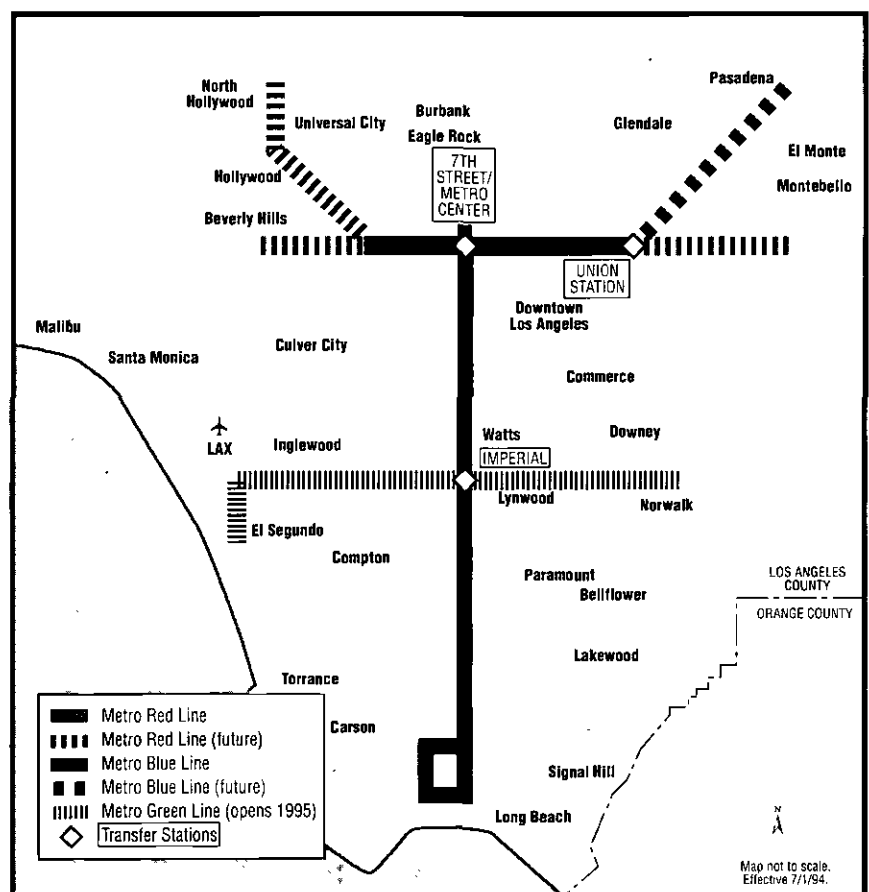


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

MARCH 1995

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design (Rebaselined)	
Expended to Date	105,948 *	Actual:	78%
Current Budget	997,726	Construction	
Schedule Status:		Actual:	2%
Revenue Operations Date:			
Original	November 1997		
Forecast	June 1998		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	596,374*	Actual:	100%
Current Budget	717,802	Construction	
Schedule Status		Actual:	96%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	906,147*	Actual:	99%
Current Budget	1,517,657	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	49%
Wilshire	Vermont/Hlywd		
Original	Jul '96		
Forecast	Feb '96		
	Sep '98		
	Mar '99		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	180,555*	Actual:	88%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	6.3%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through Feb 1995

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
 Original Budget 490,663
 Expended to Date 9,190*
 Current Budget 490,663

Schedule Status

Revenue Operations Date:
 Original 1999
 Forecast 1999

Project Progress

Suspended for Reassessment
 Design

Actual: 27%

Construction

Actual: 0%

Vehicle Acquisition Project***

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

Schedule Status:

Delivery of Final Cars:
 Original November 1997
 Forecast November 1999

Project Progress

Design

Actual: 6%**

Manufactured

Actual: 6%**

** Based on Milestone Payments

*** Data Current Through Dec 94

* Expenditure data through Feb 1995

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

STATUS DATE: 03/31/95

(IN THOUSANDS)

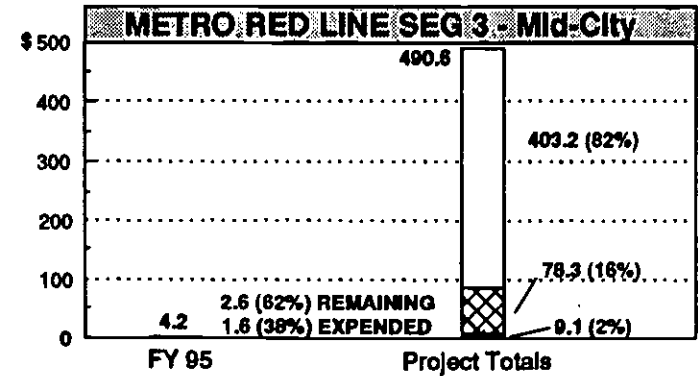
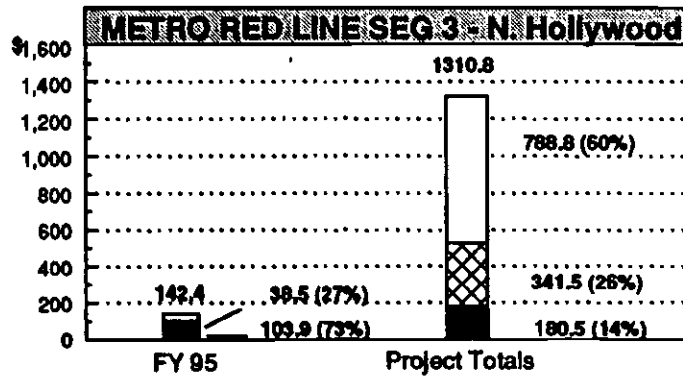
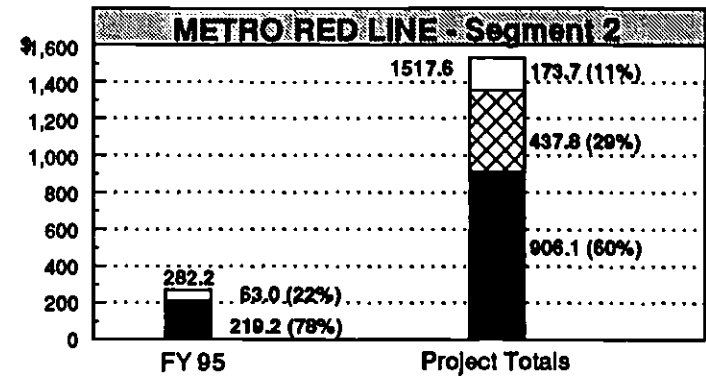
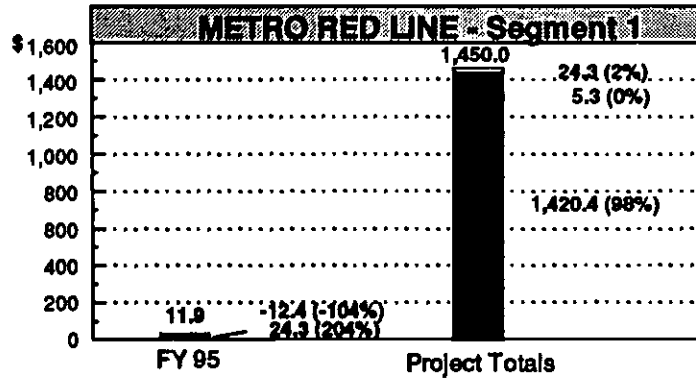
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,528,953	4,716,336	5,305	3,324,302	17,838	2,393,190	32,389	2,339,430	4,785,166	68,831
S PROFESSIONAL SERVICES	1,466,008	1,808,491	2,088	1,383,120	7,812	1,203,888	7,813	1,201,922	1,835,622	27,130
R REAL ESTATE	453,432	527,902	4,464	363,826	4,477	366,016	4,477	365,926	523,305	(4,598)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	137,865	57	124,286	1,302	100,172	1,302	99,652	146,029	8,164
D SPECIAL PROGRAMS	11,044	18,849	(25)	6,409	269	3,672	269	3,672	16,684	(2,165)
C CONTINGENCY	465,256	375,473	1	0	0	1	1	0	272,966	(102,507)
A PROJECT REVENUE	(18,115)	(36,585)	0	(1,072)	(253)	(6,829)	(253)	(8,279)	(31,439)	5,145
PROJECT GRAND TOTAL	7,038,766	7,548,331	11,890	5,200,873	31,446	4,060,112	45,999	4,002,326	7,548,334	1

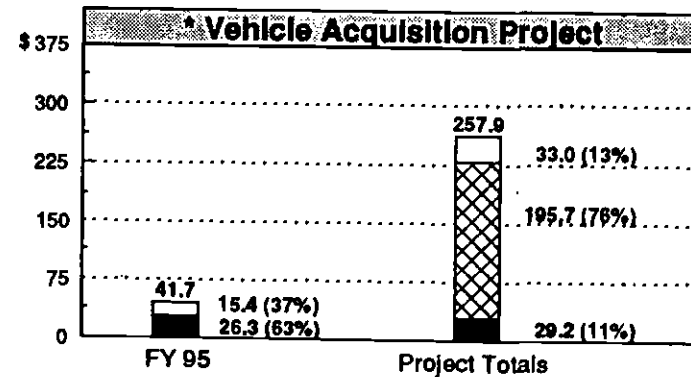
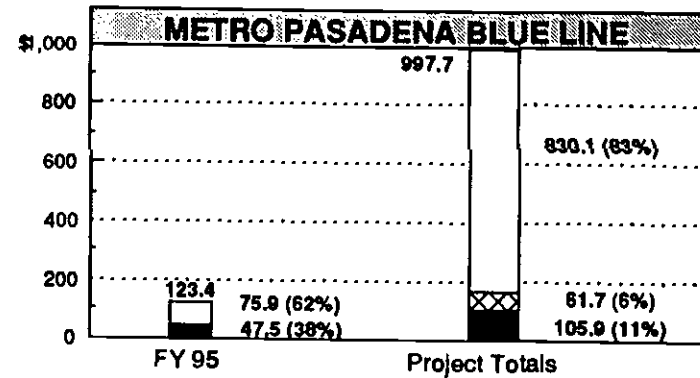
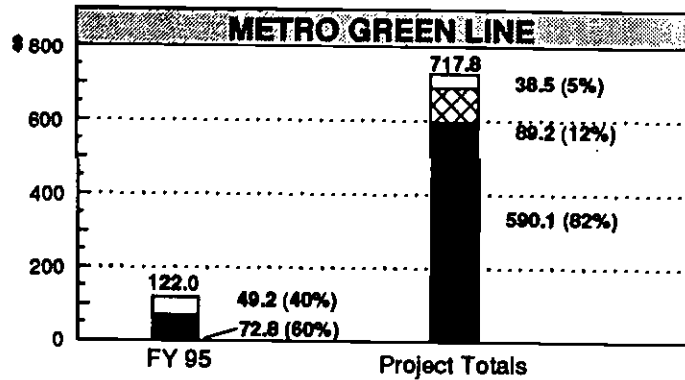
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	52,245	3,548	51,759	(820)	11,049	78	717	61,800	9,555
S PROFESSIONAL SERVICES	0	15,875	8,029	18,095	0	9,549	0	9,549	19,817	3,943
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	130	0	0	0	0	0	0	0	(130)
D SPECIAL PROGRAMS	0	0	0	20	0	20	0	20	20	20
C CONTINGENCY	0	2,975	0	0	0	0	0	0	2,331	(644)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,224	11,577	69,875	(820)	20,621	78	10,287	83,969	12,745
PROJECT GRAND TOTAL	7,038,766	7,619,555	23,467	5,270,748	30,626	4,080,733	46,077	4,012,613	7,632,303	12,746

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

BUDGET STATUS - March 31, 1995
(in \$ Millions)



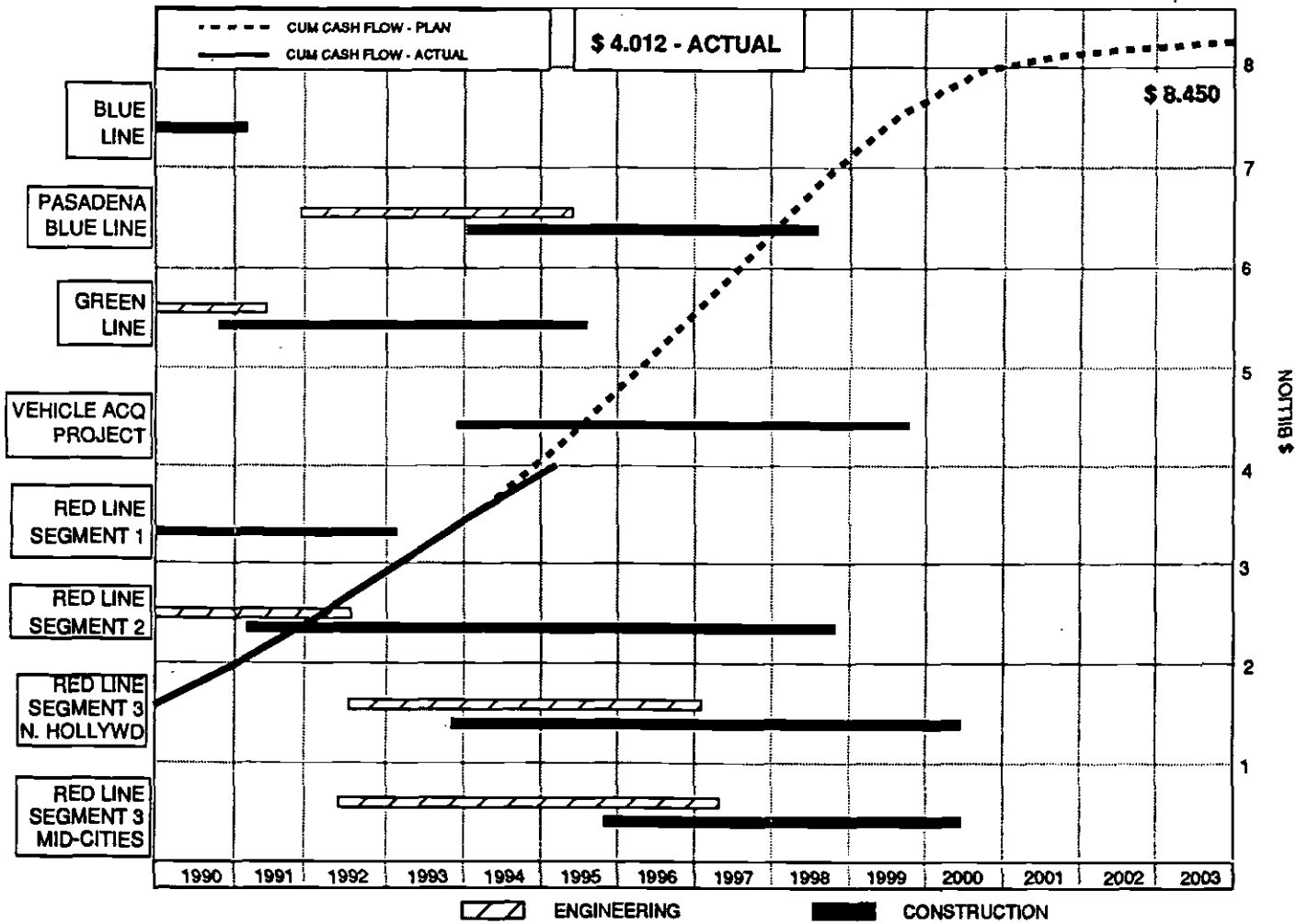
BUDGET STATUS - March 31, 1995
(in \$ Millions)



* Data current through December 30, 1994

Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan



**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES**

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT***		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG									54.628	4	109.1	8	138.8	28	90.1	35	392.6	5
FLEXIBLE CONGESTION RELIEF																		
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	34	106.4	15	210.3	15	133.0	9	49.1	4	7.2	1	33.6	13	877.4	12
SB 1995 TRUST FUND											75.0	6					75.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	22
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4							62.7	1
PROPOSITION C			659.926	66	400.3	56					396.6	30	102.1	21	115.9	45	1674.8	22
PROP C (AMERICAN DISABILITY ACT)					5.994	1			5.9	0							11.9	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4							188.3	2
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	997.7	100	717.8	100	1450.1	100	1517.6	100	1310.8	100	490.7	100	257.6	100	7619.4	100

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

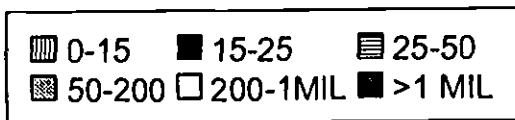
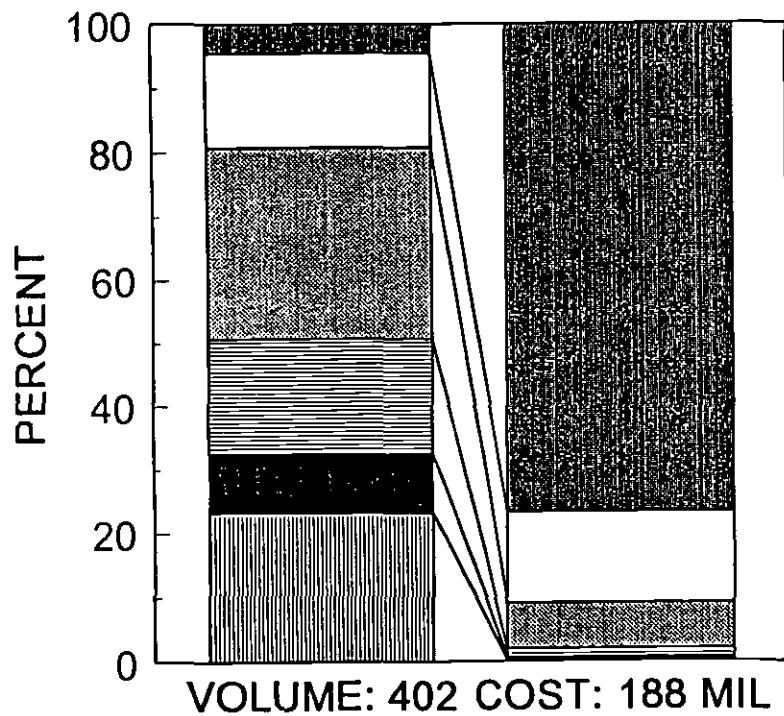
** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

*** Data current through 12/30/94

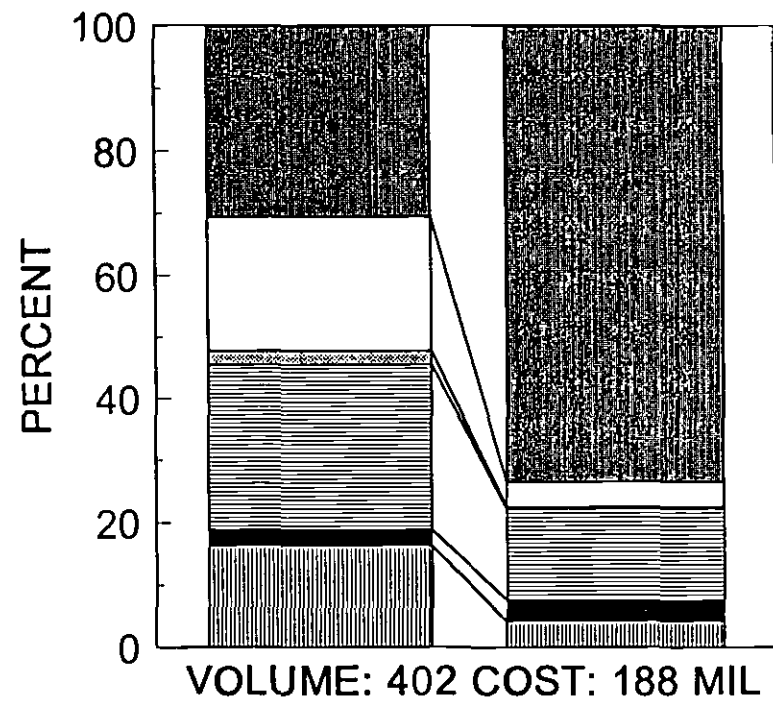
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR)
CHANGE VOLUME BY COST LEVEL AND BASIS
BASED ON EXECUTED CHANGES AS OF 03/31/95

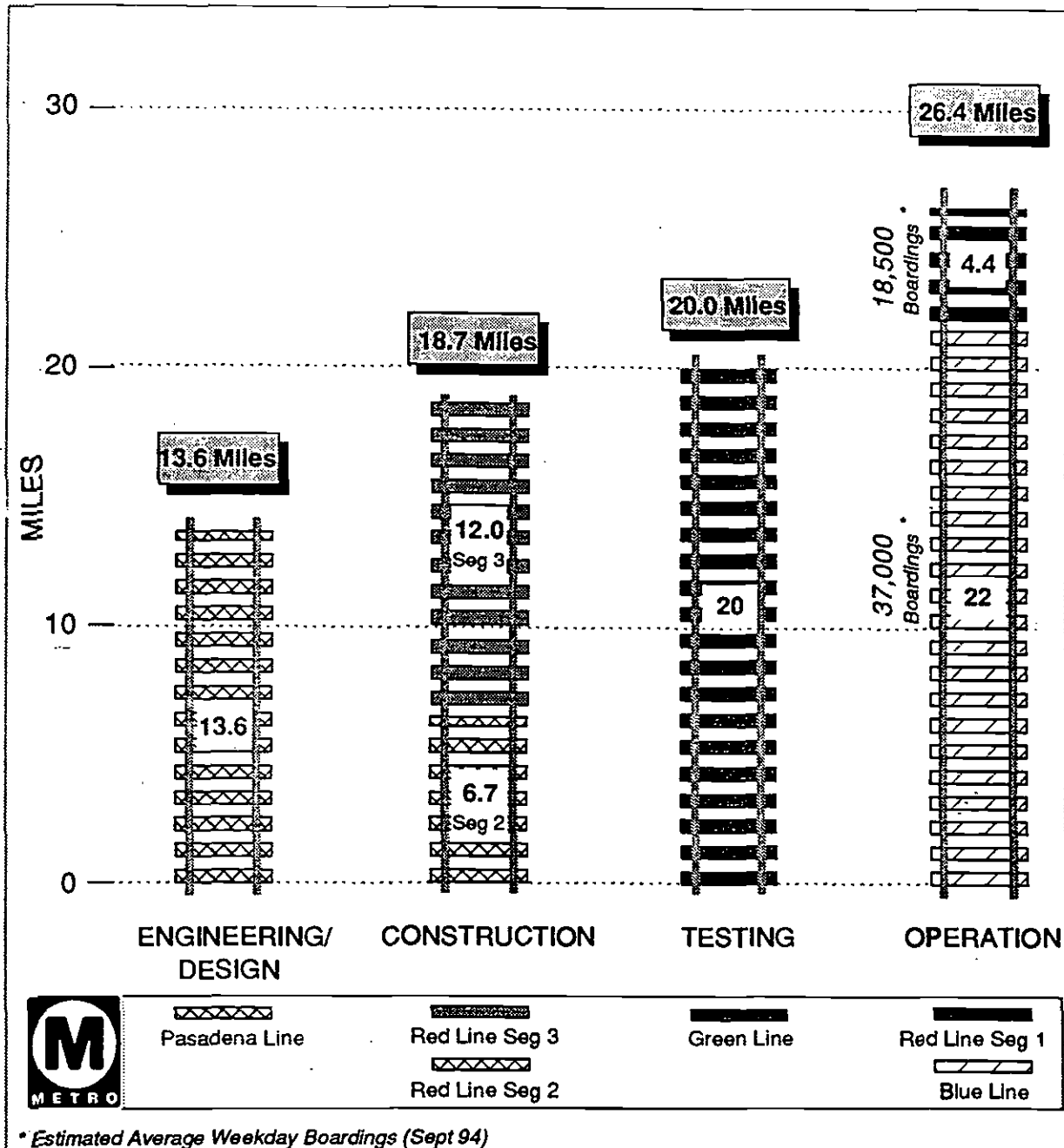
COST LEVEL
Total: \$188 Million



BASIS
Total: 402



METRO RAIL SYSTEMS PROGRESS REPORT



REAL ESTATE

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	163	17	121	25	90
Green Line	39	39	0	0	0
Red Line Seg 2	89	87	2	0	0
Red Line Seg 3 NH	232	57	***	4	***
Red Line Seg 3 MC***	61	0	54	7	120

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

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The MTA goal for project administration costs is 20%. The current forecast data for project administration costs totals 24.99% which exceeds the MTA goal by 4.99%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.17% of total program costs, which just exceeds the 4% MTA goal by 0.17%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

	METRO BLUE LINE		METRO PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITION PROJECT *		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	605,950	60.73%	491,002	68.40%	612,270	68.11%	1,008,918	68.47%	818,832	61.87%	333,208	67.91%	229,759	89.19%	4,957,424	64.95%	
REAL ESTATE	55,592	6.34%	77,721	7.79%	28,047	3.63%	140,000	9.66%	88,982	5.86%	88,418	6.53%	48,543	9.89%	0	0.00%	523,304	6.86%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	93,716	9.39%	83,107	11.58%	221,659	15.29%	154,670	10.20%	83,000	6.27%	36,706	7.48%	1,700	0.66%	744,345	9.75%	
CONSTR MGMT.	91,842	10.45%	78,895	7.71%	75,611	10.53%	116,429	8.03%	140,858	9.27%	103,207	7.80%	35,000	7.13%	0	0.00%	639,442	8.38%	4%
STAFF	17,655	2.01%	45,372	4.55%	24,179	3.37%	95,558	6.59%	53,222	3.51%	57,676	4.36%	19,627	4.00%	5,335	2.07%	318,625	4.17%	
OTHER	14,222	1.62%	23,490	2.35%	17,628	2.46%	32,671	2.25%	56,354	3.71%	36,459	2.76%	11,647	2.37%	12,469	4.84%	204,940	2.69%	
SUBTOTAL	183,108	22.01%	239,474	24.00%	200,525	27.94%	466,317	32.16%	406,104	26.69%	280,342	21.18%	102,980	20.99%	19,504	7.57%	1,907,353	24.99%	20%
UTILITY/FORCE ACC													0	0.00%			0	0.00%	
CONTINGENCY	963	0.11%	74,581	7.48%	1,491	0.21%	31,432	2.17%	15,152	1.00%	137,778	10.41%	5,932	1.21%	8,333	3.24%	275,661	3.61%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(1,263)	-0.18%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(31,440)	-0.41%	
GRAND TOTAL	677,271	100.00%	997,726	100.00%	717,802	100.00%	1,450,019	100.09%	1,517,854	100.00%	1,323,369	100.00%	490,664	100.00%	257,597	100.00%	7,632,303	100.00%	

NOTE: Data reflects Current Forecast.
 * Data current through 12/30/94.

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

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

NEW - March 1995

No new items

ONGOING

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

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

Status: Under Metro Construction review.

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

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

Status: Under Metro Construction review.

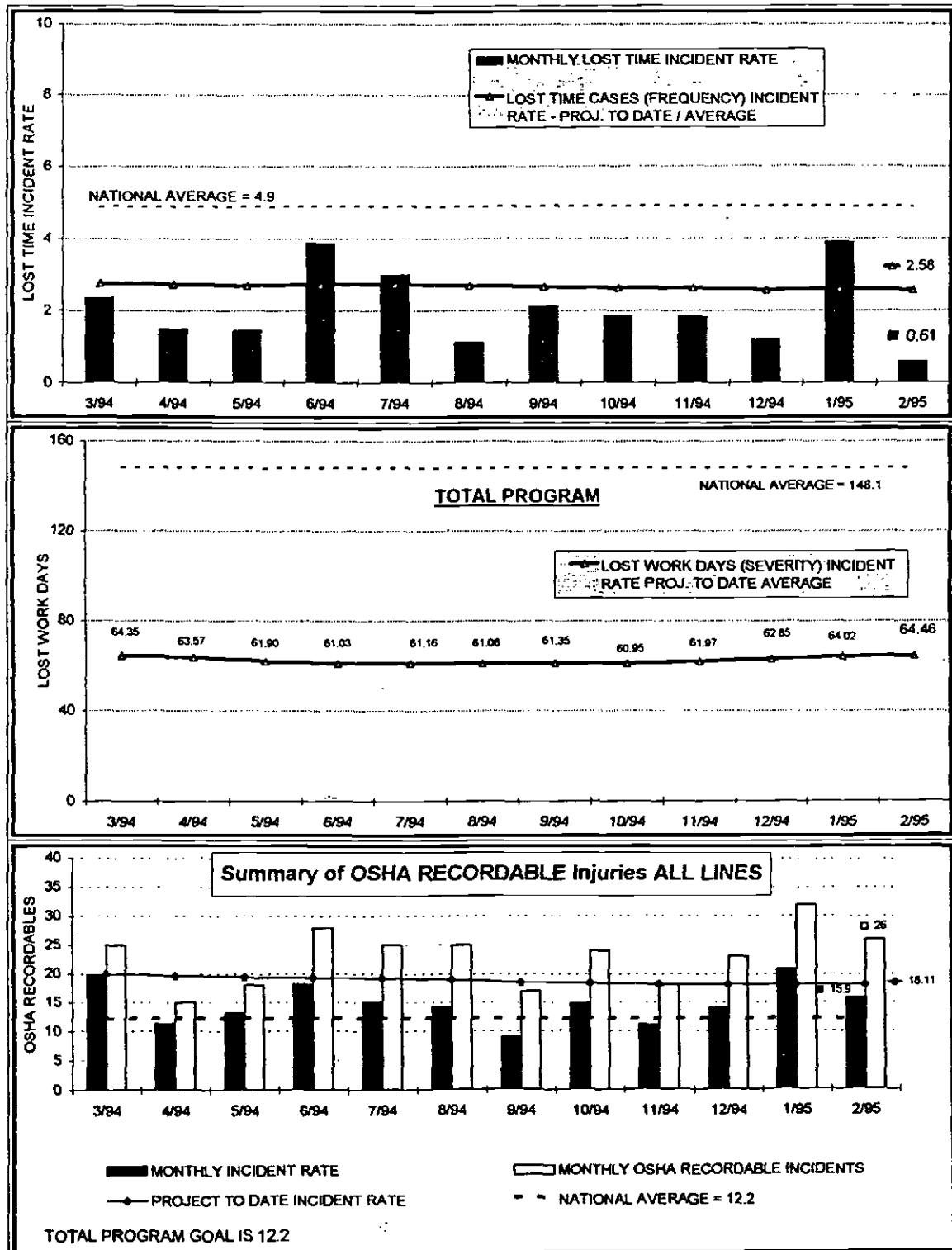
RESOLVED

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

Action: The MGL Team has received an action plan from the contractor.

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

Action: The PBL CM has completed acceptable procedures.

TOTAL METRO
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Line Section	Cumulative Accident Rate Per Month	Total Accidents
Los Angeles Street Running - Slow Speeds.		104 Accidents Majority of accidents were caused by illegal left turns into the path of the train. <i>No Accidents this month.</i>
Cab Signal - Speeds Between 25 and 55 MPH.		57 Accidents Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here. <i>1 Accident this month.</i>
Long Beach Street Running - Slow Speeds.		96 Accidents Majority of accidents were caused by illegal left turns into the path of the train. <i>No Accidents this month.</i>
Blue Line Summary		257 Total Accidents <i>1 Accident this month.</i>

1993 1994 1995

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

Page: 1

UPDATE:05-Apr-95

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C6420	LA River to Arroyo Seco Line Segment	FP			06/05/95						VRANESH	\BALL	\PIERCE

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

Page: 2

UPDATE:05-Apr-95

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	Committee Approval	MTA Board Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C0321	Universal City Station	Unit			05/08/95	05/24/95	06/21/95	07/10/95	08/10/95	08/23/95	Gatewood	\Givens	\Williams
C0327	Universal City Demolition for C0326	Lump			05/02/95	05/23/95	07/05/95	07/21/95	08/08/95	08/24/95	Mendoza	\Givens	\Williams

EXECUTIVE SUMMARY

The Project Revenue Operations Date (ROD) was changed this period resulting in increases to the Current Budget and the Forecast. The revision to the ROD is based on the MTA Board action in March 1995, to adopt the Transportation Plan for Los Angeles County, known as the Long Range Plan. The adopted Long Range Plan is financially constrained, assuming revenues that can reasonably be expected to be available as a result of lower revenue projections.

The Pasadena Blue Line Project was included in the established baseline list of the Long Range Plan projects and programs. The new Project baseline schedule delays the ROD from June 1998 to June 2002 as a direct result of the projected cash flow constraints. The delivery of the June 2002 ROD is, however, dependent upon the availability of funding at the levels projected in the Long Range Plan.

An increase to the Current Budget and the Forecast has been reflected in this report to correspond with the financial plan and schedule projected in the Long Range Plan.

COST STATUS (in millions)

- Current Budget \$998
- Current Forecast \$998 (A)

(A) Excludes an estimated \$5 million in grant monies to be sought in FY 95 for the "Urban Greenways" Program and the additional administrative and escalation costs associated with the present forecast ROD of June 2002.

SCHEDULE STATUS

- Current Revised Revenue Operations Date: June 2002
- Design Progress
 - Final Design - Actual 78%
 - Overall Design - Actual 82%
- Construction Progress
 - Los Angeles River Bridge - Actual 68%
 - Arroyo Seco Bridge - Actual 8%
 - Overall Construction - Actual 2%

EXECUTIVE SUMMARY (cont.)

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	163	17	121	25	90
LAST MONTH	162	14	125	23	70

AREAS OF CONCERN

Yard Site Location

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

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

Status: Final design is progressing to a Final submittal in May 1995. Evaluation by Operations is continuing on providing wheel truing and heavy repair at either Long Beach Yard or Metrolink's Taylor Yard facilities. An evaluation report was submitted for review on March 15. SCRRA's facilities are preferred, due to their close proximity to Midway Yard.

EXECUTIVE SUMMARY (cont.)**AREAS OF CONCERN (cont.)****Ratkovich Interface at LAUPT**

- Concern:** Location of the LRT terminus at Union Station and aerial guideway alignment on Vignes Street involves interface with the Ratkovich Villanueva Partnership. The alignment crosses Ratkovich's interests at two locations along the Terminal Annex property.
- Action:** Negotiation of the easement is required with Ratkovich. Completion of Chinatown Aerial Structure Camera Ready design submittal is on hold pending approval of the EMC amendment by the MTA Board.
- Status:** Meeting was held with Ratkovich and LADOT on November 30 regarding the street improvements on Vignes Street. A tentative agreement was reached with all parties. Final drawings were issued by the MTA. Redesign of the Aerial Structure to incorporate new seismic criteria is expected to start in June 1995 pending MTA Board approval of CCR 188. MTA is waiting for written concurrence by LADOT and Ratkovich.

Real Estate

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

EXECUTIVE SUMMARY (cont.)**AREAS OF CONCERN (cont.)****Del Mar Station**

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

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

Status: Final designs are based on the assumptions shown on the In-Progress drawings for C6500, Del Mar Station, for the transportation center. The transportation center location will be re-evaluated due to MTA's decision of not purchasing the additional property from Public Storage. A Memorandum of Understanding is needed with the City of Pasadena. The City has completed its planning charette which is based on the acquisition of the Public Storage property.

Sierra Madre Villa Station

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

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

Status: MTA has submitted a revised offer to Johnson & Johnson which has been rejected by the owner. Condemnation proceedings were delayed at the March Board Meeting. Staff will discuss potential joint use of the site with Johnson & Johnson and their prospective buyer, Best Buy.

EXECUTIVE SUMMARY (cont.)

AREAS OF CONCERN (cont.)

Marmion Way Corridor

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

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

Status: MTA Construction Division continues to work with legal counsel on betterment issues and to reduce the project scope of work where appropriate. MTA will make a final offer to negotiate and will seek arbitration to resolve issues.

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 meeting with Chinatown representatives was held March 14 to obtain consensus. Final decision was delayed until April 19 when additional options are to be presented at a community meeting.

210 Freeway Stations

Concern: Evaluation of noise impacts at Lake, Allen and Sierra Madre Villa Stations from adjacent freeway traffic.

Action: Review of noise criteria and conformance to EIR.

Status: EMC has completed noise readings at the freeway station sites. EMC is evaluating other transit properties with freeway stations.

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

- MTA Construction Division and EMC continued negotiations on contract change requests for design changes and prepared an EMC amendment for the April MTA Board meeting.
- MTA continues to work with EMC on establishing a new baseline budget and schedule for the Pasadena Project. A budget of \$998 million with a Revenue Operations Date of 2002 was approved by the MTA Board as part of the 20-year plan.
- Contract C6410, L.A. River Bridge: Work is proceeding on schedule. Completed backfilling retaining walls south of Abutment 1. Construction work of the segmental bridge spans is one-third complete.
- Contract C6420, LARB to Arroyo Seco Line Segment: Assumed coordination of outstanding issues required before contract advertises.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Contractor is working on track bed preparation and retaining wall pile foundations for the east bridge approach. Contractor has dismantled the existing bridge superstructure. Support towers are being moved into the park site for refurbishing.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Bid evaluations were completed. Award of contract set for the April 26 MTA Board meeting.
- Final design continues on C6450, Del Mar to Memorial Park, below-grade line segments to a Pre-Final submittal in May 1995.
- Contract P2100, Precast Concrete Ties: Contractor continued submittal process. MTA is discussing delaying production and delivery of ties from the contractor.
- Final design continues on most station contracts to Final and Camera-Ready submittals. Chinatown and SMV station designs have not started, pending further resolution of outstanding issues.

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

- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Process EMC CWO #21 contract change requests and AFE increase set for approval at April Board meeting.
- Contract C6410, LA River Bridge: Continue with construction of segmental sections between Bents 5 and 6. Complete conventional bridge spans for the bridge superstructure on either side of Los Angeles River channel.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Complete retaining wall pile foundation construction on east side of 110 freeway. Complete demolition of existing bridge structure and removal of support towers and bents. Strip and paint bents, construct CIDH piles for retaining walls, abutments and bent footings. Begin construction of retaining walls.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Award contract to recommended low bidder.
- Contract P2100, Precast Concrete Ties: Confirm schedule for tie production delivery.
- Continue final design on remaining line segment and station design contracts.

Project: R05

MTA CONSTRUCTION DIVISION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 11-Apr-95
Status Date: 31-Mar-95

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	515,171	593,025	(467)	59,058	659	16,316	27	14,736	593,025	0
S Professional Services	183,206	237,107	3	88,266	763	74,491	763	74,491	237,107	0
R Real Estate	68,100	77,721	108	14,971	22	14,457	22	14,457	77,721	(0)
F Utility/Agency Force Accounts	8,442	12,925	0	4,960	331	1,991	331	1,991	12,925	0
D Special Programs	3,377	2,367	0	386	10	290	10	290	2,367	0
C Contingency	62,705	74,581	0	0	0	0	0	0	74,581	0
A Project Revenue	0	0	0	(17)	0	(17)	0	(17)	0	0
Project Grand Total :	841,000	997,726	(356)	167,625	1,784	107,528	1,152	105,948	997,726	(0)

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

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

13-Apr-95

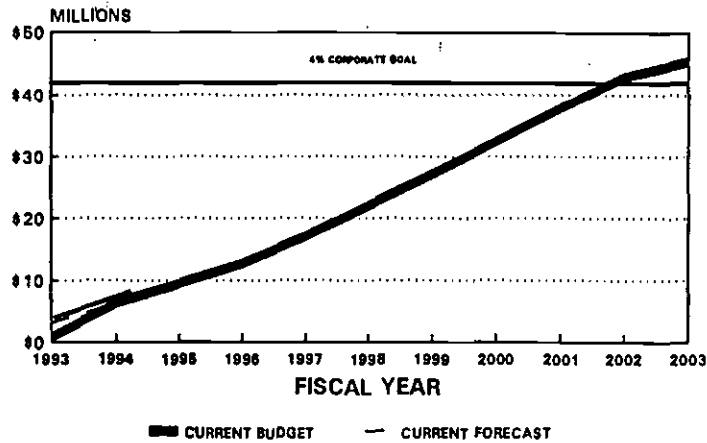
MARCH 95

STATUS OF FUNDS BY SOURCE

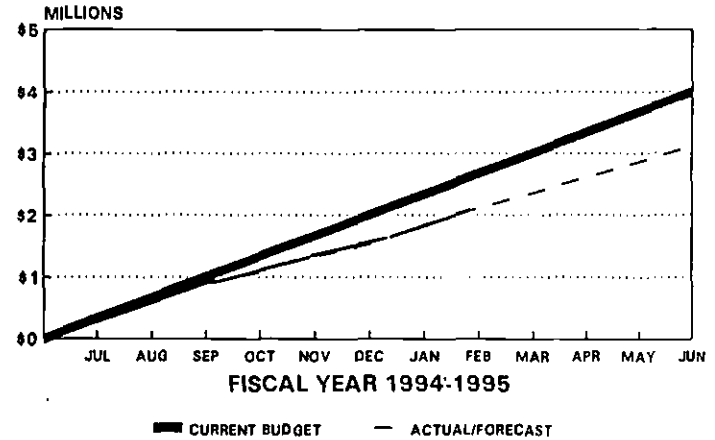
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$17,436	87%
STATE RAIL BOND	\$317,800	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$115,800	\$107,625	66%	\$45,948	28%	\$45,498	28%
PROP C (40% DISC.)	\$497,228	\$40,000	\$40,000	8%	\$40,000	8%	\$40,000	8%
TOTAL	\$997,726	\$175,800	\$167,625	17%	\$105,948	11%	\$102,934	10%

NOTES: EXPENDITURES ARE THROUGH FEBRUARY 1995.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



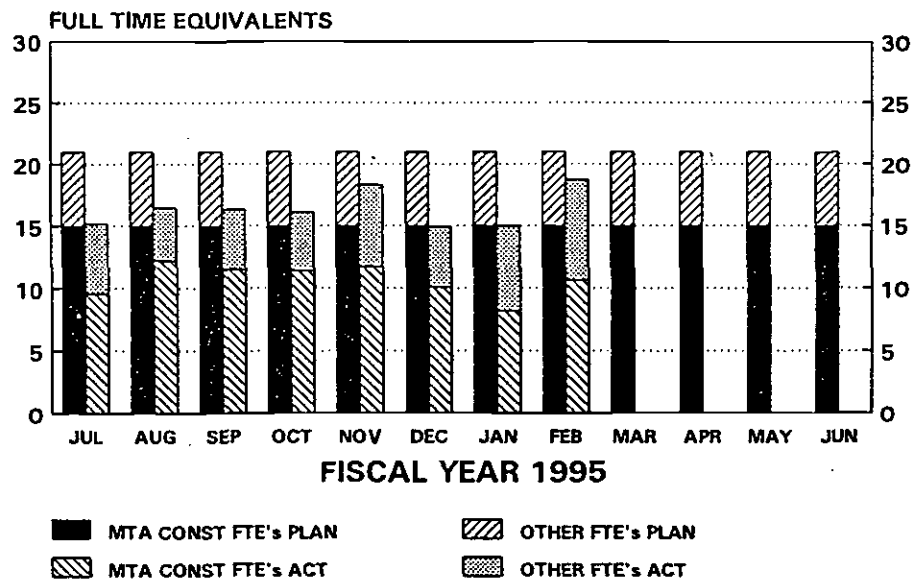
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

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

CURRENT BUDGET (FY95)	\$4,008
CURRENT FORECAST	\$3,114
BUDGET PLAN TO DATE	\$2,672
ACTUAL TO DATE	\$2,116

MTA STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'95 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	17
MTA CONSTRUCTION FTE's ACTUAL	11
OTHER FTE's PLAN (*)	6
OTHER FTE's ACTUAL	8
TOTAL FTE's PLAN	23
TOTAL FTE's ACTUAL	19

(*) Other FTE's :

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

COSTS SHOWN ARE FOR
PROJECT R05 ONLY. (ALLOCATED)

R05 - Pasadena Blue Line
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 03/20/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT & ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B611	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	0%	\$444,545	(\$317,975)	\$762,520	-72%	-7.2%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$94,319	\$12,952,356	0.7%	7%	48%	\$1,181,485	\$214,539	\$986,946	24%	2.4%
C6430	\$10,359,464	10%	\$1,035,946	\$11,395,410	\$18,000	\$10,378,464	0.2%	2%	0%	\$1,019,946	\$284,882	\$735,264	29%	2.9%
C6435	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
ENO28	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
ENO31	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
P2100	\$2,469,300	10%	\$246,930	\$2,716,230	\$0	\$2,469,300	0.0%	0%	0%	\$246,930	\$0	\$246,930	0%	***%
PM421	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	***%
	\$30,032,251	10%	\$3,003,225	\$33,035,476	\$110,319	\$30,142,570	0.4%	4%	1%	\$2,892,906	\$181,246	\$2,711,660	10%	1.0%

II - AFE increase required

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

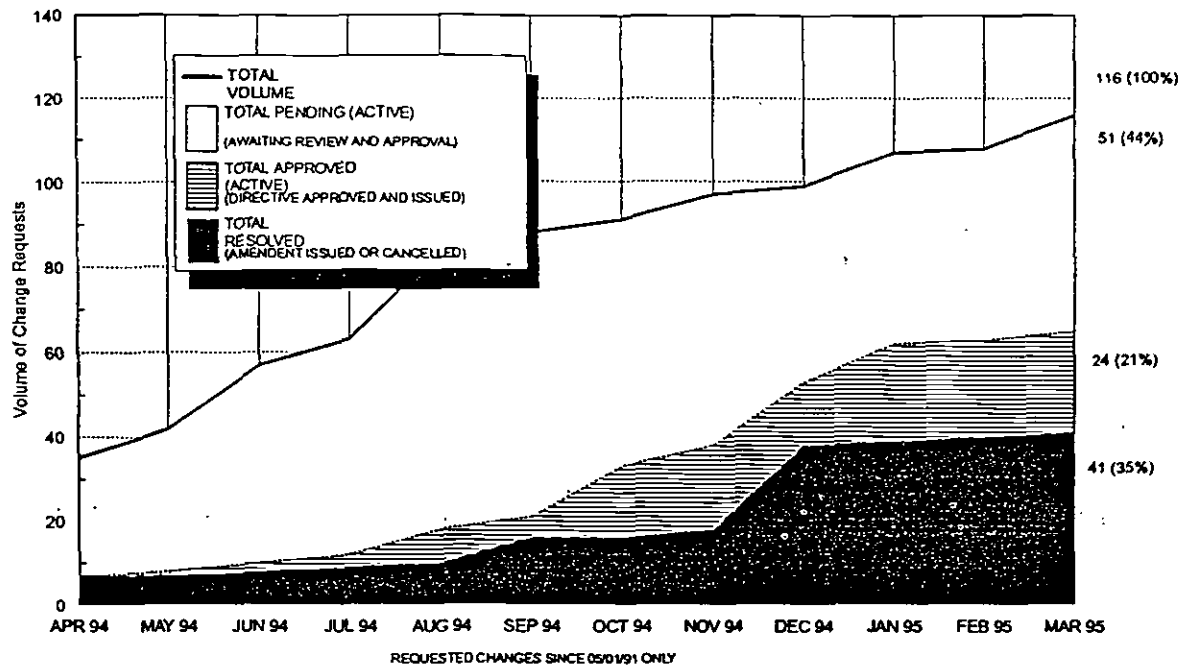
1) Costs shared with other projects. Costs shown are for R05 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % Increase over original award (3) Logged contract changes ONLY

- Pasadena Blue Line
REV 2.0 09/16/94 las

PAGE 1

BETTY BARLOW
PROJECT VALUE SUMMARY 03/20/95

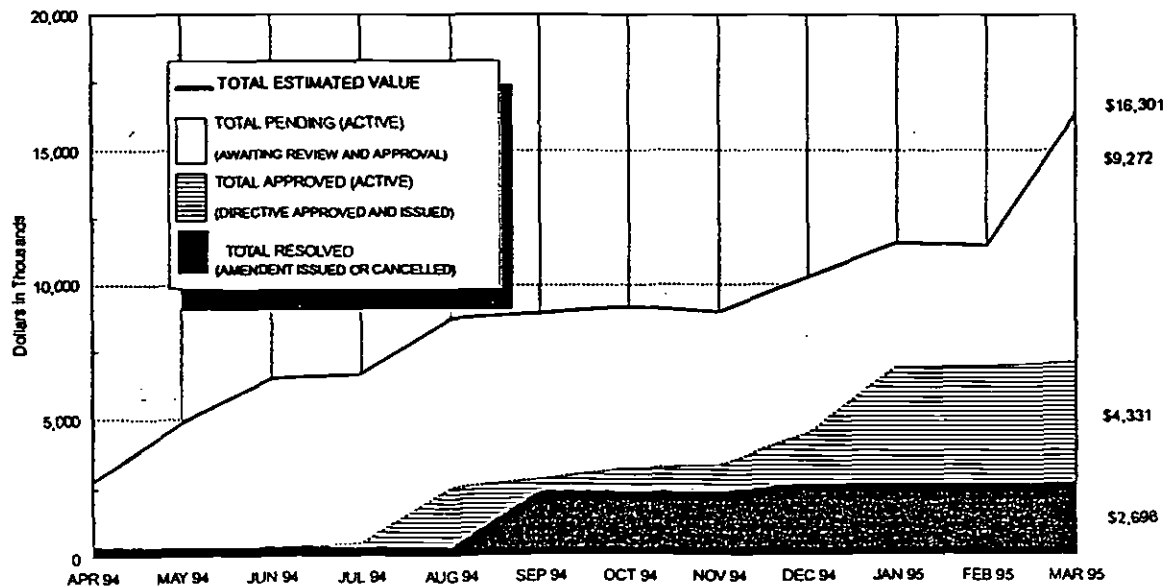
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME



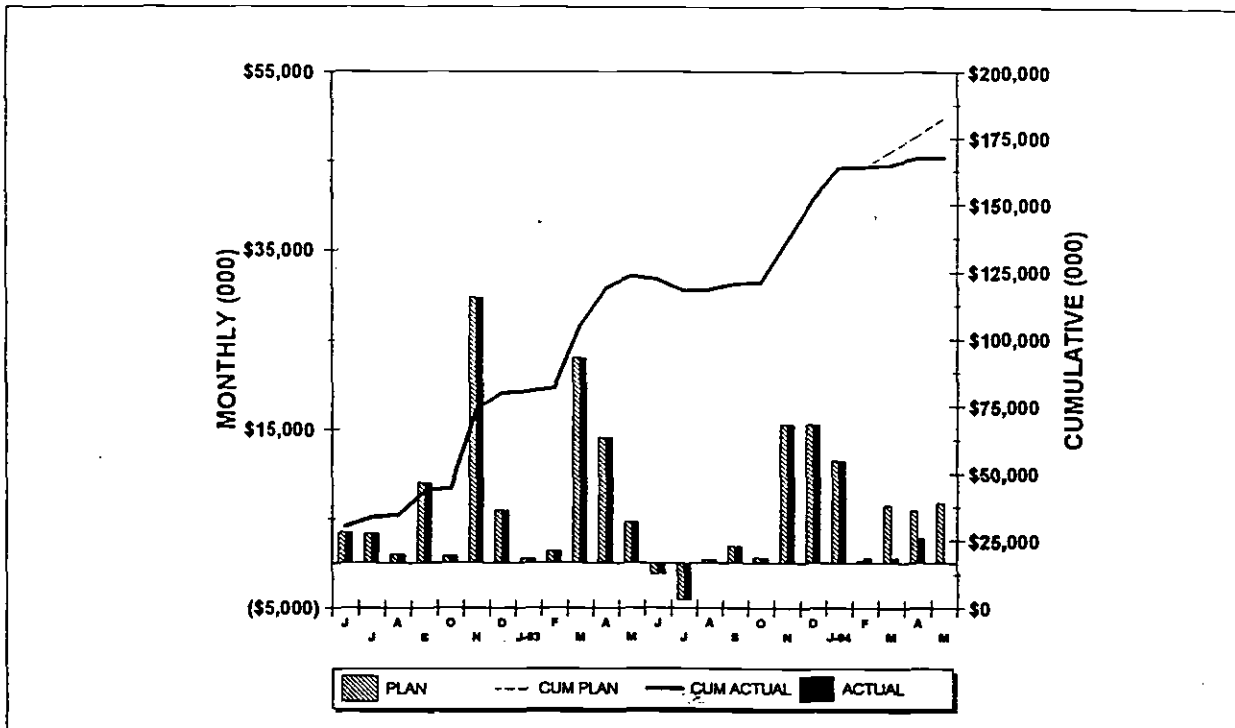
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	9	6	13	47	75
PERCENT	12%	8%	17%	63%	100%

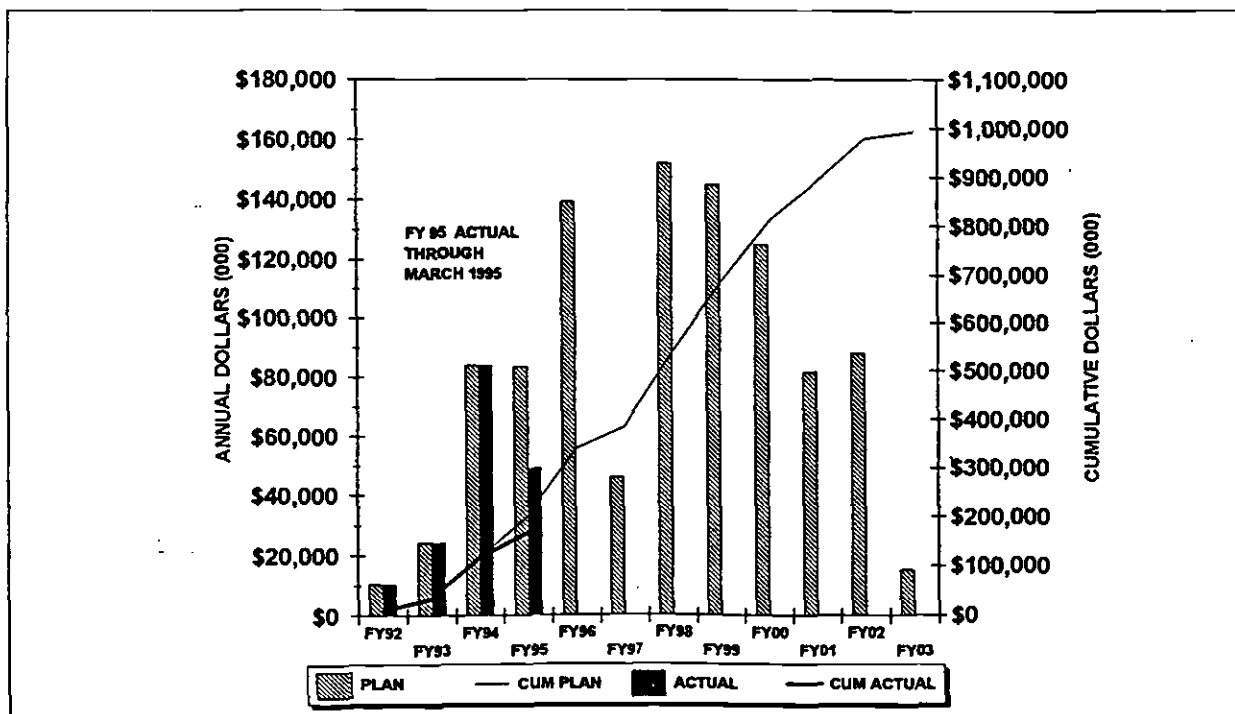
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



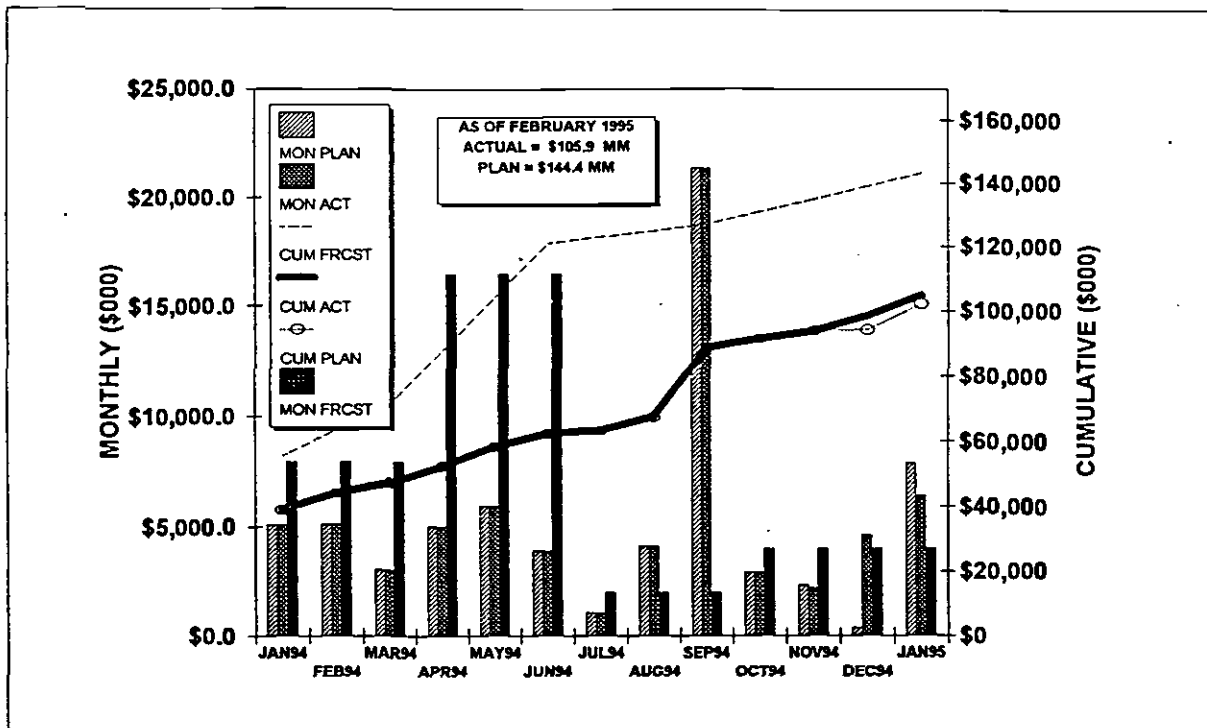
ANNUAL PROJECT COMMITMENTS



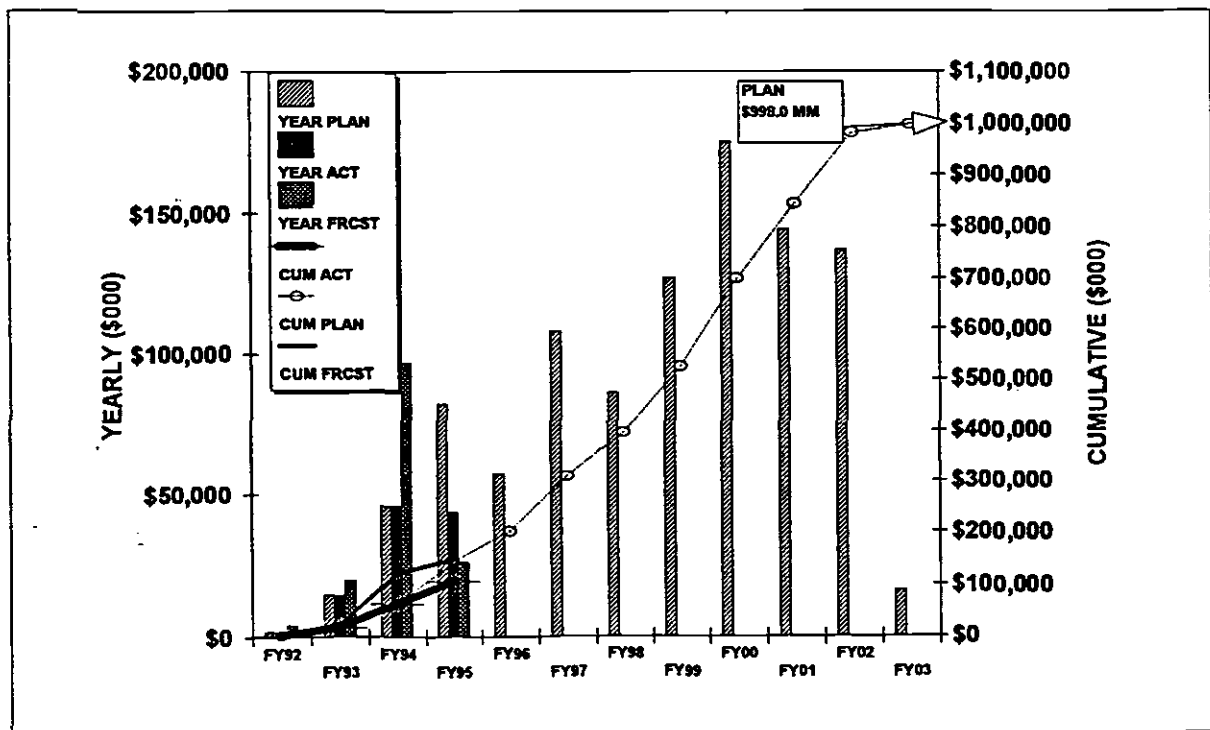
TOTAL PROJECT COMMITMENTS



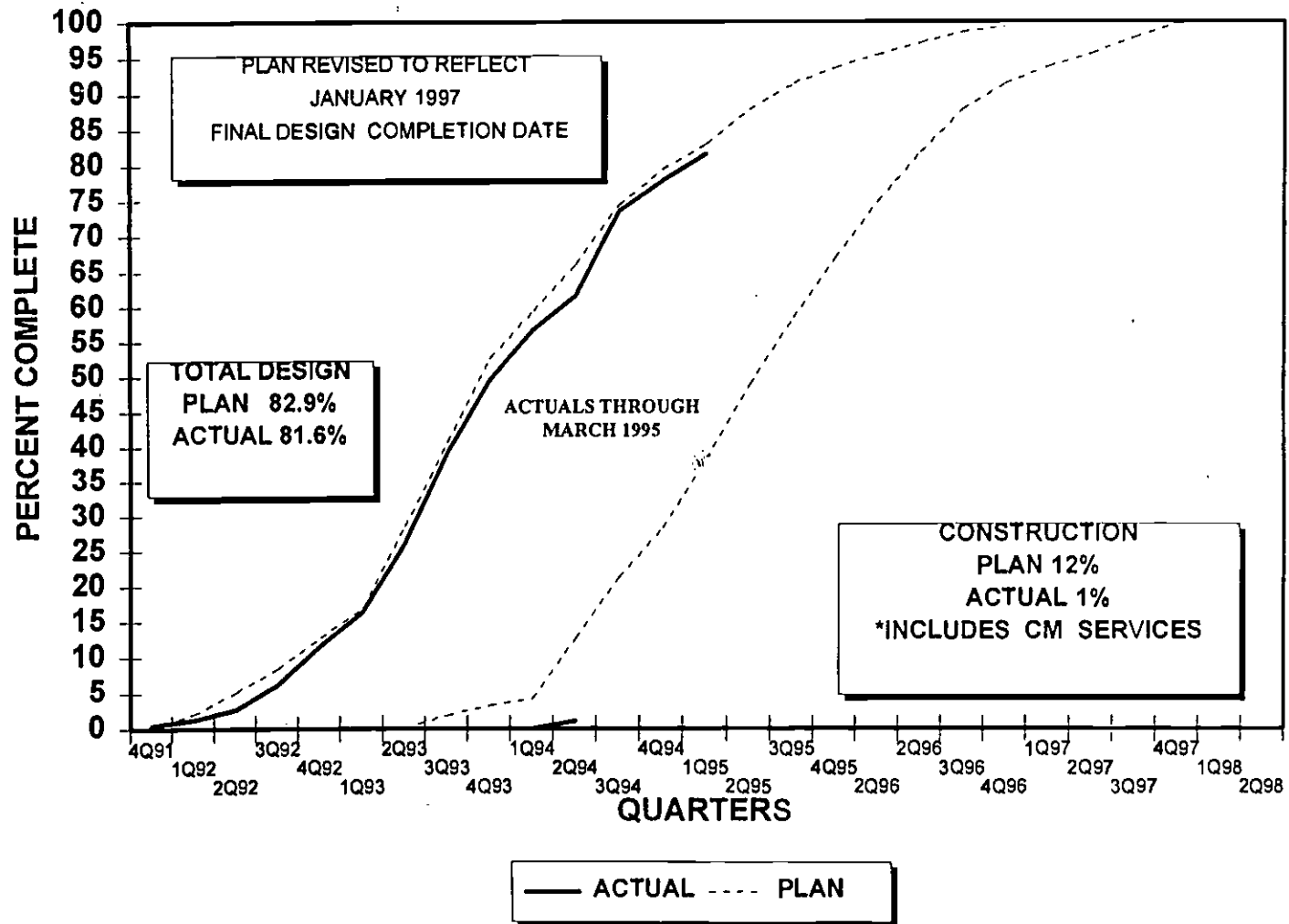
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW

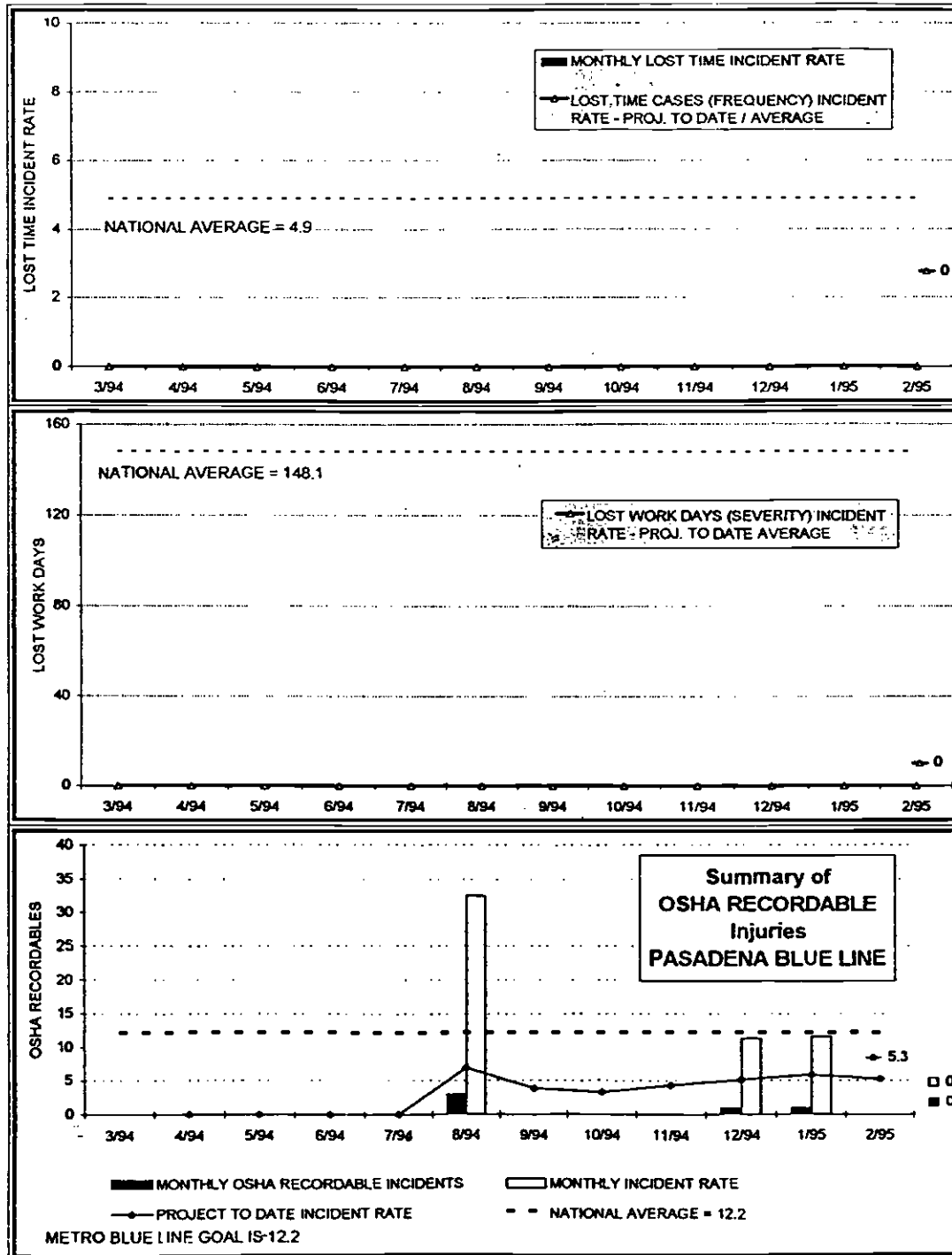


PASADENA BLUE LINE - PROGRESS SUMMARY



CRITICAL PATH DIAGRAM

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

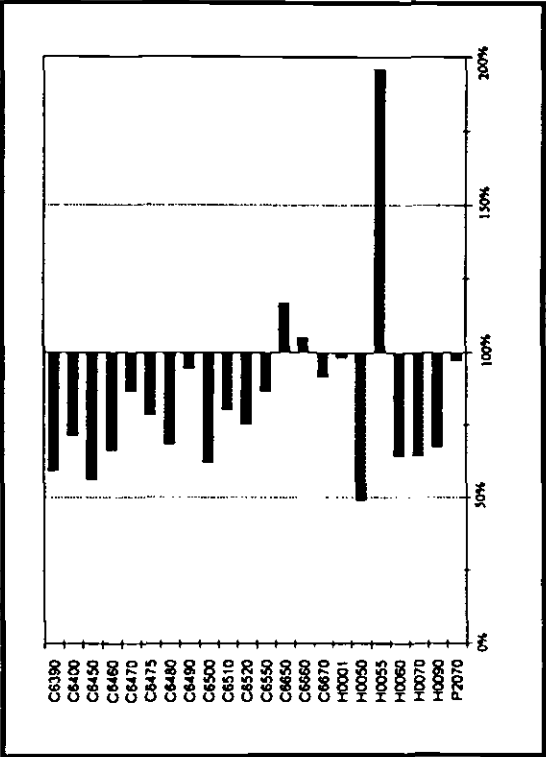
METRO PASADENA BLUE LINE
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

Pasadena Blue Line

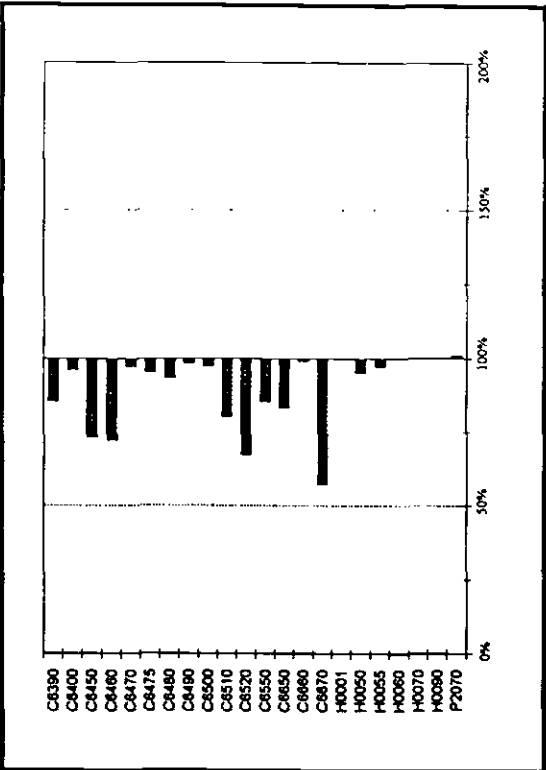
Design Work Only

Cost Performance Index

Schedule Performance Index

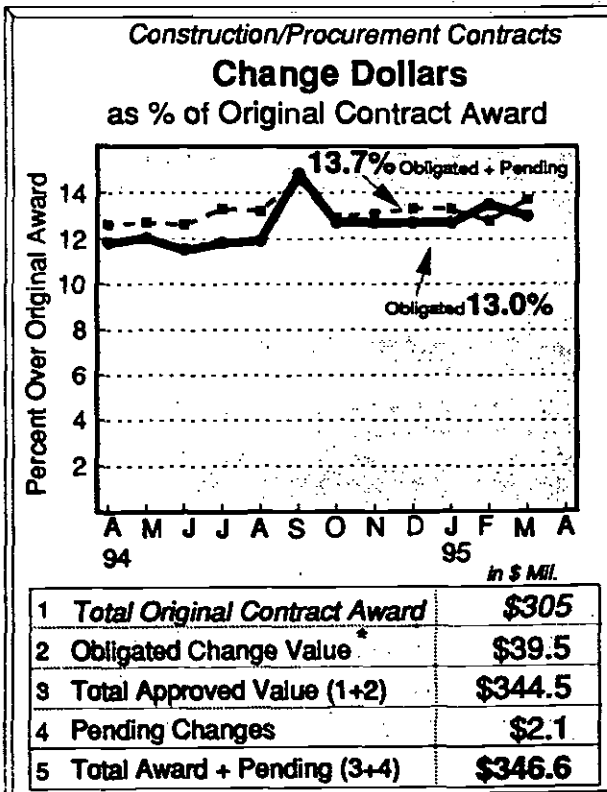
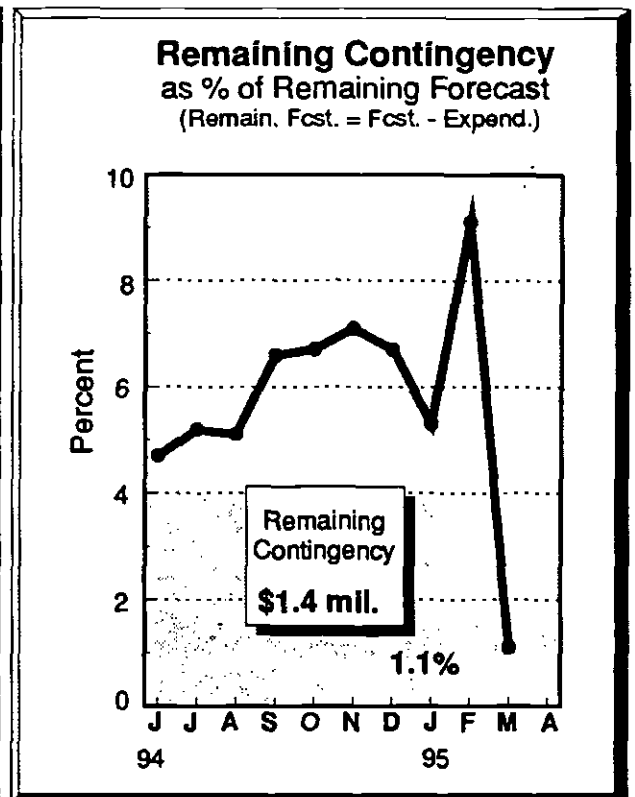
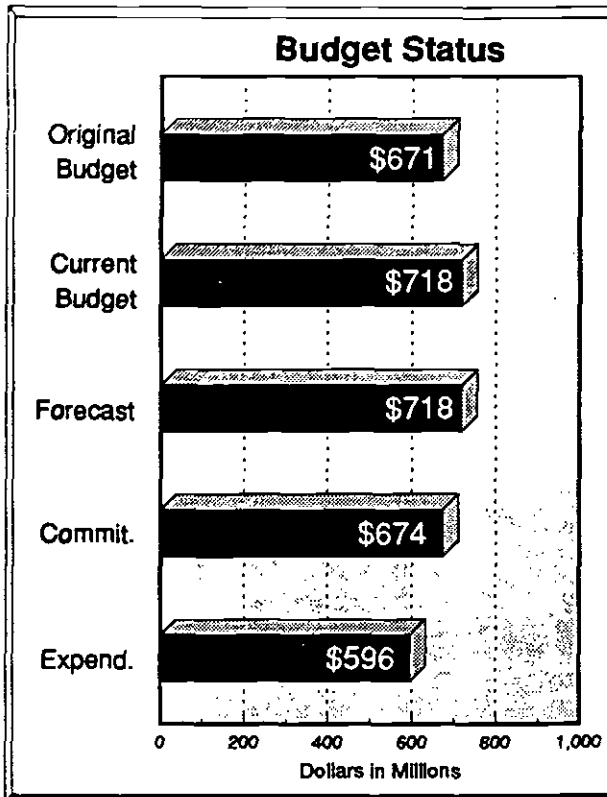


CPI Legend	
Under 100%	= Over Budget
Over 100%	= Under Budget



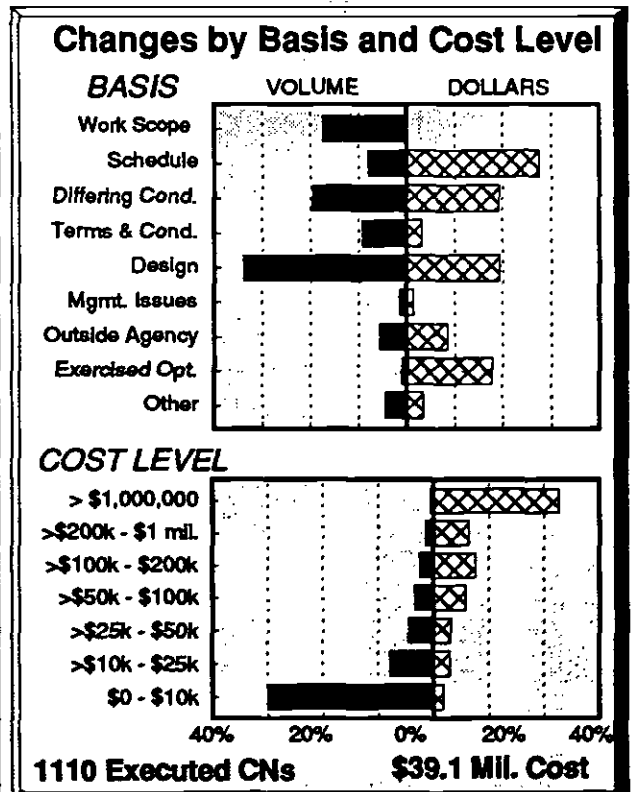
SPI Legend	
Under 100%	= Behind Schedule
Over 100%	= Ahead of Schedule

FINANCIAL STATUS



R2303951.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

May 1995

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

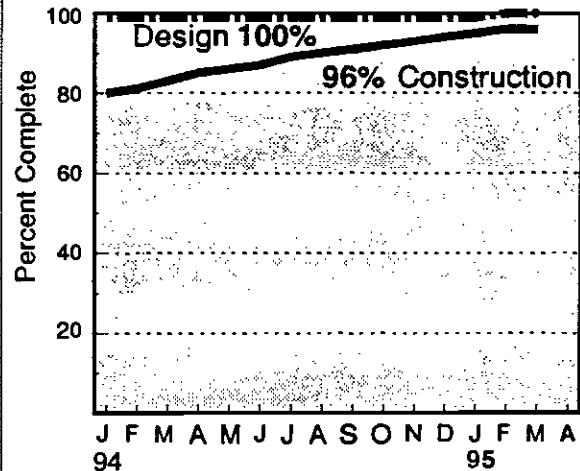
Months of Employment Provided

17,294

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

Schedule Status

PROGRESS



Revenue Operation Date: May 1995
(Approved)

Schedule Status

CRITICAL PATH - 1 Year Outlook

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

CT044-12 Construction
Elevators/Escalators

H0900 Systems
Safety Systems

H0831 Systems
SCADA

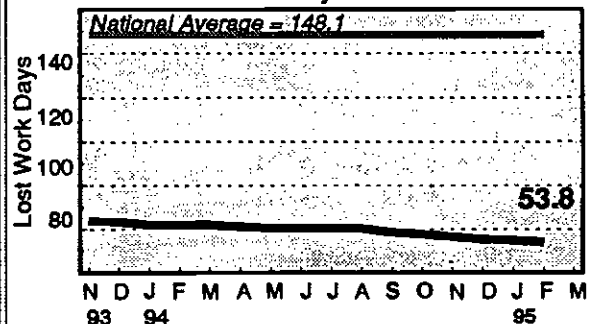
H1100 Systems
Automatic Train Control

H0832 Systems
Cable Transmission

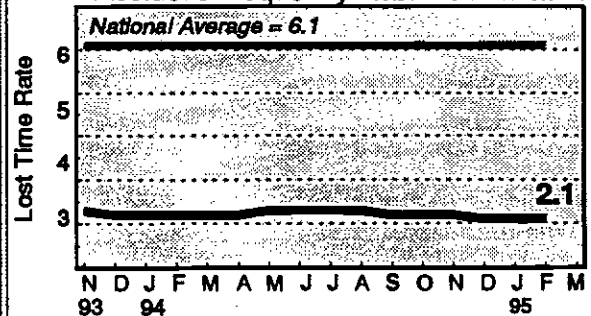
Systems Integrated Test
Norwalk-Marine ABS

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



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

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

SCHEDULE STATUS

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

REAL ESTATE STATUS

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

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

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

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

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

Contract H0900 (S & SCS) Schedule Recovery

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

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

Status: CCTV SFAT completion is pending resolution of hot fiber optic issue. VMS SFATs have been completed. PA SFAT's should complete by early/mid April. Contractor is proceeding with a design fix for the excessive ambient noise problem at selected stations.

KEY ACTIVITIES - MARCH 1995

- H0901 (Platform Intrusion Detection System) completed all contract work.
- H1100 (Automatic Train Control) completed Control Line Testing, Norwalk - Wilmington.
- Start-Up completed Traction Power Integrated Test
- Start-Up completed SCADA/Traction Power integrated test
- Start-Up completed ETS integration test
- Contract P2020, complete acceptance of 14 Start-Up vehicles
- H0900 (S & SCS) complete SFAT Testing of the VMS System
- C0100 (Guideway Construction) completed all contract work.

KEY ACTIVITIES - PLANNED FOR APRIL 1995

- C0095 (Fencing Wayside Intrusion Detection System) complete all contract work.
- H0832 (Cable Transmission System) complete all contract and change order work.
- H1100 (Automatic Train Control) complete acceptance testing of Start-Up vehicle carsets.
- H1100 (Automatic Train Control) complete control line testing - Norwalk to Aviation.
- H1200 (Traction Power Substation) complete all contract work.
- Start-Up complete SCADA/DSG Integrated Test.
- Start-Up complete SCADA/Fire Detection Suppression Integrated Test.
- H0900 (S & SCS) complete SFAT Testing of PA and CCTV systems.
- H1310 (Signage and Graphics) commence sign installation at the Park - n - Rides system wide.

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

Project: **R23 METRO GREEN LINE**

Period: Feb 24, 1995 to Mar 31, 1995
Run Date: Apr 5, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	485,898	5,964	444,341	916	399,342	5,202	385,312	10,275	478,993	-6,905
B PROFESSIONAL SERVICES	100,862	0	100,877	2,922	190,166	752	174,569	752	174,610	0	195,735	15,257
R REAL ESTATE	36,927	0	28,522	0	25,049	0	25,045	0	25,045	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	17,656	0	10,509	7	11,581	12	9,741	12	9,741	0	12,000	1,500
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,579	259	2,260	259	2,260	0	4,790	0
C PROJECT RESERVE	159,613	0	15,131	0	0	0	0	0	0	10,275	1,499	-12,640
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,263	0	-604	0	-604	0	-1,263	5,254
GRAND TOTAL	671,000	0	717,802	8,893	674,455	1,980	610,351	6,267	596,374	0	717,802	0

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

11-Apr-95

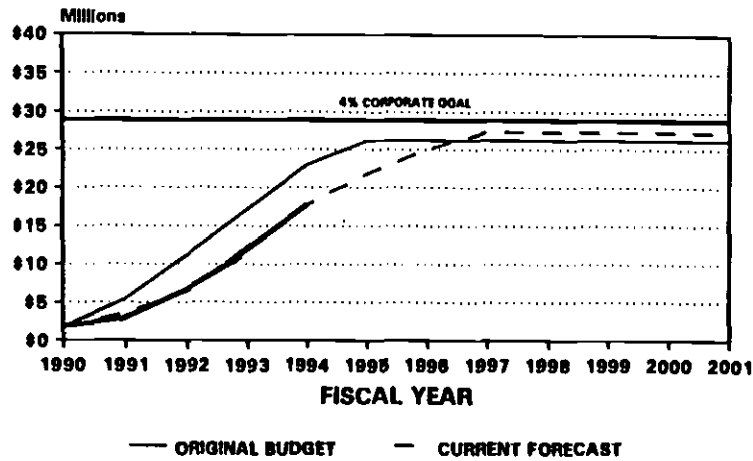
MARCH 95

STATUS OF FUNDS BY SOURCE

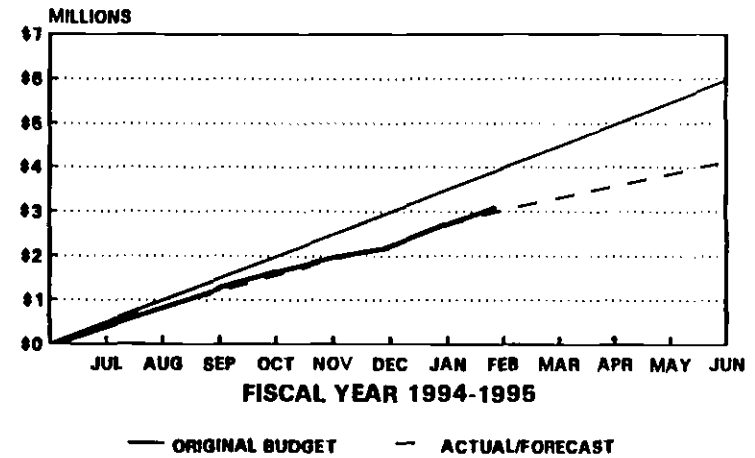
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$204,592	\$204,592	\$204,592	100%	\$204,592	100%	\$204,592	100%
PROP C (25% ALLOCATION)	\$185,680	\$132,422	\$152,408	78%	\$127,000	65%	\$127,000	65%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400	100%	\$22,400	100%
STATE PROP 116	\$84,000	\$84,000	\$84,000	100%	\$33,347	40%	\$23,848	28%
PROP C (AMERICAN DISABILITY ACT)	\$5,894	\$3,899	\$5,919	99%	\$3,899	65%	\$3,899	65%
TOTAL	\$717,802	\$652,449	\$674,455	94%	\$596,374	83%	\$586,875	82%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1995.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



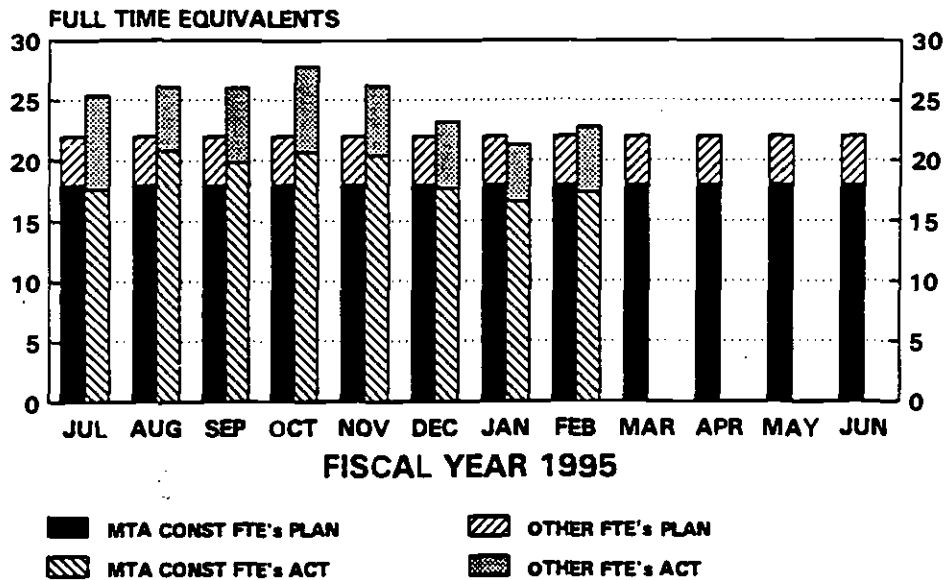
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$28,189
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$27,407
FORECAST % OF TOTAL PROJECT	3.8%
ACTUALS THROUGH FY 94	\$17,711

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

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

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

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

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 03/31/95

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOWANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMPLETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (B+C)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K.**	L. (J-K)	M.
C0080	\$3,739,910	13%	\$472,991	\$4,212,901	\$100,000	\$3,839,910	21%	0%	\$372,991	\$131,780	\$241,211	49%
C0085	\$8,573,083	16%	\$1,488,917	\$11,061,700	\$1,282,185	\$10,839,278	85%	77%	\$228,422	\$184,208	\$82,214	96%
C0100	\$59,828,710	15%	\$8,871,280	\$68,800,000	\$7,351,588	\$67,180,289	82%	88%	\$1,819,701	\$173,840	\$1,448,061	84%
C0101	\$11,378,980	83%	\$7,120,040	\$18,400,000	\$8,104,827	\$17,384,867	80%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,238,382	\$8,547,818	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$10,458	\$1,141,429	8%	0%	\$102,638	\$124,150	\$21,511	119%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$842,851	\$18,862,881	23%	89%	\$2,082,687	\$45,228	\$2,047,461	25%
C0501	\$5,000,841	18%	\$898,144	\$5,898,985	\$788,887	\$5,796,738	89%	89%	\$88,247	\$79,657	\$19,590	98%
C0600	\$15,514,000	38%	\$5,928,000	\$21,542,000	\$4,030,184	\$18,544,184	87%	88%	\$1,887,948	\$0	\$1,887,948	67%
C0810	\$10,348,912	25%	\$2,585,181	\$12,914,103	\$2,227,808	\$12,478,818	87%	88%	\$337,285	\$1,900	\$335,385	87%
H0831	\$1,480,450	100%	\$2,487,474	\$3,977,924	\$2,303,134	\$3,783,584	82%	87%	\$184,340	\$193,130	\$1,210	100%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,688,684	\$11,770,772	82%	71%	\$871,728	\$238,209	\$435,519	95%
H0838	\$2,838,758	11%	\$438,878	\$4,377,635	\$280,888	\$4,218,754	84%	48%	\$157,881	\$5,000	\$152,881	65%
H0900	\$8,848,180	10%	\$884,820	\$10,843,000	\$838,588	\$10,787,778	84%	18%	\$165,222	\$79,878	\$75,344	92%
H0901	\$3,398,338	10%	\$338,833	\$3,828,182	\$100,344	\$3,388,873	30%	39%	\$228,489	\$24,177	\$206,312	38%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,418,122	\$58,203,122	31%	41%	\$3,204,678	\$387,909	\$2,816,769	39%
H1200	\$18,798,123	15%	\$2,818,418	\$21,616,541	\$1,727,055	\$20,533,178	62%	84%	\$1,082,383	\$18,400	\$1,063,983	62%
H1310	\$1,288,500	15%	\$184,775	\$1,493,275	\$73,848	\$1,372,148	38%	8%	\$121,128	\$478,855	\$355,723	283%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$888,208	\$12,328,208	78%	78%	\$255,592	\$130,041	\$125,551	89%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$788,148	\$4,813,058	275%	100%	\$1,045,059	\$0	\$1,045,059	275%
P2020	\$44,825,000	12%	\$5,375,000	\$50,000,000	\$884,094	\$45,589,094	18%	74%	\$4,410,908	\$0	\$4,410,908	18%
TOTAL:	\$305,034,582	20%	\$58,515,489	\$364,550,060	\$38,470,884	\$344,508,556	66%	86%	\$20,044,495	\$2,272,181	\$17,772,334	70%

I = AFE increase may be required to cover pending changes

II = AFE increase required to cover obligated changes

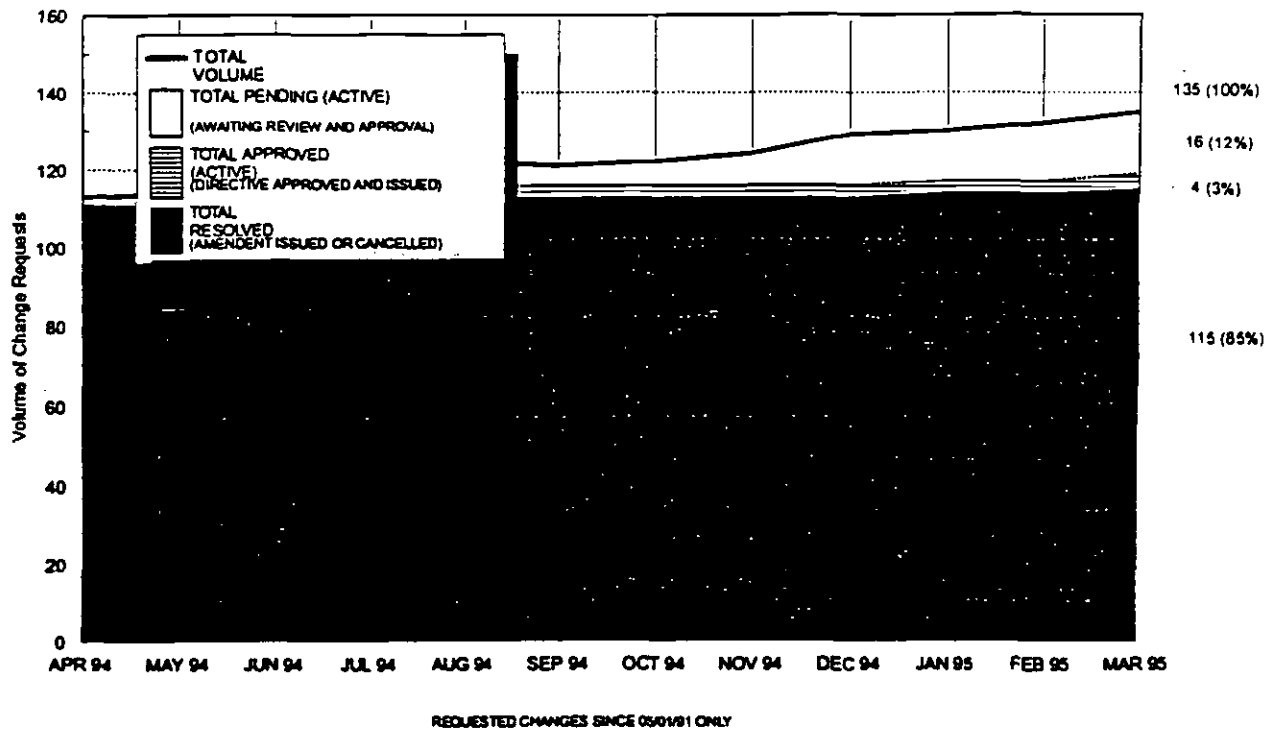
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
 ** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

rev 2.3 09/15/94 lsc

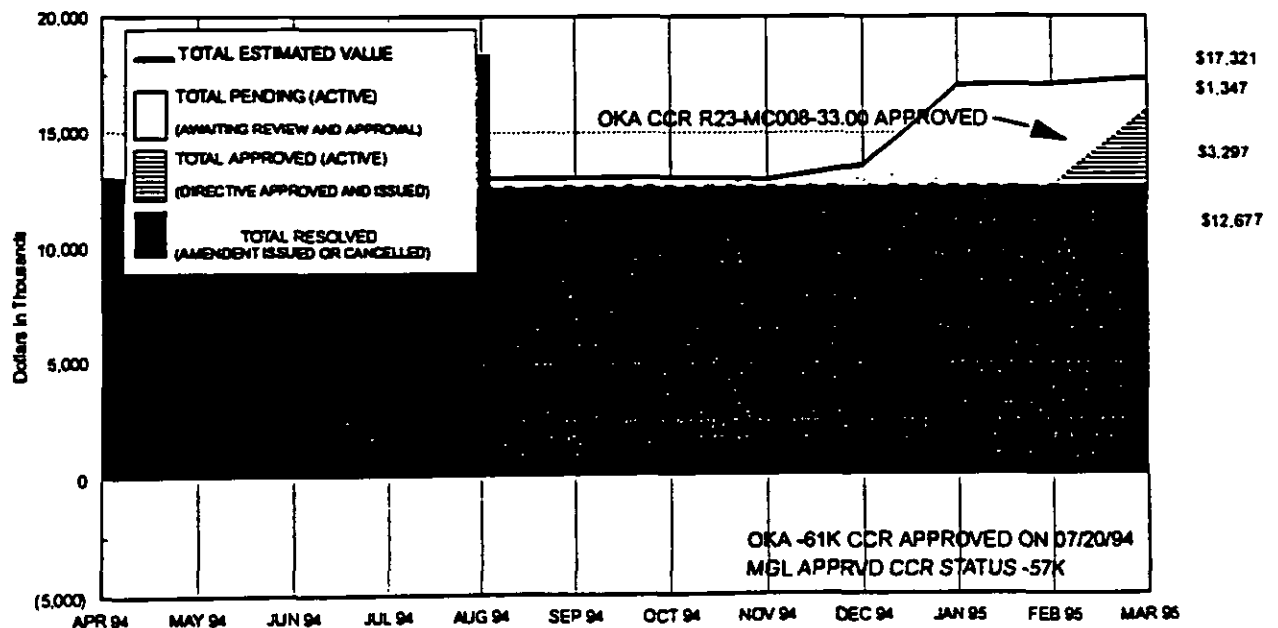
NIKKA CHANEY
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CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



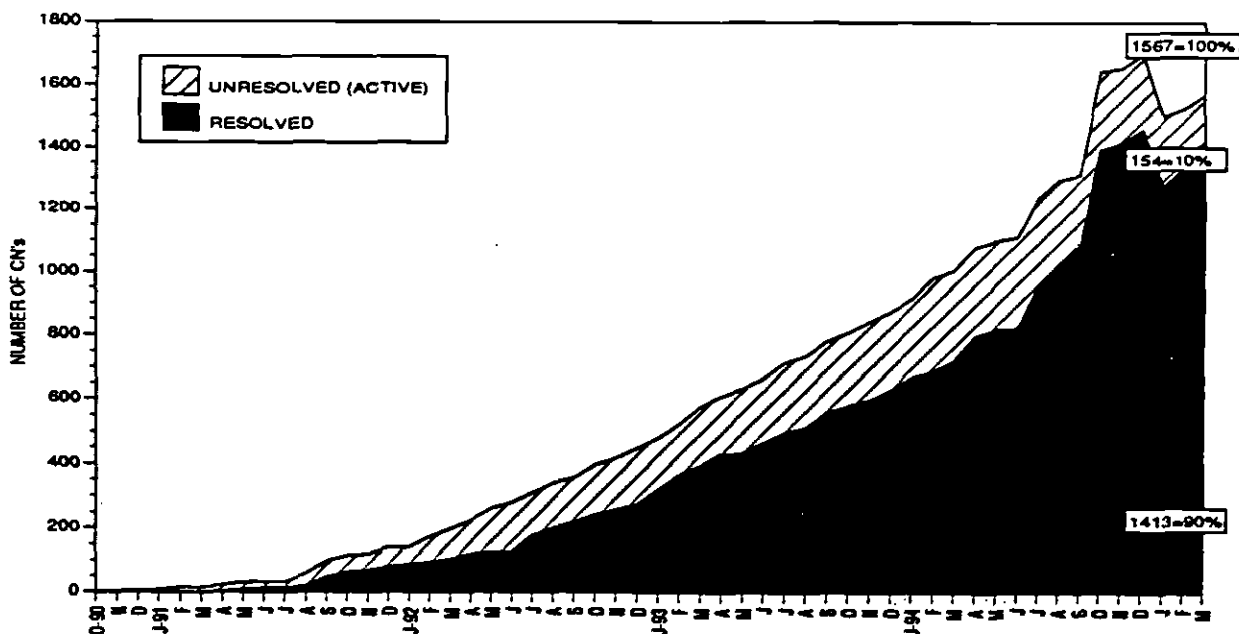
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	2	2	13	20
PERCENT	15%	10%	10%	65%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Notice resolution

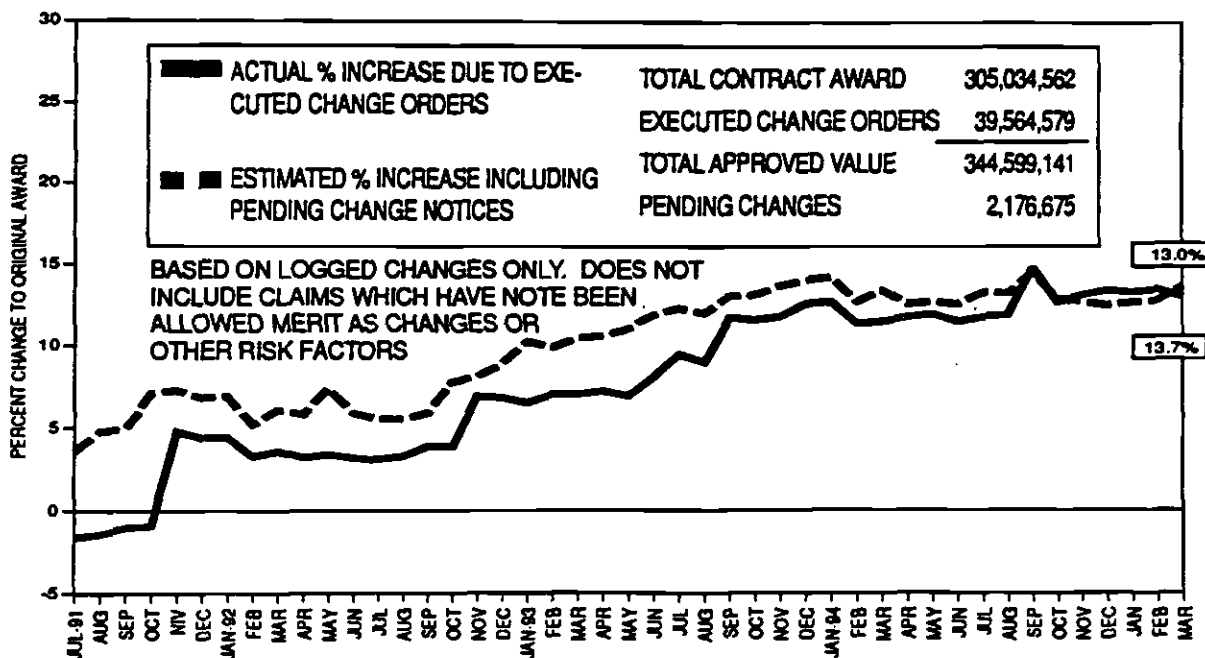


AGE OF UNRESOLVED CHANGES

TIME	0-30 days	31-60 days	61-90 days	90+ days	TOTAL ACTIVE
VOLUME	47	23	14	70	154
PERCENT	31%	15%	9%	43%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 04/13/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	0.99%	\$17,677,708.46	45.17%
> 200 - 1 MILLION	31	2.79%	\$4,910,947.78	12.55%
> 100-200	54	4.86%	\$5,963,763.81	15.24%
> 50-100K	74	6.67%	\$4,458,891.33	11.39%
> 25-50K	99	8.92%	\$2,411,714.11	6.16%
10-25K	173	15.59%	\$2,394,614.26	6.12%
0-10K	668	60.18%	\$1,318,044.77	3.37%
PROJECT TOTALS:	1110	100.00%	\$39,135,684.52	100.00%

R23 - Metro Green Line

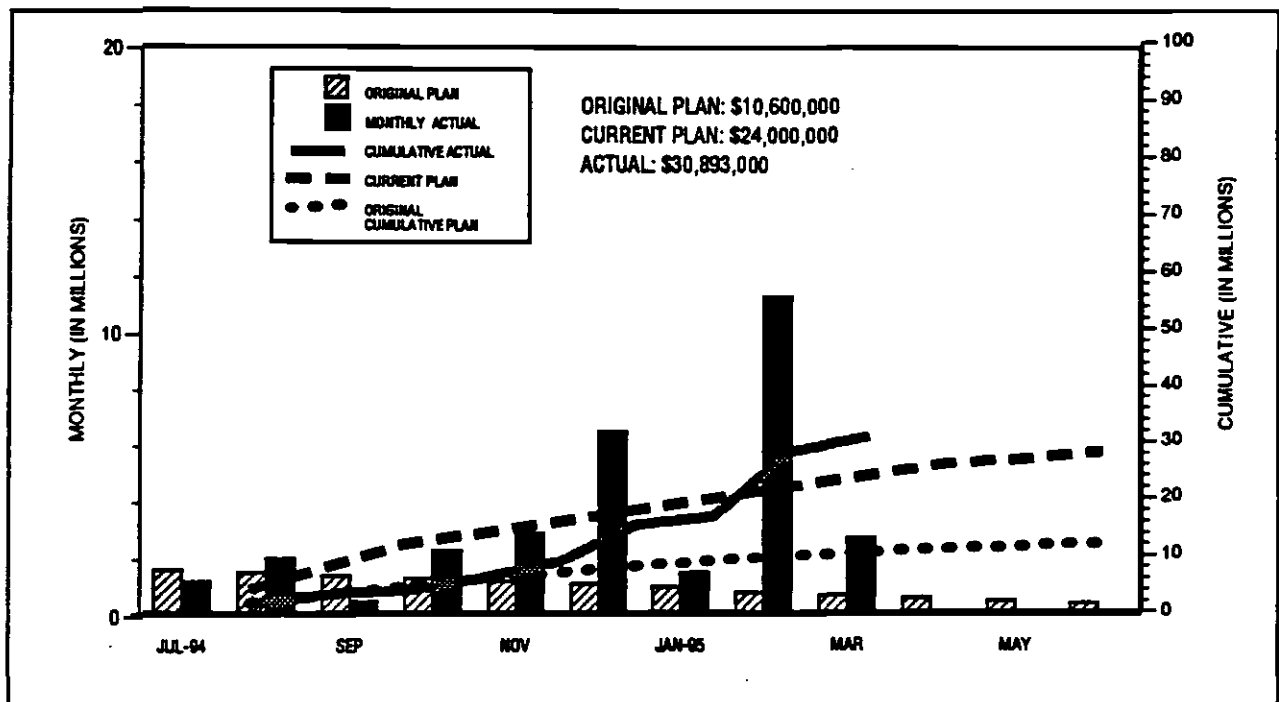
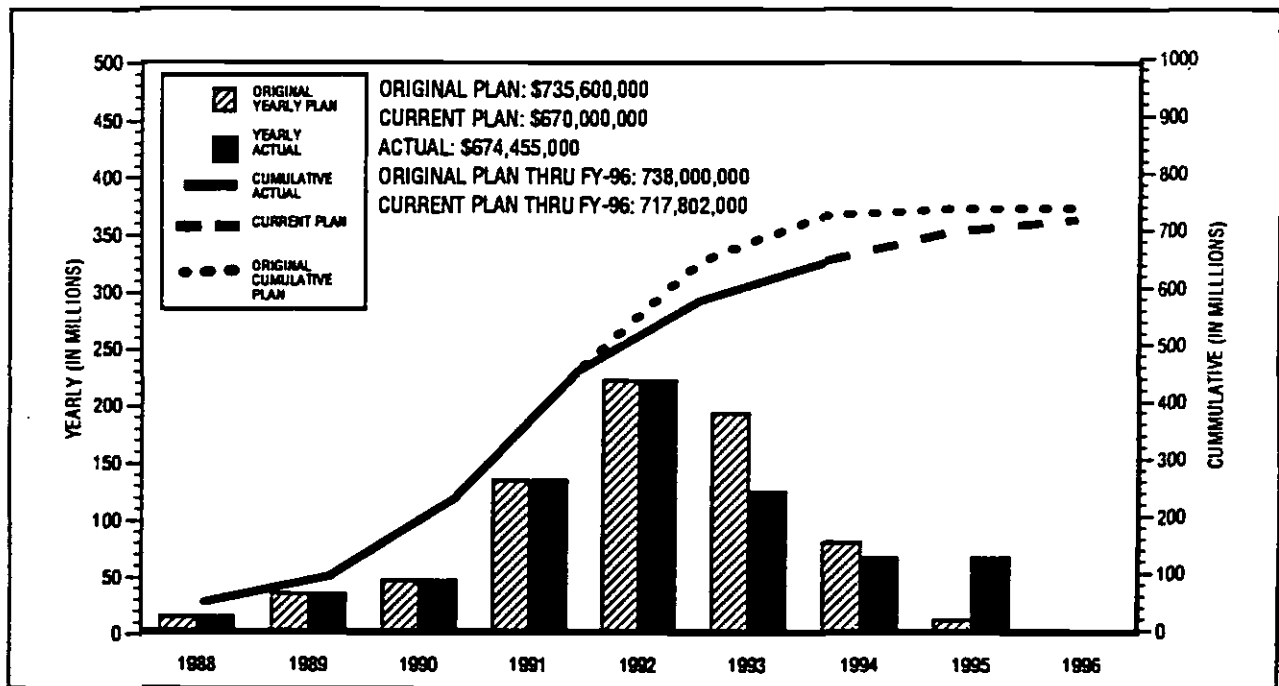
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R23C0090 - R23P2020

CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 04/13/95

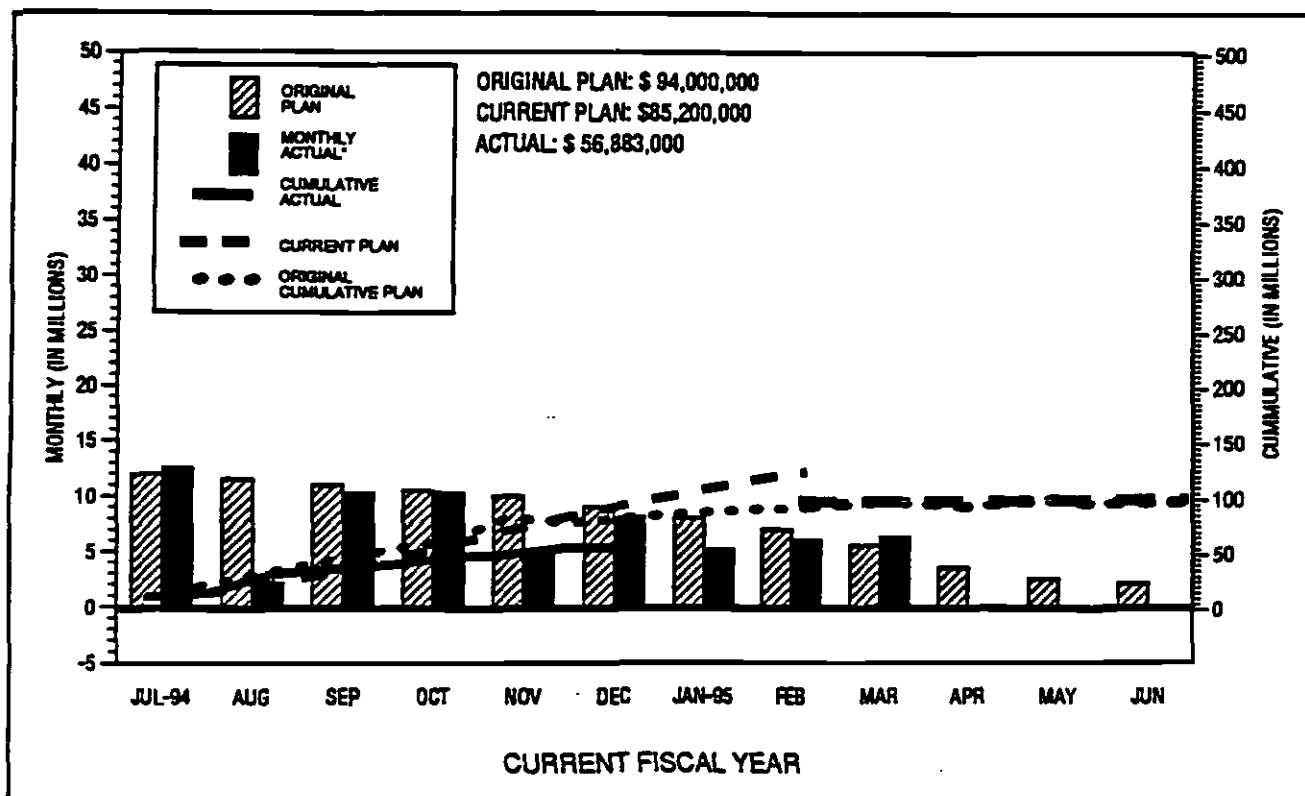
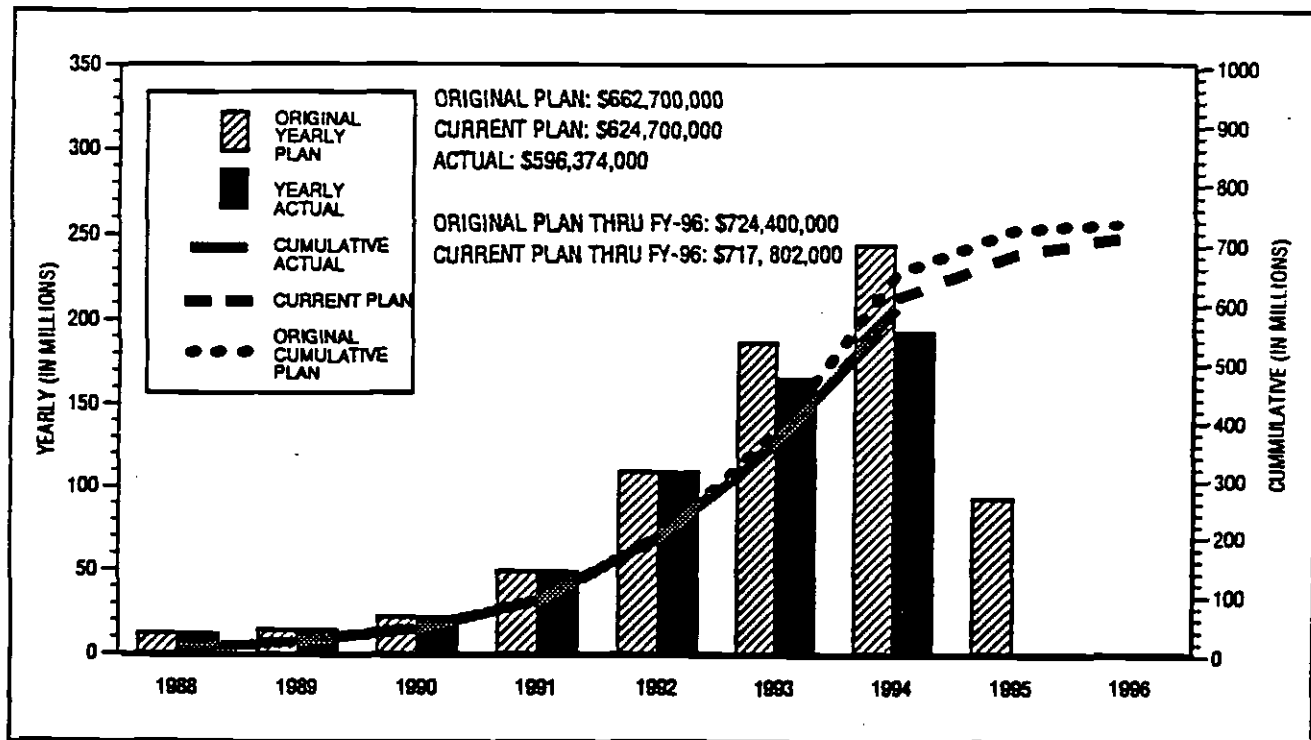
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	133	11.98%	\$2,226,065.35	5.69%
115	ADDITIONAL/NEW WORK	12	1.08%	\$329,795.05	0.84%
120	DELETION OF WORK	44	3.96%	(\$2,704,744.25)	-6.91%
130		1	0.09%	\$0.00	0.00%
		-----	-----	-----	-----
		190	17.12%	(\$148,883.85)	-0.38%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	32	2.88%	\$9,462,981.26	24.18%
220	ACCELERATION OF WORK	18	1.62%	\$1,315,408.00	3.36%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	39	3.51%	\$16,300.00	0.04%
		-----	-----	-----	-----
		89	8.02%	\$10,794,669.26	27.58%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	215	19.37%	\$9,709,283.87	24.81%
320	HAZARDOUS MATERIALS	1	0.09%	(\$2,313,704.64)	-5.91%
330	SAFETY CONDITIONS	2	0.18%	\$113,339.00	0.29%
		-----	-----	-----	-----
		218	19.64%	\$7,508,918.23	19.19%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	46	4.14%	\$1,272,694.67	3.25%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	56	5.05%	\$0.00	0.00%
		-----	-----	-----	-----
		102	9.19%	\$1,272,694.67	3.25%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	137	12.34%	\$5,344,148.74	13.66%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	16	1.44%	\$581,735.39	1.49%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.27%	\$0.00	0.00%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	210	18.92%	\$2,436,115.54	6.22%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	11	0.99%	(\$843,084.76)	-2.15%
		-----	-----	-----	-----
		377	33.96%	\$7,518,914.91	19.21%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.18%	\$2,375.00	0.01%
620	COMPREHENSIVE CLAIMS	13	1.17%	\$572,374.00	1.46%
		-----	-----	-----	-----
		15	1.35%	\$574,749.00	1.47%
OUTSIDE AGENCY REQUESTS					
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	52	4.68%	\$3,272,580.13	8.36%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	0.81%	\$44,119.62	0.11%
		-----	-----	-----	-----
		61	5.50%	\$3,316,699.75	8.47%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	10	0.90%	\$6,938,932.00	17.73%
		-----	-----	-----	-----
		10	0.90%	\$6,938,932.00	17.73%
OTHER					
900	OTHER	48	4.32%	\$1,358,990.55	3.47%
		-----	-----	-----	-----
		48	4.32%	\$1,358,990.55	3.47%
PROJECT TOTALS:					
		1110	100.00%	\$39,135,684.52	100.00%

PROJECT COMMITMENTS

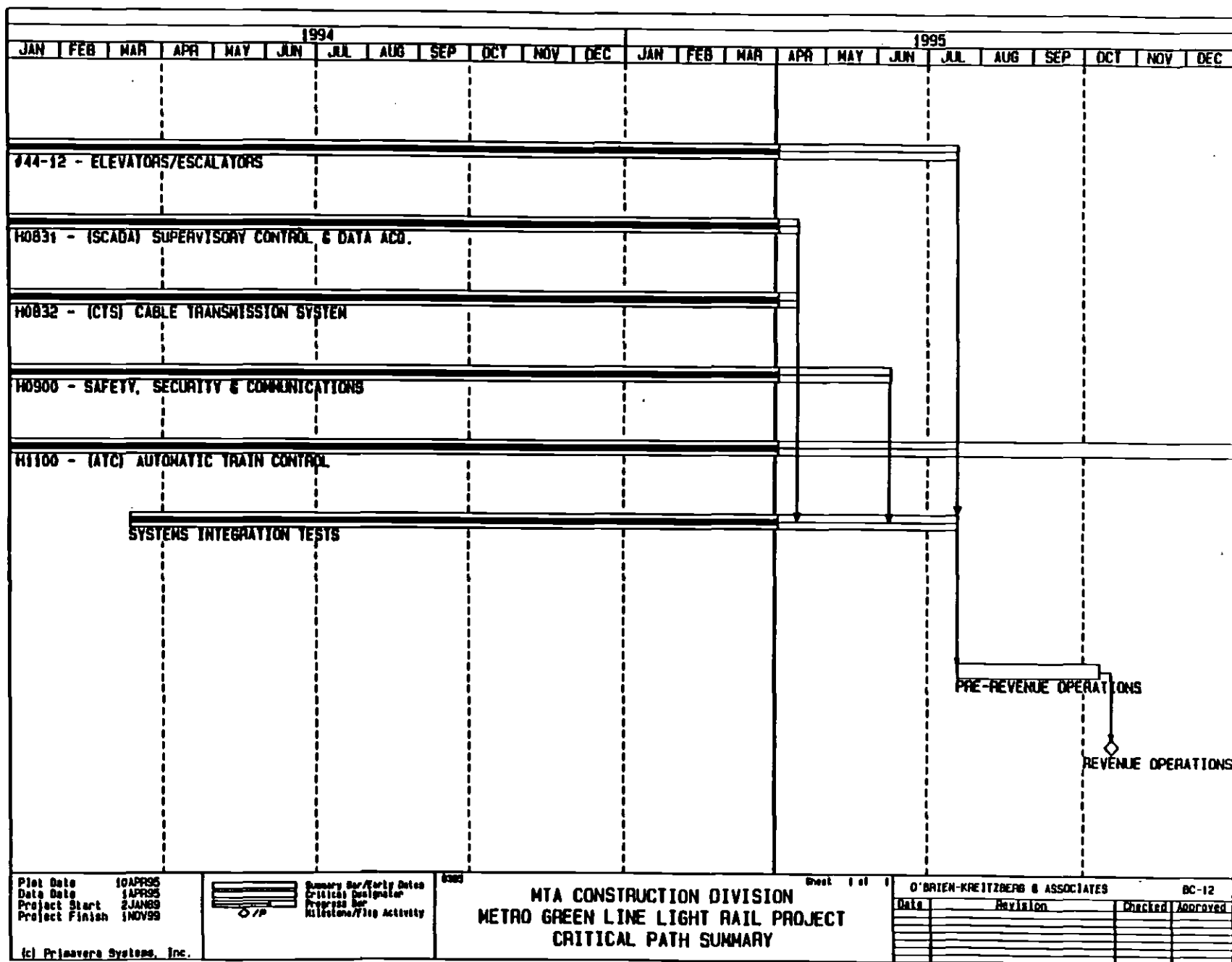


CURRENT FISCAL YEAR

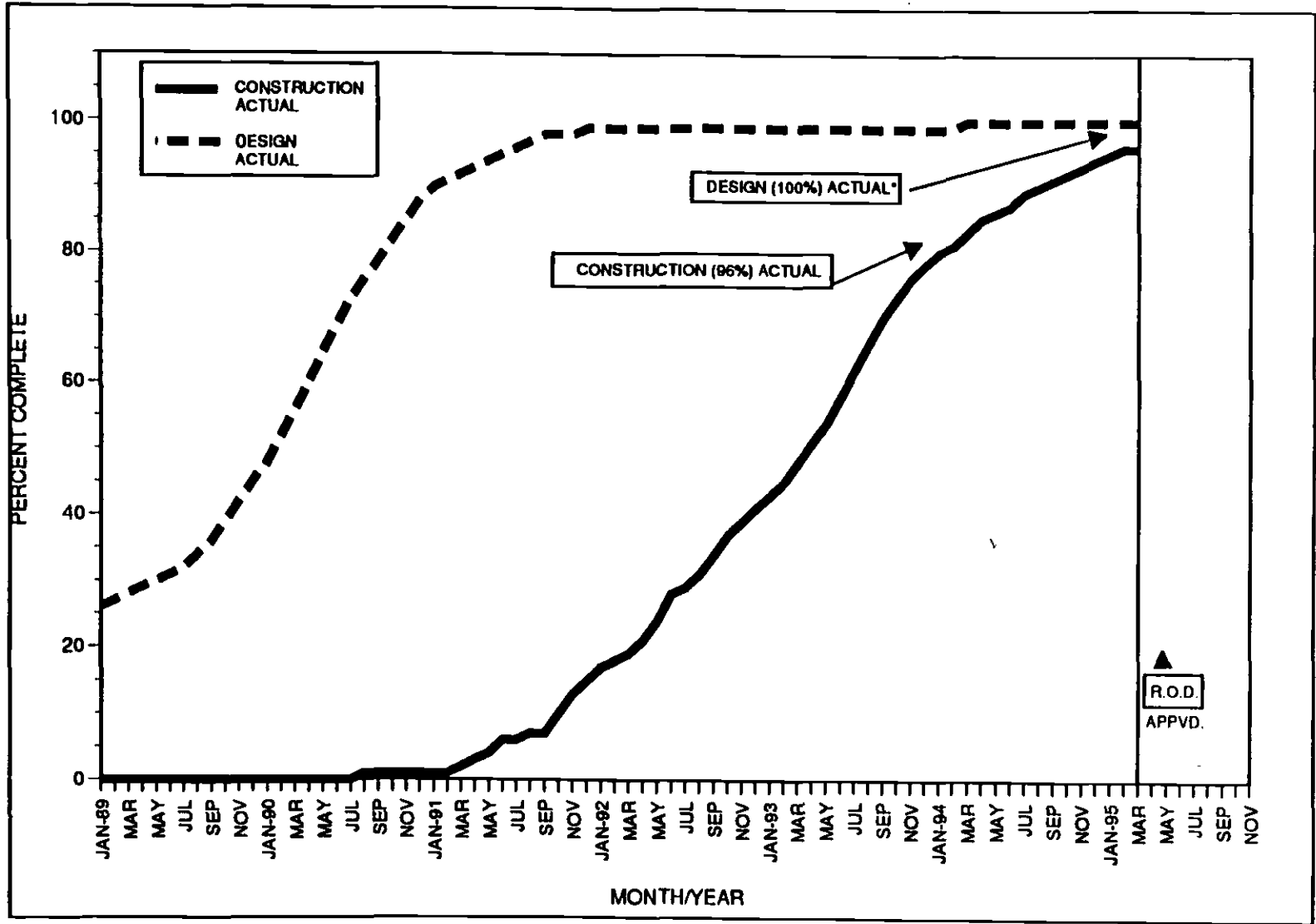
PROJECT CASH FLOW



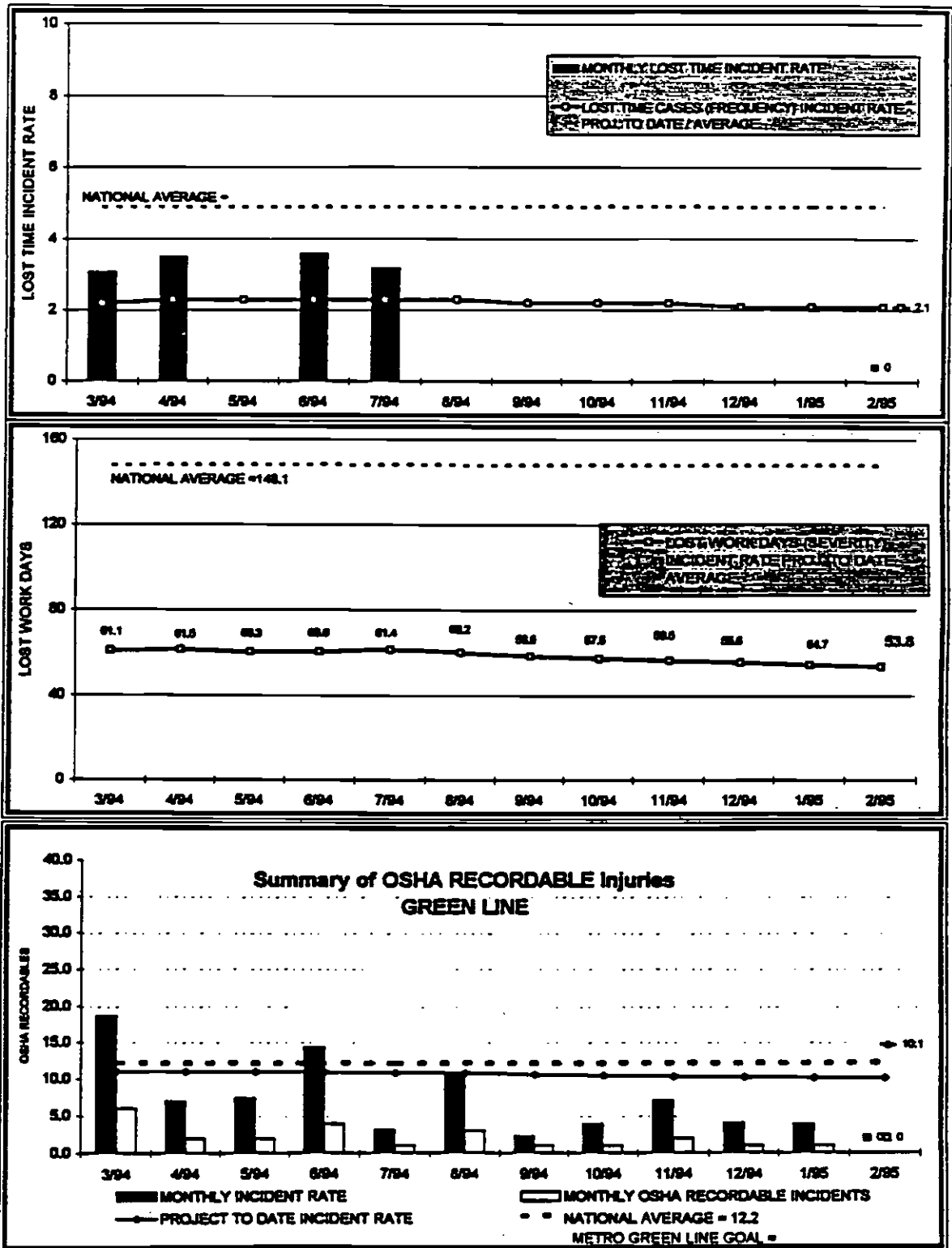
* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.



PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION

METRO GREEN LINE
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
C0170	ADA Elevators	0	0	0	0			Apr 95
C0400	Main Yard & Shop		0					Apr 95
H0831	SCADA	0	0	0	0			May 95
H0832	CTS	0	0	0	0			May 95
H0901	PIDS	0	0	0	0			May 95
H1200	TPSS	0	0	0	0			May 95
H1400	OCS	0	0	0	0			May 95
C0095	Fencing/WIDS	0	0	0	0			Jun 95
H0840	Fare Collection Equipment	0	0	0	0			Jun 95
H0900	SSCS	0	0	0	0			Jun 95
H1310	Signs & Graphics	0	0	0	0	0		Jun 95
C0090	Miscellaneous Construction	0	0	0	0			Jul 95
C0501	Systems Facilities Sitework	0	0	0	0			Jul 95
P2020	LRV's - 15 cars	0	0	0	0		15 cars received; Undergoing testing	Sep 95
H0889	Radios	0	0	0	0			Oct 95
C0100	Guideway Construction	0	0	0	0			Nov 95
H1100	ATC	0	0	0	0			Mar 96

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

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

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A61Q/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Sep 95

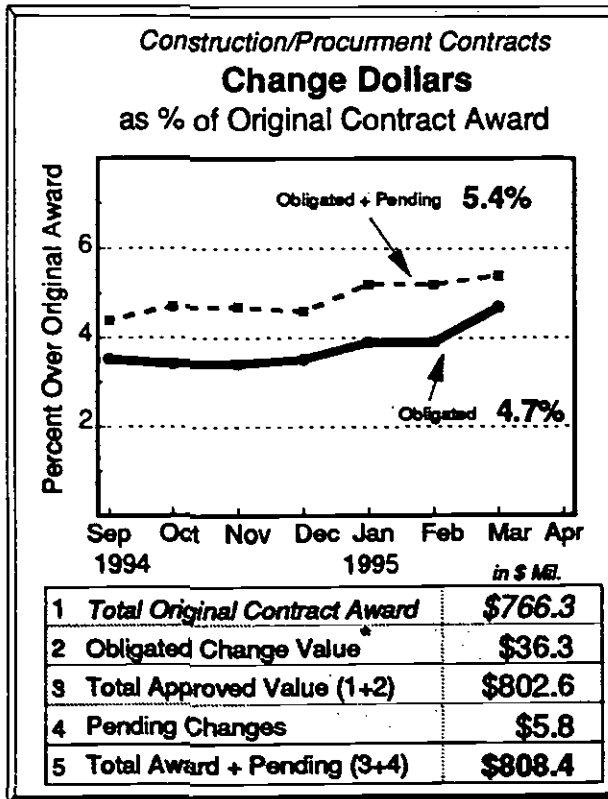
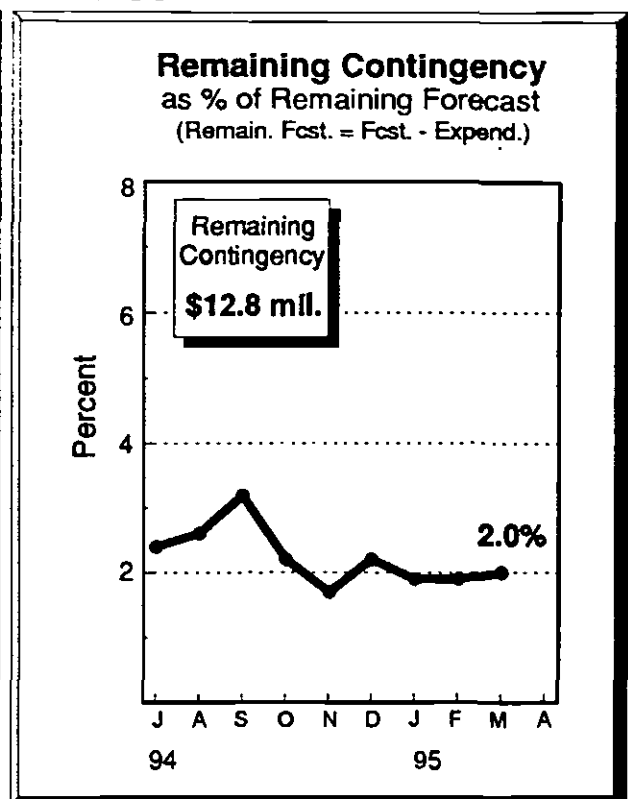
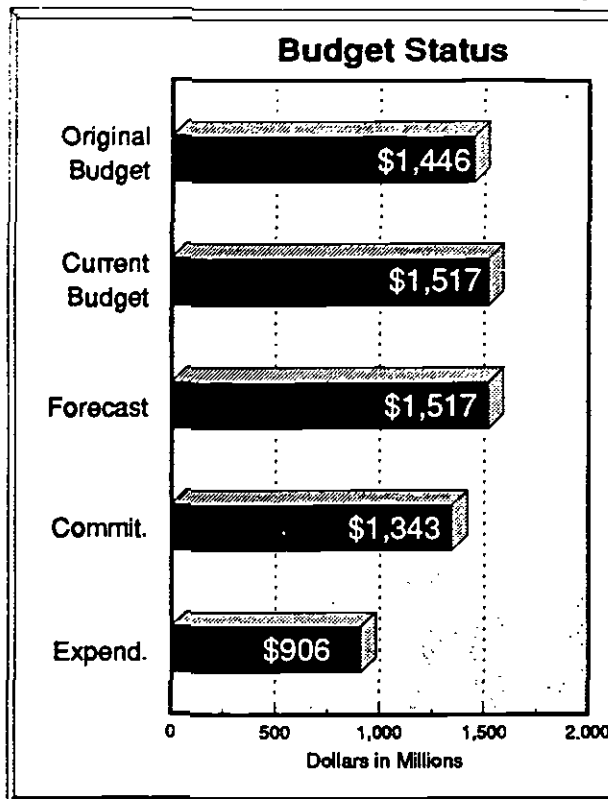
ACTIVITIES COMPLETED

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

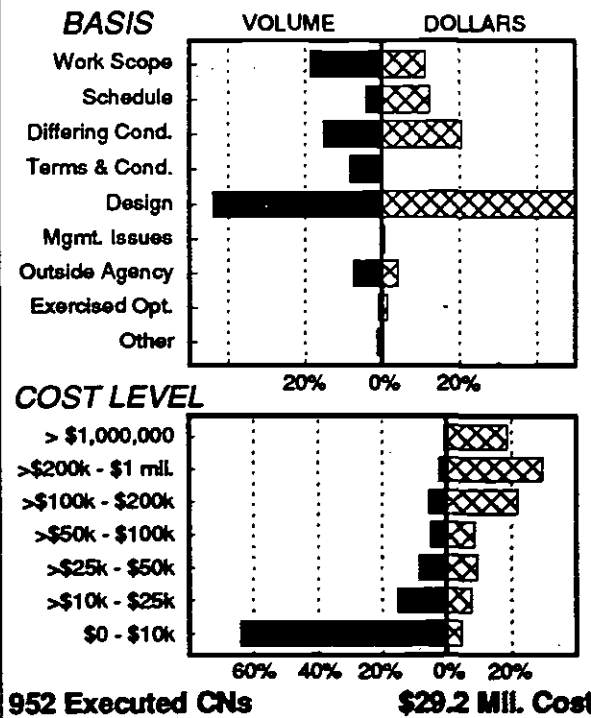
REMAINING ACTIVITIES

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

FINANCIAL STATUS



Changes by Basis and Cost Level



R8103051.DRW

* Includes Approved and NTE Authorizations

SCHEDULE AND SAFETY STATUS

MTA Critical Activities

May 1995

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

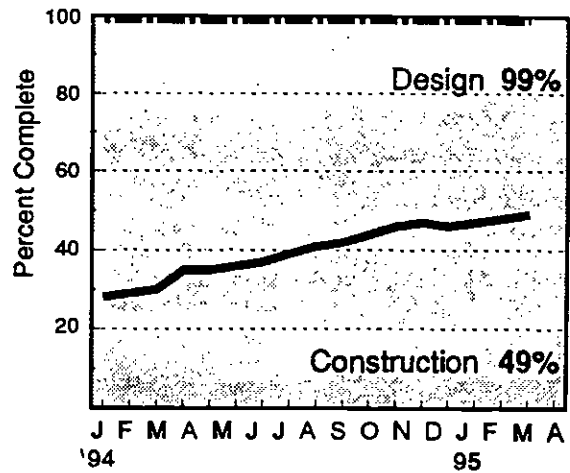
Months of Employment Provided

26,274

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

Schedule Status

PROGRESS



Revenue Operation Date:

Wilshire Corridor
Vermont/Hollywood Corridor

July 1996
Sep 1998

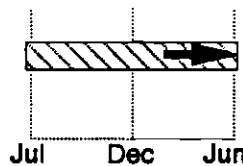
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

126 days ahead
(positive float)

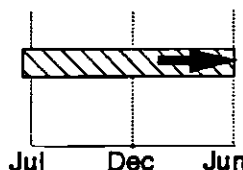
B620 Construction
Auto Train Control



Vermont/Hollywood

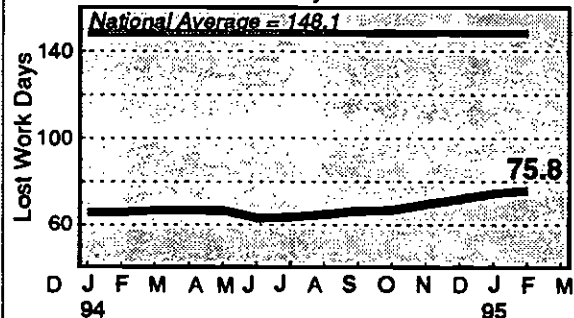
174 days behind
(negative float)

B251 Construction
Vermont/Hollywood Tunnel

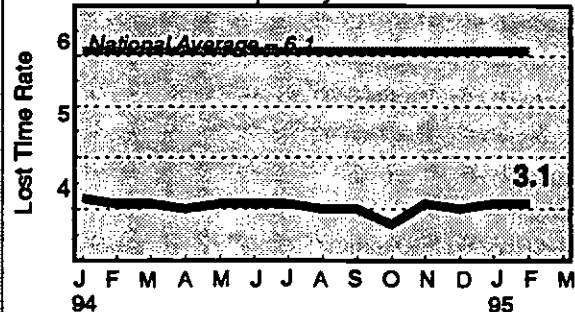


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

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

SCHEDULE STATUS

- Revenue Operation Dates:

Wilshire Corridor	Planned:	July 1996
Vermont/Hollywood Corridor	Planned:	September 1998
- Design Progress

Planned:	99%
Actual:	99%
- Construction Progress

Planned:	54%
Actual:	49%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	89	87	2	0	0
LAST MONTH	88	86	2	0	0

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

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

EXECUTIVE SUMMARY (CON'T)

To date, 87 parcels have been acquired. Forty-seven of the 87 parcels were acquired through negotiated acquisitions and the remaining were acquired through condemnation.

AREAS OF CONCERN

NEW

Contract B221, Wilshire/Normandie Station & Contract B215, Wilshire/Vermont Station, Permanent Power Availability

Concern: The potential for the earliest completion of the Wilshire Corridor depends upon beginning systems integration testing at the earliest window of availability. Currently, systems integration tests are scheduled to begin in early August 1995. Permanent power is projected to be available June 1, 1995 and June 30, 1995 for Contracts B221 and B215 respectively. Many of the tests require permanent power and any adjustments to the above dates will affect the testing dates accordingly.

Action: Strong communication with DWP needs to be made to stress the importance of its contribution to the overall system completion.

Status: 1) Contract B221: Tutor-Saliba completed the encasement of the relocated conduit. Backfill activities will commence and complete next month. Currently DWP projects permanent power will be available by mid-May 1995.

2) Contract B215: DWP will not accept room until appropriate door hardware is supplied. Permanent power currently projected to be available by early July 1995.

AREAS OF CONCERN (CON'T)

ONGOING

Vermont/Hollywood Corridor Cost Containment

- Concern:** Wilshire Corridor station contracts experienced an average rate of cost growth in excess of ten percent. Continued escalation at the present rate would jeopardize remaining contingency.
- Action:** Develop a cost containment plan for Vermont/Hollywood station contracts to maintain the budget and the ten percent cost growth limit.
- Status:** A "Worst Case" forecast analysis has been completed for all Vermont/Hollywood station contracts based on lessons learned from the Wilshire Corridor. P-D, EMC and MTA are developing a detail list and the strategy for controlling the cost growth. P-D and EMC are developing options to be recommended to MTA to reduce costs on the Vermont/Hollywood Corridor.

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

- Concern:** The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast has slipped from September 28, 1998, due to the Hollywood tunnel delays. The critical path runs through the Hollywood Boulevard implementation activities, HAR and HAL tunneling, tunnel concrete placement between Vine and Western, and Contract B271, Hollywood/Western Station, lower station excavation access.
- Action:** Perform detailed program review based on current production rates to forecast minimum ROD slippage.
- Status:** The Hollywood Tunnel mining started on January 6, 1995, for HAR tunnel and the HAL tunnel mining started on February 3, 1995, and forecasted to be completed by May 12, 1995. Contract B271 work has been suspended to avoid additional costs due to early mobilization of station excavation equipment and labor. The B251 contractor is being directed to provide the necessary resources to prosecute the work that must be done on a concurrent basis to achieve required progress against the schedule.

AREAS OF CONCERN (CON'T)

RESOLVED

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

- Concern:** Partial access of the right alignment between pocket track to Wilshire/Vermont Station has been available for high rail access since January 13, 1995. B620 refused to accept official access, since the contract does not refer to high rail access as a separate access.
- Action:** Establish a time frame to accept rail access and start the cable installation by B620.
- Status:** A walk-through with the Contractor was performed on February 2, 1995. B620 accepted high rail access as of February 3, 1995. Access to all areas was granted on March 28, 1995, and accepted by B620 contractor.

AREAS OF OPPORTUNITY

NEW

Wilshire Corridor ROD

- Opportunity:** Achieve earliest possible Revenue Operations Date for Wilshire Corridor without incurring additional cost.
- Action:** Adhere to current master schedule plan.
- Status:** Current schedule forecast indicates Wilshire Corridor could be turned over to MTA operations for Pre-revenue Operations in February 1996.

AREAS OF CONCERN (CON'T)

Systemwide

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

Action: Ensure MTA Operations staff are available to support systems integrated testing as early as July 1995.

Status: B620 and B631 installation to be ready to support initial systems testing by the end of June 1995. Completion of the integration testing procedures is scheduled for sixty days prior to all tests.

Contract B610, Trackwork Installation, Vermont Tunnels Early Access

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

Action: P-D to establish a plan to allow the trackwork contractor early access to the completed tunnels which includes an access work around plan with the station contractors.

Status: Based on the current schedule, tunnel access is available from 8 to 12 months in advance of station access. Plan is in early stage of development.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

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

NEW

NONE

ONGOING

August 1994, Grantee Staffing

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

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

Status: The MTA has responded to the recommendations in Spot Report No. 1. Implementation, of some of the recommendations, is being postponed pending the release of the results of the Arthur Andersen report. This report is expected in April.

RESOLVED

NONE

KEY ACTIVITIES - MARCH

Design

- Contract B211, Wilshire/Vermont Station Stage I; received electrical, structural, and utility as-builts from the Contractor for incorporation into original drawings. Reviewed cathodic protection test results and ductile iron pipe submittal.
- Contract B215, Wilshire/Vermont Station, Stage II; coordinated requirements of hardware/intrusion alarms and transformers with the CM and Contractor. Reviewed submittals from the Contractor regarding rebar shop drawings, lift drawings for courtyard level, elevator ram casing, ceiling and linear diffuser, manhole covers and frames, air distribution system, water/oil interceptor and lighting fixture product data.
- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, attended bid opening and provided engineer's estimate. Responded to inquiries from bidders.
- Contract B221, Wilshire/Normandie Station and Line, reviewed numerous submittals including station wall grout hole repair procedure, wall repairs at emergency exits, damper mullions at fresh air intake, electrical heater, ground bus layout, product data on light fixtures at plaza level, and porcelain enamel panels.
- Contract B231, Wilshire/Western Station and Crossover, reviewed non-conformance reports (NCRs) on acoustical liner at UPE plenum, contactors for emergency fans, switchboard wiring as-builts, and overload relays for emergency fans. Reviewed numerous submittals including granite shop drawings, traffic signal product data, air conditioning units, and product data on electrical wires.
- Contract B251, Vermont/Hollywood Tunnel, design support for compaction grouting under the La Reina Building is underway per B251-CN-122. Issued design change notice R81-95-26 "Chemical Grouting from Within Tunnel Face Beneath the La Reina Building" as an alternate protection in case unforeseen conditions prevent the implementation of CN-122.
- Contract B261, Vermont/Sunset Station, placed the issuance of CN-31 "Kaiser Entrance - Revised Emergency Exit Stairs" on hold pending street widening resolution at Vermont with the City of Los Angeles.
- Contract B281, Hollywood/Vine Station: Coordinated preparation of design change notices on HCIP parking lot and temporary sidewalks in the vicinity of the station.

KEY ACTIVITIES - MARCH (CON'T)

- Contract B610, Trackwork Installation, investigated NCR conditions of other contracts that affect trackwork installation and advised on corrective action.
- Contract B620, Automatic Train Control, conducted site visit to MacArthur Park. (Contract B201) pocket track to resolve interlocking layout design and submittal issues. Began preparation of Red Line Yard & Shops trackwork modifications and performed site survey in the Yard to review field conditions for scope of the change.
- Contract B630, Traction Power System Procurement, reviewed and approved test report for #2 2786 kVA Rectifier Transformer. Began review of the test procedure for Traction Power/TRACS integration test.
- Contract B631, Traction Power Installation, reviewed and approved Certificate of Compliance and production test report for 4/0 35 kV cable. Reviewed and approved test report for the field testing of the 35 kV cables installed from HV switchgear to the auxiliary transformers at Wilshire/Western Station.
- Contract B641, Radio, the Contractor presented his revised proposal to retrofit the entire data radio subsystem. Evaluation of this proposal found several technical issues were not adequately addressed. The proposed schedule for installation of this subsystem was returned to the Contractor for rework and additional breakout of costs required by the CM.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, completed concrete pour for the roof slab of the entrance structure of the station and demolition of knock out panels in the station. Continued placing steel reinforcement, form work, pouring concrete to the columns and walls of plenum level, and structural backfill behind the external walls.
- Contract B221, Wilshire/Normandie Station and Line, completed installation of entrance ceiling panels and reflected lights. Prepared sidewalk for concrete placement north of Wilshire Boulevard. Continued sealing grout holes and repairing water leaks at the station. Installation began on DWP equipment. Began street restoration work and trenching for DWP duct.
- Contract B241, Vermont/Beverly Station, continued station lower excavation, completed installation of top two levels of tiebacks at south bulkhead and top level at north bulkhead. Continued lagging from south to north down to strut level "B."

KEY ACTIVITIES - MARCH (CON'T)

- Contract B251, Vermont/Hollywood Tunnel, continued mining HAR, HAL tunnels and grouting under the La Reina Building. Completed arch pours from B261 to turn-out structure in VAR and VAL tunnels. Completed crosspassages #28, #29, and #35 arch pours.
- Contract B252, Vermont/Santa Monica Station, completed installing wood lagging in the south muck pit, along the east wall Level 2, and other locations. Continued support steel and wale installation along Level 1 at north bulkhead and Level 2 east and west; began Level 3 east and west from Piles 2-54. Began shotcreting operations, including associated rebar and wire mesh installation, and Level 2 strut installation, placing south diagonal struts. Began removal of tunnel segments and station lower excavation.
- Contract B261, Vermont/Sunset Station, continued support of utilities from the south bulkhead north on Vermont to the north bulkhead. Installation of tiebacks is ongoing. Implemented Phase IV Traffic Control in anticipation of excavation beginning April 1995.
- Contract B271, Hollywood/Western Station, no excavation was performed due to the Suspension of Work notice that was issued on December 14, 1994. The Contractor continued with submittals and accepting deliveries of excavation support system material.
- Contract B281, Hollywood/Vine Station, completed Phase I, II, and III of the temporary decking system on Hollywood Boulevard from Deck Beam 1 through Deck Beam 50, including side structures on south side of Hollywood Boulevard within vicinity of decked areas. Continued preparation of cap wales and beams for last decking operation and support of utilities.
- Contract B610, Trackwork Installation, completed all paving in the Yard and continued Yard trackwork and contract rail installation. Completed contact rail pedestals and 90% of contact rails. Bridging beams and crosswalks are complete. Continued punchlist work.
- Contract B620, Automatic Train Control, finalizing installation drawings for wayside junction boxes. Thirty-nine submittals were returned to the Contractor this period. Of these submittals, twenty-two were approved, four were approved as noted, and one was rejected. Twelve submittals of field installation inspection procedures were returned "For Record Only."
- Contract B641, Radio System, continued procurement of cable and radio equipment and the initial shipment of antenna cable was received at the main yard.

KEY ACTIVITIES - MARCH (CON'T)

- Contract B642, Public Address, Final Design submittal was approved as noted. The Contractor continued with system software development.
- Contract B644, Fiber Optic and Cable Transmission, continued with submittals and procurement of software and hardware.
- Contract B645, TRACS, purchase order for all of the Remote Terminal Units (RTU) components for the Wilshire Corridor have been placed.
- Contract B648A, Communications Installation and Gas/Seismic (Wilshire Corridor), completed installation of Blue Light Stations. Continued installation of intrusion detection systems, EMP, command posts, CCTV, fiber optic equipment and seismic bracing.
- Contract B740, Ventilation Equipment, completed B740 damper remedial work that began in February 1995, except for one UP damper. Delivered all equipment at Contract B221, except the UP dampers.
- Contract B710, Elevators/Escalators, substantially completed Wilshire/Western Station escalators WWS-01, 02, 03, 04 and elevators WWL-01, 02. Continued to install Wilshire/Normandie Station escalators WNS-01, 02, 03, 04 and elevators WNL-01, 02.
- Contract B745, Air Handlers and Traction Power Substation (TPSS) Fans, completed all testing at Contract B231. All the AHU and the TPSS fans have been delivered and installed at Contract B221, and the AHUs and TPSS fans have been delivered to the B215 job site.
- Contract B760, Signs and Graphics, Contract B221 delivery to station was moved from April 1995 to May 1995. Completing work on O&M Manuals and instruction sets for B221 and B231 stations.
- Contract B761, Illuminated Signs and Edgelights, completed installation of Contract B221 Station set, with the exception of signs the entrance areas. Two-thirds of the B215 Station set was delivered to storage and is on hold until May 1995.

KEY ACTIVITIES - PLANNED FOR APRIL**Design**

- Contract B241, Vermont/Beverly Station, coordinate design change notice implementation and issue CNs for the bike rack, lighting design changes, reinforcement for deck beam splices, and electrical/mechanical lessons learned changes.
- Contract B252, Vermont/Santa Monica Station, issue change notices for bike racks and roll-up grille revisions.
- Contract B261, Vermont/Sunset Station, continue efforts to complete all outstanding "Lessons Learned" issues, issue architectural design changes, revision to the roll-up grille, bicycle rack change, and deletion of acoustical treatment in ancillary rooms.
- Contract B263, Vermont/Sunset Station, Kaiser Permanente Building Second Entrance; continue design of the second entrance. Meet with LADOT to address the open excavation proposal with respect to the worksite traffic control plan.
- Contract B281, Hollywood/Vine Station, continue resolution for station appendages to avoid conflict with unforeseen foundations of Pantages and Taft buildings projecting into public right-of-way. Continue design change notice implementation and issue CNs for the bike rack, HCIP public parking lot and temporary sidewalks in the vicinity of the station.
- Contract B610, Trackwork Installation, assist CM in field verifications of as-built conditions.
- Contract B630, Traction Power System Procurement, review test procedures for Traction Power/TRACS integration test.
- Contract B631, Traction Power Installation, review high potential test procedures for 34.5 kV cable. Review emergency generator control switchgear drawings. Visit the Wilshire Corridor station and tunnel sites to insure proper installation and interconnection of traction power equipment.
- Contract B641, Radio, attend final design review for Wilshire Corridor. Review Contractor's revised proposal for the data radio subsystem.
- Contract B644, Fiber Optic and Cable Transmission, track development of network management system hardware and software.

KEY ACTIVITIES - PLANNED FOR APRIL (CON'T)

- Contract B710, Escalators/Elevators, prepare a design change notice for CIC wiring to elevators and escalators and revise elevator and escalator controls and indications impacted by B646-CN-31 and B648A-CN-10.

Construction

- Contract B215, Wilshire/Vermont Station, Stage 2, continue layout of elevator casing, storm drainage pipes, walls in the courtyard level, and installation of stainless steel rails and kick plates in the upper track level. Continue electrical equipment wire termination, HVAC and smoke exhaust ducts, finish ceiling, edge light support, and tile work installation.
- Contract B221, Wilshire/Normandie Station and Line, continue installation of dampers and motors, installing HVAC equipment and sump pump at B2 shaft. Continue street restoration work and trenching for DWP duct.
- Contract B241, Vermont/Beverly Station, continue station lower excavation, and removal of the tunnel segments.
- Contract B251, Vermont/Hollywood Tunnel, continued mining of HAR, HAL tunnels, and arch pours in crosspassages. Continue walkway concrete placement and Vermont line tunnel concrete finishes.
- Contract B252, Vermont/Santa Monica Station, complete support steel and wale installation and shotcreting operations, including associated rebar and wire mesh installation. Complete removal of tunnel segments and station lower excavation.
- Contract B261, Vermont/Sunset Station, continued main station excavation support of utilities and installation of tiebacks.
- Contract B271, Hollywood/Western Station, awaiting the lifting of the Suspension of Work notice issued on December 14, 1994.
- Contract B281, Hollywood/Vine Station, complete the temporary decking system on Hollywood Boulevard. Continue main station excavation, preparation of cap wales and beams, and support of utilities.
- Contract B610, Trackwork Installation, complete trackwork, contract rail installation, and punchlist work remaining on the left alignment and for all the turnouts. Continue the yard trackwork installation.

KEY ACTIVITIES - PLANNED FOR APRIL (CON'T)

- Contract B620, Automatic Train Control, continue submittal and review process. Start the fiber optic cable installation.
- Contract B641, Radio System, continue procurement of cable and radio equipment and delivery to the main yard.
- Contract B642, Public Address, continue with system software development.
- Contract B644, continue with submittals and procurement of software and hardware.
- Contract B648A, Communications Installation and Gas/Seismic (Wilshire Corridor), completed installation of Blue Light Stations. Continued installation of intrusion detection systems, EMP, command posts, CCTV, fiber optic equipment and seismic Bracing.
- Contract B710, Elevators/Escalators, substantially complete Wilshire/Normandie Station escalators and elevators. Start delivery of escalators for Wilshire/Vermont Station.
- Contract B740, Ventilation Equipment, remedial work on the B221 dampers will start in April 1995; installation of the UP fans is projected for early May 1995. Remedial work on the B221 dampers will start on April 24, 1995.
- Contract B745, Air Handlers and Traction Power Substation (TPSS) Fans, complete a second test at Contract B231. Continue installation and testing of all fans available.
- Contract B760, Signs and Graphics, manufacture of signage for TVM and telephone islands at Contract B215 is on hold, pending receipt of final dimensions, scheduled for mid-April.
- Contract B761, Illuminated Signs and Edgelights, signage purchased under Change Order for Segment 1 VMS Retrofit will be delivered in April 1995.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Feb 24, 1995 to Mar 31, 1995
Run Date: Apr 17, 1995
Units: \$ in Thousands (Truncated)

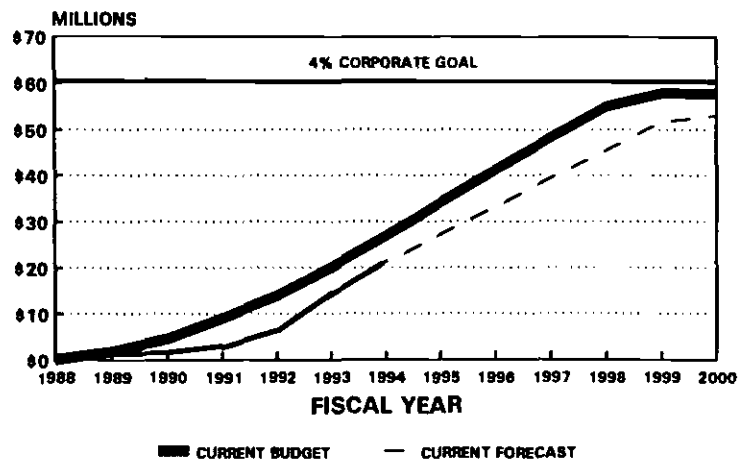
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	-716	863,044	9,365	572,955	20,175	548,310	2,354	958,840	15,616
S PROFESSIONAL SERVICES	289,150	0	351,981	-874	306,621	5,391	246,648	5,391	246,673	-3,158	349,401	-2,579
R REAL ESTATE	79,827	0	87,300	0	82,654	98	83,655	98	83,655	0	88,982	1,682
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	0	26,229	235	17,345	235	17,345	266	34,301	3,179
D SPECIAL PROGRAMS	2,044	0	4,416	-25	577	0	463	0	463	-25	2,332	-2,083
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	563	12,874	-15,704
A PROJECT REVENUE	0	0	-190	0	-236	-253	-583	-253	-583	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	-1,615	1,278,850	14,837	920,484	25,647	895,864	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	52,245	3,633	47,401	-818	8,098	78	712	-3,582	50,075	-2,169
S PROFESSIONAL SERVICES	0	0	15,875	8,029	17,684	0	9,549	0	9,549	3,797	19,050	3,175
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	130	0	0	0	0	0	0	-130	0	-130
D SPECIAL PROGRAMS	0	0	0	0	20	0	20	0	20	0	20	20
C PROJECT CONTINGENCY	0	0	2,975	0	0	0	0	0	0	-69	2,276	-698
TOTAL NEW REQUIREMENTS	0	0	71,225	11,662	65,105	-818	17,669	78	10,283	15	71,422	197
GRAND TOTAL	1,446,432	0	1,517,657	10,047	1,343,997	14,019	938,154	25,725	906,147	15	1,517,854	197

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

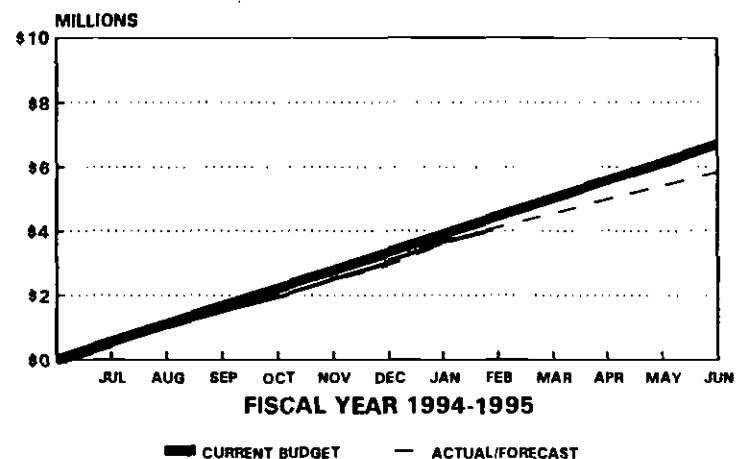
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$687,000	\$597,653	\$814,974	92%	\$400,778	60%	\$385,535	58%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$104,065		\$98,984	
FED ISTE A STP (STATE)	\$52,100	\$0	\$52,100	100%	\$0	0%	\$0	0%
STATE	\$133,029	\$133,000	\$133,029	100%	\$133,000	100%	\$133,000	100%
PROPOSITION A	\$440,303	\$160,243	\$358,501	81%	\$160,243	36%	\$165,325	38%
CITY OF L.A.	\$98,000	\$87,300	\$84,053	88%	\$60,995	64%	\$57,688	60%
BENEFIT ASSESS.	\$58,000	\$0	\$36,834	64%	\$36,834	64%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$19,635	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS. SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	0%	\$36,834	
TOTAL	\$1,446,432	\$977,831	\$1,279,491	88%	\$895,915	62%	\$877,366	61%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$656	\$4,019	67%	\$856	11%	\$856	11%
PROP A (TRANSIT ENHANCEMENTS)	\$82,702	\$9,576	\$80,487	96%	\$9,576	15%	\$9,576	15%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
GRAND TOTAL	\$1,517,658	\$988,063	\$1,343,997	89%	\$906,147	60%	\$887,598	58%
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992. (2) The Cost Overrun Account includes CAPRA funds only. (3) The current Benefit Assessment District revenue shortfall is being funded by MTA. (4) Expenditures are cumulative through February 1995.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

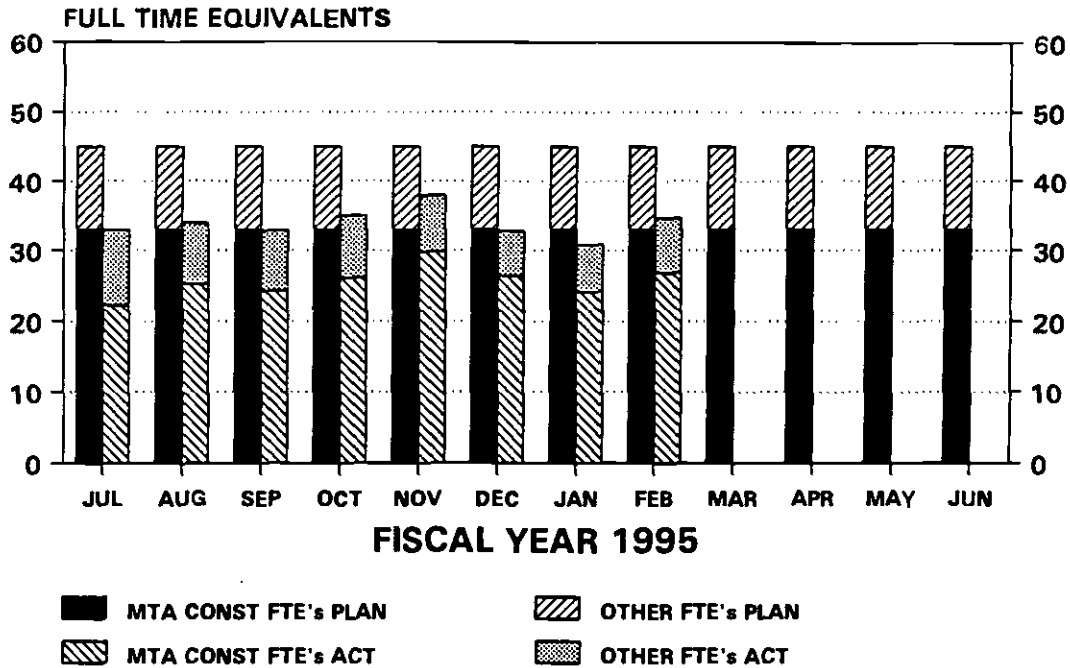
TOTAL PROJECT BUDGET	\$1,517,657
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$53,155
FORECAST % OF TOTAL PROJECT	3.5%
ACTUAL THROUGH FY 94	\$21,324

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

ORIGINAL BUDGET	\$6,692
CURRENT BUDGET	\$5,841
BUDGET PLAN TO DATE	\$4,461
ACTUAL TO DATE	\$4,120

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



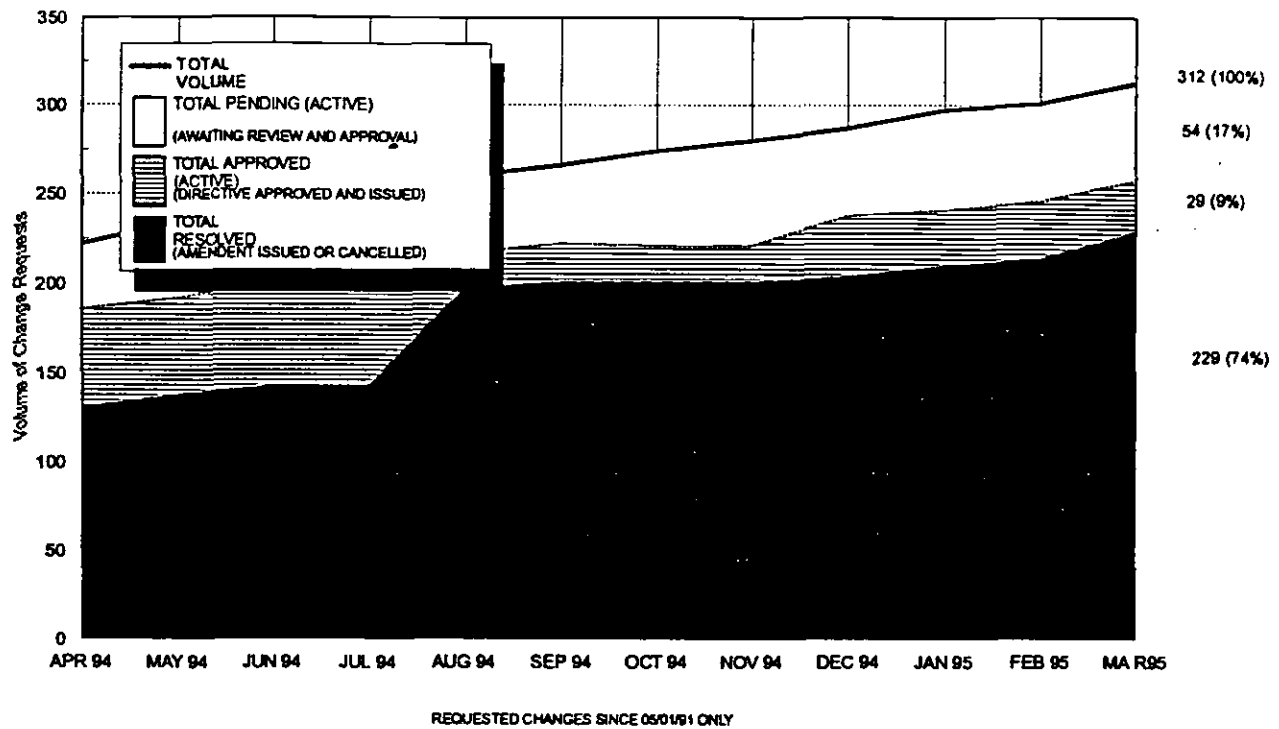
FY'95 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1995

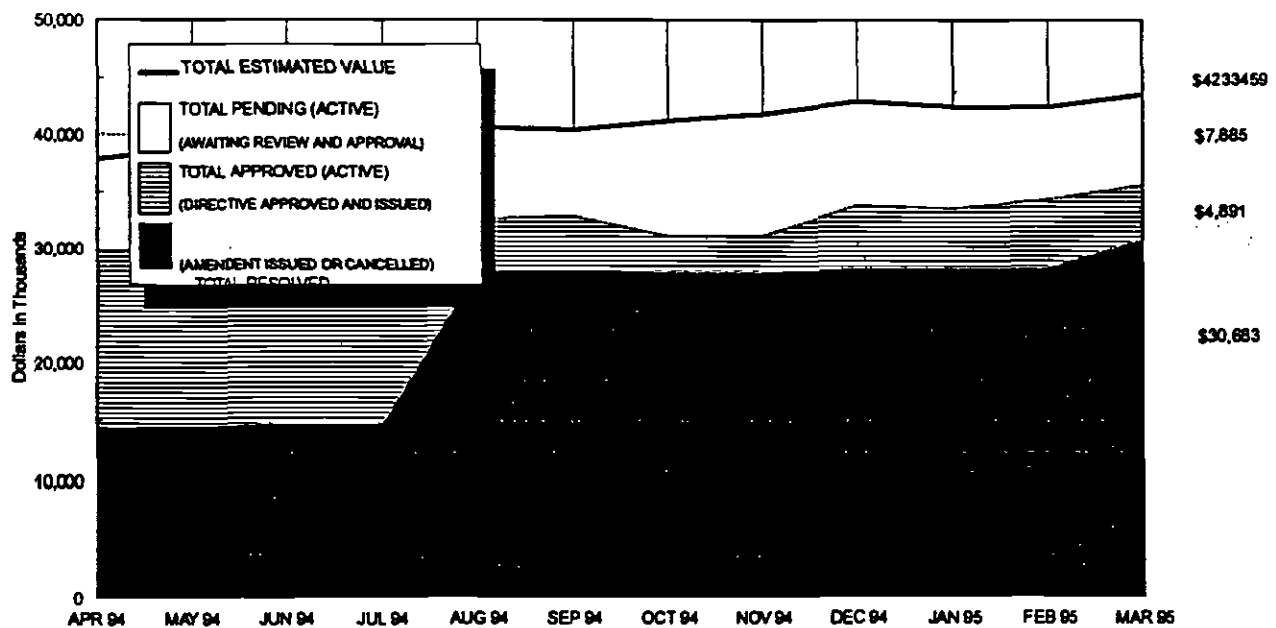
MTA CONSTRUCTION FTE's PLAN	33
MTA CONSTRUCTION FTE's ACTUAL	27
OTHER FTE's PLAN	12
OTHER FTE's ACTUAL	8
TOTAL FTE's PLAN	45
TOTAL FTE's ACTUAL	35

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

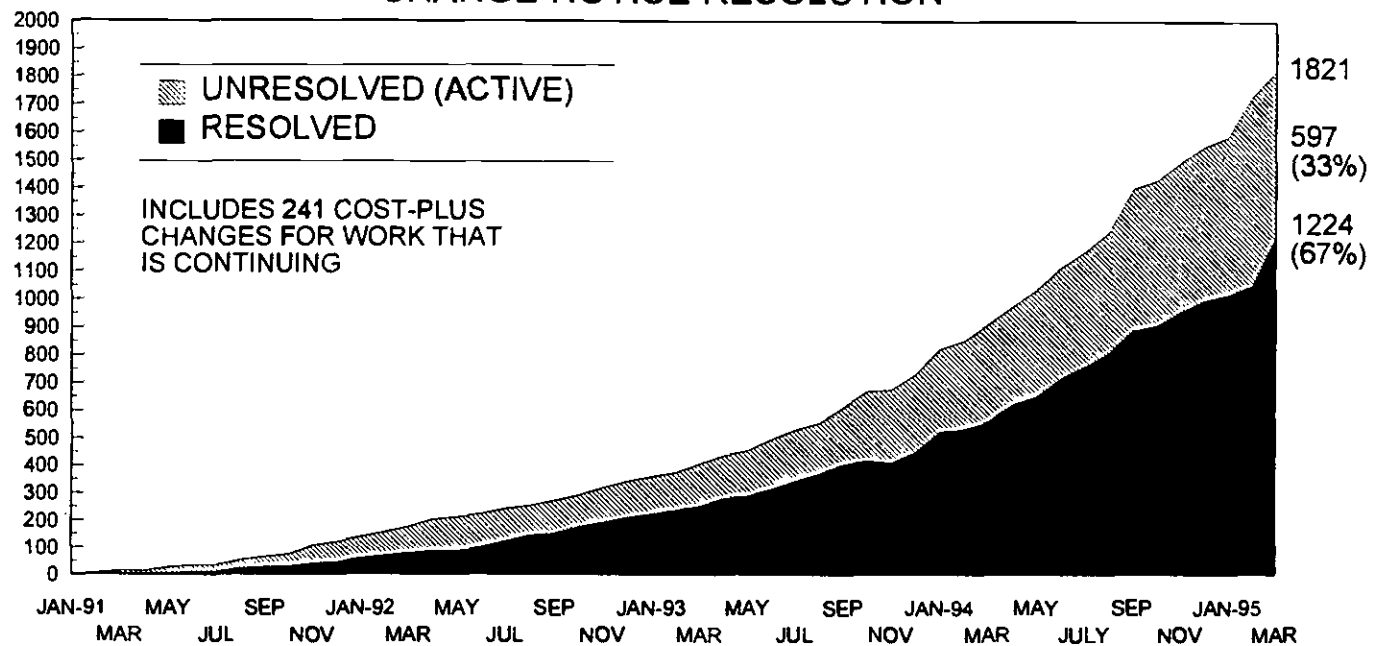


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	9	7	17	50	83
PERCENT	11%	8%	20%	61%	100%

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

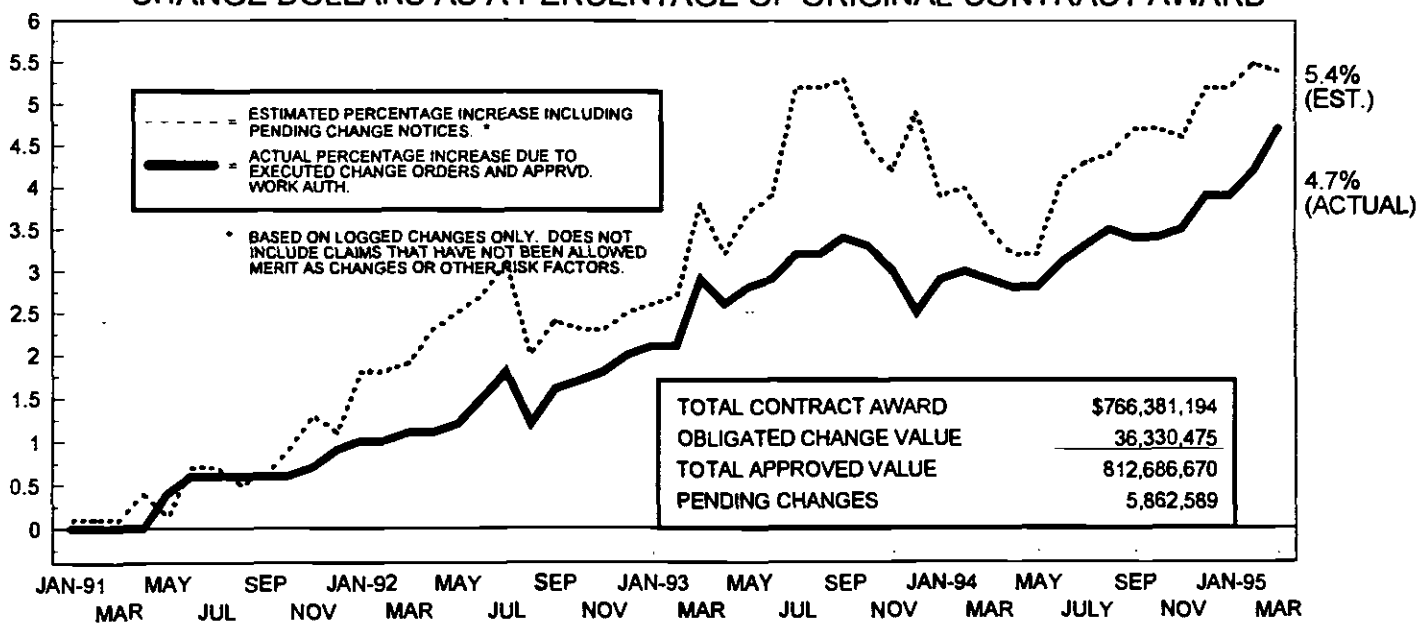


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	192	60	30	315	597
PERCENT	41%	6%	3%	50%	100%

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



R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

LIST ALL CHANGES TO CONTRACTS
AWARDED UNDER:
R81 - R81

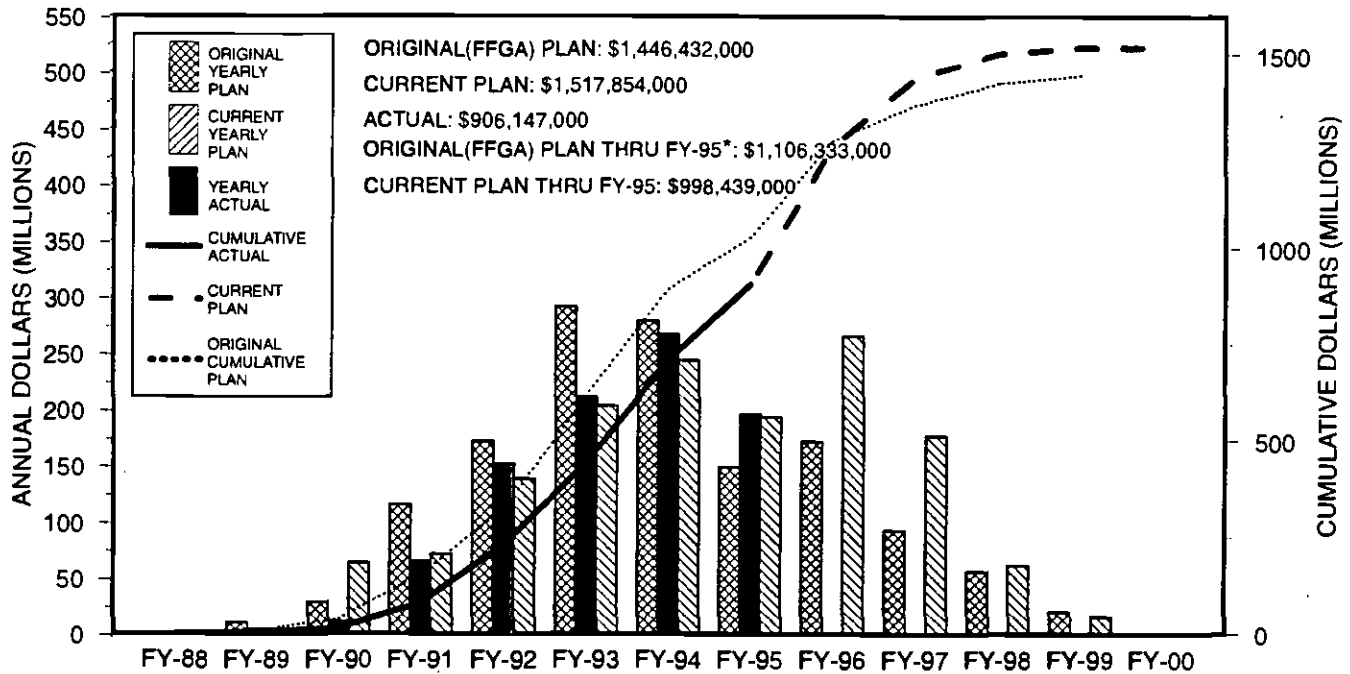
CHANGE NOTICE BASIS BREAKDOWN
EXECUTED CHANGES AS OF 03/31/95

	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	135	14.18%	\$2,419,189.73	8.26%
115 ADDITIONAL/NEW WORK	34	3.57%	\$811,839.44	2.77%
120 DELETION OF WORK	10	1.05%	\$40,949.30	0.14%
	179	18.80%	\$3,271,978.47	11.18%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	17	1.79%	\$795,010.20	2.72%
220 ACCELERATION OF WORK	7	0.74%	\$2,831,178.67	9.67%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	16	1.68%	(\$4,563.60)	-0.02%
	40	4.20%	\$3,621,625.27	12.37%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	117	12.29%	\$4,481,251.31	15.31%
320 HAZARDOUS MATERIALS	11	1.16%	\$589,518.74	2.01%
330 SAFETY CONDITIONS	18	1.89%	\$941,531.14	3.22%
	146	15.34%	\$6,012,301.19	20.54%
TERMS AND CONDITIONS				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	39	4.10%	(\$152,480.00)	-0.52%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	39	4.10%	\$176,497.50	0.60%
	78	8.19%	\$24,017.50	0.08%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	83	8.72%	\$6,265,224.72	21.40%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	208	21.85%	\$6,445,141.38	22.01%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS O	17	1.79%	\$1,769,232.43	6.04%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	103	10.82%	\$855,074.68	2.92%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINA	7	0.74%	(\$728,651.10)	-2.49%
	418	43.91%	\$14,606,022.11	49.89%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	4	0.42%	\$200,223.43	0.68%
	4	0.42%	\$200,223.43	0.68%
OUTSIDE AGENCY REQUESTS				
710 WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED	43	4.52%	\$520,103.19	1.78%
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	24	2.52%	\$547,471.00	1.87%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINAT	3	0.32%	\$159,130.40	0.54%
	70	7.35%	\$1,226,704.59	4.19%
CONTRACT OPTIONS				
800 CONTRACT OPTIONS	8	0.84%	\$395,915.00	1.35%
	8	0.84%	\$395,915.00	1.35%
OTHER				
900 OTHER	9	0.95%	(\$82,364.47)	-0.28%
	9	0.95%	(\$82,364.47)	-0.28%
PROJECT TOTALS:	952	100.00%	\$29,276,423.09	100.00%

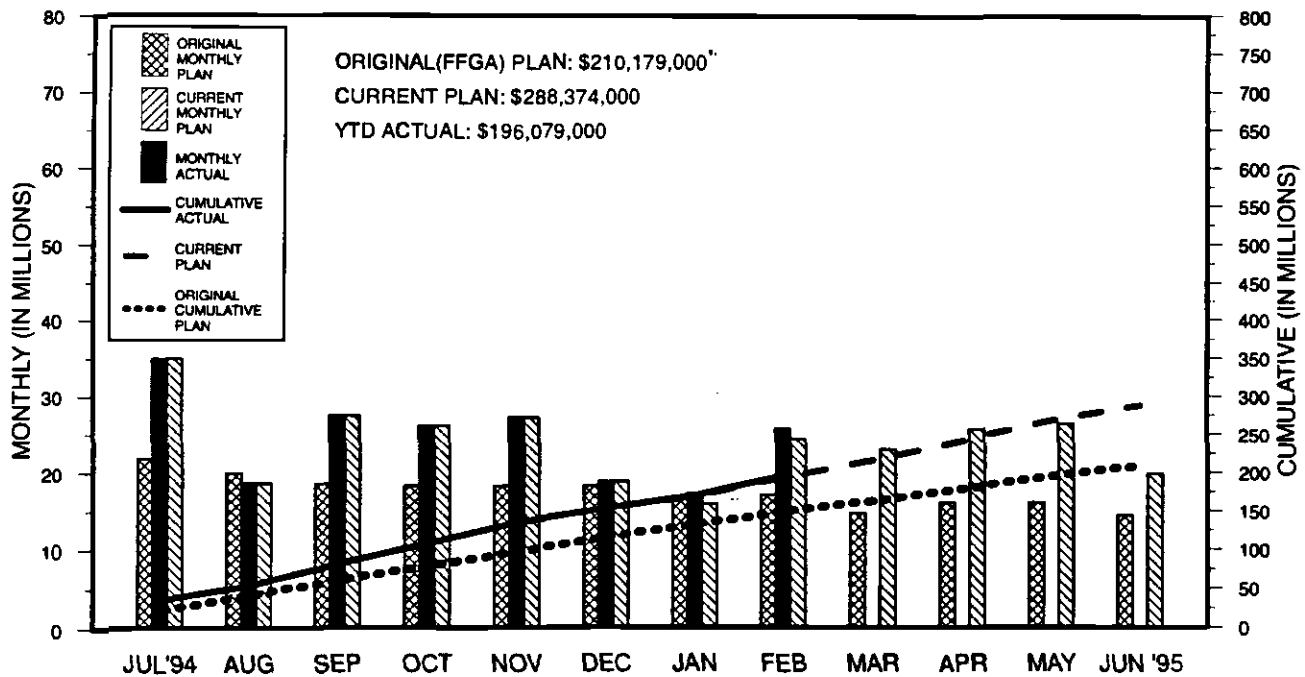
R81 - Metro Red Line Seg-2
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 03/31/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	2	0.21%	\$5,412,337.00	18.51%
>200 - 1 MILLION	22	2.31%	\$8,635,648.97	29.53%
>100-200	51	5.36%	\$6,357,898.42	21.74%
>50-100K	45	4.73%	\$2,526,616.03	8.64%
>25-50K	79	8.30%	\$2,757,221.07	9.43%
10-25K	143	15.02%	\$2,236,589.83	7.65%
0-10K	610	64.08%	\$1,315,111.77	4.50%
PROJECT TOTALS:	952	100.00%	\$29,241,423.09	100.00%

TOTAL PROJECT CASHFLOW

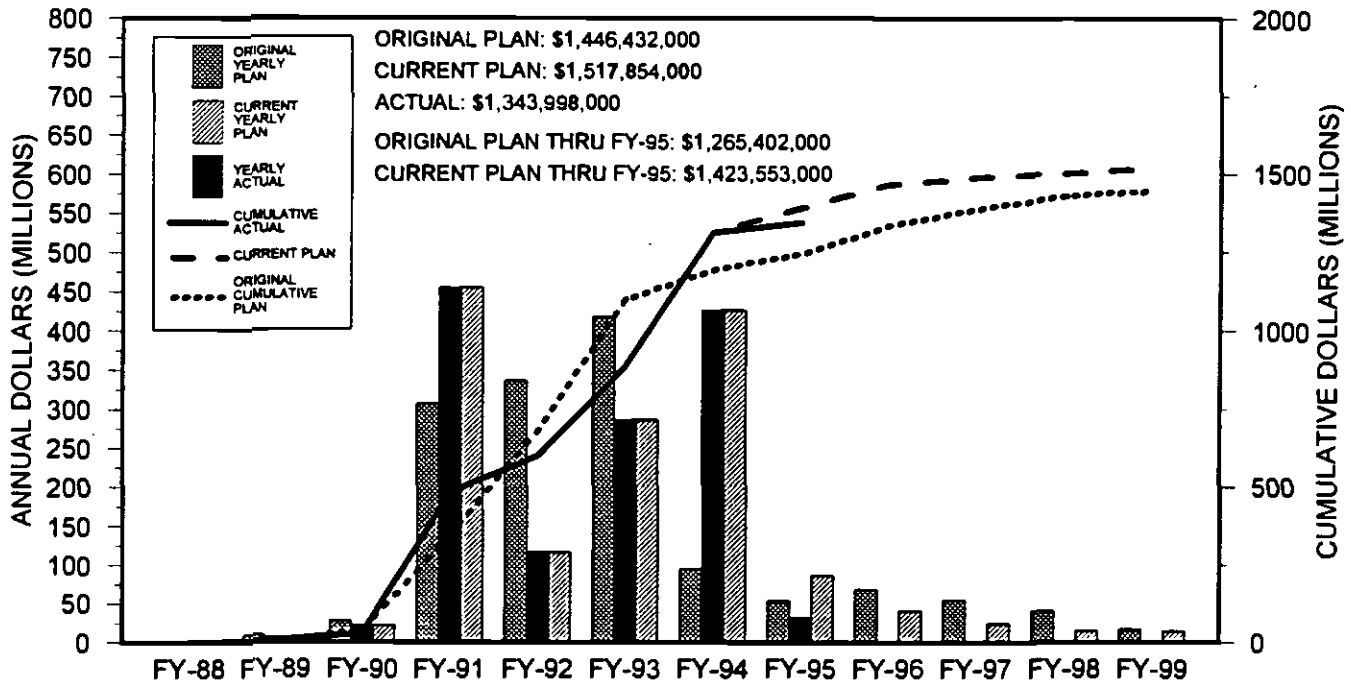


ANNUAL PROJECT CASHFLOW (FY '95)*

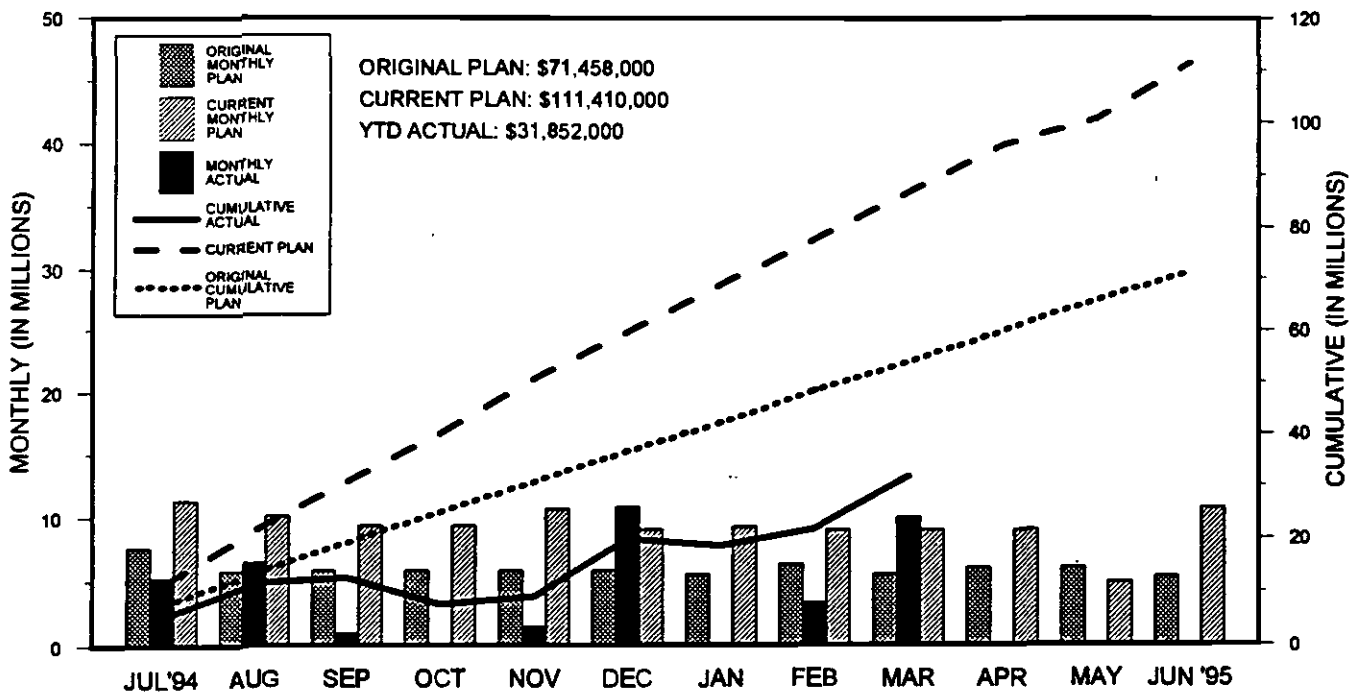


* CASHFLOW PLAN HAS BEEN REVISED TO REFLECT NEW UPDATED FY '95 AND FY '96 BUDGETS.

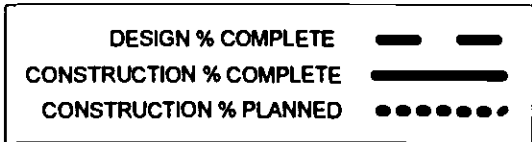
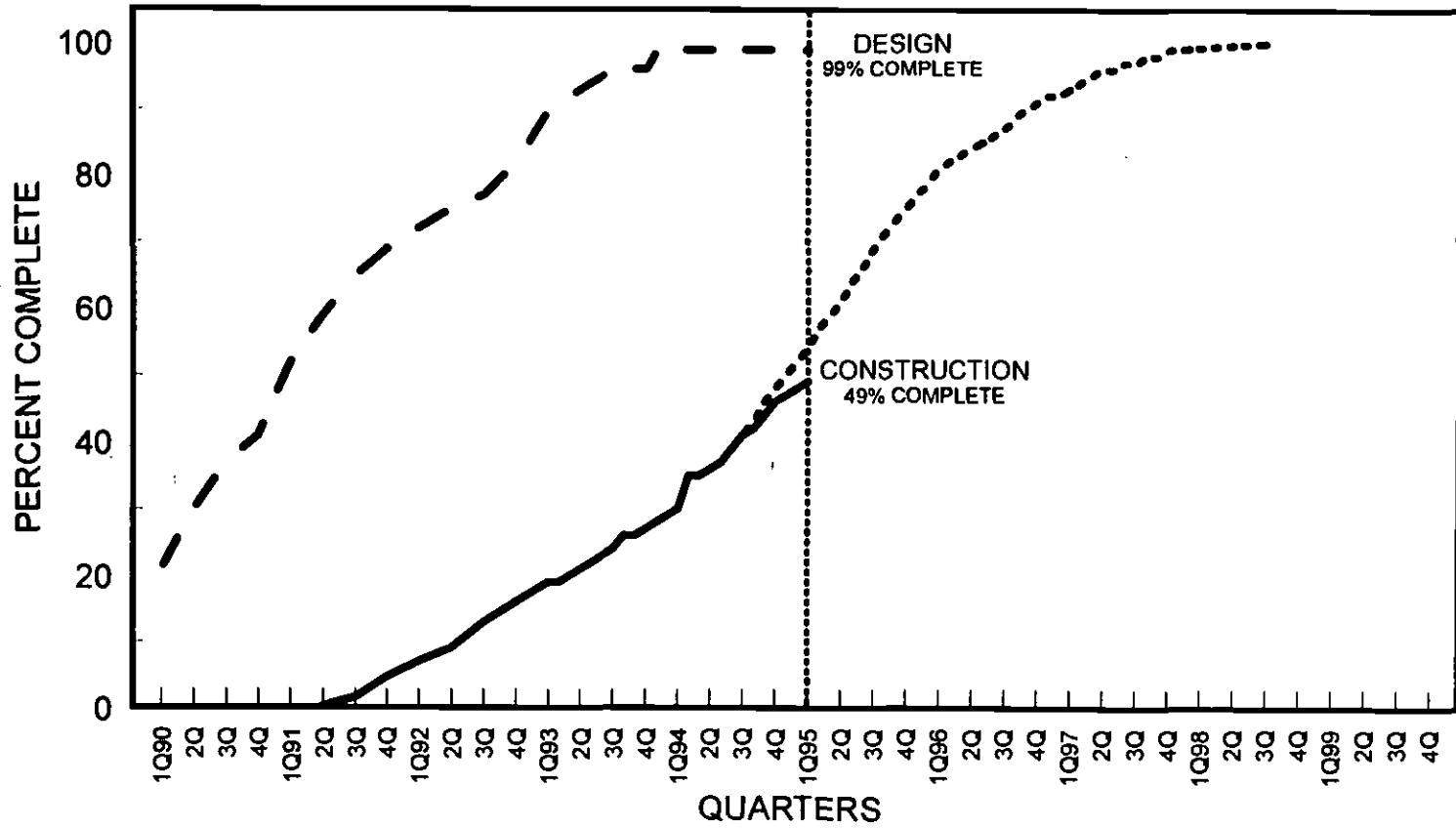
TOTAL PROJECT COMMITMENTS

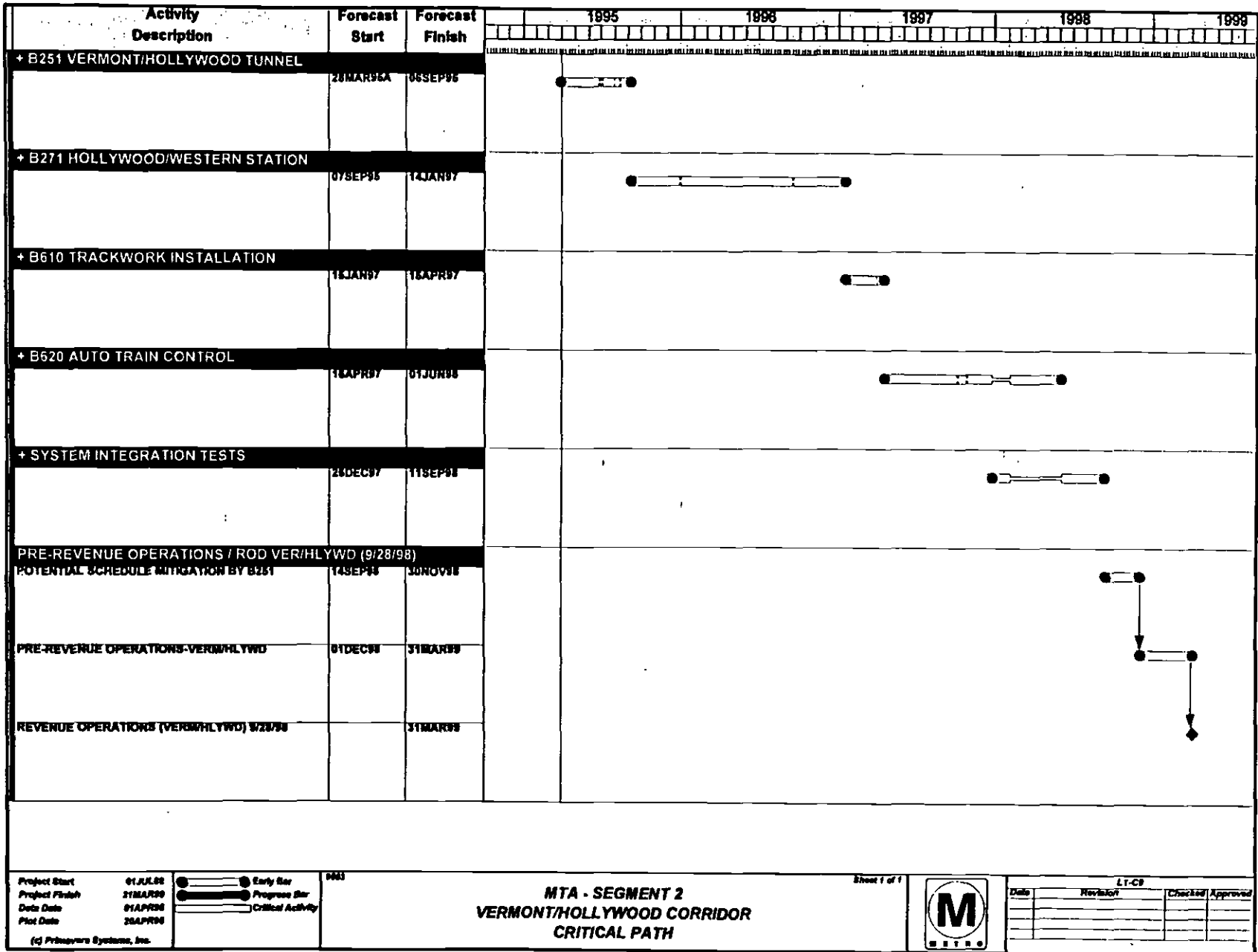


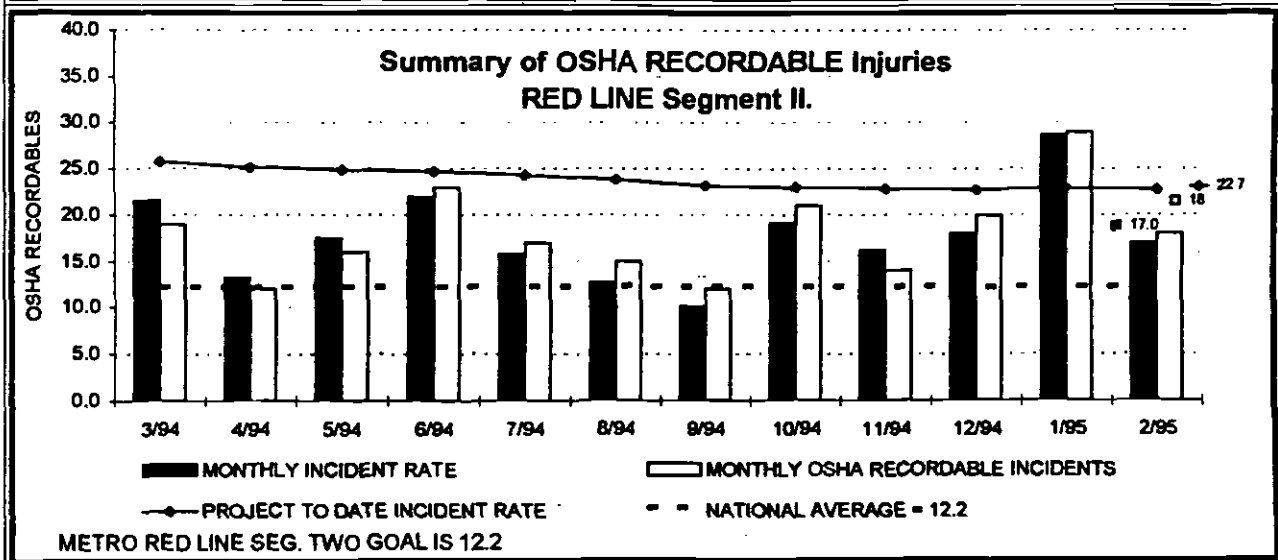
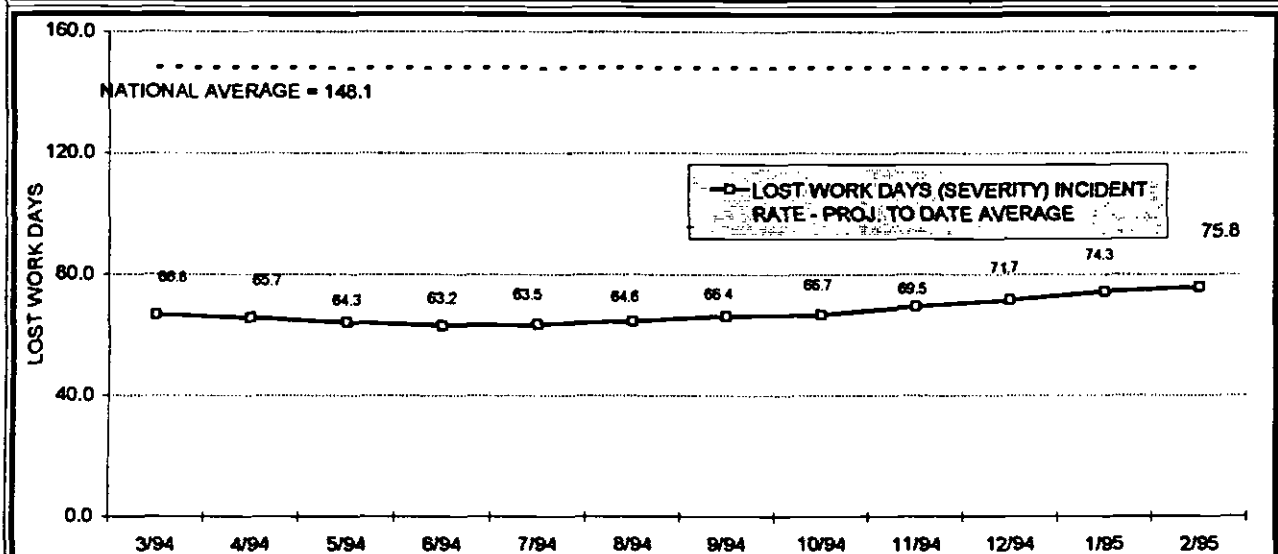
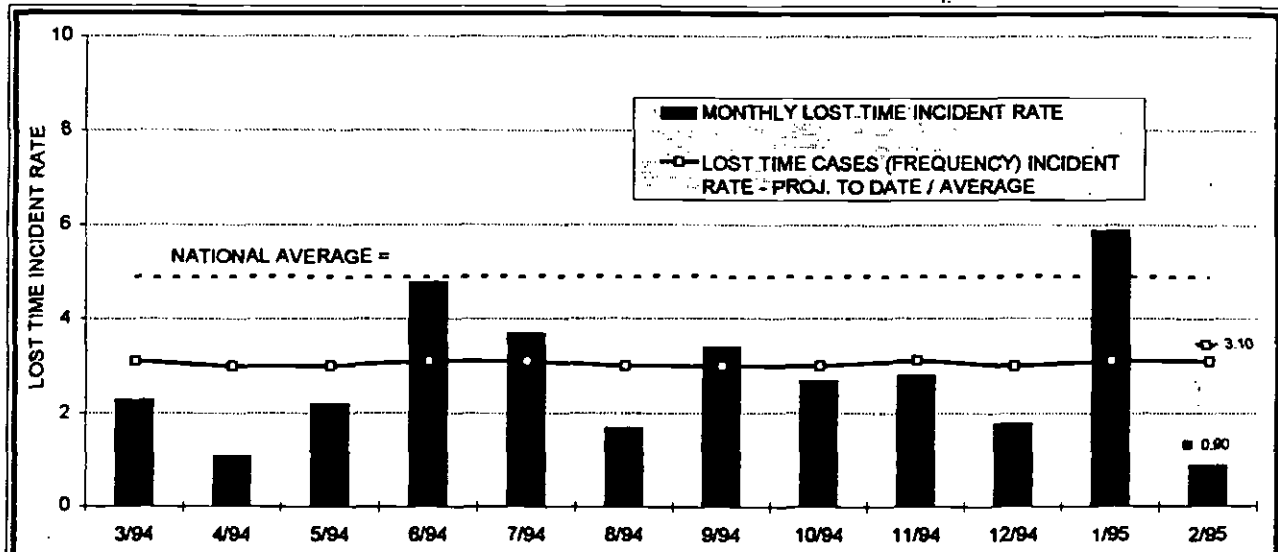
ANNUAL PROJECT COMMITMENTS (FY '95)



METROPOLITAN TRANSPORTATION AUTHORITY METRO RED LINE SEGMENT 2 PROGRESS SUMMARY





METRO RED LINE SEGMENT II
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 2

O	Open. Action still required.
	Completed or Not Applicable

[illegible]

EXECUTIVE SUMMARY

COST STATUS

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

SCHEDULE STATUS

North Hollywood Extension

- Design Status: 88%
- Construction Status: 6.3%

Mid City Extension

- Design Status: 27%

East Side Extension

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

THE CURRENT BUDGET AND FORECAST EXCLUDE NEW REQUIREMENTS COSTS.

EXECUTIVE SUMMARY (CON'T)

TION

REAL ESTATE

North Hollywood Extension

CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B251	15	15	15	15	15	15	15	15	5	12	10	15	15	0
C0301	3	3	3	3	3	3	3	3	2	3	3	2	2	0
C0311	109	109	109	109	109	109	109	27	25	6	6	11	11	0
C0321	82	82	82	13	13	12	12	10	10	2	2	15	15	2
C0331	11	11	11	9	9	9	9	8	8	1	0	8	7	0
C0351	12	12	12	8	8	8	8	8	6	4	3	7	7	2
TOTAL	232	232	232	157	157	156	156	71	66	28	24	58	57	4

- To date, 57 parcels have been acquired. Thirty-six of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

NEW

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

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

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

Status: EMC and P-D are preparing cost and construction schedule analysis to be submitted to MTA in early April.

AREAS OF CONCERN (CON'T)

East Side Extension General Engineering Services

- Concern:** The Record of Decision was approved with a Revenue Operations Date of November 2002. This date was based upon a scheduled start date for Final Design of January 1995. With MTA Board approval scheduled for April 26, 1995, Final Design Services are now scheduled to begin May 1, 1995, which poses a threat to the Project schedule.
- Action:** MTA and EMC to resolve the potential four month slippage within the Project schedule.
- Status:** A meeting was held in March of which a two month slippage was eliminated. Two more months of duration need to be eliminated from the schedule to meet the November 2002 ROD. Currently MTA and EMC are working on this issue.

ONGOING

Contract C0321 Universal City Station - Section Designer Recovery Plan

- Concern:** The recovery plan submitted by the Section Designer involves an ambitious schedule. Achieving the planned milestones has required close coordination between the Section Designer and the EMC and the use of overtime. Inefficiencies have resulted, with repeated projected cost increases on the part of the Section Designer.
- Action:** In an attempt to meet the schedule requirements, the Section Designer has maintained full mobilization. Part of the cost overruns is the result of a Value Engineering study. The costs are being segregated and will be transferred from the C0321 contract to the Value Engineering line item after MTA approval is obtained.
- Status:** The forecast at completion by the Section Designer has significantly increased this month. The EMC is reviewing the situation to determine what course of action to take in response to this situation. Negotiations have occurred to isolate the Value Engineering effort and remove it from the C0321 contract to identify the real design costs. This will be completed in the April report. Overruns are being recognized and negotiations initiated to determine the appropriate budget relative to the total cost forecast.

AREAS OF CONCERN (CON'T)

Systems Schedule Re-baseline

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

Action: The EMC prepared the schedule for submittal to the MTA for approval in early April.

Status: Work hours to complete the tasks contained in the schedule will have to be negotiated. Resolution is required on the durations and dates contained in the proposed new baseline. Systems is currently proceeding with work based on the revised schedule.

Contract C0351, North Hollywood Station with Crossover and Tail track

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

Action: There is still a cushion of one month for the access interface. If necessary, the C0351 contractor (in the bid cycle) could be directed to delay taking access.

Status: The C0331 contractor's mining operation is being closely monitored and the contractor has been requested to provide a mitigation plan to recover schedule delays.

Contract C0331, Line Section North Hollywood to Universal City

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

AREAS OF CONCERN (CON'T)

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

Status: Tunnel mining has been repeatedly halted due to contractor's technical difficulties. The first increment of excavation will be closely monitored.

RESOLVED**Contract C0301R, Hollywood/Highland Station and Tunnels**

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

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

Status: The planned Notice to Proceed date results in minimal cost/schedule impact and avoids the peak tourist period.

Contract C0322, Universal City Station MCA Entrance - North Hollywood Extension

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

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

Status: The process of developing a design and construction schedule continues, coordinated with MCA.

AREAS OF CONCERN (CON'T)

Additional Contracts for the Universal City Area - North Hollywood Extension

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

Action: Identify scheduling/interfaces for various contractors and apportion use of the properties as staging areas for the different contractors. Define the scope of work of the separate contracts and prepare estimates of contract costs.

Status: MTA/EMC/P-D have identified and defined revised contract packages. The EMC is working on the new schedule with P-D, based on a preliminary concept of the new scope of work.

MID CITY STATUS

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

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

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

Description	(\$ In Thousands)			
	Budget	Commitments	Expenditures	Forecast
Enviro-Rail	\$610,000	\$610,000	\$158,242	\$610,000
EMC	\$933,076	\$933,076	\$155,835	\$933,076
Total	\$1,543,076	\$1,543,076	\$314,077	\$1,543,076

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR MTA ACTION

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

NEW

January 1995, Design Quality Assurance

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

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

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

ONGOING

August 1994, Grantee Staffing

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

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

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

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

November 1994, Spot Report No. 3, Safety Review

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

Action: The MTA is preparing a response.

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

November 1994, Project Management Plan

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

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

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

August 1994, Segment 1 Grant Close-out

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

Action: PMOC will review the supporting documentation.

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

RESOLVED

NONE

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

- On March 31, 1995, Facilities Design for the North Hollywood Extension was 92% complete versus 97% planned. Systems Design was 47% complete versus 79% planned. The total design progress is 88% actual compared to 95% planned.
- Systems design work is underway, primarily in Contracts B620, Automatic Train Control; B630, Traction Power System Procurement; H0631, Traction Power System Installation; and H0840, Fare Collection Equipment.

Bid/Award

- Contract C0329, Universal City Demolition for C0321, NTP issued March 29, 1995.

Construction

- Contract C0311, Line Section, Universal City Station to Station 630+00, the Contractor began assembling the tunnel boring machines (TBM) at his site in Salt Lake City.
- Contract C0328, Universal City Demolition for C0311, substantially complete.

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

- Work is progressing on the design of C0321, Universal City Station, and C0326, Preliminary Engineering for Universal City Roads, Site Restoration, with a targeted completion late in April 1995.
- Work to complete Contract C0352, North Hollywood Sitework, is schedule to resume in April 1995, with a targeted Camera Ready submittal on July 17, 1995.

Bid/Award

- Contract C0301R, Hollywood/Highland Station and Tunnels, Notice to Proceed is planned for April 24, 1995.
- Contract C0351, No. Hollywood Station, Crossover and Tail track, Board approval is planned for April 26, 1995, and Notice to Proceed is forecast for May 22, 1995.

Construction

- Contract B251, Vermont/Hollywood Tunnel, HAR/HAL mining.
- Contract C0301R, Hollywood/Highland Station and Tunnels, commence mobilization.
- Contract C0311, Line Section from Universal City Station to Station 630+00, continue TBM assembly, and key shop drawings submittals.
- Contract C0331, North Hollywood Tunnel, resume mining.

KEY ACTIVITIES - MARCH

East Side Extension

Design

- Forwarded the final Project Implementation Plans for Final Design and Design Services During Construction and the Art Program to MTA for final review.
- Began the initial final design tasks (AWA #411) for civil, utilities, right-of-way and geotechnical.
- Shortened end modules M and L utilizing vertical emergency fans. Architectural drawings were prepared for internal EMC review.

KEY ACTIVITIES - PLANNED FOR APRIL

East Side Extension

Design

- EMC civil department to conclude their research of existing major structures within the alignment of Contract C0502 and adjacent structures to Contract C0531.
- EMC utilities department is preparing final design contract packages for Contracts C0503 and C0533 by verifying detailed utility locations and collecting as-builts from city agencies for Contracts C0502 and C0531.
- EMC right-of-way departments to conclude preliminary certification on full take parcels for Contracts C0502 and C0531.
- Resolve slippage in schedule from schedules project start date of January 1995 to May 1995.

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

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

Period: Feb 24, 1995 to Mar 31, 1995
Run Date: Apr 14, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	524	352,156	6,861	61,468	6,949	61,787	115	783,792	16,945
S PROFESSIONAL SERVICES	254,747	0	279,125	37	101,485	871	60,612	871	60,612	5,549	279,574	449
R REAL ESTATE	84,534	0	85,644	4,353	52,288	4,353	52,288	4,353	52,288	0	86,418	774
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	50	11,368	683	5,999	683	5,999	0	23,316	4,605
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-5,664	137,721	-22,773
A PROJECT REVENUE	0	0	0	0	0	0	0	0	-138	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	4,965	517,298	12,770	180,369	12,858	180,550	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	-85	4,357	-2	2,951	0	4	-1,492	11,724	11,724
S PROFESSIONAL SERVICES	0	0	0	0	410	0	0	0	0	-331	767	767
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	55	55
TOTAL NEW REQUIREMENTS	0	0	0	-85	4,767	-2	2,951	0	4	-1,823	12,547	12,547
GRAND TOTAL	1,310,822	0	1,310,822	4,880	522,066	12,768	183,320	12,858	180,555	-1,823	1,323,369	12,547

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

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

Period: Feb 24, 1995 to Mar 31, 1995
Run Date: Apr 13, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,264	35	866	35	284	0	328,119	-6,019
S PROFESSIONAL SERVICES	98,133	0	98,133	0	43,134	34	8,588	34	8,592	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	3	132	3	132	3	132	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	874	0	180	0	180	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	5,932	5,932
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	490,663	0	490,663	3	87,405	74	9,767	74	9,190	0	490,663	0

NOTE: EXPENDITURES ARE THROUGH FEBRUARY 24, 1995.

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

Project: RB4 METRO RED LINE - SEGMENT 3 - EAST SIDE

Period: Feb 24, 1995 to Mar 31, 1995
Run Date: Apr 14, 1995
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	624,556	0	624,556	0	3,976	0	0	0	8	0	624,865	309
S PROFESSIONAL SERVICES	219,522	0	219,522	0	12,157	313	788	313	9,948	7,194	227,138	7,616
R REAL ESTATE	26,570	0	26,570	0	24	0	7	0	24	0	26,570	0
F UTILITY/AGENCY FORCE ACCOUNTS	14,092	0	14,092	0	22	0	0	0	1	0	14,092	0
C PROJECT CONTINGENCY	94,861	0	94,861	0	0	0	0	0	0	-7,194	86,936	-7,925
GRAND TOTAL	979,601	0	979,601	0	16,180	313	795	313	9,983	0	979,601	0

NOTE: 1) INCURRED COSTS CUMULATIVE THROUGH MARCH 31, 1995 ARE \$9,995,000.
2) EXPENDITURES ARE THROUGH FEBRUARY 28, 1995.

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

MARCH 1995

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$1,416,490	\$212,824	\$500,676	35%	\$75,044	5%	\$57,974	4%
FED ISTEA STP (STATE)	\$250,745	\$0	\$0	0%	\$0	0%	\$0	0%
FED ISTEA STP/CMAQ (REGIONAL)	\$166,400	\$41,326	\$41,326	25%	\$41,326	25%	\$41,326	25%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$45,314	60%	\$45,314	60%	\$45,314	60%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$20,855	100%
STATE PROP 116	\$40,000	\$0	\$5,393	13%	\$5,393	13%	\$0	0%
STATE TSM Match	\$21,559	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$790,037	\$36,005	\$12,087	2%	\$11,796	1%	\$11,796	1%
TOTAL	\$2,781,086	\$386,010	\$625,651	22%	\$199,728	7%	\$177,265	6%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1995.

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

MARCH 1995

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$153,944	\$400,708	59%	\$59,197	9%	\$42,777	6%
FED ISTEA STP (STATE)	\$69,145			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$39,908	\$39,908	\$39,908	100%	\$39,908	100%	\$39,908	100%
SB 1995 TRUST FUND	\$75,000	\$75,000	\$45,314	60%	\$45,314	60%	\$45,314	60%
STATE ARTICLE XIX	\$20,855	\$20,855	\$20,855	100%	\$20,855	100%	\$20,855	100%
STATE PROP 116	\$25,000		\$5,393	22%	\$5,393	22%		0%
STATE TSM Match	\$3,239			0%		0%		0%
PROP C	\$396,638	\$13,386	\$9,888	2%	\$9,888	2%	\$9,888	2%
TOTAL	\$1,310,822	\$303,093	\$522,066	40%	\$180,555	14%	\$158,742	12%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1995.

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

MARCH 95

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA--SECTION 3	\$242,563	\$39,030	\$84,621	35%	\$6,406	3%	\$6,333	3%
FED ISTEA STP (STATE)	\$98,300			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$40,492	\$1,418	\$1,418	4%	\$1,418	4%	\$1,418	4%
STATE ARTICLE 116	\$0							
STATE TSM Match	\$7,178			0%		0%		0%
PROP C	\$102,130	\$4,469	\$1,366	1%	\$1,366	1%	\$1,366	1%
TOTAL	\$490,663	\$44,917	\$87,405	18%	\$9,190	2%	\$9,117	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1995.

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

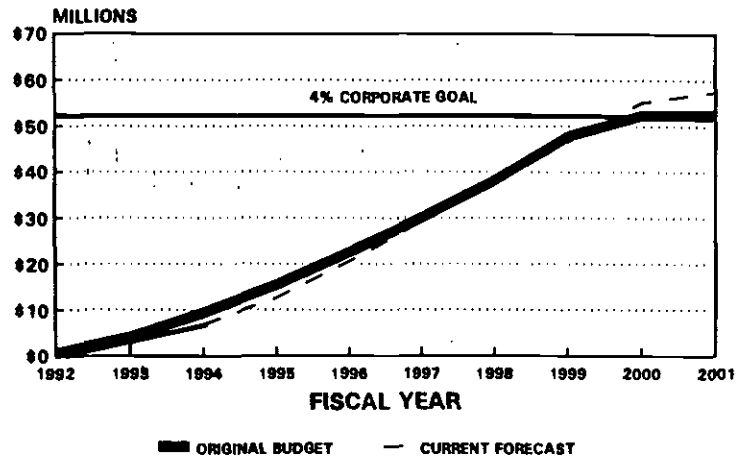
MARCH 95

STATUS OF FUNDS BY SOURCE

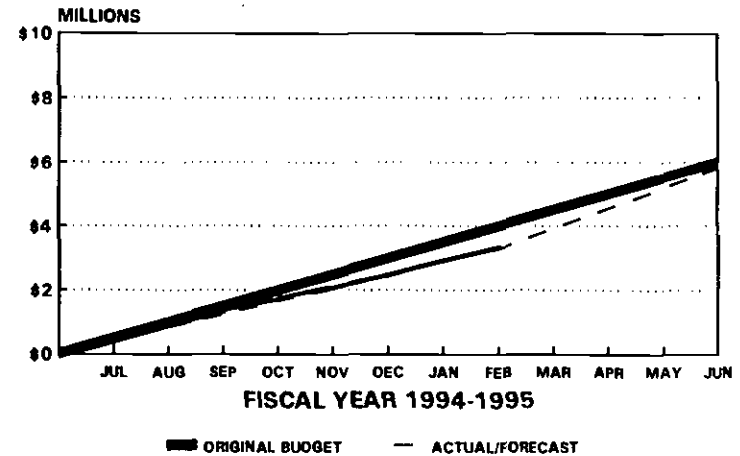
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$492,890	\$19,850	\$15,347	3%	\$9,441	2%	\$8,864	2%
FED ISTE A STP (STATE)	\$83,300			0%		0%		0%
FED ISTE A STP/CMAQ (REGIONAL)	\$86,000			0%		0%		0%
STATE ARTICLE 116	\$15,000			0%		0%		0%
STATE TSM Match	\$11,142			0%		0%		0%
PROP C	\$291,269	\$18,150	\$833	0%	\$542	0%	\$542	0%
TOTAL	\$979,601	\$38,000	\$16,180	2%	\$9,983	1%	\$9,406	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1995.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



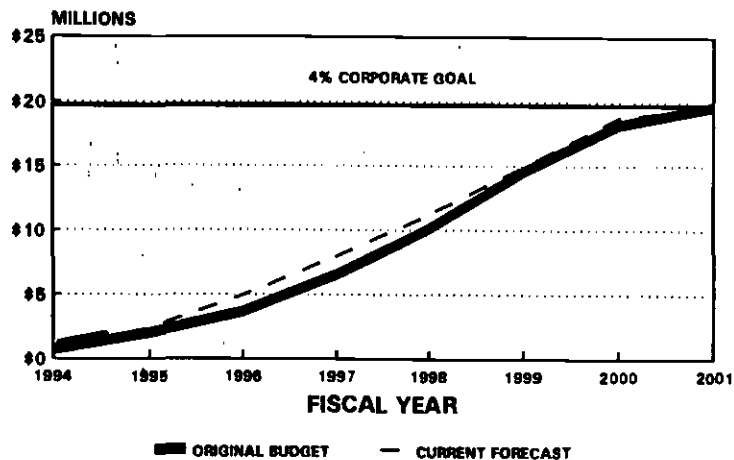
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

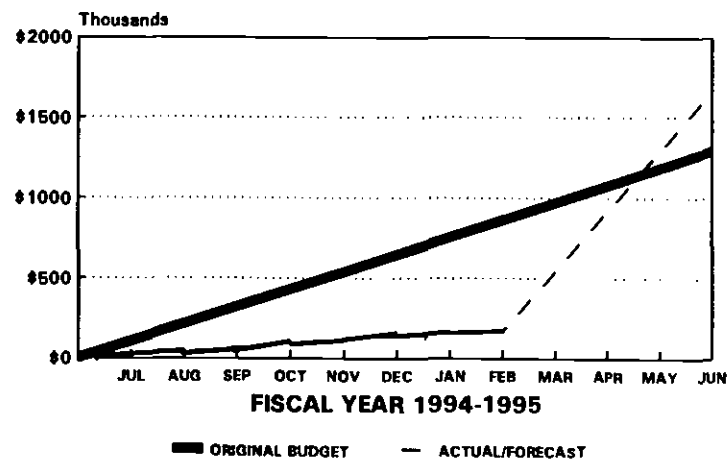
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,809
PLAN BUDGET TO DATE	\$4,003
ACTUAL TO DATE	\$3,291

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

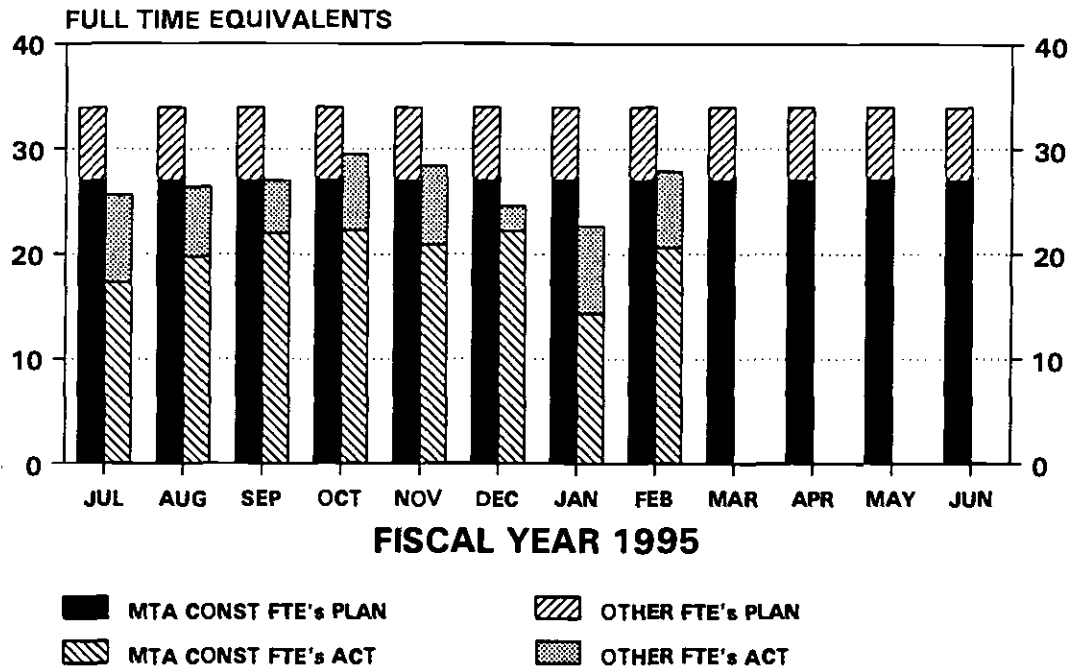
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 94	\$740

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

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,668
BUDGET PLAN TO DATE	\$863
ACTUAL TO DATE	\$173

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'95 Budget

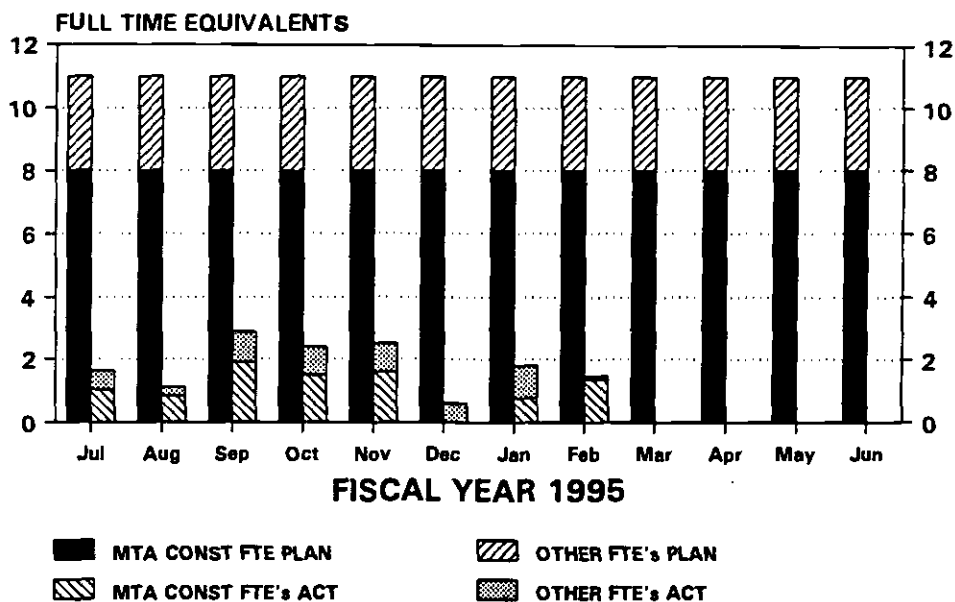
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	28
MTA CONSTRUCTION FTE's ACTUAL	21
OTHER FTE's PLAN	7
OTHER FTE's ACTUAL	7
TOTAL FTE's PLAN	35
TOTAL FTE's ACTUAL	28

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



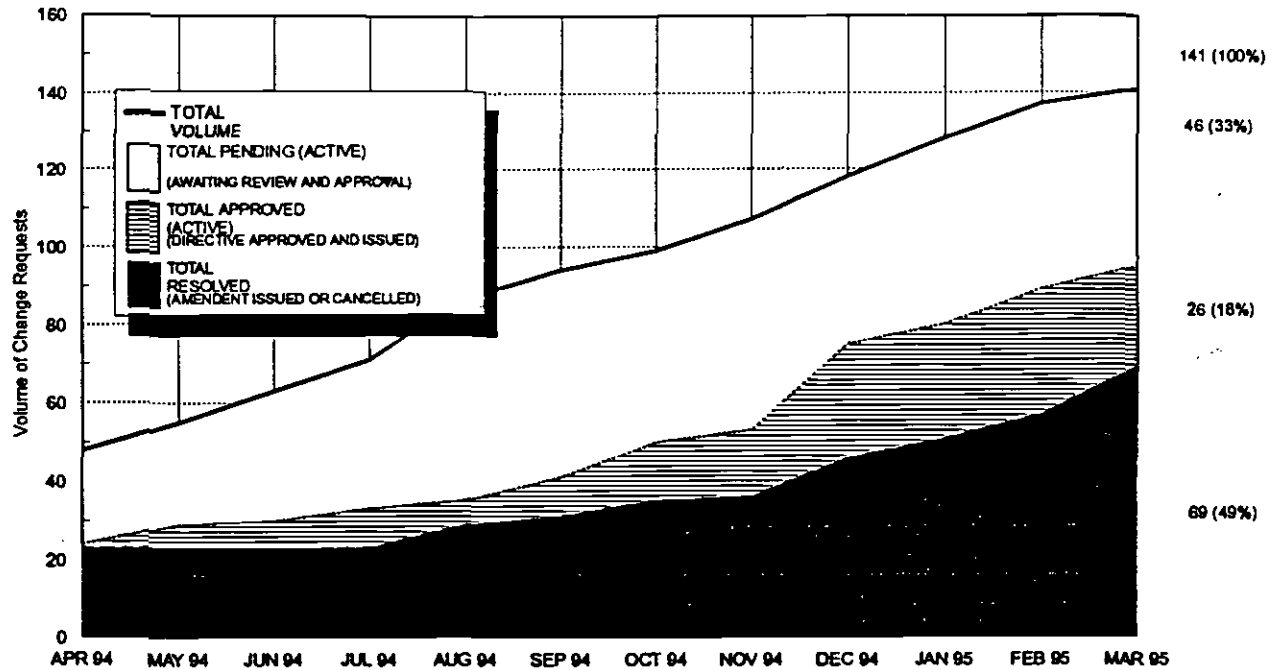
FY'95 Budget

RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1995

MTA CONSTRUCTION FTE's PLAN	8
MTA CONSTRUCTION FTE's ACTUAL	1
OTHER FTE's PLAN	3
OTHER FTE's ACTUAL	0
TOTAL FTE's PLAN	11
TOTAL FTE's ACTUAL	1

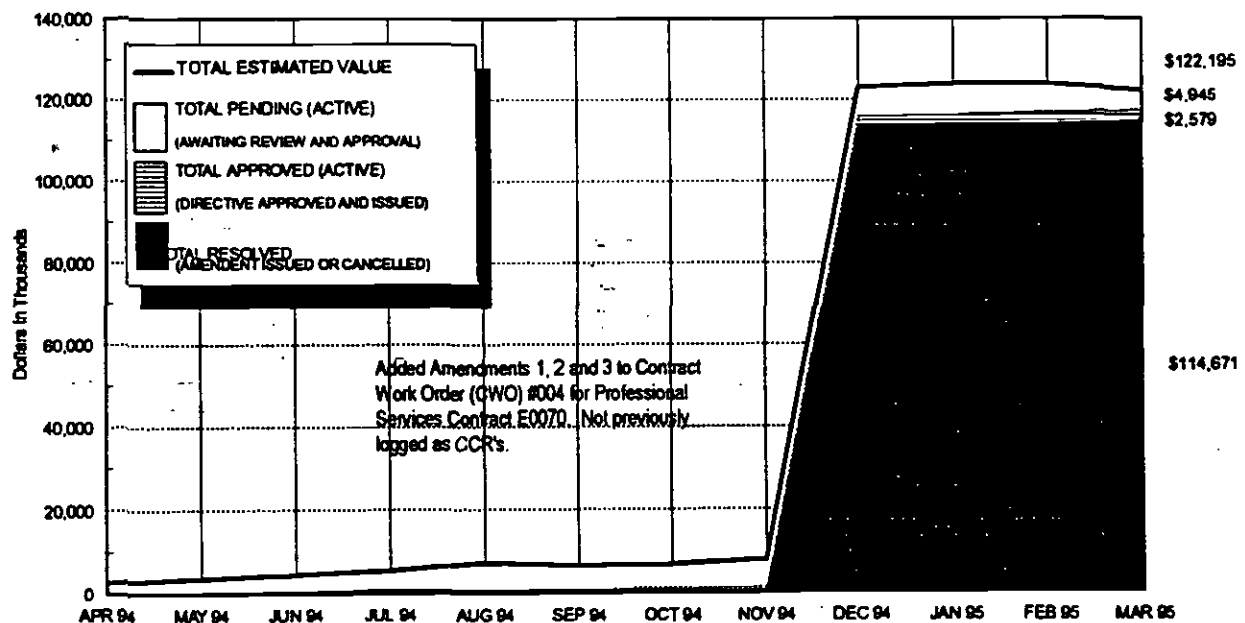
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



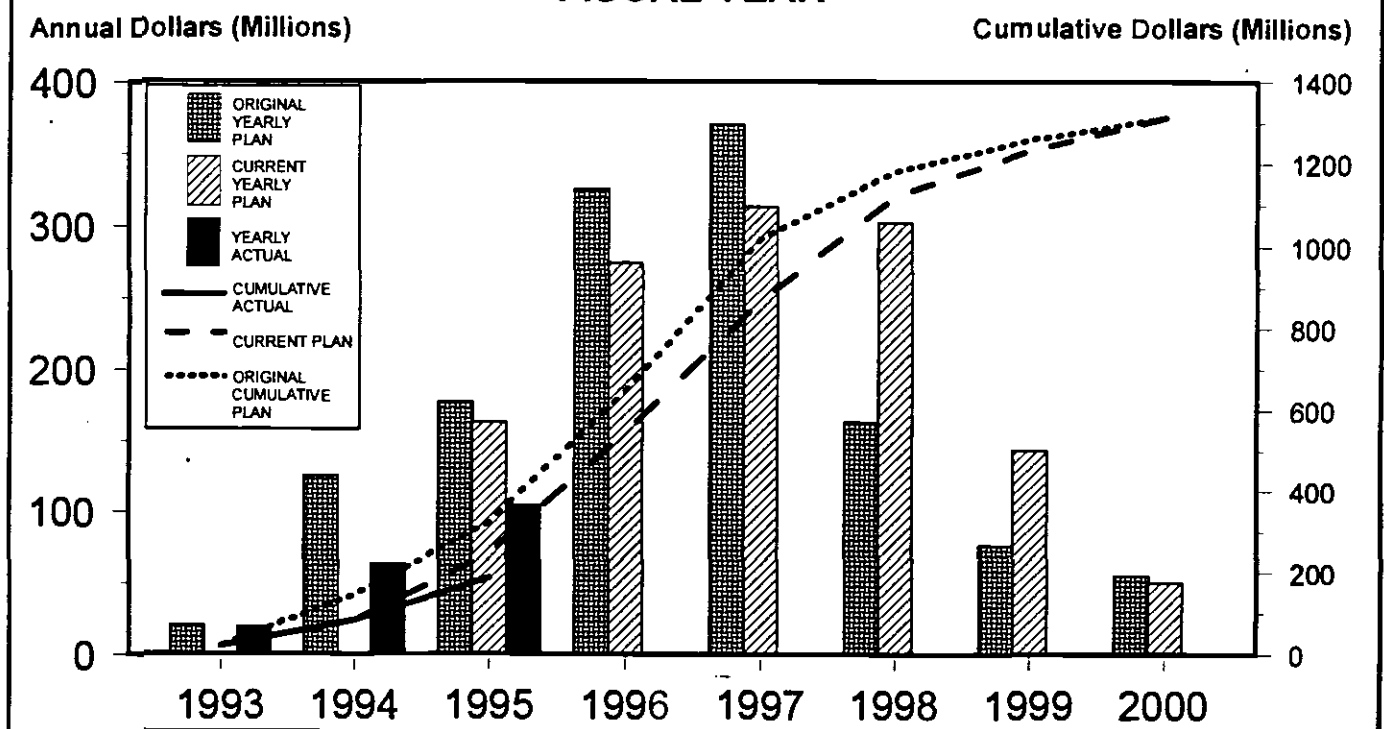
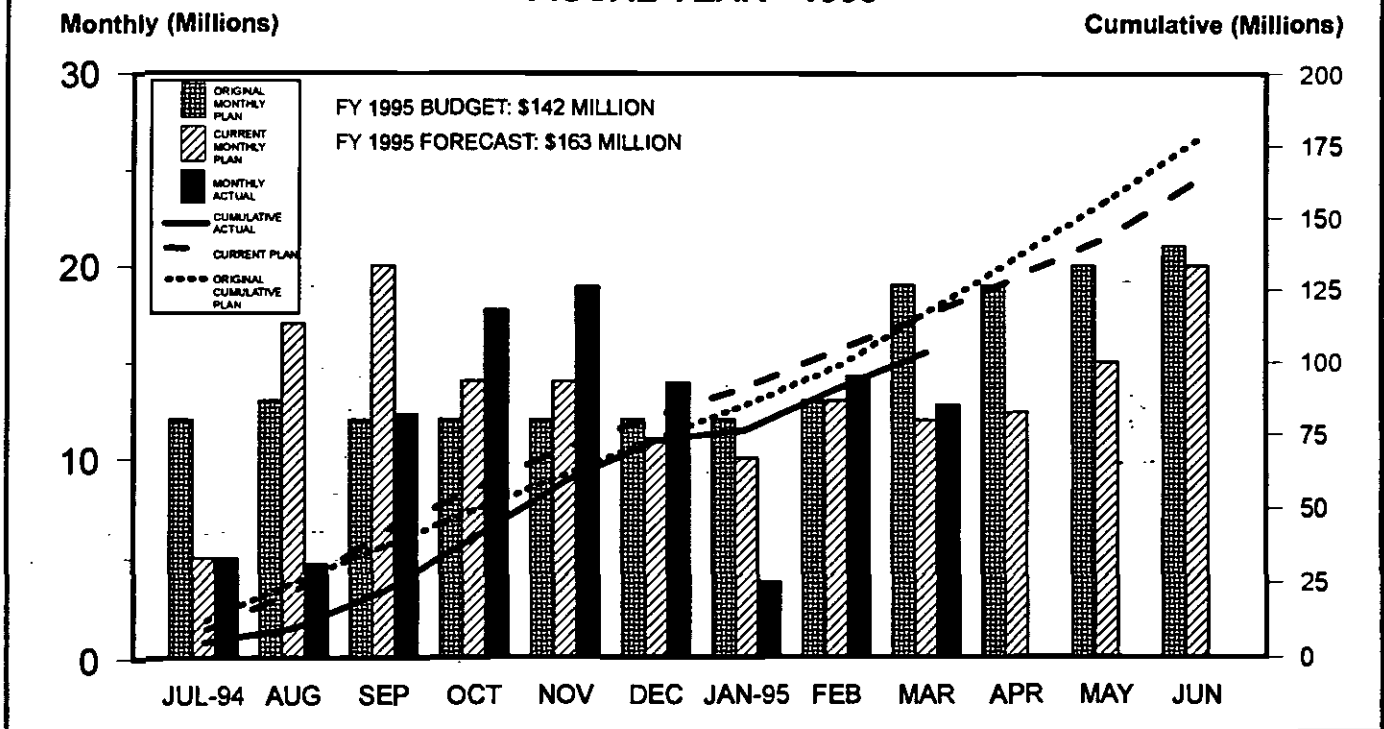
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	6	9	52	72
PERCENT	7%	8%	12%	73%	100%

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

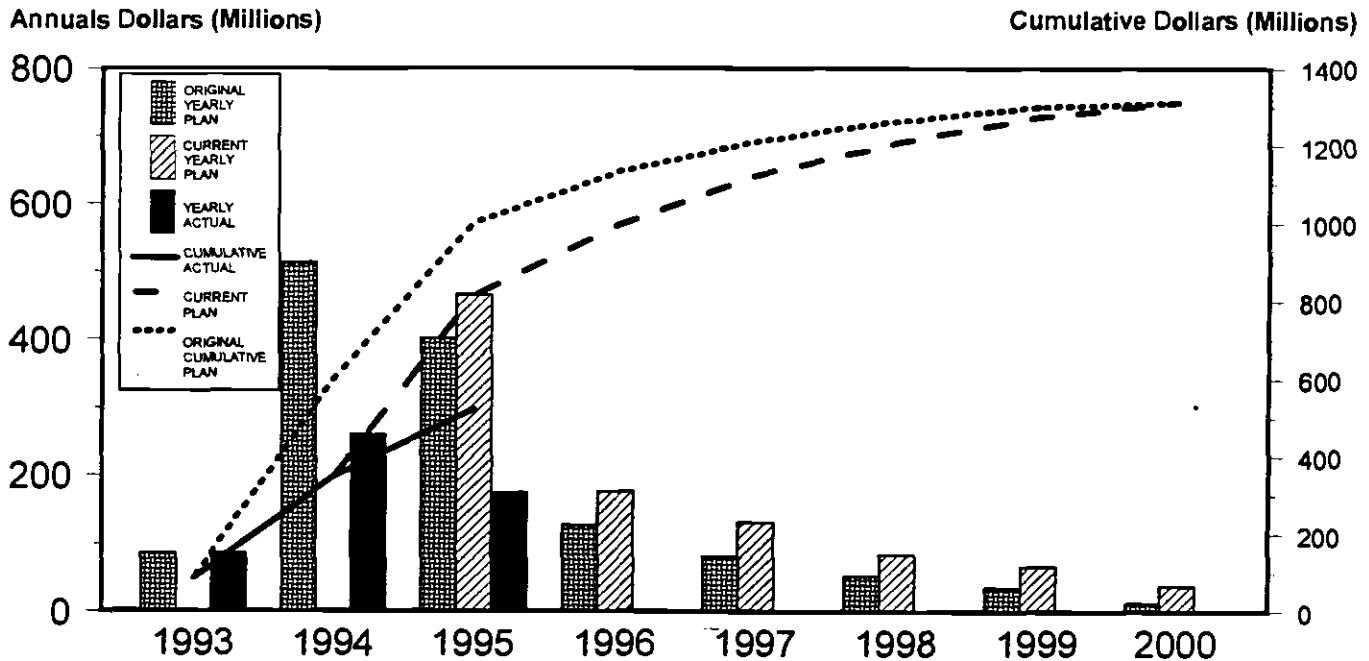
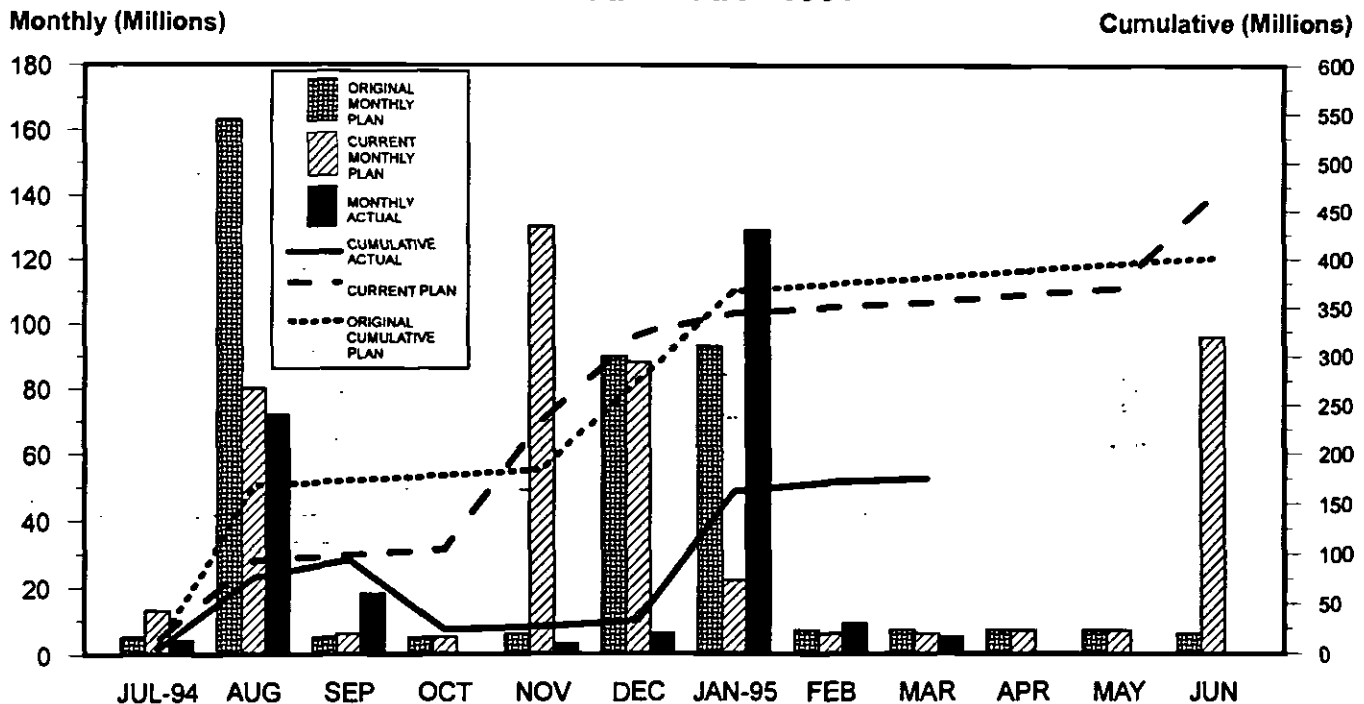


NORTH HOLLYWOOD

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

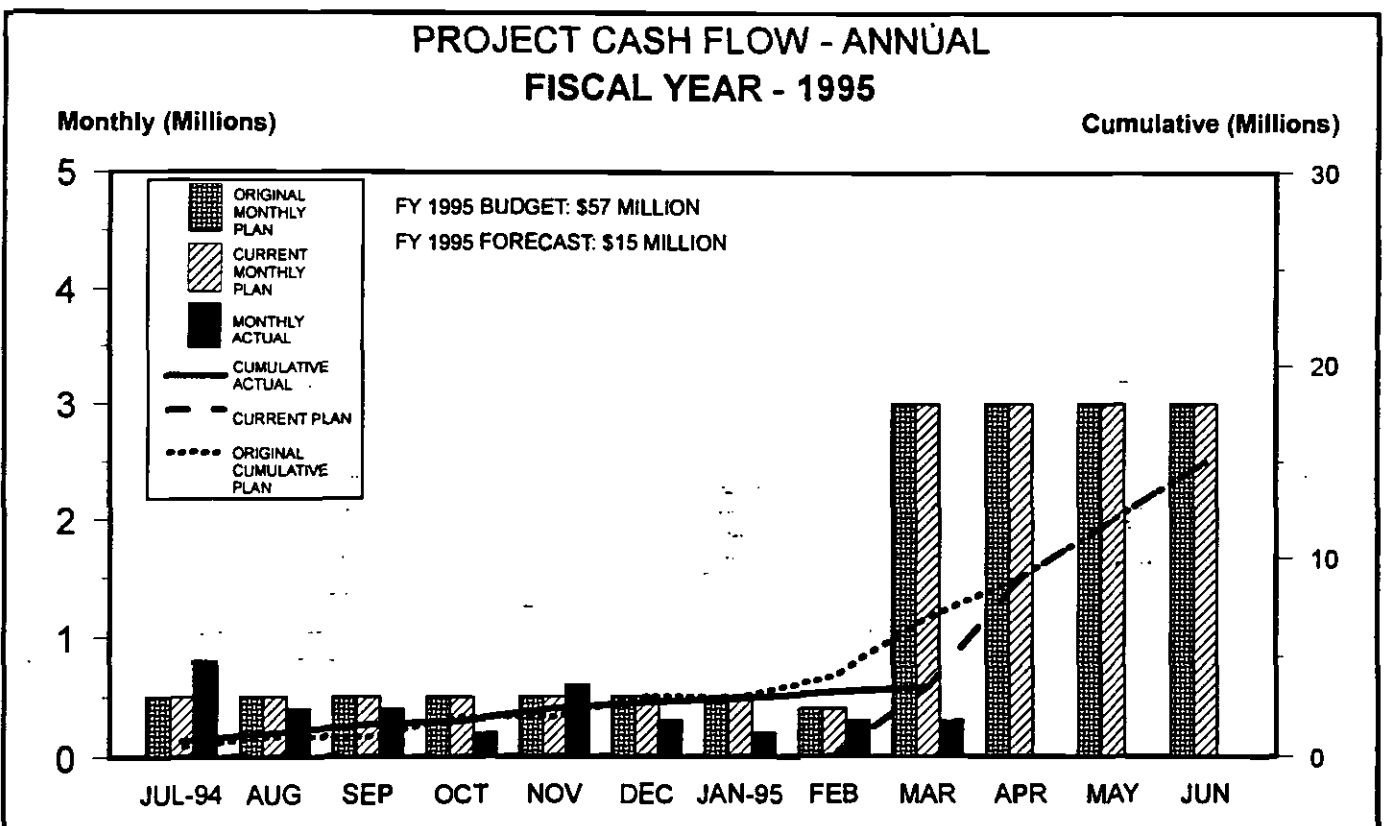
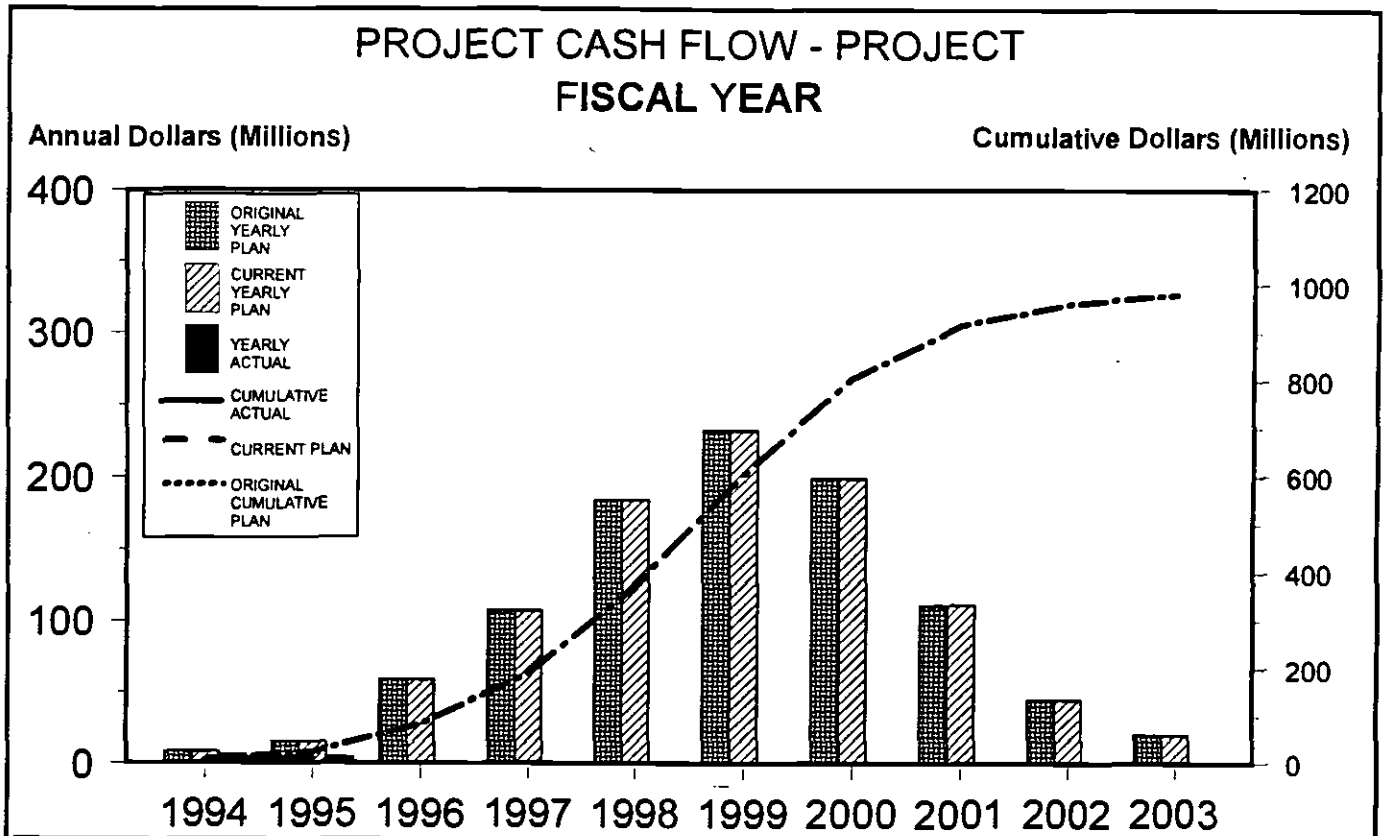
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH FEBRUARY 1995.
THE PLAN WAS REVISED IN MARCH.

NORTH HOLLYWOOD

PROJECT COMMITMENTS - PROJECT
FISCAL YEARPROJECT COMMITMENTS - ANNUAL
FISCAL YEAR - 1995

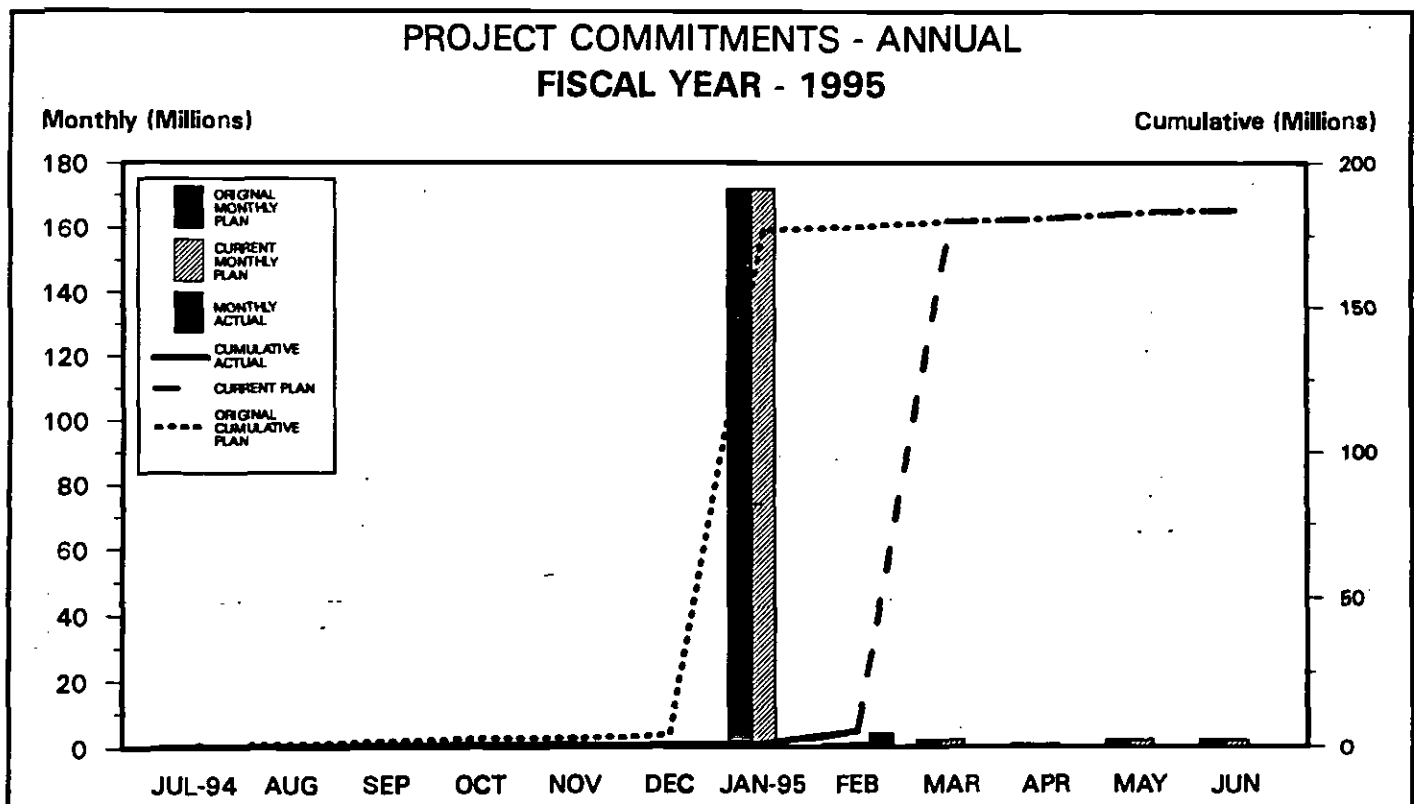
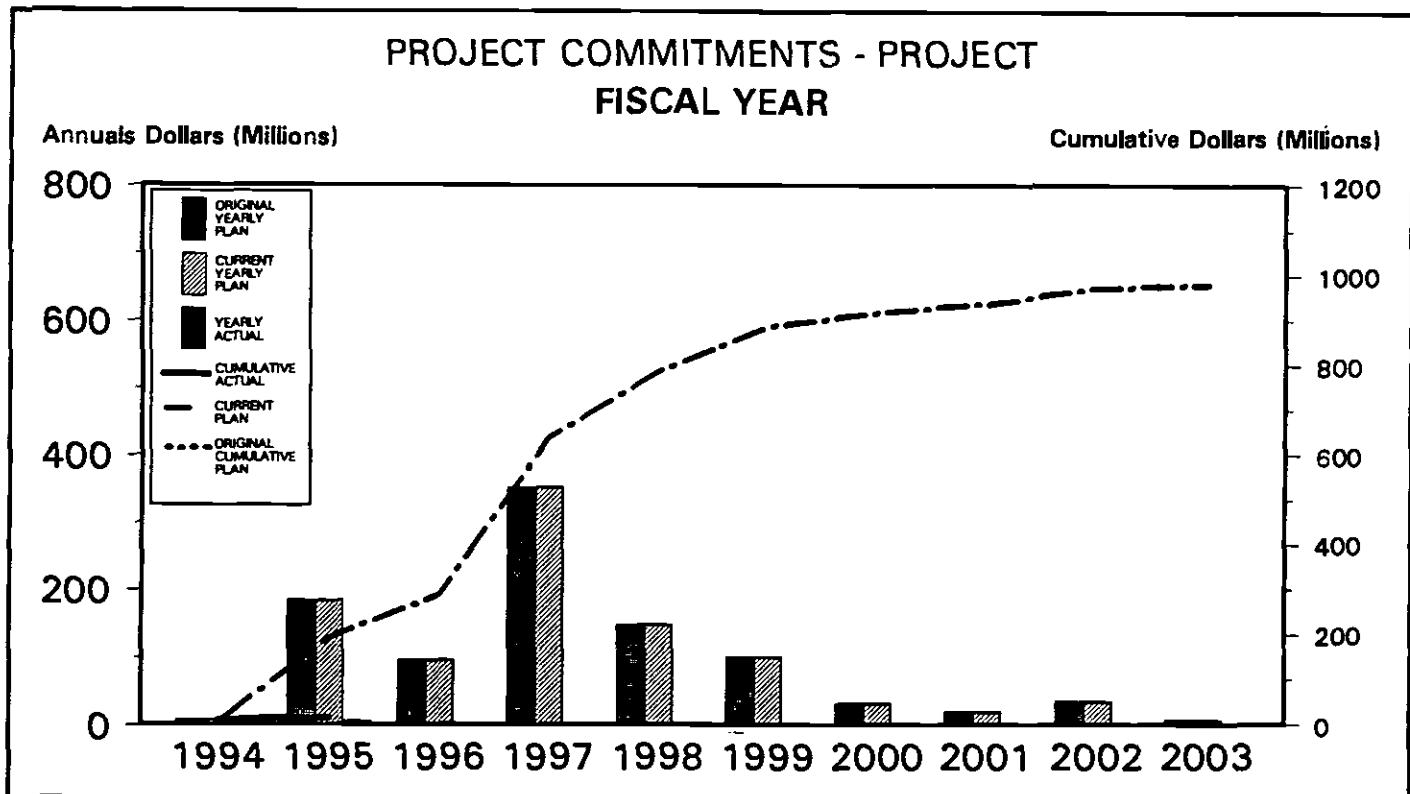
NOTE: THE PLAN WAS REVISED IN JUNE 1994.

EAST SIDE EXTENSION



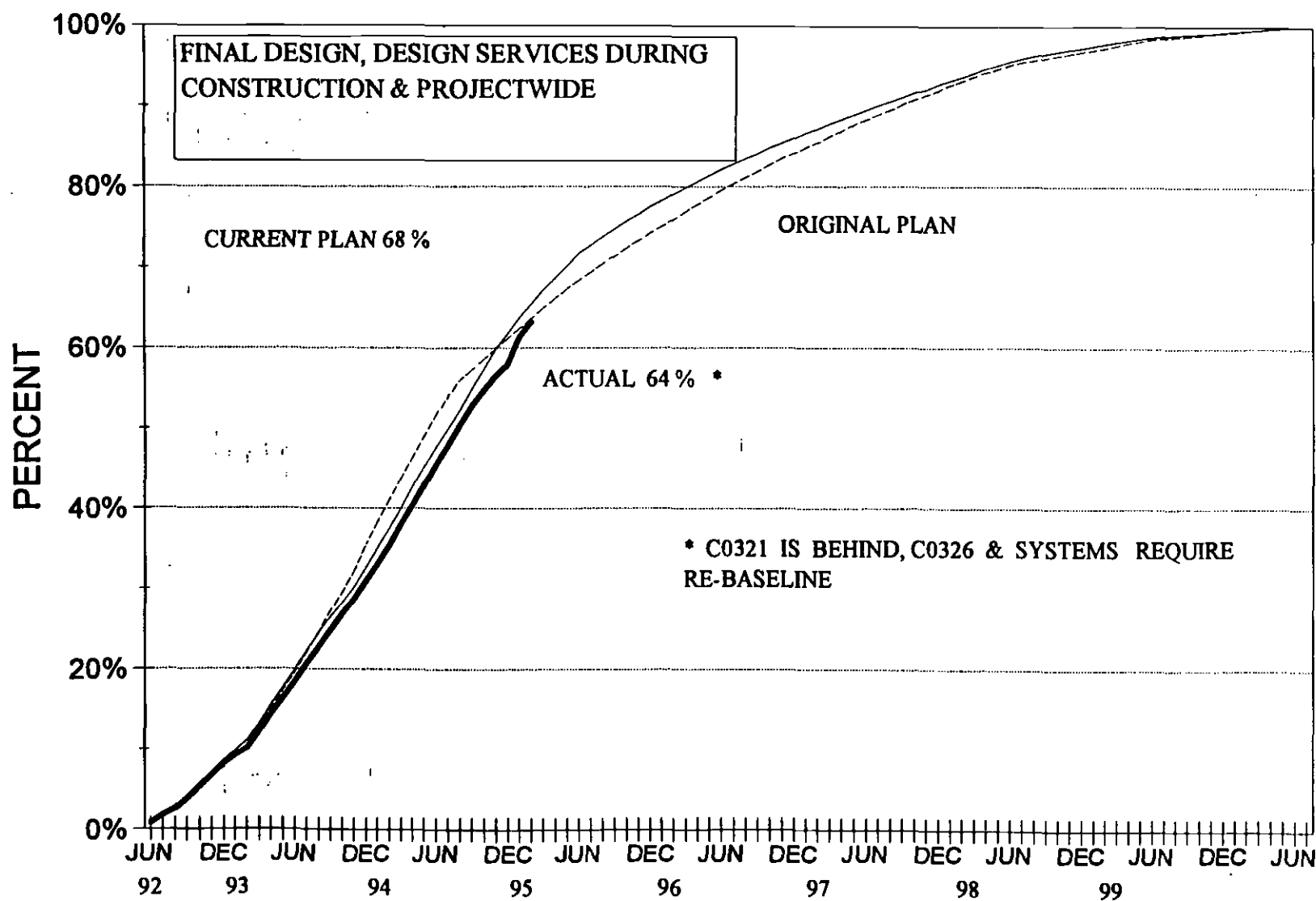
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH FEBRUARY 1995. THE CASH FLOW REPRESENTS THE ORIGINAL START OF JANUARY 1995. A PLAN START OF MAY 1995 IS CONTINGENT UPON AN APRIL 26, 1995, MTA BOARD APPROVAL FOR START OF FINAL DESIGN. CASH FLOW WILL BE REVISED AT THAT TIME.

EAST SIDE EXTENSION

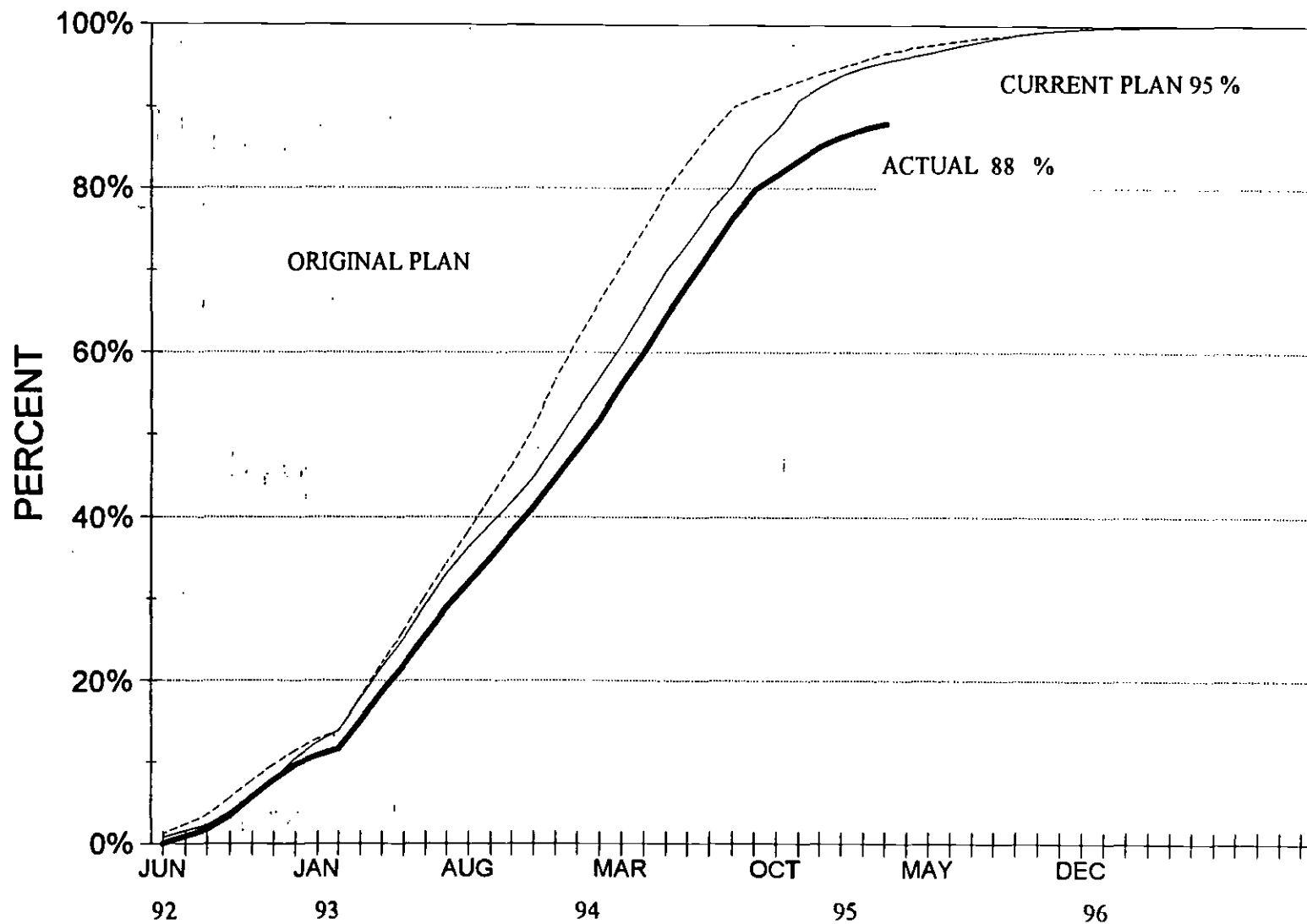


NOTE: THE COMMITMENT REPRESENTS THE ORIGINAL START OF JANUARY 1995. A PLAN START OF MAY 1995 IS CONTINGENT UPON AN APRIL 26, 1995, MTA BOARD APPROVAL FOR START OF FINAL DESIGN. COMMITMENTS WILL BE REVISED AT THAT TIME.

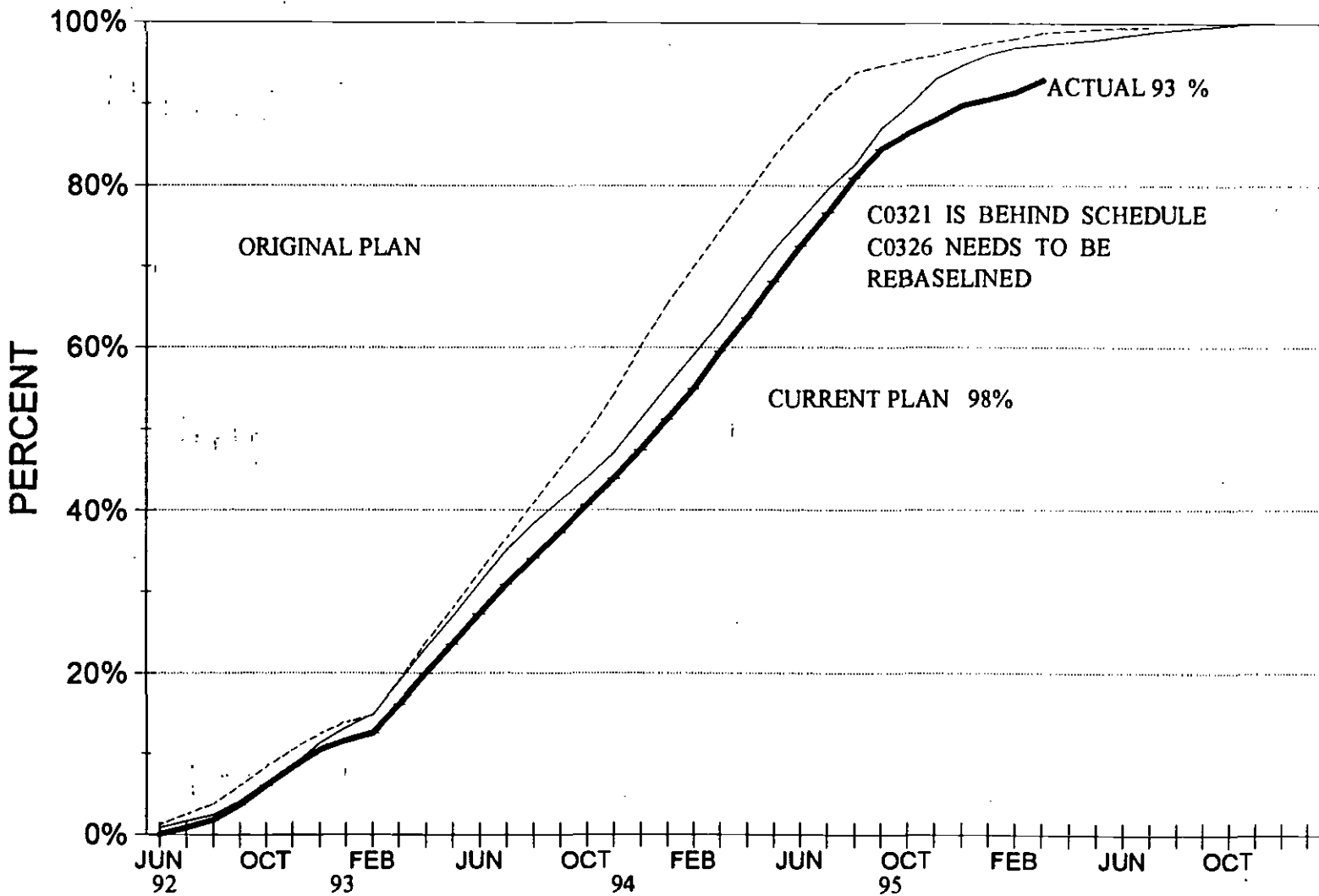
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - TOTAL CWO #0004



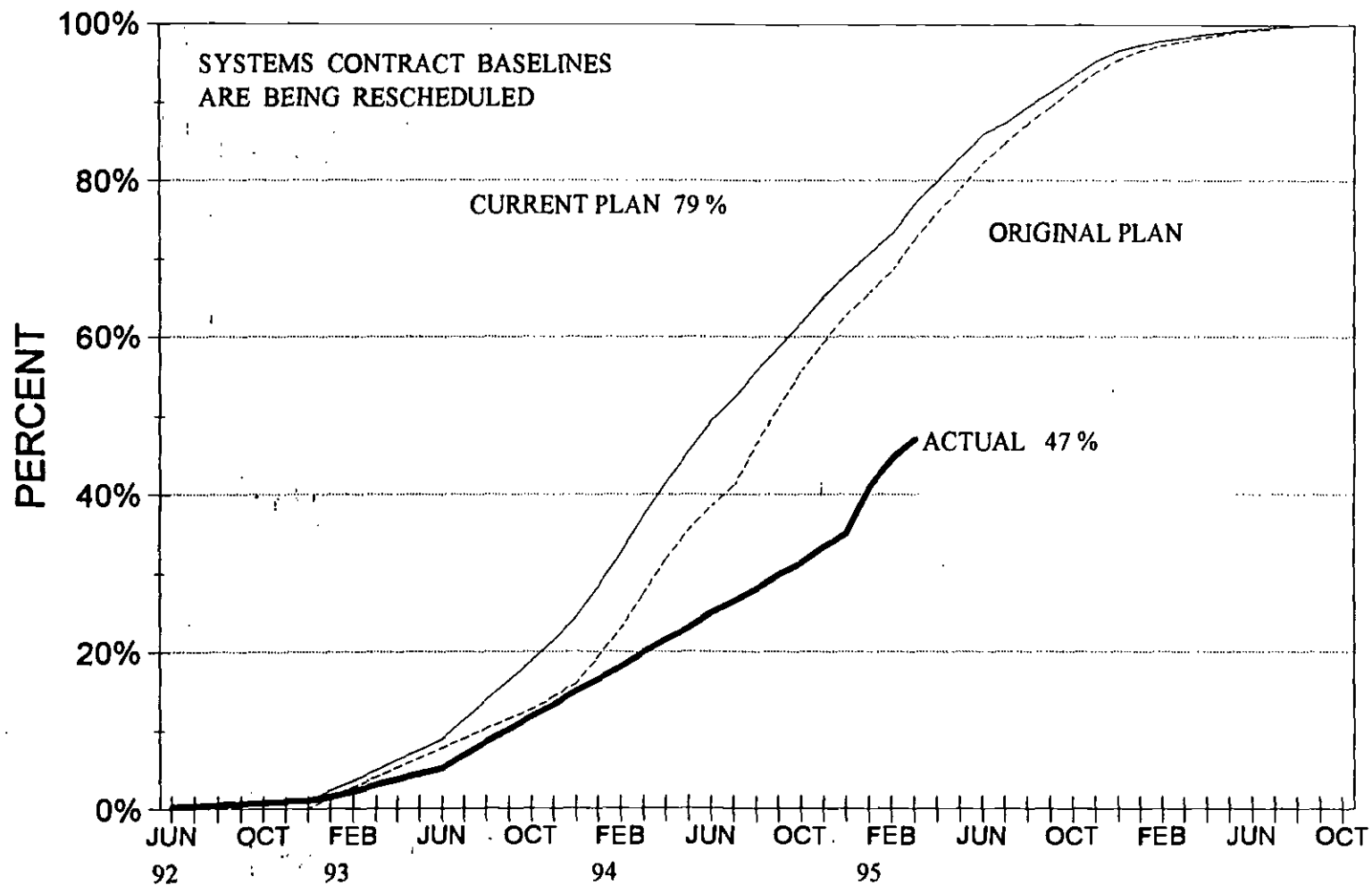
METRO RED LINE SEGMENT 3 N. HOLLYWOOD - FINAL DESIGN

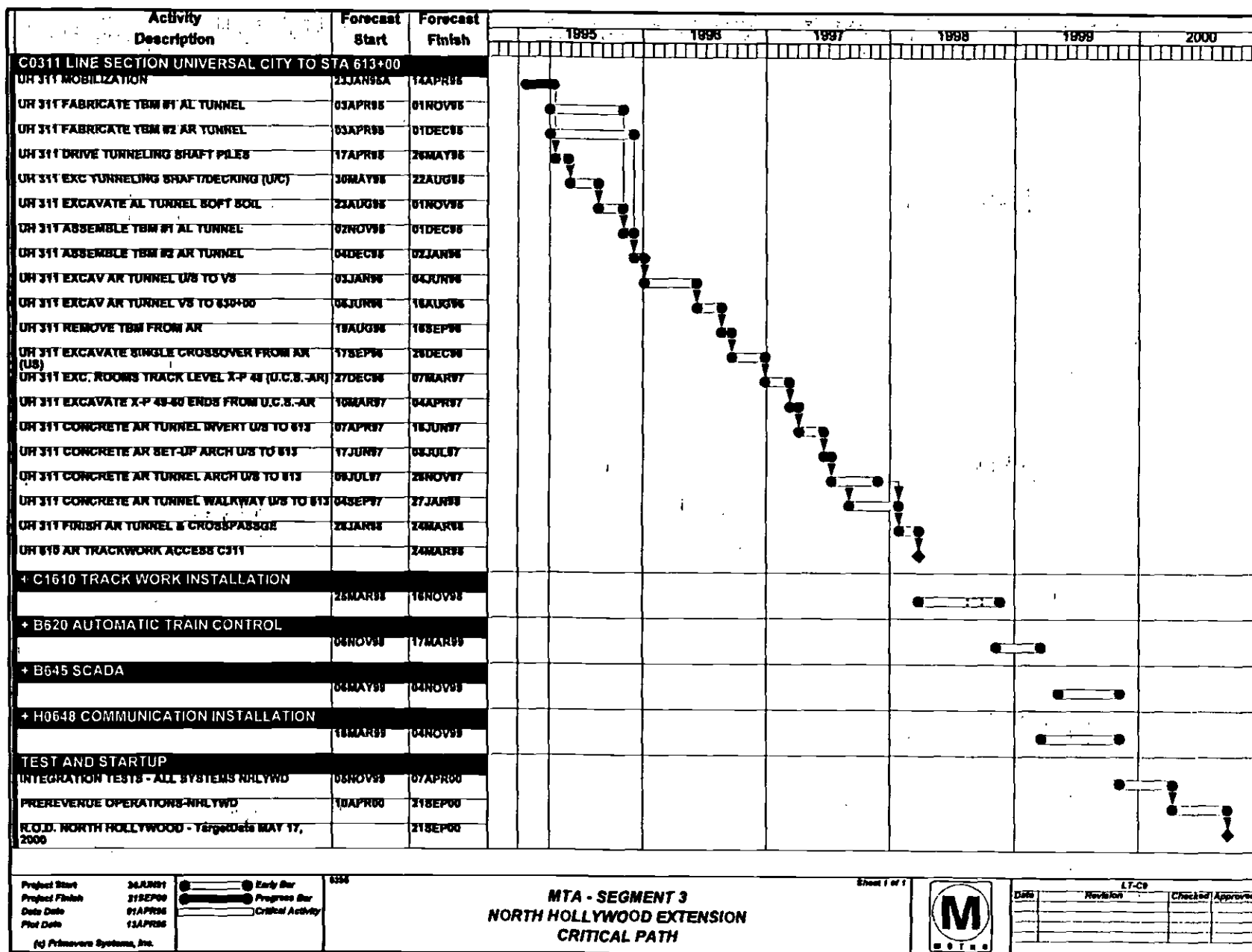


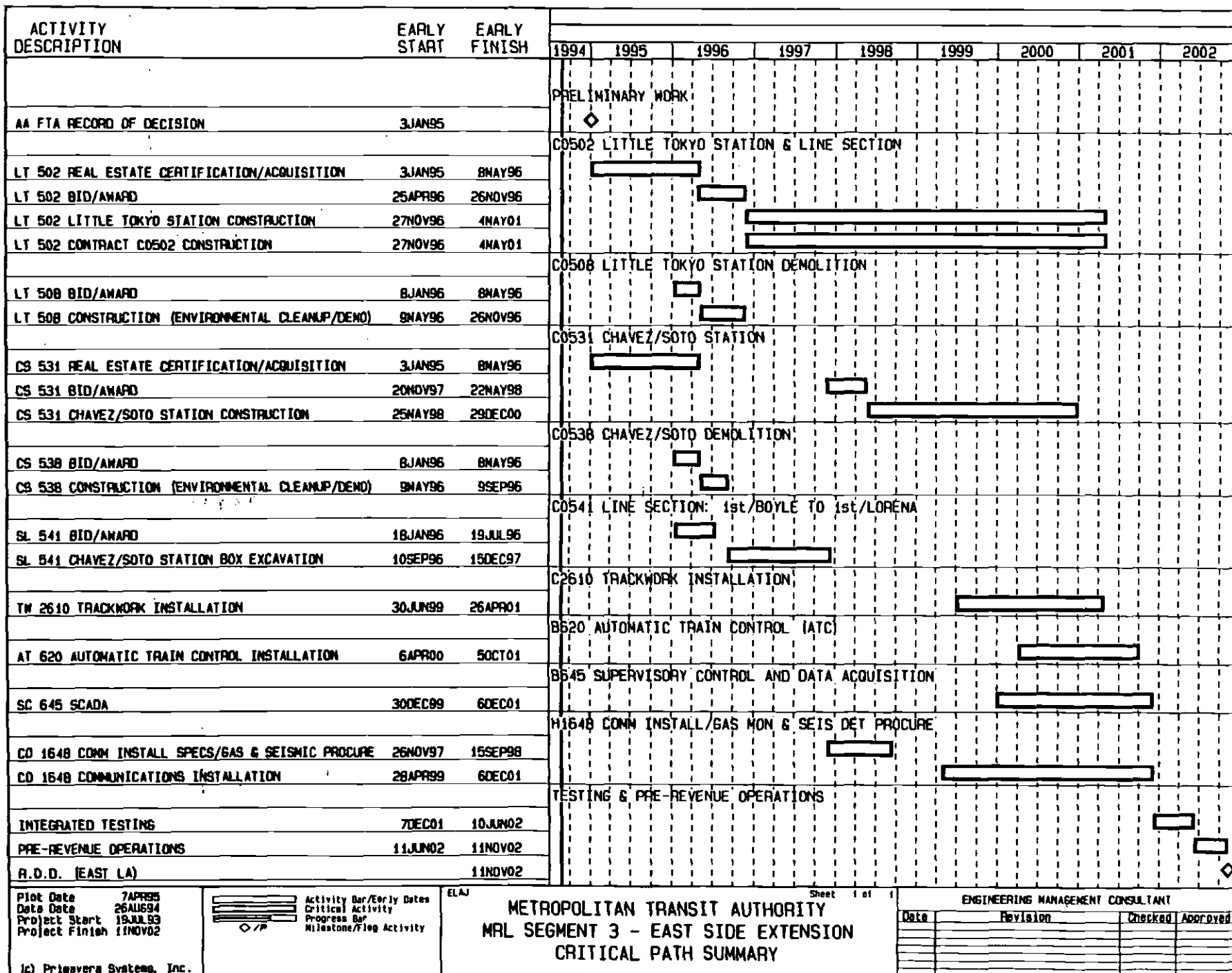
METRO RED LINE SEGMENT 3 N. HOLLYWOOD - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD - SYSTEMS DESIGN







METRO RED LINE
SEGMENT III
SAFETY SUMMARY

Prepared by:
MASS TRANSIT GROUP

