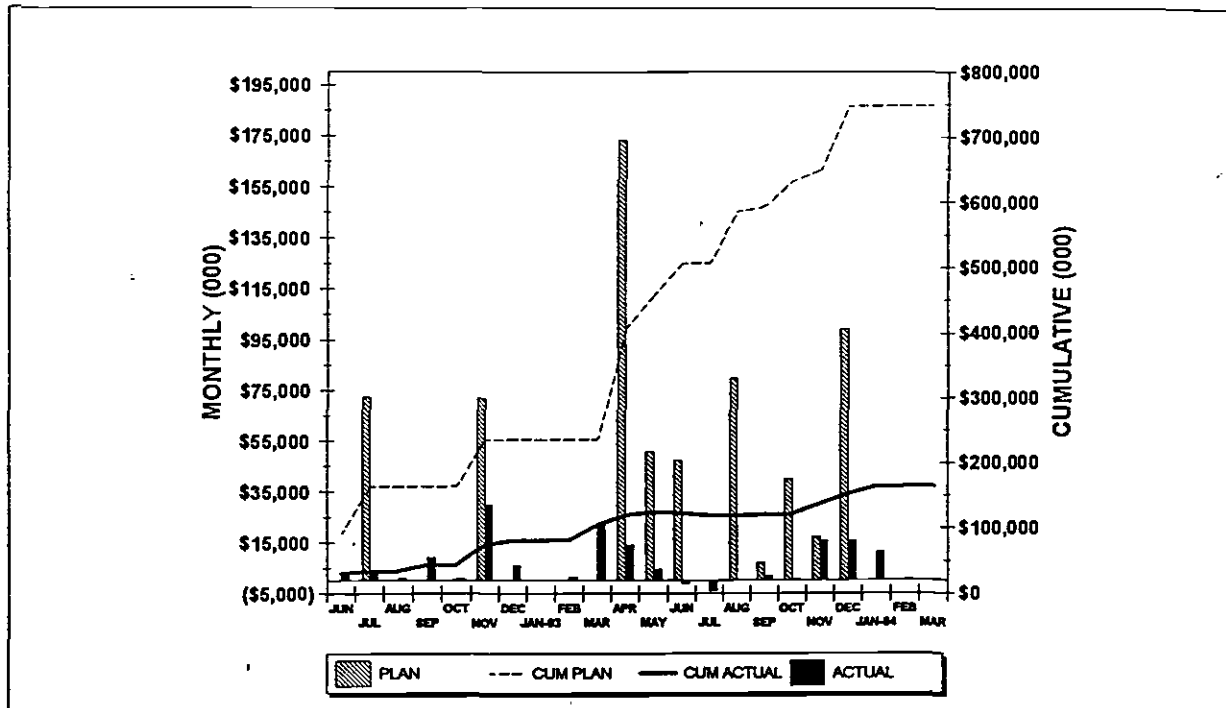
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	5	2	51	68
PERCENT	15%	7%	3%	75%	100%

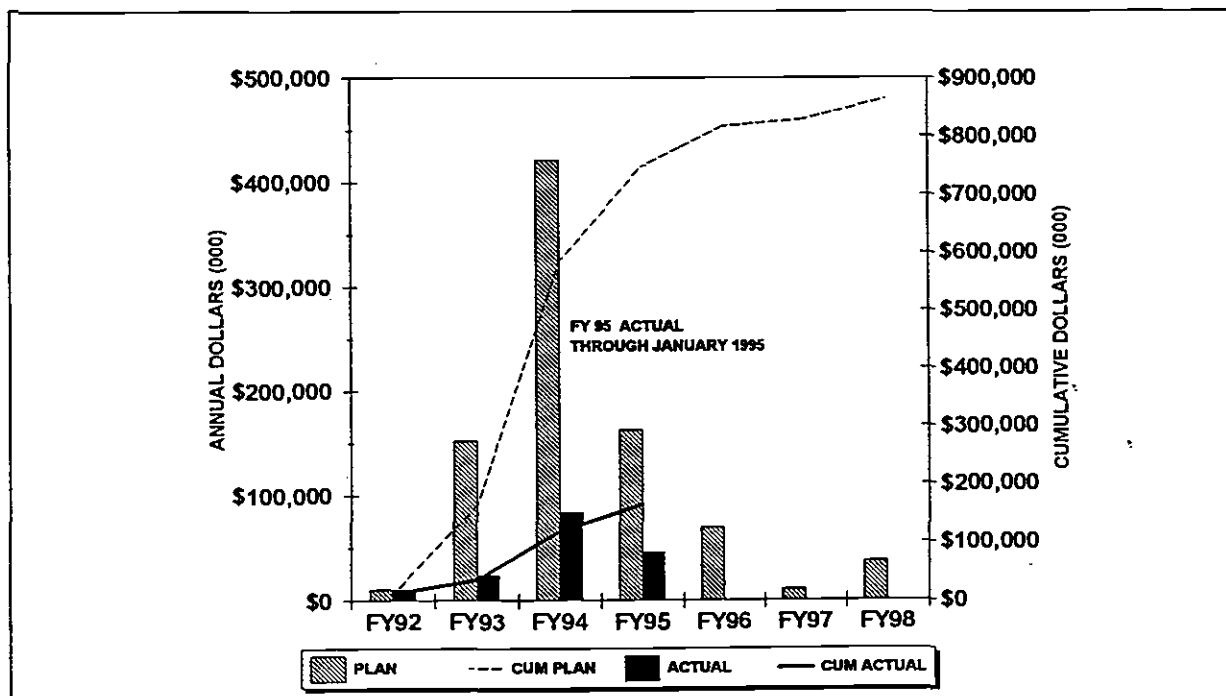
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



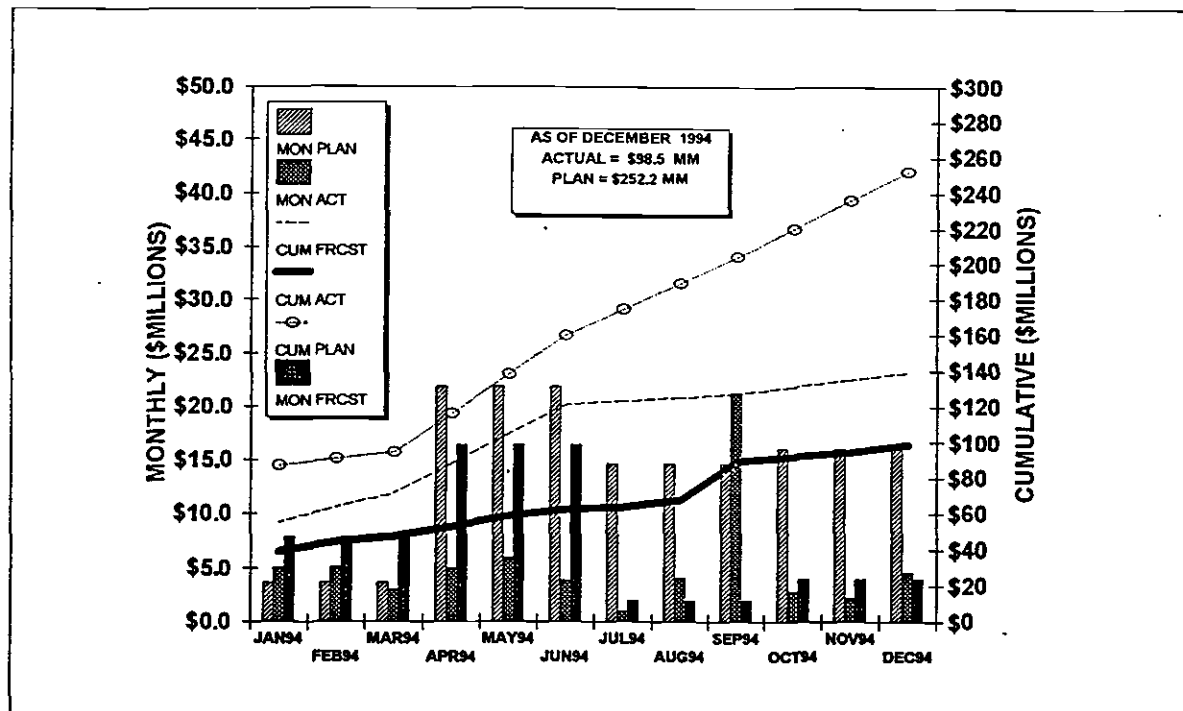
ANNUAL PROJECT COMMITMENTS



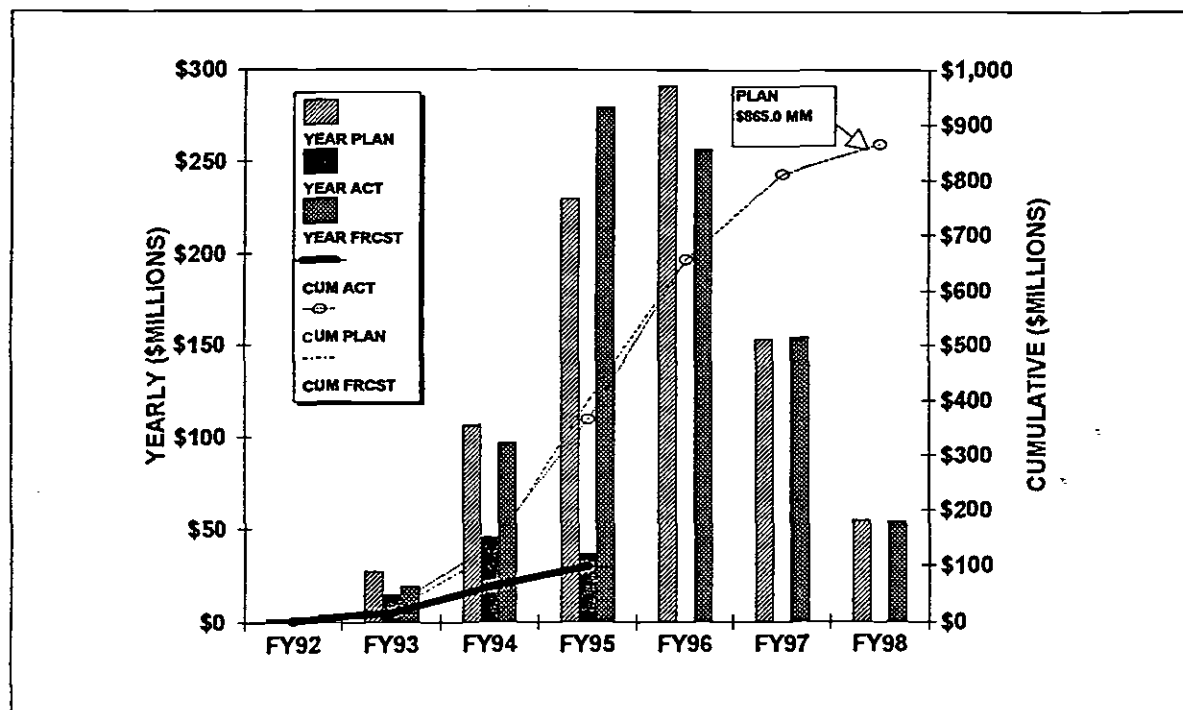
TOTAL PROJECT COMMITMENTS



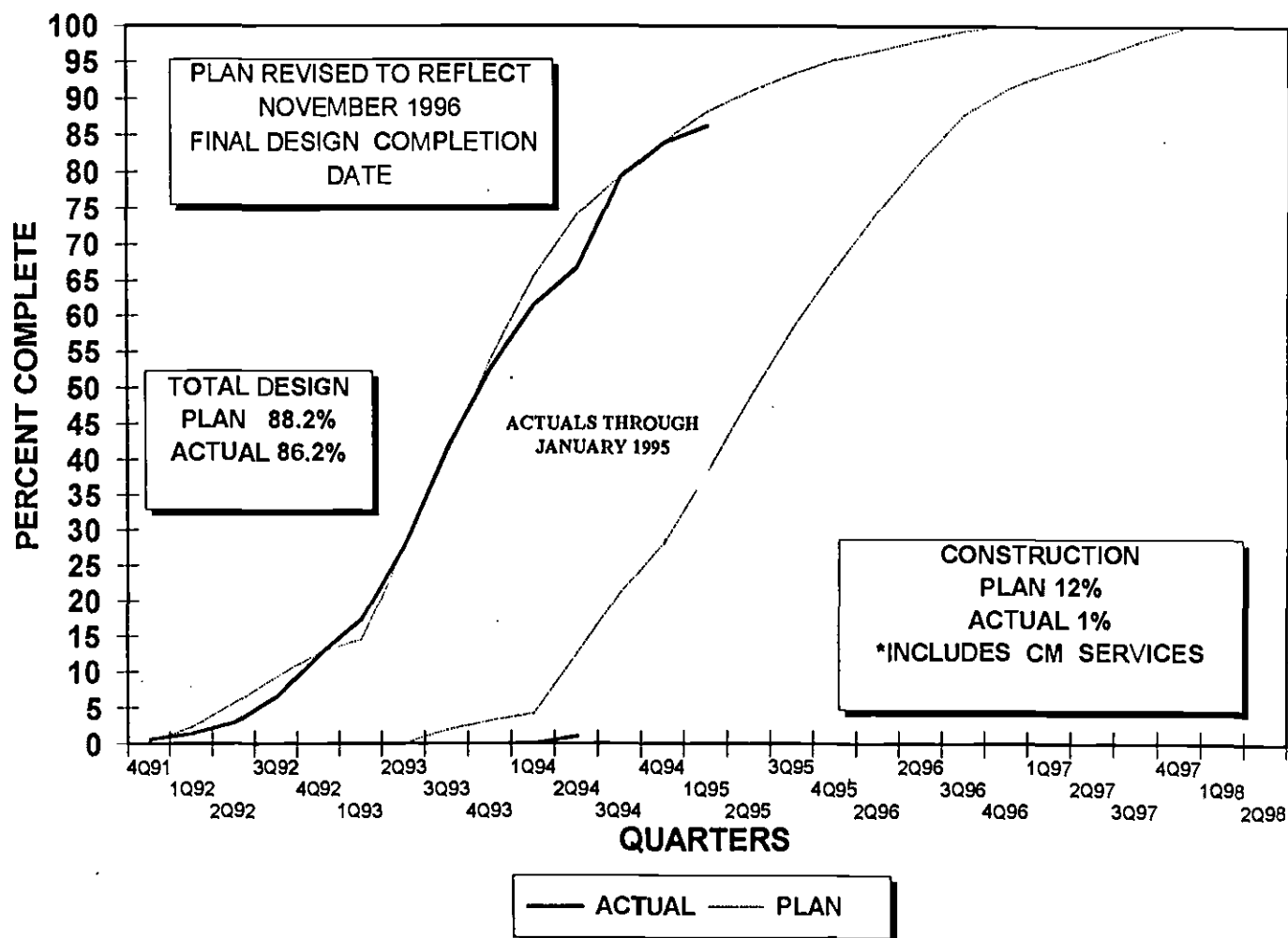
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



PASADENA BLUE LINE - PROGRESS SUMMARY

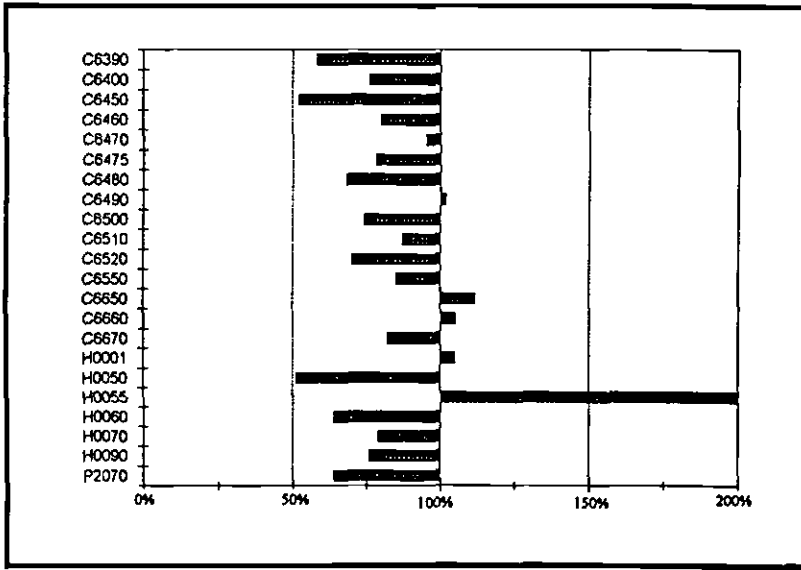


CRITICAL PATH DIAGRAM

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

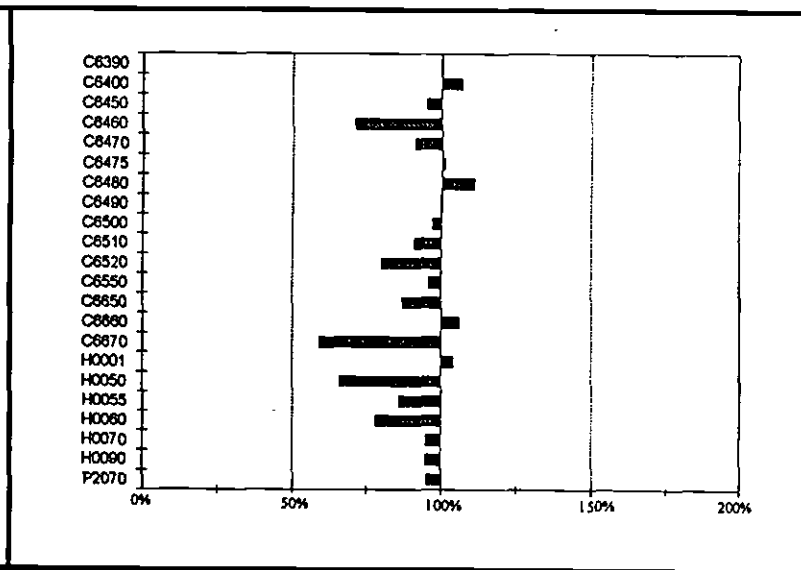
Pasadena Blue Line Design Work Only

Cost Performance Index



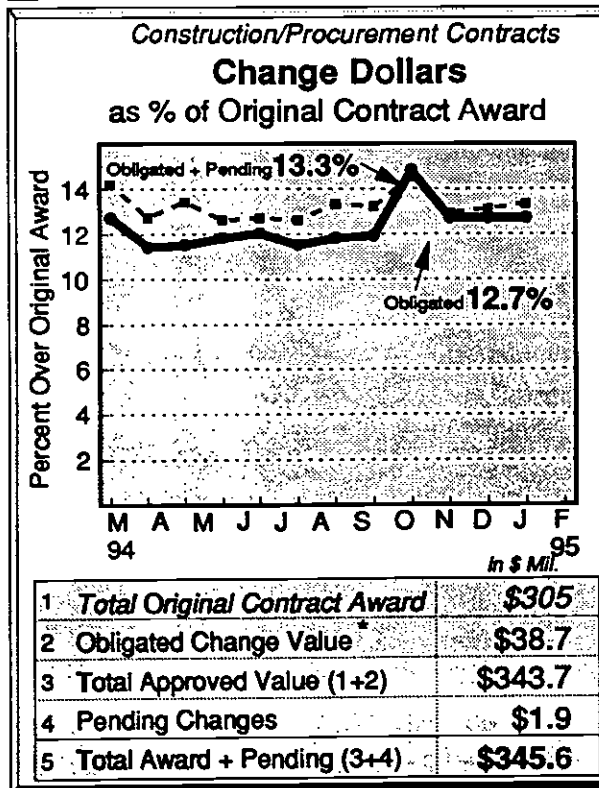
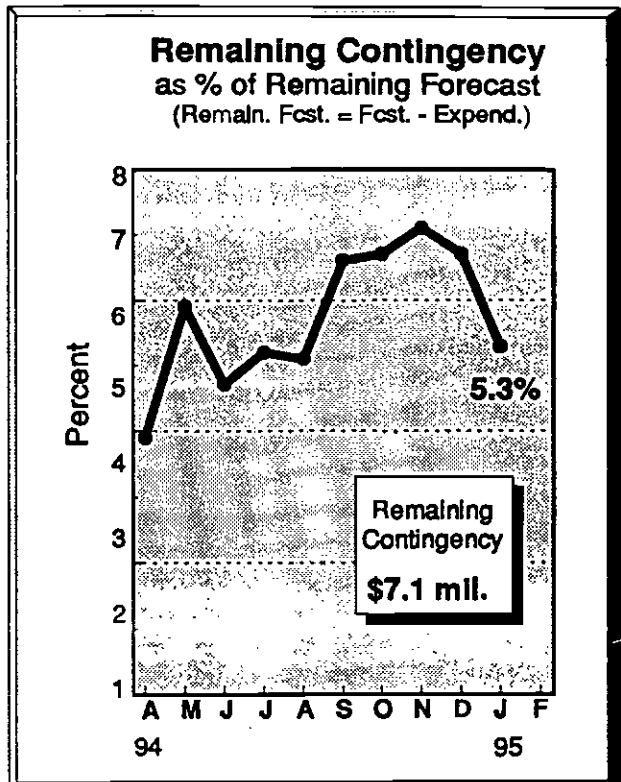
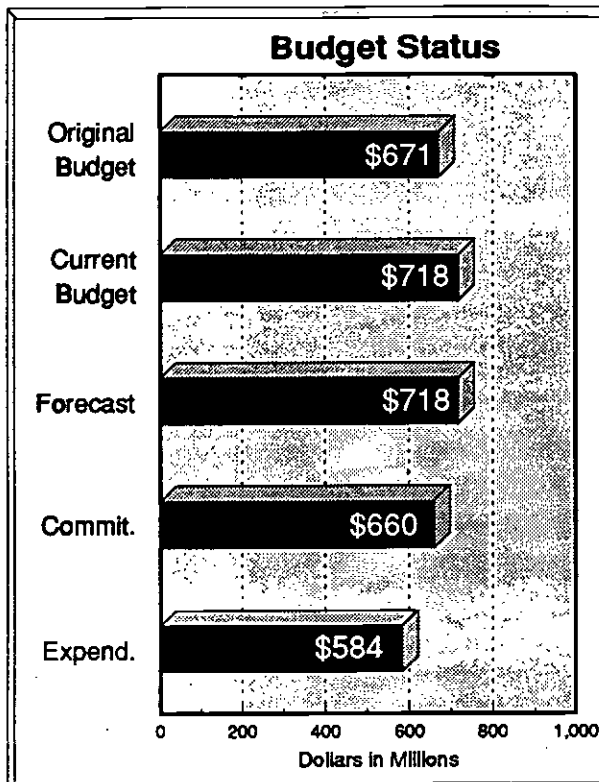
CPI Legend
 Under 100% = Over Budget
 Over 100% = Under Budget

Schedule Performance Index



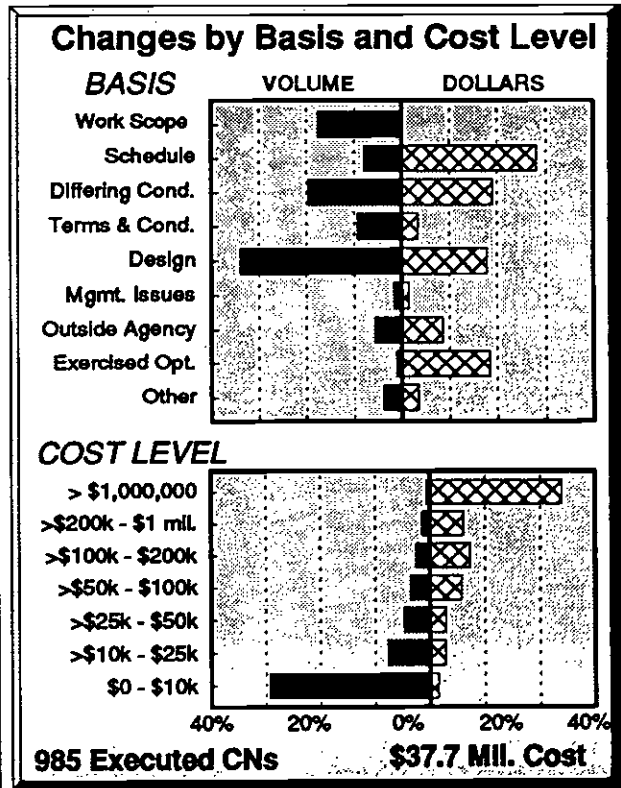
SPI Legend
 Under 100% = Behind Schedule
 Over 100% = Ahead of Schedule

FINANCIAL STATUS



R2301951.DRW

*Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

March 1995

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

Employment Status

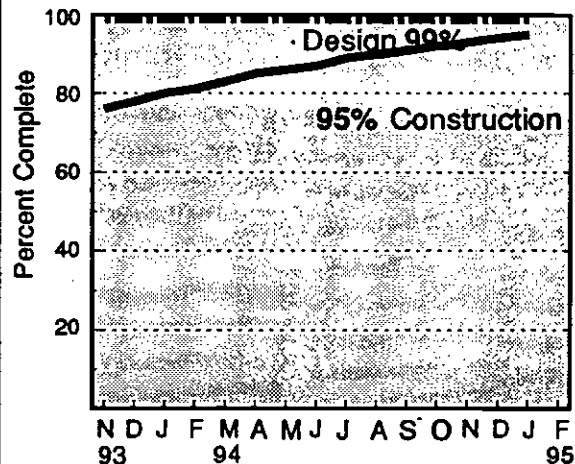
Months of Employment Provided

16,936

*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

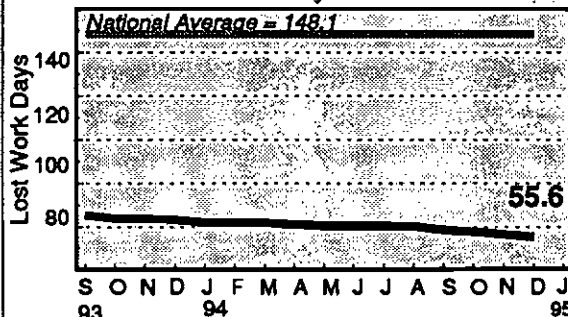
H1100 Systems
 Automatic Train Control

H0832 Systems
 Cable Transmission

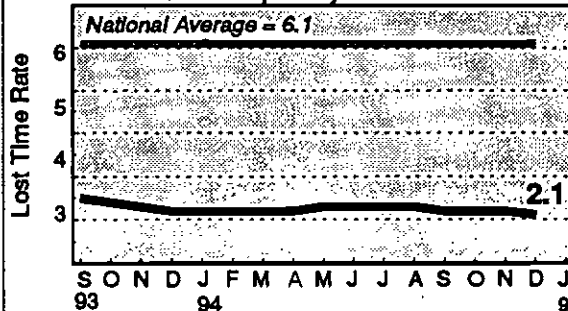
Systems Integrated Test
 Norwalk-Marine ABS

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



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 95%

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 Vermont Station.

Contract H0900 (S & SCS) Schedule Recovery

Concern: The contractor's performance has continually slipped over the past twelve months to the point of impacting integrated testing.

Action: The contractor has provided OKA with a recovery schedule that reflects the January dates established in CO # 9.

Status: LFAT testing has completed from Norwalk through Hawthorne. Contractor was late in submitting data required to generate cross connects. H0832 contractor has completed cross connects for H0900 From Norwalk through Vermont Station. H0900 needs to re-work their termination at the CCF in order for system testing (SFAT) to commence. The contractor did not satisfy Milestone #3 by the revised date. It appears they will also not complete the work to satisfy Milestone #4.

CLOSED**Contract H1100 (ATC) ATP Scheduled Completion**

Concern: The recent H1100 Schedule dates do not support the current MTA program plan.

Action: A phased approach to opening with ATP has been developed. ABS is no longer considered an option. A bilateral change (CO-23) has been prepared and forwarded to Union Switch and Signal for signature.

Status: Union Switch and Signal has signed the Change Order with minor modifications.

KEY ACTIVITIES - JANUARY 1995

- Completed Contract H1100 (ATC) installation at the Central Control Facility (CCF) for Automatic Train Control, testing has started.
- Completed Contract H1100 (ATC) control line testing, Lynwood - Paramount.
- Completed Contract H0900 (S&SCS) LFAT testing for all systems from Norwalk to Hawthorne.
- Completed Contract H0900 (S&SCS) installation of all VMS equipment systemwide
- Completed Contract H0840 (Fare collection Equipment) installation of ticket vending machines, electronic modules, Norwalk and Long Beach transit Stations.
- Completed hot frame detection tests (Start-Up), TPSS's 11-15.
- Completed SCADA/Traction power integrated test, TPSS 1, 11, 12, 14, and 15.
- Completed H1400 (OCS) installation and testing at all locations.

KEY ACTIVITIES - PLANNED FOR FEBRUARY 1995

- Complete Contract H1100 (ATC) cable pulling at all locations, Norwalk-Marine.
- Complete Contract H1100 (ATC) control line testing, Norwalk to Wilmington.
- Contract H0840 (Fare Collection Equipment) start installation of ticket vending machine cabinets, El Segundo segment stations.
- Contract P2020, complete acceptance of all 15 Start-Up vehicles.
- Complete Start-Up Traction Power Integration tests.
- Complete Start-Up SCADA/TPSS integration tests.
- Complete Start-Up Emergency Transfer Switch integration tests.
- Contract H0900 (S & SCS) complete SFAT testing on the eastern phase.
- Complete installation of landscape items at all El Segundo Stations (C0100 - Guideway Construction).

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

Project: R23 METRO GREEN LINE

Period: Dec 30, 1994 to Jan 27, 1995
Run Date: Jan 31, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURE		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	75	437,825	4,402	390,709	5,937	377,481	-891	475,619	-10,279
D PROFESSIONAL SERVICES	108,742	0	180,672	1787	182,720	11,906	111,861	11,959	111,296	3,276	198,281	17,764
R REAL ESTATE	36,927	0	28,522	146	25,050	146	25,045	146	25,045	0	26,047	-2,475
F UTILITY/AGENCY WORK ACCUMULATED	17,156	0	10,509	17	11,874	69	9,678	50	9,278	0	11,818	1,012
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,579	24	1,931	24	1,931	0	4,790	0
D PROJECT RESERVE	159,619	0	14,131	0	0	0	0	0	0	72,343	7,160	16,971
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-604	0	-604	0	-5,569	949
GRAND TOTAL	671,000	0	717,802	1,507	660,485	6,528	598,002	8,116	584,828	0	717,802	0

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

07-Feb-95

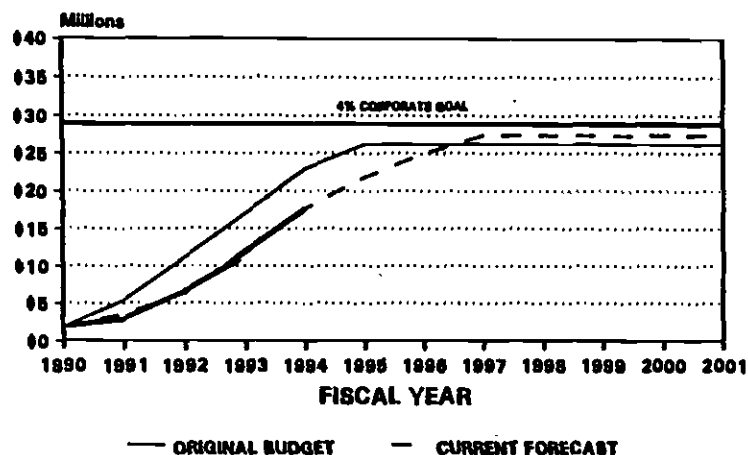
JANUARY 95

STATUS OF FUNDS BY SOURCE

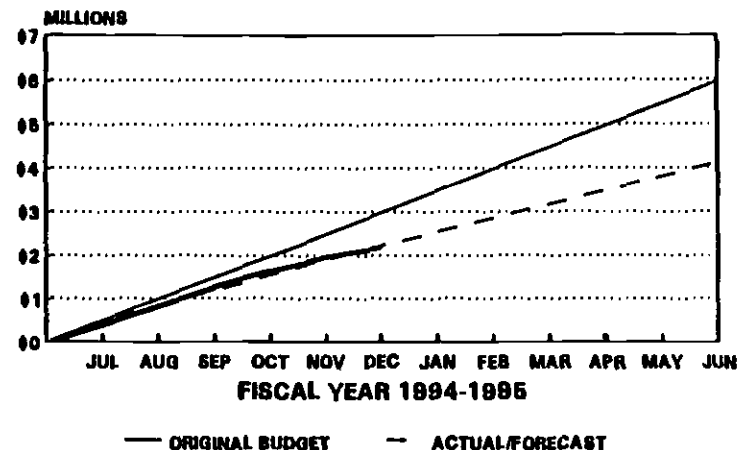
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,138	\$205,138	\$205,138	100%	\$205,138	100%	\$205,138	100%
PROP C (40% ALLOCATION)	\$202,681	\$202,681	\$202,681	100%	\$202,681	100%	\$202,681	100%
PROP C (25% ALLOCATION)	\$197,811	\$132,422	\$140,335	71%	\$128,818	64%	\$128,818	64%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400	100%	\$22,400	100%
STATE PROP 118	\$84,000	\$84,000	\$84,000	100%	\$24,118	29%	\$14,979	18%
PROP C (AMERICAN DISABILITY ACT)	\$5,994	\$3,687	\$5,953	99%	\$3,687	62%	\$3,687	62%
TOTAL	\$717,802	\$650,308	\$660,485	92%	\$584,820	81%	\$575,681	80%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1994.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



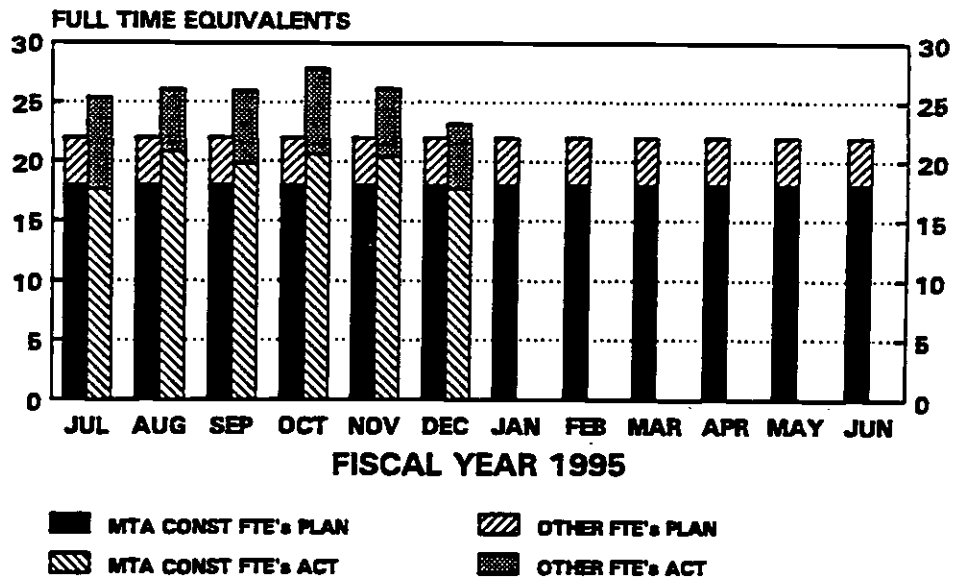
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$26,189
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	\$2,952
ACTUAL TO DATE	\$2,232

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	18
MTA CONSTRUCTION FTE's ACTUAL	18
OTHER FTE's PLAN	4
OTHER FTE's ACTUAL	5
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	23

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 01/27/95

METRO GREEN LINE

JANUARY 1995

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COM- PLETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (BxC)	E. 1B+D1	F.	G = 1B+F1	H.	I.	J. (D-F)	K.**	L. (J-K)	M.
C0090	\$3,738,810	13%	\$472,991	\$4,212,801	\$100,000	\$3,838,810	21%	0%	\$372,991	\$0	\$372,991	21%
C0095	\$9,573,083	16%	\$1,488,617	\$11,061,700	\$1,234,959	\$10,808,042	83%	77%	\$263,658	\$300,000	(\$48,342)	103%
C0100	\$59,626,710	15%	\$8,871,290	\$68,800,000	\$7,140,833	\$69,999,543	80%	88%	\$1,830,467	\$306,491	\$1,523,968	83%
C0101	\$11,279,990	83%	\$7,120,040	\$18,400,000	\$6,104,827	\$17,384,867	88%	100%	\$1,018,113	\$0	\$1,018,113	88%
C0110	\$7,321,537	26%	\$1,878,463	\$6,200,000	\$1,228,282	\$6,547,919	85%	100%	\$652,181	\$0	\$652,181	88%
C0170	\$1,130,871	10%	\$113,087	\$1,244,068	\$4,788	\$1,135,788	4%	0%	\$108,280	\$126,000	(\$17,701)	116%
C0400	\$16,320,000	14%	\$2,275,838	\$22,085,538	\$626,684	\$19,848,684	23%	89%	\$2,108,854	\$45,226	\$2,063,628	26%
C0501	\$5,006,841	18%	\$888,144	\$5,894,885	\$813,897	\$5,820,738	62%	99%	\$74,247	(\$10,888)	\$84,918	90%
C0800	\$18,514,000	38%	\$6,928,000	\$21,842,000	\$4,033,184	\$18,547,184	87%	89%	\$1,894,848	\$0	\$1,894,848	87%
C0810	\$10,248,812	25%	\$2,568,181	\$12,814,103	\$2,230,387	\$12,478,289	87%	89%	\$334,804	(\$581)	\$335,385	87%
H0831	\$1,480,450	100%	\$2,487,474	\$3,877,824	\$2,228,134	\$3,708,584	88%	87%	\$269,340	\$273,130	(\$3,790)	100%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,732,108	\$11,919,184	80%	71%	\$828,308	\$281,878	\$546,430	83%
H0889	\$3,838,759	11%	\$438,678	\$4,277,635	\$280,995	\$4,219,784	84%	48%	\$187,881	\$0	\$187,881	84%
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$637,098	\$10,788,278	84%	16%	\$187,722	\$38,000	\$122,722	88%
H0901	\$3,288,328	10%	\$328,833	\$3,628,162	\$100,844	\$3,398,873	30%	39%	\$228,489	\$9,000	\$220,489	33%
H1100	\$57,788,000	8%	\$4,622,800	\$62,407,800	\$1,824,882	\$59,408,882	36%	41%	\$2,897,918	\$159,028	\$2,838,892	39%
H1200	\$16,786,123	15%	\$2,518,418	\$21,815,541	\$1,874,888	\$20,471,108	59%	84%	\$1,144,432	\$81,250	\$1,063,182	82%
H1310	\$1,288,500	15%	\$184,775	\$1,483,275	(\$11,888)	\$1,298,815	-0%	6%	\$208,880	\$38,034	\$170,826	12%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$781,081	\$12,219,081	68%	78%	\$362,720	\$85,385	\$277,354	78%
P1500	\$5,578,208	5%	\$278,910	\$5,857,118	(\$788,148)	\$4,812,059	-275%	100%	\$1,045,059	\$0	\$1,045,059	-278%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$984,094	\$45,589,094	15%	74%	\$4,410,908	\$0	\$4,410,908	18%
TOTAL:	\$308,034,682	20%	\$58,818,489	\$366,850,060	\$38,861,807	\$343,988,199	65%	85%	\$20,853,881	\$1,878,850	\$18,977,031	68%

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

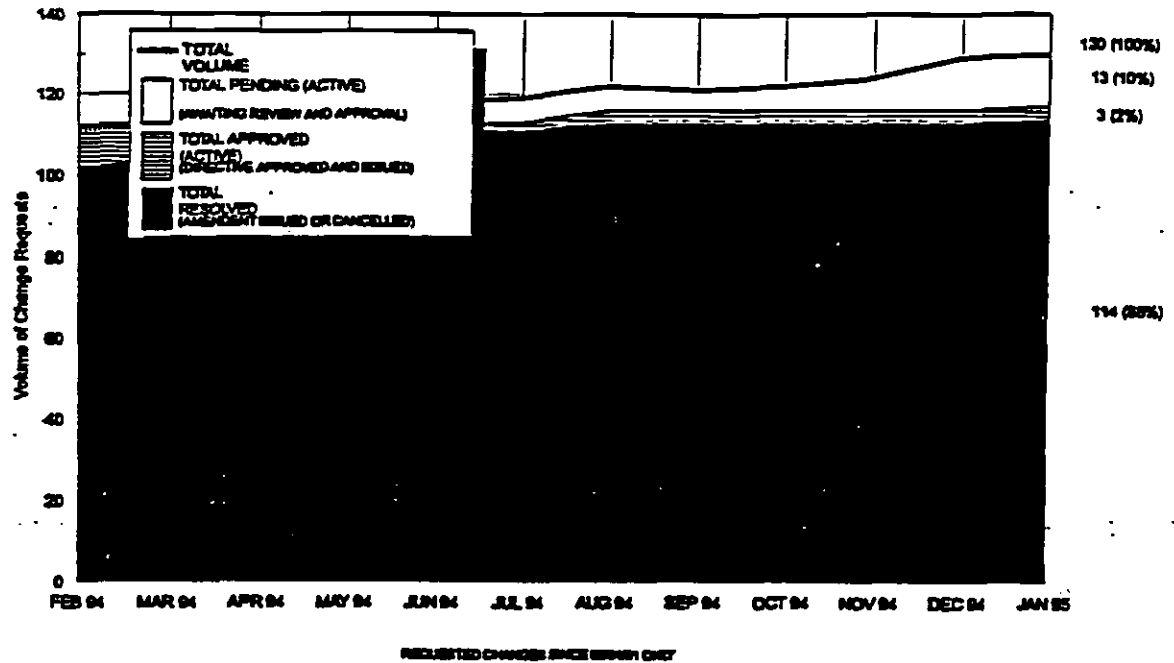
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
 ** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

rev 2.3 09/15/94 las

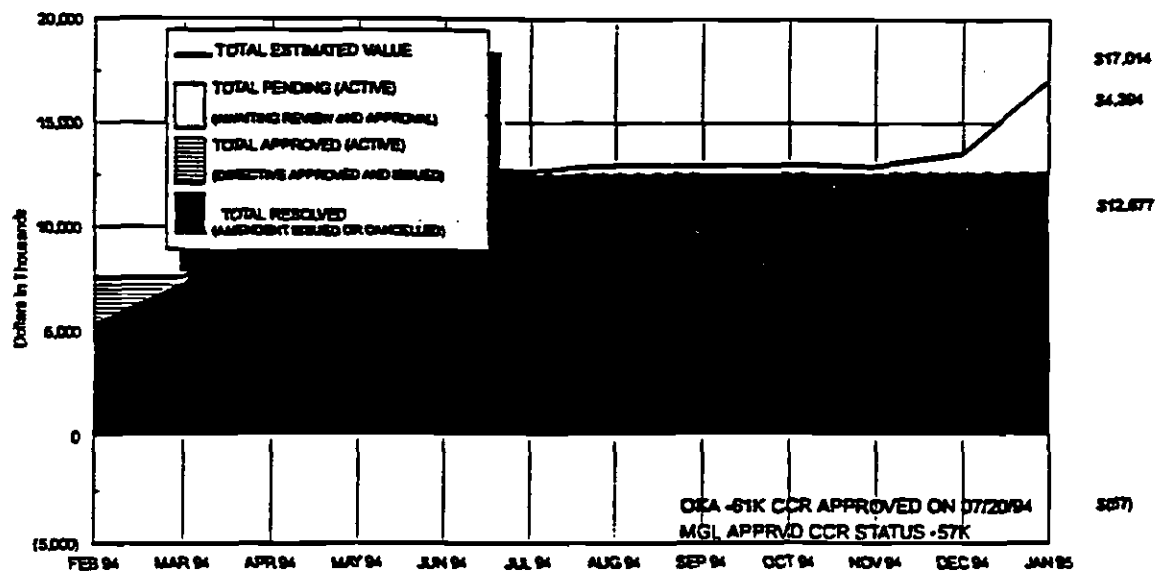
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**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



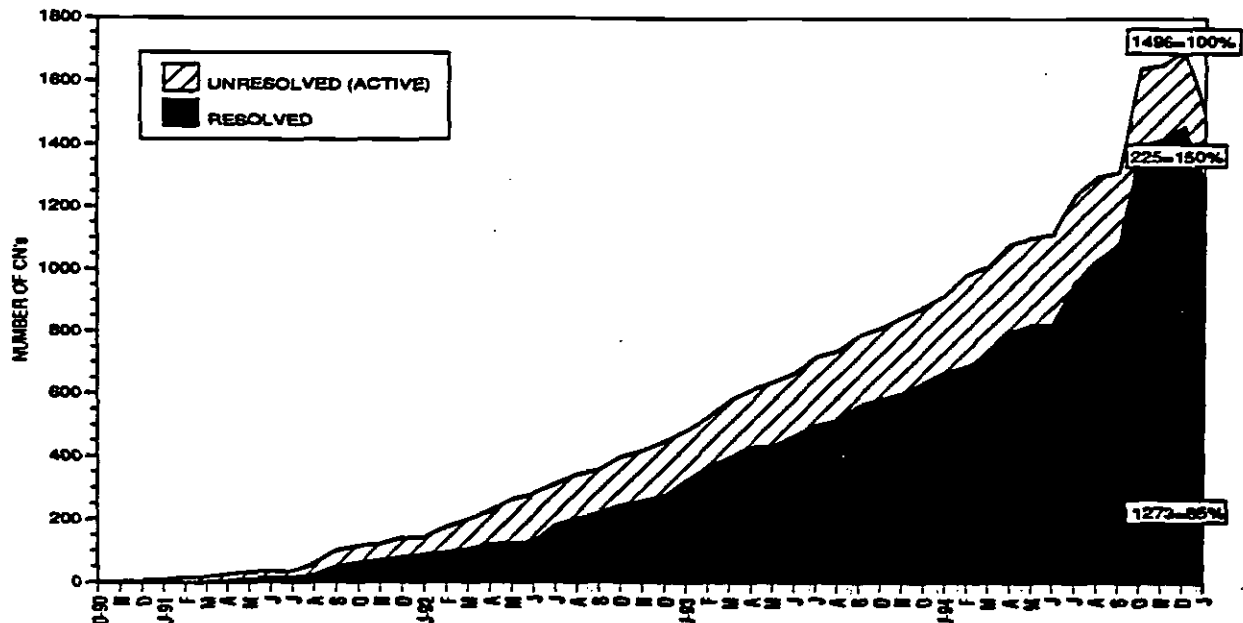
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	4	1	9	16
PERCENT	13%	25%	6%	56%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

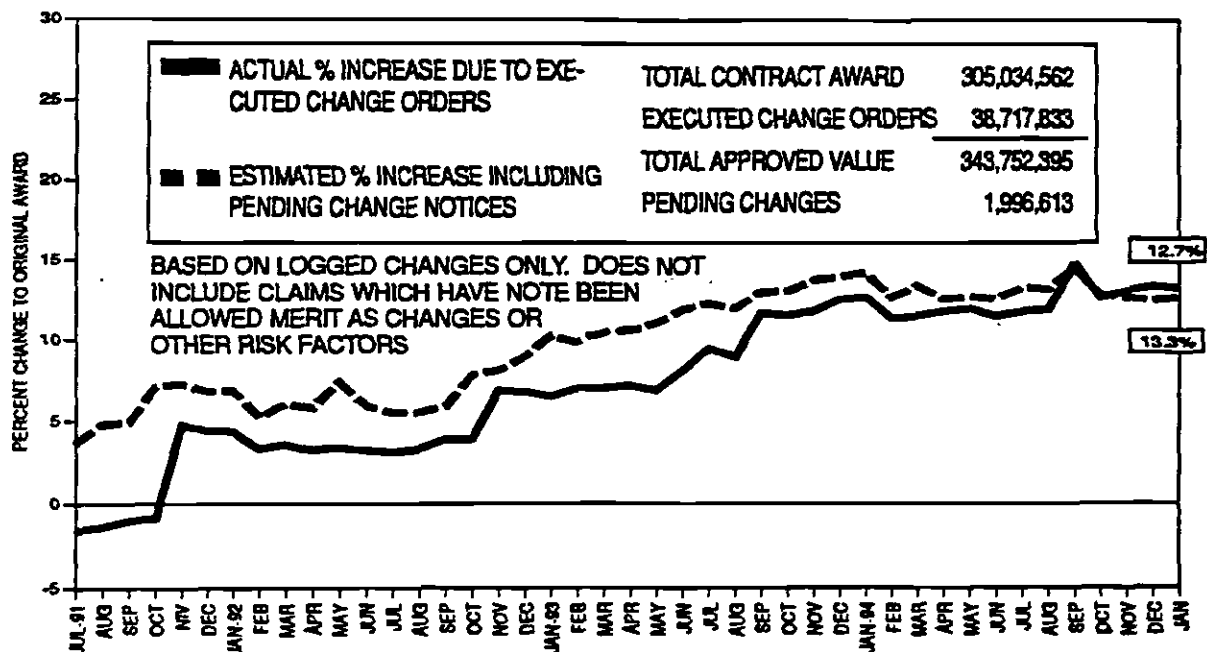
Change Notice resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60 days	61-90 days	90+ days	TOTAL ACTIVE
VOLUME	68	21	18	118	225
PERCENT	30	10	8	52	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 02/06/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	1.12%	\$17,677,708.46	46.84%
> 200 - 1 MILLION	27	2.74%	\$4,786,899.78	12.68%
> 100-200	49	4.97%	\$5,520,033.49	14.63%
> 50-100K	69	7.01%	\$4,315,804.33	11.43%
> 25-50K	91	9.24%	\$2,193,468.33	6.81%
10-25K	152	15.43%	\$2,101,734.78	5.57%
0-10K	586	59.49%	\$1,146,739.98	3.04%
PROJECT TOTALS:	985	100.00%	\$37,742,189.15	100.00%

R23 - Metro Green Line

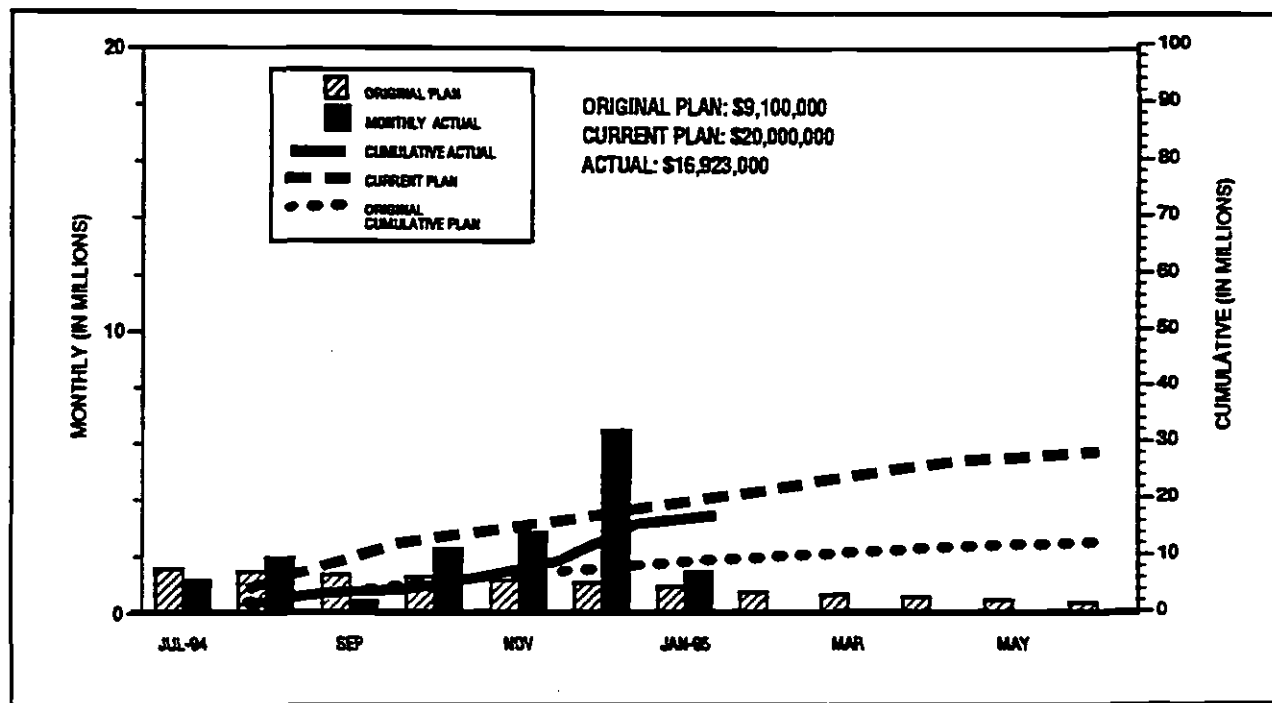
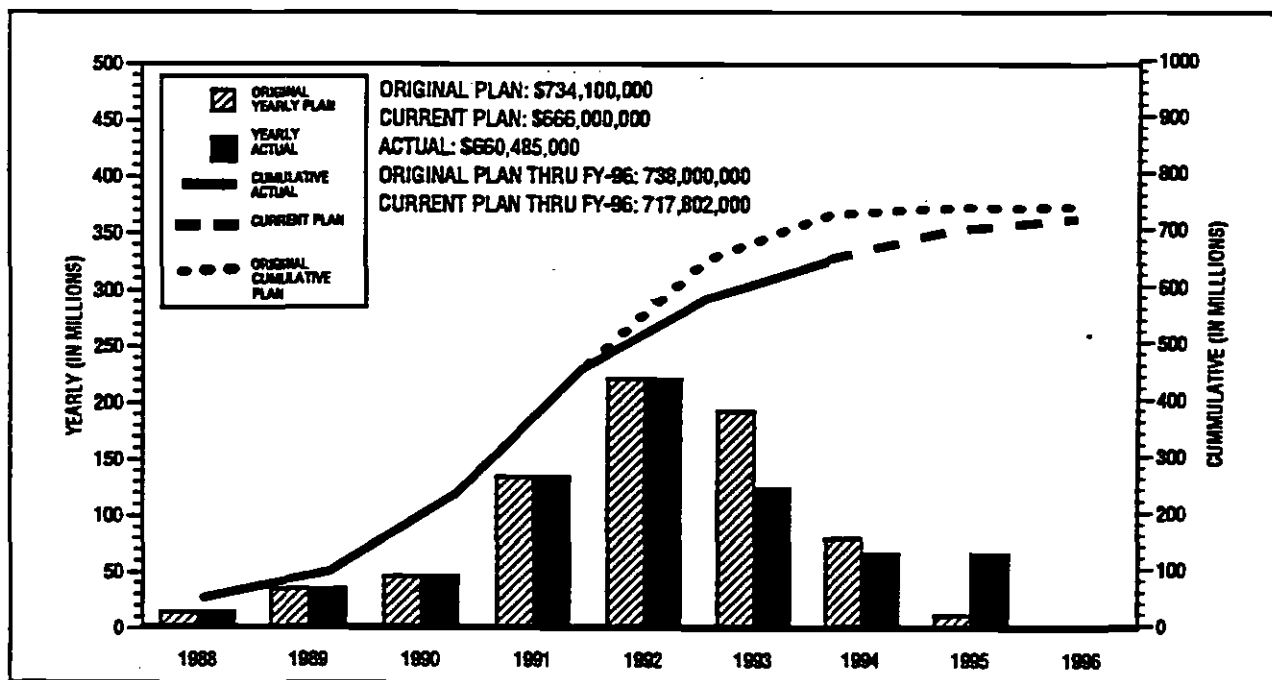
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0080 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 02/06/95

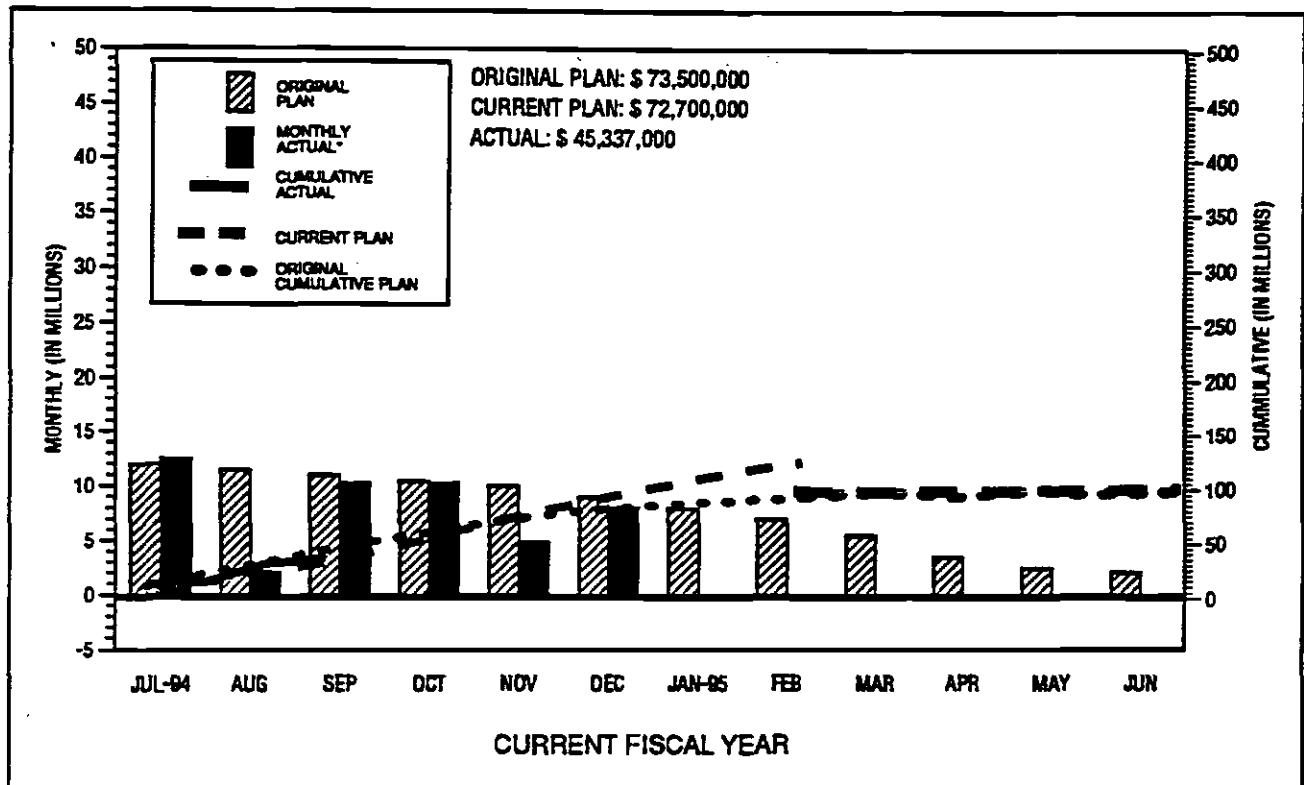
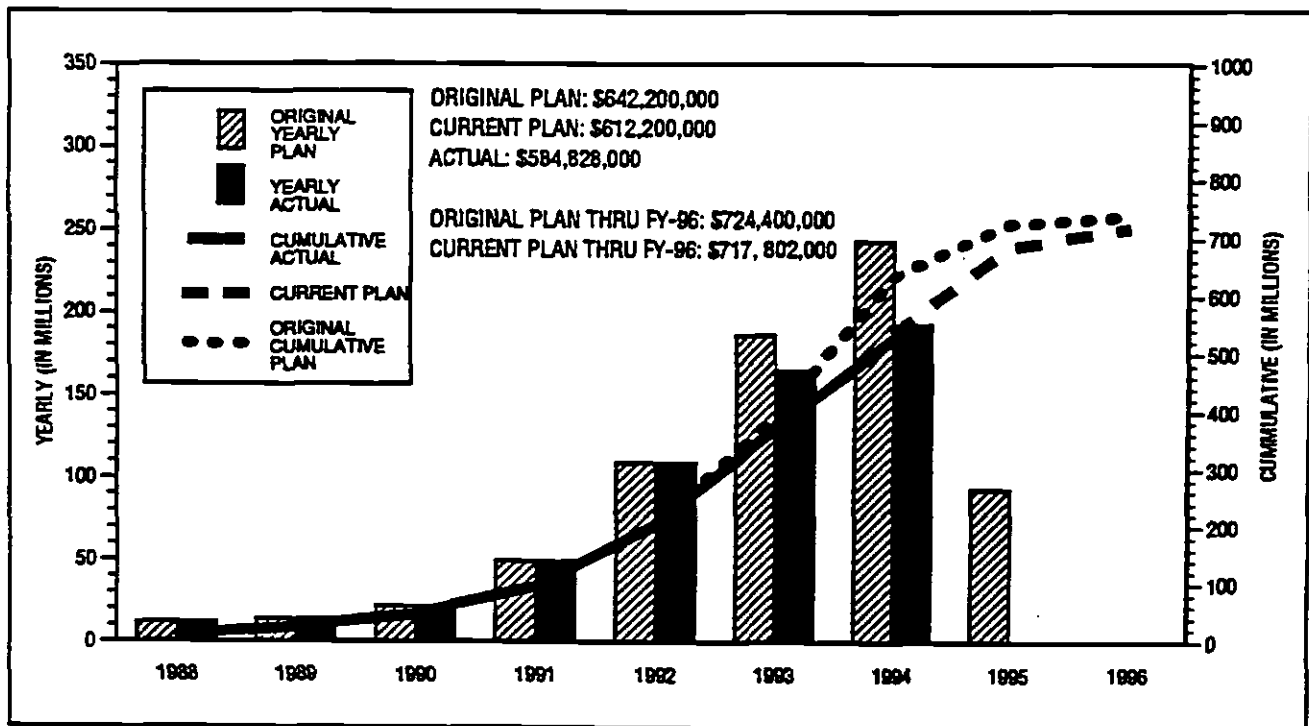
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	118	12.08%	\$2,107,228.76	5.58%
115	ADDITIONAL/NEW WORK	11	1.12%	\$313,008.43	0.83%
120	DELETION OF WORK	40	4.08%	(\$2,484,527.25)	-6.61%
130		1	0.10%	\$0.00	0.00%
		---	---	---	---
		171	17.38%	(\$74,291.06)	-0.20%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	26	2.64%	\$8,948,831.28	23.71%
220	ACCELERATION OF WORK	15	1.52%	\$1,308,558.00	3.47%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	36	3.65%	\$345,300.00	0.91%
		---	---	---	---
		77	7.82%	\$10,601,689.26	28.08%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	180	18.29%	\$8,380,617.27	24.80%
320	HAZARDOUS MATERIALS	1	0.10%	(\$2,313,704.64)	-6.13%
330	SAFETY CONDITIONS	2	0.20%	\$113,338.00	0.30%
		---	---	---	---
		183	18.59%	\$7,160,251.63	18.87%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	46	4.67%	\$1,272,694.67	3.37%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	45	4.57%	\$0.00	0.00%
		---	---	---	---
		91	9.24%	\$1,272,694.57	3.37%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	124	12.59%	\$4,618,491.57	12.24%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	14	1.42%	\$564,018.15	1.49%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.30%	\$0.00	0.00%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	184	18.88%	\$2,165,739.24	5.74%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	8	0.91%	(\$631,788.78)	-1.67%
		---	---	---	---
		334	33.91%	\$6,716,450.20	17.80%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.20%	\$2,375.00	0.01%
620	COMPREHENSIVE CLAIMS	13	1.32%	\$572,374.00	1.52%
		---	---	---	---
		15	1.52%	\$574,749.00	1.52%
OUTSIDE AGENCY REQUESTS					
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	47	4.77%	\$3,183,037.25	8.46%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	0.91%	\$44,118.82	0.12%
		---	---	---	---
		56	5.69%	\$3,237,156.07	8.58%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	10	1.02%	\$6,938,932.00	18.39%
		---	---	---	---
		10	1.02%	\$6,938,932.00	18.39%
OTHER					
900	OTHER	38	3.86%	\$1,314,556.58	3.48%
		---	---	---	---
		38	3.86%	\$1,314,556.58	3.48%
PROJECT TOTALS:					
		985	100.00%	\$37,742,189.15	100.00%

PROJECT COMMITMENTS



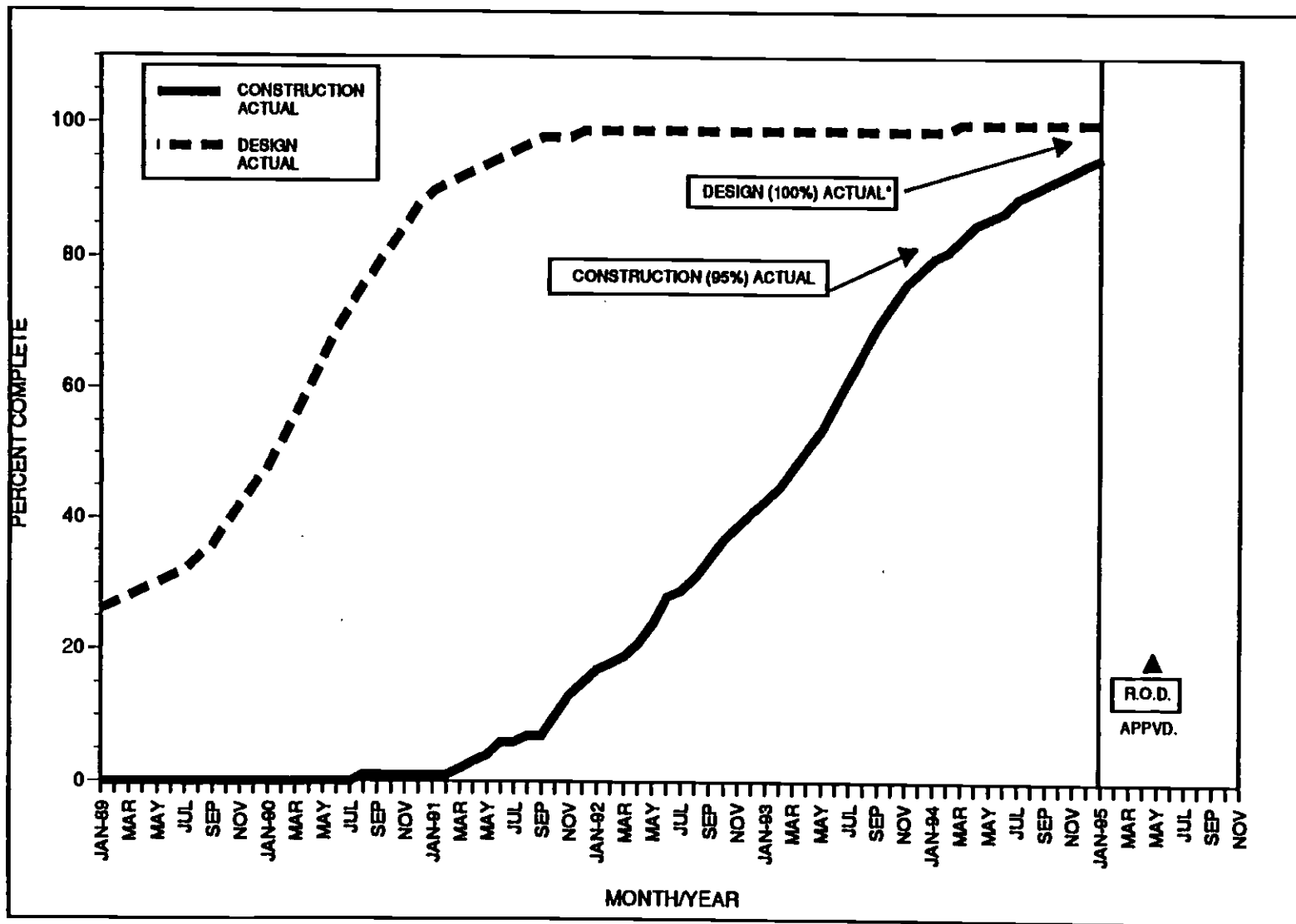
CURRENT FISCAL YEAR

PROJECT CASH FLOW

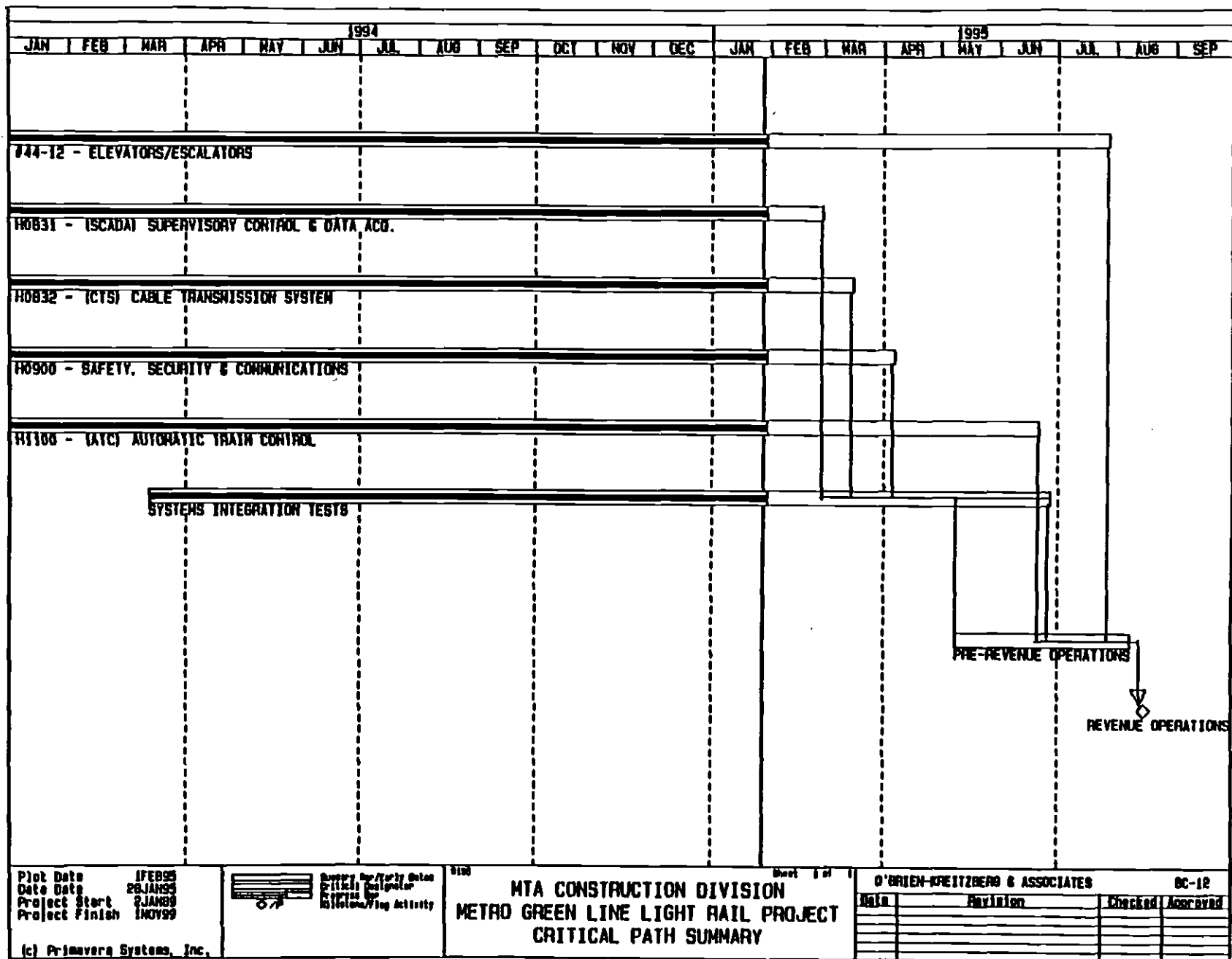


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



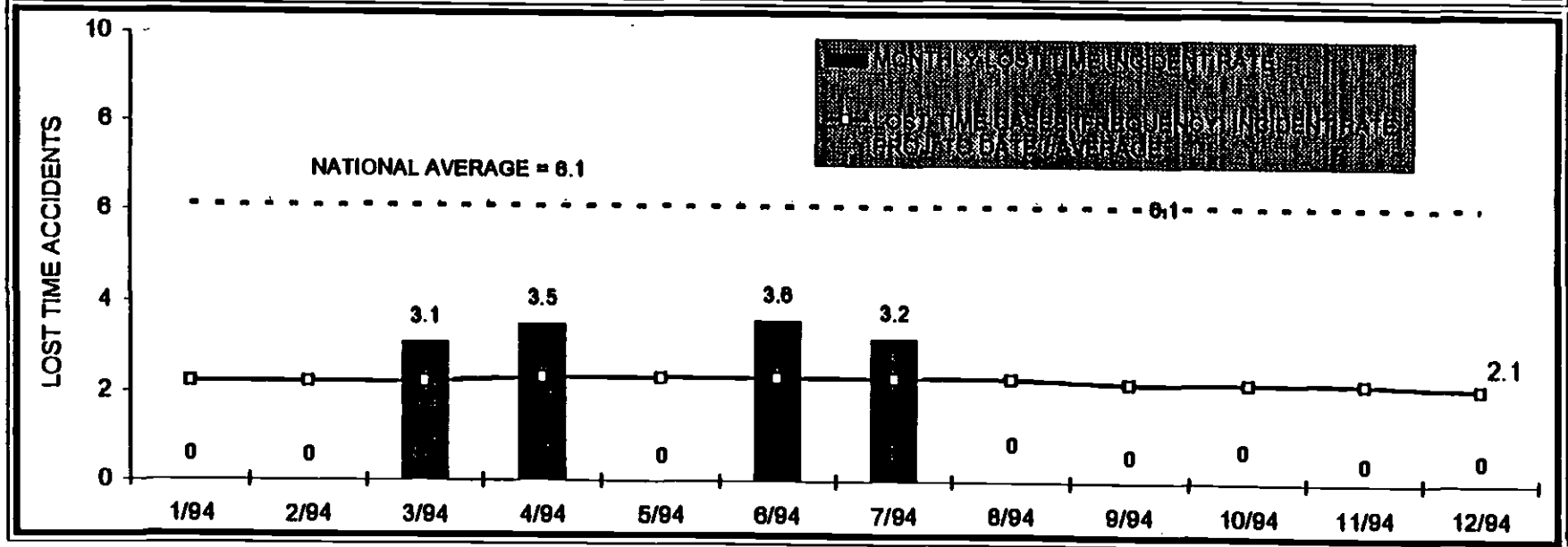
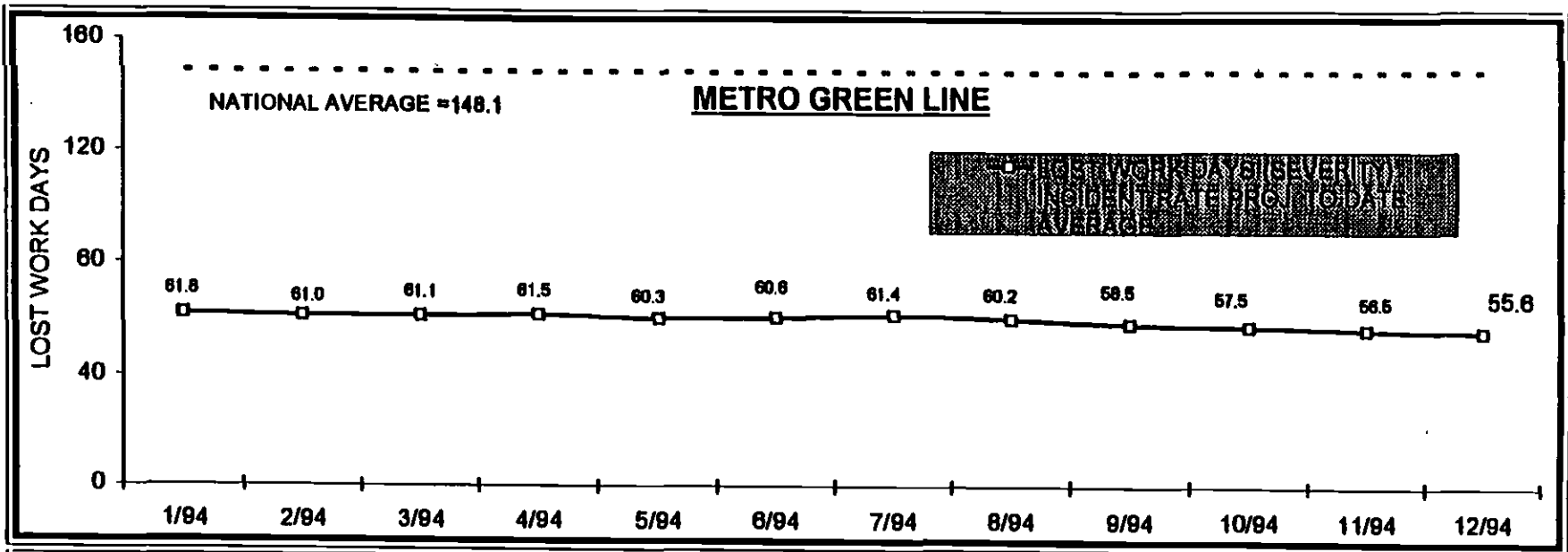
* EXCLUDES NORTH COAST EXTENSION



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

METRO GREEN LINE

JANUARY 1995



prepared by : MASS TRANSIT GROUP

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
C0600	Trackwork I-105							Jan 95
C0810	Trackwork - El Segundo							Jan 95
C0400	Main Yard & Shop		0	0	0			Feb 95
C0095	Fencing/WIDS	0	0	0	0			Feb 95
H0831	SCADA	0	0	0	0			Feb 95
H1200	TPSS	0	0	0	0			Feb 95
H1400	OCB	0	0	0	0			Feb 95
C0501	Systems Facilities Bitework	0	0	0	0			Mar 95
H0901	PIDS	0	0	0	0			Mar 95
H1310	Signs & Graphics	0	0	0	0	0		Mar 95
C0090	Miscellaneous Construction	0	0	0	0			Apr 95
C0100	Guideway Construction	0	0	0	0			Apr 95
C0170	ADA Elevators	0	0	0	0			Apr 95
H0832	CTB	0	0	0	0			Apr 95
H0840	Fare Collection Equipment	0	0	0	0	0		Apr 95
H0900	SSCB	0	0	0	0			May 95
H0889	Radars	0	0	0	0	0		Jun 95
P2020	LRV's - 15 cars	0	0	0	0	0	15 cars received; Undergoing testing	Jul 95
H1100	ATC	0	0	0	0	0		Mar 96

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

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

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

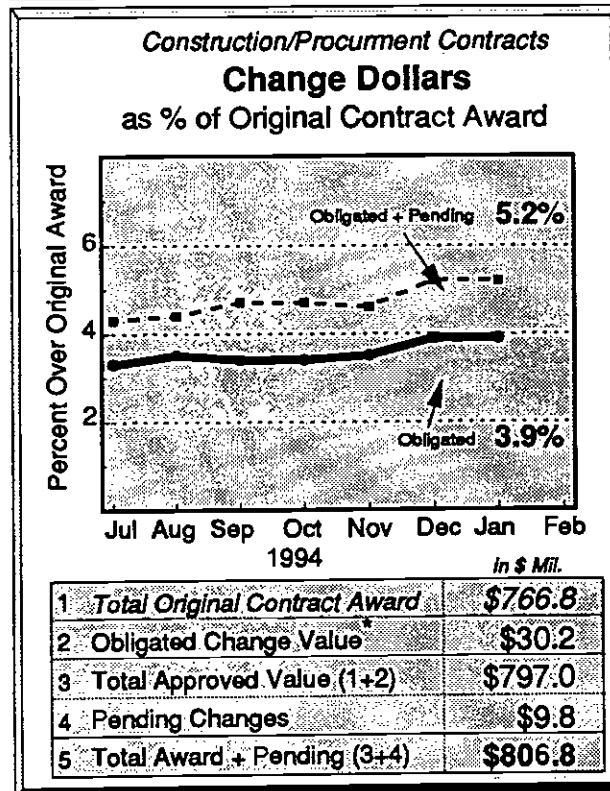
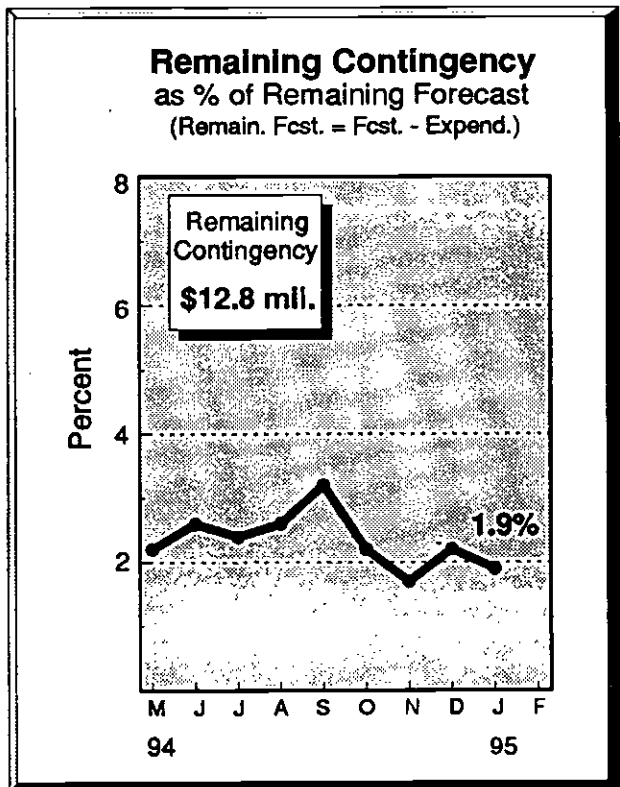
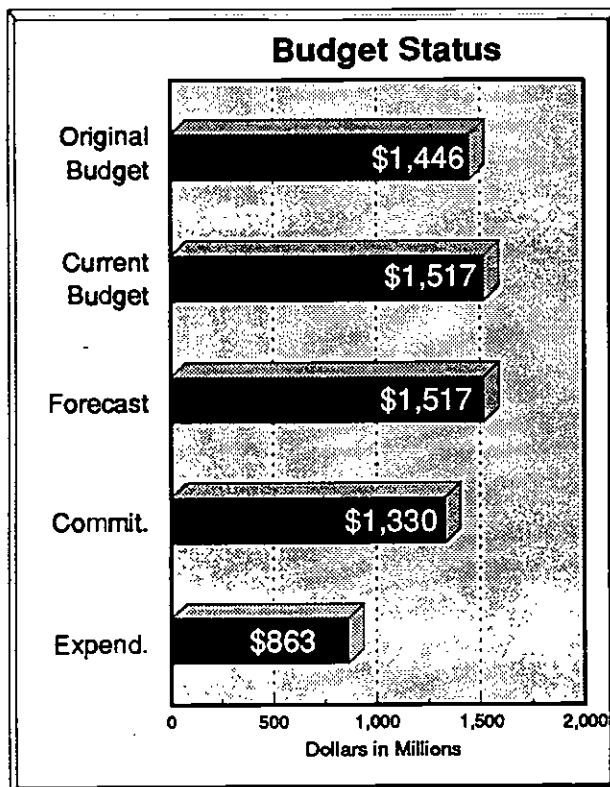
ACTIVITIES COMPLETED

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

REMAINING ACTIVITIES

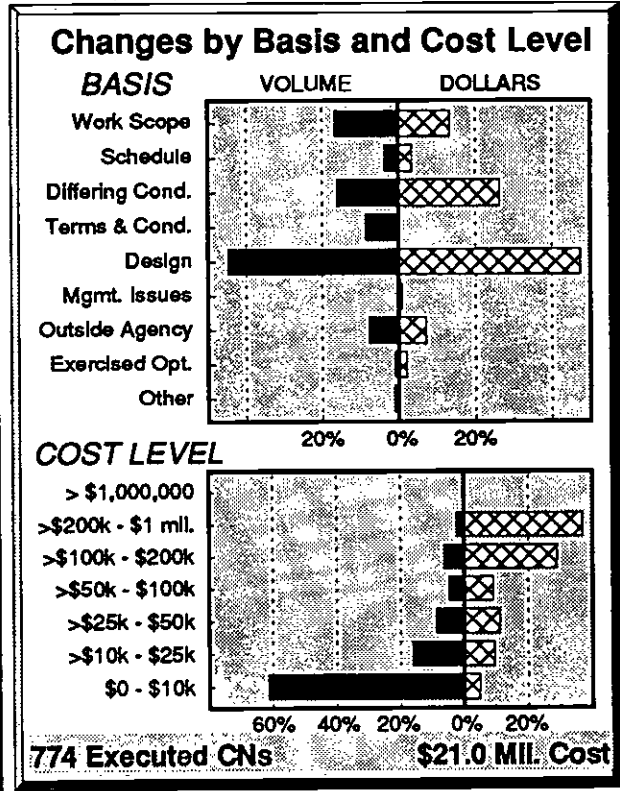
- Continue support and test of Breda vehicles.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8101651.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

March 1995

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

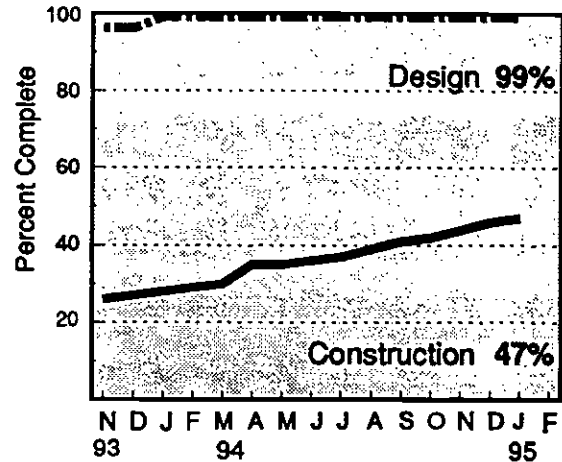
Months of Employment Provided

25,027

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

Schedule Status

PROGRESS



Revenue Operation Date:

Wilshire Corridor July 1996
Vermont/Hollywood Corridor Sep 1998

Schedule Status

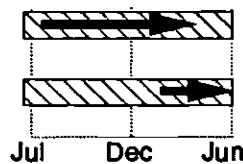
CRITICAL PATH - 1 Year Outlook

Wilshire

**162 days ahead
(positive float)**

B610 Construction
Trackwork Installation

B620 Construction
Auto Train Control



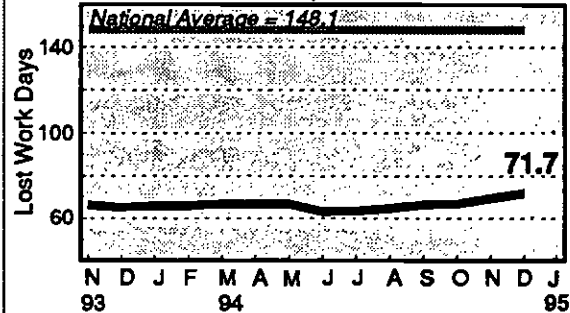
Vermont/Hollywood

**174 days behind
(negative float)**

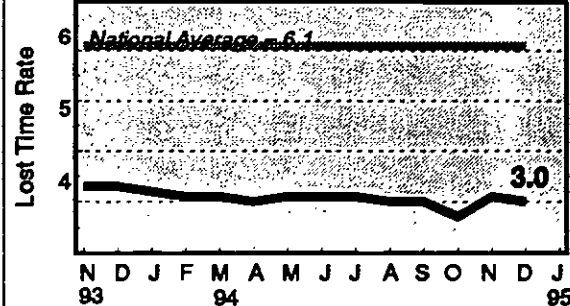
The forecasted start date for activities
on the Critical Path is August 1994.

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

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

SCHEDULE STATUS

- Revenue Operation Dates:

Wilshire Corridor	Planned:	July 1996
	Forecast:	February 1996
Vermont/Hollywood Corridor	Planned:	September 1998
	Forecast:	March 1999
- Design Progress

Planned:	99%
Actual:	99%
- Construction Progress

Planned:	50%
Actual:	47%

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

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 to high rail access since January 13, 1995. B620 refused to accept official access.

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

Status: A walk-through with the Contractor is scheduled to be performed during the next period to establish a punchlist for the tunnel and stations. Cable installation can not begin until all punchlist items are accomplished.

ONGOING

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 concrete placement and finish work. No cost change notice was issued to B241 and B252 contractors to delete the 60' access from southside of Beverly and Santa Monica Stations and move the lower station access to January 15, 1995, and January 30, 1995, respectively. B252 contractor will provide alternate access to B251 to complete their remaining work in the tunnels between Beverly and Santa Monica Stations. Contract B261 interface with B251 remains unchanged at the time. The CM continues to meet with the station contractors and coordinate access, including power and tunnel ventilation.

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, to March 22, 1999, due to the Hollywood tunnel shut down. 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: Direct the B251 Contractor's implementation activities and revised sequence of tunnel concrete placement per the implementation and mitigation schedule.

Status: The Hollywood Tunnel mining started in January for HAR tunnel and the start of HAL tunnel mining is scheduled for the first week of February. Contract B271 work has been suspended to avoid additional costs due to early mobilization of station excavation equipment and labor. Coordination meetings continue between the Construction Manager, B251 and B271 Contractors to evaluate the delays and possible alternative courses of action based on the B251 progress. The Hollywood tunnel mining is on the critical path of the Project.

AREAS OF CONCERN (CON'T)**RESOLVED****Contract B610, Trackwork Installation, Realignment Impact - Wilshire Corridor**

Concern: Contract B610 concrete operations between Wilshire/Normandie Station and Wilshire/Western Station were delayed due to track realignment issues.

Action: Corrective measures should be formulated and forwarded to the Contractor for implementation.

Status: Realignment of tracks between Stations 335+29 to 337+60 and Stations 338+70 to 348+80 has been completed. Contract B620, Automatic Train Control, high rail access has been available since January 13, 1995.

Contract B610, Trackwork Installation, Delays - Wilshire Corridor

Concern: The Contractor may not be able to achieve the original planned rate of concrete installation for the overall contract. There are potential impacts to follow-on system contract access dates.

Action: Develop work around plan to minimize delays to follow on contracts.

Status: Mitigation efforts are underway to facilitate coordinated access, to ensure the timely completion of follow-on contractor's work. Contract B620, Automatic Train Control, installed all conduit for the 34.5 kV line.

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

The following items reflect action requirements identified in the December 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 - JANUARY

Design

- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, incorporated comments from the Final Design Submittal and issued the contract for bid on January 17, 1995.
- Contract B251, Vermont/Hollywood Tunnel, developed a 400 foot test section along Hollywood Boulevard for grouting schemes from the surface and within the tunnel. Provided engineering support for the HAR tunnel resumption operations. Assisted in the re-start of HAL tunneling planned for February. Issued Change Notice for compaction grouting at the La Reina Building.
- Contract B261, Vermont/Sunset Station, continued work on Change Notices that are being issued to accommodate the additional station entrance at the Kaiser Hospital office building. Issued Change Notice 32 "Kaiser Entrance - Modify Station Box" to the CM and issued Change Notice 31 "Kaiser Entrance - Revised Emergency Exit Stairs," for change technical evaluation (CTE).
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, continued design and development of bid documents for the entrance.
- Contract B290, Ancillary Construction and Maintenance, assisted the MTA contracts group in preparation of Addendum #3 and Addendum #4.
- Contract B620, Automatic Train Control, conducted site visits to Wilshire/Western and Westlake/MacArthur Park Stations to resolve room layout issues with ATC contractor. Conducted site inspection of Wilshire/Vermont AR track interlocking to investigate solution to deluge pipe interferences with wayside track equipment. Participated in walk through of the AR tunnel from MacArthur Park to Wilshire/Vermont for site acceptance of the Contract B610 trackwork installation. Resolved final design issues for Hollywood/Vine TC&C room book of plans.
- Contract B643, Closed Circuit Television (CCTV), equipment for Wilshire Corridor (MRL Segment 2A) was delivered to the installation contractor.
- Contract B644, Fiber Optic and Cable Transmission, equipment for Wilshire/Vermont Station (MRL Segment 2A) was successfully factory tested and delivered to the installation contractor.

KEY ACTIVITIES - JANUARY (CON'T)Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, completed concrete pour for the ancillary level slab of the station entrance structure. Completed demolition of the temporary knock out panel in the lower platform level. Began installing steel reinforcement and concrete formwork for the ancillary level columns and exterior walls. Continued delivery of electrical and mechanical equipment, installation of HVAC ducts, cable trays, conduits, and fire sprinkler system.
- Contract B221, Wilshire/Normandie Station and Line, completed DWP room punch list. Continued installation of major electrical and HVAC equipment, and installation of edge lights/message sign supports at the platform level. Began installation of mezzanine floor terrazzo tile and grouting station walls and finish work at the station entrance and the Plaza area. Began testing drain lines.
- Contract B241, Vermont/Beverly Station, continued main station excavation support of utilities, and decking of east side structures.
- Contract B251, Vermont/Hollywood Tunnel, completed placement for the VAL south invert between Contracts B261 and the B221 turnout structure. Arch concrete placement is proceeding southward on both VAR and VAL. The implementation plan for completion of tunnel excavation on Hollywood Blvd. is on-going. Drypack replacement is complete in the distressed zone. Chemical grouting, compaction grouting, installation of steel jacks, waterproofing of the tunnels, and crosspassage concrete is ongoing. Excavation in the HAR Hollywood Blvd. Tunnels restarted.
- Contract B252, Vermont/Santa Monica Station, continued installation of Level 1 starpack, knee brace, wale bench, and wood lagging along west wall. Continued hauling of soil and inspection of existing Spancrete deck. Began wale and strut installation. Installed diagonal beams at South Bulkhead east and west corners.
- Contract B261, Vermont/Sunset Station, excavation behind K-Rail and preparation for installation of temporary decking. Continued fabrication of stiffeners and braces for deck beam placement.

KEY ACTIVITIES - JANUARY (CON'T)**Construction (con't)**

- Contract B271, Hollywood/Western Station, continued supporting utilities below the decking on Hollywood Blvd. Major excavation operations remain suspended since December 14, 1994.
- Contract B281, Hollywood/Vine Station, continued excavating and trenching for pile installation and future cap beam installation; conducted utility potholing on the south side of Hollywood Boulevard to facilitate pile installation.
- Contract B610, Trackwork Installation, the 18' double crossover and contact rail installation are all that remains to substantially complete the yard. Service aisles are being graded in preparation of paving. Completed coring in the re-alignment area and at Western Station on the BR. Continued installation of contact rail pedestals on the AR/BR. The 645' radius double crossover at Western has been assembled. All other turnouts are installed. Bridging beam work has started at Western Station.
- Contract B620, Automatic Train Control, submittal process continued. Subcontractor continued with coring entrance/exit holes in the cable trough on the AR side in preparation for cable installation in the trough.
- Contract B641, Radio, design engineering continued.
- Contract B643, Closed Circuit Television, Segment 2 Wilshire Corridor and CCF equipment was delivered to the B648A Communications Installation Contractor.
- Contract B740, Ventilation Equipment, completed B740 fan equipment testing at B231. Damper testing will start following completion of the remedial work on the damper hydraulic system in March.
- Contract B745, Air Handlers and TPSS Fans, completed all testing at Contract B231, Wilshire/Western Station. At B221, all the AHU and the TPSS fans have been delivered and installed.
- Contract B760, Signs and Graphics, completed manufacture of B231 and B221 Station sets.
- Contract B761, Illuminated Signs and Edgelights, completed installation of B221 Station set, with the exception of the unfinished entrance areas.

KEY ACTIVITIES - PLANNED FOR FEBRUARY**Design**

- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, issue Addendum #1 and answer questions from bidders.
- Contract B241, Vermont/Beverly Station, issue Change Notices for P.A. speakers, deletion of acoustic treatment in ancillary rooms, and roll-up grille revisions.
- Contract B251, Vermont/Hollywood Tunnel, provide engineering support for the HAL tunnel re-start along Hollywood Boulevard, which is planned for the first week of February. Analyze results of various grouting schemes at the 400 foot test section on Hollywood Boulevard. Continue tunnel re-alignment analysis.
- Contract B261, Vermont/Sunset Station, complete all Change Notices related to the second Kaiser Hospital entrance by issuing Change Notice 31 "Kaiser Entrance - Revised Emergency Exit Stairs."
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance, continue design of the second entrance and complete the in-progress submittal.
- Contract B630, Traction Power System Procurement, review revised field testing test procedures. Review test report for 2780 kVA rectifier transformer. Begin participation in field testing of the B630 equipment.
- Contract B648A, Communications Installation - Wilshire Corridor/Gas Monitoring and Seismic Detection Procurement, participate in negotiations for Change Notice 2.00 and Change Notice 3.00, addressing the expanded utilization of the fire and emergency management system programmable logic controller and updated requirements.

Construction

- Contract B215, Wilshire/Vermont Station, Stage II, continue installing steel reinforcement and concrete formwork for the ancillary level columns and exterior walls. 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 FEBRUARY (CON'T)**Construction (con't)**

- Contract B221, Wilshire/Normandie Station and Line, Station, continue installation of major electrical and HVAC equipment, and installation of edgelights and message sign supports at the platform level. Continue grouting station walls, testing drain lines, and installation of mezzanine floor terrazzo tile.
- Contract B241, Vermont/Beverly Station, continue excavation of main station, support of utilities, and decking of east side structures.
- Contract B251, Vermont/Hollywood Tunnel, continue the implementation plan for completion of tunnel excavation on Hollywood Boulevard. Continue chemical grouting, compaction grouting, installation of steel jacks, waterproofing of the tunnels, and crosspassage concrete.
- Contract B252, Vermont/Santa Monica Station, continue wale and strut installation.
- Contract B261, Vermont/Sunset Station, continue preparation for installation of temporary decking. Begin installation of soldier piles through DWP shaft.
- Contract B271, Hollywood/Western Station, continue supporting utilities below the decking on Hollywood Boulevard.
- Contract B281, Hollywood/Vine Station, continue excavation and trenching for pile installation and future cap beam installation.
- Contract B610, Trackwork Installation, continue installation of the 645' radius double crossover at Western Avenue and Installation of contact rail pedestals on the AR/BR.
- Contract B620, Automatic Train Control, continue submittal process.
- Contract B630, Traction Power, delivery of equipment for the Wilshire/Vermont Station is scheduled for February 17, 1995.
- Contract B631, Traction Power Installation, continue submittal review process.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Dec 30, 1994 to Jan 27, 1995
Run Date: Feb 13, 1995
Units: \$ in Thousands (Truncated)

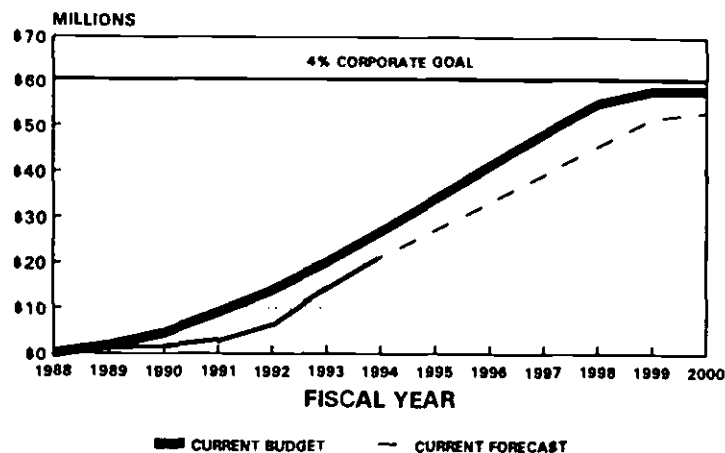
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	295	860,870	22,959	549,524	13,983	514,771	2,082	953,795	10,571
S PROFESSIONAL SERVICES	289,150	0	351,981	-1,467	307,026	4,003	237,707	4,003	237,732	0	352,392	411
R REAL ESTATE	79,827	0	87,300	0	82,654	681	83,428	681	83,428	0	91,002	3,702
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	124	16,944	124	16,944	0	34,035	2,913
D SPECIAL PROGRAMS	2,044	0	4,416	0	602	-5	463	-42	463	0	2,647	-1,768
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	-2,082	12,859	-15,719
A PROJECT REVENUE	0	0	-190	0	-236	-93	-330	-93	-330	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	-1,172	1,277,146	27,669	887,738	18,697	853,011	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	52,245	-125	43,799	1,592	5,149	0	576	184	53,116	871
S PROFESSIONAL SERVICES	0	0	15,875	0	9,654	184	9,468	184	9,468	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	-2	20	-2	20	0	20	20
C PROJECT CONTINGENCY	0	0	2,975	0	0	0	0	0	0	-150	2,887	-87
TOTAL NEW REQUIREMENTS	0	0	71,225	-125	53,475	1,774	14,639	182	10,066	34	71,407	182
GRAND TOTAL	1,446,432	0	1,517,657	-1,297	1,330,621	29,444	902,378	18,839	863,077	34	1,517,839	182

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

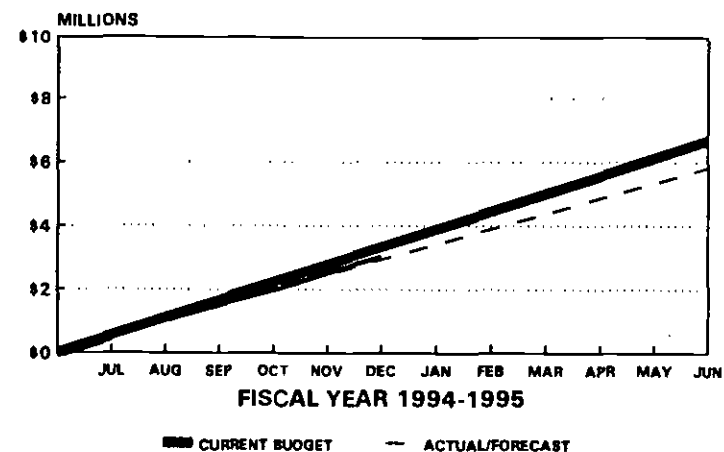
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA--SECTION 3	\$667,000	\$597,653	\$610,972	92%	\$375,512	56%	\$359,191	54%
FTA--SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$95,642		\$90,202	
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	\$361,354	82%	\$154,533	35%	\$154,317	35%
CITY OF L.A.	\$96,000	\$67,300	\$84,731	88%	\$58,828	61%	\$54,943	57%
BENEFIT ASSESS.	\$58,000	\$0	\$35,526	61%	\$35,526	61%	\$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%	\$35,526	
TOTAL	\$1,446,432	\$975,631	\$1,277,712	88%	\$853,041	59%	\$827,179	57%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$625	\$4,080	68%	\$625	10%	\$625	10%
PROP A (TRANSIT ENHANCEMENTS)	\$62,702	\$9,411	\$48,829	78%	\$9,411	15%	\$9,411	15%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
GRAND TOTAL	\$1,517,658	\$985,667	\$1,330,621	88%	\$863,077	57%	\$837,215	55%
(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 December 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

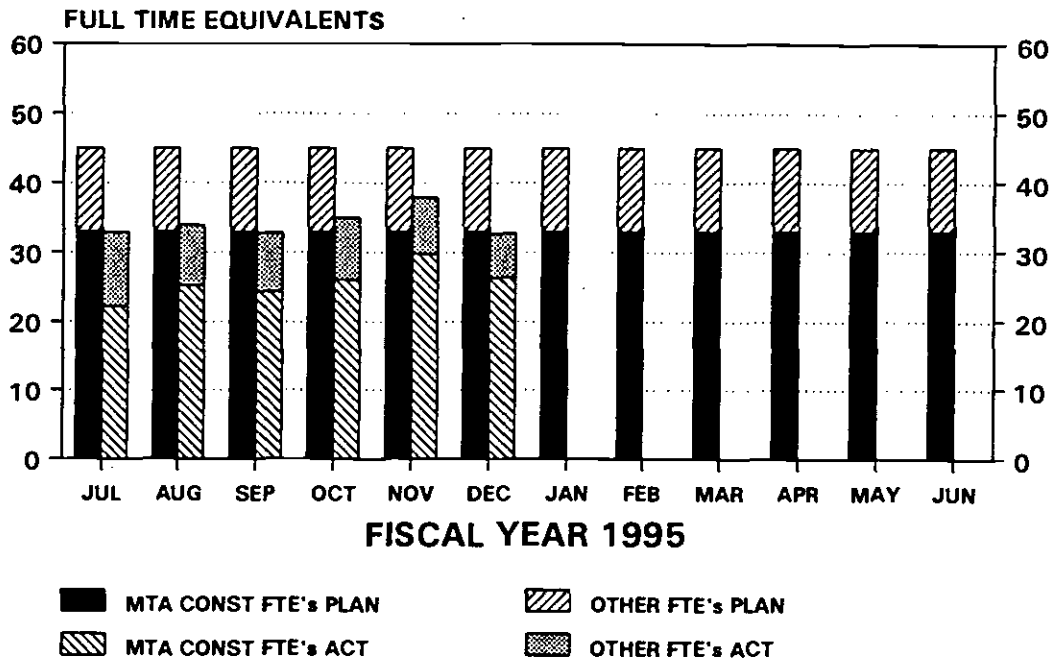
TOTAL PROJECT BUDGET	\$1,517,657
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$53,155
FORECAST % OF TOTAL PROJECT	3.5%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$3,346
ACTUAL TO DATE	\$2,945

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	27
OTHER FTE's PLAN	12
OTHER FTE's ACTUAL	6
TOTAL FTE's PLAN	45
TOTAL FTE's ACTUAL	33

COSTS SHOWN ARE FOR
PROJECT R81 ONLY. (ALLOCATED)

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
A5 OF 01/13/95

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.	
HA640		***%	\$0		\$44,635	\$44,635	***%	***%	0%	(\$44,635)	\$0	(\$44,635)	***%	0.0%	
*A650	\$57,588,082	5%	\$2,879,398	\$60,467,480	\$0	\$57,588,082	0.0%	0%	0%	\$2,879,398	\$139,134	\$2,740,265	5%	***%	
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$8,022,870	\$50,600,143	13.5%	68%	100%	\$2,899,857	(\$338,108)	\$3,237,965	64%	12.8%	
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,607,877	\$41,094,854	6.8%	53%	100%	\$2,351,141	(\$240,669)	\$2,591,810	48%	6.2%	
B215	\$26,177,700	10%	\$2,611,830	\$28,789,530	\$900,967	\$27,078,667	3.4%	34%	80%	\$1,710,863	\$241,335	\$1,469,528	44%	4.4%	
B218	\$64,000	135%	\$86,600	\$150,600	\$80,194	\$144,194	125.3%	93%	100%	\$6,406	\$0	\$6,406	93%	125.3%	
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$8,446,450	\$88,259,243	10.6%	78%	94%	\$2,418,081	\$3,014,397	(\$596,316)	105%	14.4%	
B229	\$957,428	10%	\$95,742	\$1,053,170	\$78,610	\$1,036,038	8.2%	82%	78%	\$17,132	(\$91)	\$17,223	82%	8.2%	
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$5,231,732	\$58,878,933	9.8%	98%	99%	\$132,788	\$475,894	(\$343,106)	106%	10.6%	
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$340,500	\$41,298,057	0.8%	8%	27%	\$3,755,256	\$502,836	\$3,252,420	21%	2.1%	
*B251	\$129,655,578	10%	\$12,965,558	\$142,621,136	\$4,568,991	\$134,224,589	3.5%	35%	74%	\$8,396,588	\$4,258,138	\$4,138,429	68%	6.8%	
B252	\$50,879,631	11%	\$5,851,158	\$56,730,789	\$117,084	\$50,998,715	0.2%	2%	16%	\$5,734,074	\$1,008,850	\$4,725,224	19%	2.2%	
B261	\$44,966,998	10%	\$4,496,700	\$49,463,698	\$97,032	\$45,064,030	0.2%	2%	23%	\$4,399,668	\$410,238	\$3,989,430	11%	1.1%	
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$96,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%	
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	(\$50,020)	\$38,897,980	-0.1%	-1%	10%	\$3,944,820	\$1,512,500	\$2,432,320	38%	3.8%	
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$471,338	\$49,758,338	1.0%	8%	15%	\$5,443,102	\$577,919	\$4,865,183	18%	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	\$16,689,652	10%	\$1,668,965	\$18,358,617	\$188,657	\$16,888,309	1.2%	12%	71%	\$1,470,308	(\$1,187,097)	\$2,657,405	-59%	***%	
*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	\$0	\$399,436	0%	0.0%	
*B614	\$2,646,829	10%	\$264,683	\$2,911,512	\$800	\$2,647,029	0.0%	0%	87%	\$263,883	\$0	\$263,883	0%	0.0%	
*B616	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	28%	\$75,958	\$18,720	\$57,238	25%	2.5%	
*B620	\$18,031,265	13%	\$2,326,033	\$20,357,298	(\$33,473)	\$17,997,792	-0.2%	-1%	62%	\$2,359,506	(\$94,100)	\$2,453,606	-5%	-0.7%	
*B630	\$6,157,150	10%	\$615,715	\$6,772,865	\$103,231	\$6,260,381	1.7%	17%	32%	\$512,484	\$0	\$512,484	17%	1.7%	
B631	\$4,467,165	10%	\$446,717	\$4,913,882	\$0	\$4,467,165	0.0%	0%	50%	\$446,717	\$219,351	\$227,368	49%	4.9%	
*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%	

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

COSTS SHOWN ARE FOR
PROJECT RB1 ONLY. (ALLOCATED)

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

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 01/13/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE1)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (RB1)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*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	(\$113,900)	\$231,158	-97%	-4.4%
*B646	\$2,547,766	10%	\$254,777	\$2,802,543	\$25,000	\$2,572,766	1.0%	10%	23%	\$228,777	\$228,131	\$1,646	99%	9.9%
B648A	\$2,206,354	10%	\$220,636	\$2,426,990	\$0	\$2,206,354	0.0%	0%	0%	\$220,636	(\$121,680)	\$342,296	-55%	-5.5%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,962	19%	\$2,715,277	\$17,158,239	\$207,433	\$14,650,395	1.4%	8%	10%	\$2,507,844	\$629,000	\$1,878,844	31%	***%
*B740	\$10,526,268	10%	\$1,052,627	\$11,578,895	\$251,307	\$10,777,575	2.4%	24%	43%	\$801,320	(\$157,359)	\$958,678	9%	0.9%
*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	(\$35,664)	\$84,149	-74%	-7.4%
*B761	\$3,226,672	10%	\$322,667	\$3,549,339	\$74,846	\$3,301,518	2.3%	23%	26%	\$247,821	\$59,082	\$188,739	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%
FB15M		***%	\$0		\$0	\$0	***%	***%	%	\$0	\$0	\$0	***%	0.0%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
	\$766,822,271	11%	\$86,619,031	\$853,441,302	\$30,209,276	\$797,031,547	3.9%	35%	46%	\$56,409,755	\$9,812,617	\$46,597,137	46%	5.2%

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

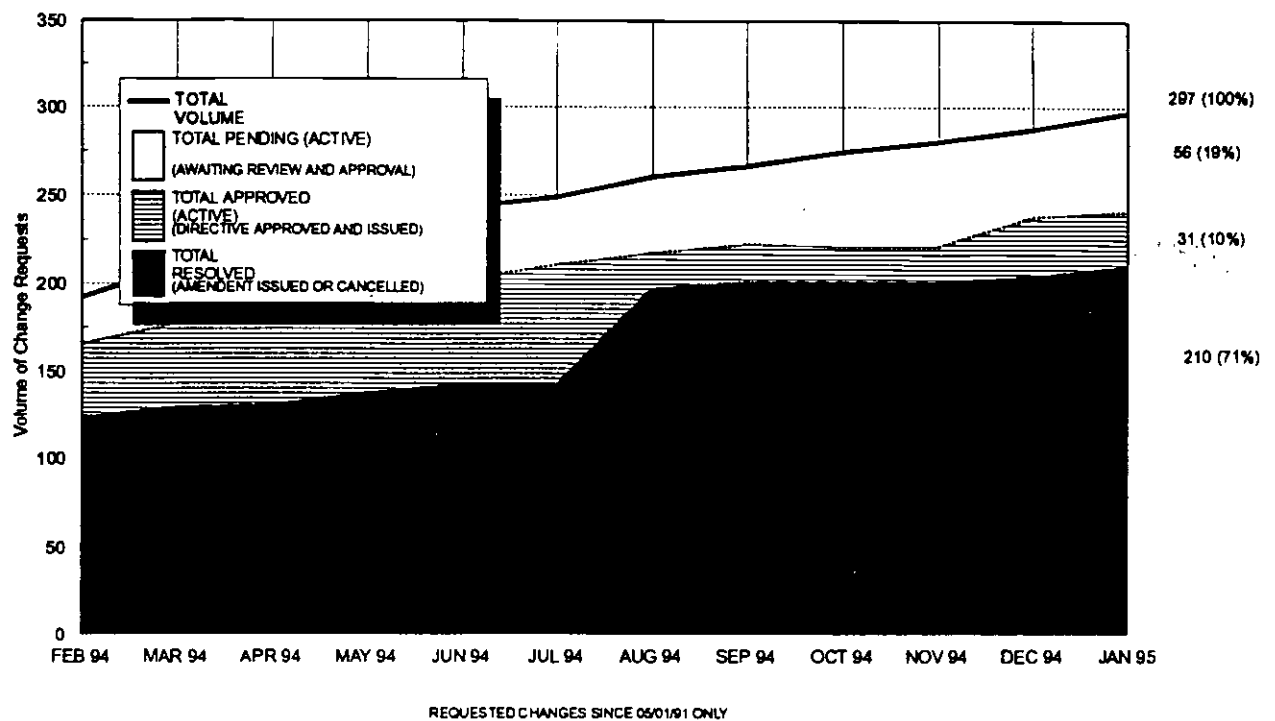
[*] Costs shared with other projects. Costs shown are for RB1 ONLY. [1] Includes both executed CO's and authorized [WACN] changes [2] % Increase over original award [3] Logged contract changes ONLY

- Metro Red Line Seg-2
RREV 2.0 09/16/94 lss

PAGE 2

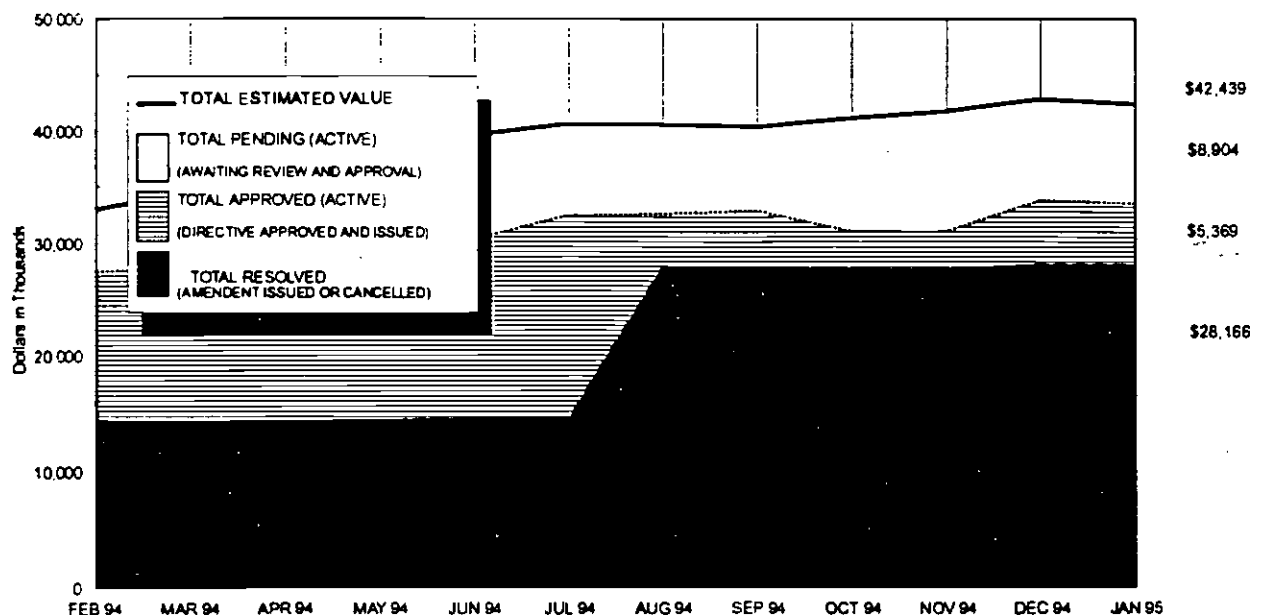
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PROJECT VALUE SUMMARY 01/13/95

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

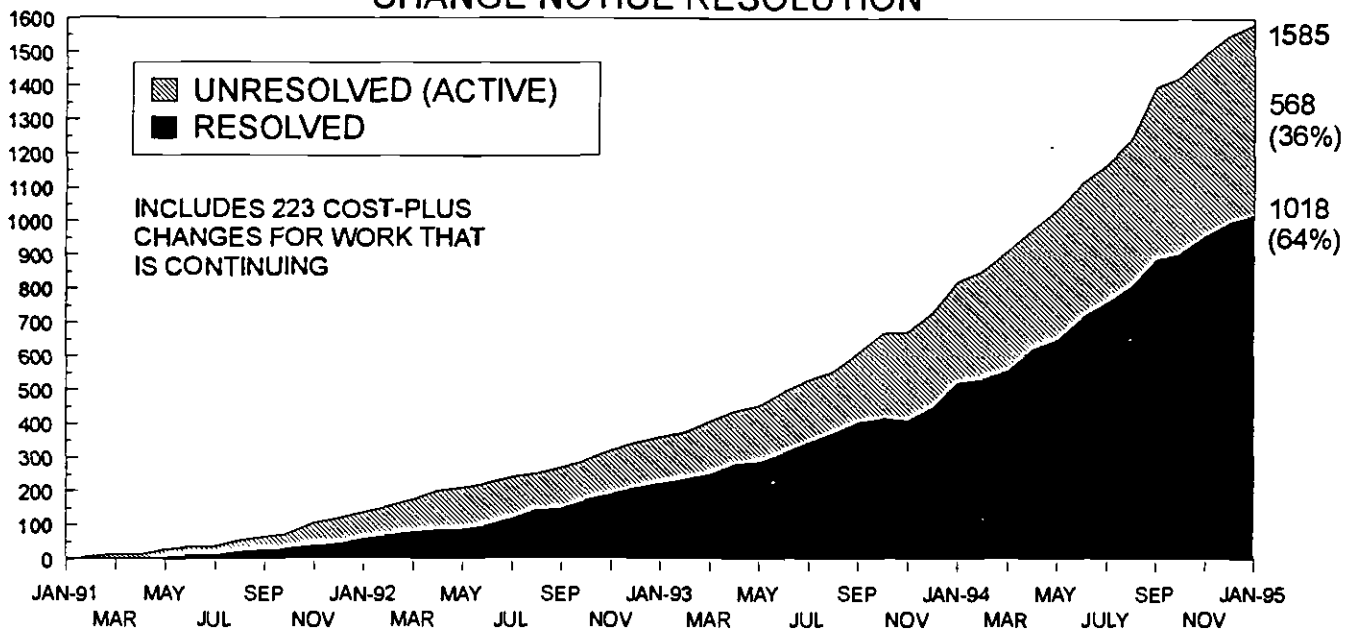


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	5	11	55	87
PERCENT	18%	6%	13%	63%	100%

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



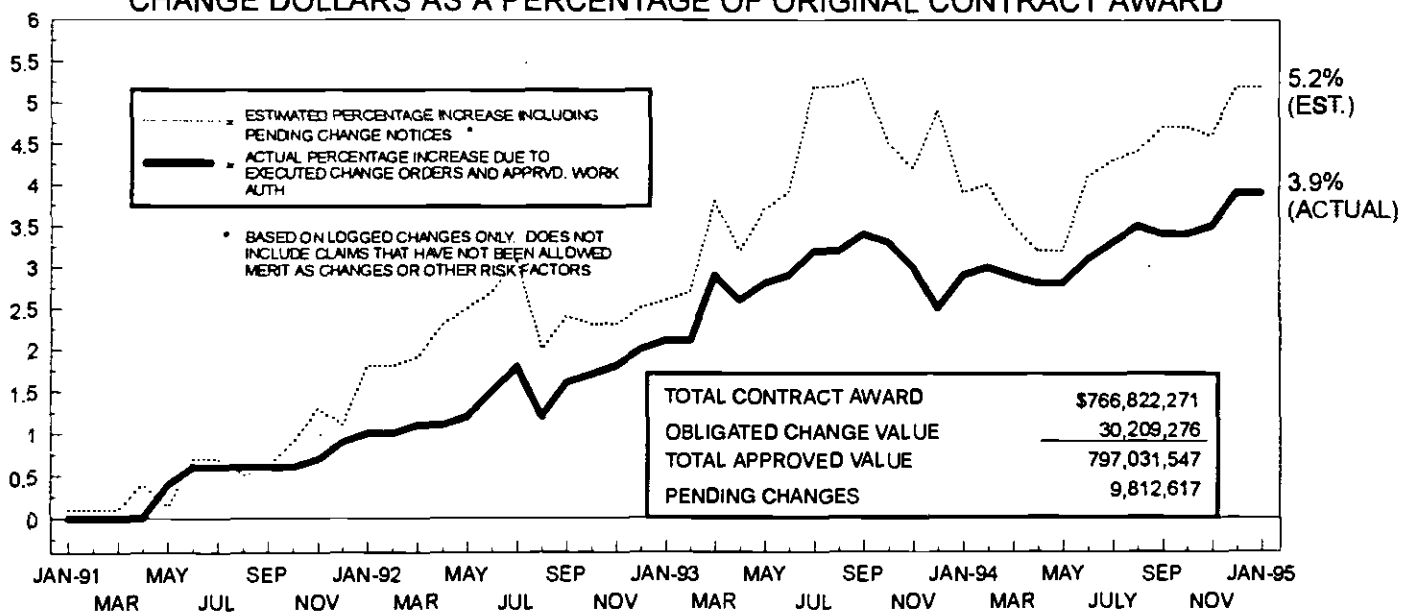
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	161	33	37	331	568
PERCENT	28%	6%	8%	58%	100%

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



R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

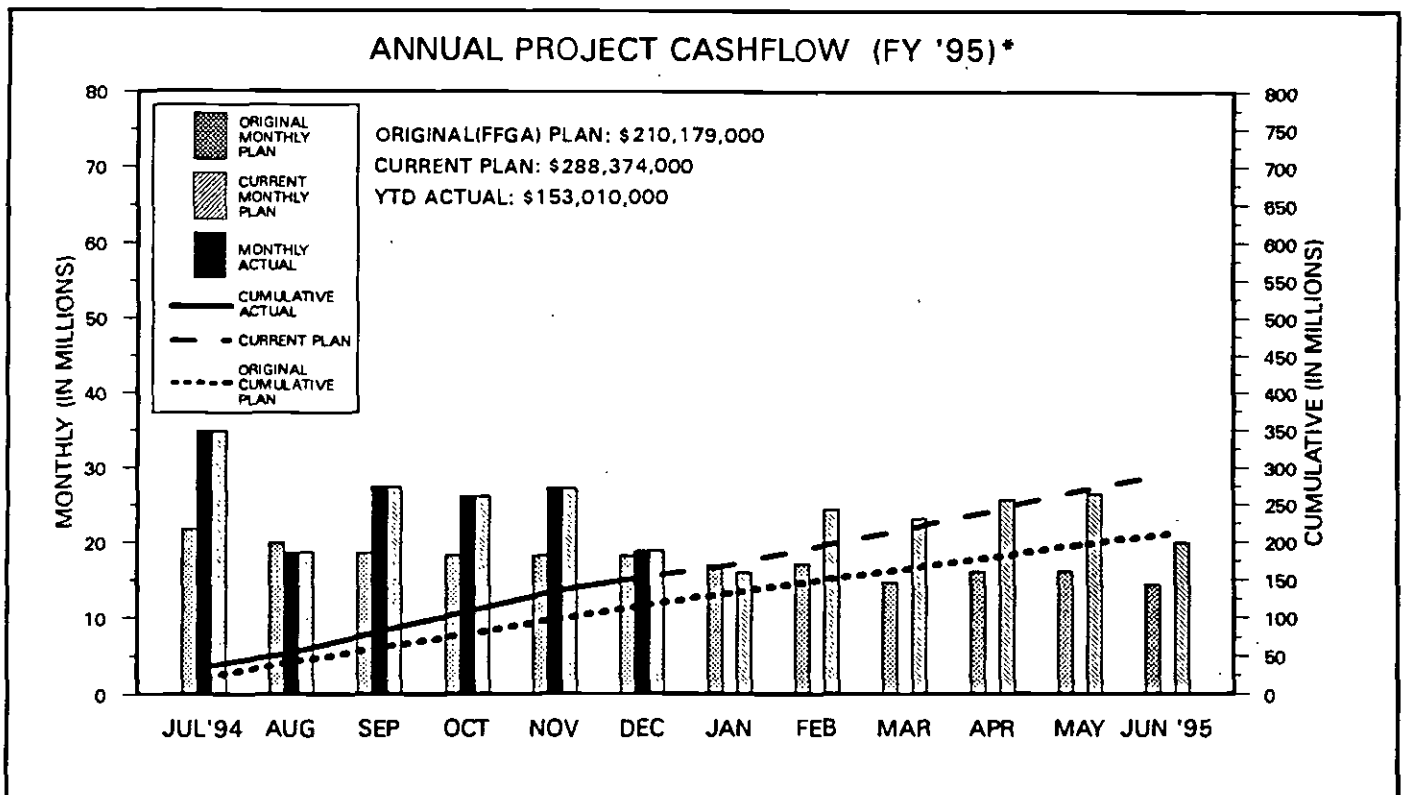
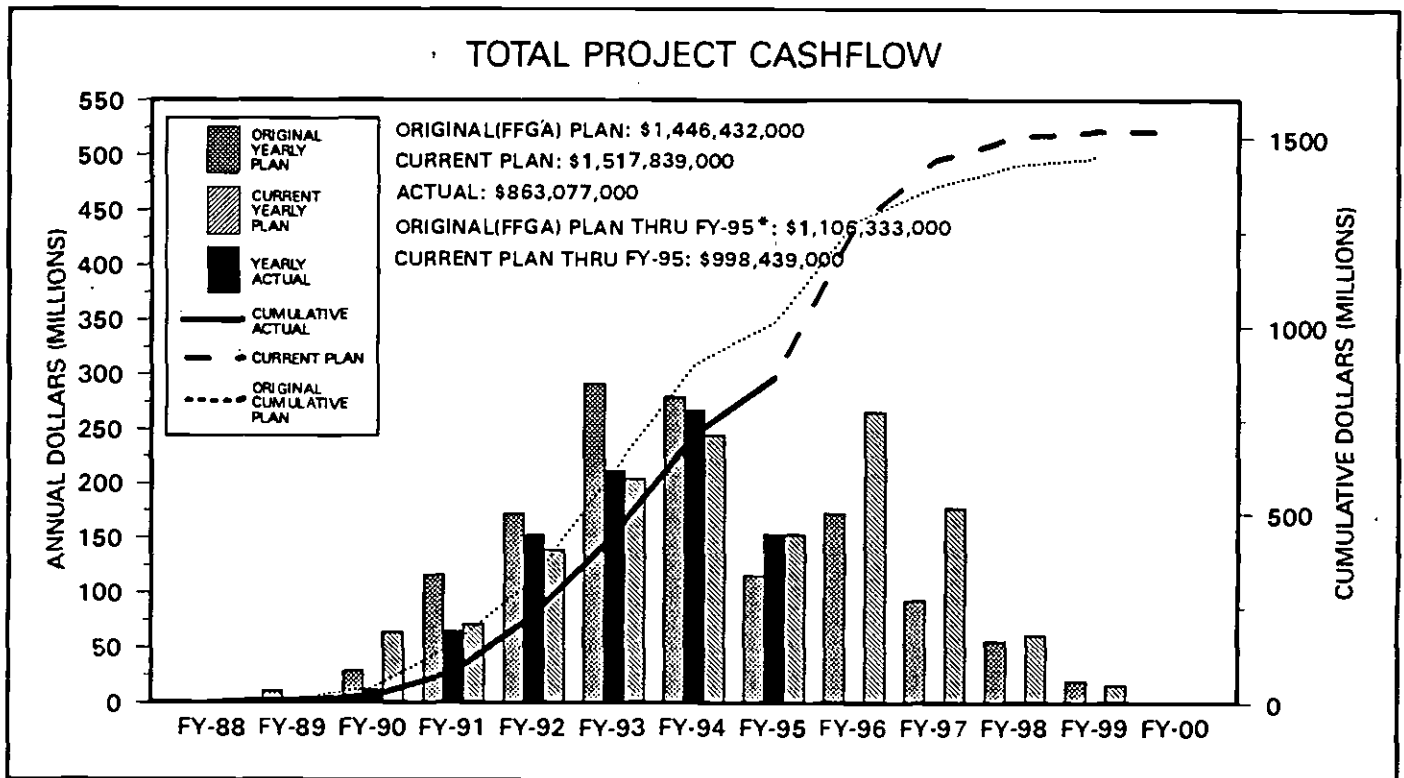
LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R81 - R81

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 01/13/95

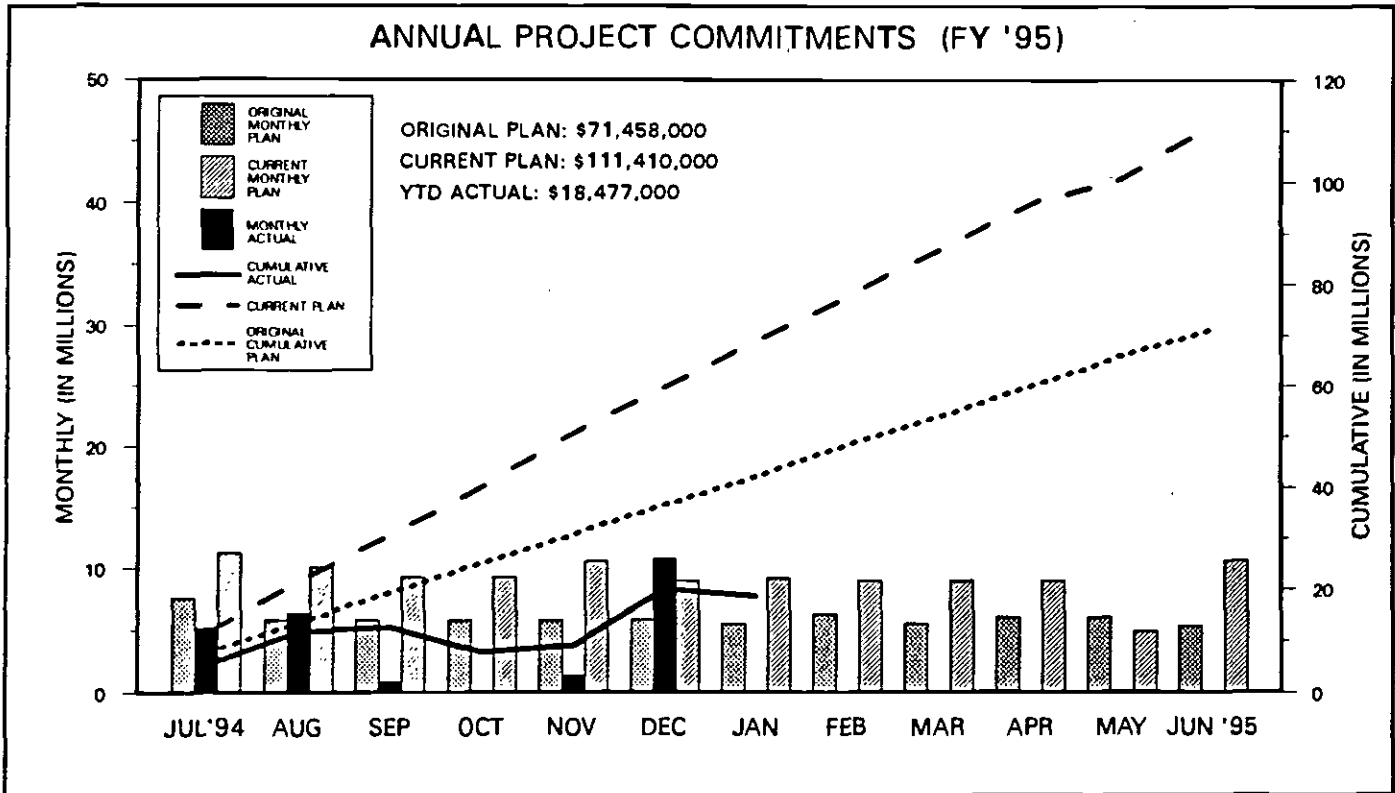
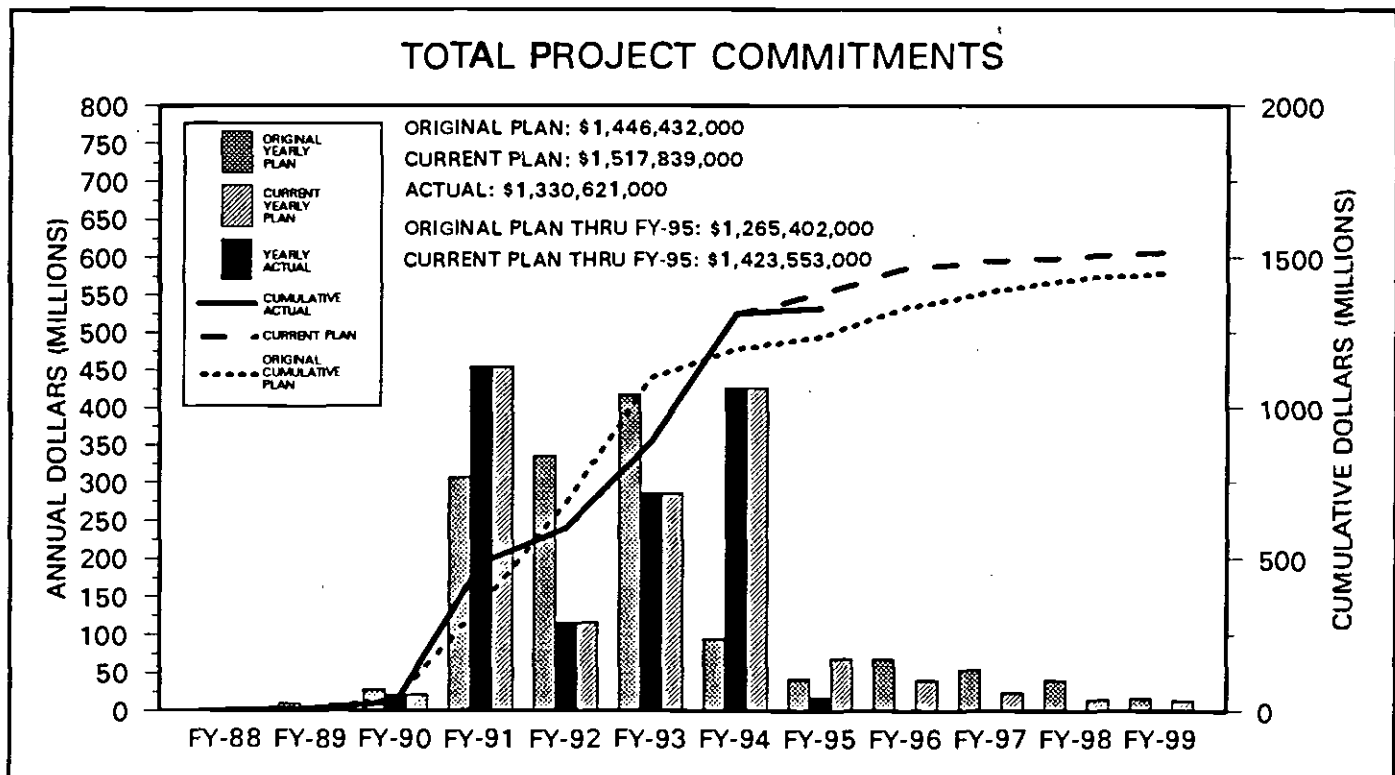
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	93	12.02%	\$2,006,583.60	9.51%
115	ADDITIONAL/NEW WORK	28	3.62%	\$754,175.34	3.57%
120	DELETION OF WORK	9	1.16%	\$41,807.30	0.20%
		---	---	---	---
		130	16.80%	\$2,802,666.24	13.28%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	13	1.68%	\$653,886.00	3.10%
220	ACCELERATION OF WORK	4	0.52%	\$87,932.07	0.42%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	12	1.55%	(\$13,575.00)	-0.06%
		---	---	---	---
		29	3.75%	\$728,243.07	3.45%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	101	13.05%	\$4,113,033.31	19.49%
320	HAZARDOUS MATERIALS	10	1.29%	\$513,376.74	2.43%
330	SAFETY CONDITIONS	14	1.81%	\$939,893.43	4.45%
		---	---	---	---
		125	16.15%	\$5,566,303.48	26.38%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	35	4.52%	(\$152,480.00)	-0.72%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	31	4.01%	\$176,497.50	0.84%
		---	---	---	---
		66	8.53%	\$24,017.50	0.11%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	68	8.79%	\$2,221,217.62	10.53%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	181	23.39%	\$6,119,986.58	29.01%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	17	2.20%	\$1,769,232.43	8.39%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	74	9.56%	\$618,879.63	2.93%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	7	0.90%	(\$728,651.10)	-3.45%
		---	---	---	---
		347	44.83%	\$10,000,665.36	47.40%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.39%	\$179,584.76	0.85%
		---	---	---	---
		3	0.39%	\$179,584.76	0.85%
OUTSIDE AGENCY REQUESTS					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	39	5.04%	\$868,871.28	4.12%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	18	2.33%	\$457,046.00	2.17%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.39%	\$159,130.40	0.75%
		---	---	---	---
		60	7.75%	\$1,485,047.68	7.04%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	8	1.03%	\$395,915.00	1.88%
		---	---	---	---
		8	1.03%	\$395,915.00	1.88%
OTHER					
900	OTHER	6	0.78%	(\$83,324.20)	-0.39%
		---	---	---	---
		6	0.78%	(\$83,324.20)	-0.39%
PROJECT TOTALS:					
		774	100.00%	\$21,099,118.89	100.00%

R81 - Metro Red Line Seg-2
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 01/13/95

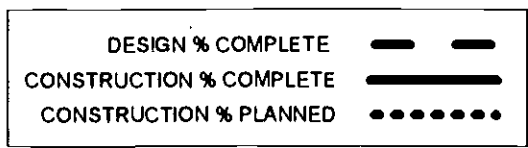
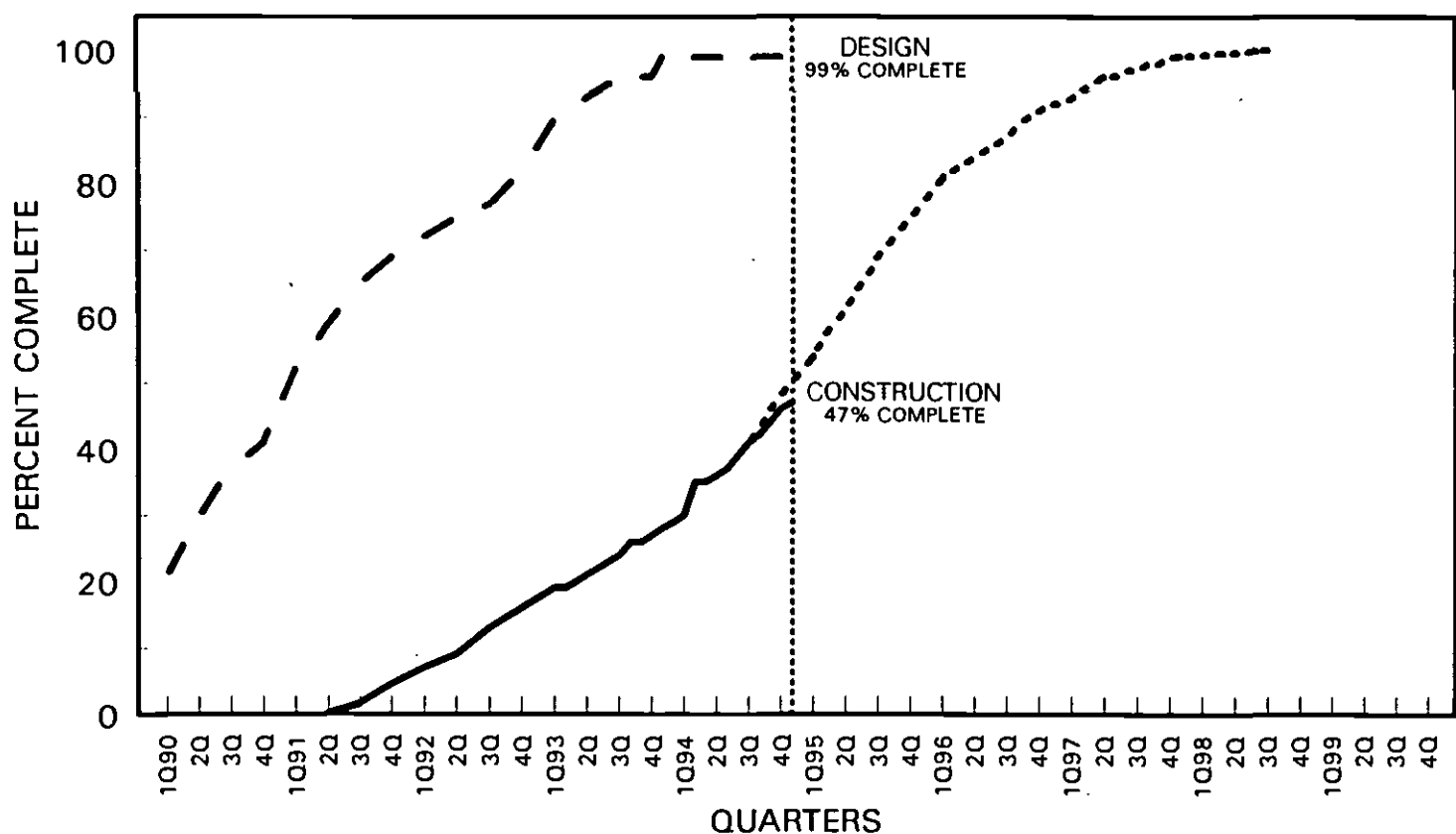
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	19	2.45%	\$7,753,897.97	36.75%
> 100-200	49	6.33%	\$6,113,936.42	28.98%
> 50-100K	37	4.78%	\$1,885,525.39	8.94%
> 25-50K	68	8.79%	\$2,344,924.66	11.11%
10-25K	125	16.15%	\$1,995,445.24	9.46%
0-10K	476	61.50%	\$1,005,389.21	4.77%
PROJECT TOTALS:	774	100.00%	\$21,099,118.89	100.00%

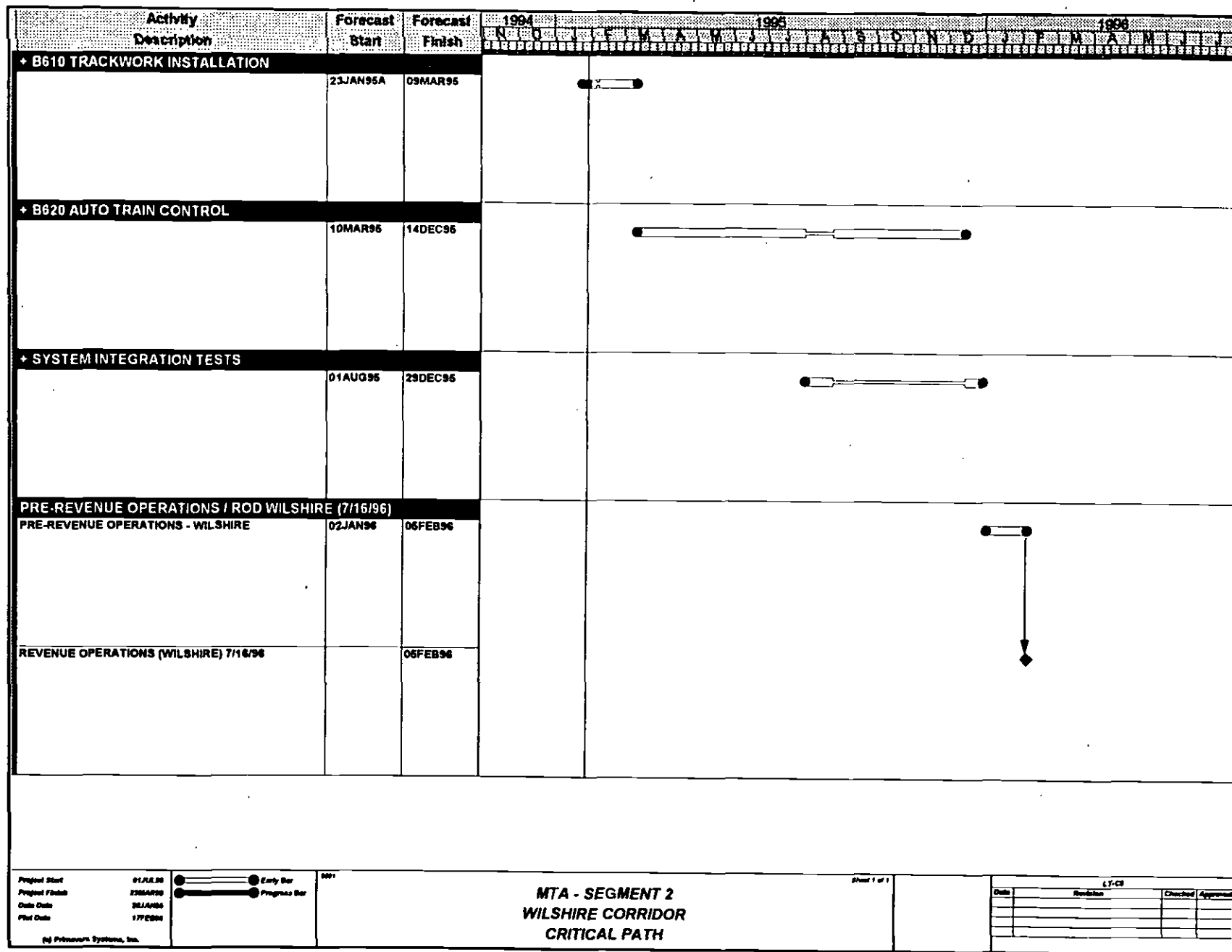


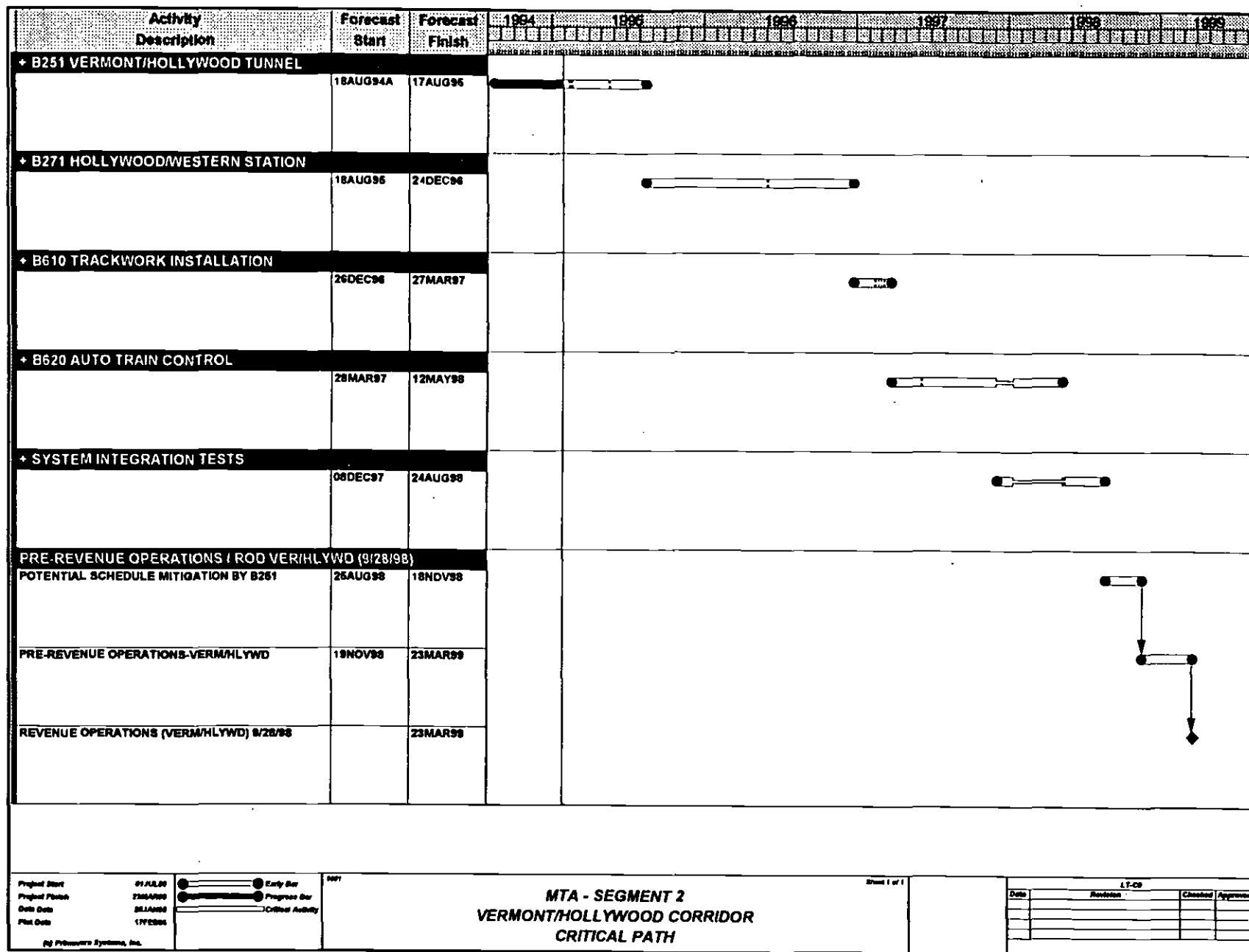
* CASHFLOW PLAN HAS BEEN REVISED TO REFLECT NEW UPDATED FY '95 AND FY '96 BUDGETS.



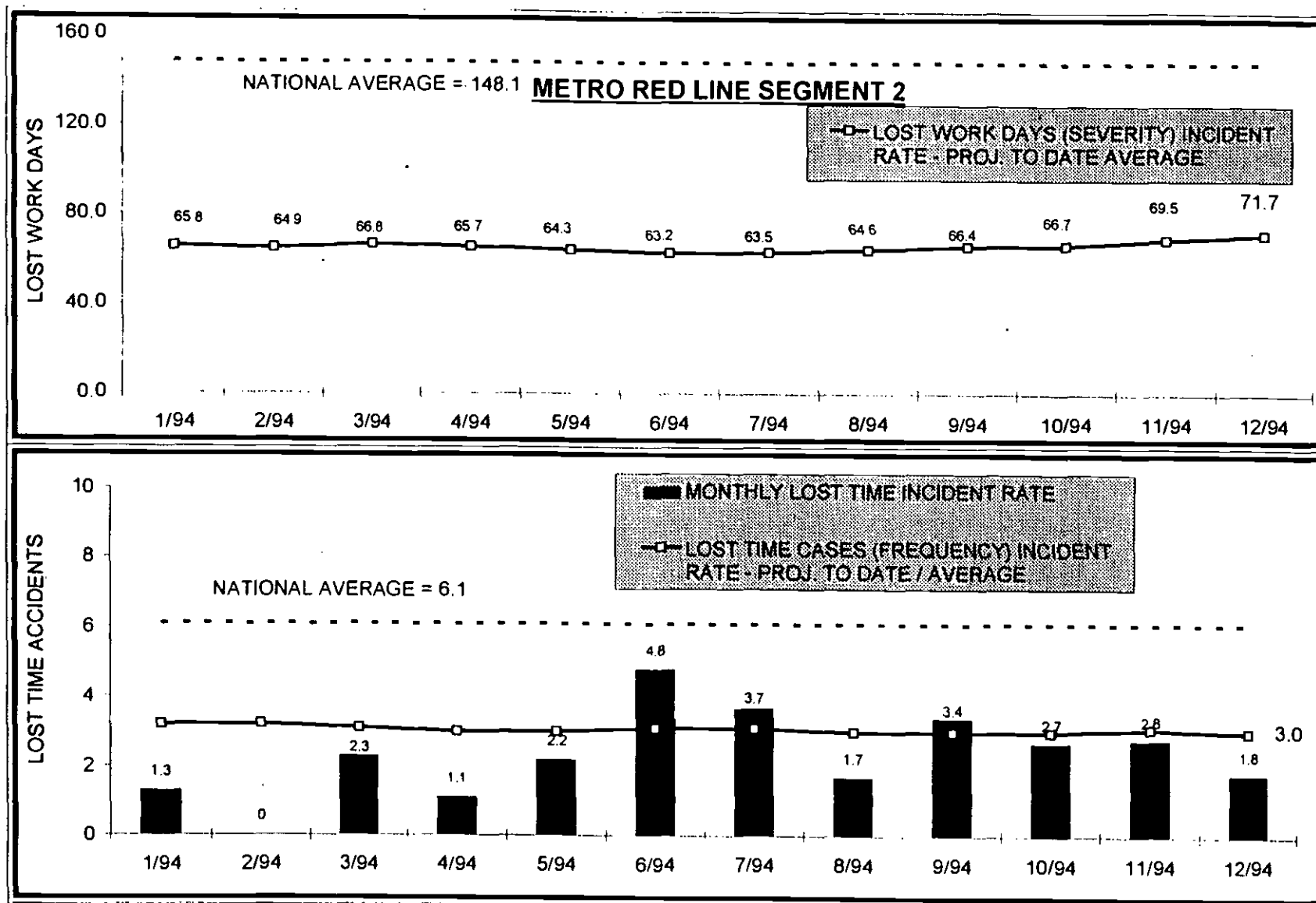
METROPOLITAN TRANSPORTATION AUTHORITY METRO RED LINE SEGMENT 2 PROGRESS SUMMARY







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



prepared by : MASS TRANSIT GROUP

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 2

0	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: 4.8%

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

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B261	16	16	16	16	16	16	16	16	6	12	11	16	16	0
C0301	3	3	3	3	3	3	3	3	2	3	3	2	2	0
C0311	109	109	109	109	109	12	12	8	6	4	4	8	8	4
C0321	26	26	26	12	12	12	12	8	8	2	2	10	9	3
C0331	11	11	11	10	10	10	10	10	8	0	0	8	7	0
C0361	12	12	12	8	8	8	8	8	8	3	2	4	4	4
TOTAL	176	176	176	167	167	60	60	62	34	24	22	46	43	11

- To date, 43 parcels have been acquired. Twenty-one parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

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 request from the Hollywood community will result in a cost and schedule impact to the contract.

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.

AREAS OF CONCERN (CON'T)**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 is planned to begin in February. 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. Multiple contracts could have an adverse effect on the schedule due to limited site availability for several contractors, and to the resultant complications of maintaining traffic.

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.

AREAS OF CONCERN (CON'T)

Contract C0312 Mid-line Vent Structure Construction - North Hollywood Extension

Concern: There is currently no provision for a Mid-line vent structure. This scope was deleted from Contract C0311.

Action: Determine the Mid-line vent shaft requirements, design, and construction.

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

Contract 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 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: A realistic forecast of costs at completion which factors in inefficiencies has been obtained. Negotiations are planned to isolate the Value Engineering effort and remove it from the C0321 contract to identify the real design costs. Overruns are being recognized and negotiations initiated to determine the appropriate budget relative to the total cost forecast.

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.

AREAS OF CONCERN (CON'T)

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

RESOLVED

Contract B251, Line Section from the Hollywood/Vine Station to Station 630 + 00 - Tunneling Shut Down - North Hollywood Extension

Concern: Tunnel mining operations on the Hollywood Boulevard have been shut down since August 1994.

Action: The MTA directed the EMC and Parsons-Dillingham to prepare an implementation plan.

Status: An implementation plan was developed. Mining operations have been resumed on HAR as of January 6, 1995. HAL is planned to start in early February 1995.

MID CITY STATUS

EMC has been authorized via CCR to support the MTA's environmental efforts resulting from the reassessment study. The EMC is participating in meetings with MTA Construction, Area Teams, Environmental and Joint Development groups, and MTA consultants, providing studies, analysis and presentation materials as required.

MTA, with the aid of the EMC, developed various presentation materials to describe the aerial and shallow underground alternatives. MTA also developed the environmental impacts associated with each alternative. On January 17, 1995, this material was presented to the Mid City community. This community meeting was very successful. Approximately 200 people attended the meeting. The MTA staff was able to provide the community with detailed information regarding the safe and constructible alternatives developed during the reassessment study.

The community was able to talk to the staff regarding the impacts of these alternatives. Topics covered during the meeting included subsurface geotechnical conditions, construction, joint development, real estate, environmental gas conditions, and the environmental process. The MTA staff received numerous written comments on the alternatives. The comments received will be evaluated during the draft supplemental environmental process.

After February 6, 1995, the MTA will define the impacts to be studied during the draft supplemental environmental process. It is anticipated that the preparation of the draft will take three to four months.

EAST SIDE STATUS

The Record of Decision (ROD) was obtained in December 1994. An amendment to the Full Funding Grant Agreement (FFGA) was signed in January 1995. Final Design and Design Support During Construction Services General Engineering negotiations will conclude in February 1995.

Short-listed Section Designers' interviews concluded in January 1995. Selection will be finalized in February 1995. MTA Board approval for General Engineering Services and Section Designer selections are scheduled for March 22, 1995.

Engineering reviewed a Fluor Daniels value engineering ventilation alternatives study. Incorporation of the vertical emergency fans into the East Side Extension station is being studied. Early results indicate a potential cost savings due to shortening the overall station length. It also appears that the station profiles will not have to be lowered to accommodate the vertical fans.

Computer simulations of the size required for blast relief shafts were undertaken by engineering in late December 1994. The draft report is due January 1995.

A study of First/Boyle Station location was undertaken in December 1994 to facilitate early construction of the Mariachi Plaza. Presentation to the Local Area Team (LAT) will be made in early February 1995. Early indications are that two potentially historic structures will not have to be relocated during construction, the station profile can be raised thirteen feet and a reduction of 300 RF of tunnel length can be realized with the proposed alignment. The proposed changes are anticipated to require an amendment to the EIS/EIR only.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

The following items reflect action requirements identified in the December 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

August 1994, Segment 1 Grant Close-out

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

Action: MTA needs to focus more attention on the close out process.

Status: The MTA mailed the required documents to the FTA office in San Francisco on January 30, 1995.

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

- As of January 27, 1995, Facilities Design for the North Hollywood Extension was 91% complete versus 96% planned. Systems Design was 37% complete versus 70% planned. The total design progress is 86% actual compared to 94% planned.
- Negotiations are underway to complete Contract C0352, North Hollywood Sitework.
- The EMC is supporting the MTA Environmental group in the preparation of a supplemental SEIS for the Ventilation Facility.

Bid/Award

- Contract C0311, Line Section from Universal City Station to STA 630+00, the MTA Board approved construction award to Traylor Bros./Frontier-Kemper. The NTP is planned for January 23, 1995.
- C0301R, Hollywood/Highland Station and Tunnels, bids were opened.
- C0351, North Hollywood Station, bids were opened.

Construction

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

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

- Contract C0321, Universal City Station, Final Design submittal to the MTA is planned for February 27, 1995.
- An In-Progress submittal for Contract C1610, Trackwork, is scheduled for February 6, 1995.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels, bids were opened on December 22, 1994. NTP is planned for April 1, 1995. MTA Board approval is planned for February 22, 1995.
- Contract C0351, No. Hollywood Station, Crossover and Tailtrack, bids are planned to be opened. NTP is planned for April 1, 1995. MTA Board approval is planned for February 22, 1995.

Construction

- Contract C0311, Line Section from Universal City Station to STA 630+00, continues to mobilize.

KEY ACTIVITIES - JANUARY

East Side Extension

Design

- Short-listed Section Designers' interviews concluded during the month.
- Continued with Final Design and Design Support During Construction Services General Engineering negotiations.
- Continued the study on the value engineering ventilation alternative.

KEY ACTIVITIES - PLANNED FOR FEBRUARY

East Side Extension

Design

- Finalize selection of Section Designers for a March 1995 MTA Board approval.
- Conclude Final Design and Design Support During Construction Services General Engineering negotiations.
- Present to MTA the value engineering ventilation study alternative.
- Present to the MTA the draft report on the computer simulation study for the blast relief shafts.
- First/Boyle Station location study was presented to the Local Area Team. The study to facilitate early construction of the Mariachi Plaza will continue through the month.

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

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

Period: Dec 30, 1994 to Jan 27, 1995
Run Date: Feb 9, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	125,571	355,692	1,541	54,196	2,490	54,403	-16,638	784,598	17,751
S PROFESSIONAL SERVICES	254,747	0	279,125	856	101,404	685	55,256	685	55,256	0	274,024	-5,100
R REAL ESTATE	84,534	0	85,644	390	39,199	390	39,199	390	39,199	-175	84,568	-1,076
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	1,957	11,318	327	4,580	327	4,580	512	23,316	4,605
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	16,300	144,314	-16,180
A PROJECT REVENUE	0	0	0	0	0	0	0	-13	-137	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	128,775	507,613	2,944	153,232	3,880	153,302	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	0	81	523	547	0	4	115	8,016	8,016
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	0	492	523	547	0	4	115	9,169	9,169
GRAND TOTAL	1,310,822	0	1,310,822	128,775	508,105	3,468	153,779	3,880	153,306	115	1,319,991	9,169

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

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

Period: Dec 30, 1994 to Jan 27, 1995

Run Date: Feb 15, 1995

Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,264	20	830	20	244	0	328,119	-6,019
S PROFESSIONAL SERVICES	98,133	0	98,133	0	43,134	238	8,493	238	8,497	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	28	180	28	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	287	9,632	287	9,050	0	490,663	0

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

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

Period: Dec 30, 1994 to Jan 27, 1995
Run Date: Feb 16, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	624,556	0	624,556	547	547	0	0	7	7	-165	624,391	-165
S PROFESSIONAL SERVICES	219,522	0	219,522	0	11,446	175	175	175	9,335	366	219,888	366
R REAL ESTATE	26,570	0	26,570	4	22	4	4	4	22	0	26,570	0
F UTILITY/AGENCY FORCE ACCOUNTS	14,092	0	14,092	0	1	0	0	0	1	0	14,092	0
C PROJECT CONTINGENCY	94,861	0	94,861	0	0	0	0	0	0	-201	94,660	-201
GRAND TOTAL	979,601	0	979,601	551	12,017	180	180	187	9,366	0	979,601	0

NOTE: Incurred cumulative through January 27, 1995 are \$9,366,000.

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

JANUARY 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	\$412,484	61%	\$57,685	8%	\$33,862	5%
FED ISTEA STP (STATE)	\$69,145			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$25,000	\$25,000	\$25,000	100%	\$25,000	100%	\$19,908	80%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$36,380	49%	\$36,380	49%	\$36,380	49%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$7,261	35%
STATE PROP 116	\$25,000			0%		0%		0%
STATE TSM Match	\$3,239			0%		0%		0%
PROP C	\$411,546	\$13,386	\$13,386	3%	\$13,386	3%	\$13,386	3%
TOTAL	\$1,310,822	\$288,185	\$508,105	39%	\$153,306	12%	\$110,797	8%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1994.

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

JANUARY 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	\$84,685	35%	\$6,333	3%	\$5,838	2%
FED ISTE A STP (STATE)	\$98,300			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$55,400	\$16,326	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$0							
STATE TSM Match	\$7,178			0%		0%		0%
PROP C	\$87,222	\$4,469	\$1,299	1%	\$1,299	1%	\$1,299	1%
TOTAL	\$490,663	\$59,825	\$87,402	18%	\$9,050	2%	\$8,555	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1994.

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

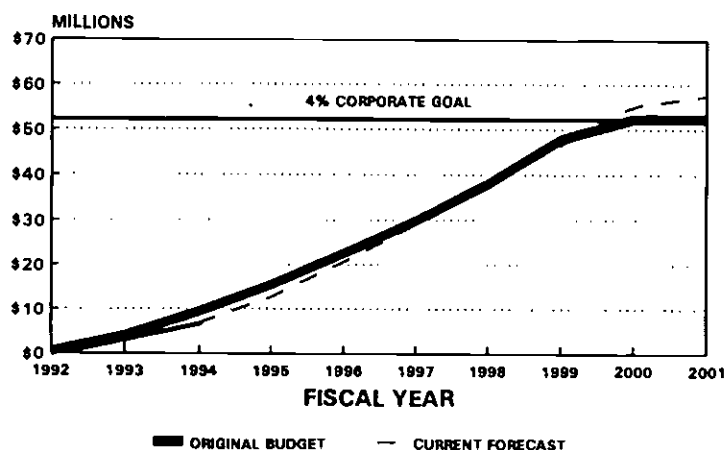
JANUARY 95

STATUS OF FUNDS BY SOURCE

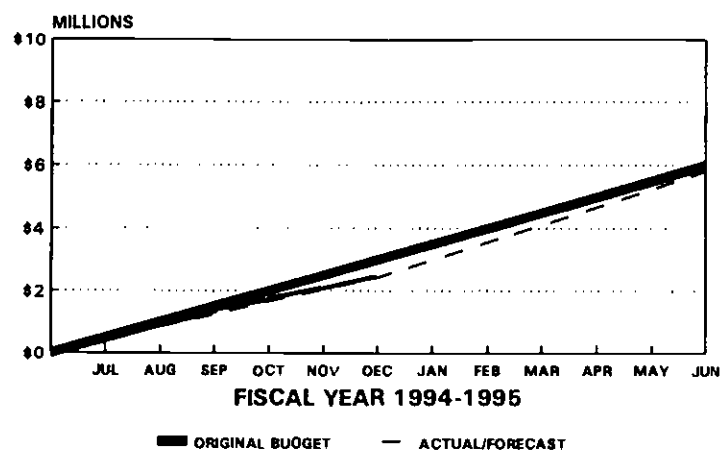
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$492,890	\$19,850	\$11,379	2%	\$8,869	2%	\$8,398	2%
FED ISTE A STP (STATE)	\$83,300			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$86,000			0%		0%		0%
STATE ARTICLE 116	\$15,000			0%		0%		0%
STATE TSM Match	\$11,142			0%		0%		0%
PROP C	\$291,269	\$18,150	\$638	0%	\$497	0%	\$497	0%
TOTAL	\$979,601	\$38,000	\$12,017	1%	\$9,366	1%	\$8,895	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



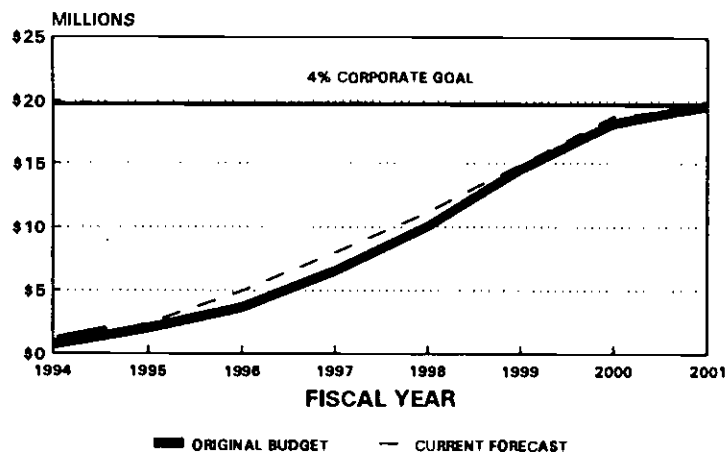
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$ 1,310,822
ORIGINAL BUDGET	\$ 52,433
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 57,560
FORECAST % OF TOTAL PROJECT	4.4%
ACTUAL THROUGH FY 94	6,891

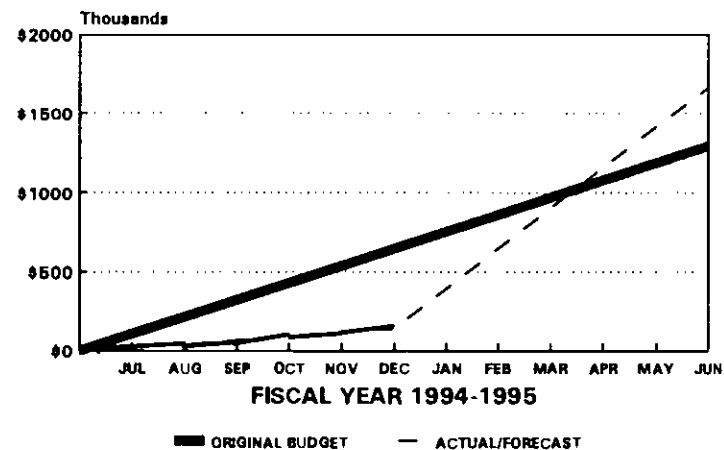
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$3,002
ACTUAL TO DATE	\$2,431

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

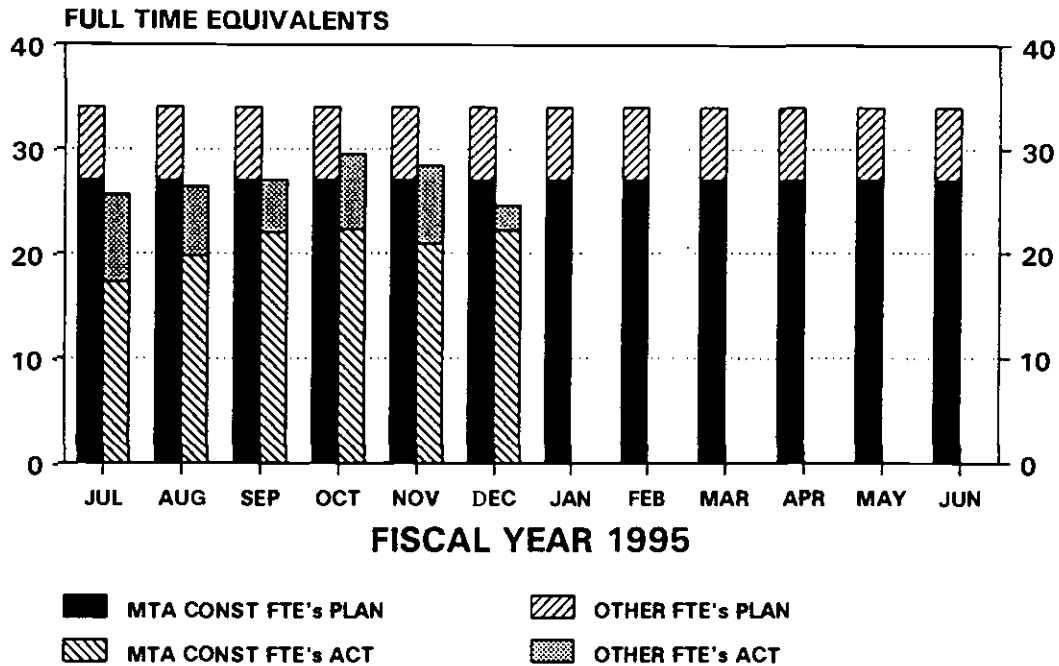
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$647
ACTUAL TO DATE	\$139

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'95 Budget

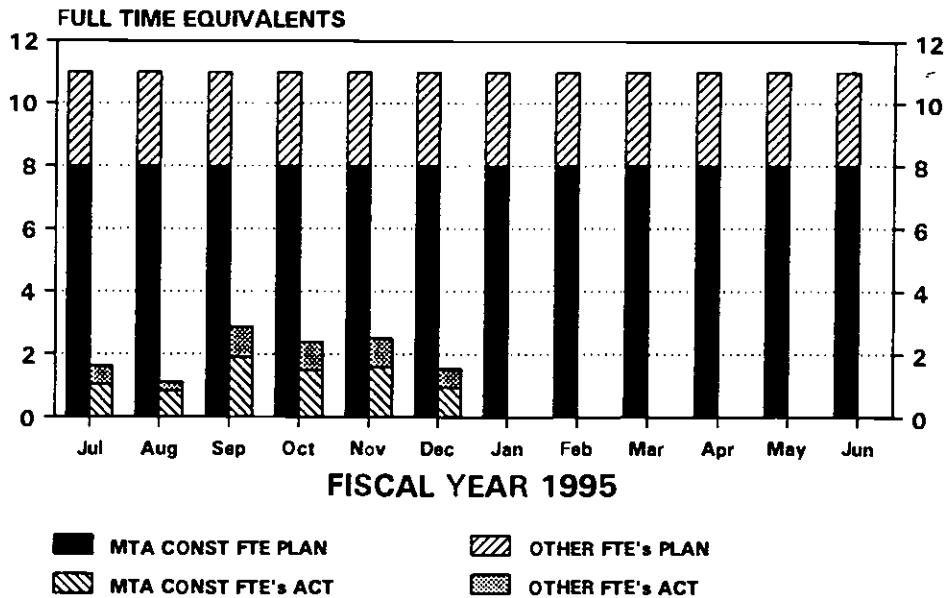
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	22
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	2
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	24

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



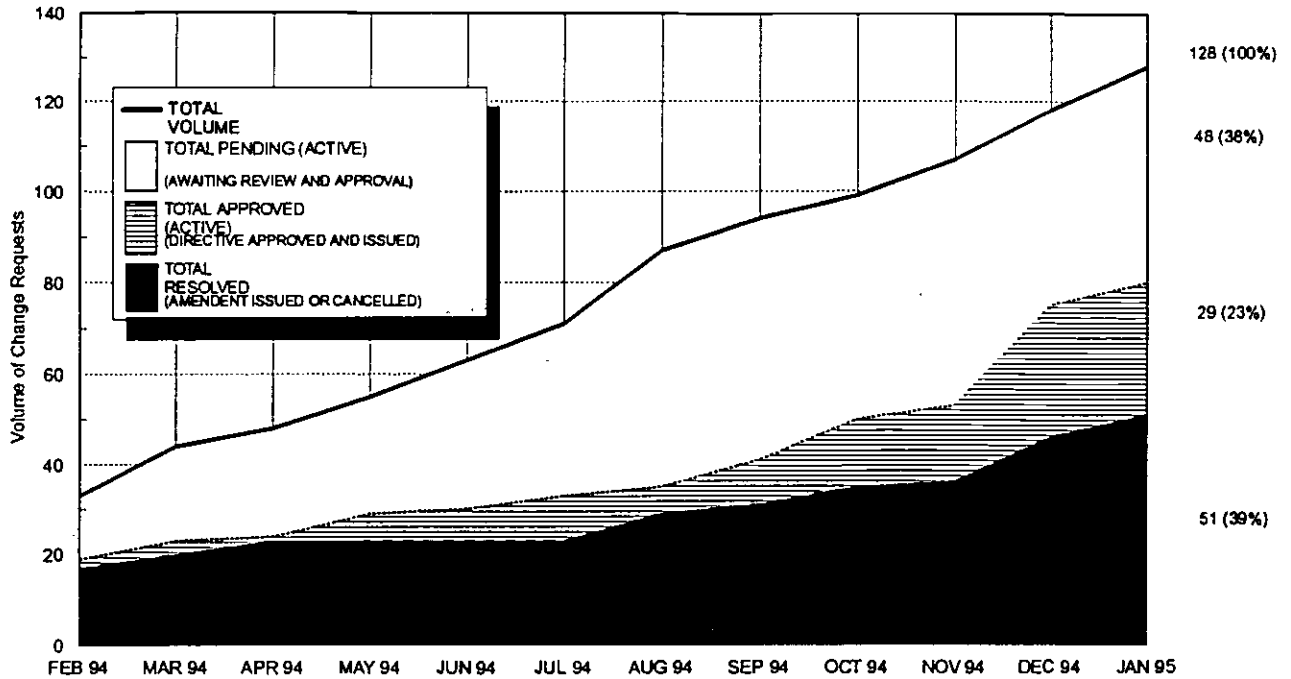
FY'95 Budget

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	0
TOTAL FTE's PLAN	11
TOTAL FTE's ACTUAL	1

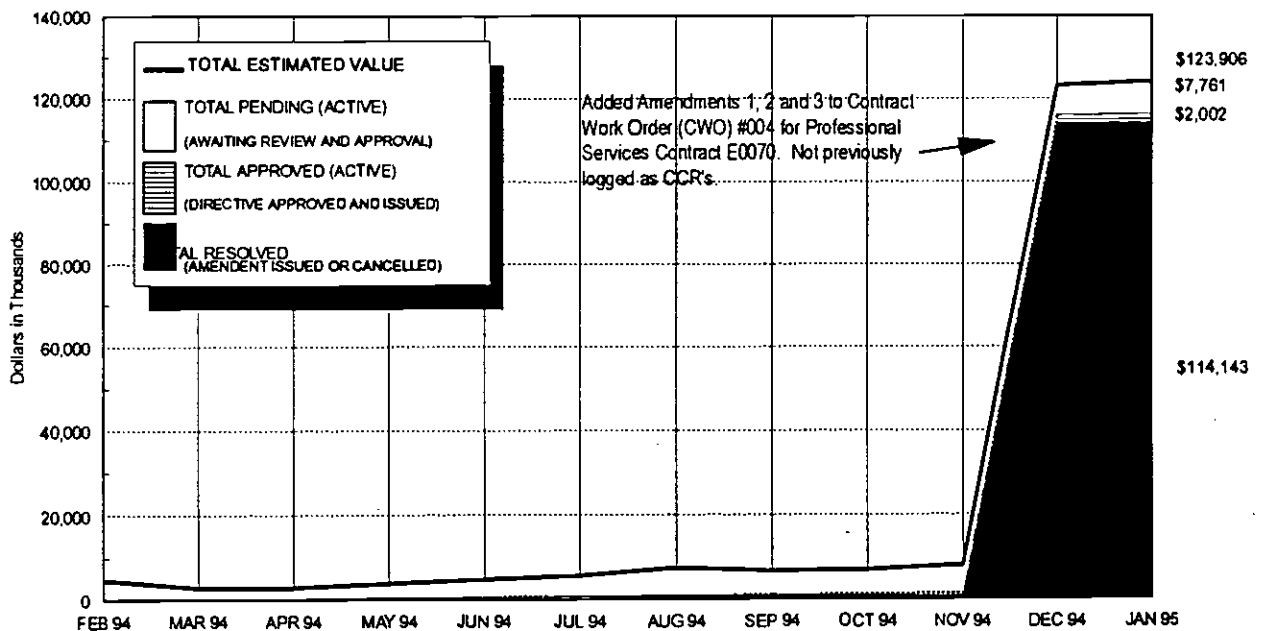
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



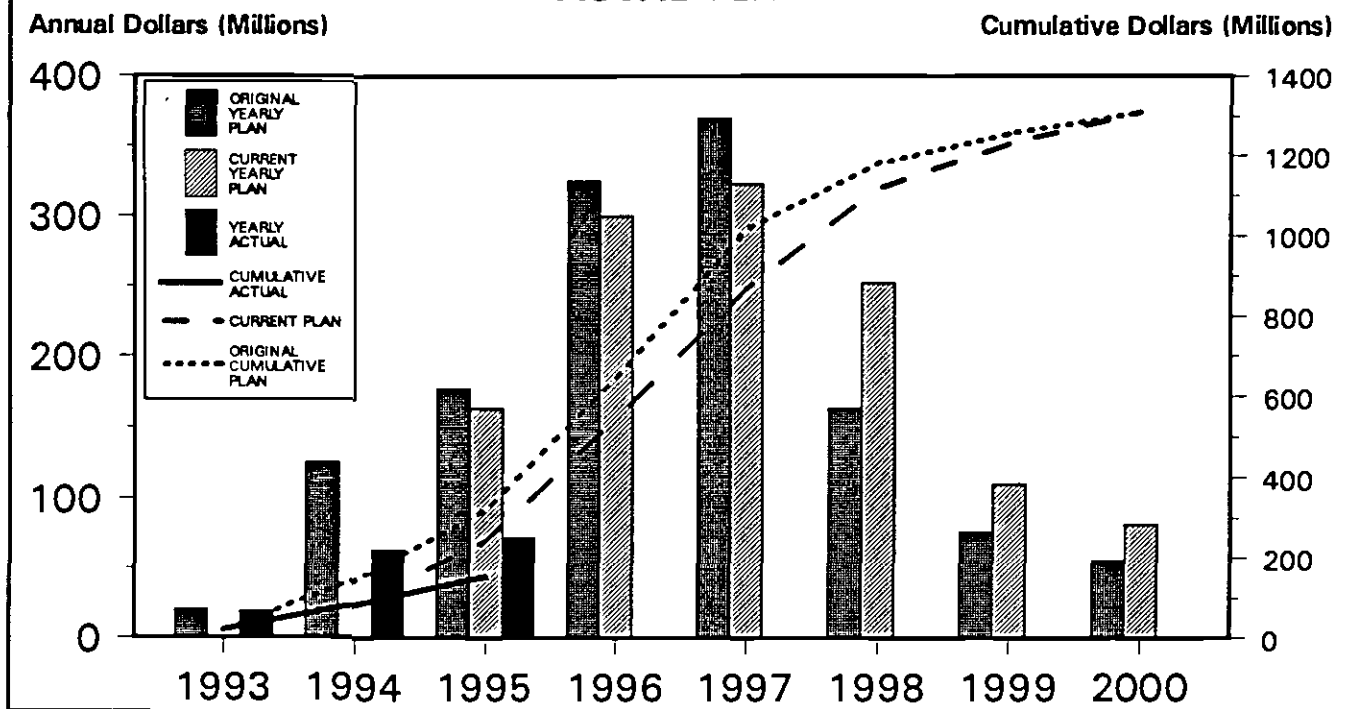
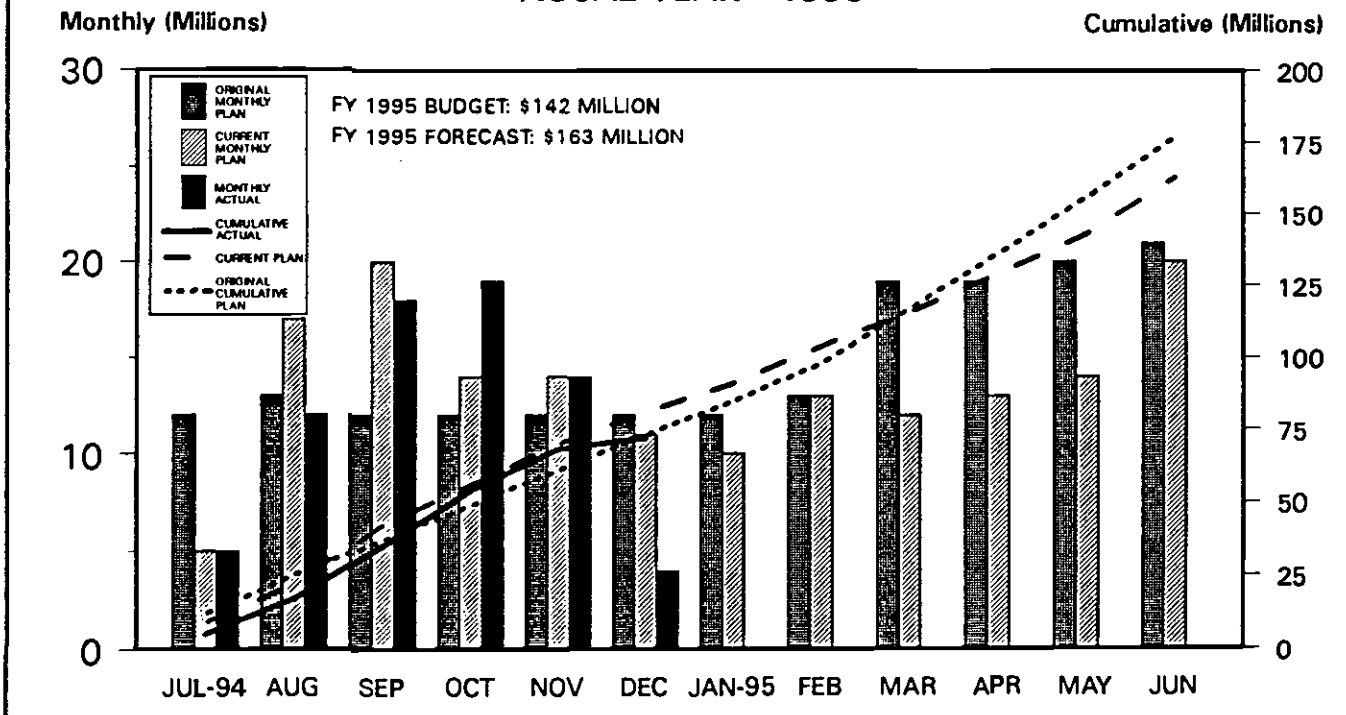
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	19	2	7	49	77
PERCENT	25%	3%	9%	63%	100%

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

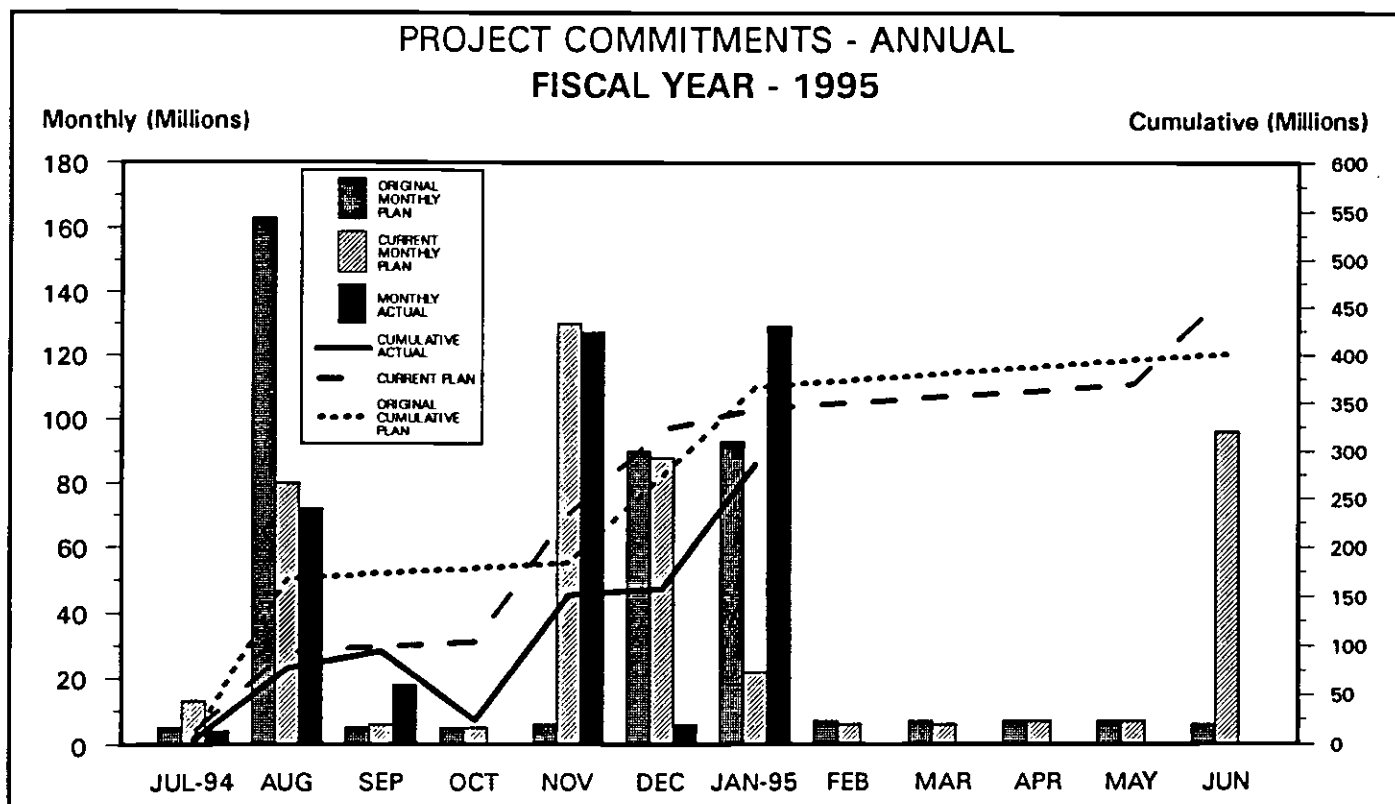
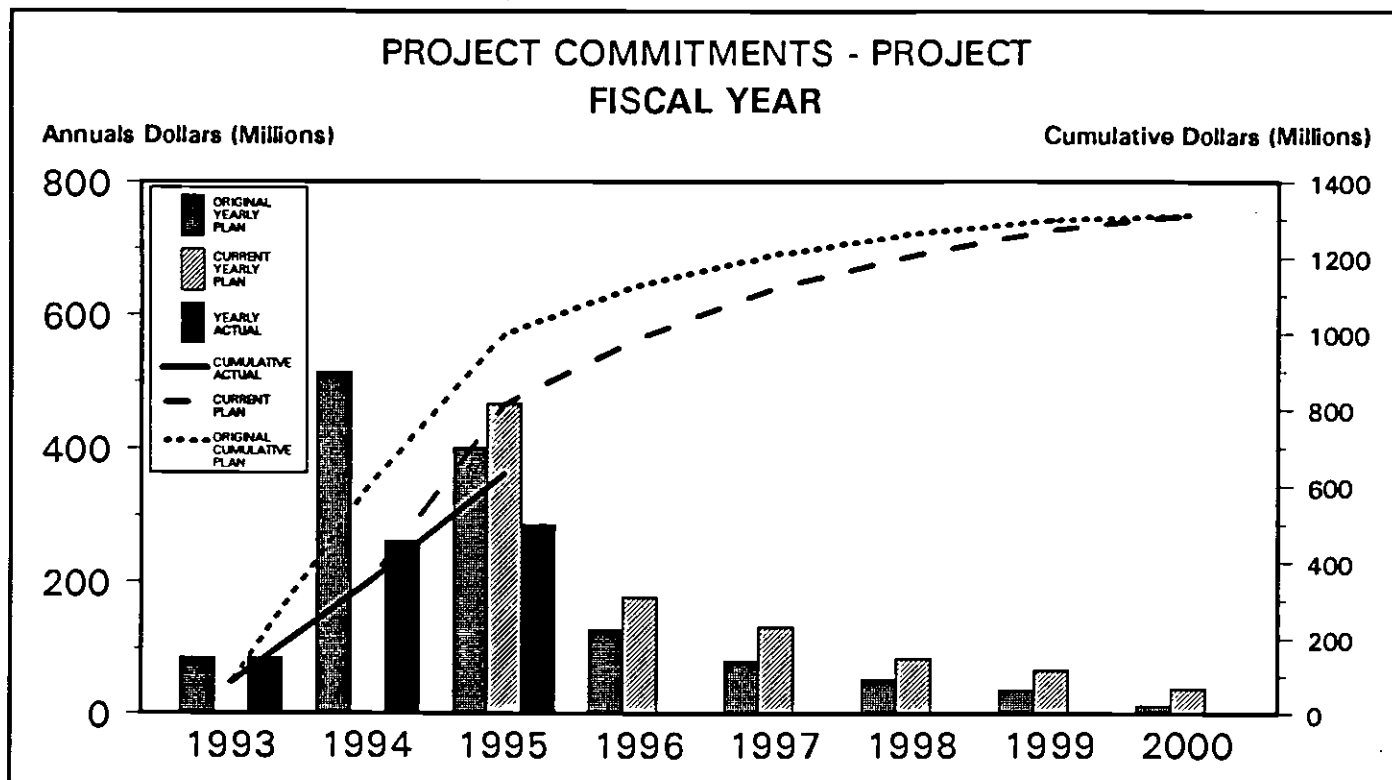


NORTH HOLLYWOOD

PROJECT CASH FLOW - PROJECT
FISCAL YEARPROJECT CASH FLOW - ANNUAL
FISCAL YEAR - 1995

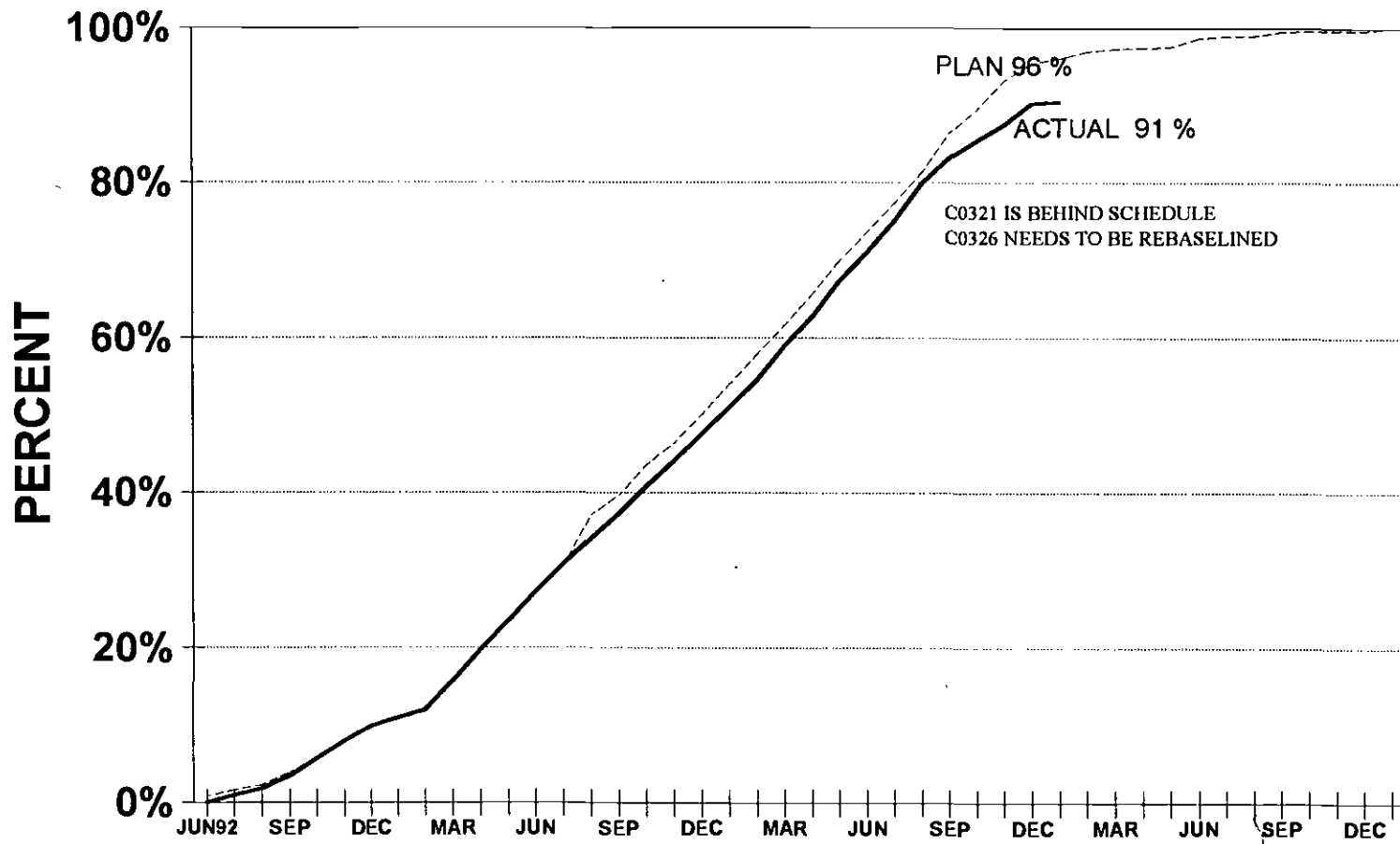
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH DECEMBER 1994.
THE PLAN WAS REVISED IN SEPTEMBER.

NORTH HOLLYWOOD



NOTE: THE PLAN WAS REVISED IN JUNE 1994.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD-SYSTEMS CONTRACTS

