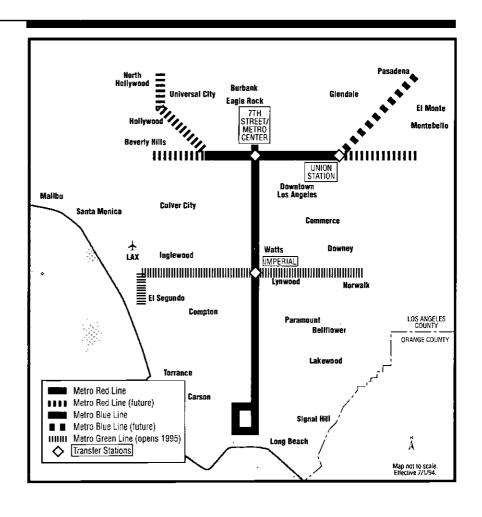
MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
RAIL CONSTRUCTION DIVISION

RAIL PROGRAM SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line **Cost Status** (\$000) **Project Progress** Original Budget 841,000 Expended to Date 132,206 * Design (Rebaselined) **Current Budget** 841,000 82.7% Actual: Schedule Status: Construction Revenue Operations Date: Actual: 3% Original November 1997 Revised June 2002 Metro Green Line (Budget and Forecast excludes North Coast Segment) **Cost Status** (\$000)**Project Progress** 671,000 **Original Budget** Expended to Date 620.972* Design Actual: **Current Budget** 100% 717,802 Schedule Status Construction Revenue Operations Date: Actual: 98% Original October 1994 Forecast May 1995 Metro Red Line Segment 1 **Cost Status** (\$000) Project Progress Original Budget 1,249,900 Expended to Date 1.396.372* Design **Current Budget** Actual: 100% 1,450,019 Construction Schedule Status Revenue Operations Date: Actual: 100% Original **April 1992** Actual January 1993 Metro Red Line Segment 2 **Cost Status** Project Progress (\$000)Original Budget 1,446,432 Expended to Date 974,750* Design Actual: 99% **Current Budget** 1,517,657 Construction Schedule Status: Revenue Operations Dates: Wilshire Actual: 60% Vermont/Hlywd Jul '96 Sep '98 Original May '96 Forecast Mar '99 Metro Red Line Segment 3 - North Hollywood Extension (\$000) **Project Progress Cost Status Original Budget** 1,310,822 Design Expended to Date 222,727* **Current Budget** 1,313,848 Actual: 90.3% Construction Schedule Status Actual: 10.6% Revenue Operations Date: Original May 2000 **Forecast** September 2000

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000) Project Progress

Original Budget 490,663 Suspended for Reassessment

Expended to Date 9,811* Design

Current Budget 490,663 Actual: 27%

Schedule Status Construction

Revenue Operations Date: Actual: 0%

Original TBD Forecast TBD

Metro Red Line Segment 3 - East Side Extension

Cost Status (\$000) Project Progress

Original Budget 979,601 Suspended for Reassessment

Expended to Date 11,636* Design

Current Budget 979,601 Actual: 30%

Schedule Status Construction

Revenue Operations Date: Actual: 0%

Original November 2002 Forecast July 2003

Vehicle Acquisition Project***

Cost Status (\$000) Project Progress

Original Budget 257,597 Design

Expended to Date 57,510* Actual: 6%**

Current Budget 257,597 Manufactured

Schedule Status: Actual: 6%**

Delivery of Final Cars:

Original November 1997 ** Based on Milestone Payments

Forecast November 1999

* Expenditure data through June 1995

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

STATUS DATE:

07/28/95

(IN THOUSANDS)

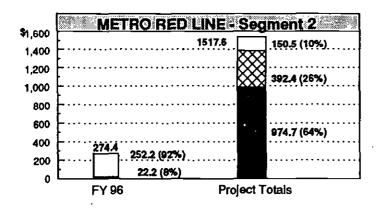
PROJECT: TOTAL RAIL PROGRAM

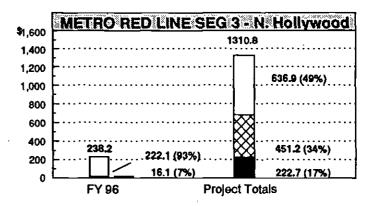
ELEMENT	BUD	GET	COMMI	TMENTS	INCURR	ED COST	EXPEND	ITURES	CURRENT	VARIANCE
DESCRIPTION	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	5,153,508	5,242,908	3,489	3,487,664	25,394	2,503,335	35,493	2,442,643	5,387,389	144,481
S PROFESSIONAL SERVICES	1,685,530	1,985,475	23,332	1,433,480	19,620	1,260,380	15,271	1,264,160	2,083,223	97,748
R REALESTATE	480,002	549,060	10,501	381,375	10,393	382,565	10,405	382,504	549,875	815
F UTILITY/AGENCY FORCE ACCOUNTS	146,280	146,937	32	123,281	1,517	103,216	1,517	102,695	145,636	(1,301)
D SPECIAL PROGRAMS	11,044	20,864	166	5,713	387	4,537	414	4,564	15,719	(5,145)
C CONTINGENCY	560,118	448,456	0	1	1	1	1	1	363,873	(84,583)
A PROJECT REVENUE	(18,115)	(36,585)	0	(1,536)	(195)	(7,142)	(202)	(8,604)	(31,875)	4,710
PROJECT GRAND TOTAL	8,018,366	8,371,206	37,520	5,430,001	57,117	4,246,892	62,900	4,187,966	8,527,933	156,727

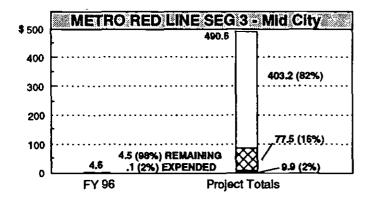
NEW REQUIREMENTS	BUD	GET	СОММІ	TMENTS	INCURR	ED COST	EXPEN	DITURES	CURRENT	VARIANCE
DESCRIPTION	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	50,876	(8)	50,144	891	14,538	1,704	16,916	62,073	11,197
S PROFESSIONAL SERVICES	0	19,634	76	17,821	72	9,844	72	9,846	19,827	192
R REAL ESTATE	0	0	0	1	0	1	0	1	1	1
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	20	0	20	0	21	0	21	20	0
C CONTINGENCY	0	3,720	o	0	0	o	0	0	2,059	(1,661)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	74,251	68	67,988	964	24,440	1,776	26,819	83,981	9,730
PROJECT GRAND TOTAL	8,018,366	8,445,457	37,589	5,497,989	58,081	4,271,332	64,676	4,214,785	8,611,915	166,457

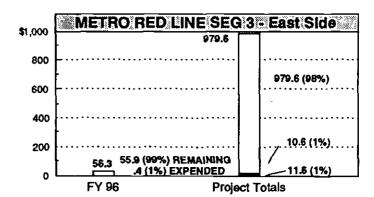
This report includes total project costs for the Metro Blue Line of \$877,271.

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





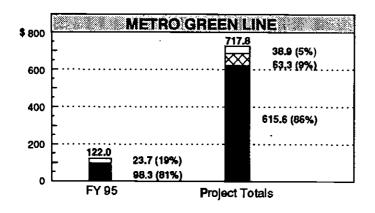


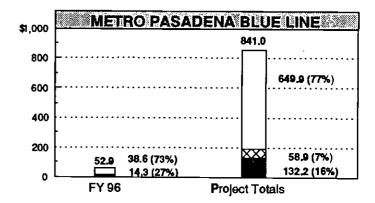


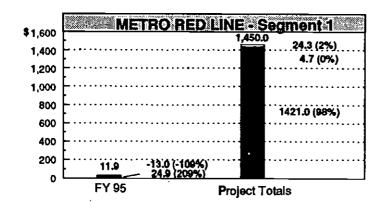
Actual Spent

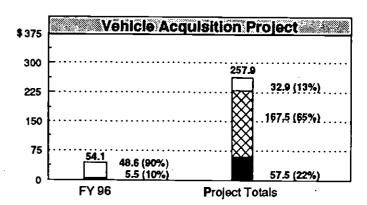


BUDGET STATUS - July 28, 1995 (in \$ Millions)



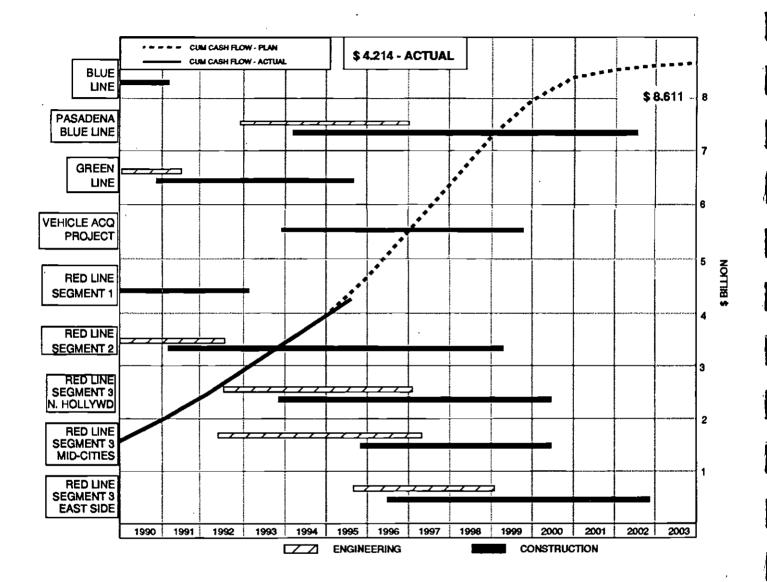






Actual Spent Encumbered Remaining Budget

Figure 1 - Rail Construction Plan



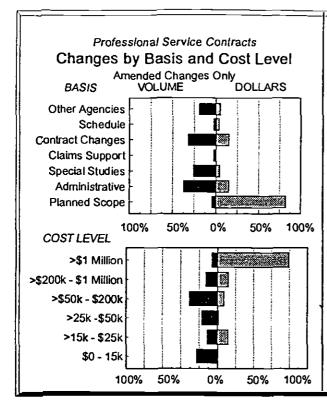
METROPOLITAN TRANSPORTATION AUTHORITY FUNDING SOURCES

(IN MILLIONS)

JULY 1995

	METRO		PASADE BLUE (METRO		METRO RI		METRO RE SEG 2		METRO RE SEG 3 -			ED LIN 3 - MC		D LINE 3 - ES	VEHICLE AC		TOT PROGE	
	\$	%	\$	*	\$	%	\$	%	\$	%	\$	%	\$	% ***	\$	%	\$	%	\$	96
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	492.9	50	_		2688.8	
FTA - OTHER		ļ															11.9	5	11.9	0
ISTEA-FED SURFACE TRANSIT PROGRAM (STATE)	<u>.</u>			:					52.1	3	69.1	5	40.0	8	25.0	3	84.0	33	270.2	3
FED-ISTEA STP/CMAQ (REGIONAL)									2.5	0	39.9	3	40.4	8	86.1	9	6.1	2	88.9	1
FTA-SECTION 9							90.6	6											90.6	1
STATE	ļ		337.8	34	106.4	15	210.3	15	133.0	. 9	45.9	4			15.0	2	33.6	13	882.0	10
STATE TSM MATCH	l										3.2	0	7.2	1	11.1	. 1		, ,		
SB 1995 TRUST FUND											75.0	6							75.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29									1702.1	20
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4									62.7	1
PROPOSITION C			659.9	66	400.3	56					192.4	15	151.6	31.	349.1	36	122.1	47	1875.3	22
PROP C (AMERICAN DISABILIT ACT)	:				5.99	1			5.9	0									1,1.9	0
CITY OF LOS ANGELES							34.0	2	98.0	6	190.7	15	9.0	2	0.3	0			330.0	4
BENEFIT ASSESSMENT							130.3	9	58.0	4	13.5	1							201.8	2
COST OVERRUN ACCOUNT							200.1	14											200,1	2
	<u> </u>	<u> </u>			L															
TOTAL	877.2	100	997.7	<u> 100</u>	717.8	100	1450.1	100	1517 <u>.</u> 5	100	1310.7	100	490.7	100	979.5	<u>1</u> 00	257.7	100	8491.4	100

CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 LRT PORTION INCLUDED IN BLUE LINE FORECAST.
 Note: Data reflects current budget.



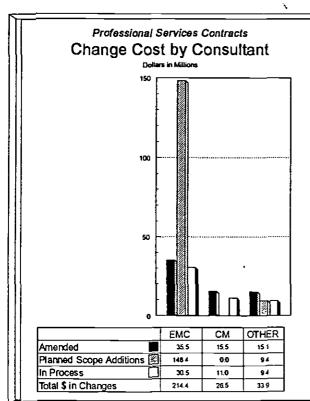
CHANGE BASIS ANALYSIS

Changes due to Outside Agencies account for approximately 15% or 78 of the 511 Consultant Change Requests overall. An example would be the redesign of the Chinatown Aerial Structure on the Pasadena Line. The redesign was primarily due to the January 17 earthquake requiring the revision of the existing seismic criteria. The revision provided for a safer aerial structure which in turn promoted community harmony.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Level Analysis chart opposite, the MTA Board reviews 91% of all change costs associated with the Rail Project or \$218M of a total change cost of \$241M. This equates to 18% of the total change volume or 96 of 511 total changes.

The MTA Project team reviews all CCR's yet only has authority to sign for a small portion (9%) of the overall cost.



PROFESSIONAL SERVICES CHANGE ANALYSIS

MTA plans to bring the following Amendments (AMTs) before the MTA Board at the September MTA Board Meeting:

EMC Amendment 9 to Contract Work Order (CWO) #003, Amendment 6 to CWO #004; Amendment 2 to CWO #025, and Amendment 5 to CWO #021.

Obrien-Krietzberg (OKA) Amendment 9

Parsons-Dillingham (PD) Amendment 20

DATA SOURCE: CCS: CCR REPORTS

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

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

JULY 1995

	METRO E	METRO BLUE LINE METRO PASADENA BLUE LINE				REEN LINE	METRO R			RED LINE	METRO			RED LINE		RED LINE			tot		CORP
	DOLLARS	DEBEENT	DOLLARS		DOLLARS	PERCENT	SEGME	PERGENT	DOLLARS			NT3 NH	SEGME) DOLLARS	T3 MC		NT 3 ES	PROJ		PROGR		GOA
	DULLIAKS	PERGENI	(OCCORS	PERGENI	UULLAKS	PERCENT	UCILLARS	PERCENT	DOLLARS	PERGERI	LOLLORS	PERCENT	UOLUAR3	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	20000000
CONSTRUCTION	657,487	74.95%	585,527	58.69%	477,565	66.53%	812,270	56,02%	1,045,970	68.91%	816,545	61.70%	333,208	67.91%	638,957	65.23%	229,830	89.22%	5,597,350	65.00%	
REAL ESTATE	55,592	6.34%	77,721	7.79%	26,047	3.63%	140,000	9.66%	88,982	5.86%	86,418	6.53%	48,543	9.89%	26,570	2.71%	0	0.00%	549,874	6.39%	
PROFESSIONAL SERVICES:																					
ENGINEERING/DES	69,587	7.93%	93,716	9.39%	83,296	11.60%	221,659	15.29%	154,870	10.20%	86,289	6.52%	36,706	7,48%	94,591	9.66%	1,700	0.66%	842,414	9.78%	
CONSTR MGMT,	91,642	10.45%	76,895	7,71%	78,213	10.90%	116,429	8.03%	140,657	9.27%	108,207	8.18%	35,000	7.13%	79,826	8.15%	0	0.00%	726,869	8.44%	
STAFF	17,655	2.01%	51,862	6,20%	24,179	3.37%	95,558	8.59%	53,221	3.51%	57,676	4.36%	19,627	4.00%	36,588	3.73%	5,335	2.07%	361,702	4.20%	41
OTHER	14,222	1.62%	37,819	3.79%	17,337	2.42%	32,671	2.25%	20,030	1.32%	36,459	2.76%	11,647	2.37%	16,630	1,70%	12,469	4,84%	199,285	2.31%	
SUBTOTAL	193,106	22.01%	260,292	26.09%	203,025	25.28%	466,317	32,16%	368,780	24.30%	288,631	21.81%	102,980	20.99%	227,635	23.24%	19,505	7.57%	2,130,271	24.74%	201
CONTINGENCY	963	0.11%	74,219	7,44%	12,438	1.73%	31,432	2,17%	14,832	0.98%	131,774	9.96%	5,932	1,21%	86,439	8.82%	8,262	3.21%	366,293	4.25%	
PROJECT REVENUE	(29,877)	-3.41%	(34)	-0.00%	(1,263)	-0.18%		0.00%	(701)	0.00%	٥	0.00%	0	0.00%	0	0.00%	0	0.00%	(31,874)	-0.37%	
GRAND TOTAL	877,271	100.00%	997,725	100,00%	717,802	100.00%	1,450,019	100.00%	1,517,865	100.05%	1,323,370	100,00%	490,663	100.00%	979,601	100.00%	257,597	100.00%	8,611,915	100.00%	

NOTE: Data reflects Current Forecast.

NO SAFETY SUMMARY REPORT THIS MONTH

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

On July 26, 1995 the MTA Board passed a motion directing staff to review the recommendations of the Cost Containment/Value Engineering Study. Staff will present the results of the analysis at the September Cost Containment, Contracts and Efficiency Committee meeting and ask for Board direction on implementing changes to the budget and scope of the Pasadena Blue Line Project.

Also at the July meeting, the Board approved Amendment #4 for \$3,762,377 to Contract Work Order (CWO) No. 21 for the Engineering Management Consultant (EMC) to incorporate thirty three (33) Consultant Change Requests (CCR's) for design and engineering changes to the project baseline scope. The approval of this Amendment increased the total CWO No. 21 from \$48,818,882 to \$52,581,199. The Board also approved a corresponding increase to the Authorization for Expenditure (AFE) for the Pasadena Blue Line share of Contract No. 0070 from \$66,194,460 to \$69,956,837.

Because of the suspension of design work, minimal progress was realized during this reporting period. The Final Design percent complete at the end of July stands at 78.9%.

Construction work continues on contract C6410, Los Angeles River Bridge and Contract C6430, Arroyo Seco Bridge Reconstruction. On C6410, the closure pours for the bridge were completed and final stressing was finished. The contractor Kiewit Pacific, is proceeding with punchlist items to close out the contract. The current forecast for overall expenditures for C6410 is projected an underrun of the AFE by approximately \$520,000.

The Project is maintaining an excellent safety record. Both the Lost Work Days and Lost Time Incident Rates remain at Zero. The OSHA recordable records to date is 4.6, well below the National Average of 12.2.

COST STATUS (in millions)

• Current Adopted Budget \$841

Current Forecast \$998

SCHEDULE STATUS

Current Revised Revenue Operations Date: June 2002

• Design Progress

Final Design - Actual 78.9% Overall Design - Actual 82.7%

Construction Progress

Los Angeles River Bridge - Actual 98.8% Arroyo Seco Bridge - Actual 39.2% Overall Construction - Actual 3.0%

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT	PARCELS NOT (BEHIND SO	
		_	AVAILABLE (ON SCHEDULE)	NUMBER	AVG DAYS BEHIND
THIS MONTH	164	19	141	4	90
LAST MONTH	163	18	141	4 ·	90

AREAS OF CONCERN

Yard Site Location

Concern: A temporary maintenance facility at the Midway Yard has been formally

adopted as part of the baseline scope of work. In making the yard a more permanent facility per MTA Operations' requirements, the project has been experiencing cost growth due to the uncertainty of constructing

the Glendale-Burbank LRT Line.

Action: MTA Construction Division and EMC have identified the budget issues

related to the maintenance facility. Value engineering was initiated to

reduce cost growth.

Status: Final design is currently on hold. Final Design will resume upon

negotiation of the recovery plan and further direction from the MTA Board on cost containment and acceptance of the EMC amendment covering design cost increases. Evaluation by MTA is continuing on cost containment items. An independent review of the Midway Yard will be

made by an Operations Peer Panel scheduled for mid September.

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 by MTA with Ratkovich.

Completion of Chinatown Aerial Structure Camera Ready design submittal is on hold pending approval of the EMC CCR 188 by the MTA

Board.

AREAS OF CONCERN (cont.)

Ratkovich Interface at LAUPT (cont.)

Status:

Meeting was held with Ratkovich and LADOT on November 30, 1994 regarding the street improvements on Vignes Street. A tentative agreement was reached with all parties. Final concept drawings were issued by the MTA. MTA is waiting for written concurrence by LADOT and Ratkovich. Adoption of value engineering/cost containment proposals by the MTA Board will affect the scope of work.

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.

Real Estate acquisition availability dates are being re-evaluated in lieu of Turn key contract options which are being considered by the MTA Board.

EMC Design Cost Amendment

Concern: The final design costs are expected to exceed the current approved

Contract Work Order 21.

Action: MTA project staff members continue to negotiate the reported scope

changes.

AREAS OF CONCERN (cont.)

EMC Design Cost Amendment (cont.)

Status:

Staff continues to negotiate outstanding CCR's. EMC's Amendment 4 covering 33 CCR's was approved at the July 26, 1995 MTA Board meeting in the amount of \$3.7 million

The MTA Board will review Amendment 5 at the September 23, 1995 meeting. Amendment 5 includes 11 CCR's, which have been reviewed and negotiated by the MTA staff through the CCRB process.

Del Mar Station

Concerns:

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

Action:

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

Status:

Final designs are based on the assumptions shown on the In-Progress drawings for C6500, Del Mar Station, for the transportation center. The design enhancements of the City's sponsored workshop have been estimated by MTA for design and construction cost impacts.

The city of Pasadena has agreed to acquire the Public Storage Property. The MTA Board at the July 26, 1995 meeting agreed to support the station enhancements through the MTA's call for projects and obligated construction funds limited to costs that would have been paid for surface parking improvements. A memorandum of understanding will be prepared by Staff.

AREAS OF CONCERN (cont.)

Sierra Madre Villa Station

Concern: Selection of a station site alternative to the original Space Bank site is

required, due to the potential existence of serious hazardous material at

that site.

Action: The MTA Board has approved the selection of the SMV station site.

MTA needs to conclude the offer to purchase the Johnson & Johnson

station site.

Status: MTA has obtained possession of the property. MTA continues to discuss

joint development options with the Best Buy Company. The final scope of work for the SMV Station is dependent on completion of negotiations with Best Buy. An evaluation of Best Buy's proposal from a transit stand

point has started.

Marmion Way Corridor

Concern: Results of the evaluation of the design of Marmion Way between Avenue

50 and Avenue 60 as a betterment have led to increased project design

and construction costs.

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

Status: The MTA Board has adopted a Cost Containment / Value Engineering

recommendation to negotiate new Master Cooperative Agreement

covering betterment. Staff will review with County Council.

AREAS OF CONCERN (cont.)

Union Station Platform #1

Concern: Engineer's Estimate and Addenda prepar

Engineer's Estimate and Addenda preparation to support bid opening date

of August 23, 1995 for Contract C6490.

Action: The MTA needs to authorize expenditure in the absence of the Board

approved Design Support During Construction PIP.

Status: EMC is working on a revised PIP for submittal to the MTA for approval.

The PIP is scheduled to be presented to the MTA Board in September 1995. An Advance Work Authorization was given to EMC on July 24,

1995 to support the C6490 bid process.

Chinatown Station

Concern: Selection of Chinatown pedestrian linkage alternative will impact the

Chinatown Aerial Structure and stations designs, and may require

additional property acquisition.

Action: MTA Construction Division is working closely with Central Area Team on

defining suitable pedestrian access from Broadway Street to the

Chinatown Station platform.

Status: Follow-up community meeting was held April 19 with a consensus

reached by Chinatown representatives on April 20 to support the elevated pedestrian alternative along the north side of College Street. Further progress on design is pending the approval of the EMC's CCR 188 by MTA Board and adoption of Value Engineering / Cost

Containment proposals.

AREAS OF CONCERN (cont.)

210 Freeway Stations

Concern:

Noise impacts at Lake, Allen and Sierra Madre Villa Stations from

adjacent freeway traffic.

Action:

Review of noise criteria and conformance to EIR.

Status:

Staff has deferred the bridge retrofit work at these bridge locations pending further action by the MTA Board on adoption of any cost containment / value engineering recommendations. City of Pasadena has provided Staff a traffic study for Lake Avenue justifying the East station entrance and turnout lane as a minimum to remain. Staff is reviewing and

will provide recommendations to the Board in September.

KEY ACTIVITIES - ACCOMPLISHED IN JULY

- MTA Construction Division and EMC continued negotiations on outstanding Consultant Change Requests for design changes. A reduced EMC Amendment was approved at the July MTA Board with further Board action scheduled for September.
- MTA continued to evaluate 1999 ROD based on MTA Board motion.
- Contract C6410, L.A. River Bridge: Placed concrete for closure pours.
 Completed stressing the cantilever tendons and grouting for the entire span.
 Commenced painting and fireline pipes and anti-graffiti coating.
- Contract C6420, LARB to Arroyo Seco Line Segment: Continued resolution of action items preceding advertisement. Continued with estimating quantities and updating of contract drawings and specifications.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Completed CIDH piles in retaining walls east of bridge. Construction of slough walls along hillside started. Work completed on drilled pile foundations at bridge tower locations. Work continuing on stripping, painting and strengthening the bridge towers in the park lay down area. Completed fabrication of all new bridge steel.
- Contract C6490, Union Station Platform #1: Issued Invitation for Bid on July 12, 1995.

KEY ACTIVITIES - PLANNED FOR AUGUST

- Continue to negotiate remaining EMC CWO #21 Consultant Change Requests received from EMC. Prepare EMC Amendment No. 5 for MTA Board action in September.
- Contract C6410, LA River Bridge: Complete duct bank and curbs, approach slab, electrical work, chain link fencing, drainage work and preliminary punchlist items.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Erect tower bents west of bridge. Begin installing CIDH slough wall piles. Begin erection of new plate girders for bridge.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Issue Notice to Proceed.
- Continue work on addendum and Engineer's Estimate for Contract C6490, Union Station.

Project: R05

MTA CONSTRUCTION DIVISION PASADENA BLUE LINE Project Cost by Element

Page: 1 Report Oale: 07-Aug-95 Status Oate: 28-Jul-95

(\$ x 000's)

		Budget		Commi	tmonts	Incurre	d Cost	Expo	ndituros	- 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	475,116	464	60,633	1,774	24,690	2,603	21,249	585,527	110,412
s	Professional Services	183,206	199,213	8,146	98,172	1,514	80,195	1,514	80,195	245,000	45,787
R	Real Estate	68,100	72,308	9,901	28,073	9,860	27,641	9,860	27,641	77,721	5,414
F	Utility/Agency Force Accounts	8,442	21,997	0	3,930	382	2,854	382	2,854	12,925	(9,072)
D	Special Programs	3,377	4,402	(1)	389	0	285	0	285	2,367	(2,035)
С	Contingency	62,705	67,964	0	0	0	0	0	0	74,219	6,255
A	Project Revenue	0	0	0	(18)	0	(18)	0	(18)	(34)	(34)
	Project Grand Total :	841,000	841,000	18,509	191,178	13,530	135,647	14,359	132,206	997,726	156,726

FINANCIAL DETAIL

15-Aug-95

METRO RAIL PASADENA LINE PROJECT (IN THOUSANDS OF DOLLARS)

JULY 95

STATUS OF FUNDS BY SOURCE

	TOTAL	TOTAL	СОММПМ	ENTS	EXPENDI	TURES	BILLED TO SOURCE		
SOURCE	FUNDS ANTICIPATED	FUNDS AVAILABLE	\$	%	\$	%	\$	%	
STATE PROP 108	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	1009	
STATE PROP 116	\$40,000	\$0	\$0	0%	\$0	0%	\$0	09	
STATE HIGHWAY ACCOUNT	\$277,800	\$0	\$2,917	1%	\$2,917	1%	\$0	09	
PROP C (HIGHWAY 25%)	\$189,568	\$115,800	\$128,261	68%	\$69,289	37%	\$69,289	37%	
PROP C (40% DISC.)	\$470,358	\$40,000	\$40,000	9%	\$40,000	9%	\$40,000	9%	
TOTAL	\$997,726	\$175,800	\$191,178	19%	\$132,206	13%	\$129,289	13%	

NOTES: EXPENDITURES ARE THROUGH JUNE 1995.

PASADENA BLUE LINE

FINANCIAL DETAIL

METRO RAIL PASADENA LINE PROJECT

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

AT ITS MAY 95 MEETING, THE CTC AGREED TO ALLOCATE \$28M FROM THE STATE HIGHWAY ACCOUNT FUND. STATE HIGHWAY ACCOUNT:

HOWEVER, DUE TO STATE FUNDING SHORTFALL, CALTRANS HAS INDICATED WE MAY NOT RECEIVE FULL

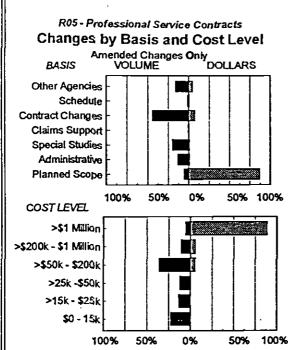
CASH REIMBURSEMENT DURING THIS FISCAL YEAR.

CALTRANS IS DEVELOPING THE FUND TRANSFER AGREEMENT NOW TO PROVIDE US WITH A SCHEDULE

FOR REIMBURSEMENT.

AT ITS JUNE 95 MEETING, THE CTC AGREED TO ALLOCATE \$40M OF PROP 116 FUNDS. MTA IS CURRENTLY NEGOTIATING THE FUND TRANSFER AGREEMENT. STATE PROP 116:

FINANCIAL STATUS



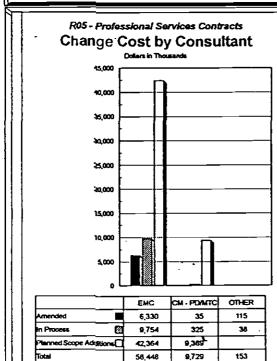
CHANGE BASIS ANALYSIS

Pasadena Consultant Change Request's (CCR) continue to be primarily due to changes during the design phase of non-awarded construction contracts at 44% of the overall change volume.

The category of Planned Scope on the Basis chart is Planned Additional Scope items approved by the MTA Board. These are non CCR related amendments to Professional Services Contracts. Tracking these board approved items as record only CCR's enables the Construction Division to report on the full contract value of awarded Professional Services contracts.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Analysis chart opposite, the MTA Board reviews and has final approval on approximately 94% of all costs associated with the Pasadena Blue Line. This equates to only 16% of the change volume. While the MTA Board approves 94% of all change cost, the Board only reviews 16% of the change volume. The MTA Project team has final approval on only 6% of the total change cost but reviews 84% of the change volume.



PROFESSIONAL SERVICES CHANGE ANALYSIS

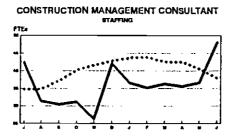
3 Advanced Work Authorization's (AWA) were assigned this period with a not-to-exceed obligation of \$266k. Amendment 4 to EMC CWO #021 approved at the July 26, 1995 MTA Board meeting amending 33 CCRs for \$3.8M. There were no other contract amendments approved this period other than Planned Scope Additions record only CCR's for Contract E0070 and MC013 (see next page for analysis).

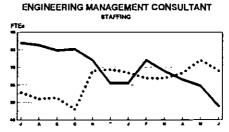
MTA plans to submit Amendment 5 to EMC CWO #021 and Amendment 2 to EMC CWO #0025 at the September MTA Board Meeting.

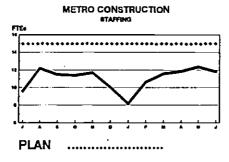
DATA SOURCE:

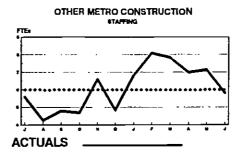
CCS: CCR REPORTS

PASADENA BLUE LINE STAFFING PLAN VS. ACTUALS









STAFFING ANALYSIS

The actuals are higher than Plan due to Value Engineering and Constructibility Reviews for the Arroyo Seco Bridge Reconstruction Contract and the Los Angeles River Bridge Contract.

Engineering Management Consultant

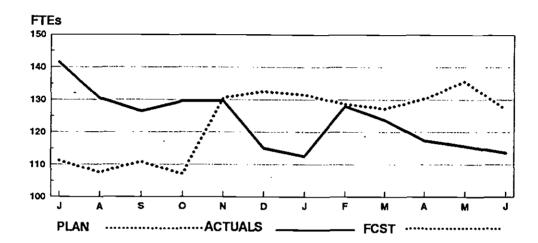
The actuals are lower than planned due to the system and station design contracts being placed on hold.

Metropolitan Transportation Authority

The actuals are lower than planned due to delays in project implementation because of funding constraints and value engineering studies.

PASADENA BLUE LINE

TOTAL STAFFING



STAFFING ANALYSIS

The total staffing actuals are lower than planned due to funding constraints and value engineering studies.

Note: Total Staffing Chart includes EMC, CM and MTA staffing only.

COSTS SHOWN ARE FOR PROJECT ROS ONLY. (ALLOCATED)

R05 - Pasadena Blue Line - PROJECT CHANGE VALUES ONLY

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

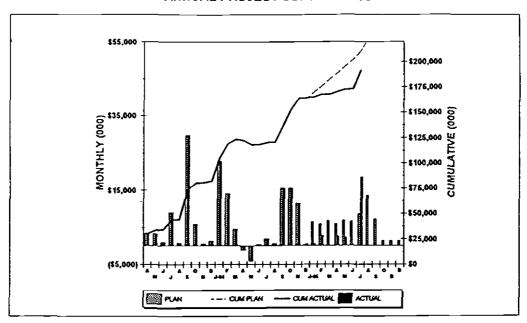
	ITA APPROVED MTA APPROVED ONTRACT AWARD CHANGE CONTINGENCY (AFE)					APPROVED CHANGES TO DATE							REMAINING AFE		PROJECTED				
CONTRACT	ÇĂLÎ		ALLO	YED	IRRENT LOWED	TOTAL APPROVED AFE (ROB)		APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	CTG USEC	COMP-		CURRENT UNUSED ALLOWANCE	1	PENOING CHANGES	FORECAST	% AFE USED	% INCR
Α.	8.		; C.		D.	E.(8 + D)	1	F.(1)	G.(8+F)	H.[2]	16.	J.	1	K.(D-FI	1	L.(3)	M.(K-L)	N.	o.
8611	84,445,45	50	10%	,	444,646	14,689,995	ı	10	14,445,460	0.0%	0%	0%	1	\$444,845	1	(#343,065)	#7 9 7,810	-77%	-7.7
C841D 6	12,758,0	37	10%	#1,	275,804	#14,033,841	1	1780,318	013,518,396	8.0%	60%	96%	1	9616,485	1	(0188,367)	1703,852	45%	4,5
C6430 (10,359.46	54	10%	11.	.035,946	#11,395,410	t	#168,256	#10,616,720	1.5%	15%	23%	1	##79,69Q	1	#820,174	159,510	94%	5.4
C6435	19,029.67	79	10%	•	902,988	19,932,867	ı	10	09,029,07 0	0.0%	0%	0%	1	#902,988	1	10	1902.988	0%	0.0
C 6525			*		#0		ı	10	10	*****	****	*	1	∌ Q	1	10	10		0.0
C7300	- 1	•0	*		\$ 0	+0	F	#0	10	***,*%	****	0%	1	10	1	+0	#0	*	••••
EN026	-	10	*		* O	10	ļ	10	+ D	***.*%	****	0%	1	#0	1	\$ 0	10		• • • • •
ENOS	- (l×		10	10	1	10	10	***.*%	×	0%	1	10	1	10	*0	*	. ••• , ••
P0060			····*		10		1	10	10	***.**	****	- %	ŀ	10	1	10	10		· · · · ·
P2100	12,469,30	00	10%	•	246,930	\$2,716,230	ı	(0.000)	\$2,469,300	-0.4% (-4%	0%	1	1256,930	Ì	10	1256,930	-4%	
PM421		6 0	****		10	+0	Ī	#0	10	***.**	****	0%	ŧ	10	Ţ	# 0	10	*	0.01
PM601		10	*		# 0	10	ŧ	# 0	10	****	****	0 %	Ī	10	ı	10	*0	****	•••
	39,062,13	30	10%	13,	908,213	#42,98B,343	1	1906,675	139,989,705	2.3%	23%	27	1	12,999,638	1	9288,742	82,710,896	31%	3,11

II - AFE increase required

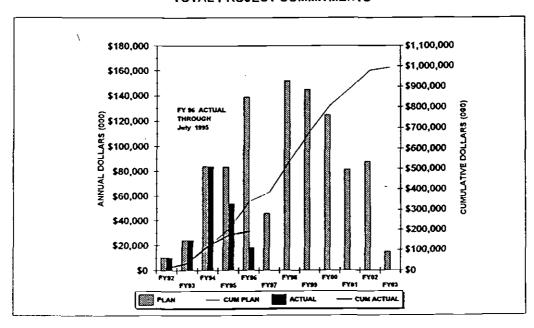
11 Costs shared with other projects. Costs shown are for 805 ONLY. [1] Includes both executed CO's and authorized (WACN) changes. [2] % Increase over original sward. [3] Logged contract changes ONLY

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

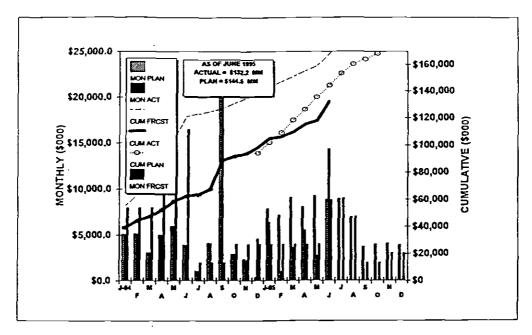
ANNUAL PROJECT COMMITMENTS



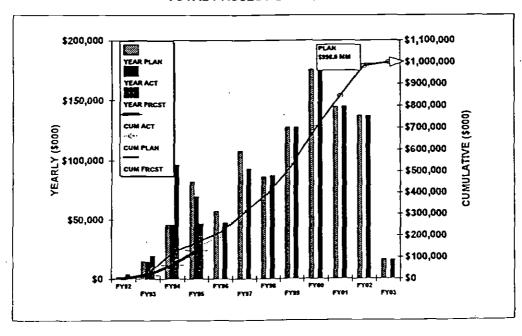
TOTAL PROJECT COMMITMENTS



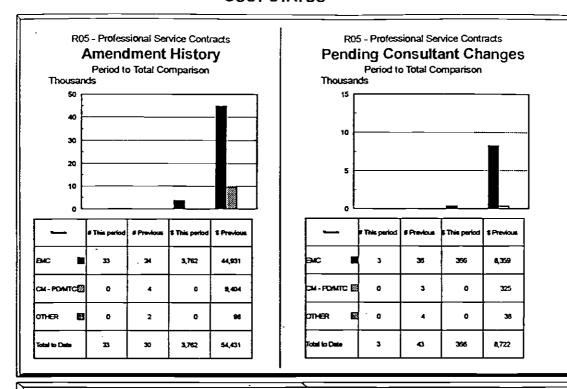
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



COST STATUS



CONSULTANT CHANGE REQUEST ANALYSIS

MC013 (MTC) Amendment 1 and 2 to CWO #001 at \$9.4M.

MTC Amendment 1 added Project Management, Project Support, and CM/RE services for Fiscal Year 1995. In addition Amendment 1 added contract C6431 Arroyo Seco Bridge Reconstruction.

Amendment 2 added Project Management, Project Support, and CM/RE services for Fiscal Year 1996. In addition, Amendment 2 added contract C6435 - Reconstruction of Steel and Concrete Bridges.

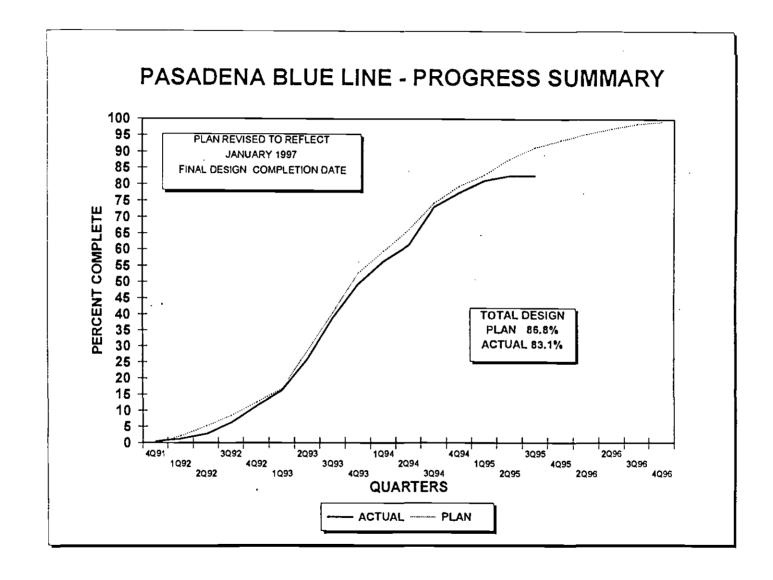
Amendment 4 to EMC CWO #0021 approved this period at the July 26, 1995 MTA Board meeting amending 33 CCR's for \$3.8M. MTA logs a record CCR for Amendment 1 to EMC CWO #001 for cost tracking purposes.

Cost recovery on changes due to outside agencies is currently under review. A cost recovery estimate will be provided when available.

3 new CCR's were submitted this period, of which 1 is estimated at over \$200,000: R05-E0070-351.00 - (C6520) Memorial Park Station - Holly Street Open

5 CCR's were rejected/cancelled this period with an approximate rough value of \$537K.

CHMGSANI



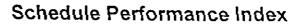
CRITICAL PATH DIAGRAM

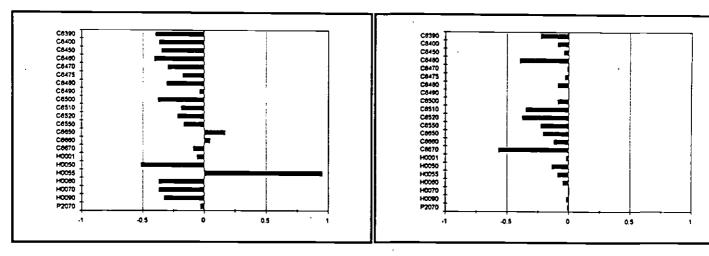
The Project critical path goes through C6460, Memorial Park to Sierra Madre Villa Line Segment; C6550, Trackwork Installation; H0090, Traction Electrification System Overhead Contact System; H0060, Train Control; Integrated Systems; Pre-revenue Operations and ROD.

Pasadena Blue Line

Final Design Work Only

Cost Performance Index





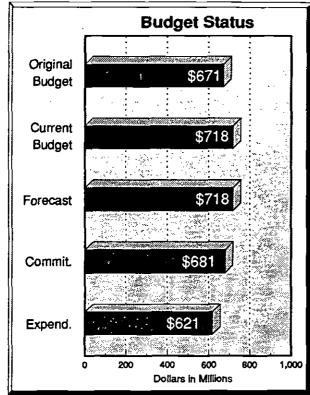
CPI Legend

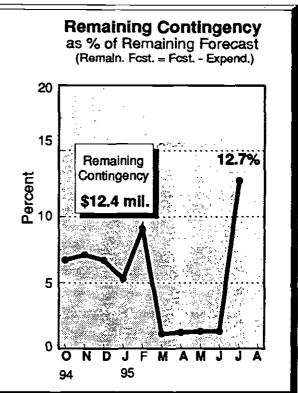
Under 100% = Over Budget Over 100% = Under Budget SPI Legend

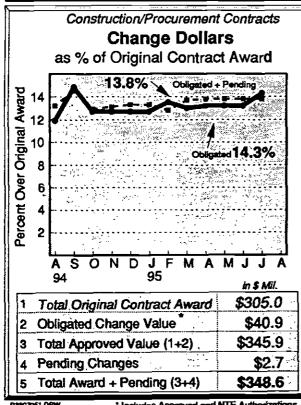
Under 100% = Behind Schedule Over 100% = Ahead of Schedule No Safety Summary Chart reported for month of July 1995.

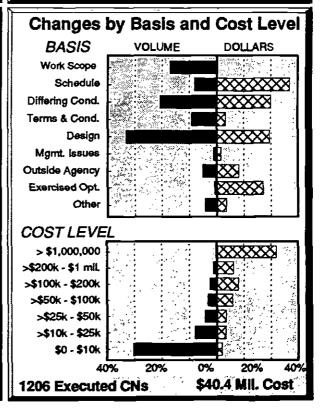
METRO GREEN LINE

EXECUTIVE SUMMARY









Includes Approved and NTE Authorizations

SCHEDULE AND SAFETY STATUS

MTA Critical Activities September 1995

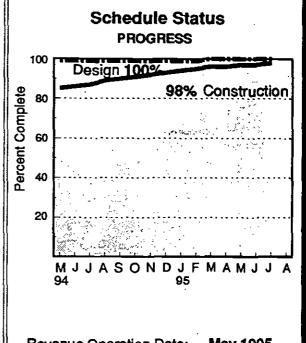
✓ AWARD APPROVAL No contract awards this month.

Employment Status

Months of Employment Provided

17,980

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



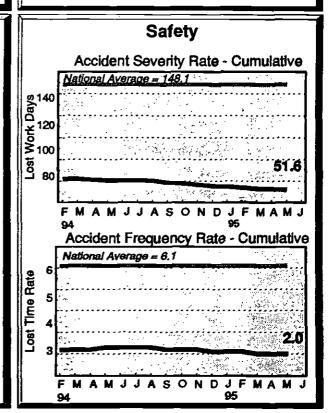
Revenue Operation Date: May 1995 (Approved)

Schedule Status CRITICAL PATH - 1 Year Outlook

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

CT044-12 Construction Elevators/Escalators

Systems Integrated Test Norwalk-Marine ABS



Participation (1994)

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

98%

REAL ESTATE STATUS

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

AREAS OF CONCERN

<u>CLOSED</u>

Concern: Construction items not completed by Caltrans Phase I/II contractors could

delay state certification of elevators/escalators on Century Freeway Stations.

Action: Identify items that need to be corrected and/or completed and coordinate

with MTA, Caltrans and OK to identify the most expedient method to

complete necessary items.

Status: State Certification of elevators has occurred at all Caltrans Stations except

Lakewood and Harbor. These are expected to be complete by August 4.

Certification of escalators is progressing.

FINANCIAL DETAIL

15-Aug-95

METRO RAIL GREEN LINE PROJECT (IN THOUSANDS OF DOLLARS)

JULY 95

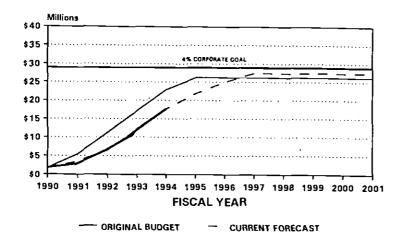
STATUS OF FUNDS BY SOURCE

	TOTAL	TOTAL	COMMITMENTS	S EXPENDIT	URES	BILLED TO SOURCE	
SOURCE	FUNDS ANTICIPATED	FUNDS AVAILABLE	\$ %	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136 1009	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$153,872	\$153,872	\$153,872 1009	\$153,872	100%	\$153,872	100%
PROP C (25% ALLOCATION)	\$246,400	\$187,869	\$209,416 859	% \$187,867	7 6%	\$187,867	7 6%
STATE PROP 108	\$22,400	\$22,400	\$22,400 1009	\$22,400	100%	\$22,400	1009
STATE PROP 116	\$84,000	\$84,000	\$84,000 1009	% \$46,53 7	55%	\$43,885	52%
PROP C (AMERICAN DISABILITY ACT)	\$5,994	\$5,160	\$5,884 989	% \$5,160	86%	\$5,160	869
TOTAL	\$717,802	\$658,437	\$680,708 959	6 \$620,972	87%	\$618,320	869

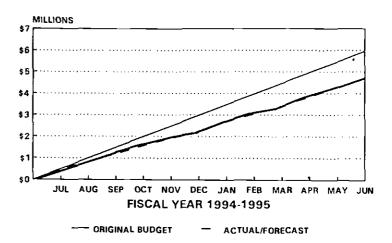
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 1995.

Page 5

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

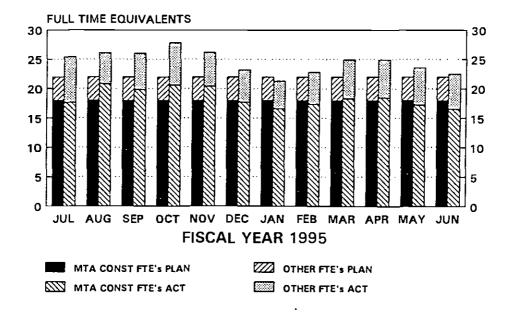
TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$27,407
FORECAST % OF TOTAL PROJECT	3.8%
ACTUALS THROUGH FY 94	\$17,711

Page

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

ORIGINAL BUDGET \$5,965 **CURRENT FORECAST** \$4,797 **BUDGET PLAN TO DATE** \$5,965 **ACTUAL TO DATE** \$4,686

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUOGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

WITA CONSTRUCTION FIE'S PLAN	18
MTA CONSTRUCTION FTE's ACTUAL	17
OTHER FTE's PLAN	4
OTHER FTE's ACTUAL	6
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	23

Metro Green Line CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY

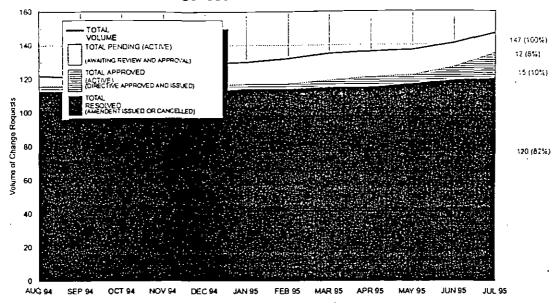
	PPROVED ACT AWARD.	Cŀ	MTA APPRO		CI	APPROVED	ſΈ		REMAINING CONTINGENCY	PRO	JECTED
CONTRACT	AWARD VALUE AL	% .cow. .ce	CURRENT APPROVEO CONTINGENCY	10 fal APPROVED AFE	APPROVEO CHANGES	CURRENT CONTRACT VALUE	CTG USED	COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECASI % REMAINING CTG CONTINGENCY USED
Α.	В. "	c.	D. = 8×C1	E. [B+D]	F.	G = B+F	l 11.] I.] J. (D-F) [κ Ι	L. (J-K) M.
C0090	\$3,739,910 1	13%	\$472,991	\$4,212,901	\$239,623	63,979,533	51%	80%	1 6233,368	\$185,620	\$47,748 90%
C0095	\$9,573,083 [1	6%	\$1,488,G17	\$11,0G1,700	\$1,319,158	610,892,241	89%	99%	1 169,459	\$122,650	\$46,809 97%
C0100	\$59,828,710 1	15%	\$8,971,290	\$68,800,000	\$7,447,670	67,276,380	83%	100%	1 61,523,620	\$125,450	\$1,398,170 84%
C0101	\$11,279,960 G	33%	\$7,120,040 [\$18,400,000	\$6,104,927	617,384,887 <u> </u>	86%	100%	∮ €1,015,113 ∥	50 [\$1,015,113 86%
C0110	\$7,321,537 2	26%	\$1,878,463	\$9,200,000	\$1,226,282	68,547,819 [65%	100%	6652,181	\$01	\$652,181 65%
C0170	\$1,130,971 1	10%	\$113,097 [\$1,244,068	\$41,755	41,172,726	37%	100%	f 671,342	\$63,986	\$7,356 93%
C0400	\$19,320,000 1	4%	\$2,735,538	\$22,055,538	\$688,077	\$20,008,077	25%	100%	£2,047,461 	50	\$2,047,461 25%
C0501	\$5,006,841 1	18%	4888,144	\$5,894,985 ¶	\$886,053 [45,892,894 [100%	99%	¥ \$2,091	\$0	\$2,091 100%
C0600		39%	\$6,028,000	\$21,542,000	\$4,030,154	£ 19,544,154 [67%	1 00%	£1,997,846 <u></u>	\$0 \$	\$1,997,846 67%
C0610	\$10,248,912 2	25%	\$2,565,191	\$1 <i>2</i> ,814,103	\$2,227,906	\$12,476,818 	87%	100%	§ \$337,285 §	\$1,900	\$335,385 87%
HOB31	\$1,480,450 16		\$2,497,474	13,977,924	\$2,347,373	\$3,827,B23	94%	100%	1 \$150,101 	\$140,195	\$9,906 100%
HOB32	\$3,884,086 22	20%	\$8,558,412	\$12,442,500	\$6,003,507	£11,887,595	94%	100%	1 \$554,905 #	\$56,000	\$498,905 94%
110889	\$3,938,759 1	11%	\$430,876	\$4,377,635	\$317,495	64,256,264	72%	95%	I \$121,381	\$159,400	(\$38,019) 109%
Н0900	<u>-</u>	10%	\$994,820	\$10,943,000	\$960,635	610,908,815	97%	100%	1 634,186	\$161,612	(\$127,427) 113%
H0901		10%	\$329,833	\$3,628,162	\$75,761	63,374,090	23%	100%	1 6254,072 1	\$236,893	\$17,179 95%
H1100		8%	\$4,622,800	\$62,407,800	\$1,789,073	669,674,073	39%	90%	62,833,727 [\$131,109	\$2,702,618 42%
111200		15%	\$2,819,418	\$21,615,541	\$1,756,352 [120,652,475	62%	100%	1 61,063,066	\$74,836	\$988,231 65%
H1310		59%	\$7G8,045	\$2,066,545	\$271,689	€ 1,570,190 ▮	35%	79%	[496,355]	\$581,849	(\$85,494) 111%
H1400		1 %0	\$1,143,800	\$12,581,800 J	\$1,024,265	612,462,265 J	90%	1 100%	f 119,535	\$642,224	(\$522,689) 146%
MC008	\$35,529,460 10		\$37,828,528	\$73,357,988	\$0	635,529,460	0%	0%	\$37,82B,528	\$0	\$37,828,528 0%
P1800		5%	\$278,910	\$5,857,118	(\$766,149)	64,812,059	-275%	100%	€1,045,059	\$0	\$1,045,059 -275%
P2020	144,625,000 1	2%	\$5,375,000 I	\$50,000,000 [\$964,094	145,689,094	10%	74 %	€4,410,906 	\$49,500	\$4,361,406 19%
TOTAL:	\$340,564,022 <u>2</u>	29%	697,917,287	\$438,481,308	\$40,955,700 [€381,519,7 2 1	42%	98%	£56,961,587	\$2,733,225	\$54,228,362 \ 45%

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

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

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 trand items

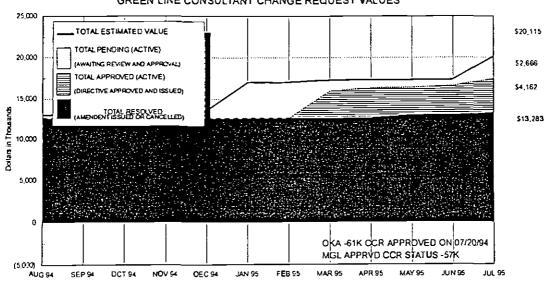




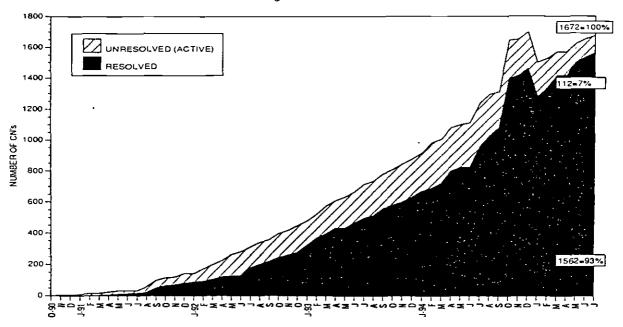
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES								
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE			
VOLUME	1	1	1	19	22			
PERCENT	5%	5%	5%	85%	100%			

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES

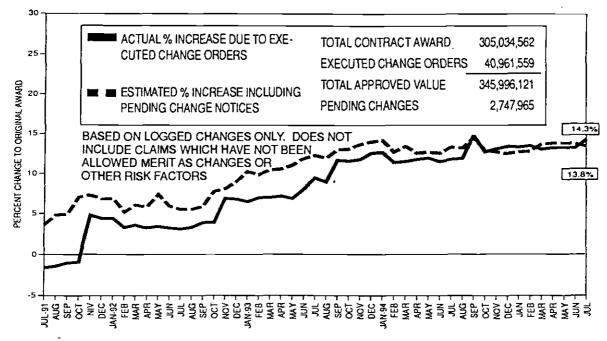


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice resolution



AGE OF UNRESOLVED CHANGES								
TIME 0-30 days 31-60 days 61-90 days 90+ days TOTAL ACTIVE								
VOLUME	45	14	11	42	112			
PERCENT	40%	13%	10%	37%	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

EXECUTEO CHANGES AS OF 08/01/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	0.91%	\$17,677,708.46	43.68%
>200 - 1 MILLION	31	2.57%	\$4,910,947.78	12.13%
> 100-200	57	4.73%	\$6,385,116.81	15.78%
>50-100K	78	6.47%	\$4,755,931.60	11.75%
> 25-50K	106	8.79%	\$2,677,981.24	6.62%
0-25K	191	15.84%	\$2,619,171.90	6.47%
D-10K	732	60.70%	\$1,448,001.27	3.58%
PROJECT TOTALS:	1206	100.00%	\$40,474,859.06	100.00%

R23 - Metro Green Line

LIST ALL CHANGES TO CONTRACTS

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE BASIS BREAKDOWN

R23C0090 - R23P2020 EXECUTED CHANGES AS OF 08/01/95

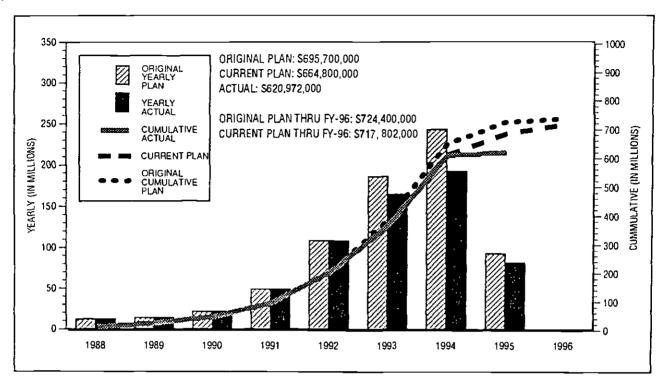
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WOR	K SCOPE				
110 115 120 130	EXTRA WORK ADDITIONAL/NEW WORK DELETION OF WORK	143 14 49 1	11.86% 1.16% 4.06% 0.08%	\$2,500,784.05 \$347,968.16 (\$2,731,572,25) \$0.00	6.18% 0.86% -6.75% 0.00%
SCHE	EDULE CHANGES	207	17.16%	\$117,179.96	0.29%
210 220 230	DELAY OF WORK (COMPENSABLE) ACCELERATION OF WORK MILESTONE REVISIONS (NON-COMPENSABLE)	35 18 46	2.90% 1.49% 3.81%	\$9,581.802.37 \$1,315.408.00 \$16,300.00	23.67% 3.25% 0.04%
DIFFE	ERING CONDITIONS	99	8.21%	\$10,913,510.37	26.96%
310 320 330	DIFFERING SITE CONDITIONS HAZARDOUS MATERIALS SAFETY CONDITIONS	246 1 4	20.40% 0.08% 0.33%	\$10,098,387.69 (\$2,313,704.64) \$312,989.00	24.95% -5.72% 0.77%
TERN	AS AND CONDITIONS	251	20.81%	\$8,097,672.05	20.01%
410 430	TERMS AND CONDITIONS (OWNER ORIGINATED) EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	48 62	3.98% 5.14%	\$1,272,694.67 \$0.00	3.14 % 0.00%
DESI	GN CHANGES	110	9.12%	\$1,272,694.67	3.14%
510 515 520 530 540	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATES DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED) DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS O CORRECTIONS TO PLANS AND SPECIFICATIONS VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINA	19	12.02% 1.58% 0.25% 18.57% 0.91%	\$5,380,939.32 \$631,340,61 \$0.00 \$2,703,343.79 (\$843,084.76)	13.29% 1.56% 0.00% 6.68% -2.08%
MAN	AGEMENT ISSUES	402	33.33%	\$7,872,538.96	19.45%
610 620	DISRUPTION/INEFFICIENCY (CLAIMS ONLY) COMPREHENSIVE CLAIMS	2 13	0.17% 1.08%	\$2,375.00 \$572,374.00	0.01% 1.41%
OUTS	SIDE AGENCY REQUESTS	15	1.24%	\$574,749.00	1.42%
720 730	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED) TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINAT	52 9	4.31% 0.75%	\$3,272,580.13 \$44,119.62	8.09% 0.11%
CONT	TRACT OPTIONS	61	5.06%	\$3,316,699.75	8.19%
800	CONTRACT OPTIONS	10	0.83%	\$6,938,932.00	17.14%
ОТНЕ	TD	10	0.83%	\$6,938,932.00	17.14%
900	OTHER	51	4.23%	\$1,370,882,30	3.39%
		51	4.23%	\$1,370,882.30	3.39%
PROJE	ECT TOTALS:	1206	100.00%	\$40,474,859.06	100.00%

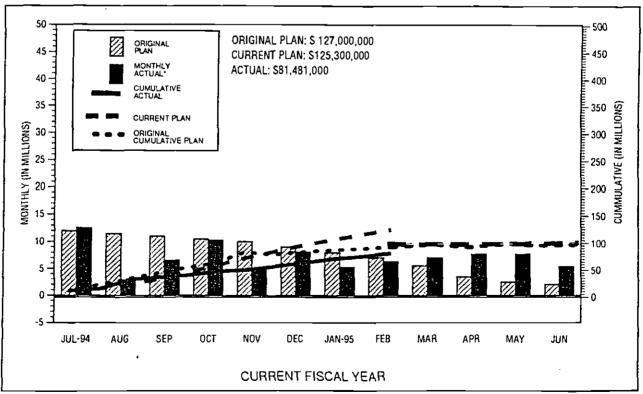
Include all records where ICHGNOTCE->STAT_CODE is not equal to "0") and where ICHGORD->EXECTNDATE is not equal to "_/___") and where IWORKPKG->AWARD_AMT is not equal to "0")

R23 - BASIS SUMMARY PEPORT

KATHY BLEVINS

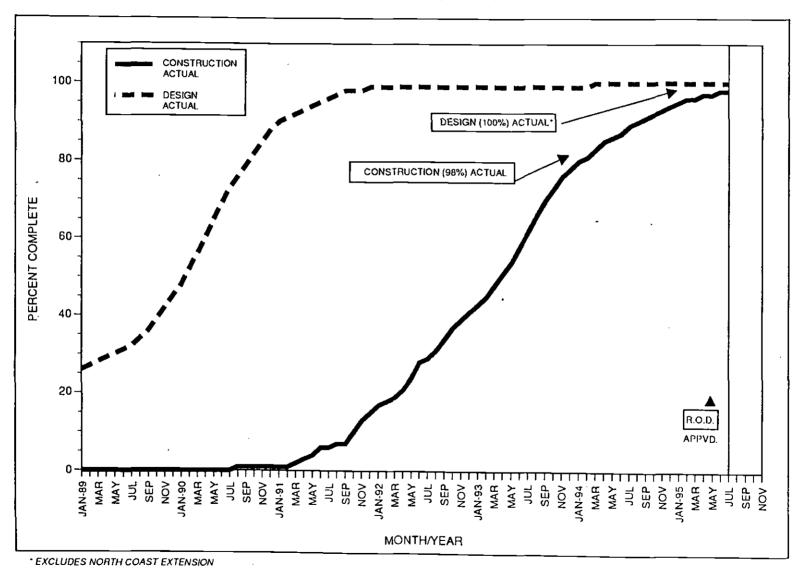
PROJECT CASH FLOW





^{*} ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



Page 14

1994 1995 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV OEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

Page 15

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS METRO GREEN LINE

			CLOS	E OUT STA	ATUS]	
_		CLAIMS/	FINAL		FINAL	EQUIP.		PROJECTE
CONTRACT	1	CHANGE		FINAL	ACCEPT.	FINAL		CLOSE-OUT
NUMBER	DESCRIPTION	ORDERS	PAYMENT	RELEASE	CERTIF.	DELIV.	COMMENTS	DATE
C0170	ADA Elevators	0	0	0	0			Aug 95
C0400	Main Yard & Shop		0					Aug 95
H1200	TPSS	Ö	0	0	0			Aug 95
H1400	OCS	0	0	0	0			Aug 95
C0095	Fencing/WIDS	0	0	0	0		-	Aug 95
C0501	Systems Facilities Sitework	0	0	0	0			Aug 95
H0831	SCADA	0	0	0	0			Sep 95
H0832	CTS	0	0	0	0			Sep 95
H0840	Fare Collection Equipment	0	0	0	0			Sep 95
H1310	Signs & Graphics	0	0	O	0	****		Sep 95
H0889	Radios	Ó	0	0	ō			Sep 95
C0100	Guideway Construction	0	0	ō	ō			Sep 95
H0901	PIDS ————	0	Ō	0	0 .	• • • • • • • • • • • • • • • • • • • •		Sep 95
H0900	sscs	0	0	0	0			
P2020	LRV's - 15 cars	0	0	0	0			Sep 95
C0090	Miscellaneous Construction		0	0	0			Sep 95
H1100	ATC	0	0	0	0			Oct 95
,,,,,,		. 		—°—				Mar 96

METRO RED LINE SEGMENT 1

EXECUTIVE SUMMARY

METRO RED LINE SEGMENT 1

The current forecast remains at \$1,450 million. The final Grant Closeout documentation was submitted to the Federal Transit Administration on January 30, 1995.

The following activities are still remaining:

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

Contract Closeout Status

CONTRACT NUMBER	DESCRIPTION	PROJECTED CLOSEOUT DATE
A610/115	Track Installation	Sep 95
	_	
		_
1		\

Closeouts in Process

Closeouts Remaining 1

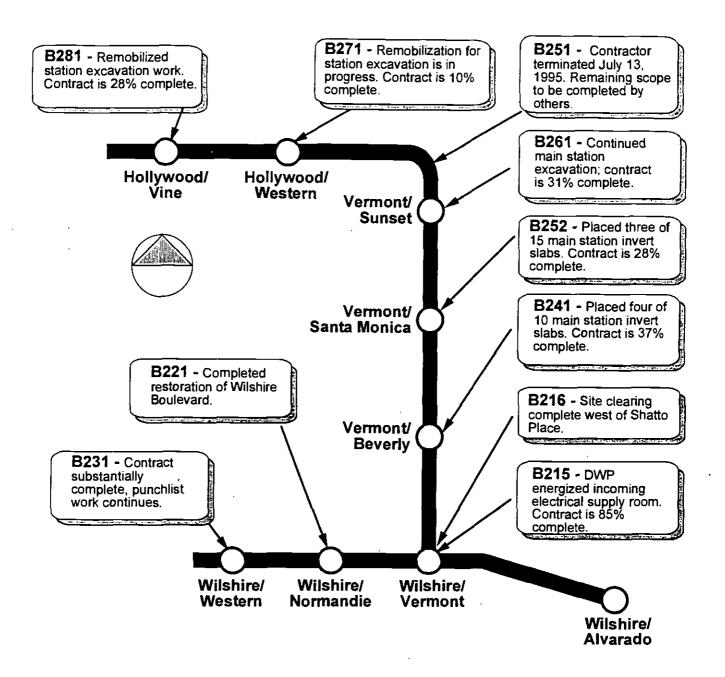
Contract Closeout Analysis

Final closeout of Contract A610/115 is pending claims litigation.

SEGMENT

METRO RED LINE SEGMENT 2 EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Completed communications cable installation and testing in both Wilshire tunnels (B620). DWP completed work at Wilshire/Vermont, which allowed permanent power activation by the B631 contractor. Completed radio cable installation in tunnels. Installation of closed circuit television, fiber/optic cable transmission system, and station command posts were completed. Started rail energizing process. Completed first two System Integration tests; conducted car mover and passenger vehicle mainline clearance tests.

Budget/Forecast Variance

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JULY CHANGE IN FORECAST
CONSTRUCTION	\$963.2	\$961.7	\$(1.5)	\$0.0
PROFESSIONAL SERVICES	347.3	349.7	(2.4)	0.2
REAL ESTATE	87.3	89.0	1.7	0.0
UTILITY/FORCE ACCOUNT	31.1	31.6	0.5	(3.0)
SPECIAL PROGRAMS	4.4	2.3	(2.1)	0.0
CONTINGENCY	13.3	12.8	(0.5)	3.2
PROJECT REVENUE	(0.2)	(0.7)	(0.5)	(0.4)
TOTAL PROJECT	\$1,446.4	\$1,446.4	\$0.0	\$0.0
NEW REQUIREMENTS				
CONSTRUCTION	\$49.0	\$50.3	\$1.3	\$0.0
PROFESSIONAL SERVICES	18.9	19.1	0.2	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	.0.0	0.0	0.0	0.0
CONTINGENCY	3.3	2.0	(1.3)	0.0
TOTAL NEW REQUIREMENTS	\$71.2	\$71.4	\$0.2	\$0.0
GRAND TOTAL	\$1,517.6	\$1,517.8	\$0.2	\$0.0

Budget/Forecast Variance Analysis

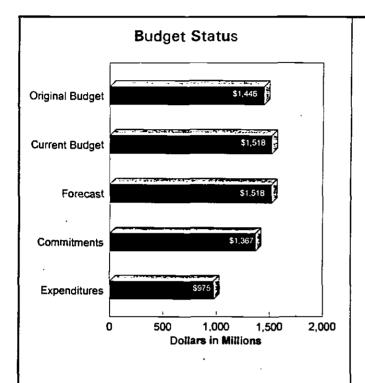
The budget/forecast variance contributed to the budget value for individual contracts being adjusted to reflect the AFE value (PBCR 14).

The increase of \$0.2 million in professional services for July contributed to additions adding to the expended level of various administrative professional services.

The decrease of \$3.0 million in utility/force account for July is contributed to non-construction contract F0102, DWP Power Relocation. This decrease was caused by a deletion of the dedicated feeder of \$4.0 million, included the DWP design effort to date for feeder of \$0.2 million, and included installation of automatic transfer switch in each station amounting to \$0.8 million. As a result of changes to the overall design for providing power to Segment 2, the DWPPS cost forecast has been reduced.

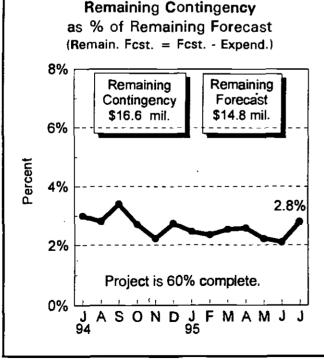
Note: The Real Estate acquired to support the Transit Enhancement covered under new requirements Budget and Forecast remains at \$39.0M.

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Budget Status Analysis

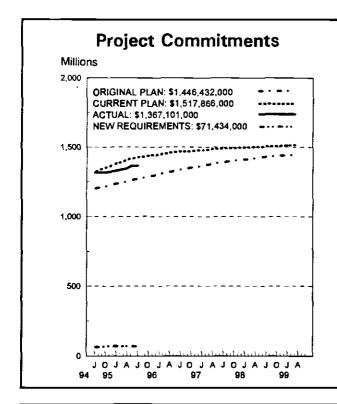
The current budget growth from original budget was due to the addition of Transit Enhancement, ADA, and earthquake repair programs. The Transit Enhancement and ADA programs total \$71.2 million, which is included in the current budget as *New Requirements*, and \$71.4 million in the forecast. The budget was realigned to bring it in line with the present forecast.



Remaining Contingency Analysis

The remaining contingency percentage increased 0.7% in July. This is primarily due to offset cost associated with forecast decrease in Utility/Agency Force Accounts, Contract F0102 (DWP Power Relocation). The decrease was caused by a deletion of the dedicated feeder, which resulted in changes to the overall design for providing power to Segment 2. Project Revenue also had an increase in forecast, based on document sales revenue.

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Project Commitments Analysis

Project cumulative planned commitments are \$1,427.3 million; actual commitments are million or 90.1% of the total forecast. The total increase for July commitments is \$1.0 million. This primarily consists of increase of \$4.4 million construction contracts, due to executed Change Notices and Work Authorization Change Notices for the work along the Wilshire Corridor. Also, professional services contract E0070 (Engineering Management Consultants) had decrease of \$3.6 million, due to an administrative adjustment to commitments into balance with Contract Work Order (CWO) 7.

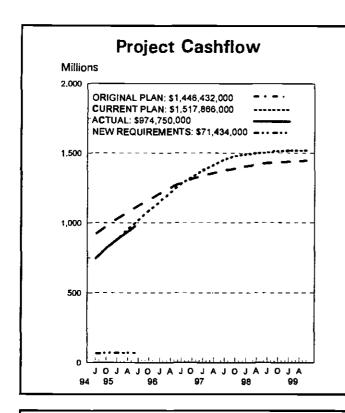
FISCAL YEAR BUDGET: \$40,981,000 PLANNED COMMITMENTS: ACTUAL COMMITMENTS: 40 30 J A S O N D J F M A M J 95

Fiscal Year Commitment Analysis

Planned commitments are \$3.7 million; actual commitments are \$1.0 million*. The variance is due to cost forecast redistribution affecting planned commitments because of rescheduling and termination of contract B251. The Fiscal Year 1996 Commitments chart shown now replaces the Fiscal Year 1995 Commitments chart shown previously.

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^{*}This section includes new requirements.

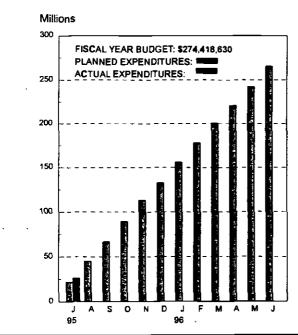


Project Cashflow Analysis

Project cumulative planned expenditures are \$1,020.6 million; actual expenditures are \$974.8 million or 95.5% of the total to date forecast. The total increase for July expenditures is 22.2 million. This primarily consists of expenditures for construction and professional services contracts. The project completed at 95% of the Fiscal Year 1995 budget, partly due subsidence-related work stoppages and a slow down of construction caused by rain toward the end of the calendar year.

Cashflow reporting lags behind one month due to billing cycle.





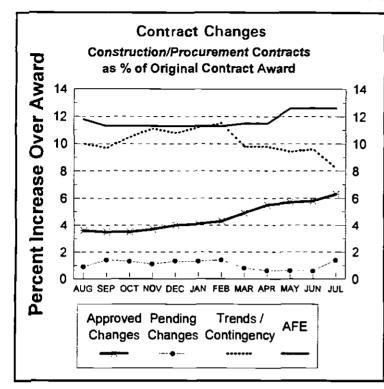
Fiscal Year Cashflow Analysis

Planned cumulative expenditures for the fiscal year are \$22.1 million; actual expenditures are \$22.2 million*.

*This section includes new requirements.

Cashflow reporting lags behind one month due to billing cycle.

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Contract Changes Analysis

The approved changes had a 0.5% increase in July, mainly due to various executed Change Notices and Work Authorization Change Notices for the work along the Wilshire Corridor. The pending changes increased 0.8% in July, mainly due to Contract B271 (Hollywood Western Station), suspension of station excavation, and various pending changes involved in the work along the Wilshire corridor. The Trends/Contingency category had a 1.4% decrease in July, primarily due to the decrease in the total log value for construction contracts. The percentage remained the same.

Construction Procurement Contracts Contract Cost and Forecast*

Comparison to Budget

Dollars in Millions	Current	Previous	Variance
Original Contract Award	\$776.4	\$776.4	\$0.0
Approved Change Value * *	\$45.8	\$42.7	\$3.1
Current Value	\$822.2	\$819.1	\$3.1
Pending Logged Changes	\$10.4	\$4.3	\$6.1
Trends and Contingency	\$58.5	\$67.7	<\$9,2>
Total Forecast	\$891.1	\$891.1	\$0.0
Constr. Budget	\$875.8	\$875.8	\$0.0

^{*}Forecast and budget for awarded contracts only.

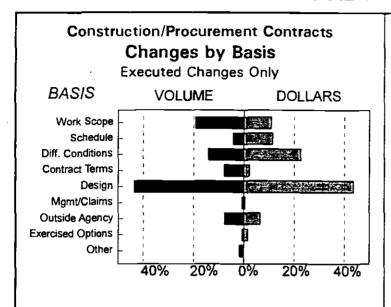
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Contract Forecast Analysis

The variance increase of \$3.1 million in the approved contract and current value is primarily due to various executed Change Notices and Work Authorization Change Notices for the work along the Wilshire Corridor. The variance increase of \$6.1 million of pending logged changes occurred in Contract B271, Hollywood Western Station and various pending changes involved in the work along the Hollywood Corridor. Trends and contin-

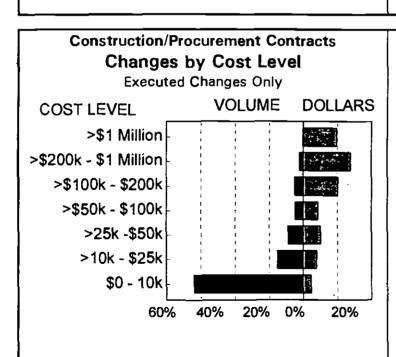
gency decreased by \$9.2 million as items previously identified as trends were given merit and logged as changes. There was no change in the total forecast and budget for awarded contracts.

^{**}Includes executed Change Orders and Approved Not-to-Exceed Costs



Change Basis Analysis

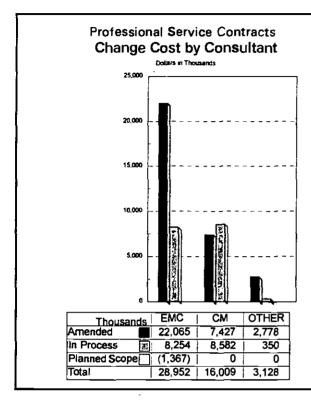
Design changes represent approximately 44% of the basis for change and 44% of the total change cost. Changes in work scope and differing site conditions combined represent approximately 33% of the basis for changes and 34% of the total change cost.



Change Cost Level Analysis

- 48% of the total change cost falls within the MTA Board authority, which equals 2% of the change volume
- 29% of the total change cost falls within the MTA CCB authority, which equates to 10% of the change volume
- 10% of the total change cost falls within the CM authority, which equates to 9% of the change volume
- 13% of the total change cost falls within the RE authority, which equates to 79% of change volume

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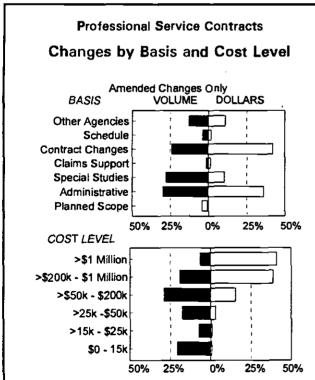


Professional Services Change Analysis

Amendment 7 to EMC Consultant Work Order (CWO) #003 was approved this period at the July 26, 1995 MTA Board Meeting, amending 17 Consultant Change Requests (CCRs) for \$1.9M. The MTA plans to submit Amendment 8 to EMC CWO #003 at the September MTA Board Meeting.

DATA SOURCE:

CCS: CCR REPORTS



Change Basis Analysis

Approximately 30% of the Red Line Segment 2 change volume continues to be Administrative changes caused by unforeseen staffing and equipment requirements.

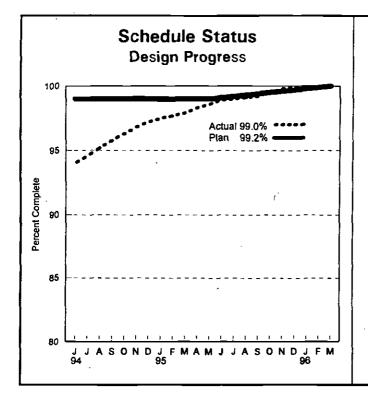
The Planned Scope category on the Basis chart is Planned Additional Scope items approved by the MTA Board. These are non-CCR related amendments to professional services contracts. Tracking these board approved items as record-only CCRs enables the Construction Division to report on the full contract value of awarded professional services contracts.

Change Cost Level Analysis

As shown on the Cost Analysis chart opposite, the MTA Board reviews and has final approval on approximately 80% of all Red Line Segment 2 costs. This equates to only 26% of the change volume. While the MTA Board approves 80% of all change cost, the Board only reviews 10% of the change volume. The MTA Project team has final approval on only 20% of the total change cost but reviews 74% of the change volume.

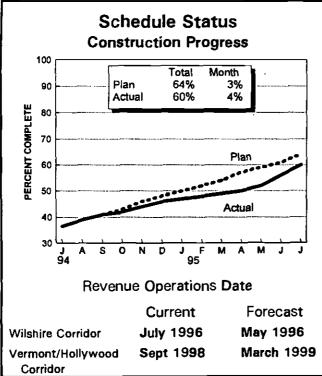
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SCHEDULE STATUS



Design Schedule Progress Analysis

The EMC design progress at the end of July is 99.0% complete, with two active contracts remaining in design. Contract drawings are underway on Contract B648B, Communications Installation--Vermont/Hollywood corridor, with expected completion in March 1996. Work remains under suspension at Contract B263, the second entrance at Kaiser Hospital. The remaining work is currently rescheduled to start September 1, 1995 and complete by the end of December 1995. Design support during construction is 65.0% complete as of June 30, 1995, versus 64.6% planned.



Construction Schedule Progress Analysis

The overall construction progress is 60%, compared to a planned progress of 64%. The progress is 4% behind baseline schedule due to tunnel delays under Hollywood Boulevard. In addition, all Vermont/Hollywood Station contracts are behind schedule due to unforeseen conditions (conflict of utilities with station piles and decking, contaminated soil, rain delays, stop work notices, LADOT added restriction, termination of B251 contract, etc.), design changes, and slower than planned production rates for station excavation and support of utilities.

Wilshire Corridor is 2.5 months ahead of schedule due to better than planned facility and system progress. Late design changes continue to decrease the positive float for Revenue Operations Date (ROD) and impact contractual milestones.

Vermont/Hollywood Corridor is behind schedule by 5 months due to tunneling delays under Hollywood Boulevard, causing a suspension of work for B271 and B281.

The mitigation plan for reducing negative float for Vermont/Hollywood Corridor will resume after B251/DWP sinkhole impacts have been analyzed.

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SCHEDULE STATUS

Current Critical Path

Wilshire Corridor

The critical path currently is 74 days ahead of schedule (positive float).

Contract B620, Automatic Train Control, operational tests and dynamic tests, remaining systems integration tests, and prerevenue operations.

Vermont/Hollywood Corridor

The critical path currently is 147 days behind schedule (negative float).

B271 Hollywood/Western Station is on the critical path through FY 1996.

Current Critical Path Analysis

Wilshire Corridor forecast ROD was changed from 4/29/96 to 5/3/96 due to incorporation of revised B620 schedule logic which revised this month's critical path.

Anticipate that the trend for decreasing positive float has leveled out.

<u>Vermont/Hollywood Corridor</u> overall forecast ROD delay is due to late Notice to Proceed of station contracts, delay in tunnel mining, and tunnel concrete work.

Forecasted ROD was changed from 03/02/99 to 02/22/99 due to early release of B271 excavation suspension.

Other critical path contracts are Contract B610, Trackwork Installation, concrete plinth, rail installation and testing; Contract B620, Automatic Train

Control, wayside installation, operation tests, and dynamic testing.

No change in days of float from last month.

3-Month Contract Schedule

Contract Description

Advertise Date

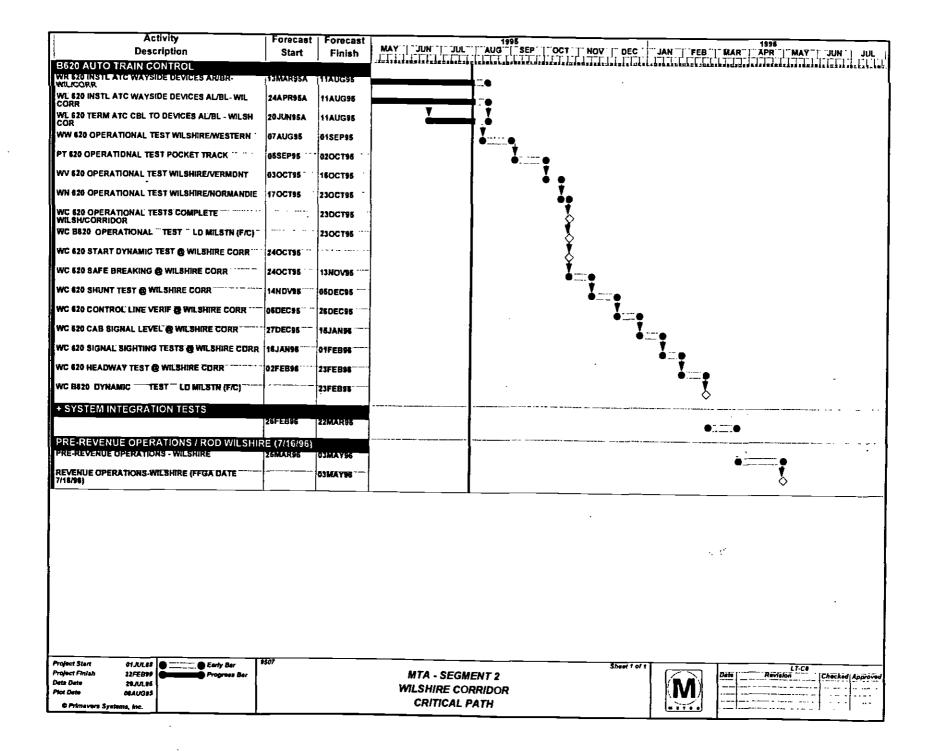
None

N/A

3-Month Contract Schedule Analysis

There are 2 remaining contracts for Vermont/Hollywood Corridor: B263, Second Entrance Vermont/Sunset Station, and B648B, Communication Installation for Vermont/Hollywood Corridor. These contracts will be advertised in 1996.

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Activity	Forecast Foreca	t 1995 1996	1997 1998 1999
Description	Start Finish	AMIJIJ ATSIONIDI JEMAMIJIJIAISIONIDI JEMA	MIJIJAISIONIDIJEMAMIJIJIAISIONIDIJEMAMIJIJI
B271 HOLLYWOOD/WESTERN STATION		ւնիկանում նակարարը ննքը անման քարարարար ու ու որ որ արդարարանի անդ	(a) 11 % (4 %) 5 % o crit () 11 % (o crit () 5 % o crit () 7 % o crit () 7 % () 7 % () 7 % () 7 % ()
IHW 271 EXCAVATE (MAIN STATION) (TOP HALF)	3170Fae 02OC1ae	↑ •	
HW 271 COMMENCE STATION LOWER HALF EXCAVATION	0500185	\	
HW 271 EXCAVATE (MAIN STATION) (BOTTOM HALF)	1	•	
HW 271 F/R/P CONC (FON INVERT WALLS) "	19JAN96 10APR96	•	•
HW 271 FIRIP CONC (MEZZ FLOOR)	16MAR98 09JUL98	• <u> </u>	
HW 271 F/R/P CONC (PLATFORM)	10JUL96 02OCT96	•=•	
HW 271 MISC, PLUMBING/MECH/FINISHES @	03OCT96 31JAN97	•	
HW 271 TRACKWORK ACCESS (B610)	31JAN97	·· \	
+ B610 TRACKWORK INSTALLATION	103FEB97 (02MAY97		
	USPEB97 UZMAT97		•
+ B620 AUTO TRAIN CONTROL	USMAYS7 [18]UNSB	4	
+ SYSTEM INTEGRATION TESTS			
TOTAL MATERIAL PROPERTY OF THE	16JAN98 30SEP98	-	
PRE-REVENUE OPERATIONS / ROD VER/HI	YWD (9/28/98)	d	
STATIONS CONTRACTS 10% TIME CONTINGENCY	01OC198 17DEC98]	●:::•
PRE-REVENUE OPERATIONS:VERMHLYWD	16DEC98'' 22FEB99"	···	¥ : •
REVENUE OPERATIONS (VERM/HLYWD) \$/28/36 *	22FEB99	•	₹
			•
•			
			<u>.</u> •
·		•	
		•	
			;
Project Start #1JULES Employ Sur			
	\$507		Shoet t of 1
Project Finish \$2FE899 Quita Date \$5ULUS Plot Date \$4ULUS Plot Date \$4ULUS	\$807	MTA - SEGMENT 2 VERMONT/HOLLYWOOD CORRIDOR	Sheet I of 1 Date Revision Checked Approved

SCHEDULE STATUS

Real Estate Status

	Number of parcels	Number of parcels available
This month	89	89
Last month	89	89

Real Estate Analysis

The number of parcels acquired is 89.

The number of parcels to be acquired is 0.

Contract Closeout Status

Contract Number	Description	Projected Closeout Date
B201	Pocket Track & Tunnel	Sept. 1995
B211	Wilshire/Vermont Stat.	Sept. 1995
B231	Wilshire/Western Stat.	Sept. 1995
B221	Wilshire/Normandie Stat.	Dec. 1995
B752	Metcalf & Eddy	TBD
B754	Dames & Moore	TBD
B756	Barsotti	TBD

Closeouts completed 4
Closeouts in process 7
Closeouts remaining 31

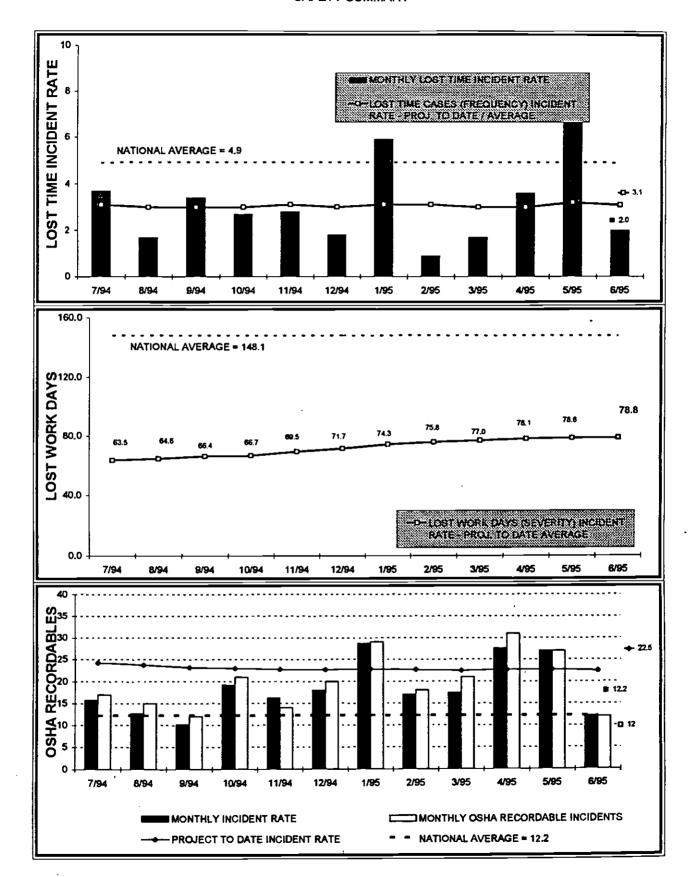
Contract Closeout Analysis

The closeout of Contracts B201, B211, and B231 is delayed by Change Orders and claims resolution. The closeout of Contracts B752, B754, and B756 is pending final audits.

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METRO RED LINE SEGMENT II SAFETY SUMMARY

Prepared by: MASS TRANSIT GROUP



SAFETY SUMMARY STATUS

SAFETY SUMMARY ANALYSIS

<u>General</u>

Metro Red Line Segment 2 achieved reasonable to favorable statistics during the month of June. The OSHA 200 Case Rate for the segment (including P-D and MTA hours) was 12.2; this rate for the Contractors only was 16.2, approximately one third above the national average of 12.2. Contributors to the above average rate included Contract B251 with 5 Recordable Cases producing an Incident Rate of 17.5 and Contract B620 with 1 Recordable Case in only 4,338 work hours for an incident rate 46.1. Lost Time Cases were significantly improved from May with the Contractors producing a rate of 2.7, close to one half the national average. Lost Time Case were reported by Contracts B251 and B241 (one each).

Monthly Metro Red Line Safety Meeting

Due to organizational changes and scheduling conflicts, a project wide safety meeting was not held in June.

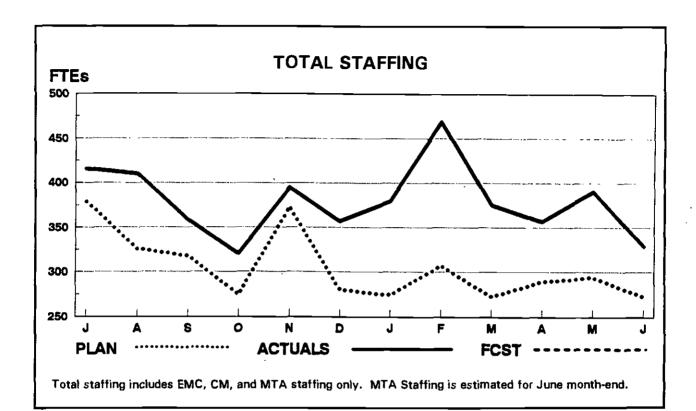
Safety Engineers Monthly Meeting

At the June monthly safety engineers meeting began with comments presented by Lou Hubaud, MTA. Mr. Hubaud discussed a variety of issues, including the changing of the scope and purpose of the monthly project wide meeting. Mr. Hubaud's comments were followed by a roundtable discussion of the issues at hand and methods for making the various project meetings more productive for all. Randy McBurnett then presented information on Diesel Health Hazards in Underground Construction. The meeting closed after some additional open forum comments.

Note: Safety Summary Status lags behind one month due to reporting cycle.

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PROJECT STAFFING STATUS



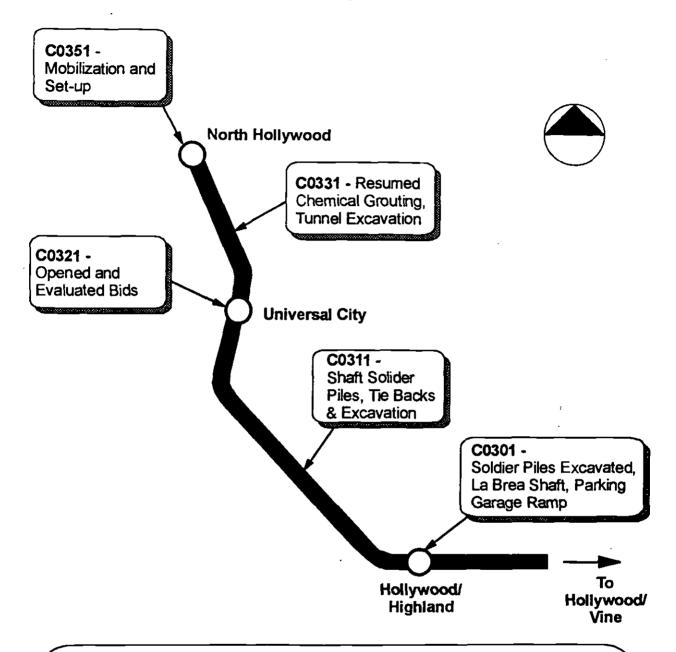
STAFFING ANALYSIS

The total staffing actuals are greater than planned due to Parsons-Dillingham's increased support for inspection, geotechnical, and survey activities caused by ground settlement on Hollywood Boulevard, which are partially offset by MTA actual staffing being lower than planned due to the imposed temporary hiring freeze.

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METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Repackaging of the remaining Hollywood Boulevard tunnel work began.

Bids were opened for Contract C0321, Universal City Station.

Excavation continued at the La Brea Shaft at Contract C0301, Hollywood/ Highland Station and Tunnels, and at the Crossover Shaft at Contract C0311, Line Section from Universal City Station to Station 630+00.

Budget/Forecast Variance

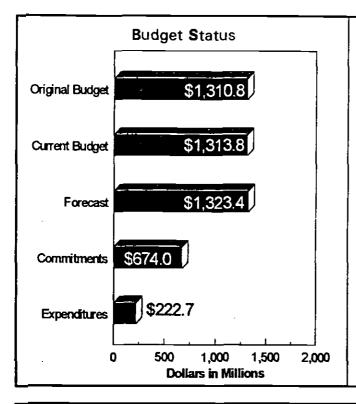
COST ELEMENT	CURRENT 8UDGET	CURRENT FORECAST	VARIANCE	JUNE CHANGE IN FORECAST
CONSTRUCTION	\$766.9	\$779.2	\$12.3	0.0
PROFESSIONAL SERVICES	279.1	287.9	8.8	5.0
REAL ESTATE	85.6	86.4	0.8	0.0
UTILITY/FORCE ACCOUNT	18.7	25.6	6.9	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	160.5	131.7	(28.8)	(5.0)
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1,310.8	\$1,310.8	\$0.0	\$0.0
NEW REQUIREMENTS				_
CONSTRUCTION	\$1.9	\$11.7	\$9.8	\$0.0
PROFESSIONAL SERVICES	0.7	0.8	0.1	0.0
REAL ESTATE	0.0	0.1	0.1	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	±0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	0.4	0.0	(0.4)	0.0
TOTAL NEW REQUIREMENTS	\$3.0	\$12.6	\$9.6	\$0.0
GRAND TOTAL	\$1,313.8	\$1,323.4	\$9.6	\$0.0

Forecast Variance Analysis

The forecast increase of \$5 million is due to the release of Contract MCO47, reflecting Jacobs, Mott MacDonald-Hatch, ACG Environments, Joint Venture (JMA) not-to-exceed amount for Construction Management Services. During the next two months, the MTA will be reassessing Segment 3, North Hollywood Extension Construction Management Services requirements and will allocate the costs to JMA and Parsons-Dillingham for remaining work. An overall increase is anticipated due to the use of two Construction Management firms.

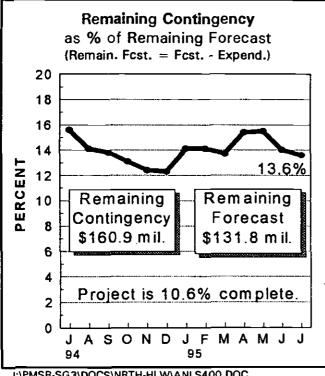
Incorrect incurred values throughout the report are being corrected.

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Budget Status Analysis

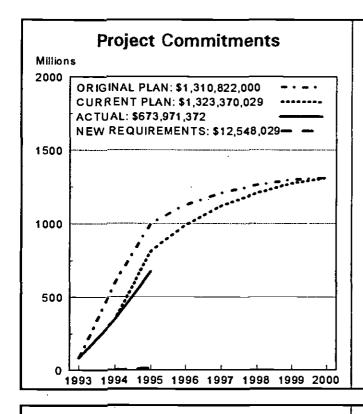
There were no budget changes for the month of July 1995. However, within the forecast, an increase of \$5 million occurred due to the issuance of JMA's not-to-exceed amount for Construction Services. This increase was offset by a decrease in contingency.



Remaining Contingency Analysis

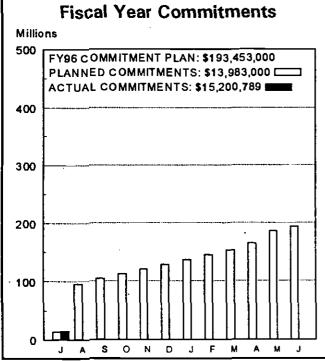
The remaining contingency percentage from January 1995 to July 1995 has averaged 14.4%. Status has remained constant throughout Fiscal Year 1995 and through the beginning of Fiscal Year 1996.

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Project Commitments Analysis

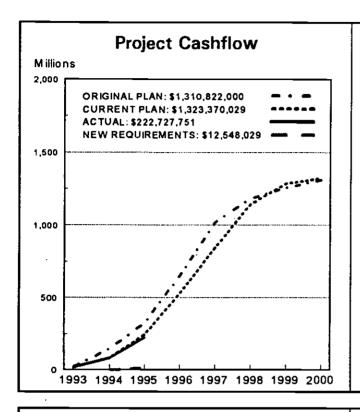
planned cumulative commitments through July 1995 are \$702.8 million; actual cumulative commitments are \$674 million or 50.9% of the total forecast. Increase for commitments mainly is from Project Administration for MTA's FY96 budget (+9,444 million) and the establishment of Contract MC047, JMA's Construction Services (+5.000 million). Some of the increase was due to Contract C0331 (+120K) from CN #19.00, adjustment to contract bid items, and CN #22.00, above-ground guidance system for CM. On Contract B645, CN #009.01, specific TRACS controls (Transit Automatic Controls & SCADA) were deleted. Commitments to Real Estate contracts for July 1995 were \$580 million. An overall underrun in commitments schedule occurred due to Commitments will be more in line with planned as contracts are awarded in 1996 and 1997.



Fiscal Year Commitment Analysis

Planned FY96 commitments are \$193.5 million; planned cumulative commitments through this period are \$14.0 million; and actual cumulative commitments through this period are \$15.2 million.* Actual FY96 commitments are higher this period due to issuance of Project Administration FY96 budget and addition of new contract that was issued to JMA.

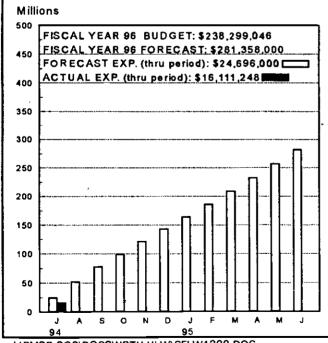
^{*}This section includes new requirements.



Project Cashflow Analysis

Project planned cumulative expenditures for the month are \$267.5 million; actual expenditures are \$222.7 million or 16.8% the total forecast. Expenditures are expected to peak Fiscal Years 1996 and 1997 because the major contracts are just now being awarded.

Fiscal Year Project Cashflow



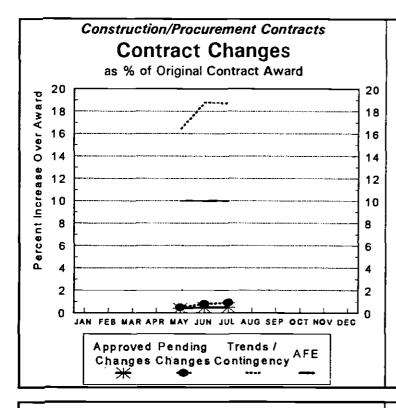
Fiscal Year Cashflow Analysis

Planned FY96 expenditures are \$281.4 million. Planned FY96 expenditures through this period are \$24.7 million. Actual FY96 expenditures through this \$16.1 million.* period are underrun during the past couple of months is primarily due to construction Contract C0331, which is experiencing schedule delays, and due to payments on B251 being on hold.

Cashflow reporting lags behind one month due to billing cycle.

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^{*}This section includes new requirements.



Contract Changes Analysis

The history previous to May 1995 for the Approved Changes, Pending Changes, Trends/ Contingency, and AFE is unavailable. The figures for July 1995 are as follows:

Construction Procurement Contracts Contract Cost and Forecast Comparison to Budget

Dollars in Millions	Current	Previous	Variance
O riginal Contract Award	\$433.8	\$433.8	\$0.0
Approved Contract Value*	\$2.2	\$2.1	\$0.1
Current Value	\$436.0	\$435.9	\$0.1
Pending Logged Changes	\$3.8	\$3.6	\$0.2
)
Trends and Contingency	\$68.2	\$68.5	(\$0.3)
1	\$68.2 \$508.0	\$68.5 \$508.0	(\$0.3) \$0.0

*Includes Executed Change Orders and Approved Not-to-Exceed Costs.
Forecast and Budget for Awarded contracts only. Also, construction line items
T03-Environ., T09-Testing, and T10-OCIP have been omitted.

Contract Forecast Analysis

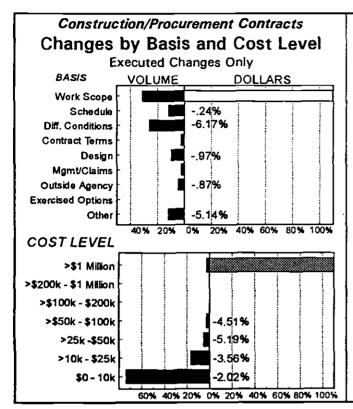
Increase of \$0.1 million in the Approved Contract and Current Value is primarily due to Contract CO311, CN #5.00, back-filling of septic tank and CN #6.00, Installation of new signage.

Increase in Pending Changes due to the following:

- Approval of CN #009.01 in Contract B645, deletion of specified TRACS controls and supervisory interfaces (decrease of \$84K)
- Contract C0331, CN #65.00, chemical grouting contingency plan; CN 66.00, sewer line settlement markings; and CN 67.00, relocation of overhead power lines at access ramp (increase of \$227K).

There was a decrease in Trends and Contingency that offset above mentioned increases.

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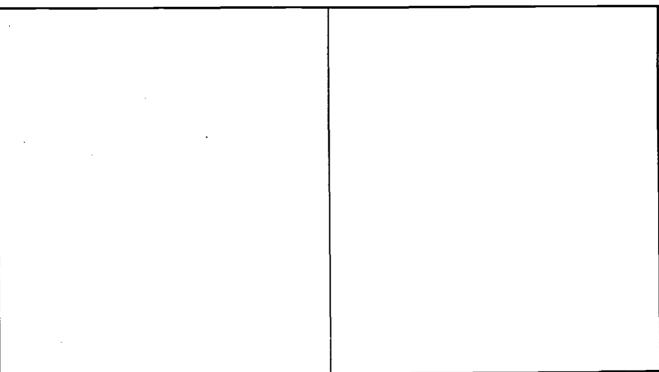


Change Basis Analysis

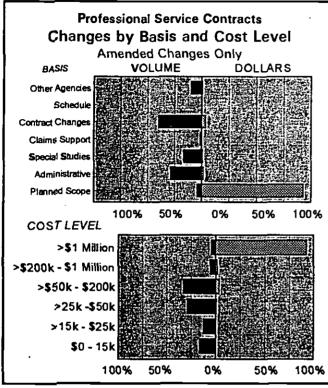
Changes in work scope represent approximately 31% of the basis for change and 113% of the total change cost. Differing site conditions represent 26% of the basis for change and -6% of the total change cost.

Change Cost Level Analysis

- No significant issues this report period.
- Changes to date, in whole, reflect a cost decrease to the project.
- C0331 credit changes, due to deletion of work, results in negative percentages for other types of changes and values.
- 115% of the total change cost falls within the MTA Board Authority, which equals 2.4% of the change volume.



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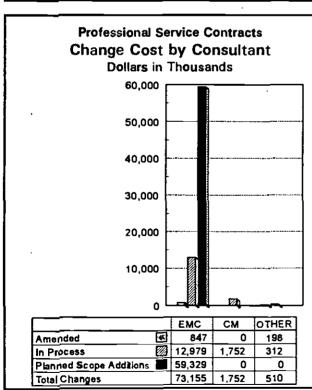
Change Basis Analysis

Approximately 40% of the Red Line Segment 3 North Hollywood change volume continues to be changes during the design phase of non-awarded construction contracts.

The category of Planned Scope on the Basis chart is Planned Additional Scope items approved by the MTA Board. These are non-CCR related amendments to Professional Services Contracts. Tracking these board approved items as record only CCRs enables the Construction Division to report on the full contract value of awarded Professional Services contracts.

Change Cost Level Analysis

As shown on the Cost Analysis chart opposite, the MTA Board reviews and has final approval on approximately 95% of all costs associated with Red Line Segment 3. This equates to only 10% of the change volume. While the MTA Board approves 95% of all change cost, the Board only reviews 10% of the change volume. The MTA Project team has final approvel on only 5% of the total change cost but reviews 90% of the change volume.



Professional Services Change Analysis

Thirteen Advanced Work Authorizations (AWA) were assigned this period with a total not-to-exceed obligation of \$178K. No contract amendments were approved this period.

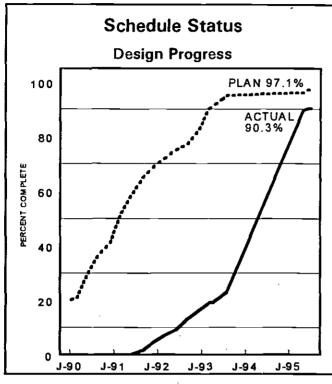
MTA plans to submit Amendment 6 to EMC CWD #004 at the September MTA Board meeting.

DATA SOURCE:

CCS: CCR REPORTS

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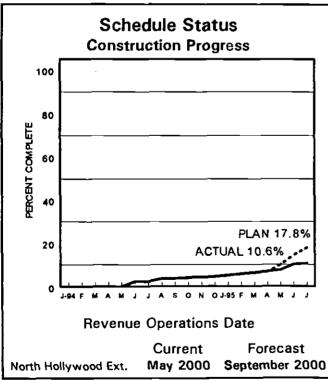
SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION



Design Schedule Progress Analysis

The overall design through July 28, 1995, 90.3% complete versus 97.1% which reflects planned, schedule performance index of 93%. Active design efforts are underway for the following contracts: C1610, B612, B620 and H0631. Contract C0326 has been repackaged, and work will start after the CCRs are approved by the MTA. Work is underway to repackage Contract C0326.

Remaining design work is taking place on the above contracts and the various Systems contracts.



Construction Schedule Progress Analysis

Construction progress has slipped due to CO331 tunnel shut down, delay of Notice to Proceed to CO301, CO311, CO321, and CO351 contracts. MTA, P-D and EMC staff continue to develop a revision to the access at the North Hollywood Station to allow more flexible access for the trackwork installation.

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SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION

Current Critical Path

The critical path currently is 104 days behind (negative float)

CO311 is on the critical path through April 21, 1998.

Current Critical Path Analysis

Currently, the critical path begins with Contract C0311, the tunnel between Station 630+00 and Universal City Station. The late design and award of this contract has left the Project over four months behind schedule.

Efforts are underway to mitigate the delays by resequencing the trackwork activities. The mitigation efforts have reduced the negative float from -133 to -104. These efforts will continue.

3 Month Contract Schedule

Contract Description

Award Date

C0321

09/27/95

3 Month Contract Schedule Analysis

Contract C0321, Universal City Station, bids were opened on July 19, 1995. The contract is scheduled to be awarded at the September MTA Board meeting.

No other contracts are scheduled for bidding during the next ninety days.

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ES-11

SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION

Real Estate Status

i	Number of parcels	Number of parcels available
This month	232	80
Last month	232	80

Real Estate Analysis

Number of parcels acquired is 80.

Number of parcels to be acquired is 152.

To date, eighty parcels have been acquired. Fiftynine of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

There are two parcels currently projected in the worse case scenario not to be available by the scheduled needs dates. All parcels showing negative float are expected to be available prior to the Contractor's need dates.

There is some concern over maintaining the schedule for meeting Contractor's need dates.

At this time there is a high probability that all parcels will be acquired by the date they are needed for construction.

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AREAS OF CONCERN NORTH HOLLYWOOD EXTENSION

NEW

Item

Completed Contracts Where the Budget Has Been Executed

Concern/Impact

There does not exist, at this time, a vehicle for the EMC to obtain funding for contracts where the budget has been exceeded after completion of the work.

Status/Action

EMC Project Administration is communicating with various elements of the MTA to determine how CWO funding can be increased outside of the normal CCR process.

MTA personnel have identified a variation of a PIP as being a possibility to increase funding for a CWO before the shortage becomes a problem.

ONGOING

Item

Construction Management Services transition from Parsons-Dillingham (P-D) to. Jacobs Management & Associates (JMA)

Concern/Impact

Ensure coverage of on-going construction projects.

Status/Action

MTA, P-D, and JMA commenced coordination in the month of July 1995 at the management and staff levels.

Item

Contracts C0301, Hollywood/Highland Station and Tunnels; C0321, Universal City Station; C0351, North Hollywood Station with Crossover and Tailtrack

Concern/Impact

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

AREAS OF CONCERN (CON'T) NORTH HOLLYWOOD EXTENSION

ONGOING (CON'T)

Status/Action

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

EMC and P-D have prepared cost and construction schedule analysis. The MTA authorized the re-design and EMC is completing the design work.

Item

Systems Schedule Re-baseline

Concern/Impact

The EMC has developed a new baseline for Systems procurement contracts and for the remaining Systems design contracts. The new schedules reflect delays and changes in the Facilities contracts and establish a viable baseline to accomplish the work. There exist differences of opinion between the MTA and the EMC as to the timing and validity of the plan to accomplish this work.

Status/Action

The EMC prepared the schedule for submittal to the MTA for approval in early April. Eight CCRs are being prepared for the out of scope work.

Systems is currently proceeding with the baseline work as described in the record of negotiations and the CUD based on the revised schedule. Negotiations with the MTA for the remaining work and approval of the revised schedule are continuing. The out-of-scope work, due to iterations in the facilities design changes and technical changes to the Systems contracts brought on by these changes, in addition to work now considered unavoidable in completing the Systems contracts, has been identified. EMC will be transmitting CCRs #408 through #415 to the MTA for this out of scope work. The MTA will advise EMC as to when to proceed and will define the work authorized.

AREAS OF CONCERN (CON'T) NORTH HOLLYWOOD EXTENSION

ONGOING (CON'T)

Item

Baseline Restoration Plan

Concern/Impact

Reduction of the EMC forecast to budget levels, as directed by the MTA, distorts the true cost-at-completion of the North Hollywood Project. To achieve this objective will require a reduction in scope of work with unknown cost impacts on affected Construction contracts. Work stoppages are likely to occur with attendant schedule impacts. The perception that the EMC is not responsive to MTA requests is also of concern. Both MTA and EMC staff need to be aware of the tight budget situation.

Status/Action

The EMC has reduced the forecast for various work elements to the budgetary levels. Known (although not yet negotiated) out of scope costs have been retained as Contingency. Work will shut down in areas where the current authorized budget limit is reached. Work will not resume unless a budget transfer is made or a CCR approved.

EMC will determine if existing budget from other areas can be transferred to cover budget shortfalls. The work scope achievable with the remaining budget will be identified. Negotiation with the MTA to reach agreement on what the remaining work scope is and whether CCRs are required to fund any remaining work will have to be conducted.

Item

Contract C0331, Line Section North Hollywood to Universal City

Concern/Impact

The start of tunnel mining was delayed due to the Contractor's delay in assembling the tunnel shield machines (TSM). There is a concern that continued delays will further erode schedule "float" for this contract and follow-on integrated contracts. In addition, the mining operation must be conducted to ensure against ground settlement.

Status/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.

AREAS OF CONCERN (CON'T) NORTH HOLLYWOOD EXTENSION

ONGOING (CON'T)

Tunnel mining has been repeatedly halted due to Contractor's technical difficulties. The Contractor modified one of the tunneling machines to prevent loss of ground. The Contractor has also begun grouting from the surface to prevent loss of ground.

Item .

Contract C0351, North Hollywood Station with Crossover and Tail track

Concern/Impact

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

Status/Action

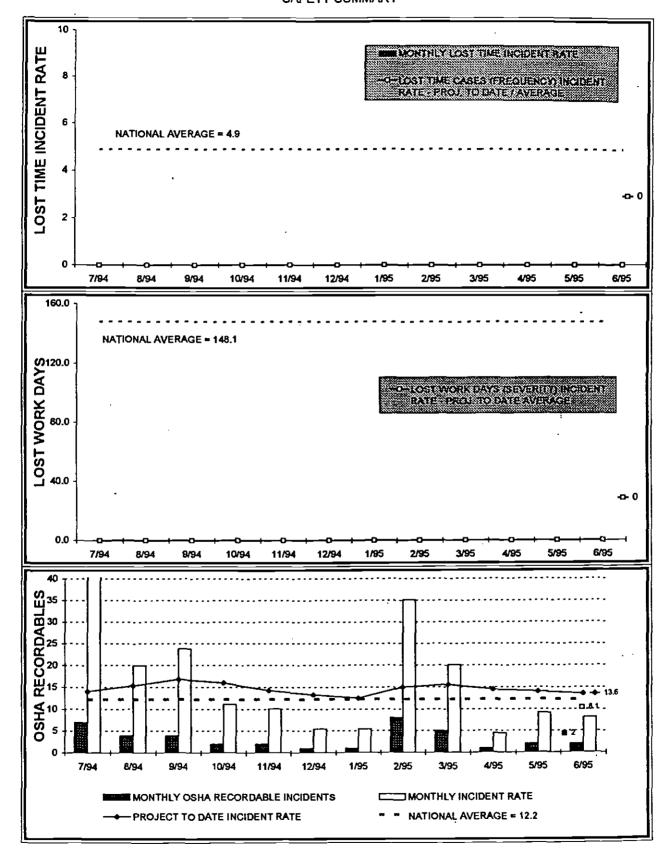
The C0351 Contractor could be directed to delay taking access.

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

RESOLVED FROM LAST MONTH

NONE

METRO RED LINE SEGMENT III SAFETY SUMMARY Prepared by: MASS TRANSIT GROUP



SAFETY SUMMARY STATUS NORTH HOLLYWOOD EXTENSION

SAFETY SUMMARY ANALYSIS

General .

MRL Segment 3 continued to produce superior injury and illness statistics during the month of July. For the month the Segments' OSHA 200 case rate was 9.2, approximately 25% below the national average. The segment avoided any lost time cases for the fifth consecutive month this year and continued the record of zero lost time cases since the beginning of the segment.

Monthly MRL Safety Meeting

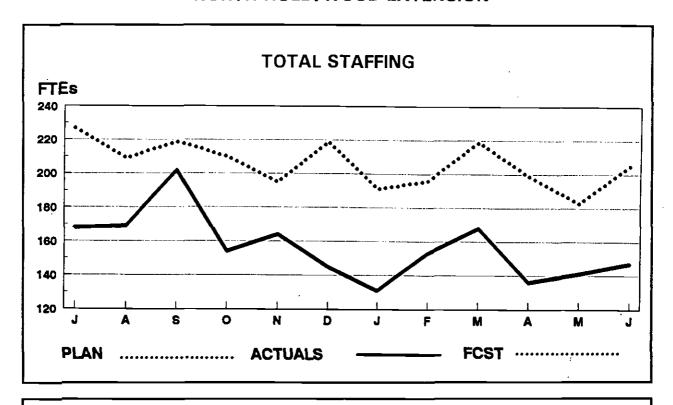
Due to organizational changes and scheduling conflicts, a project-wide safety meeting was not held this month.

Safety Engineers Monthly Meeting

The monthly Safety Engineers meeting began with comments presented by Lou Hubaud, MTA. Mr. Hubaud discussed a variety of issues including the changing of the scope and purpose of the monthly project-wide meeting. Mr. Hubaud's comments were followed by a roundtable discussion of the issues at hand and methods for making the various project meetings more productive for all. Randy McBurnett then presented information on Diesel Health Hazards in Underground Construction. The meeting closed after some additional open forum comments.

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PROJECT STAFFING STATUS NORTH HOLLYWOOD EXTENSION



STAFFING ANALYSIS

The total staffing actuals are lower than planned due to a six month delay in the award of the Construction Management contract, Segment 3 actual start-up, MTA temporary hiring freeze, and implementation of the work force reduction. However, the hiring freeze is lifted and recruitment is in process.

Note: Total Staffing Chart includes EMC, CM, and MTA staffing only. MTA Staffing is estimated for June month-end.

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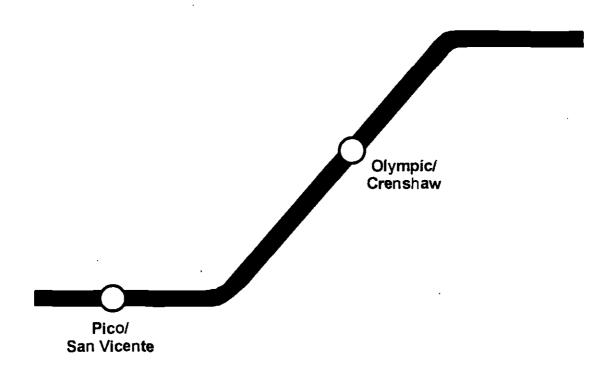
METRO RED LINE SEGMENT 3

MID CITY EXTENSION

EXECUTIVE SUMMARY

Major Accomplishments





SYSTEMWIDE ACCOMPLISHMENTS

The project proceeded very slowly this month due to the lack of Engineering design support for the Supplemental SEIS/SEIR.

FINANCIAL STATUS MID CITY EXTENSION

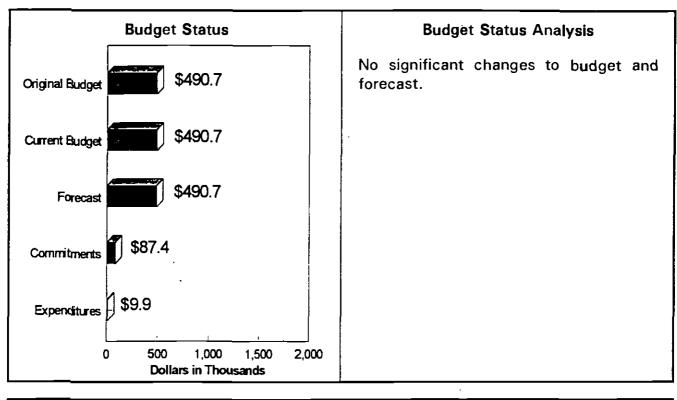
Budget/Forecast Variance

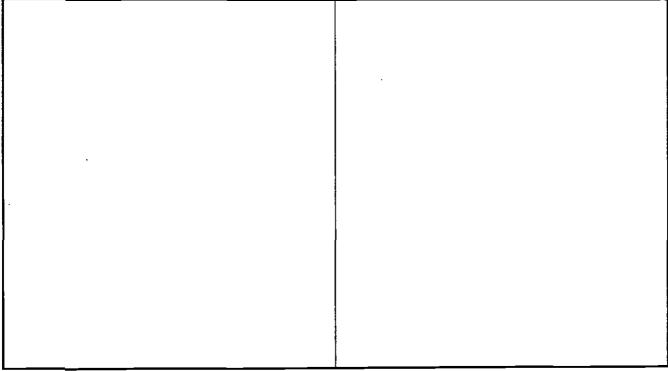
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JULY CHANGE IN FORECAST
CONSTRUCTION	\$334,139	\$328,119	(\$6,020)	\$0
PROFESSIONAL SERVICES	98,133	102,980	4,847	o
REAL ESTATE	53,303	48,543	(4,760)	o
UTILITY/FORCE ACCOUNT	5,088	5,088	o	o
SPECIAL PROGRAMS	0	0	0	0
CONTINGENCY	o	5,933	5,933	o
PROJECT REVENUE	o	o	o	o :
TOTAL PROJECT	\$490,663	\$490,663	\$0	\$0
NEW REQUIREMENTS				
CONSTRUCTION	\$0	\$0	\$0	\$0
PROFESSIONAL SERVICES	0	0	0	0
REAL ESTATE	0	0	0	0
UTILITY/FORCE ACCOUNT	0	0	0	0
SPECIAL PROGRAMS	0	0	0	o
CONTINGENCY	0	0	0	o
TOTAL NEW REQUIREMENTS	\$0	\$0	\$0	\$0
GRAND TOTAL	\$490,663	\$490,663	\$0	\$0

Budget/Forecast Variance Analysis

No changes were applicable for this period.

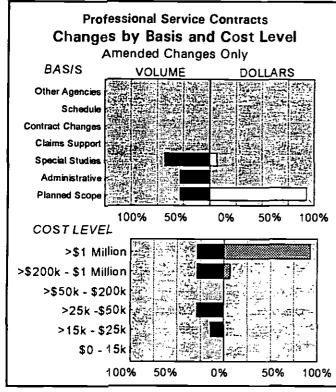
FINANCIAL STATUS MID CITY EXTENSION





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FINANCIAL STATUS MID CITY EXTENSION



Change Basis Analysis

Approximately 43% of Red Line Segment 3 Mid City change volume continues to be Special Studies, mainly Environmental Sampling and Testing and Alignment Reassessment.

The category of Planned Scope on the Basis chart is Planned Additional Scope items approved by the MTA Board. These are non-CCR related amendments to Professional Services contracts. Tracking these board approved times as record only CCRs enables the Construction Division to report on the full contract value of awarded Professional Services contracts.

Change Cost Level Analysis

As shown on the Cost Analysis chart opposite, the MTA Board reviews and has final approval on approximately 99% of all costs associated with Red Line Segment 3 Mid City. This equates to approximately 57% of the change volume.

The MTA Project team has final approval on only 1% of the total change cost.

Professional Service Contracts Change Cost by Consultant Dollars inThousands 25,000 20 000 15,000 10.000 5.000 **EMC** СМ OTHER 0 Amended n Process 1,878 ٥ AMT Only (Non-CCR) 22,566 ٥ Λ 0 24,444 31

Professional Services Change Analysis

No Advanced Work Authorization (AWA) was assigned this period. No contract amendments were approved this period.

MTA plans to submit Amendments to both EMC CWOs #022 and #027 at the September MTA Board meeting.

DATA SOURCE:

CCS: CCR REPORTS

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AREAS OF CONCERN . MID CITY EXTENSION

NEW

Item

Wilshire Corridor Alternate

Concern/Impact

The MTA Citizen Advisory Council initiated the motion to add the proposed Wilshire Corridor as an alternate rout for consideration in the Mid City draft SEIS/SEIR. This alternate would delay the completion of the study and impact the budget.

Status/Action

On July 28, 1995, the MTA Board approved a motion not to add the Wilshire Boulevard Alternate to the Mid City SEIS/SEIR. The MTA Board will re-evaluate the addition of the Wilshire Boulevard alternative at the same time the Mid City Draft SEIS/SEIR is brought before the MTA Board.

ONGOING

Item

SEIS/SEIR Study

Concern/Impact

The Segment 3 Mid City Extension SEIS/SEIR is 50% complete as of July 28, 1995. The study has incurred delays due to the Preliminary Engineering design support being delayed along with other delay issues.

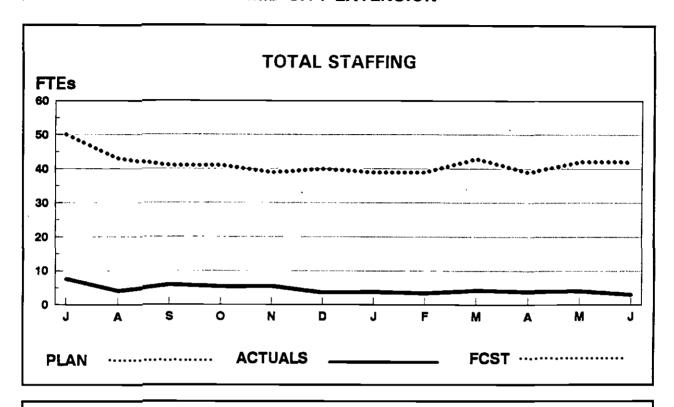
Status/Action

Engineering design support is planned to resume in August 1995. At this time a schedule mitigation plan will be developed to establish a target date to determine when the document will be ready for the MTA Board selection of the preferred alternative.

RESOLVED

NONE

PROJECT STAFFING STATUS MID CITY EXTENSION



STAFFING ANALYSIS

The total staffing actuals are lower than planned because the approved Project Implementation Plan (PIP) assumed that Final Design activities would be completed in FY95; however, actual staffing is being provided on an "as needed" basis to support the ongoing Supplemental SEIS/SEIR.

Note: Total Staffing Chart includes EMC, CM, and MTA staffing only. MTA Staffing is estimated for June month-end.

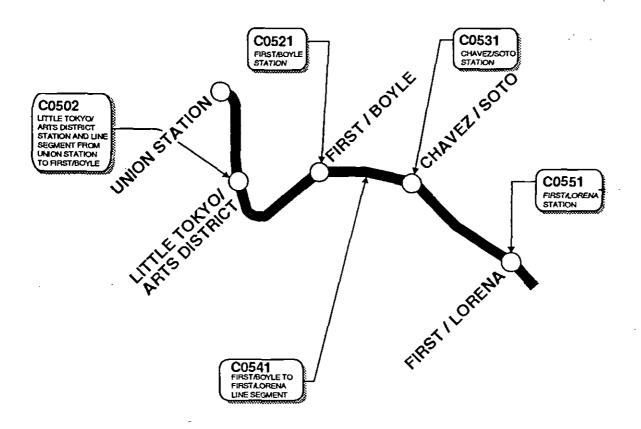
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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Continued right-of-way certification, advanced utilities relocation contracts and researching building plans at the station sites. Geotechnical borings were completed on the alignment from Union Station to Little Tokyo/Art District Station including the station site. MTA Board approved an additional \$1 million for final design services.

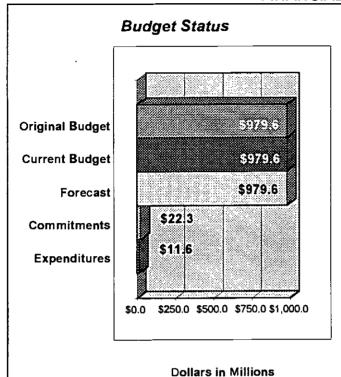
FINANCIAL STATUS

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JULY CHANGE IN FORECAST
CONSTRUCTION	\$624,556.0	\$624,865.0	\$309.0	\$0.0
PROFESSIONAL SERVICES	219,522.0	227,635.0	8,113.0	\$0.0 0.0
REAL ESTATE	26,570.0	26,570.0	0.0	0.0
UTILITY/FORCE ACCOUNTS	14,092.0	14,092.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	94,861.0	86,439.0	(8,422.0)	0.0
PROJECT REVENUE		i <u></u>		
TOTAL PROJECT	\$979,601.0	\$979,601.0	\$0.0	\$0.0
NEW REQUIREMENTS				
CONSTRUCTION				
PROFESSIONAL SERVICES				
REAL ESTATE		1	. 1	
UTILITY/FORCE ACCOUNTS		1		
SPECIAL PROGRAMS		ı l		
CONTINGENCY		ı I		
PROJECT REVENUE				
TOTAL NEW REQUIREMENTS	\$0.0	\$0.0	\$0.0	\$0.0
GRAND TOTAL	\$979,601.0	\$979,601.0	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Budget and forecast remain at the same value. No trends were issued during the reporting month.

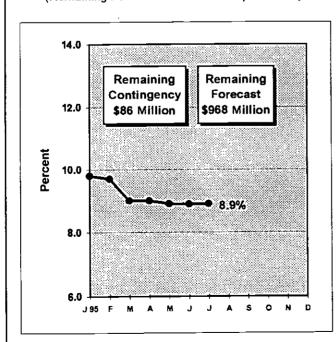
FINANCIAL STATUS



Budget Status Analysis

No change in Budget for current reporting period.

Remaining Contingency
as Percent of Remaining Forecast
(Remaining Forecast - Expenditures)

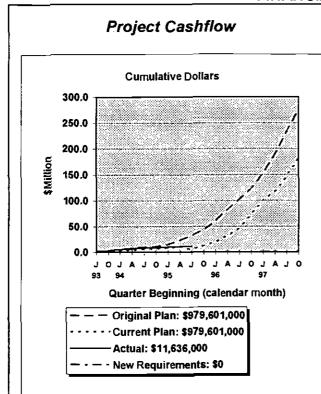


Remaining Contingency Analysis

To date, project trending has reduced contingency by \$8,422 million.

Preliminary design is 100% complete which relates to 30% complete of the total design effort.

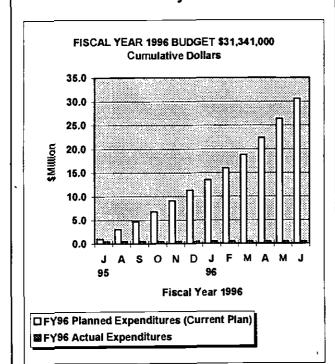
FINANCIAL STATUS



Project Cashflow Analysis

Original plan is impacted because of delayed award for Final Design.

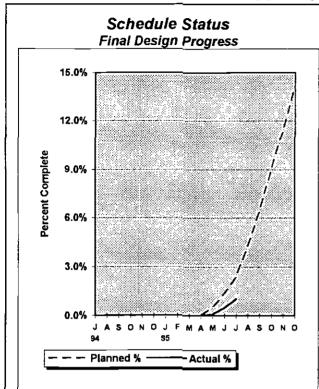
Fiscal Year Project Cashflow



Fiscal Year Cashflow Analysis

The planned expenditures have not been met because of the delayed start for final design.

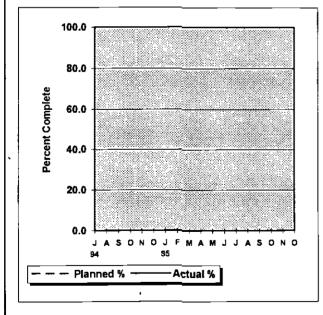
SCHEDULE STATUS



Final Design Schedule Progress Analysis

Design began 5/15/95 with a "Limited Notice to Proceed" with limited scope authorization.

Schedule Status Construction Progress



Revenue Operations Date:

Planned Forecast 11/9/02 7/3/03

Construction Schedule Progress Analysis

Not applicable at this time.

SCHEDULE STATUS

Current Critical Path

- 1st/Boyle to 1st/Lorena Line Section
- Chavez/Soto Station

The Critical Path is currently 169 days behind schedule (negative float)

C0541 1st/Boyle - 1st/Lorena Line Section is on the critical path 9/24/95 through 5/31/99.

C0531 Chavez/Soto Station construction is on the critical path 6/01/99 through 8/23/00.

Current Critical Path Analysis

Design of both C0531 and C0541 is on the critical path. The critical path then becomes the C0541 bid, award, and tunneling process. When tunneling is complete, access to Chavez/Soto station box is transferred from the C0541 contractor to the C0531 contractor, as is the critical path. When station concrete is substantially complete, trackwork access is provided and the critical path becomes trackwork installation.

Eighty-six days of negative float was mitigated by moving the start of final design services (full funding) from 11/29/95 to 8/1/95.

Forecast R.O.D. now stands at July 3, 2003.

3-Month Contract Schedule

Contract Description

Advertise Date

3-Month Contract Schedule Analysis

No contracts for advertisement at this time.

MTA - SEGMENT 3

EAST SIDE EXTENSION TO 1st/LORENA

CRITICAL PATH

1995 1998 1997 1998 1999 2000 2001 2002 2003

ENGINEERING MANAGEMENT CONSULTANT

Checked Approve

Activity

Description

TAJULES

43/UL#1

29,147.00

28AU094

Project Start

Project Finish

Data Date

PRELIMINARY WORK

AA NOTICE TO PROCEED - LIMITED

Forecast Forecast

Finish

Start

21AUG95

SCHEDULE STATUS

Real Estate Status

			PARCELS	PAR	CELS NOT
	,	NUMBER	NOT	AV	AILABLE
	NUMBER	OF	AVAILABLE	(BEHIND	SCHEDULE)
ļ	O F	PARCELS	(ON		AVG. DAYS
	PARCELS	AVAILABLE	SCHEDULE)	NUMBER	BEHIND
THIS MONTH	181	0	181	0	0
LAST MONTH	181	0	181	0	0

Real Estate Analysis

To date, 19 full-take parcels have been certified. No parcels were scheduled to be acquired during this period.

AREAS OF CONCERN

NEW

Item

Recent U.S. Congressional ruling on affirmative action.

Concern/Impact

The proposed selection of section designers could become null and void, possible rebidding would occur which have a minimum three month impact to the schedule. The Construction Management Contractor selection has been delayed by one month.

Status/Action

Awaiting California Supreme court ruling.

ONGOING

Item

Protest to the Section Designer selection was received by MTA in March 1995.

Concern/Impact

If the selected Section Designers are not approved because of the protest, the process of selecting new Section Designers will have a minimum three month impact to the schedule.

Status/Action

MTA Board action has been re-scheduled from July 1995 to September 1995.

AREAS OF CONCERN

ONGOING

Item

The Record of Decision was approved with a Revenue Operations Date of November 2002. This date was based upon a scheduled start date for Final Design services in January 1995. On April 25, 1995, MTA Board approved EMC to start limited design services for geotechnical, advanced utilities and right-of-way certifications within a Notice-to-Proceed amount of \$5 million. Authorization was given to EMC on May 15, 1995 to begin the aforementioned scope for \$2.3 million.

Concern/Impact

To date, the delayed impact for start for final design services has resulted in 169 working days negative float.

Resolution

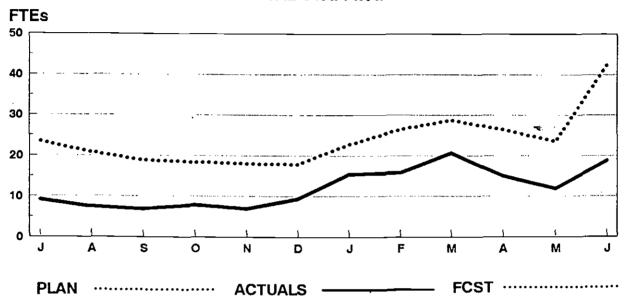
On July 26, 1995 the MTA Board approved an additional \$1 million bringing the total AFE to \$6 million. This authorization was approved for start of final design services, as originally planned so that no further delays to the schedule would be encountered.

SAFETY SUMMARY

(N/A AT THIS TIME)

RED LINE SEGMENT 3

EASTERN EXTENSION TOTAL STAFFING



STAFFING ANALYSIS

Metropolitan Transportation Authority

The actuals are lower than planned due to delays in initiating final design.

Note: Total Staffing Chart includes EMC, CM and MTA staffing only.

No Construction Management is planned for this reporting period.

MTA Staffing is estimated for June month-end.

VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This month, the Standard Car Program is one year and five months in duration. In July, we met with Coach & Car to review the prototype for the two passenger seat; we met with Siemens Duewag and Sutrak at Sutrak's facility in Lamar to determine progress of the LA HVAC System design; we met with SDC in Sacramento to review the vehicle interior design and to continue discussions regarding how best to reduce the projected vehicle weight; and we met with the MTA Interior Color Committee several times in order to decide the interior color scheme as swiftly as possible.

Progress is being made with regard to the interior color scheme. The basic theme selected is white and various shades of gray, with green and blue elements suggested in both paneled surfaces and the seat fabric. Precise patterns and colors should be made available to SDC within the next few weeks.

The Coach & Car two-passenger prototype seat was reviewed. The seat provided for review was not production quality, and was not finished in an acceptable manner. Additionally, modifications to the frame and handrail will have to be made in order to eliminate passenger hazards and provide a more integrated appearance. SDC and Coach & Car will expedite the required changes so as not to impact schedule.

Although Sutrak is significantly behind schedule, our design audit in Lamar was mildly encouraging. Tests on the unit they are supplying to Portland, on which they will base their design for the P2000 car, were successful. A schedule of design deliverables was also established. SDC will provide an update of the Sutrak situation at an 02AUG95 update meeting.

SDC acknowledged a major schedule problem this month; that is, that the fabrication and shipment of the first several carshells from Carson to Sacramento will be slipped more than originally thought due to the delay in the shipment of steel from the mill to CCI at Carson. It now appears that the first carshell will not ship from Carson until early February, a slippage of over two months from the 27NOV95 date given in SDC's re-baselined schedule. Further, it does not appear that work-arounds are possible which would bring the delivery schedule for the first 15 cars into line with contractual requirements. This issue will be discussed with SDC in depth in August.

SDC announced this month that they are reorganizing their P2000 Project Team. Based on the MTA's concern regarding the overall program progress, SDC agreed to review their present project management approach and shift emphasis to the engineering effort. In this regard, SDC realigned their P2000 management structure such that the upper level positions will be seeded with individuals with more engineering experience.

With regard to the ATPDP Program, we still await the submittal from SDC/TRW for a cut-in of those weight saving measures developed during the Product A (Structural Optimization) effort.

PROGRAM SUMMARY

CAR DELIVERY/COST/WEIGHT SUMMARY FOR JULY 1995

PROJECTED VEHICLE DELIVERY DATES

Schedule Data Date:

No Schedule available from SDC as of 24AUG95

Vehicle Number:

Delivery Date:

Total Float:

Prototype No. 1

LRV No. 1

LRV No. 15

LRV No. 34

LRV No. 72

SIEMENS DUEWAG CONTRACT BUDGET STATUS

Contract Totals to Date:

Total Contract Value:

\$214,370,314

Total Paid to Date:

\$48,044,193 including EPA adjustments of \$2,131,173

Total ATPDP Paid to Date:

\$6,213,791

Total Retained to Date:

[4,134,159]

Payments and Retainage this Month:

Progress Payments:

None

EPA Adjustments:

None

Change Orders:

None

ATPDP:

\$354,527

Retainage:

None

PROJECTED VEHICLE WEIGHTS

Standard Cars:

Specified Weight (AW4):

142,508 lbs.

Projected Weight (AW4):

PROGRAM SUMMARY (CON'T)

Prototype Cars:

Specified Weight (AW4):

142,508 lbs.

Projected Weight (AW4):

ATPDP UPDATE: JULY 1995

PRODUCT A: CARBODY STRUCTURAL OPTIMIZATION

Awaiting EMC July Report

PRODUCT B: RAIL SENTRY OBSTACLE DETECTION

Awaiting EMC July Report

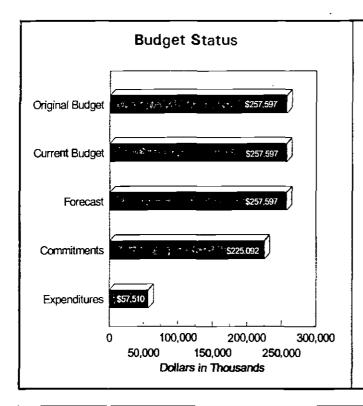
PRODUCT C: ADVANCED AIR CONDITIONING

Awaiting EMC July Report

Bu	dget/Forecas	t Variance		
COST ELEMENT	CURRENT BUDGET (\$000)	CURRENT FORECAST (\$000)	VARIANCE (\$000)	JULY CHANGE IN FORECAST (\$000)
CONSTRUCTION	\$232,370	\$229,830	(\$2,539)	\$0
PROFESSIONAL SERVICES	12,960	19,505	6,544	0
PROJECT CONTINGENCY	12,267	8,262	(4,004)	0
PROJECT REVENUE	0	0	0	0
TOTAL PROJECT	\$257,597	\$257,597	\$0	\$0

Budget/Forecast Variance Analysis

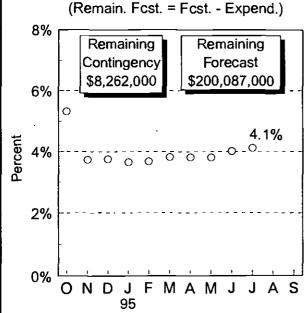
There was no reconciliation for the month of July 1995 because there were no trends. The \$6.5 million variance in Professional Services is mainly due to the incorporation of a Project Budget Change Request (PBCR) for the E0350 contract, LTK Engineering Services (Trend #4). This PBCR is being finalized.



Budget Status Analysis

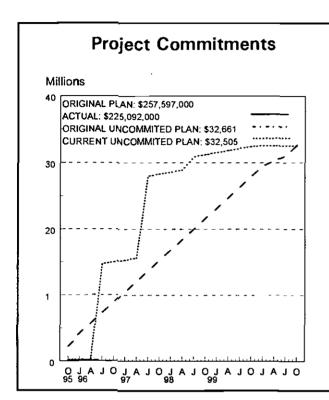
The Current Project Budget is \$258 million with a current forecast of \$258 million. The Forecast includes all trends (#001 - #013).

Remaining Contingency As % of Remaining Forecast (Remain Fost - Fost - Expand



Remaining Contingency Analysis

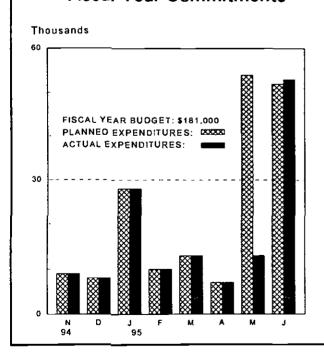
The remaining Project Contingency for the Los Angeles Light Rail Vehicle is 4.1% of the remaining forecast for the period of July 1995. Project Contingency has remained at \$8.26 million.



Project Commitments Analysis

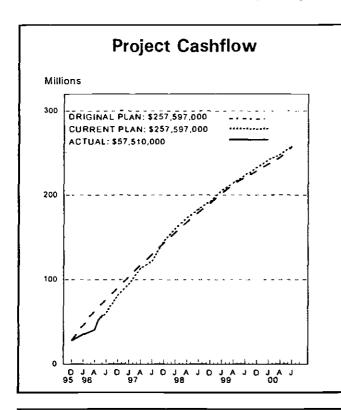
Project planned commitments are \$257.6 million; actual commitments are \$225.1 million or 87.4% of the total forecast. The total increase for July commitments for the period \$53,000. The Project are Management Oversight contract, FM014, increased commitments \$53,000 to bring into balance commitments expenditures. The chart is based on uncommitted amounts. Actual commitments are through June 1995.

Fiscal Year Commitments



Fiscal Year Commitment Analysis

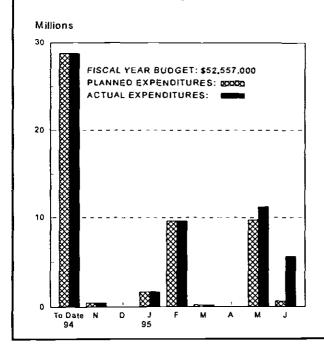
Planned commitments are \$181 thousand; actual commitments are \$141 thousand. The reason for the variance is due to the uncommitted forecasts of the Project Management Oversight Contract (FM014) and the LTK Engineering Services Contract (E0350). The chart is based on uncommitted amounts. Actual commitments are through June 1995.



Project Cashflow Analysis

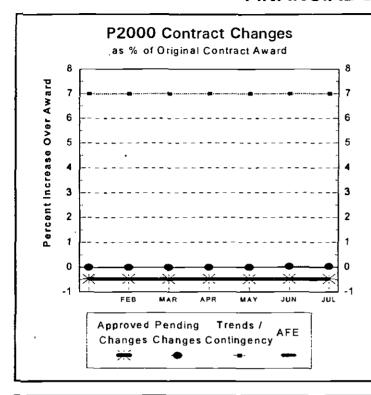
Project planned cumulative expenditures are \$257.6 million; actual expenditures to date are \$57.5 million or 22.3% of the total forecast. These expenditures are accounted for mainly by Contract P2000, General Engineering, Specialty Services and Project Administration.

Fiscal Year Project Cashflow



Fiscal Year Cashflow Analysis

Planned fiscal year cumulative expenditures for the month are \$52.6 million; actual expenditures are \$57.5 million. The variance is due to the Completion of Earned Value Category (milestone) J, which is the Approval of front end car mock-up. This milestone was completed earlier than scheduled.



Contract Changes Analysis

The figures for July 1995 are as follows:

Approved Changes.....(0.5%)

Pending Changes.....0.04%

Trends/Contingency......7.0%

AFE......0.5%

P2000 Contract

Contract Cost and Forecast

Comparison to Budget

Dollars in Thousands	Current	Previous	Variance
Original Contract Award	\$215,370	\$215,370	\$0
Approved Contract Value*	(\$1,000)	(\$1,000)	\$0
Current Value	\$214,370	\$214,370	\$0
Pending Logged Changes	\$71.7	\$71.7	\$0
Trends and Contingency	\$14,988	\$14,988	\$0
Total Forecast	\$229,430	\$229,430	\$0
Constr. Budget	\$232,370	\$232,370	\$0

*Includes Executed Change Orders and Approved Not-to-Exceed Costs.

P2000 Contract Contract Forecast Analysis

The approved change value decrease is primarily due to a testing location change and the addition of three (3) options.

The pending logged changes increase is due to changes as a result of the Specification Review Conference.

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AREAS OF CONCERN

NEW

Item

Possible Cancellation of 22 Standard Cars

Concern/Impact

Due to decreased revenues, the MTA is presently conducting a Cost Containment Study. One of the options for containing costs is the cancellation of 22 Standard Cars, reducing the fleet size form 74 to 52.

Status/Action

One drawback this will have on the P2000 Program is that it will dilute the efforts of California Carshell's Carson Facility to the point where it will be forced to close, not having enough work to bridge the gap between the Standard Car program and forecast future work. Moreover, SDC had planned to bring truck production to Carson, which would, in effect, constitute a *second* technology transfer. It is possible that future truck work would be effected in this facility. If the Carson Plant *is* forced to close, these plans will necessarily be aborted.

ONGOING

ltem

Vehicle Weight

Concern/Impact

This problem is building in magnitude. Although explicit details are not yet available from the Carbuilder, SDC has given us indications that they consider the problem very serious. In our recent Design Review in Sacramento, SDC proposed two weight reduction measures; viz., a balsa core (plymetal) floor, and aluminum hub wheels. Neither recommendation was well received, due to a long history of problems with each in the transit industry. SDC was asked to review other areas of the car design for more acceptable weight reduction measures.

Status/Action

A Design Review has been scheduled for 02AUG95, at which SDC will present a detailed examination of this issue.

Item

Axle Design

Concern/Impact

SDC has submitted an axle design drawing consistent with the axle stress analysis; however, there are a number of other inconsistencies that must be resolved before the design per se can be approved. From the information we have received thus far, it appears that due to the enhanced strength of the steel proposed, we will be able to use the lighter, smaller axle proposed by Duewag. This will be carried as an Area of Concern until final resolution.

Status/Action

No change from last month.

Item

Vehicle Structure and Truck Design

Concern/Impact

It is our understanding that Duewag, SDC's subcontractor for carshell and truck design, is making significant changes to the carshell design in order to reduce the carshell weight.

Status/Action

While this is prudent, it also introduces delay in the fabrication and testing of the carshell, and may necessitate additional structural review by the MTA.

Item

Decision on Driverless Technology

Concern/Impact

The MTA has not yet reached a decision on this issue; however, the question has been referred to the MTA's newly formed Cost Containment Committee.

Status/Action

We note that in order to select this Option, the MTA Board must approve same no later than 31AUG95.

Item

EMI (Electromagnetic Interference) Limits

Concern/Impact

Some time ago, SDC had petitioned the MTA to modify the specified Conducted EMI limits in order to reduce the weight of the AEG Line Reactor. LTK reviewed the request, and, following an exchange of correspondence, new limits were mutually agreed to between the MTA Vehicle Design Group, the H1100 (Green Line) contractor, and SDC. All that remained was confirmation from the Pasadena Signal Designer (the "Engineering Management Consultant") that the new limits were acceptable as applied to the Pasadena Line.

On 27JUN95, we received such concurrence from the EMC, with certain provisos. These stipulations include the following:

Satisfactory completion of tests on the Green Line demonstrating the new limits wil
not cause interference with the signal system

- That there may be some risk that future developments in signal work may necessitate change to the vehicle at some later date
- That there is some risk in that the analytical processes used in verifying that the new limits will not interfere with the signal system may not be precise

Status/Action

Awaiting response from SDC with regard to the conditions which the MTA's Engineering Management Consultant placed on their acceptance of the SDC proposed limits.

Item

SDC Quality Assurance Program

Concern/Impact

SDC acknowledged in writing that they will provide Source Inspection at the facilities of major suppliers; specifically, the propulsion and braking suppliers, at whose facilities they had not intended to provide such inspection. In their letter, however, they noted that they disagree with the MTA's interpretation of the specification requirement necessitating Source Inspection, and they notified the MTA that they may file a claim in this regard.

With regard to the issue of providing Quality Assurance Engineering attendance at Design Review meetings, we noted for the first time that SDC had a QA Engineer in attendance (part time) during our engineering meetings in Sacramento.

Status/Action

All outstanding Quality Assurance issues are now resolved. Quality Assurance will be dropped as an Area of Concern unless new problems arise.

Item

Schedule Slippage

Concern/Impact

We note that SDC has not provided us with a schedule update since 05JUN95; hence, we cannot report with severity of the known delay with any accuracy or confidence at this time. SDC has reported, however, that they are re-baselining their schedule and will make the new schedule available in time for the August Report.

Status/Action

In July we received two letters from SDC directly related to schedule. In each, SDC warned of action that the MTA must take or suffer the consequences of late car delivery. It was implied that the MTA would be responsible for vehicle delivery lateness in each case.

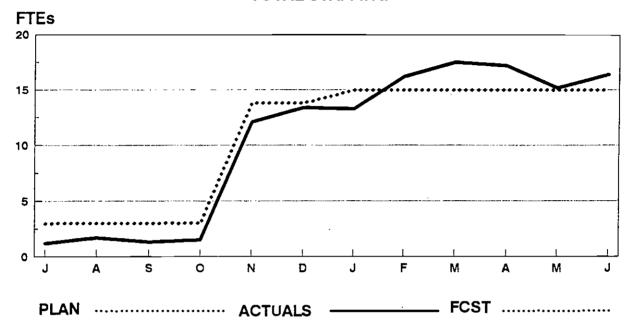
The first letter addressed SDC's dissatisfaction with the administrative resolution of Change Order No. 3 specifically, and later change orders in general. In their letter, SDC advised they would stop work on all changes contained in change orders not fully executed. In response, we explained to SDC that much of the delay in the subject change orders was due to lack of information from both themselves and their supplier base, and that stopping work would not be in their own best interests, in that they had already proceeded with the proposed changes at their own risk, and that any delay would be charged to them.

The second letter complained that the MTA did not select car interior colors and materials in sufficient time to avoid a delay. SDC remarked that the MTA had not given them sufficient direction, with regard to the car interior colors, to allow them to place purchase orders in time to avoid delay. We responded that first, the MTA had reviewed SDC's color offerings and rejected same (due to lack of choice); and that second, SDC's own schedule indicated 103 days positive float for the selection of interior colors, which negated their claim of delay.

Item .								
HVA	HVAC Design							
Con	cern/In	npact						
LTK attended an informal meeting on 11/12JUL95 in Lamar, Colorado to assess the status of SDC's HVAC supplier, Sutrak in regard to the design and construction of the P2000 air conditioning system. The following was reported from LTK's representative at the meeting:								
	The upprogra		an anticipated; Sutrak has begun a weight reduction					
	Predicated on Sutrak's Portland design, they will likely require microprocessor controls to meet the specification requirements, even though microprocessor controls (for the HVAC unit) are not an explicit specification requirement.							
	Sutrak was asked to expedite the submittal of their explicit electrical requirements, as other systems, such as the Auxiliary System Power Supply, require this information for their own design.							
Status/Action Status Action								
	☐ A schedule for design deliverables (to SDC) was established as follows:							
		Electrical Drawings:	24JUL95					
		Mechanical Drawings:	31JUL95					
		Installation Drawings:	31JUL95					
		Anti-Skid Roof Layout:	04AUG95					
		Complete PDR Package:	11AUG95					
_		PDR was scheduled for the	week of 11SEP95					

LIGHT RAIL VEHICLE PROCUREMENT

TOTAL STAFFING



STAFFING ANALYSIS

No significant variance.

Note: Total Staffing Chart includes EMC, CM and MTA Staffing only.