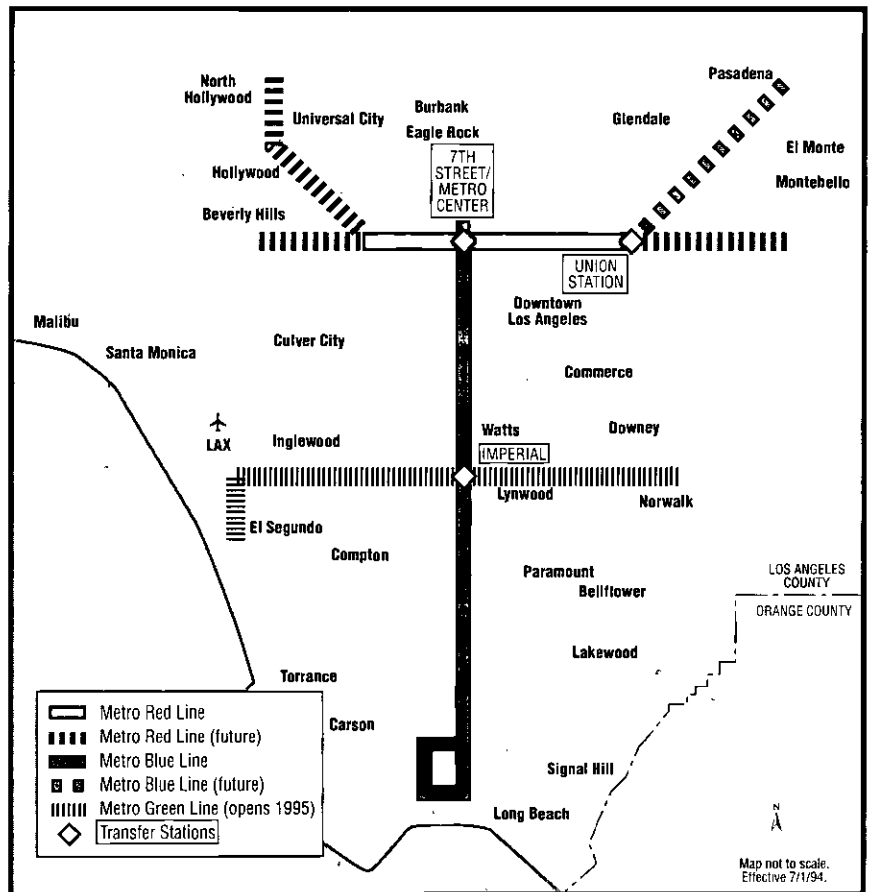


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

MAY 1995

RAIL PROGRAM SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status (\$000)		Project Progress	
Original Budget	841,000		
Expended to Date	115,125 *	Design (Rebaselined)	
Current Budget	997,726	Actual:	82.6%
Schedule Status:		Construction	
Revenue Operations Date:		Actual:	2%
Original	November 1997		
Revised	June 2002		

Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status (\$000)		Project Progress	
Original Budget	671,000		
Expended to Date	611,092*	Design	
Current Budget	717,802	Actual:	100%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	97%
Original	October 1994		
Forecast	May 1995		

Metro Red Line Segment 1			
Cost Status (\$000)		Project Progress	
Original Budget	1,249,900		
Expended to Date	1,396,372*	Design	
Current Budget	1,450,019	Actual:	100%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	100%
Original	April 1992		
Actual	January 1993		

Metro Red Line Segment 2			
Cost Status (\$000)		Project Progress	
Original Budget	1,446,432		
Expended to Date	936,210*	Design	
Current Budget	1,517,854	Actual:	99%
Schedule Status: Revenue Operations Dates:		Construction	
	Wilshire Vermont/Hlywd	Actual:	52%
Original	Jul '96 Sep '98		
Forecast	Apr '96 Mar '99		

Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status (\$000)		Project Progress	
Original Budget	1,310,822		
Expended to Date	197,917*	Design	
Current Budget	1,310,822	Actual:	89.5%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	7.5%
Original	May 2000		
Forecast	September 2000		

*Expenditure data through Apr 1995

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	9,811*	Design	
Current Budget	490,663	Actual:	27%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	TBD		
Forecast	TBD		
Metro Red Line Segment 3 - East Side Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	979,601	Suspended for Reassessment	
Expended to Date	10,816*	Design	
Current Budget	979,601	Actual:	30%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	November 2002		
Forecast	September 2003		
Vehicle Acquisition Project***			
Cost Status	(\$000)	Project Progress	
Original Budget	257,597	Design	
Expended to Date	40,725*	Actual:	6%**
Current Budget	257,597	Manufactured	
Schedule Status:		Actual:	6%**
Delivery of Final Cars:			
Original	November 1997	** Based on Milestone Payments	
Forecast	November 1999		

* Expenditure data through Apr 1995

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

STATUS DATE: 05/26/95

(IN THOUSANDS)

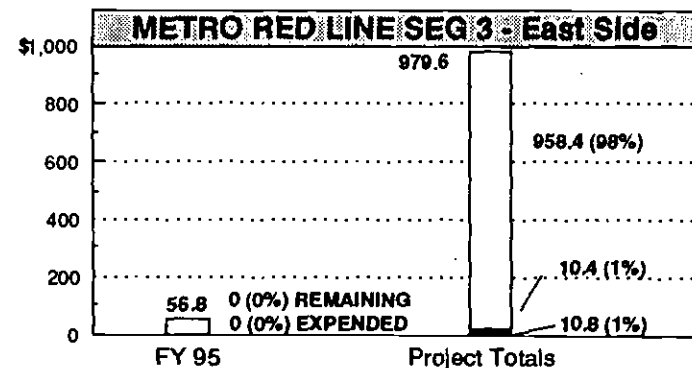
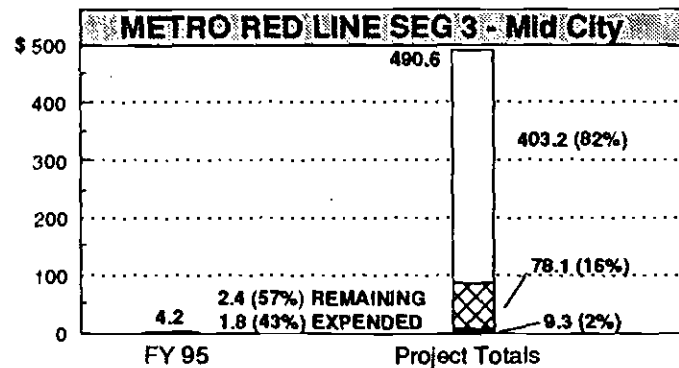
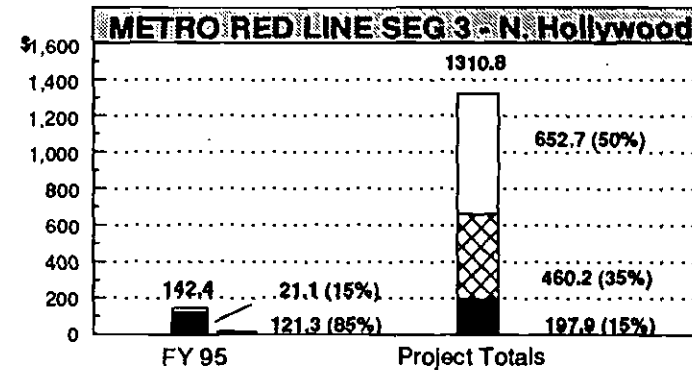
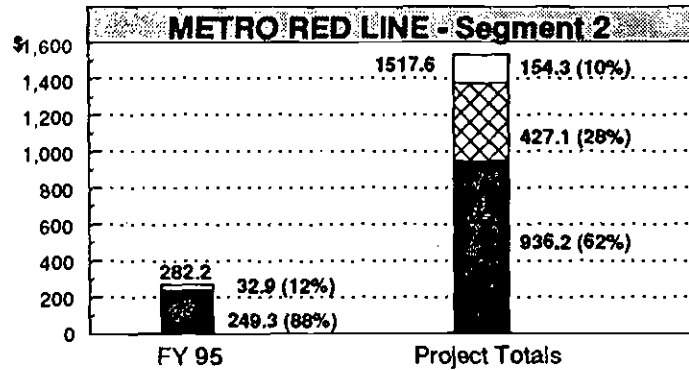
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	5,153,508	5,340,891	11,438	3,479,869	18,606	2,444,256	16,397	2,382,512	5,399,148	58,257
S PROFESSIONAL SERVICES	1,685,530	2,028,013	4,890	1,407,904	15,545	1,230,617	15,578	1,238,388	2,062,577	34,564
R REAL ESTATE	480,002	554,472	2,526	369,896	2,614	371,760	2,624	371,698	549,875	(4,597)
F UTILITY/AGENCY FORCE ACCOUNTS	146,280	137,865	(31)	124,306	322	101,442	320	100,922	146,348	8,483
D SPECIAL PROGRAMS	11,044	18,849	(1,242)	5,547	(40)	4,066	(19)	4,099	15,718	(3,131)
C CONTINGENCY	560,118	470,335	0	1	0	1	1	1	371,614	(98,720)
A PROJECT REVENUE	(18,115)	(36,585)	(2)	(1,073)	(117)	(6,946)	(117)	(8,396)	(31,440)	5,145
PROJECT GRAND TOTAL	8,018,366	8,527,931	17,579	5,386,472	36,930	4,145,197	34,783	4,089,226	8,527,934	2

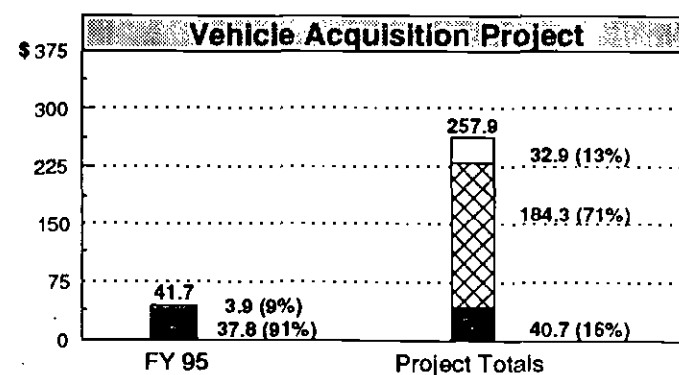
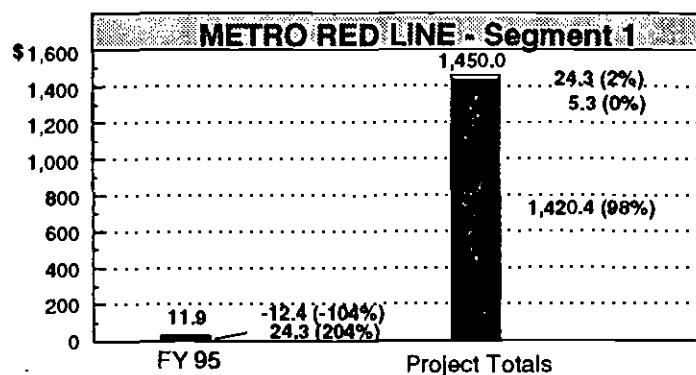
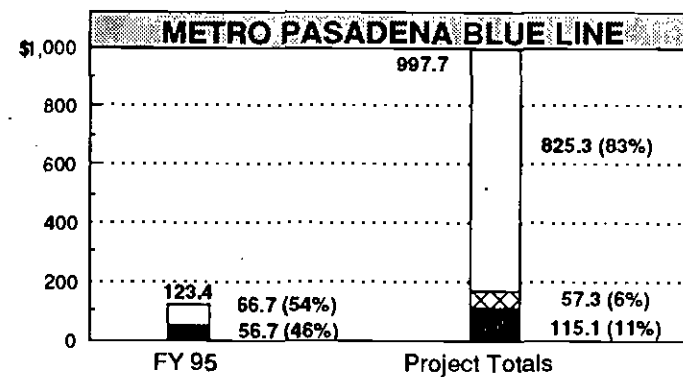
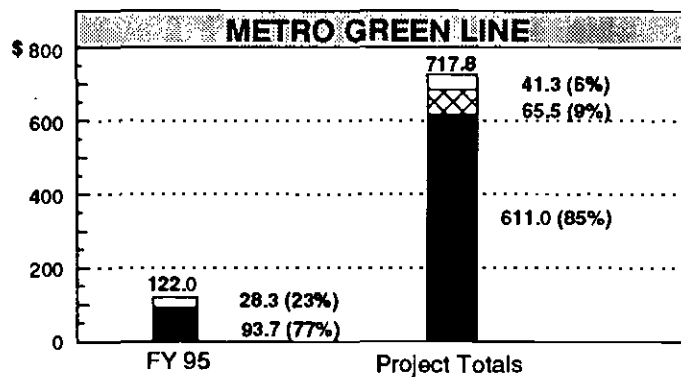
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	52,245	3	50,130	2,811	13,443	7,176	7,938	62,043	9,798
S PROFESSIONAL SERVICES	0	15,875	(357)	17,738	134	9,683	134	9,684	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	2,089	(886)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	71,224	(353)	67,889	2,945	23,148	7,311	17,644	83,970	12,746
PROJECT GRAND TOTAL	8,018,366	8,599,155	17,227	5,454,361	39,876	4,168,346	42,095	4,106,870	8,611,905	12,749

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

BUDGET STATUS - May 26, 1995
(in \$ Millions)

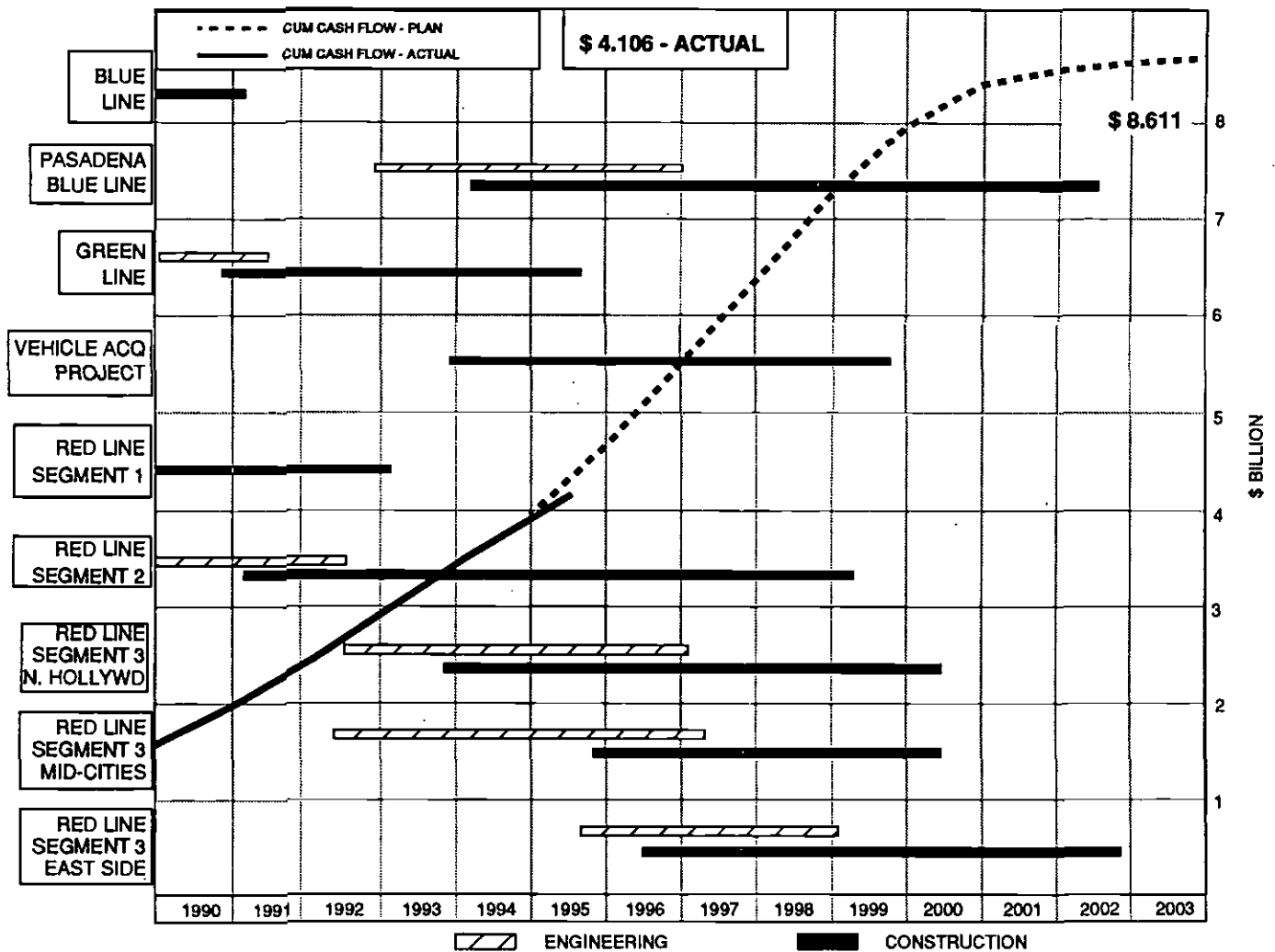


BUDGET STATUS - May 26, 1995
(in \$ Millions)



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 LINE SEG 3 - NH		METRO RED LINE SEG 3 - MC		METRO RED LINE SEG 3 - ES		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	492.9	100			2688.8	31
FTA - OTHER																	18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG									54.628	4	109.1	8	138.8	28	169.3	35	84.0	33	555.8	6
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	26.1	5	33.6	13	903.5	11
SB 1995 TRUST FUND											75.0	6							75.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29									1702.1	20
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4									62.7	1
PROPOSITION C			659.9	66	400.3	56					396.6	30	102.1	21	291.3	59	122.1	47	1972.3	23
PROP C (AMERICAN DISABILITY ACT)					5.99	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	2
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	979.6	200	257.7	100	8599.1	100

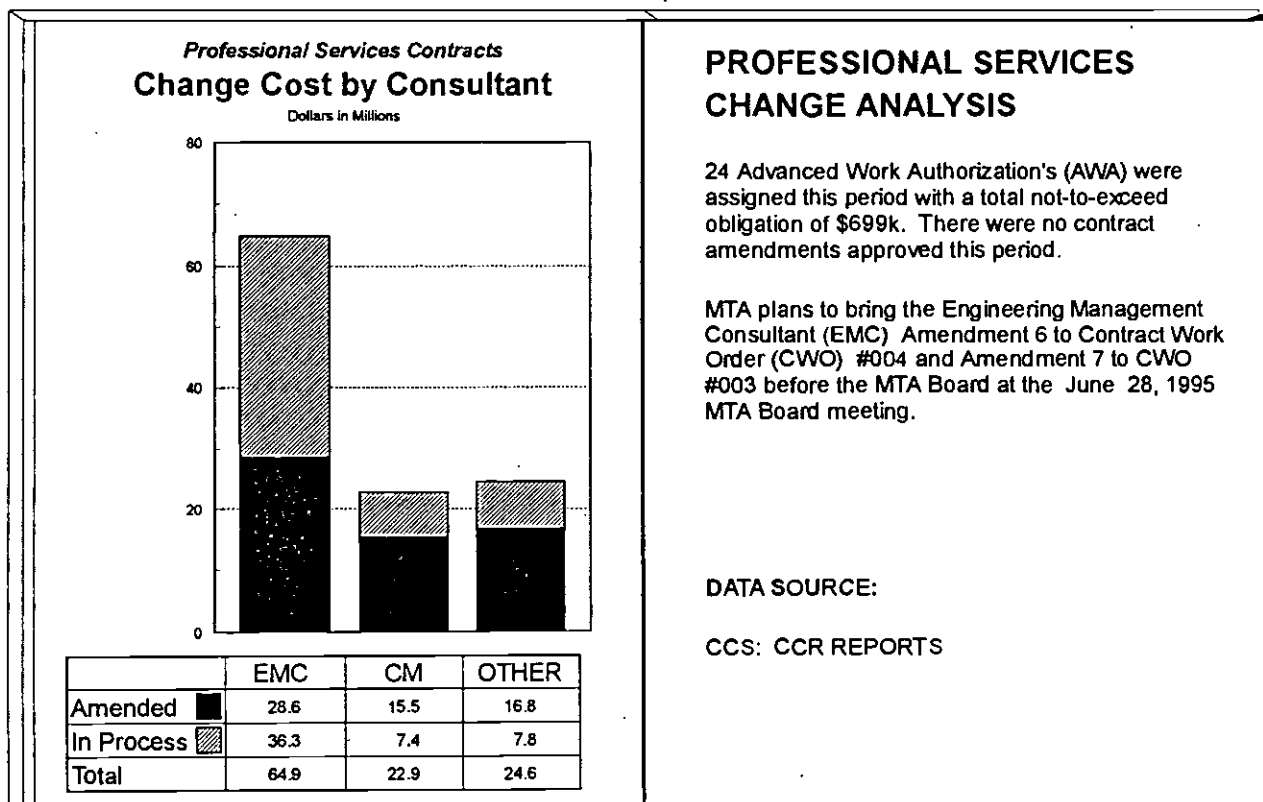
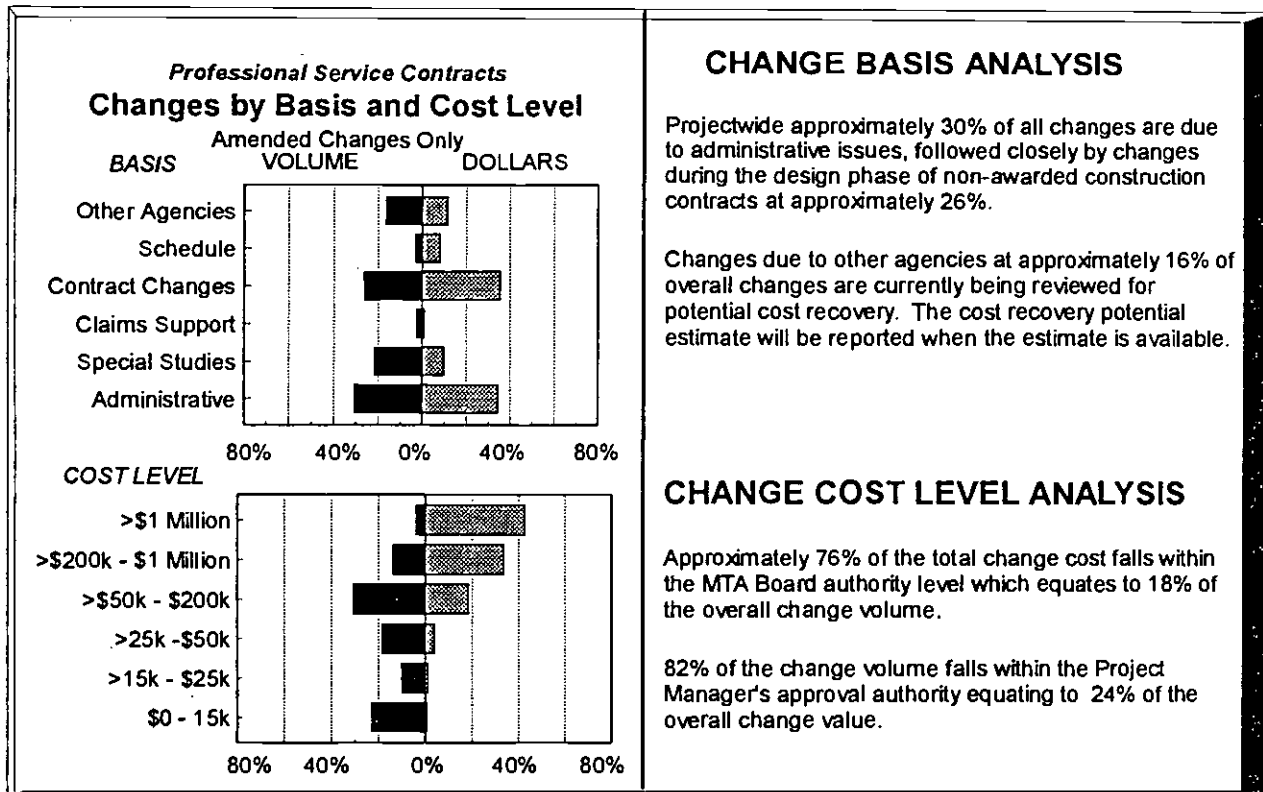
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

*** Data current through 12/30/94

Note: Data reflects current budget.

FINANCIAL STATUS



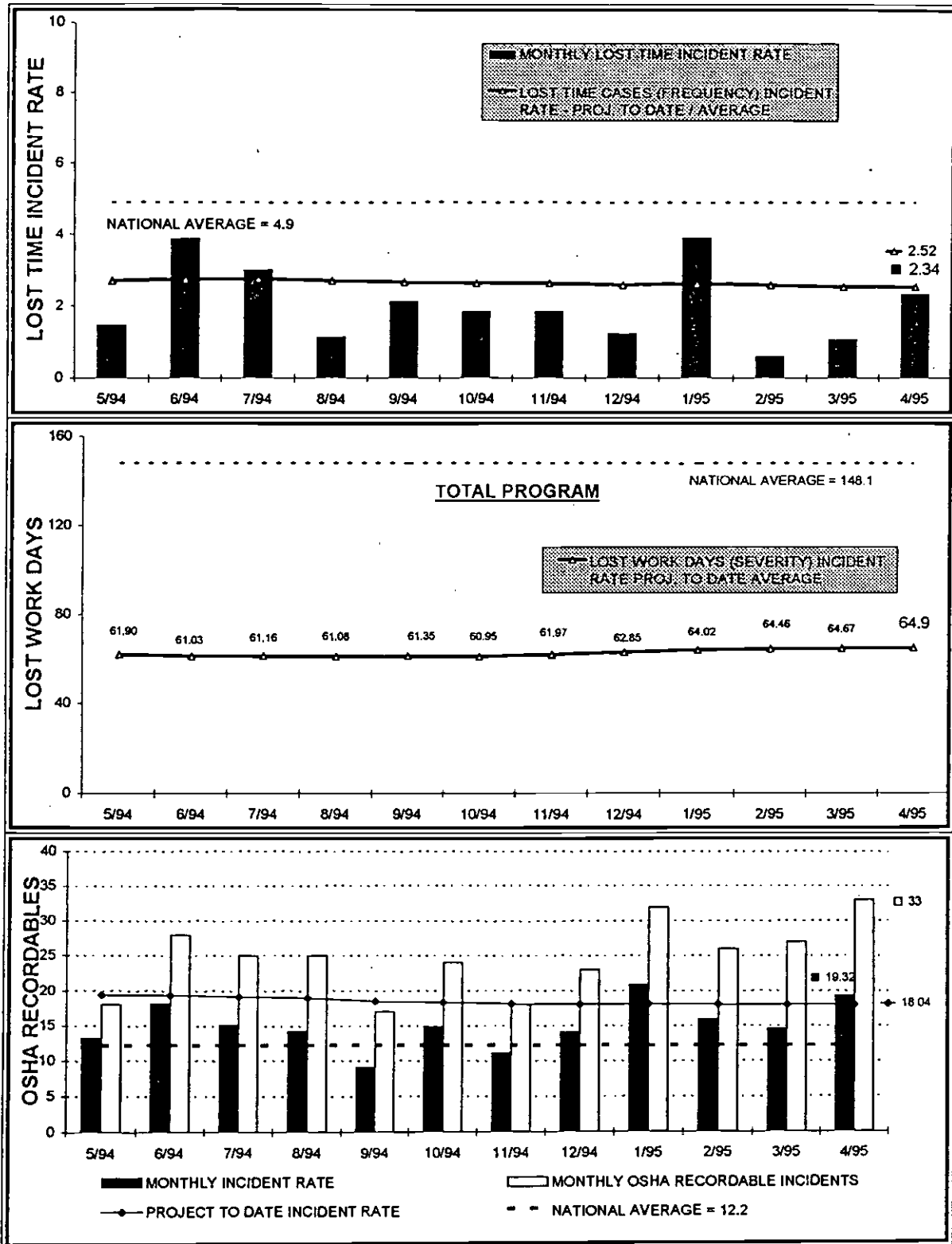
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Figure 6 - Cost Performance Relative to Corporate Goals

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		METRO RED LINE SEGMENT 3 ES		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	593,899	59.54%	490,749	68.40%	812,270	56.11%	1,048,074	69.05%	805,315	61.00%	333,208	67.91%	638,957	65.23%	229,830	89.22%	5,609,790	65.14%	
REAL ESTATE	56,592	6.34%	77,721	7.79%	26,047	3.60%	140,000	9.66%	88,982	5.86%	86,418	7.00%	48,543	9.89%	26,570	2.71%	0	0.00%	549,874	6.39%	
PROFESSIONAL SERVICES:																					
ENGINEERING/DES	69,587	7.93%	93,716	9.39%	83,296	11.60%	221,659	15.29%	154,870	10.20%	83,000	6.00%	36,706	7.48%	94,591	9.66%	1,700	0.66%	839,125	9.74%	
CONSTR MGMT.	91,642	10.45%	76,895	7.71%	75,611	10.50%	116,429	8.03%	140,658	9.27%	103,207	8.00%	35,000	7.13%	79,826	8.15%	0	0.00%	719,268	8.35%	
STAFF	17,655	2.01%	45,372	4.55%	24,179	3.40%	95,558	6.59%	53,222	3.51%	57,676	4.00%	19,627	4.00%	36,588	3.73%	5,335	2.07%	355,213	4.12%	4%
OTHER	14,222	1.62%	35,977	3.61%	16,684	2.50%	32,671	2.25%	19,701	1.30%	36,459	3.00%	11,647	2.37%	16,630	1.70%	12,469	4.84%	196,460	2.28%	
SUBTOTAL	193,106	22.01%	251,960	25.25%	199,770	27.83%	466,317	32.16%	368,451	24.27%	280,342	21.18%	102,980	20.99%	227,635	23.24%	19,505	7.57%	2,110,066	24.50%	20%
UTILITY/FORCE ACC													0	0.00%	0	0.00%			0	0.00%	
CONTINGENCY	963	0.11%	74,145	7.43%	2,499	0.20%	31,432	2.17%	12,645	0.83%	151,293	11.00%	5,932	1.21%	86,439	8.82%	8,262	3.21%	373,612	4.34%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(1,263)	-0.20%		0.00%	(300)	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	(31,439)	-0.37%	
GRAND TOTAL	877,271	100.00%	997,726	100.01%	717,802	99.83%	1,450,019	100.09%	1,517,854	100.02%	1,323,370	100.18%	490,663	100.00%	979,601	100.00%	257,597	100.00%	8,611,905	100.00%	

NOTE: Data reflects Current Forecast

TOTAL METRO
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

In March 1995, the MTA Board formed a peer review panel to review the project construction costs and to determine cost reduction opportunities. Findings of the peer review panel will be presented to the MTA Board in June 1995. After which, staff will adjust the project budget and forecast to reflect the panel recommendations and the revised budget will be forwarded to the MTA Board for a formal adoption. In light of these activities, the project budget in this reporting period is adjusted back to reflect the original project budget of \$841 million adopted in January 1993; however, the current forecast of \$998 million corresponding with the financial plan and schedule adopted by the MTA Board in the Long Range Plan will remain until a new budget is formally adopted by the MTA Board. This forecast and the revised ROD of June 2002 will continue to be used as the baseline for project cost and schedule comparison.

The Final Design percent complete for the month of May is 78.8%, up from 78.5% reported last month.

Due to Amendment 4 not being approved by the MTA Board, most station and line segment designers have placed themselves on hold because of delayed payment issues. Limited final design progress was realized by the design continuing under the limited scope on Memorial Park Station, with Holly Street remaining open to vehicular traffic. The design continues on Contract C6450, Del Mar to Memorial Park Line Segment, to a Pre-Final submittal that is scheduled for June 26, 1995. Discussions continue on finalizing the scope of work for a new Sierra Madre Villa Station parking lot location at the Johnson & Johnson site, and the 210 Freeway Line Segment design. Discussions are also in progress by MTA for a prospective joint development at the SMV site which may affect pedestrian access to the station platform. Camera Ready documents are at the final stages of completion for Contract C6490, Union Station, with the advertisement date of June 15, 1995. Bid documents continue to be finalized for Contract C6420, Los Angeles River to Arroyo Seco, for the advertisement date of July 5, 1995.

EXECUTIVE SUMMARY (cont.)

COST STATUS (in millions)

- Current Adopted Budget \$841
- Current Forecast \$998

SCHEDULE STATUS

- Current Revised Revenue Operations Date: June 2002
- Design Progress
 - Final Design - Actual 78.8%
 - Overall Design - Actual 82.6%
- Construction Progress
 - Los Angeles River Bridge - Actual 90.0%
 - Arroyo Seco Bridge - Actual 26.8%
 - Overall Construction - Actual 2.0%

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	142	4	80
LAST MONTH	163	17	142	4	60

EXECUTIVE SUMMARY (cont.)

AREAS OF CONCERN

Yard Site Location

- Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. In making the yard a more permanent facility per MTA Operations' requirements, the project has been experiencing cost growth due to the uncertainty of constructing the Glendale-Burbank LRT Line.
- Action:** MTA Construction Division and EMC have identified the budget issues related to the maintenance facility. Value engineering was initiated to reduce cost growth.
- Status:** Final design is currently on hold due to the preparation and negotiation of the design and cost recovery plan. Final Design will resume upon negotiation of the recovery plan. The Final Design submittal is scheduled for September 1995. Evaluation by Operations is continuing on providing wheel truing and heavy repair at either Long Beach Yard or Metrolink's Taylor Yard facilities. Other heavy repair alternatives are also being considered as part of an independent value engineering process. A cost benefit analysis is in progress by MTA Operations.

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, 1994 regarding the street improvements on Vignes Street. A tentative agreement was reached with all parties. Final concept drawings were issued by the MTA. MTA is waiting for written concurrence by LADOT and Ratkovich prior to commencing final design.

EXECUTIVE SUMMARY (cont.)

AREAS OF CONCERN (cont.)

Real Estate

Concern: The real estate acquisition effort is behind schedule. In-Progress and Final designs include additional parcels to be certified and acquired.

Action: The Pasadena Project team has facilitated bi-weekly parcel acquisition schedule meetings with LACMTA and EMC real estate personnel.

Status: Appraisals are continuing. A priority list for real estate acquisitions has been prepared for the project to reflect the approved fiscal year budget.

The delay in real estate acquisitions is being evaluated on line segment Contract C6420, which is scheduled to be advertised for bid in June 1995.

EMC Design Cost Amendment

Concern: The engineering costs for final design are expected to exceed the approved Contract Work Order 21 budget by approximately \$14 million.

Action: MTA project staff members are negotiating the reported scope changes.

Status: Fluor Daniel has completed a cost-to-complete evaluation. Staff continues to negotiate outstanding CCRs. MTA Board report has been prepared for board action in June to include only those costs that have been reviewed by Fluor Daniel.

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 results from the City's sponsored charette have been submitted to MTA for feasibility review and development of cost impacts. All costs impacts identified above the baseline design are being assigned as City's responsibility.

Sierra Madre Villa Station

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

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

Status: MTA submitted a revised offer to Johnson & Johnson, which was rejected by the owner. Condemnation proceedings are continuing. MTA is discussing joint development options with the Best Buy Company.

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 is considering to reopen and renegotiate the master cooperative agreements with the City of Los Angeles. Arbitration remains an option.

Chinatown Station

Concern: Selection of Chinatown pedestrian linkage alternative will impact the Chinatown Aerial Structure and stations designs, and may require additional property acquisition.

Action: MTA Construction Division is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to the Chinatown Station platform.

Status: Follow-up community meeting was held April 19 with a consensus reached by Chinatown representatives on April 20 to support the elevated pedestrian alternative along the north side of College Street. Further progress on design is pending the approval of the EMC amendment by MTA Board.

EXECUTIVE SUMMARY (cont.)

AREAS OF CONCERN (cont.)

210 Freeway Stations

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

Action: Review of noise criteria and conformance to EIR.

Status: EMC has completed noise readings at the freeway station sites and has reported that no specific mitigation was used by other transit properties with freeway stations. Lake Avenue Station was recommended for deletion by the Pasadena Peer Group. Further action is pending further recommendations from the independent value engineering group.

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

- MTA Construction Division and EMC continued negotiations on outstanding contract change requests for design changes. An EMC amendment has been resubmitted for the June MTA Board meeting for those CCRs that can be justified as part of the Pasadena design audit report prepared by Fluor Daniel.
- MTA continued to evaluate 1999 ROD based on MTA Board motion.
- Contract C6410, L.A. River Bridge: Work continues on schedule. Completed installation of ductbanks and curbs on bridge deck of conventional spans. Ductbank installation is in progress on south bridge approach. Construction work of the segmental bridge spans is 90% complete. Conventional bridge spans are complete. Removal of bridge falsework is in progress.
- Contract C6420, LARB to Arroyo Seco Line Segment: Continued coordination of action items preceding advertisement. Continued with estimating quantities and constructability review of contract documents.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Contractor has completed retaining wall pile foundations; construction of walls are in progress for bridge abutments and bridge towers. Work continued on drilled pile foundations. Work continues on stripping, painting and strengthening the bridge towers in the park laydown area.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Award of contract approved at the May 24 MTA Board meeting. Resolution of bid protest is in progress.
- Final design continues on C6450, Del Mar to Memorial Park, below-grade line segments to a Pre-Final submittal on June 26, 1995.
- Contract C6490, Union Station Platform: Continued to finalize Camera Ready submittal.

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

- Continue Public Affairs meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Continue to negotiate remaining EMC CWO #21 contract change requests received from EMC and section designers.
- Contract C6410, LA River Bridge: Complete construction of ductbanks and curbs. Complete all remaining segmental sections including closure pour over river channel.
- Contract C6430, Arroyo Seco Bridge Reconstruction: Continue retaining wall pile foundation construction on east side of 110 freeway. Complete stripping and painting of towers and bents.
- Contract C6435, Reconstruction and Retrofit of Steel and Concrete Bridges: Complete Pre-Construction Survey. Issue notice to proceed.
- Continue final design on C6450, Del Mar to Memorial Park line segment, and station design contracts.
- Complete Camera Ready submittal for Contract C6490, Union Station, and bid documents for Contract C6420, Los Angeles River to Arroyo Seco line segment.
- Complete Camera Ready designs on Contract P2070, Special Trackwork Procurement.
- Contract P2100, Precast Concrete Ties: Process change requests from contractor and Authority.

Project: R05

MTA CONSTRUCTION DIVISION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 07-Jun-95
Status Date: 26-May-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	27	59,201	1,393	19,688	988	17,001	593,899	875
S Professional Services	183,206	237,107	111	89,766	2,115	77,655	2,115	77,655	236,668	(439)
R Real Estate	68,100	77,721	2,102	18,168	2,153	17,732	2,153	17,732	77,721	0
F Utility/Agency Force Accounts	8,442	12,925	0	4,960	291	2,470	291	2,470	12,925	0
D Special Programs	3,377	2,367	0	390	2	285	2	285	2,367	0
C Contingency	62,705	74,581	0	0	0	0	0	0	74,145	(436)
A Project Revenue	0	0	(2)	(18)	(2)	(18)	(2)	(18)	0	0
Project Grand Total :	841,000	997,726	2,239	172,466	5,952	117,812	5,546	115,125	997,726	(0)

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

PASADENA BLUE LINE

MAY 1995

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

07-Jun-95

MAY 95

STATUS OF FUNDS BY SOURCE

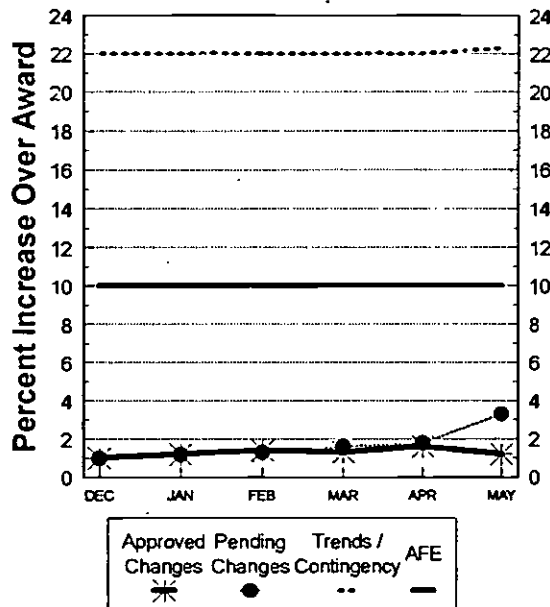
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%
STATE RAIL BOND	\$317,800	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$189,568	\$115,800	\$112,466	59%	\$55,125	29%	\$55,125	29%
PROP C (40% DISC.)	\$470,358	\$40,000	\$40,000	9%	\$40,000	9%	\$40,000	9%
TOTAL	\$997,726	\$175,800	\$172,466	17%	\$115,125	12%	\$115,125	12%

NOTES: EXPENDITURES ARE THROUGH APRIL 1995.

FINANCIAL STATUS

Construction/Procurement Contracts
R05 Contract Changes

as % of Original Contract Award



Contract Change Analysis

Executed and pending changes remain well below the Authorization for Expenditure (AFE). However, the total forecast is approximately 12% above the AFE due to the following:

B611 - Running Rail: The forecast includes increased costs due to price escalation due to the extension of the Pasadena Line Schedule resulting from continued funding shortages.

P2100 - Concrete Ties: The forecast includes an additional \$1.8 million to reimburse the LA-LB budget for material previously bought for the Pasadena Line. The AFE was based solely on the additional quantities required for Pasadena Line.

NOTE: The percentage value lines shown for AFE and FORECAST are based on current values only. Changes over time will appear in future reports.

Construction/Procurement Contracts
Awarded Contract Cost, Forecast and Budget

Dollars in Thousands	Current	Previous	Variance
ORIGINAL CONTRACT AWARD	\$30,032	\$30,032	\$0
APPROVED CHANGE VALUE*	\$356	\$476	-\$120
CURRENT VALUE	\$30,388	\$30,508	-\$120
PENDING LOGGED CHANGES	\$630	\$56	\$574
TRENDS AND CONTINGENCY	\$5,751	\$6,155	-\$303
TOTAL FORECAST	\$36,719	\$36,719	\$0
CONSTR. BUDGET	\$36,858	\$36,858	\$0

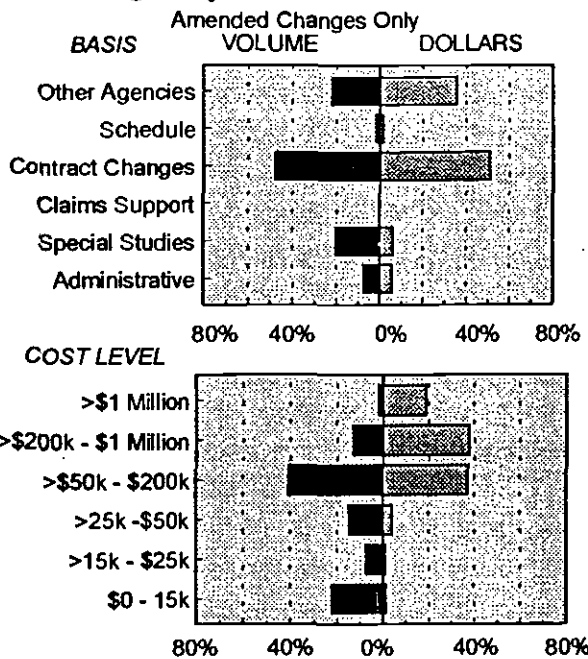
* Includes by Executed Change Orders and Approved Not-to-Exceed Costs. Forecast and Budget for Awarded contracts only.

Contract Forecast Analysis

The total forecast remains within the budget for the awarded Pasadena Line contracts.

The increase in pending changes are primarily due to bid item quantity changes.

FINANCIAL STATUS

R05 - Professional Service Contracts
Changes by Basis and Cost Level
**CHANGE BASIS ANALYSIS**

Pasadena Consultant Change Request's (CCR) are primarily due to changes during the design phase of non-awarded construction contracts accounting for approximately 48% of the total contract change volume and 51% of the total contract change value.

Outside agency changes account for 22% of the total change volume and 35% of the total contract change value.

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

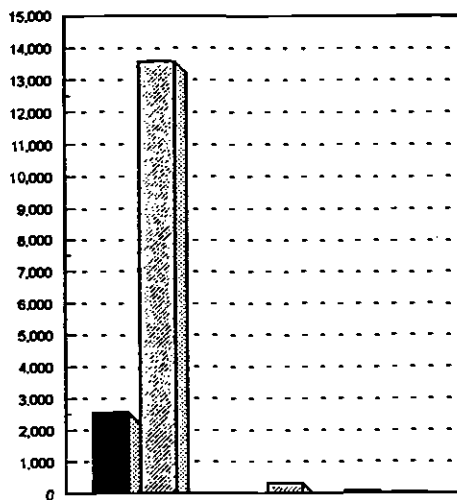
CHANGE COST LEVEL ANALYSIS

57% of the total change cost falls within the MTA Board authority level which equates to 15% of the overall change volume.

85% of the change volume falls within the Project Managers approval authority which equates to 43% of the overall change value.

R05 - Professional Services Contracts
Change Cost by Consultant

Dollars in Thousands



	EMC	CM - PD/MTC	OTHER
Amended	2,567	35	96
In Process	13,576	325	46
Total	16,143	360	142

PROFESSIONAL SERVICES CHANGE ANALYSIS

4 Advanced Work Authorization's (AWA) were assigned this period with a not-to-exceed obligation of \$330k. There were no contract amendments approved this period.

MTA Contracts plans to present amendment 4 to EMC Contract Work Order #0021 at the June 28, 1995 MTA Board meeting which will add and resolve 37% of the in process changes.

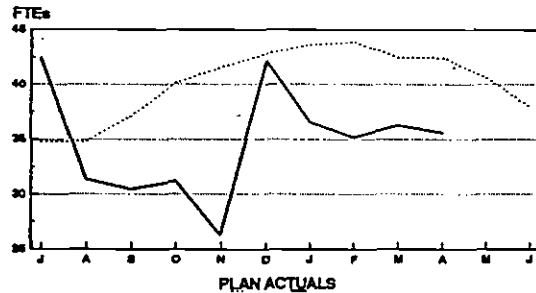
DATA SOURCE:

CCS: CCR REPORTS

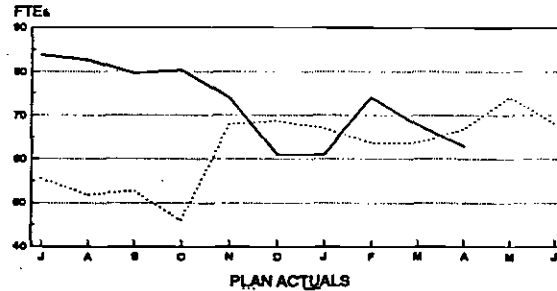
CHNGSAMP

PASADENA BLUE LINE STAFFING PLAN VS. ACTUALS

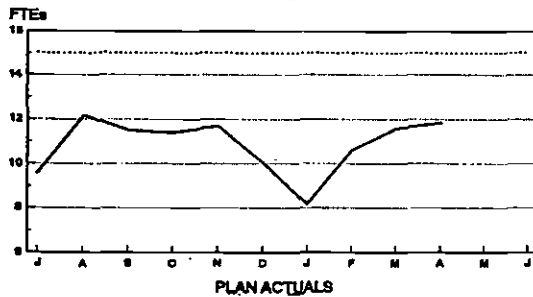
CONSTRUCTION MANAGEMENT CONSULTANT
STAFFING



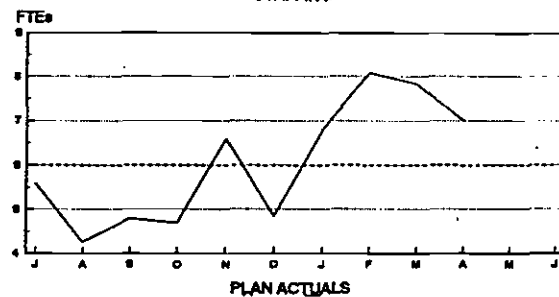
ENGINEERING MANAGEMENT CONSULTANT
STAFFING



METRO CONSTRUCTION
STAFFING



OTHER METRO CONSTRUCTION
STAFFING



STAFFING ANALYSIS

Construction Management Consultant

The actuals are lower than planned due to funding constraints and resulting changes to the project schedule.

Engineering Management Consultant

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

Metropolitan Transportation Authority

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

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 05/26/95

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (AFE)			APPROVED CHANGES TO DATE					REMAINING AFE	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT & ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST AFE	% AFE USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.[1]	G.(B+F)	H.[2]	I.	J.	K.(D-F)	L.[3]	M.(K-L)	N.	O.
*B811	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	0%	\$444,545	(\$317,975)	\$752,520	-72%	-7.2%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$355,819	\$13,113,856	2.8%	28%	88%	\$919,985	\$382,864	\$557,121	58%	5.6%
C6430	\$10,359,464	10%	\$1,035,946	\$11,395,410	\$0	\$10,359,464	0.0%	0%	8%	\$1,035,946	\$824,762	\$411,184	60%	6.0%
C6435	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	0.0%
C6525		***%	\$0		\$0	\$0	***.0%	***%	%	\$0	\$0	\$0	***%	***.0%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
EN028	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
PO060		***%	\$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	(\$10,000)	\$256,930	-4%	***.0%
PM421	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	0.0%
PM601	\$0	***%	\$0	\$0	\$0	\$0	***.0%	***%	0%	\$0	\$0	\$0	***%	***.0%
	\$30,032,251	10%	\$3,003,225	\$33,035,476	\$355,819	\$30,388,070	1.2%	12%	2%	\$2,647,406	\$859,851	\$1,987,755	34%	3.4%

1) - AFE increase required

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

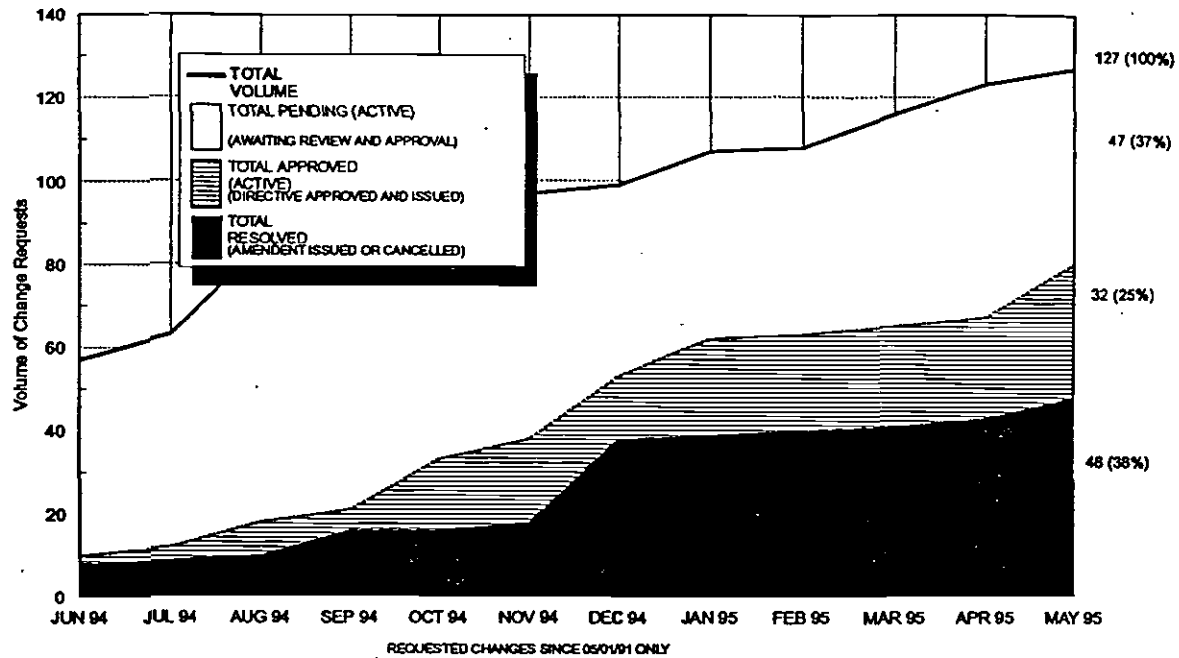
[*] Costs shared with other projects. Costs shown are for R05 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

- Pasadena Blue Line
RREV 2.1 06/11/95 lss

PAGE 1

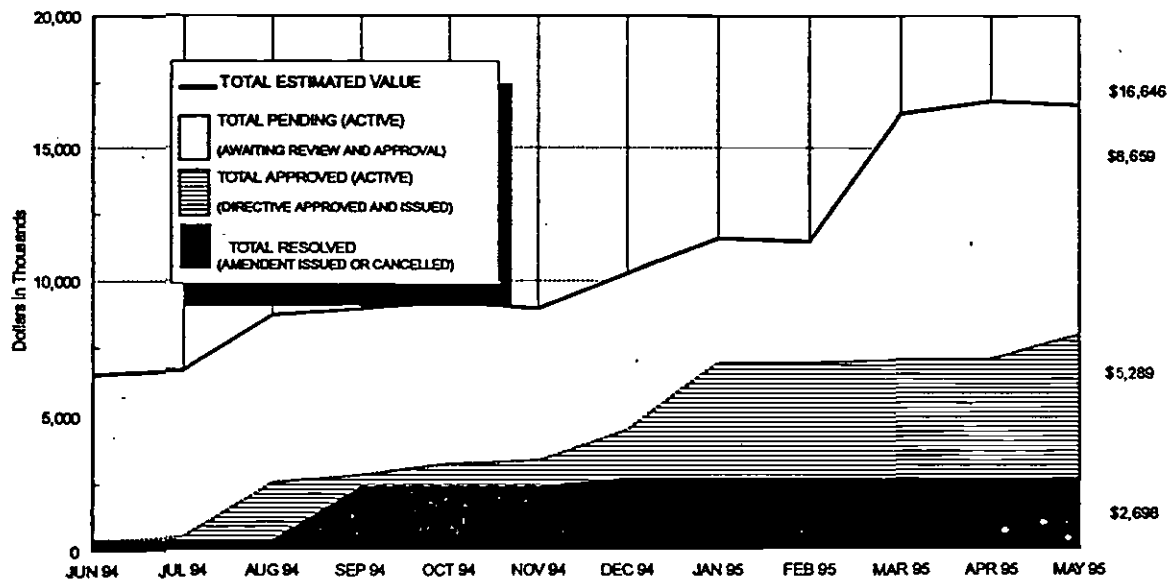
BETTY BARLOW
PROJECT VALUE SUMMARY 05/26/95

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

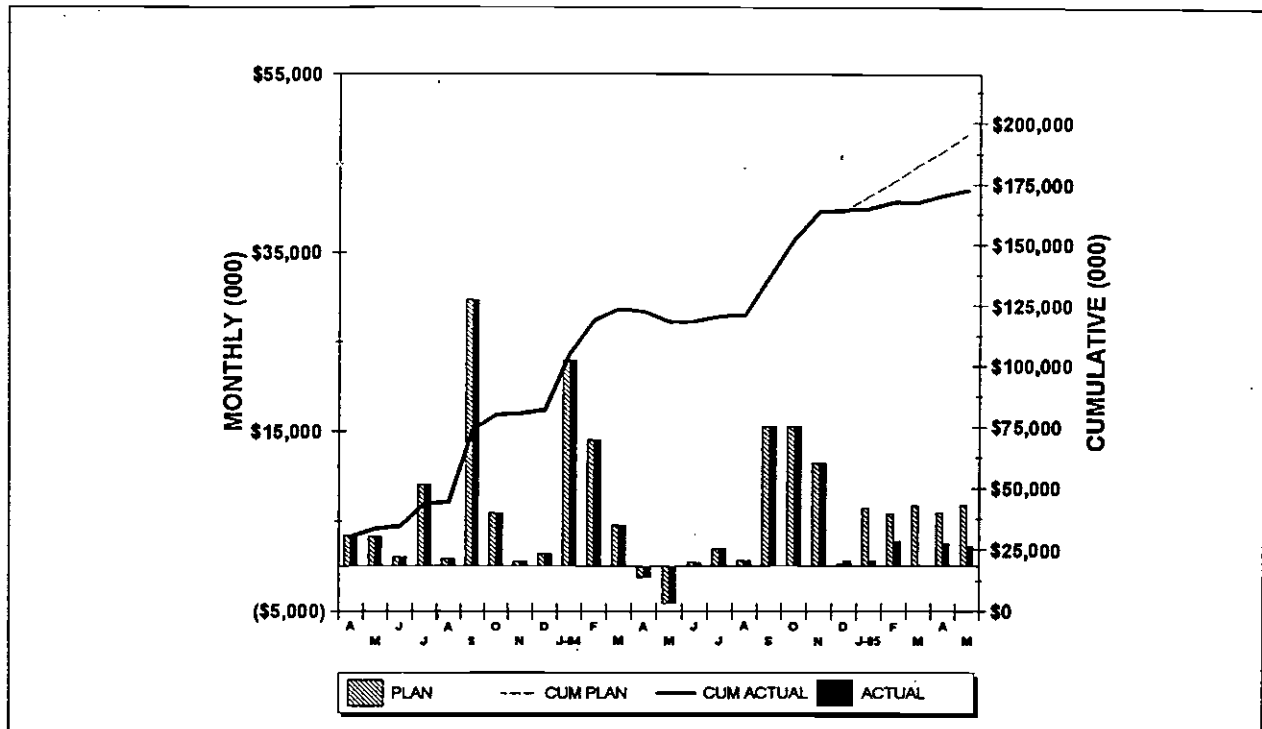


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	4	4	6	65	79
PERCENT	5%	5%	8%	82%	100%

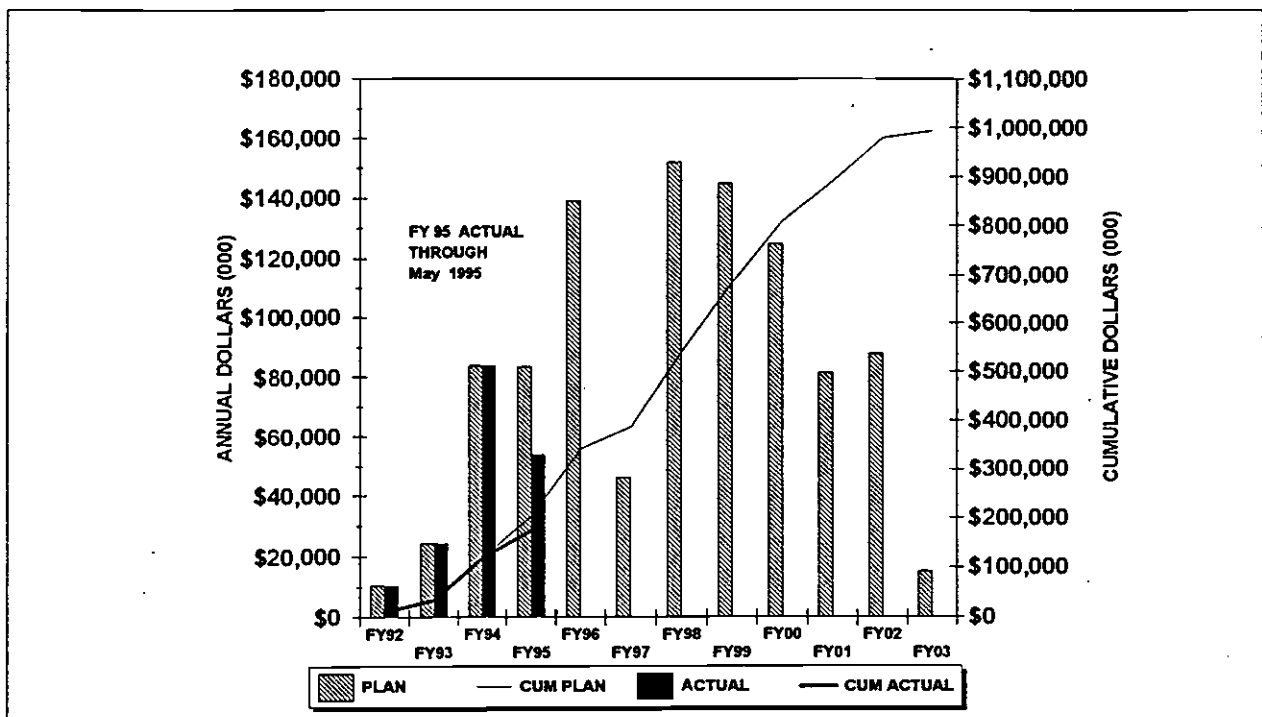
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



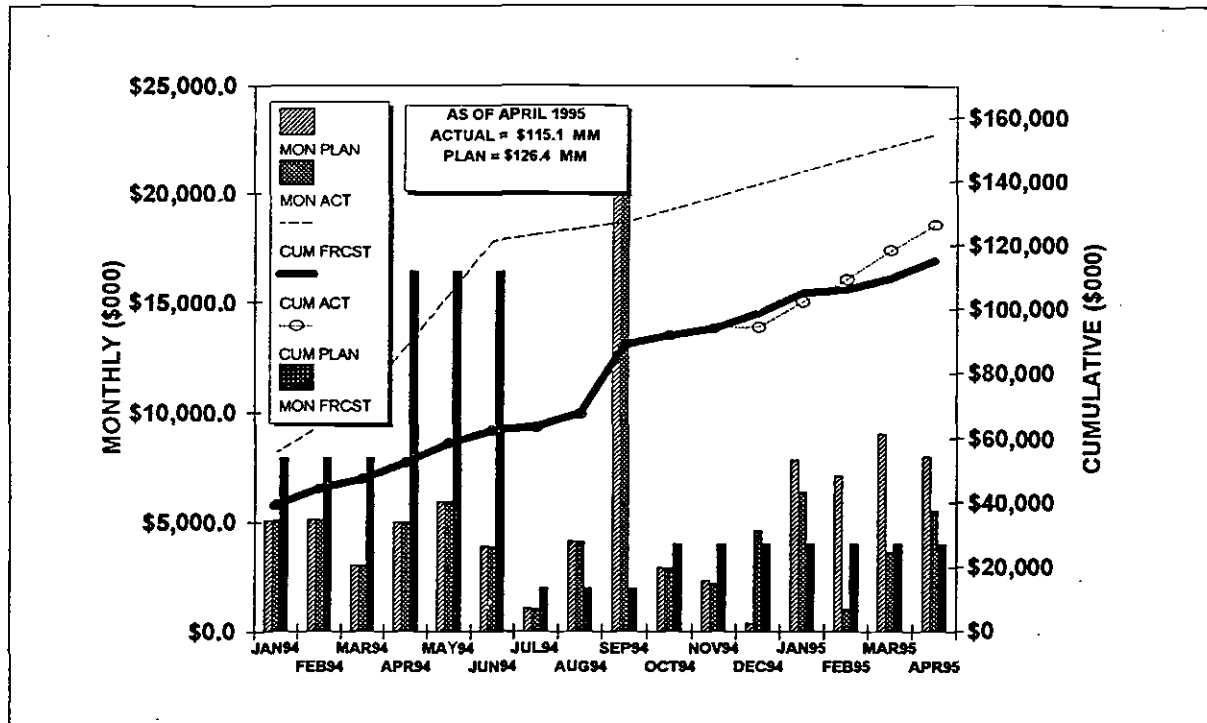
ANNUAL PROJECT COMMITMENTS



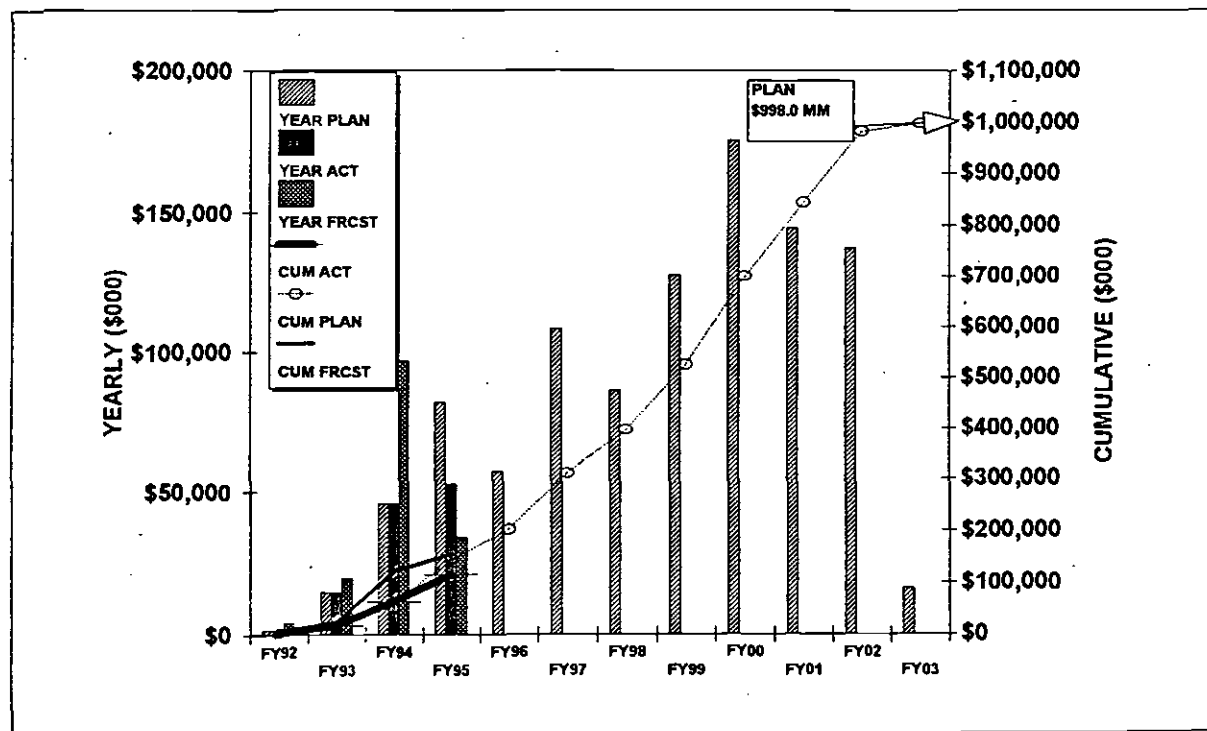
TOTAL PROJECT COMMITMENTS



ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW

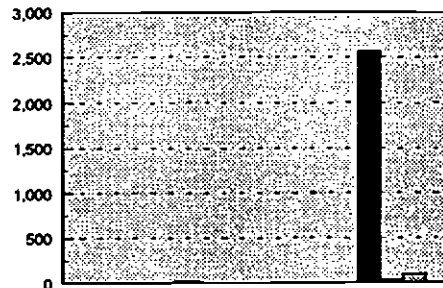


COST STATUS

R05 - Professional Service Contracts

Amendment History

Period to Total Comparison



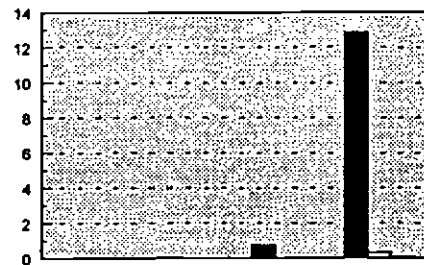
	# This period	# Previous	\$ This period	\$ Previous
EMC	0	21	0	2,567
CM	0	2	0	35
OTHER	0	2	0	96
Total to Date	0	25	0	2,698

R05 - Professional Service Contracts

Pending Consultant Changes

Period to Total Comparison

Thousands



	# This period	# Previous	\$ This period	\$ Previous
EMC	3	68	728	12,849
CM	0	2	0	304
OTHER	0	6	0	67
Total to Date	3	76	728	13,220

CONSULTANT CHANGE REQUEST ANALYSIS

No contract amendments approved this period

The Pasadena CCR backlog was reduced by 10% this period.

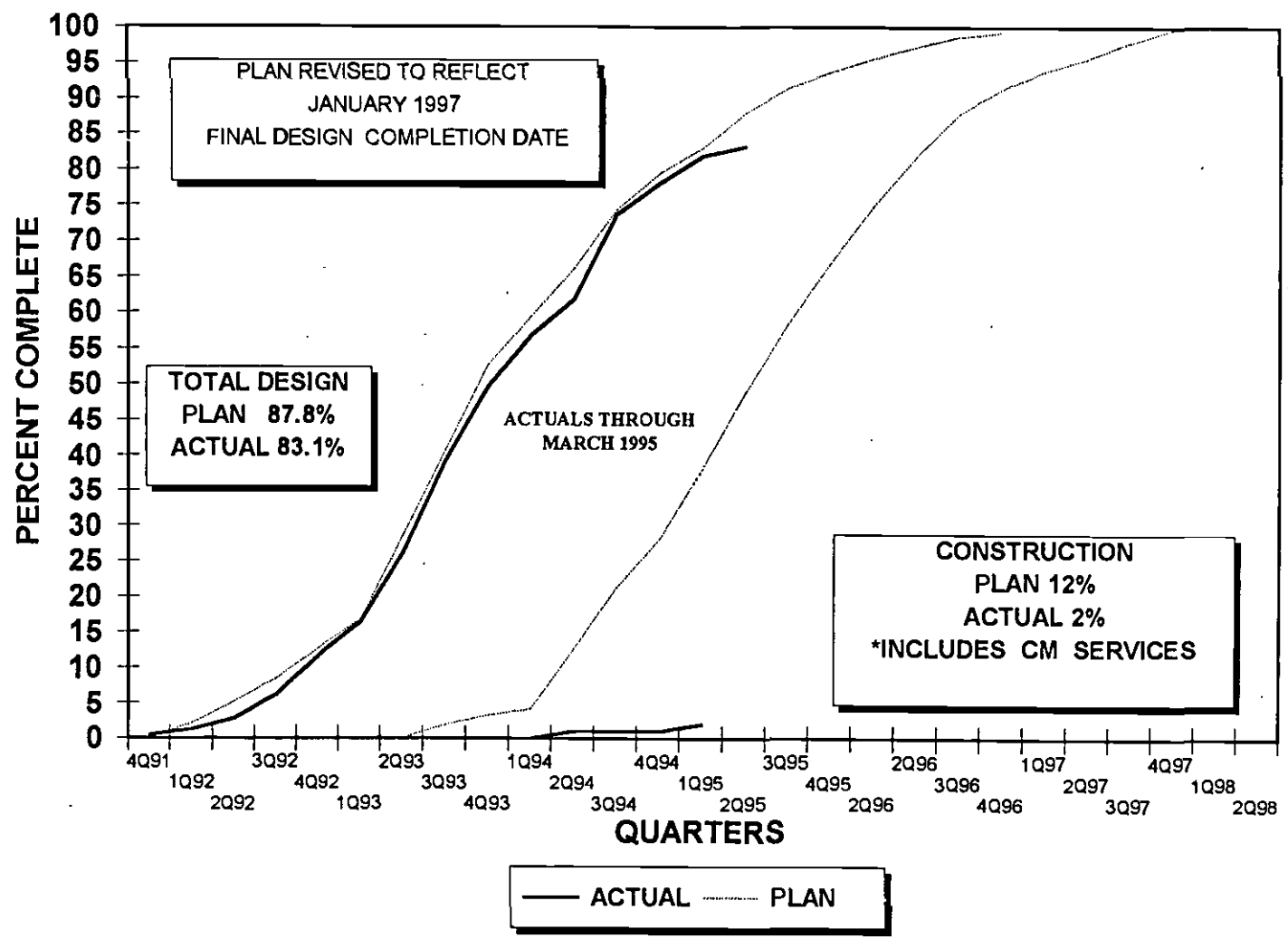
Cost recovery on changes due to outside agencies is currently under review. A cost recovery estimate will be reported on when available.

3 new CCR's were submitted this period 1 of which will require MTA Board approval as follows:

R05-E0070-276.01 - Out-Of-Scope Right-of-Way Work - presented at the 03/09/95 Construction Committee Meeting.

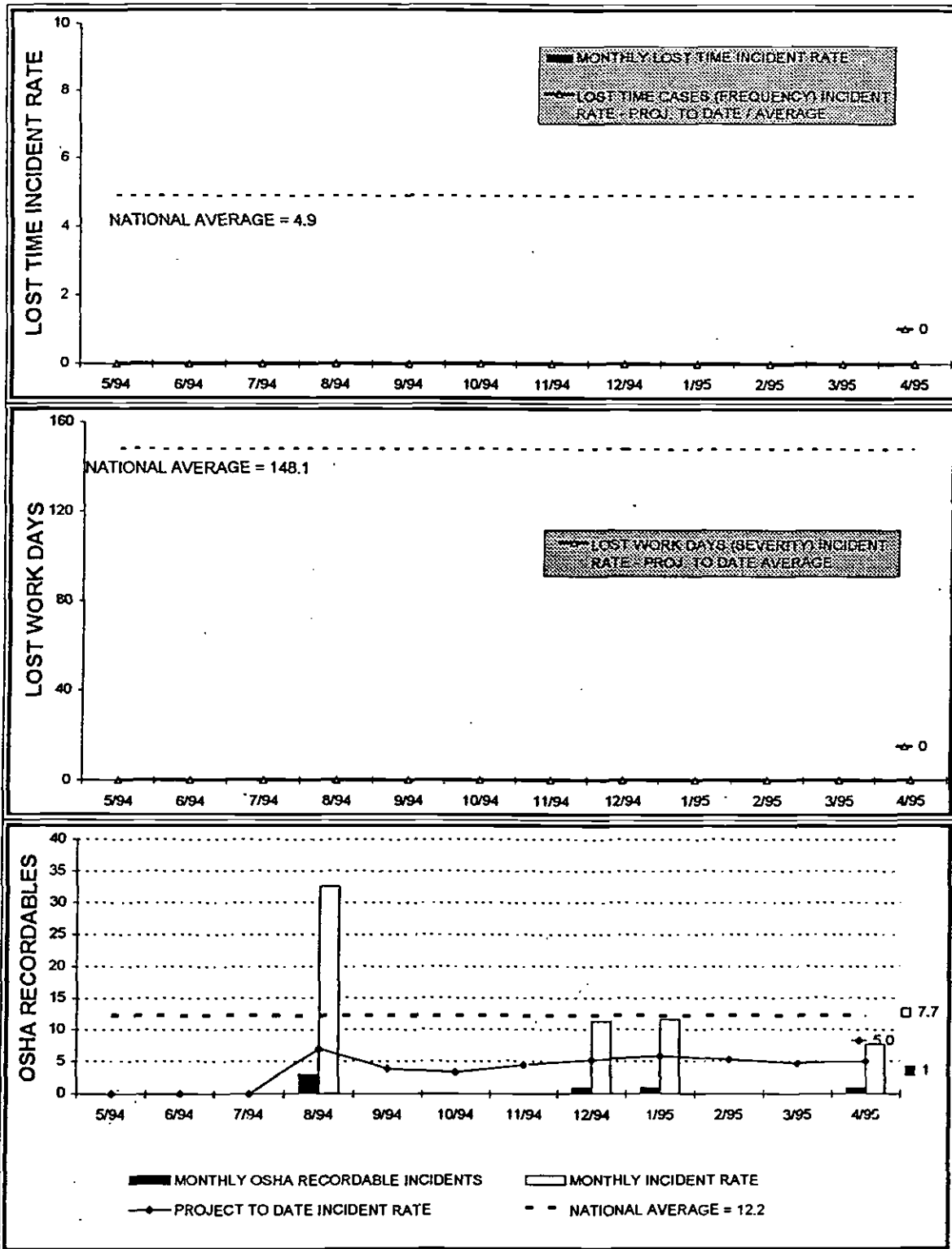
5 CCR's were rejected/cancelled by the MTA this period.

PASADENA BLUE LINE - PROGRESS SUMMARY



CRITICAL PATH DIAGRAM

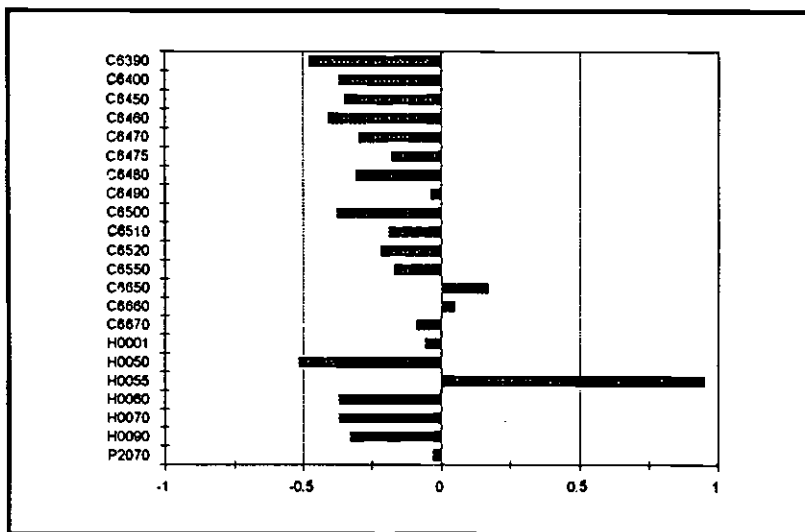
The Project critical path goes through C6460, Memorial Park to Sierra Madre Villa Line Segment; C6550, Trackwork Installation; H0090, Traction Electrification System Overhead Contact System; H0060, Train Control; Integrated Systems; Pre-revenue Operations and ROD.

METRO PASADENA BLUE LINE
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

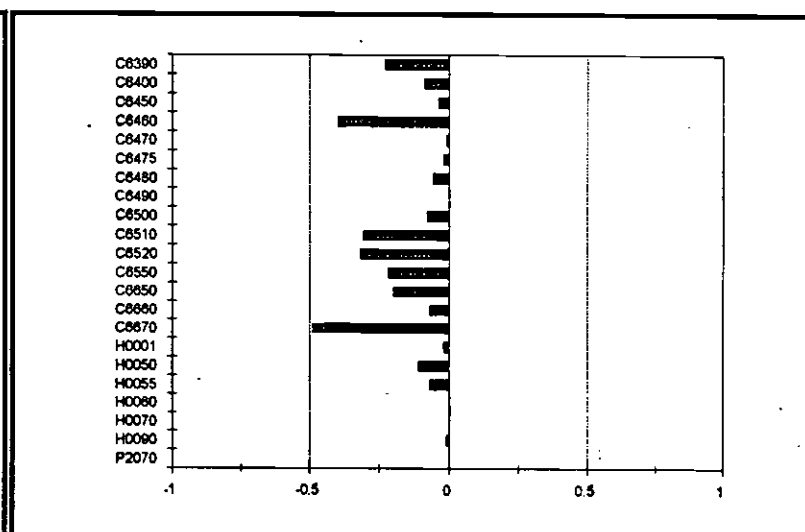
Pasadena Blue Line

Final Design Work Only

Cost Performance Index



Schedule Performance Index



CPI Legend

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

SPI Legend

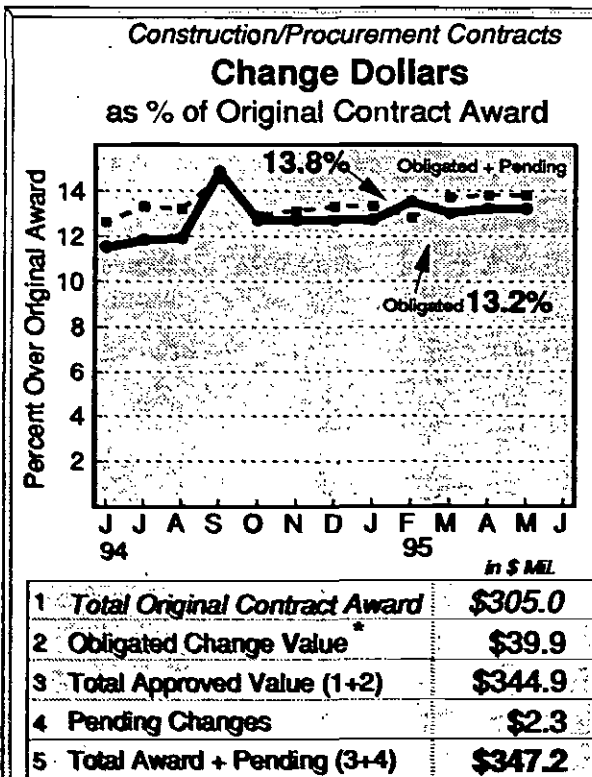
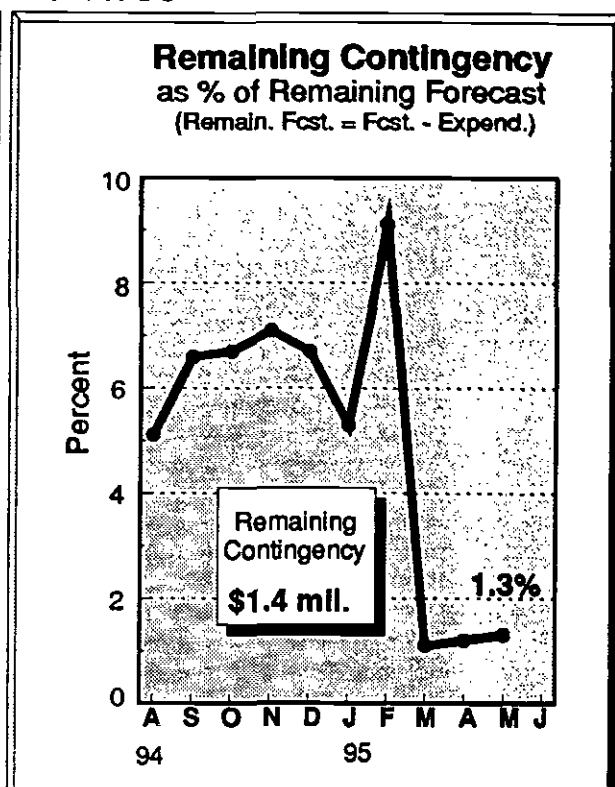
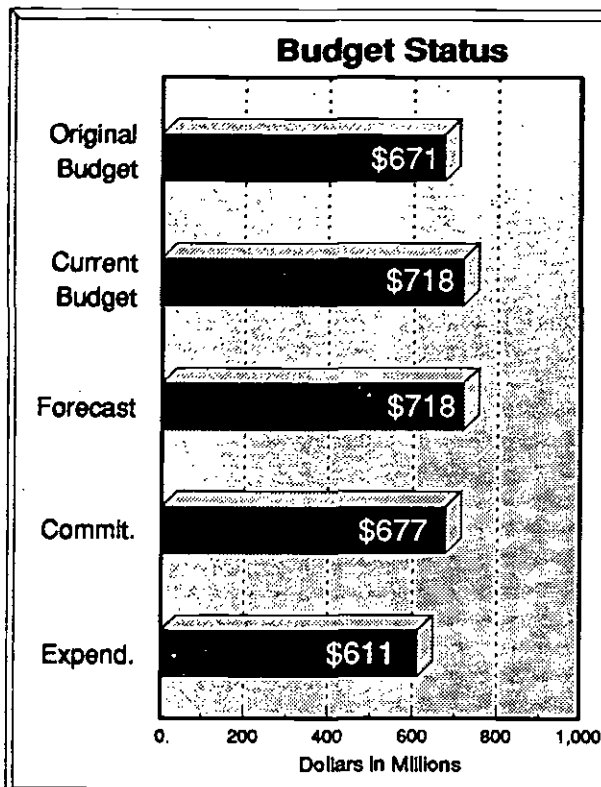
Under 100% = Behind Schedule
Over 100% = Ahead of Schedule

Systems design work is on hold with anticipation to resume in late 1995.

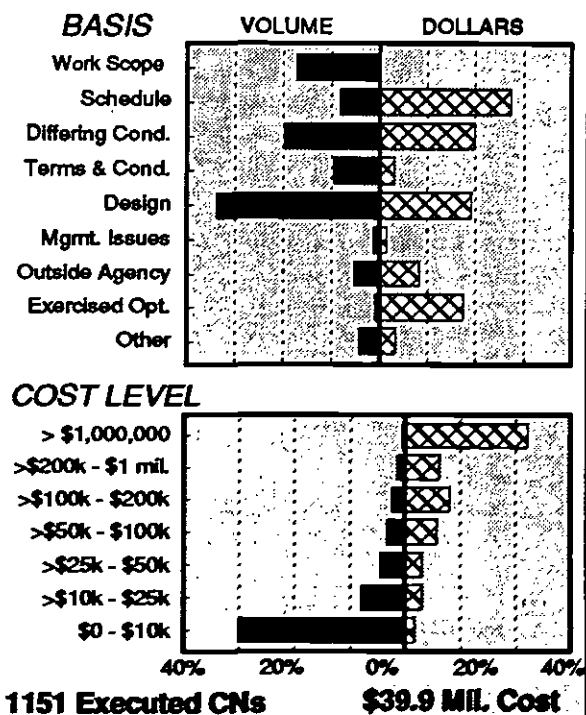
METRO GREEN LINE

EXECUTIVE SUMMARY

FINANCIAL STATUS



Changes by Basis and Cost Level



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

July 1995

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

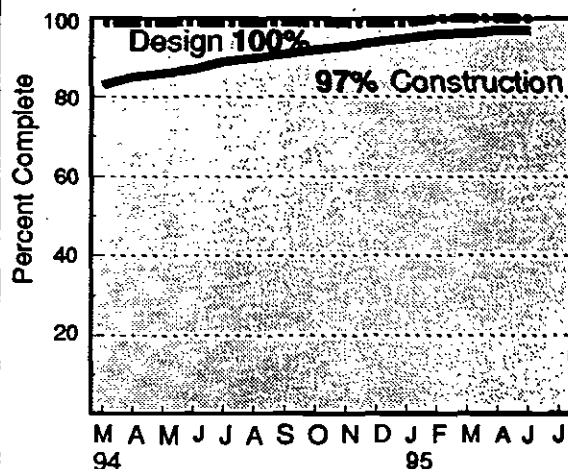
Months of Employment Provided

17,719

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

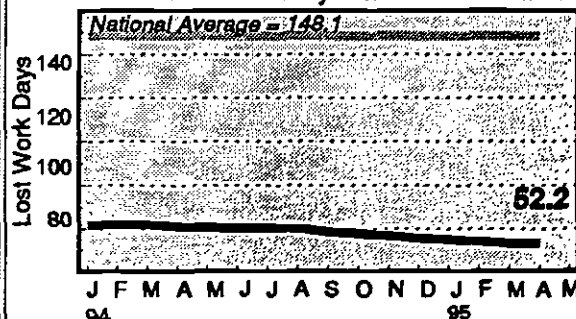
The following contracts are on
the Critical Path through June 95:

CT044-12 Construction
Elevators/Escalators

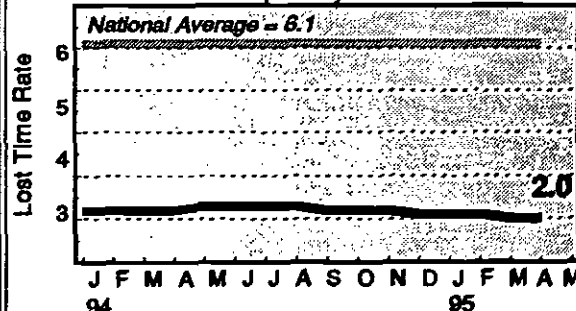
Systems Integrated Test
Norwalk-Marine ABS

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 97%

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**OPENED**

Concern: Construction items not completed by Caltrans Phase I/II contractors could delay state certification of elevators/escalators on Century Freeway Stations.

Action: Identify items that need to be corrected and/or completed and coordinate with MTA, Caltrans and OK to identify the most expedient method to complete necessary items.

Status: Meeting is scheduled between EMC, Caltrans, Montgomery, OK and MTA to identify outstanding items.

KEY ACTIVITIES -MAY 1995

- Commencement of Pre-Revenue Operations on May 27
- H1100 (Automatic Train Control) completed acceptance testing of Start-Up vehicle carsets.
- H1100 (Automatic Train Control) completed Control Line Testing - Norwalk - Marine
- Start-Up completed Public Address Integrated Test
- Start-Up completed Station Intrusion Integrated Test
- Start-Up completed SCADA/Fire Detection Suppression Integrated Test.
- Start-Up completed PA/VMS Integration Test
- H1100 (Automatic Train Control) commenced Static Testing at Hawthorne Yard

KEY ACTIVITIES - PLANNED FOR JUNE 1995

- C0095 (Fencing Wayside Intrusion Detection System) complete all contract work
- H0889 (Light Rail Radios) install upgraded repeaters at Mt. Lukens
- H1100 (Automatic Train Control) complete Static testing at Hawthorne Yard
- Caltrans (CT44-12 Elevators/Escalators) begin Pre-Testing of Elevators for State Certification

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

Project: R23 METRO GREEN LINE

Period: Apr 28, 1995 to May 26, 1995
Run Date: May 31, 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	547	446,129	4,262	408,821	4,662	394,576	-101	478,705	-7,193
S PROFESSIONAL SERVICES	108,562	0	180,477	102	191,367	3,241	179,675	3,241	179,728	22	195,946	15,469
R REAL ESTATE	36,927	0	28,522	-53	24,995	-50	24,995	-50	24,995	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	-57	11,574	-158	9,762	-158	9,762	0	12,043	1,543
O SPECIAL PROGRAMS	4,675	0	4,790	-1,242	3,713	-42	2,634	-42	2,634	-966	3,824	-965
C PROJECT RESERVE	59,613	0	14,131	0	0	0	0	0	0	1,045	2,498	-11,633
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	-704	676,517	7,252	625,284	7,652	611,092	0	717,802	0

FINANCIAL DETAIL

07-Jun-95

METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)

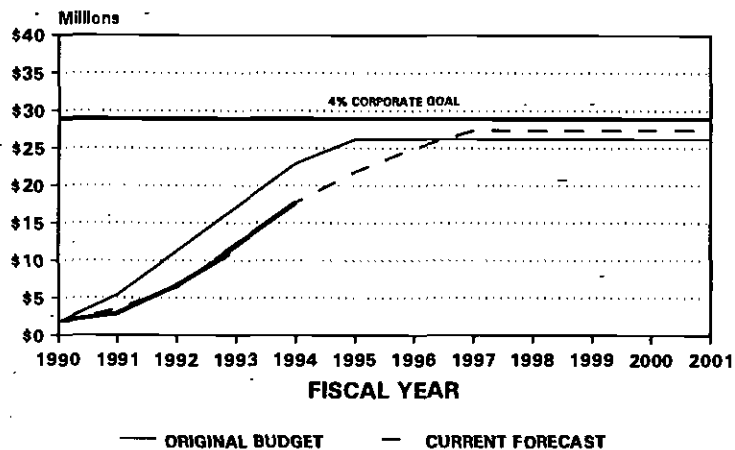
MAY 95

STATUS OF FUNDS BY SOURCE

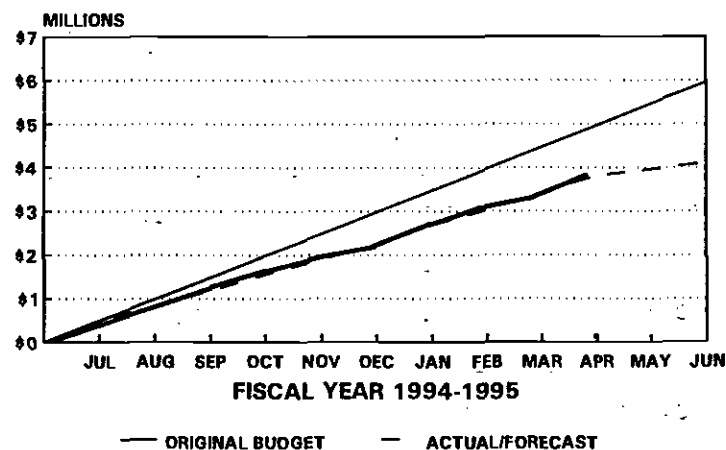
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$153,872	\$153,872	\$153,872	100%	\$153,872	100%	\$153,872	100%
PROP C (25% ALLOCATION)	\$246,400	\$183,318	\$205,190	83%	\$183,318	74%	\$183,318	74%
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%	\$41,281	49%	\$37,454	45%
PROP C (AMERICAN DISABILITY ACT)	\$5,994	\$5,085	\$5,919	99%	\$5,085	85%	\$5,085	85%
TOTAL	\$717,802	\$653,811	\$676,517	94%	\$611,092	85%	\$607,265	85%

NOTE : EXPENDITURES ARE CUMULATIVE THROUGH APRIL 1995.

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



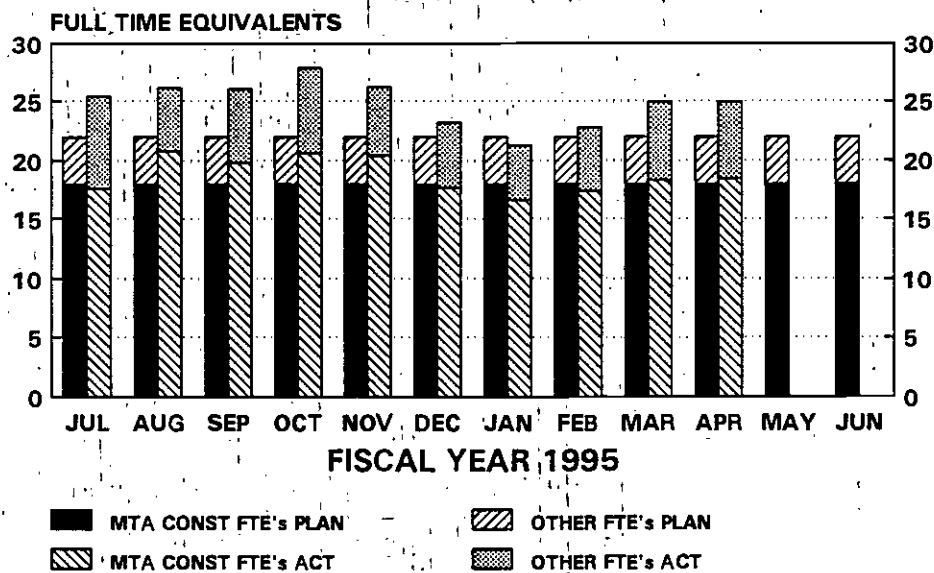
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$5,965
CURRENT FORECAST	\$4,117
BUDGET PLAN TO DATE	\$4,970
ACTUAL TO DATE	\$3,819

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	7
TOTAL FTE's PLAN	22
TOTAL FTE's ACTUAL	25

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 06/26/95

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW-ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP-LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTO USED
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K.**	L. (J-K)	M.
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$239,623	\$3,979,533	51%	0%	\$233,368	\$47,600	\$185,768	81%
C0096	\$9,573,083	16%	\$1,488,617	\$11,061,700	\$1,328,845	\$10,899,928	89%	77%	\$161,772	\$100,000	\$61,772	96%
C0100	\$59,826,710	15%	\$8,971,290	\$68,800,000	\$7,417,817	\$67,246,527	83%	88%	\$1,663,473	\$81,669	\$1,471,904	84%
C0101	\$11,279,960	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	86%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,876,463	\$9,200,000	\$1,226,282	\$8,647,819	65%	100%	\$652,181	\$0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$10,458	\$1,141,429	9%	99%	\$102,639	\$140,150	\$137,511	133%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$688,077	\$20,008,077	25%	99%	\$2,047,461	\$0	\$2,047,461	25%
C0601	\$5,006,841	18%	\$888,144	\$5,894,985	\$888,465	\$6,876,306	98%	99%	\$19,679	\$18,089	\$1,590	100%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,030,154	\$19,544,154	67%	99%	\$1,997,846	\$0	\$1,997,846	67%
C0610	\$10,248,912	25%	\$2,665,191	\$12,814,103	\$2,227,906	\$12,476,818	87%	99%	\$337,286	\$1,900	\$335,385	87%
H0831	\$1,480,450	169%	\$2,497,474	\$3,977,924	\$2,347,373	\$3,827,823	94%	87%	\$150,101	\$148,891	\$1,210	100%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$8,038,159	\$11,922,247	94%	71%	\$620,253	\$56,000	\$464,253	95%
H0889	\$3,938,759	11%	\$438,876	\$4,377,635	\$286,995	\$4,224,754	65%	48%	\$162,881	\$71,500	\$81,381	81%
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$932,508	\$10,880,688	94%	16%	\$62,312	\$65,008	\$7,304	99%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$127,561	\$3,425,890	39%	39%	\$202,272	\$33,200	\$169,072	49%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,774,073	\$59,669,073	38%	41%	\$2,848,727	\$75,859	\$2,772,868	40%
H1200	\$18,796,123	15%	\$2,819,418	\$21,615,541	\$1,756,528	\$20,662,661	82%	94%	\$1,062,890	\$18,500	\$1,071,390	62%
H1310	\$1,298,500	42%	\$550,504	\$1,849,004	\$128,649	\$1,427,149	23%	8%	\$421,866	\$839,395	\$1,217,541	140%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$961,467	\$12,389,457	84%	78%	\$182,343	\$62,808	\$119,535	90%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$766,149	\$4,812,059	-275%	100%	\$1,045,059	\$0	\$1,045,059	-275%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$964,094	\$46,689,094	18%	74%	\$4,410,906	\$0	\$4,410,906	18%
TOTAL:	\$306,034,662	20%	\$69,871,218	\$364,905,778	\$40,690,803	\$345,725,365	68%	97%	\$19,180,414	\$1,523,469	\$17,656,945	71%

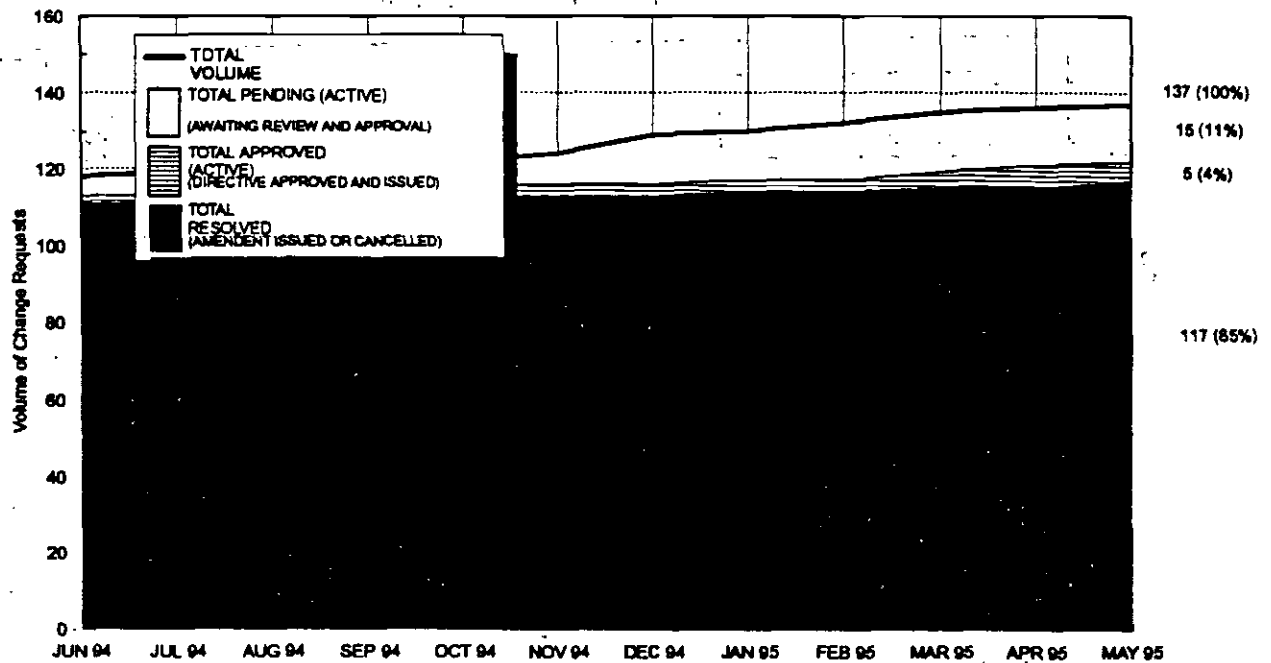
I = AFE increase may be required to cover pending changes

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

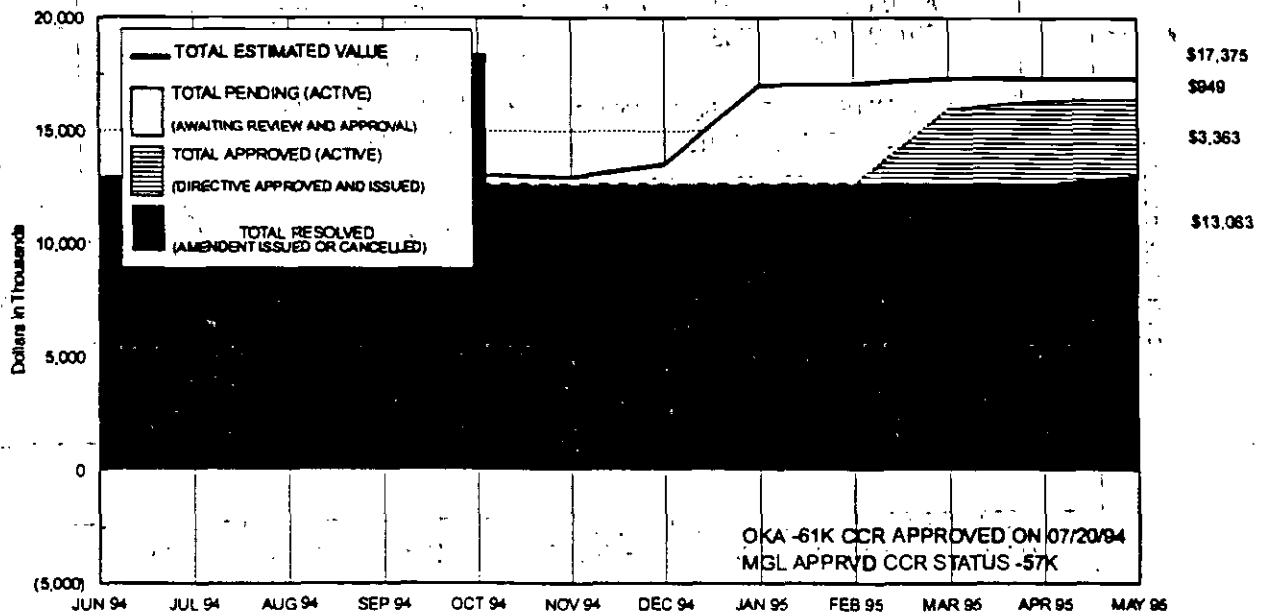
CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



REQUESTED CHANGES SINCE 06/01/91 ONLY

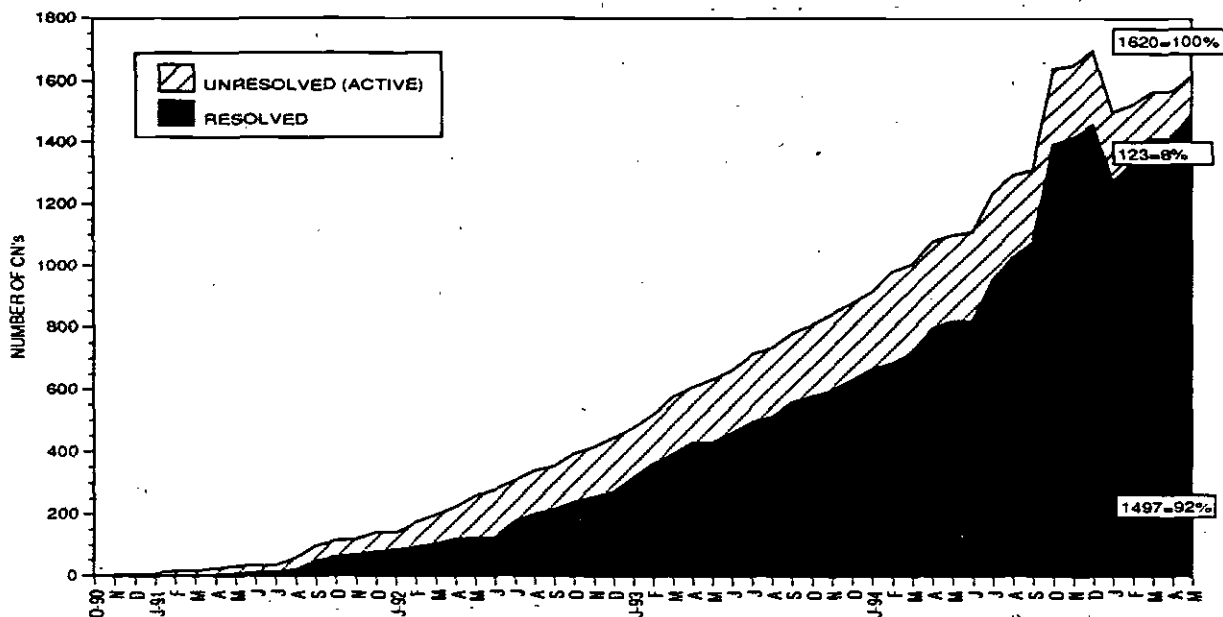
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	1	1	17	20
PERCENT	5%	5%	5%	85%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

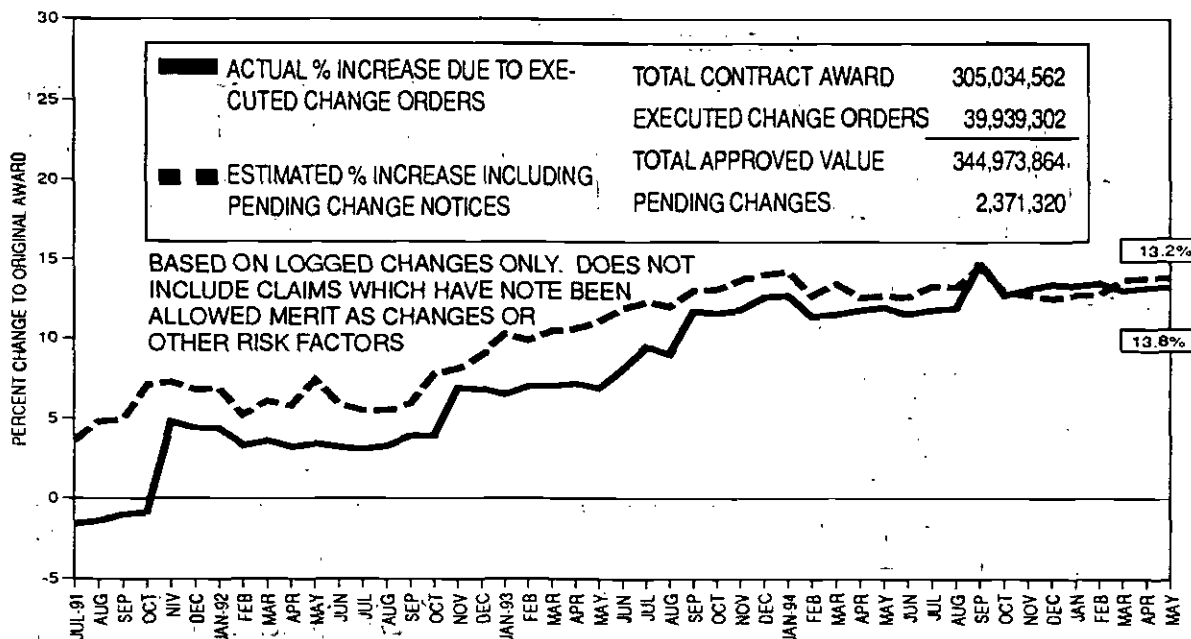
Change Notice resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60 days	61-90 days	90+ days	TOTAL ACTIVE
VOLUME	35	17	12	59	123
PERCENT	28%	14%	10%	48%	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 06/02/95

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	11	0.96%	\$17,677,708.46	44.26%
>200 - 1 MILLION	31	2.69%	\$4,910,947.78	12.30%
>100-200	57	4.95%	\$6,385,116.81	15.99%
>50-100K	76	6.60%	\$4,604,070.97	11.53%
>25-50K	102	8.86%	\$2,519,285.60	6.31%
10-25K	182	15.81%	\$2,492,146.07	6.24%
0-10K	692	60.12%	\$1,350,026.72	3.38%
PROJECT TOTALS:	1151	100.00%	\$39,939,302.41	100.00%

R23 - Metro Green Line

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE NOTICE BASIS BREAKDOWN

LIST ALL CHANGES TO CONTRACTS

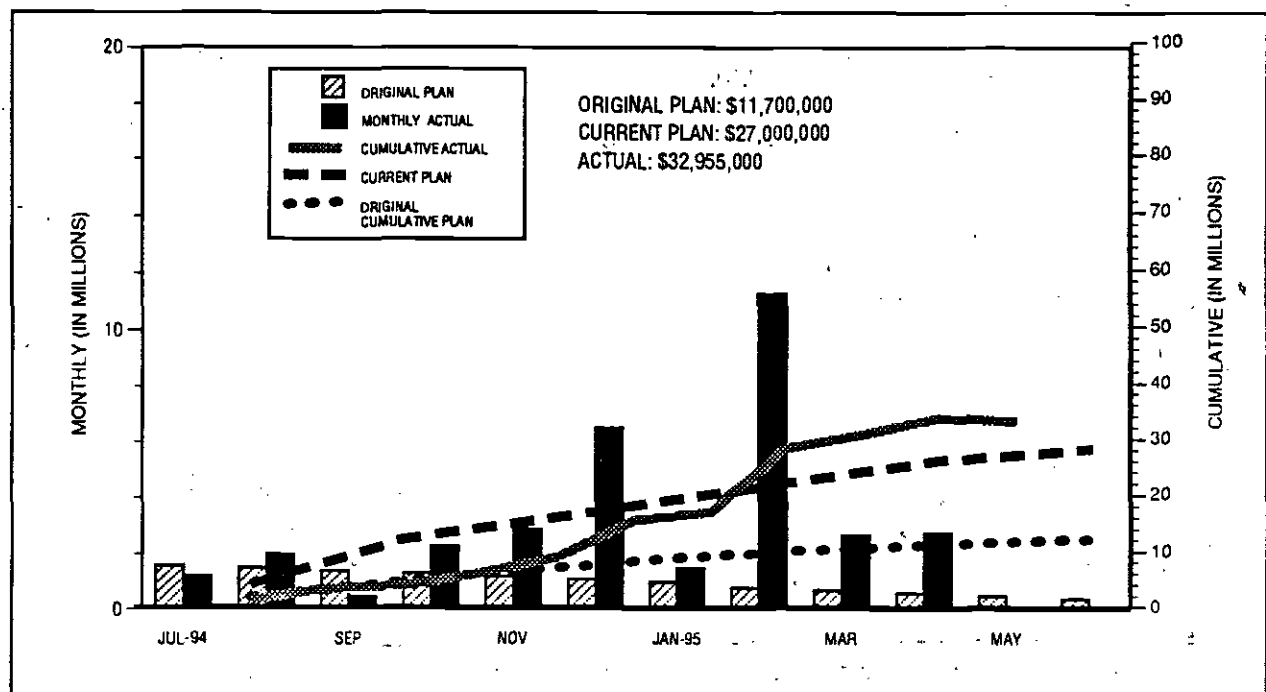
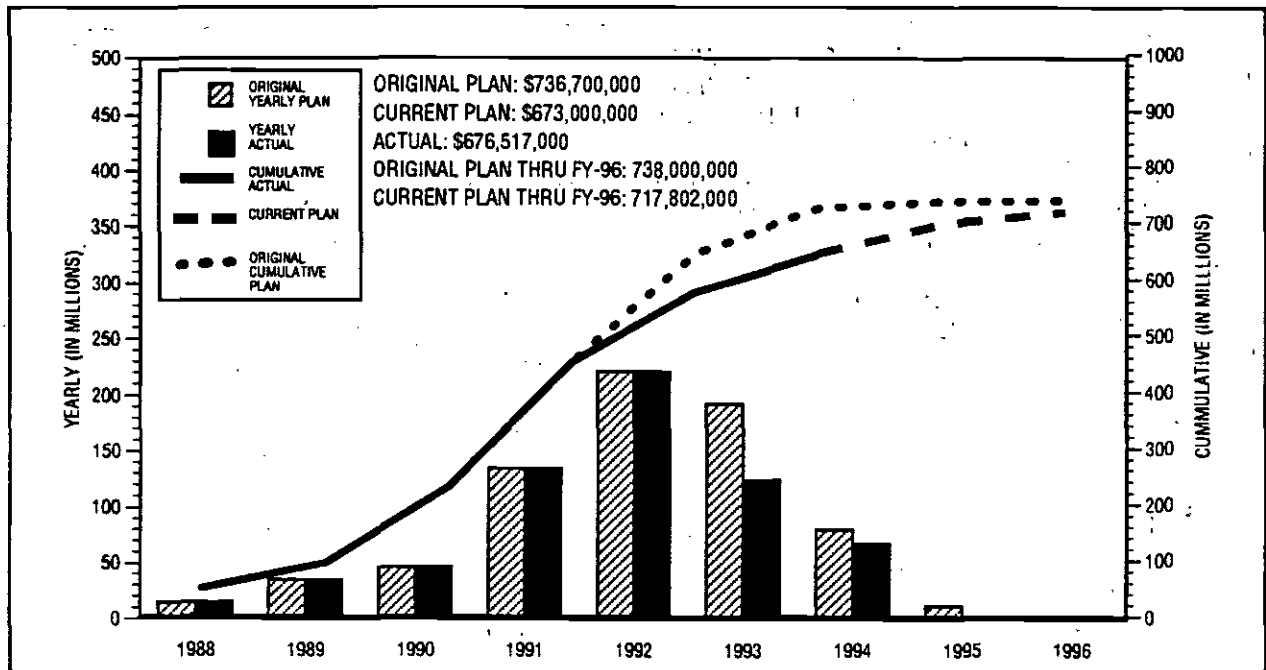
R23C0090 - R23P2020

EXECUTED CHANGES AS OF 06/02/95

		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	136	11.82%	\$2,425,888.06	6.07%
115	ADDITIONAL/NEW WORK	13	1.13%	\$347,968.18	0.87%
120	DELETION OF WORK	48	4.17%	(\$2,725,752.25)	-6.82%
130		1	0.09%	\$0.00	0.00%
		198	17.20%	\$48,103.97	0.12%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	34	2.95%	\$9,564,691.26	23.95%
220	ACCELERATION OF WORK	18	1.56%	\$1,315,408.00	3.29%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	42	3.65%	\$16,300.00	0.04%
		94	8.17%	\$10,896,399.26	27.28%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	222	19.29%	\$9,884,404.42	24.75%
320	HAZARDOUS MATERIALS	1	0.09%	(\$2,313,704.64)	-5.79%
330	SAFETY CONDITIONS	4	0.35%	\$312,989.00	0.78%
		227	19.72%	\$7,883,688.78	19.74%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	46	4.00%	\$1,272,694.67	3.19%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	62	5.39%	\$0.00	0.00%
		108	9.38%	\$1,272,694.67	3.19%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	141	12.25%	\$5,370,662.08	13.45%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	17	1.48%	\$570,215.39	1.43%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.26%	\$0.00	0.00%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	217	18.85%	\$2,544,138.72	6.37%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	11	0.96%	(\$843,084.76)	-2.11%
		389	33.80%	\$7,641,931.43	19.13%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.17%	\$2,375.00	0.01%
620	COMPREHENSIVE CLAIMS	13	1.13%	\$572,374.00	1.43%
		15	1.30%	\$574,749.00	1.44%
OUTSIDE AGENCY REQUESTS					
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	52	4.52%	\$3,272,580.13	8.19%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	0.78%	\$44,119.62	0.11%
		61	5.30%	\$3,316,699.75	8.30%
CONTRACT OPTIONS					
800	CONTRACT OPTIONS	10	0.87%	\$6,938,932.00	17.37%
		10	0.87%	\$6,938,932.00	17.37%
OTHER					
900	OTHER	49	4.26%	\$1,366,103.55	3.42%
		49	4.26%	\$1,366,103.55	3.42%
PROJECT TOTALS:		1151	100.00%	\$39,939,302.41	100.00%

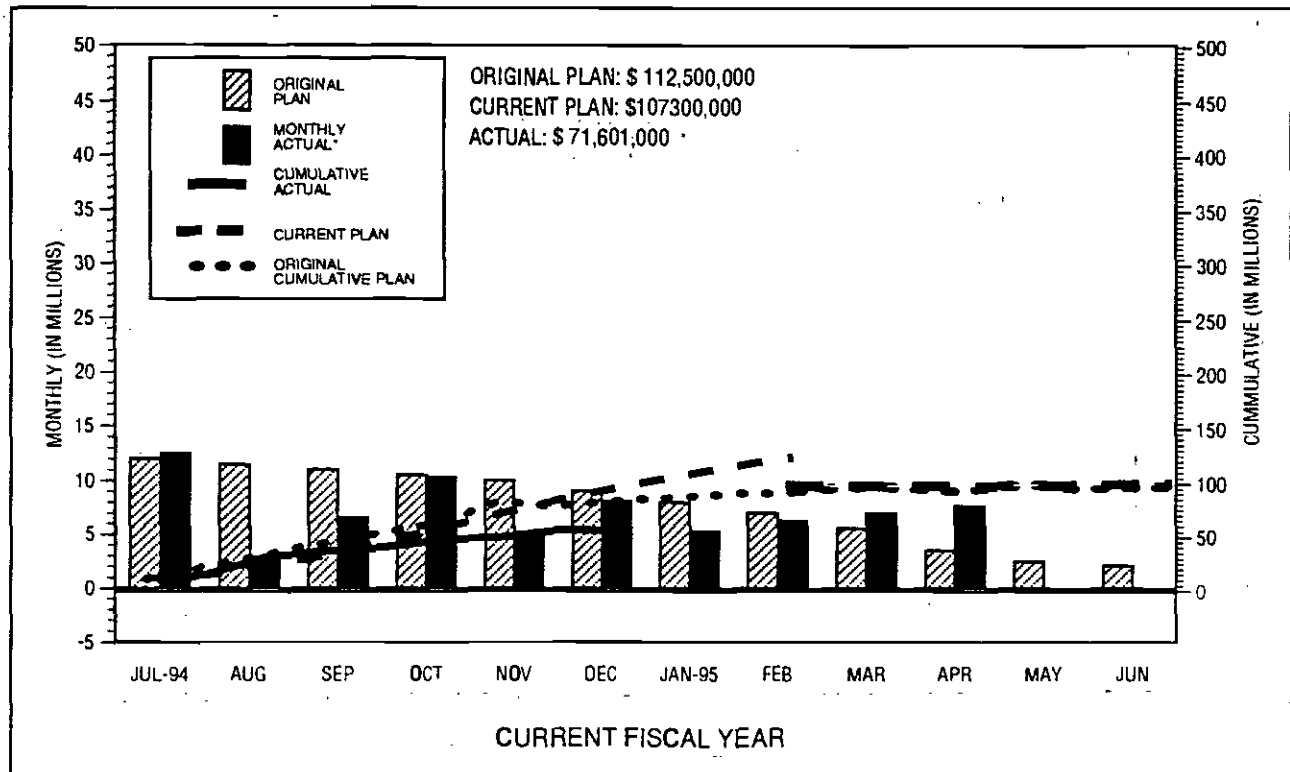
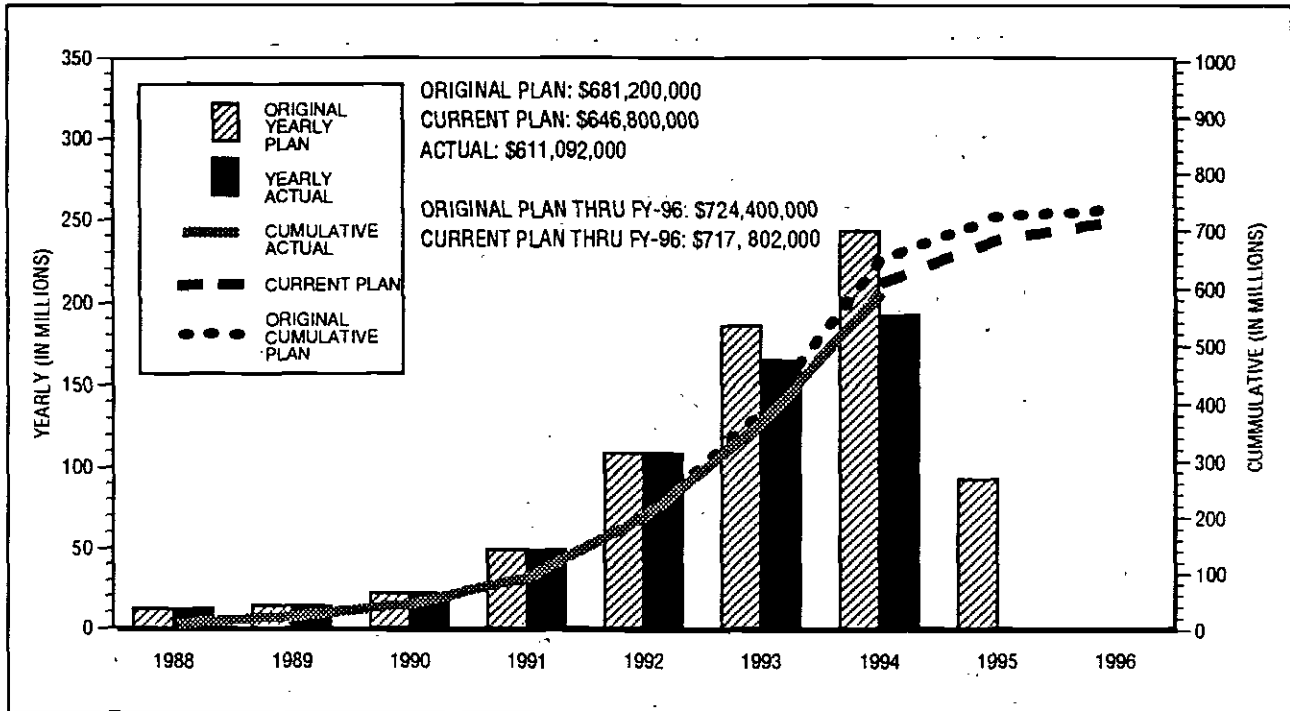
Include all records where (CHGNOTCE-> STAT_CODE is not equal to "0") and where (CHGORD-> EXECTNDATE is not equal to " / / ") and where (WORKPKG-> AWARD_AMT is not equal to "0")

PROJECT COMMITMENTS



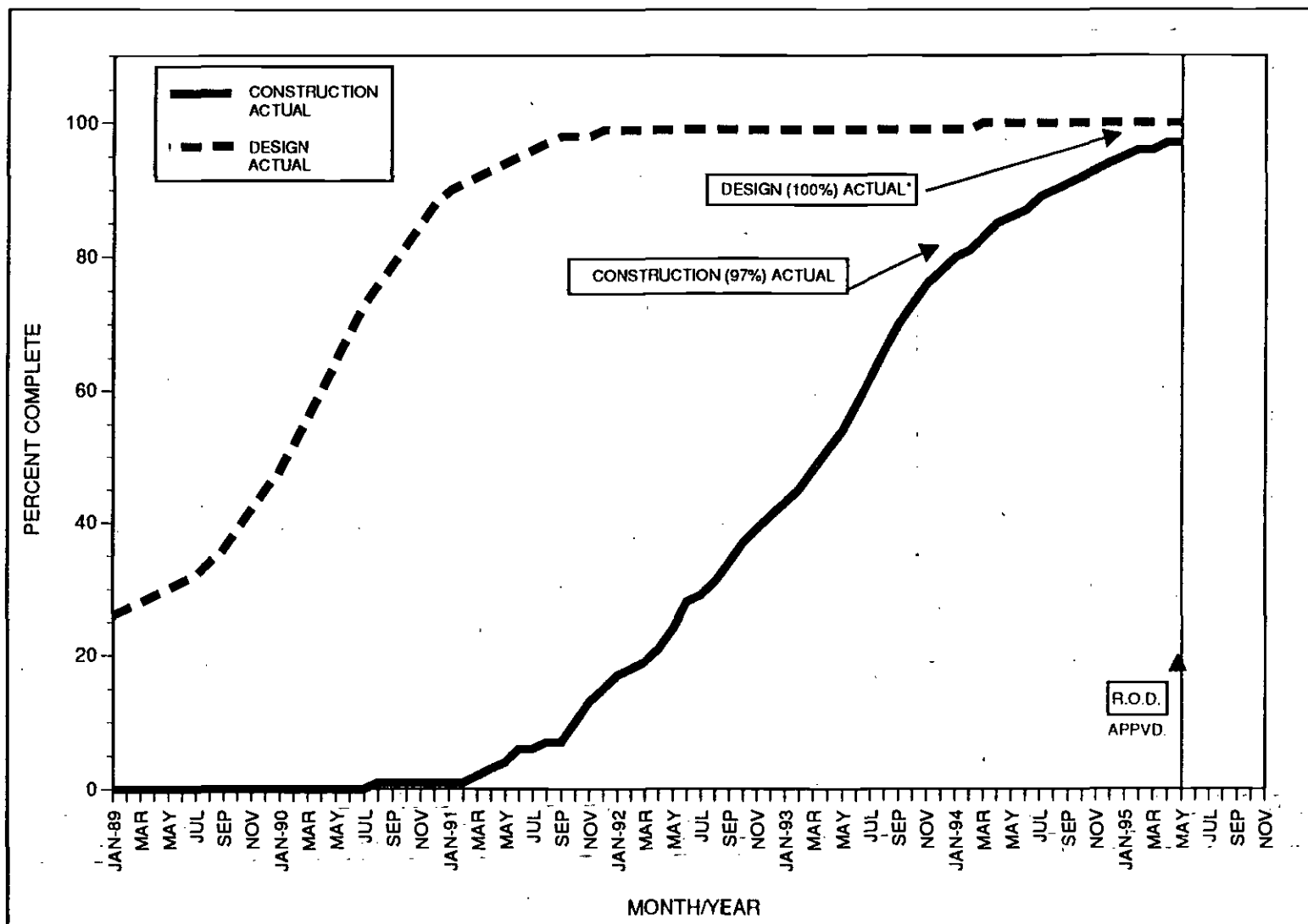
CURRENT FISCAL YEAR

PROJECT CASH FLOW

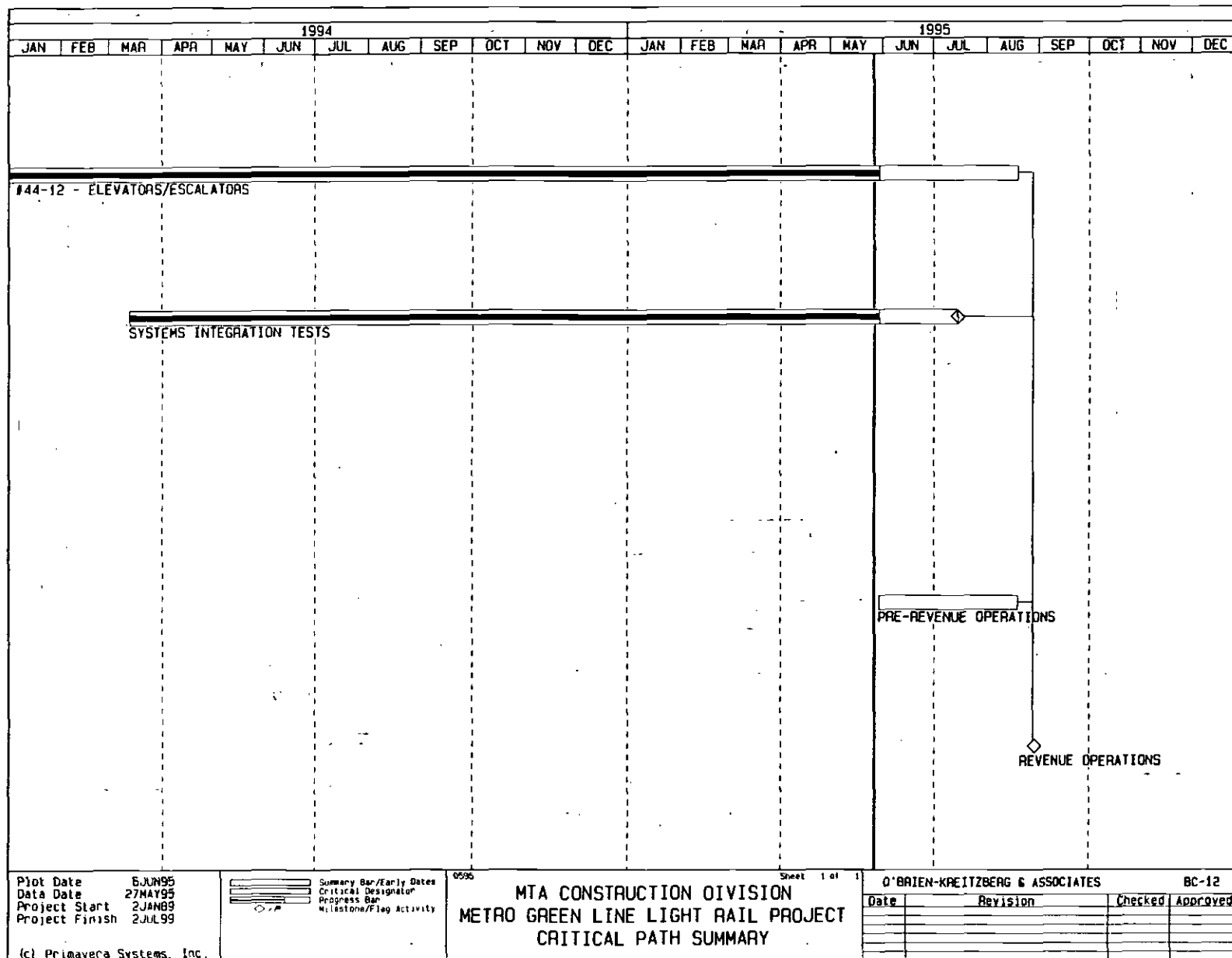


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY

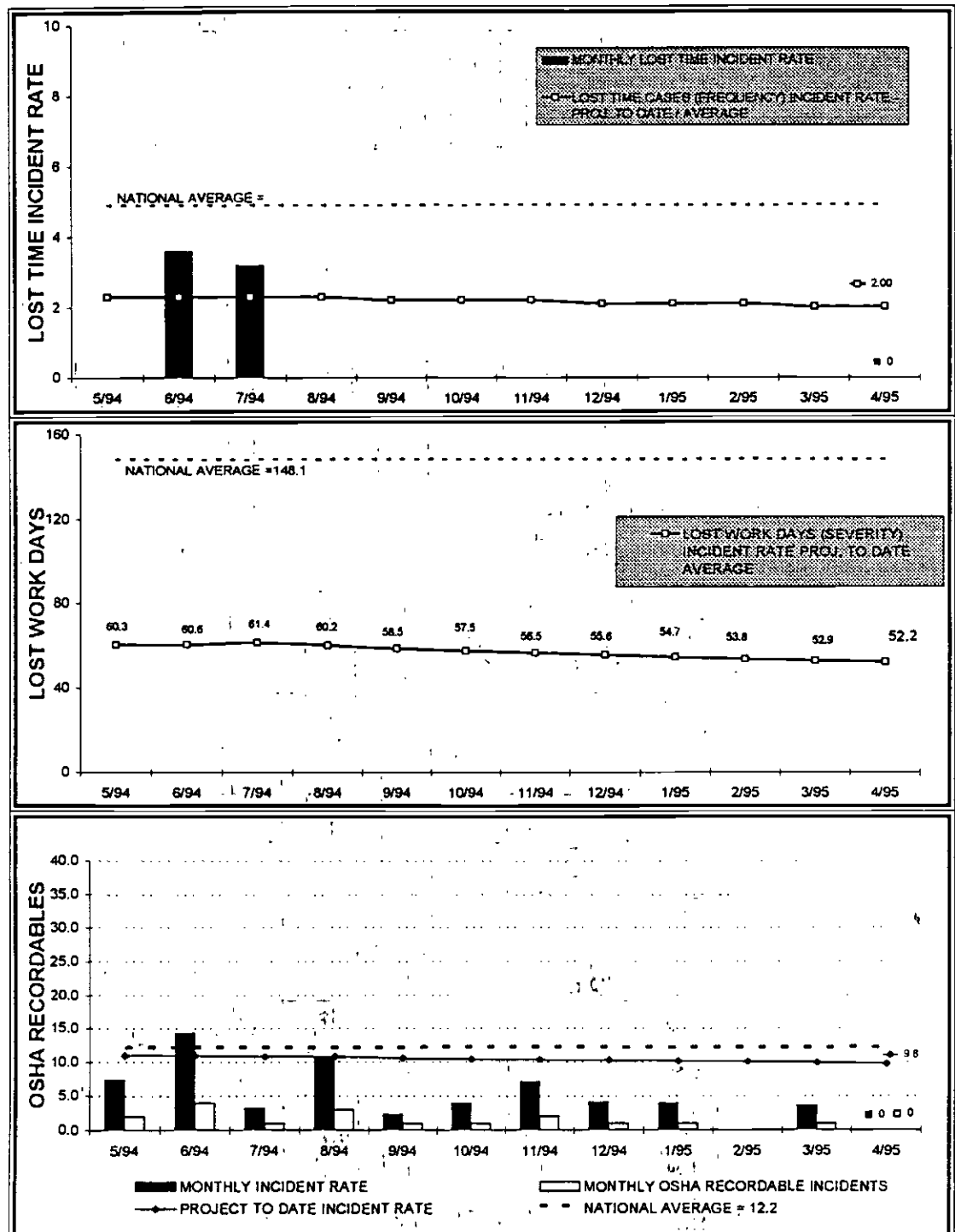


* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE
SAFETY SUMMARY

Prepared by:
MASS TRANSIT GROUP



LEGEND

0	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			Jun 95
C0400	Main Yard & Shop		0					Jun 95
H0831	SCADA	0	0	0	0			Jun 95
H0832	CTS	0	0	0	0			Jun 95
H0901	PIDS	0	0	0	0			Jun 95
H1200	TPSS	0	0	0	0			Jun 95
H1400	OCS	0	0	0	0			Jun 95
C0095	Fencing/WIDS	0	0	0	0			Jul 95
H0840	Fare Collection Equipment	0	0	0	0			Jul 95
H0900	SSCS	0	0	0	0			Jul 95
H1310	Signs & Graphics	0	0	0	0			Jul 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			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

METRO RED LINE SEGMENT 1

EXECUTIVE SUMMARY

METRO RED LINE SEGMENT 1

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

The following activities are still remaining:

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

Contract Closeout Status

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

Closeouts in Process 1

Closeouts Remaining 1

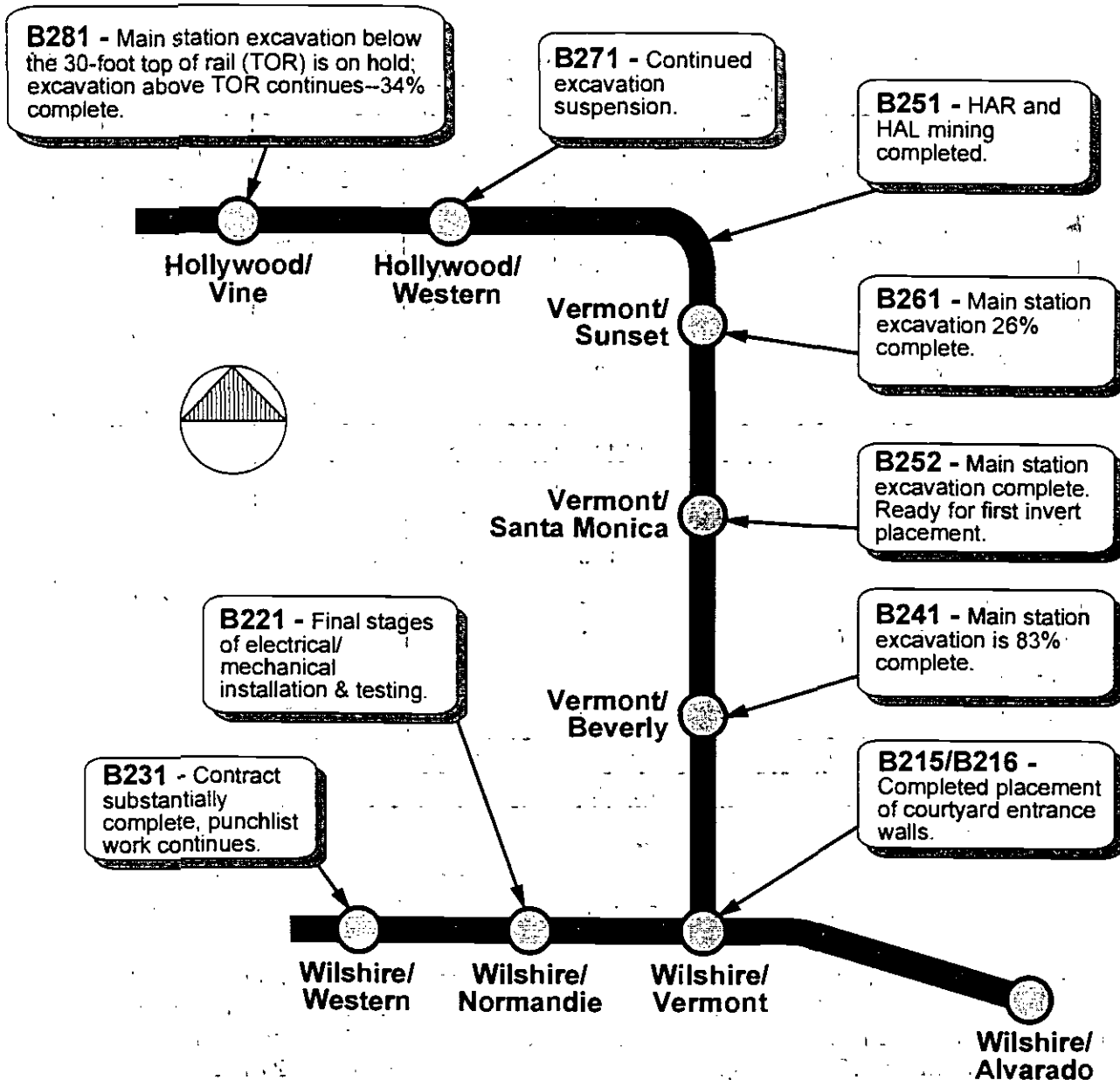
Contract Closeout Analysis

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

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Completed Wilshire trackwork installation (B610). Completed fiber/optic communication cable for right alignment (B620). Radio cable and equipment have been received, proceeding with installation (B641). Public address system passed performance portion of factory performance test (B642). CCTV installation proceeding (B643). Installation of seismic detection is complete (B648A).

FINANCIAL STATUS

Budget/Forecast Variance

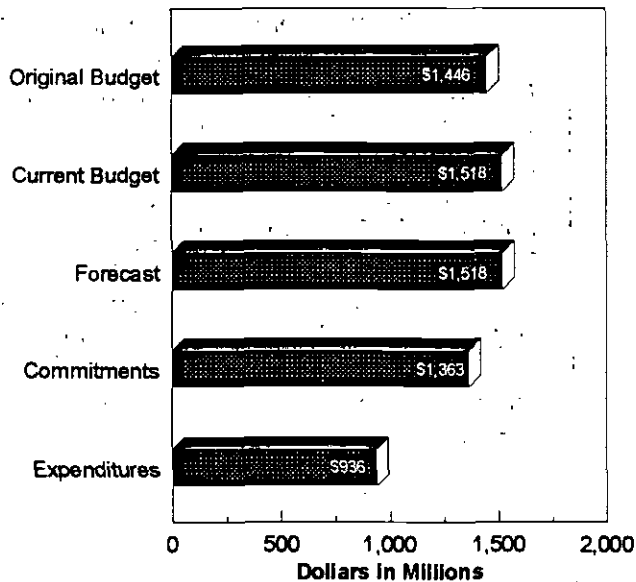
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MAY CHANGE IN FORECAST
CONSTRUCTION	\$943.2	\$960.8	\$17.6	\$2.0
PROFESSIONAL SERVICES	352.0	349.4	(2.6)	0.0
REAL ESTATE	87.3	89.0	1.7	0.0
UTILITY/FORCE ACCOUNT	31.1	34.6	3.5	0.3
SPECIAL PROGRAMS	4.4	2.3	(2.1)	0.0
CONTINGENCY	28.6	10.6	(18.0)	(2.3)
PROJECT REVENUE	(0.2)	(0.3)	(0.1)	0.0
TOTAL PROJECT	\$1,446.4	\$1,446.4	\$0.0	\$0.0
NEW REQUIREMENTS				
CONSTRUCTION	\$52.2	\$50.3	(\$1.9)	\$0.2
PROFESSIONAL SERVICES	15.9	19.1	3.2	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/FORCE ACCOUNT	0.1	0.0	(0.1)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	3.0	2.0	(1.0)	(0.2)
TOTAL NEW REQUIREMENTS	\$71.2	\$71.4	\$0.2	\$0.0
GRAND TOTAL	\$1,517.6	\$1,517.8	\$0.2	\$0.0

Budget/Forecast Variance Analysis

The budget/forecast variance of \$17.6 million in construction is contributed to several contracts. The largest of these concerns are B215, unexpected major design change orders; B221, increases to the potential cost of the station box claim and unit quantity overruns; B261, temporary decking quantity overrun; B271 and B281, delays due to lower station excavation caused by B251; and MC001, contract amendments and approved CCRs. The total project variances is offset by project contingency for a \$0.0 net balance. Total new requirements has a budget variance of \$200K due to costs associated with the Earthquake Impact Program. Project Budget Change Request (PBCR) #14, which will bring the budgets more into alignment with the AFE values, is in the approval cycle.

FINANCIAL STATUS

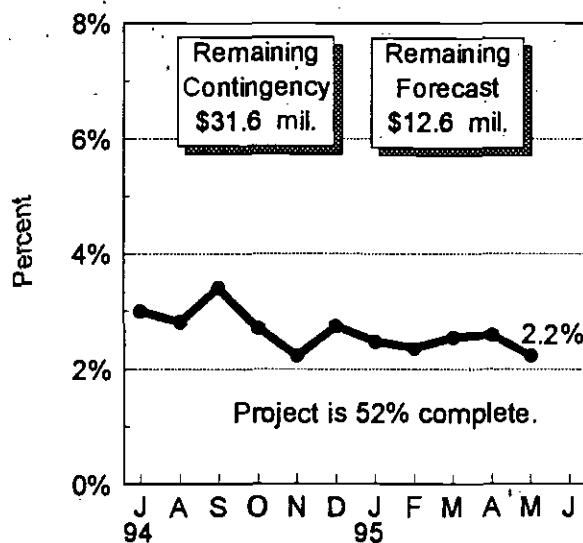
Budget Status



Budget Status Analysis

The current budget growth is due to addition of Transit Enhancement and ADA programs to the project. As of May, 45 of 57 construction contracts have been awarded.

Remaining Contingency as % of Remaining Forecast (Remain. Fcst. = Fcst. - Expend.)

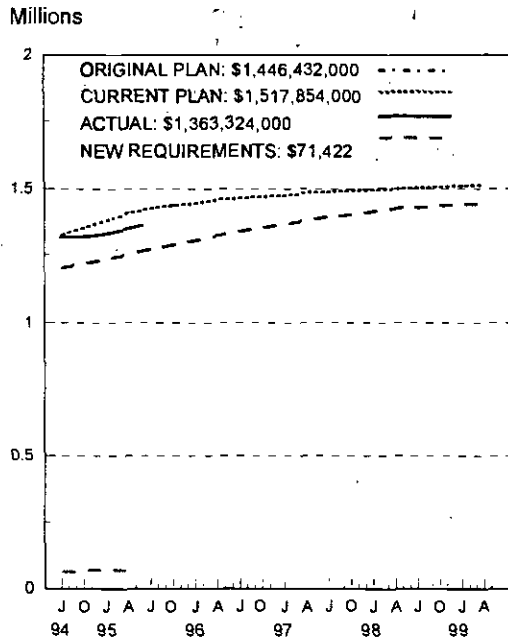


Remaining Contingency Analysis

The remaining contingency percentage from January 1995 to April 1995 has remained constant, averaging 2.5% with a decrease in May to 2.2%. This is primarily due to offset cost associated with forecast delays to lower excavation for contract B281 due to schedule delays on contract B251.

FINANCIAL STATUS

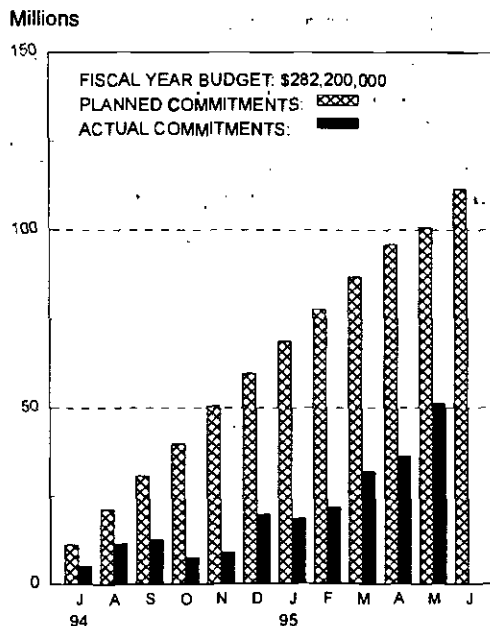
Project Commitments



Project Commitments Analysis

Project planned commitments are \$1,412.8 million; actual commitments are \$1,363.3 million or 89.8% of the total forecast. The total increase for May commitments for the period are \$15.1 million. This primarily consists of the award of construction contract B290, Construction Support and Maintenance. This commitment is 9.6 million. Also in Professional Services, contract MY001, Project Administration commitments increased 4.2 million to bring commitments into balance with expenditures.

Fiscal Year Commitments



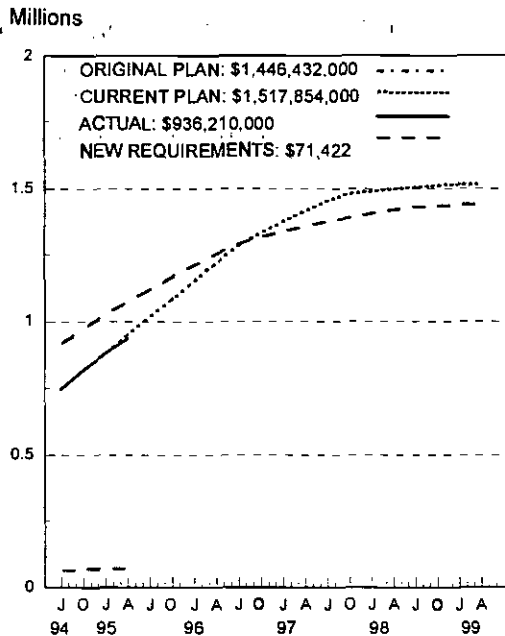
Fiscal Year Commitment Analysis

Planned commitments are \$100.7 million; actual commitments are \$51.2 million*. The reasons for the variance is due to forecast, schedule delays, and contingencies in the forecast. Final Change Orders have not been executed.

*This section includes new requirements.

FINANCIAL STATUS

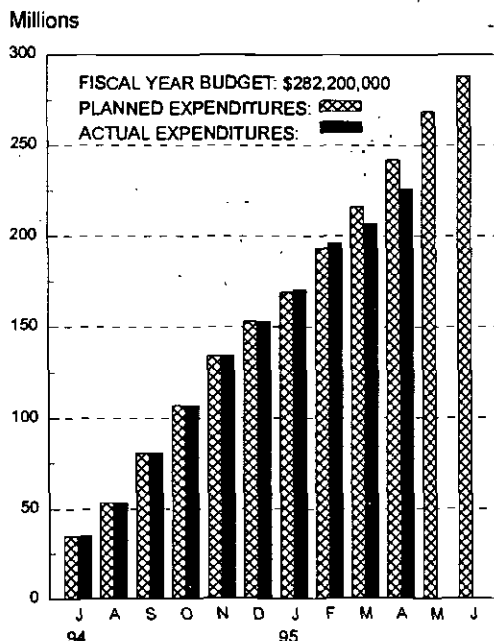
Project Cashflow



Project Cashflow Analysis

Project planned cumulative expenditures for the month are \$952.2 million; actual expenditures are \$936.2 million or 61.7% of the total forecast. The project will be at 90 to 95% of the Fiscal Year budget by the end of the year, partly due to the slow down of construction toward the end of the year.

Fiscal Year Project Cashflow

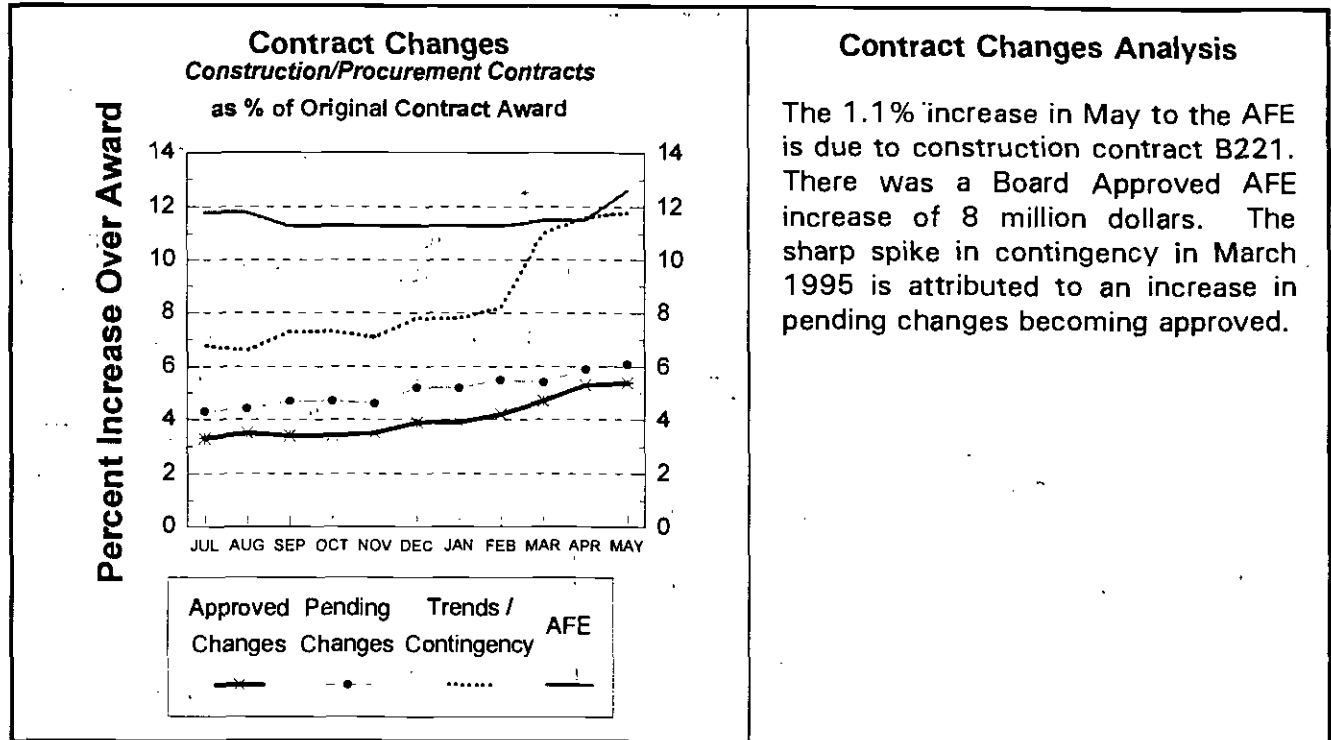


Fiscal Year Cashflow Analysis

Planned fiscal year cumulative expenditures for the month are \$242.1 million; actual expenditures are \$226.1 million*. The underrunning the past couple of months is associated with the delays in construction.

*This section includes new requirements.

FINANCIAL STATUS

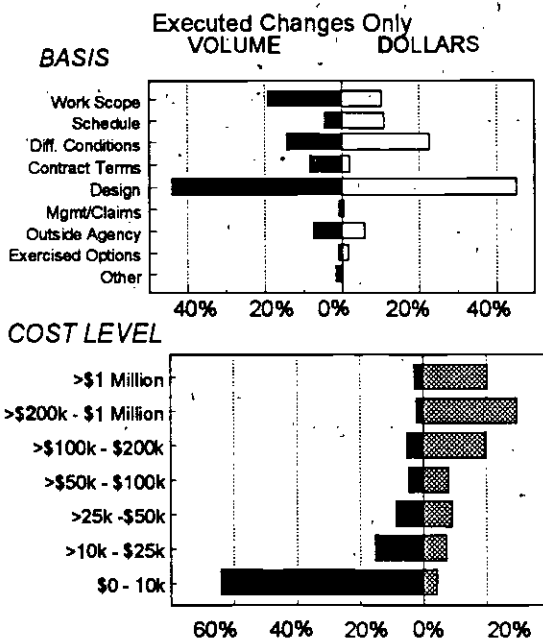


Construction Procurement Contracts Contract Cost and Forecast Comparison to Budget			
Dollars in Millions	Current	Previous	Variance
Original Contract Award	\$776.4	\$776.4	\$0.0
Approved Contract Value*	\$42.2	\$40.8	\$1.4
Current Value	\$818.6	\$817.2	\$1.4
Pending Logged Changes	\$4.8	\$4.7	\$0.1
Trends and Contingency	\$694.4	\$695.9	\$ <1.5 >
Total Forecast	\$1,517.8	\$1,517.8	\$0.0
Constr. Budget	\$995.5	\$995.5	\$0.0

*Includes by Executed Change Orders and Approved Not-to-Exceed Costs. forecast and Budget for Awarded contracts only.

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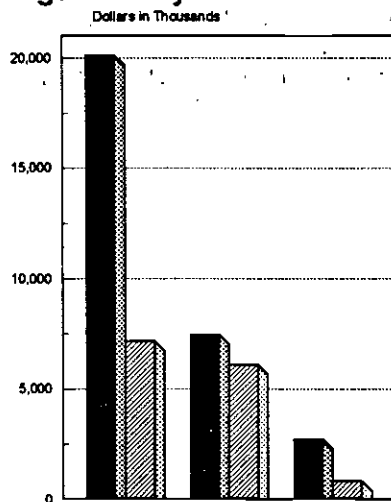
FINANCIAL STATUS

Construction/Procurement Contracts**Changes by Basis and Cost Level****Change Basis Analysis**

Design changes represent approximately 44% of the basis for change and 45% of the total change cost. Changes in work scope and differing site conditions represent approximately 33% of the basis for changes and 34% of the total change cost.

Change Cost Level Analysis

- 51% of the total change cost falls within the MTA Board Authority, which equals 2.5% of the change volume
- 28% of the total change cost falls within the MTA CCB authority, which equates to 10% of the change volume
- 9% of the total change cost falls within the CM authority, which equates to 8.5% of the change volume
- 12% of the total change cost falls within the RE authority, which equates to 79% of change volume

Professional Services Contracts
Change Cost by Consultant


	EMC	CM	OTHER
Amended	20,116	7,427	2,710
In Process	7,155	6,094	808
Total	27,271	13,521	3,518

Professional Services Change Analysis

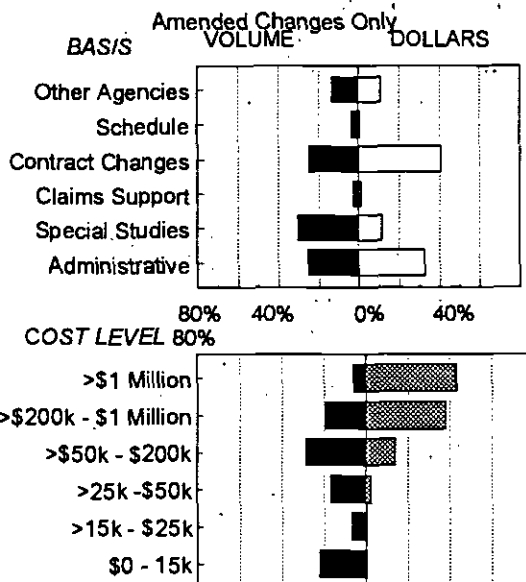
Seven Advanced Work Authorizations (AWAs) were assigned this period with a total not-to-exceed obligation of \$100k. No contract amendments were approved this period.

Data source: CCS (CCR Reports)

FINANCIAL STATUS

Professional Service Contracts

Changes by Basis and Cost Level



Change Basis Analysis

Approximately 41% of Red Line Segment 2 Consultant Change Requests (CCR) total basis value is due to changes during the design phase of non-awarded construction contracts and 32% for Administrative changes. 30% of the total basis volume is for Special Studies with 25% each for Design/Construction and Administrative changes.

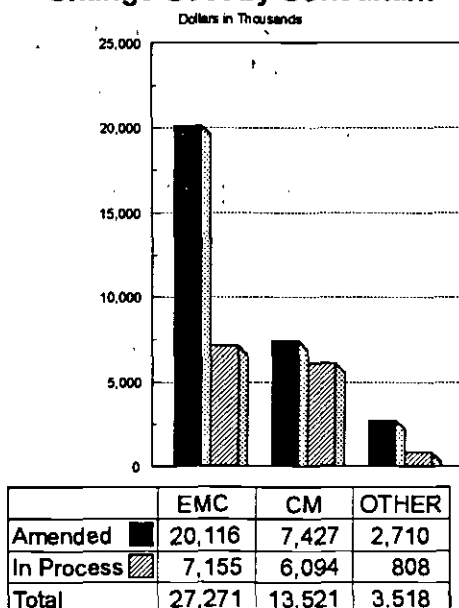
Cost recovery on changes due to outside agencies is currently under review. A cost recovery estimate will be reported on when available.

Change Cost Level Analysis

81% of the total change cost falls within the MTA Board authority level which equates to approximately 25% of the change volume.

75% of the change volume falls within the Project Manager's approval authority which equates to only 19% of the total change value.

Professional Services Contracts Change Cost by Consultant



Professional Services Change Analysis

Seven Advanced Work Authorizations (AWA) were assigned this period with a total not-to-exceed obligation of \$100k. No contract amendments were approved this period.

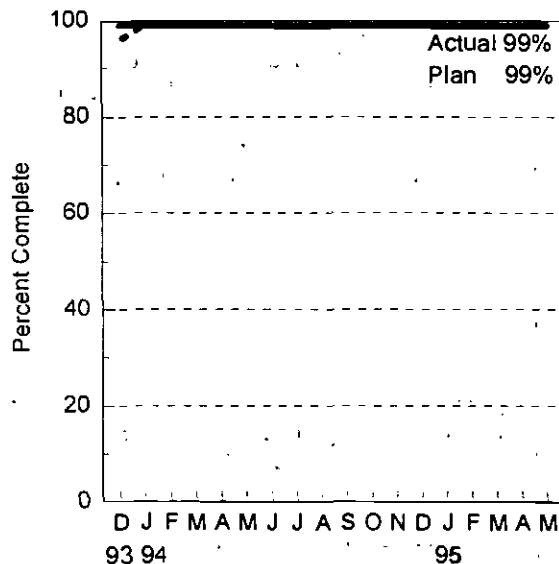
DATA SOURCE:

CCS: CCR REPORTS

SCHEDULE STATUS

Schedule Status

Design Progress



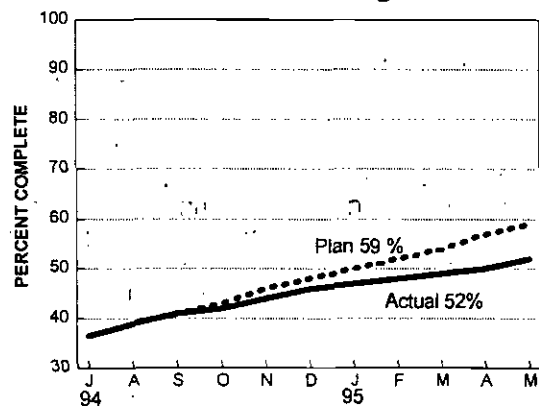
Design Schedule

Progress Analysis

The EMC continues to report design work at 99% complete, with two contracts remaining in design. These contracts are Contract B263, Vermont/Sunset Station-Second Entrance, and Contract B648B, Communications Installation-Vermont/Hollywood Corridor. The continuing design support services during construction is not included in this chart.

Schedule Status

Construction Progress



Revenue Operations Date

	Current	Forecast
Wilshire Corridor	July 1996	April 1996
Vermont/Hollywood Corridor	Sep 1998	March 1999

Construction Schedule

Progress Analysis

The overall construction progress is 7% behind schedule due to tunnel delays under Hollywood Boulevard. In addition, all station contracts are behind schedule due to unforeseen conditions, design changes and slower production rates for station excavation and support of utilities than planned.

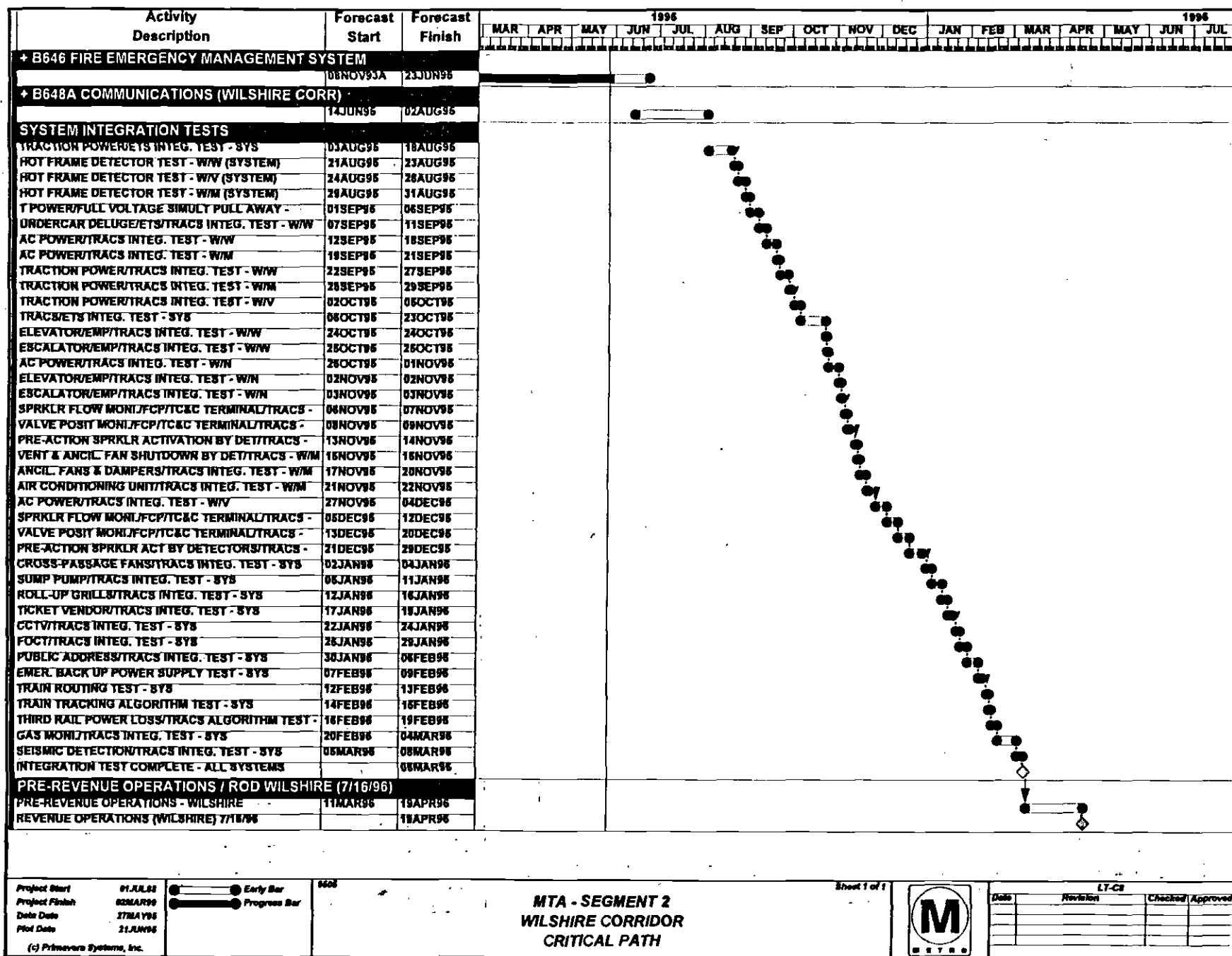
Wilshire Corridor is 3 months ahead of schedule due to better than planned facility and system coordination.

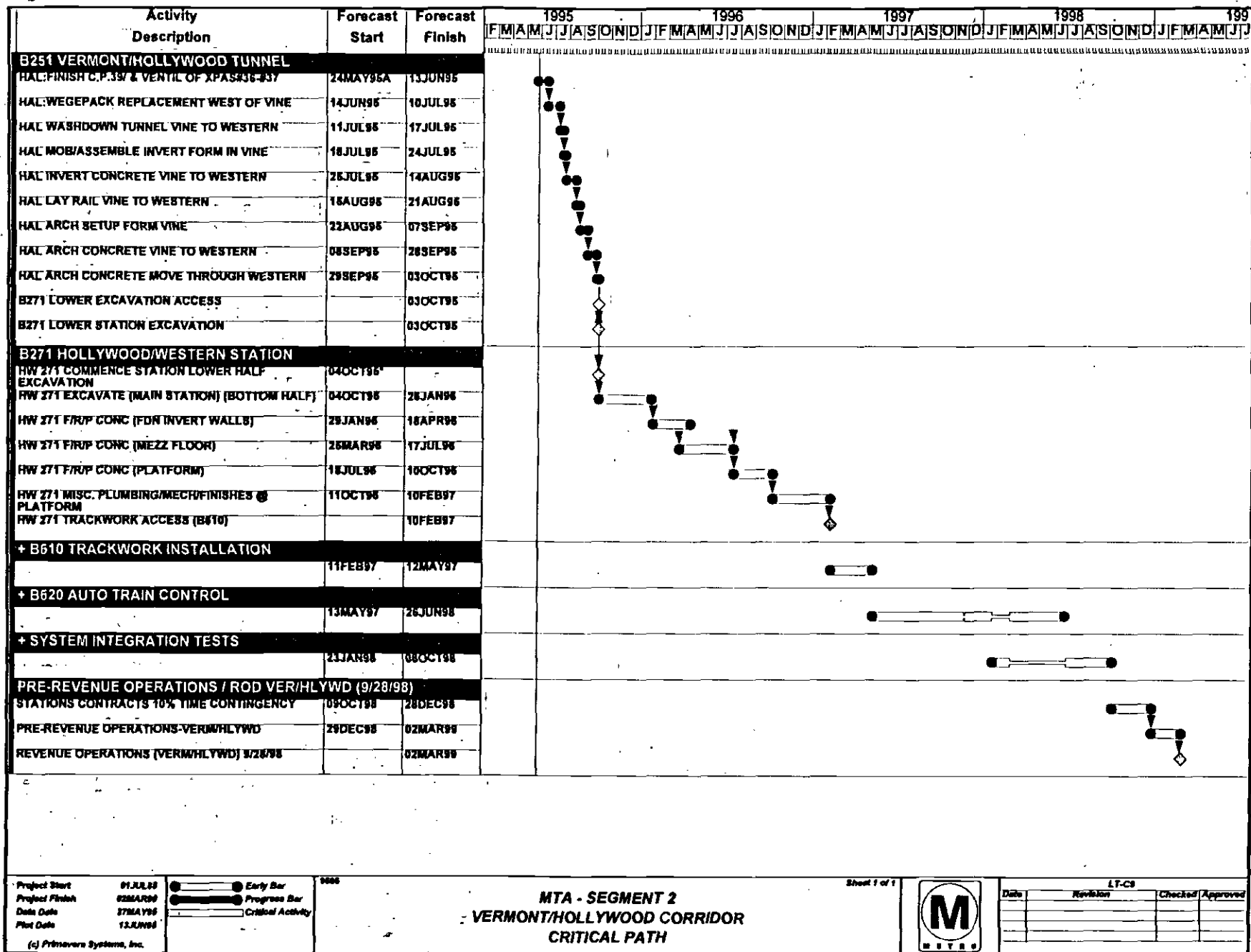
Vermont/Hollywood Corridor is behind schedule by 5 months due to B251 tunneling delays under Hollywood Boulevard.

Major accomplishments include completed Hollywood tunnels mining and completed fiber optic communication cable for Wilshire Corridor.

SCHEDULE STATUS

<p style="text-align: center;">Current Critical Path</p> <p><u>Wilshire Corridor</u></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>The critical path currently is 88 days ahead (positive float)</p> </div> <p>B646, Fire & Emergency Management, equipment delivery to B648A contractor.</p> <p>B648A, Communication Installation, installation and testing of emergency trip system (ETS).</p> <p>System integration testing.</p> <p><u>Vermont/Hollywood Corridor</u></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>The critical path currently is 155 days behind (negative float)</p> </div> <p>B251 Vermont/Hollywood Tunnel is on the Critical Path through 10/03/95.</p> <p>B271 Hollywood/Western Station is on the Critical Path from 10/04/95 through 02/10/97.</p>	<p style="text-align: center;">Current Critical Path Analysis</p> <p><u>Wilshire Corridor</u> forecasted ROD was changed from 03/12/96 to 04/19/96, due to budget and activity sequence for system integration testing.</p> <p>Other critical path activities are system integration testing and pre-revenue operations.</p> <p><u>Vermont/Hollywood Corridor</u> delayed forecast ROD is due to late Notice to Proceed of station contracts, delay in tunnel mining.</p> <p>Other critical path contracts are: Contract B610, Trackwork Installation, concrete plinth, rail installation and testing; Contract B620, Automatic Train Control, wayside installation, operation tests and dynamic testing.</p>				
<p style="text-align: center;">3 Month Contract Schedule</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Contract Description</th><th style="text-align: left;">Advertise Date</th></tr> </thead> <tbody> <tr> <td>None</td><td>N/A</td></tr> </tbody> </table>	Contract Description	Advertise Date	None	N/A	<p style="text-align: center;">3 Month Contract Schedule Analysis</p> <p>There are 2 remaining contracts for Vermont/Hollywood Corridor, B263 Second Entrance Vermont/Sunset Station and B648B Communication Installation for Vermont/Hollywood Corridor. These contracts will be advertised in 1996.</p>
Contract Description	Advertise Date				
None	N/A				





SCHEDULE STATUS

Real Estate Status

	Number of parcels	Number of parcels available
This month	89	89
Last month	89	88

Real Estate Analysis

Number of parcels acquired 89.

Number of parcels to be acquired 0.

Contract Closeout Status

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

Closeouts completed 0

Closeouts in process 7

Closeouts remaining 7

Contract Closeout Analysis

The closeout of Contracts B201, B211 and B231 are delayed by change orders and claims.

The closeout of Contracts B752, B754, and B756 are pending final audits.

AREAS OF CONCERN

NEW

Item

Contract B646, Fire and Emergency Management

Concern/Impact

Delivery of equipment delayed by four months, impacting B648A contractors installation schedule, and start of System Integrated Testing.

Status/Action

Request recovery plan from B646 contractor. Contractor to prepare and submit schedule.

ONGOING

Item

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

Concern/Impact

The potential for the earliest completion of the Wilshire Corridor depends upon beginning systems integration testing at the earliest window of availability. Many of the tests require the use of permanent power. Any new electrical changes to Wilshire Corridor Stations could impact the permanent power availability.

Status/Action

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

Contract B221: DWP is scheduled to complete work to facilitate permanent power by early June 1995. The B631 contractor awaiting completion of facility electrical changes is scheduled to have permanent power activation early June 1995.

Contract B215: DWP has accepted and is working in the room with condition that the door hardware must be installed before energization. DWP is scheduled to complete work to facilitate permanent power by late June 1995. The B631 contractor is scheduled to have permanent power activation by mid-July 1995.

AREAS OF CONCERN (CON'T)

Item

Vermont/Hollywood Corridor Cost Containment

Concern/Impact

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.

Status/Action

Develop a cost containment plan for Vermont/Hollywood station contracts to maintain the budget and the ten percent cost growth limit.

Parsons-Dillingham developed and submitted to MTA a list of proposed cost reduction items. MTA has established a panel to review recommendations and select candidate items to pursue with management.

Item

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

Concern/Impact

The Vermont/Hollywood Corridor Revenue Operation Date (ROD) forecast continues to be later than the planned date of September 28, 1998. This is primarily due to Hollywood tunnel excavation 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.

Status/Action

Perform detailed program review based on current production rates to forecast minimum ROD slippage.

The Hollywood Tunnel mining started on January 6, 1995, for HAR tunnel, and the HAL tunnel mining started on February 3, 1995, and were completed May 22 and 24, 1995. Contract B271 work has been suspended to avoid additional costs due to early mobilization of station excavation equipment and labor. Contract B281 has been given a work restriction for the station lower excavation work, but this restriction will not impact the Vermont/Hollywood critical path. 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. The B251 scope of work required prior to beginning lower station excavation on Hollywood is being evaluated by Segment 2 and Segment 3 teams, who are preparing options to minimize cost and schedule impact.

AREAS OF OPPORTUNITY

ONGOING

Item

Wilshire Corridor ROD

Opportunity

Achieve earliest possible ROD without incurring additional cost.

Status/Action

Continue to manage current master schedule plan.

Current master schedule forecasts that Wilshire Corridor pre-revenue operations could commence in March 1996, with ROD as early as April 1996.

Item

Systemwide

Opportunity

Ability for systems integration testing to begin as early as possible.

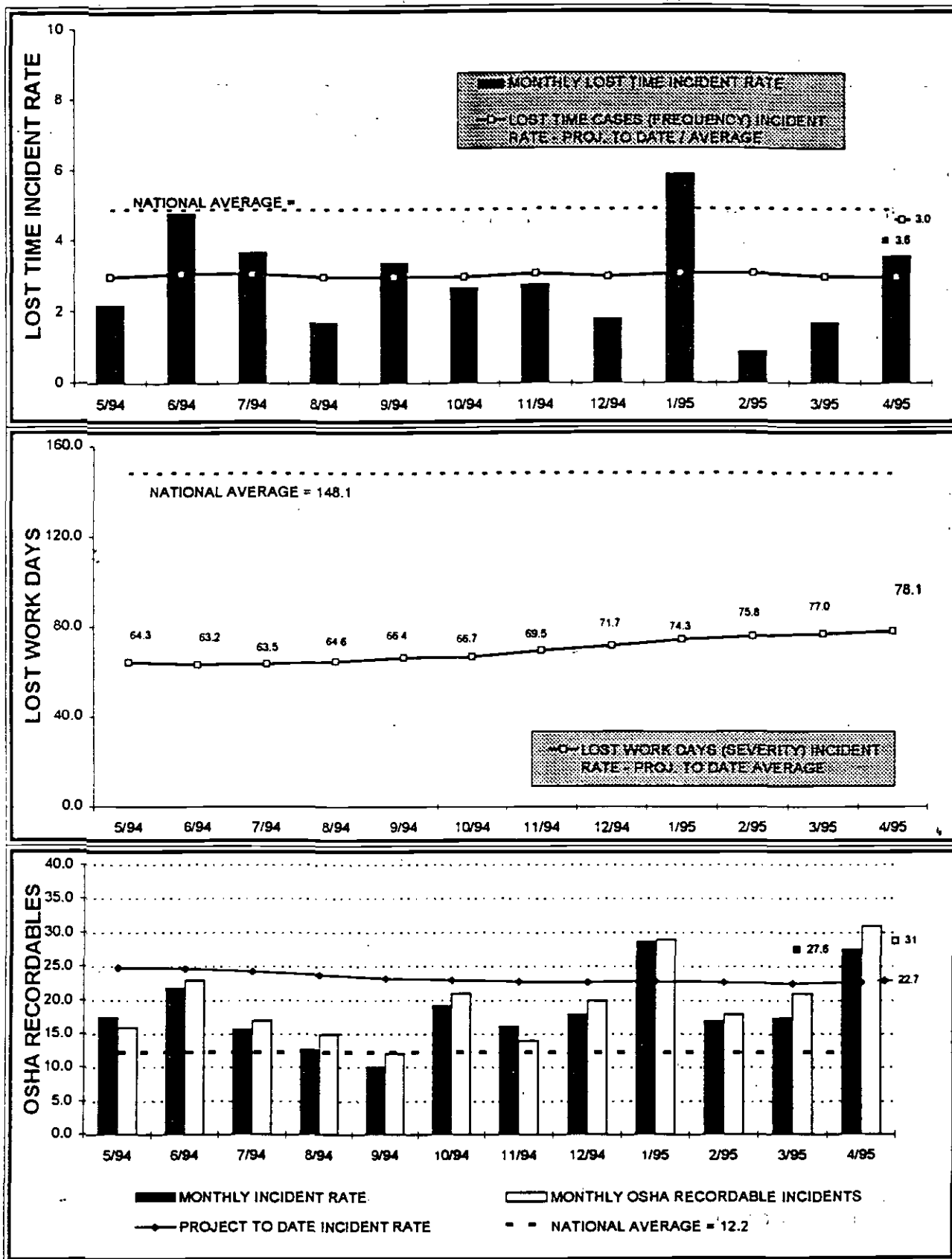
Status/Action

Ensure MTA Operations staff is available to support early August 1995 systems integration testing.

Required MTA operations staff is planned to be available for all tests. Back up plan is to use available contractor support to maintain test schedule. B290, B620, and B631 contractors installation to be ready to support initial systems testing July 1995. The system integration testing overall duration increased due to budget and crew restraints.

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METRO RED LINE SEGMENT II SAFETY SUMMARY



SAFETY SUMMARY STATUS

SAFETY SUMMARY ANALYSIS

This information was not available at the time of publication.

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PROJECT STAFFING STATUS

TOTAL STAFFING

The MTA will produce this graph for June 1995 report.

STAFFING ANALYSIS

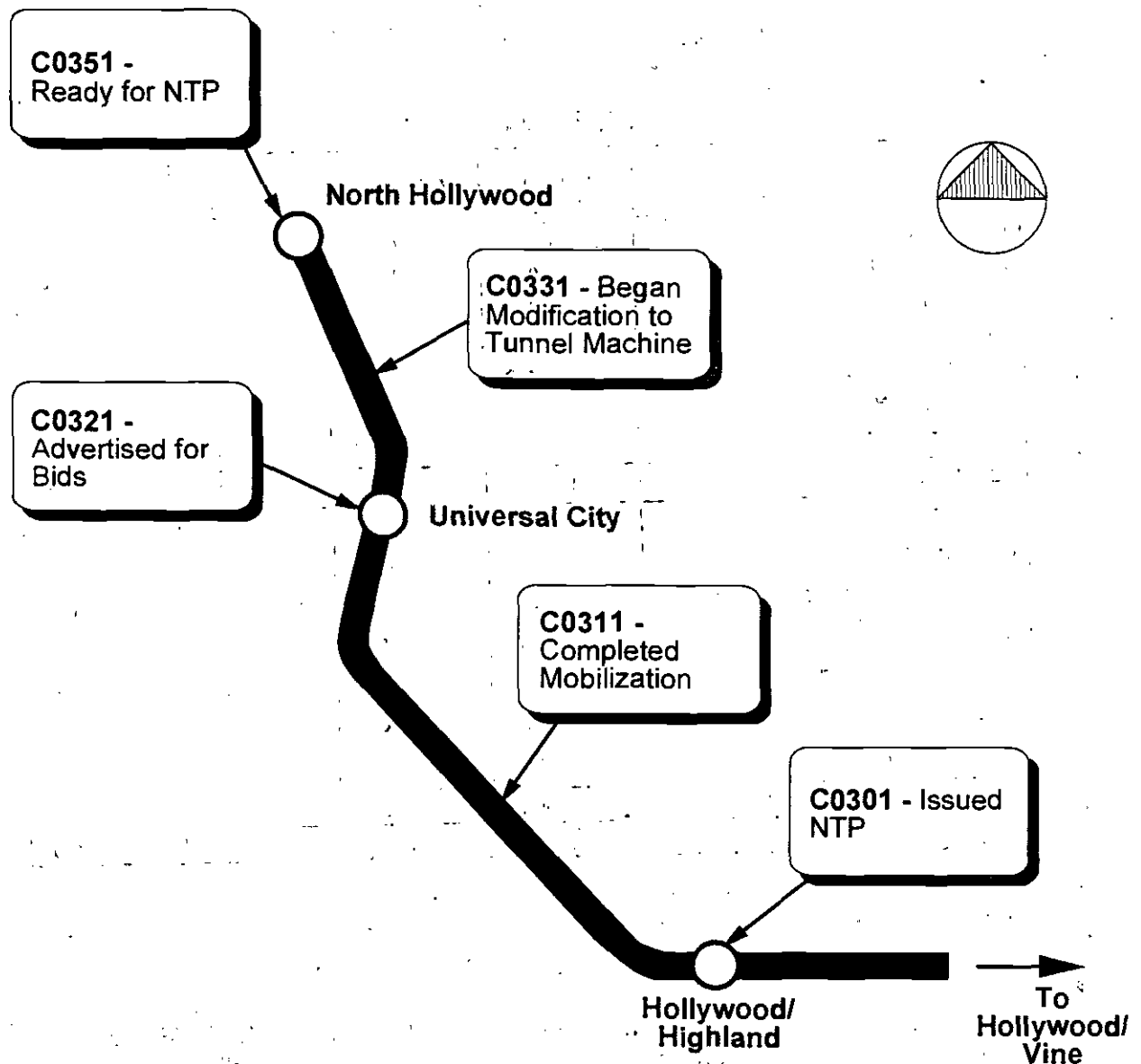
Additional professional services data is required before the Project Staffing Analysis can be completed.

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METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION

EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Tunnel excavation in Hollywood was completed to the foot of the Hollywood Hills.

Work began on the C0301 Contract, Hollywood/Highland Station and tunnels with issuance of Notice To Proceed.

FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION

Budget/Forecast Variance

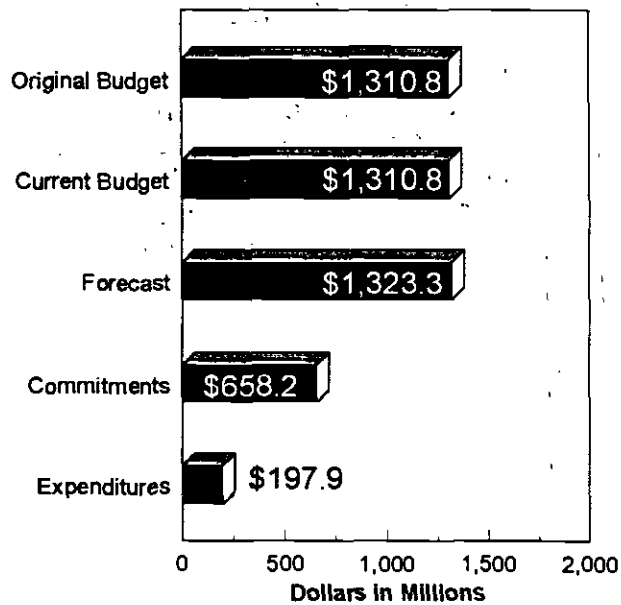
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MAY CHANGE IN FORECAST
CONSTRUCTION	\$766.9	\$770.3	\$3.4	0.0
PROFESSIONAL SERVICES	279.1	279.6	0.5	0.0
REAL ESTATE	85.6	86.4	0.8	0.0
UTILITY/FORCE ACCOUNT	18.7	23.3	4.6	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	160.5	151.2	(9.3)	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1,310.8	\$1,310.8	\$0.0	\$0.0
NEW REQUIREMENTS				
CONSTRUCTION	\$0.0	\$11.7	\$11.7	\$0.0
PROFESSIONAL SERVICES	0.0	0.8	0.8	0.0
REAL ESTATE	0.0	0.1	0.0	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	0.0	0.0	0.0	0.0
TOTAL NEW REQUIREMENTS	\$0.0	\$12.6	\$12.5	\$0.0
GRAND TOTAL	\$1,310.8	\$1,323.4	\$12.5	\$0.0

Budget/Forecast Variance Analysis

The budget/forecast variance is primarily due to construction and Utility/Force account contracts. The increase to construction Contract B251 was due to allocation of various WACNs and pending changes to new requirements for tunnel settlement. Also, Contract B251 increased due to additional potential changes for compaction grouting on Hollywood Boulevard and additional contingency for Hollywood settlement issues that may not be insurance reimbursable. Regarding Utility/Force accounts, increase was primarily due to electrical work at the North Hollywood Station site resulting from soil conditions, altered requirements, and the Contract C0351 tail track extension. The increase was also due to the allocation of costs for cable relocation work.

FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION

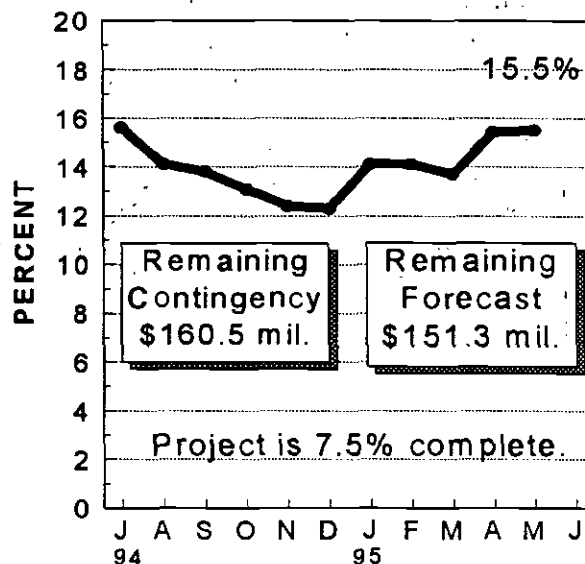
Budget Status



Budget Status Analysis

No changes in the current budget. Forecast increase due to New Requirements for the Art Program, Non-Revenue Connector, earthquake impacts, and Hollywood Boulevard tunnel settlement related charges which may largely be eligible for insurance reimbursements.

Remaining Contingency as % of Remaining Forecast (Remain. Fcst. = Fcst. - Expend.)

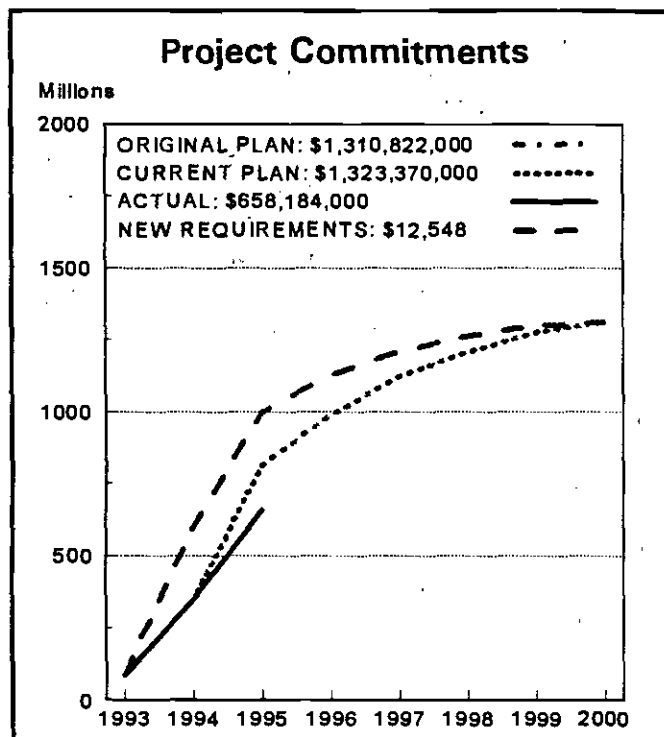


Remaining Contingency Analysis

The remaining contingency percentage from January 1995 to May 1995 has averaged 14.6%. Status has remained constant throughout Fiscal Year 1995.

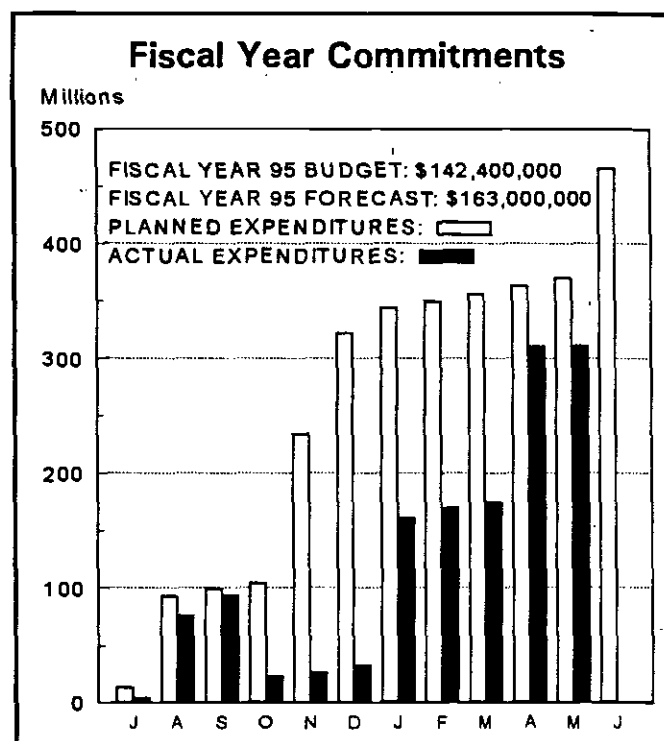
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FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION



Project Commitments Analysis

Project planned cumulative commitments for the month are \$1,310.8 million; actual commitments are \$658.2 million or 50.2% of the total forecast. Commitments will be more in line with planned as contracts are awarded in 1996 and 1997.



Fiscal Year Commitment Analysis

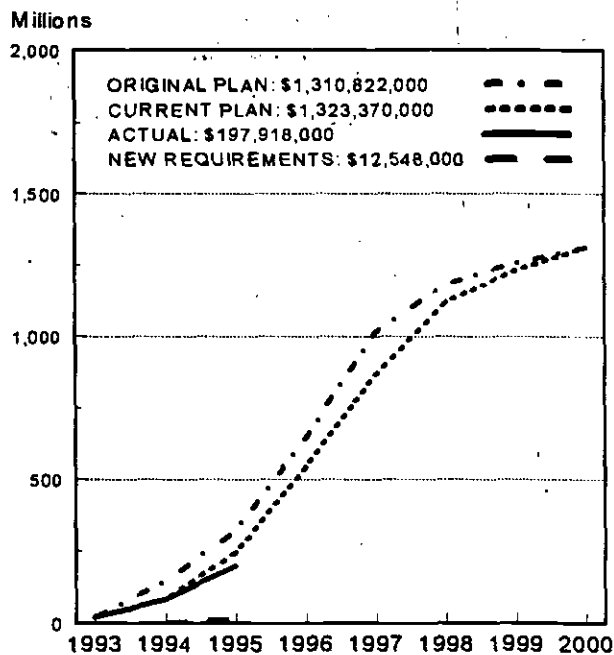
Planned fiscal year cumulative commitments are \$370.0 million; actual cumulative commitments are \$311.1 million.* Under-run in commitments are due to schedule delays and final change orders which have not been executed. Commitments increased in April 1995 due to the award of construction Contract C0301.

*This section includes new requirements.

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FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION

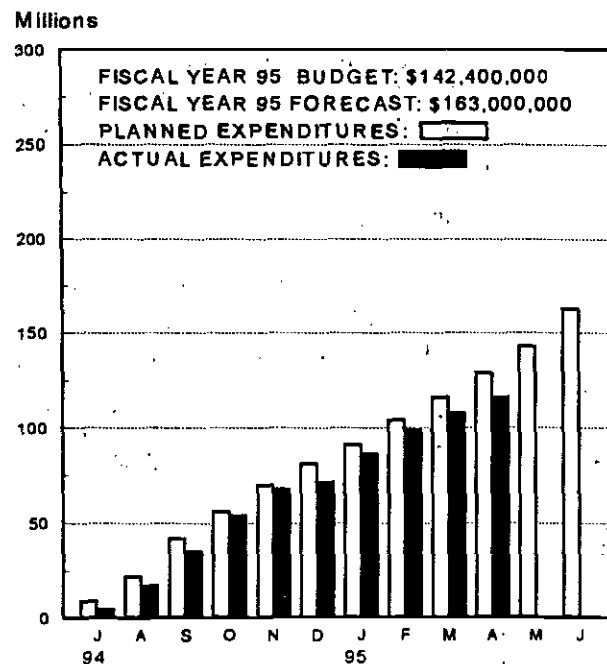
Project Cashflow



Project Cashflow Analysis

Project planned cumulative expenditures for the month are \$1,310.8 million; actual expenditures are \$197.9 million or 15.1% of the total forecast. Expenditures are expected to peak Fiscal Years 1996 and 1997; the major contracts are just now being awarded.

Fiscal Year Project Cashflow



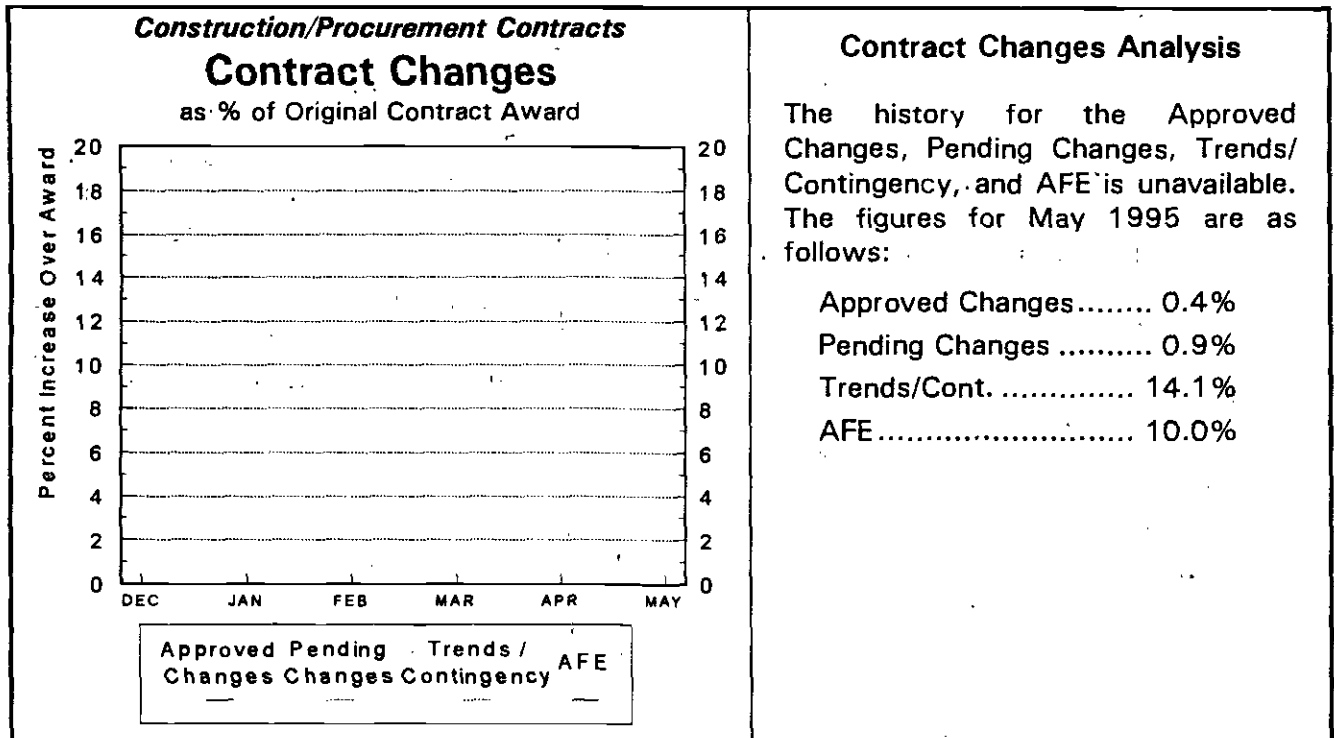
Fiscal Year Cashflow Analysis

Planned fiscal year cumulative expenditures for the month are \$128.4 million; actual cumulative expenditures are \$116.2 million.* The underrun during the past couple of months is primarily from construction Contract C0331; delays due to site soil conditions different than expected.

*This section includes new requirements.

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FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION

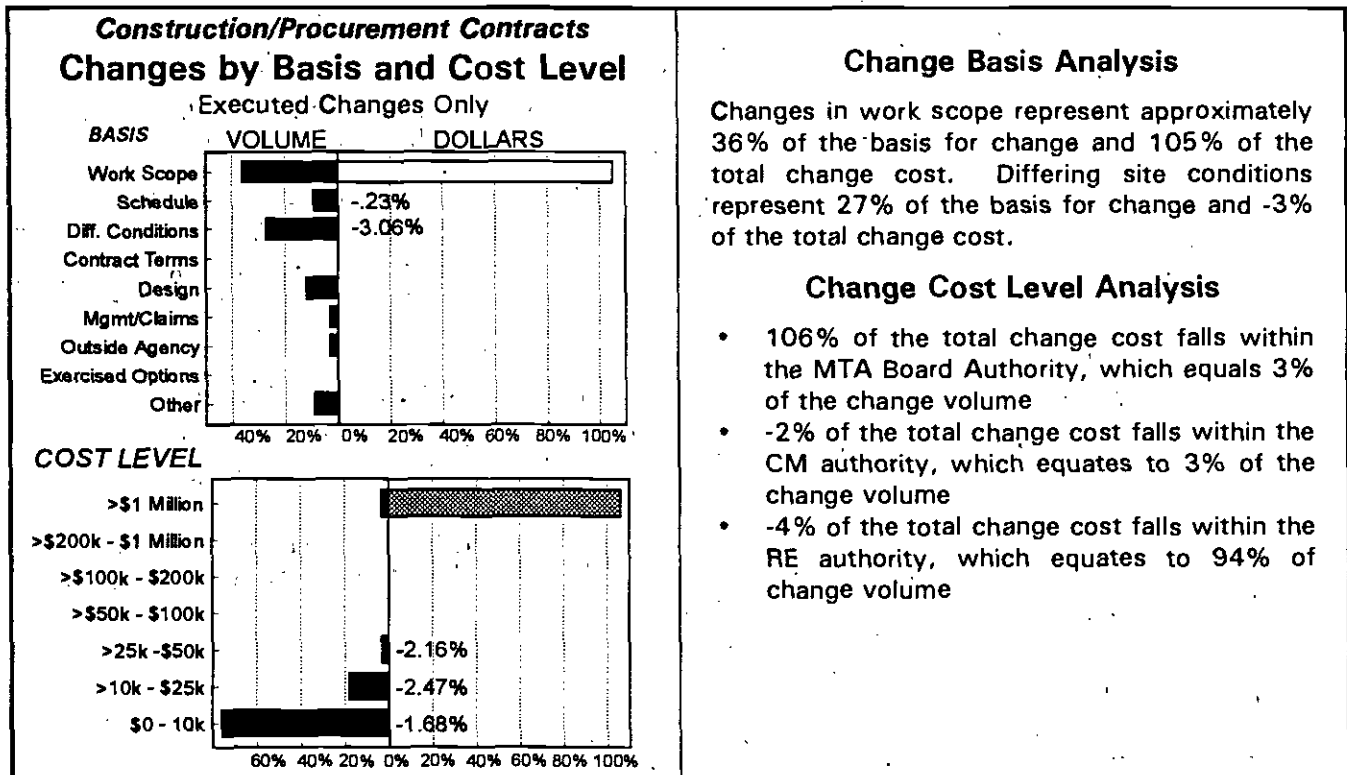


Construction Procurement Contracts Contract Cost and Forecast Comparison to Budget				Contract Forecast Analysis	
Dollars in Millions	Current	Previous	Variance	Trends/Contingency not marked since Contingency over Award Value is below 100%.	
Original Contract Award	\$433.8	\$433.8	\$0.0		
Approved Contract Value*	\$1.9	\$2.0	(\$0.1)	History not available at this time.	
Current Value	\$435.7	\$435.8	(\$0.1)		
Pending Logged Changes	\$2.2	\$1.4	\$0.8	Increase in Pending due to Contract B614, CNN #003.00, revise unit quantities for Base 2 special trackwork for \$.7 million.	
Trends and Contingency	\$61.0	\$61.7	(\$0.7)		
Total Forecast	\$498.9	\$498.9	\$0.0	Slight decrease in Contingency due to pending changes being approved.	
Constr. Budget	\$543.0	\$543.0	\$0.0		

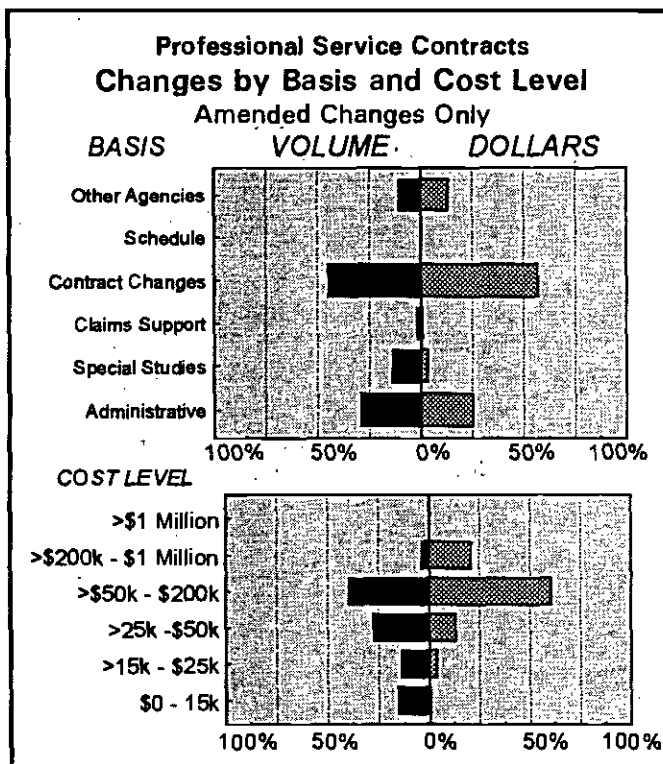
*Includes Executed Change Orders and Approved Not-to-Exceed Costs, forecast and Budget for Awarded contracts only.

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FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION



FINANCIAL STATUS NORTH HOLLYWOOD EXTENSION



Change Basis Analysis

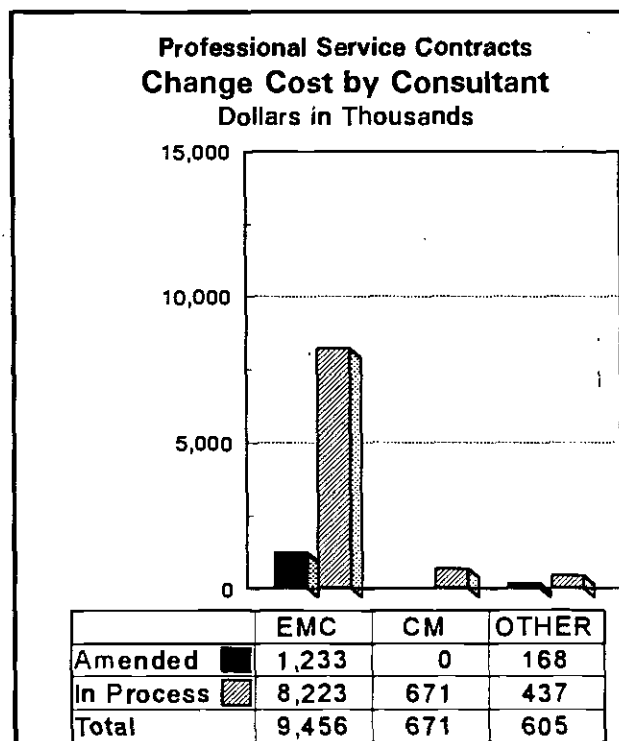
North Hollywood Consultant Change Requests (CCR) are primarily due to changes during the design phase of non-awarded construction contracts accounting for approximately 45% of the total contract change volume and 57% of the total contract change value.

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

Change Cost Level Analysis

82% of the total change cost falls within the MTA Board authority level which equates to 43% of the overall change volume.

57% of the change volume falls within the Project Manager's approval authority which equates to 18% of the overall change value.



Professional Services Change Analysis

Six Advanced Work Authorizations (AWA) were assigned this period with a total not-to-exceed obligation of \$225K. No contract amendments were approved this period.

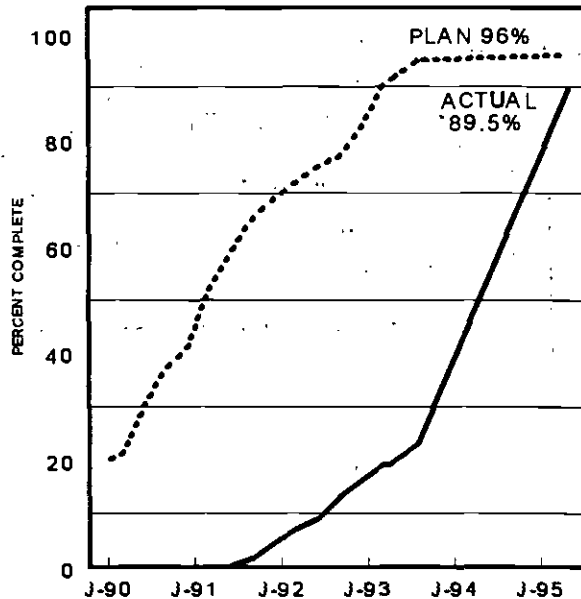
DATA SOURCE:

CCS: CCR REPORTS

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SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION

Schedule Status Design Progress

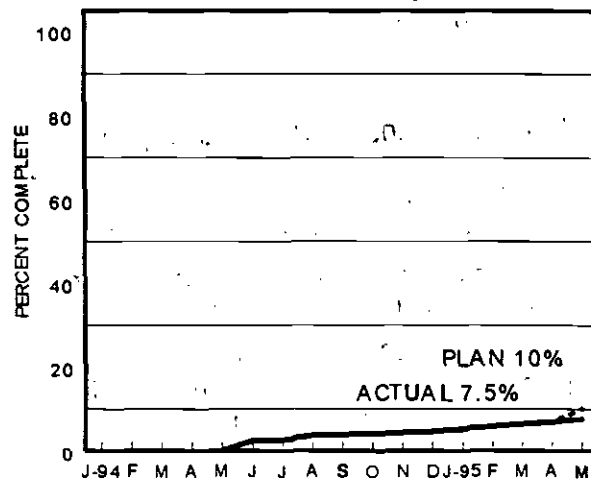


Design Schedule Progress Analysis

The overall design through May 26, 1995, was 89.5% complete. Active design efforts are underway for the following contracts: C0352, C1610, B612, B620 and H0631. Work is underway to repackage Contract C0326.

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

Schedule Status Construction Progress



Revenue Operations Date

	Current	Forecast
North Hollywood Ext.	May 2000	September 2000

Construction Schedule Progress Analysis

Overall, construction of the North Hollywood Extension is 133 days behind schedule. Changes during design of the critical facility contracts caused the delay.

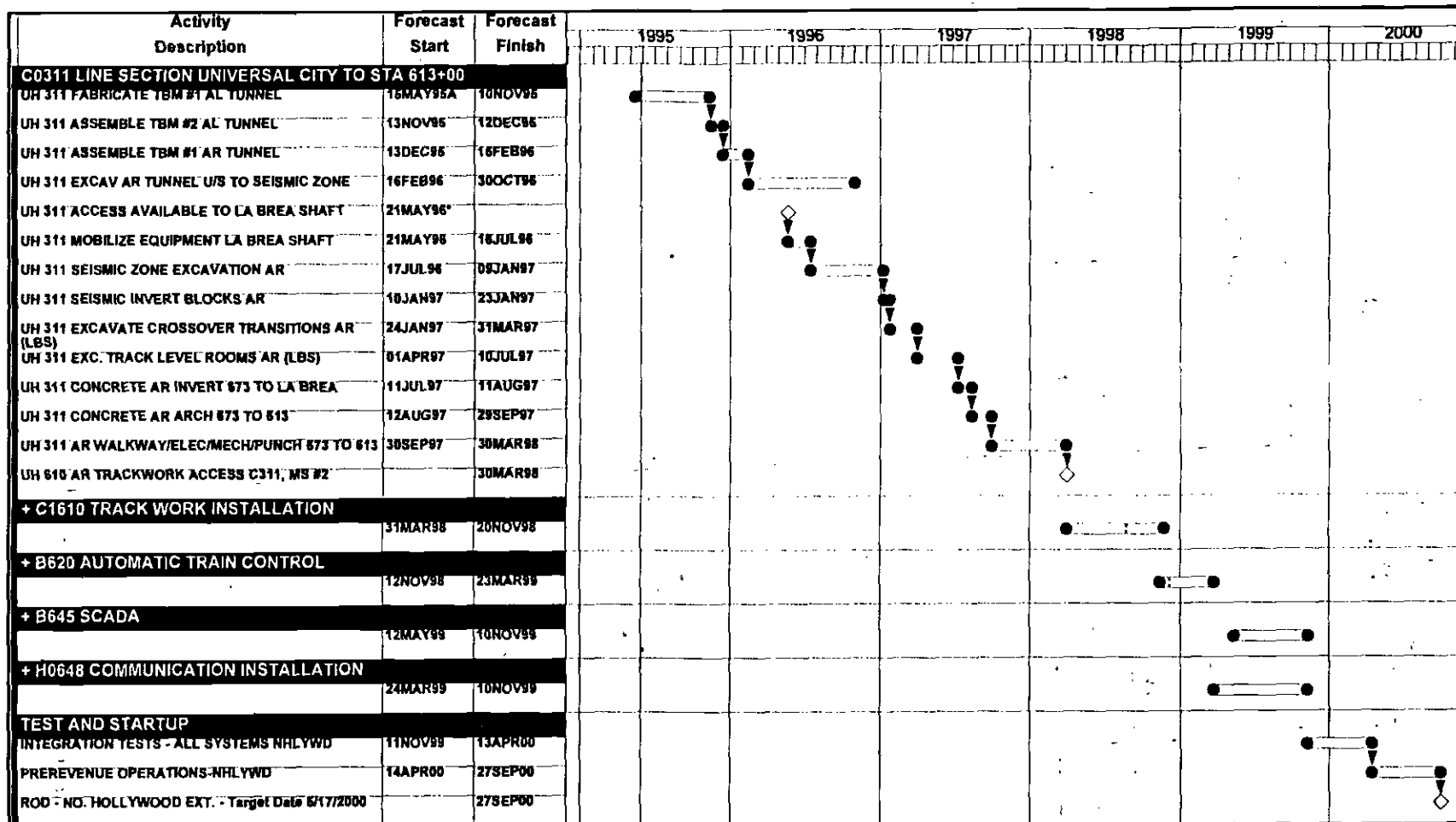
MTA staff and consultants are studying alternative mitigation measures. Resequencing of trackwork activities and testing of systems are expected to result in sufficient time savings to return the Project to a timely Revenue Operations Date (ROD).

SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION

Current Critical Path	Current Critical Path Analysis
<div data-bbox="518 478 810 674" style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>The critical path currently is 133 days behind (negative float)</p> </div> <p>C0311 is on the critical path through March 30, 1998.</p>	<p>Currently, the critical path begins with Contract C0311, the tunnel between Station 630+00 and Universal City Station. The late design and award of this contract has left the Project over four months behind schedule.</p> <p>Efforts are underway to mitigate the delays by resequencing the trackwork activities. We expect the resequencing to put the revenue operations date back on schedule.</p>

3 Month Contract Schedule		3 Month Contract Schedule Analysis
<u>Contract Description</u>	<u>Award Date</u>	
C0321	08/23/95	

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Project Start 24/JUN/91
 Project Finish 27/SEP/00
 Data Date 27/MAY/95
 Plot Date 07/JUL/95

● Early Bar
 ■ Progress Bar
 ▬ Critical Activity

9688

MTA - SEGMENT 3
 NORTH HOLLYWOOD EXTENSION
 CRITICAL PATH

Sheet 1 of 1



LT-C9
 Date Revision Checked Approved

SCHEDULE STATUS NORTH HOLLYWOOD EXTENSION

Real Estate Status

	Number of parcels	Number of parcels available
This month	232	78
Last month	232	66

Real Estate Analysis

Number of parcels acquired is 78.

Number of parcels to be acquired is 154.

AREAS OF CONCERN NORTH HOLLYWOOD EXTENSION

NEW

NONE

ONGOING

Item

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

Concern/Impact

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

Status/Action

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

EMC and P-D have prepared cost and construction schedule analysis. The MTA must authorize the re-design and construction prior to any action by EMC and Parsons-Dillingham.

Item

Systems Schedule Re-baseline

Concern/Impact

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

AREAS OF CONCERN (CON'T) NORTH HOLLYWOOD EXTENSION

Status/Action

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

Systems is currently proceeding with the baseline work as described in the record of negotiations and the CUD based on the revised schedule. Negotiations with the MTA for the remaining work and approval the revised schedule are continuing. The out-of-scope work due to iterations in the facilities design changes, technical changes to the Systems contracts brought on by these changes and work now considered unavoidable in completing the Systems contracts has been identified. EMC has transmitted this scope along with an estimate of the man-hours to complete the work to MTA. The MTA will advise EMC as to when to proceed and will define the work authorized.

Item

Contract C0331, Line Section North Hollywood to Universal City

Concern/Impact

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

Status/Action

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

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

AREAS OF CONCERN (CON'T) NORTH HOLLYWOOD EXTENSION

Item

Contract C0351, North Hollywood Station with Crossover and Tail track

Concern/Impact

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

Status/Action

The C0351 Contractor could be directed to delay taking access.

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

RESOLVED FROM LAST MONTH

Item

Contract C0321 Universal City Station - Section Designer Recovery Plan

Concern/Impact

The recovery plan submitted by the Section Designer involved 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.

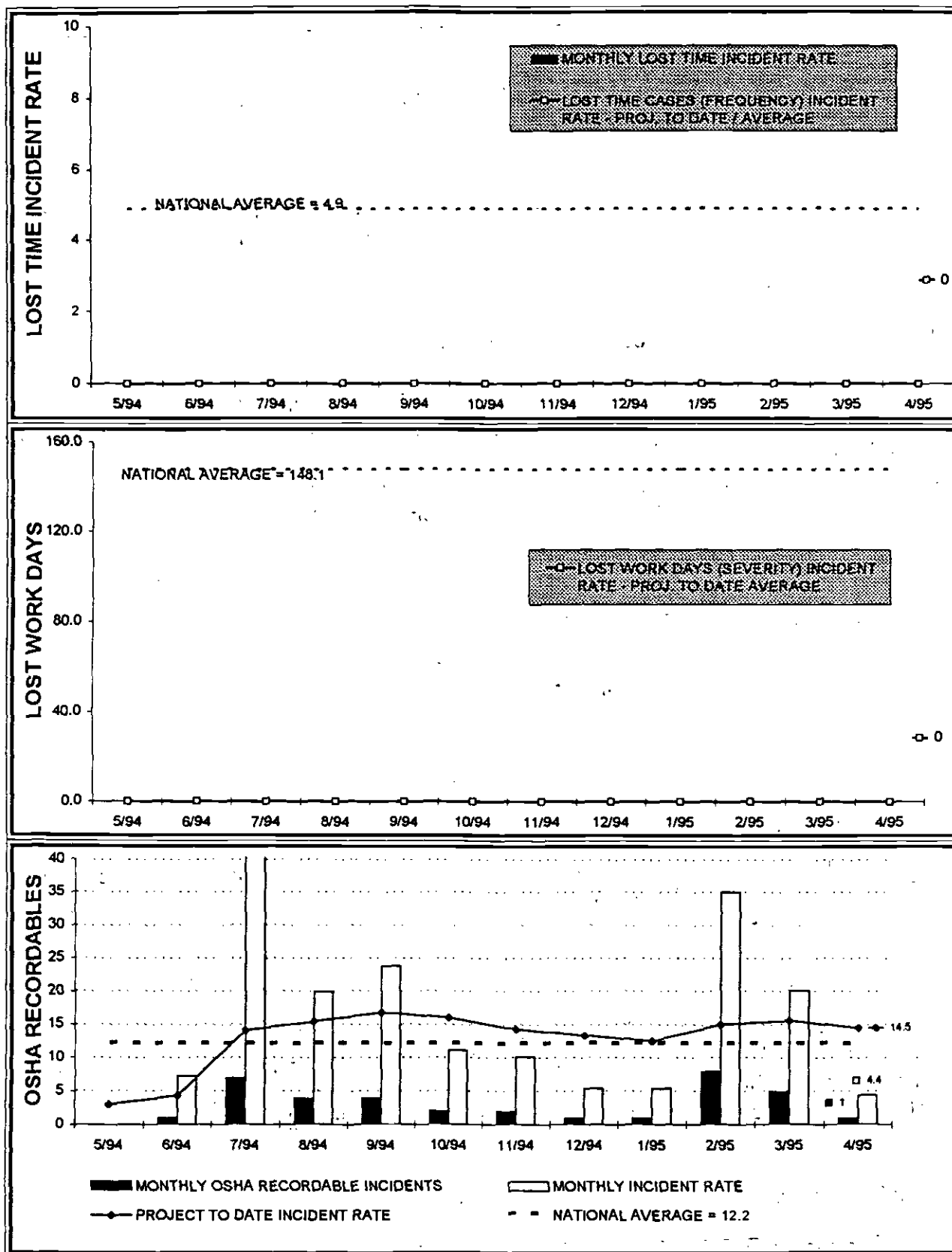
Status/Action

In an attempt to meet the schedule requirements, the Section Designer has maintained full mobilization. The EMC is preparing a comprehensive analysis of the variance between actual costs and planned costs, identifying portions attributable to out-of-scope work and overruns. This will be available at the end of May.

Final Design on C0321 completed on April 28, 1995.

METRO RED LINE
SEGMENT III
SAFETY SUMMARY

Prepared by:
MASS TRANSIT GROUP



SAFETY SUMMARY STATUS NORTH HOLLYWOOD EXTENSION

SAFETY SUMMARY ANALYSIS

This information was not available at the time of publication.

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**PROJECT STAFFING STATUS
NORTH HOLLYWOOD EXTENSION**

TOTAL STAFFING

The MTA will produce this graph for June 1995 report.

STAFFING ANALYSIS

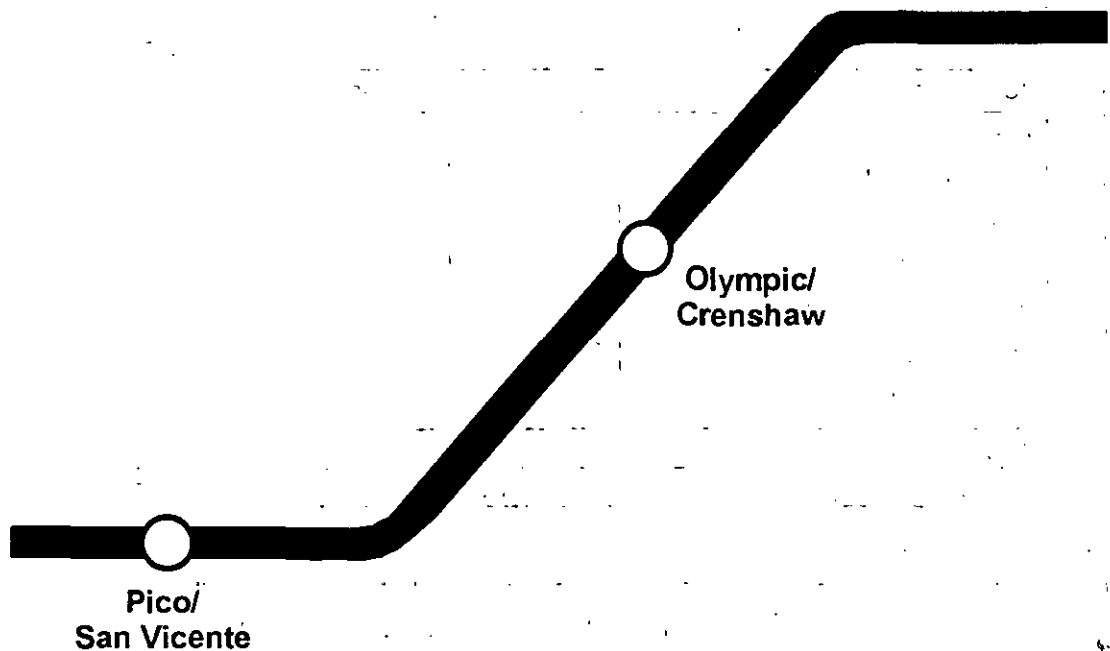
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METRO RED LINE SEGMENT 3

MID CITY EXTENSION

EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Mid City Extension status is in the EIR/EIS phase. A number of charts have not been furnished at this time since Mid City has not gone into full engineering and development.

FINANCIAL STATUS MID CITY EXTENSION

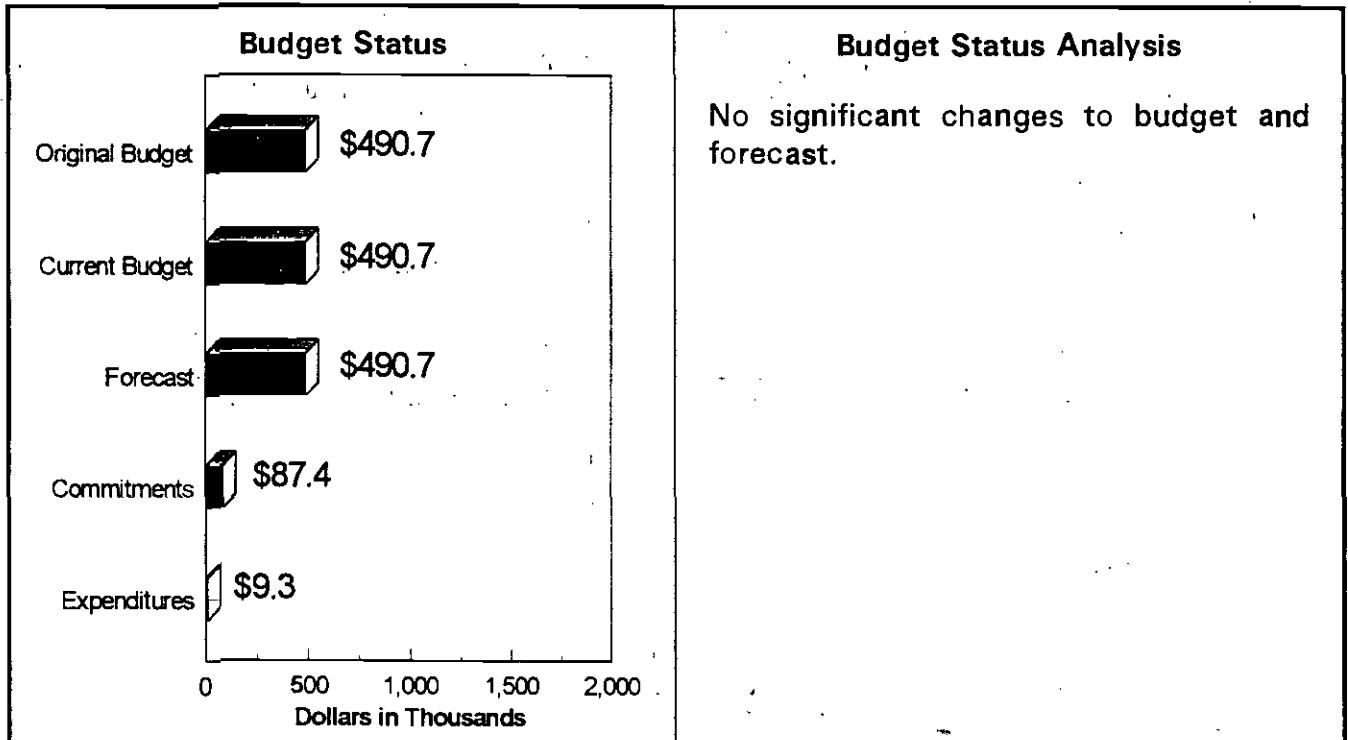
Budget/Forecast Variance

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

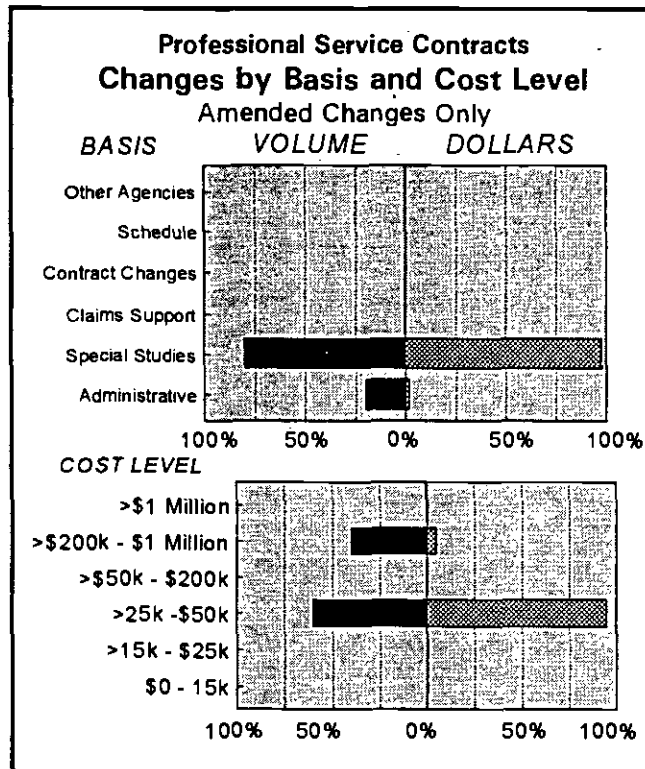
Budget/Forecast Variance Analysis

No changes were applicable for this period.

FINANCIAL STATUS MID CITY EXTENSION



FINANCIAL STATUS MID CITY EXTENSION



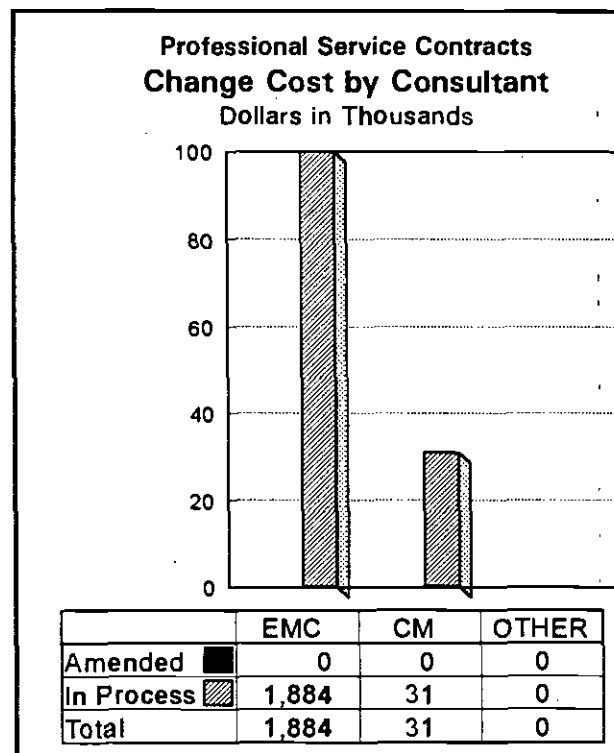
Change Basis Analysis

Approximately 80% of Red Line Segment Mid City change volume and 98% of the change value is due to Special Studies.

Change Cost Level Analysis

95% of the total change cost falls within the MTA Board authority level which equates to 40% of the change volume.

60% of the change volume falls within the Project Manager's approval authority which equates to only 5% of the total change value.



Professional Services Change Analysis

One Advanced Work Authorization (AWA) was assigned this period with a total not-to-exceed obligation of \$27K. No contract amendments were approved this period.

DATA SOURCE:

CCS: CCR REPORTS

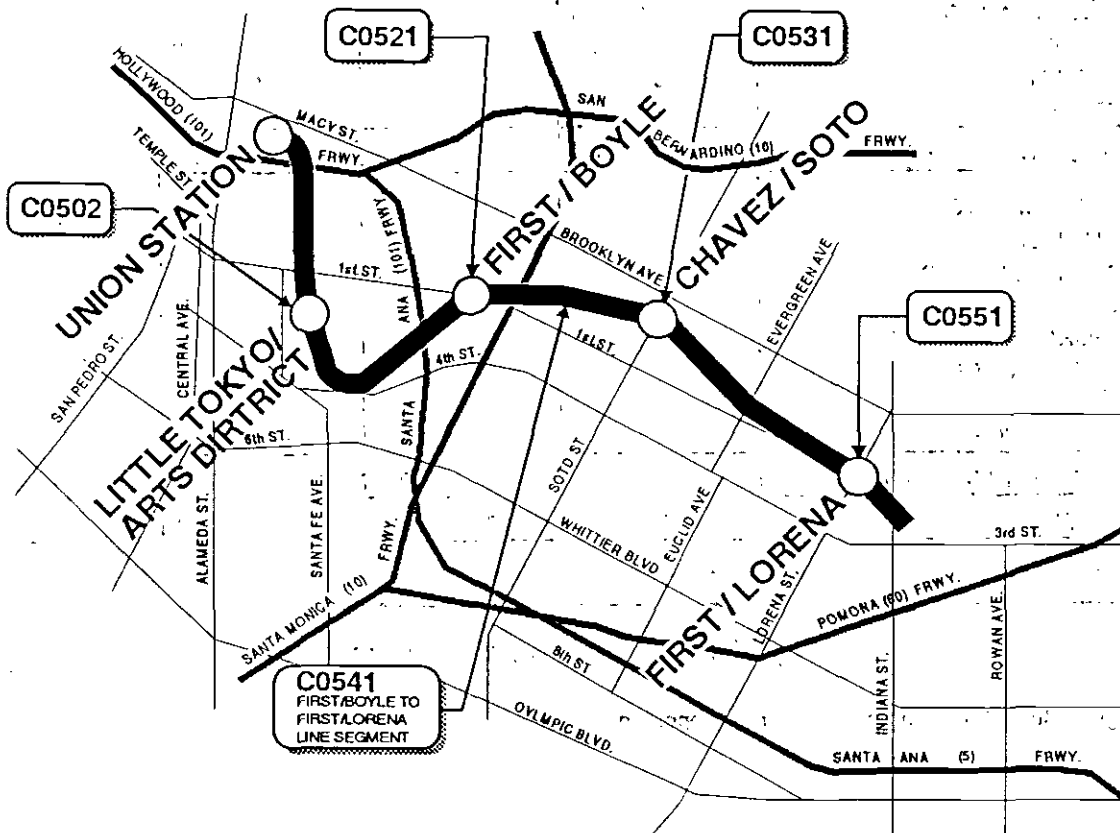
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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

Major Accomplishments



SYSTEMWIDE ACCOMPLISHMENTS

Completed the initial design tasks (AWA #411) for right-of-way and utilities. Civil began research of existing major structures for contracts C0502 and C0531. Began evaluating the Fluor Daniel proposed cost containment study. Prepared proposal for limited notice to proceed on continuing initial design tasks.

FINANCIAL STATUS

Budget/Forecast Variance (x \$1,000)

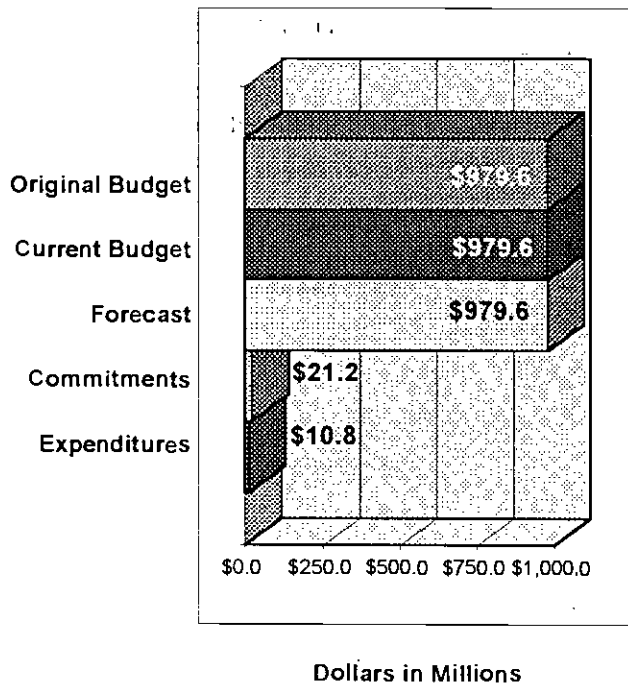
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MAY CHANGE IN FORECAST
CONSTRUCTION	\$624,556.0	\$624,865.0	\$309.0	\$0.0
PROFESSIONAL SERVICES	219,522.0	227,183.0	7,661.0	0.0
REAL ESTATE	26,570.0	26,570.0	0.0	0.0
UTILITY/FORCE ACCOUNTS	14,092.0	14,092.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	94,861.0	86,891.0	(7,970.0)	0.0
PROJECT REVENUE				
TOTAL PROJECT	\$979,601.0	\$979,601.0	\$0.0	\$0.0
NEW REQUIREMENTS				
CONSTRUCTION				
PROFESSIONAL SERVICES				
REAL ESTATE				
UTILITY/FORCE ACCOUNTS				
SPECIAL PROGRAMS				
CONTINGENCY				
PROJECT REVENUE				
TOTAL NEW REQUIREMENTS	\$0.0	\$0.0	\$0.0	\$0.0
GRAND TOTAL	\$979,601.0	\$979,601.0	\$0.0	\$0.0

Budget/Forecast Variance Analysis

No change in Budget and Forecast for current reporting period.

FINANCIAL STATUS

Budget Status

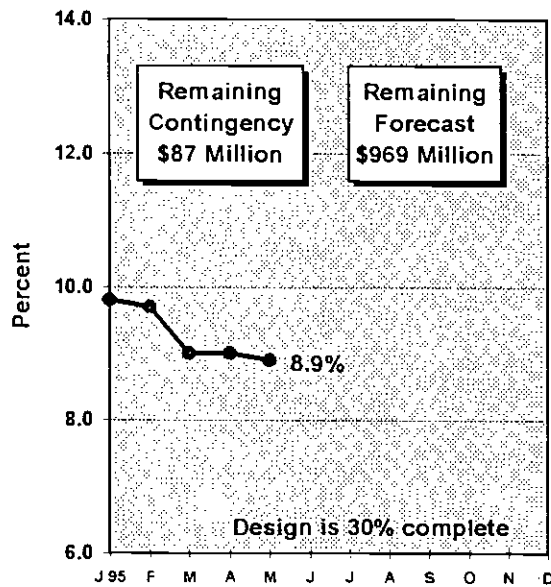


Budget Status Analysis

No change in Budget for current reporting period.

Remaining Contingency

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



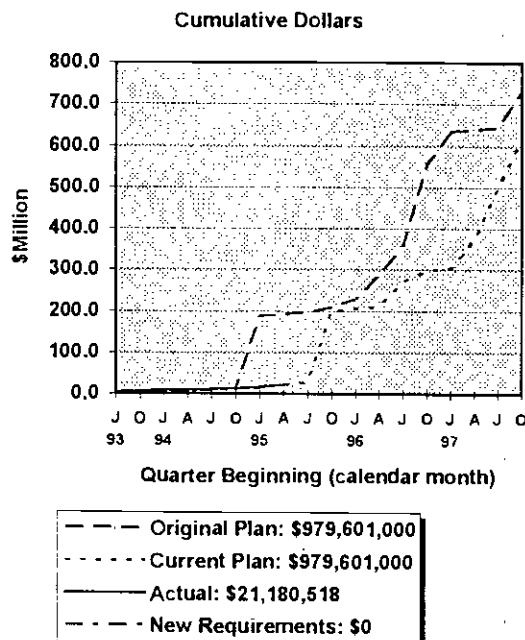
Remaining Contingency Analysis

To date, 11 trends have been issued resulting in a reduction in contingency of \$7,970 million.

No change in contingency during the current reporting period.

FINANCIAL STATUS

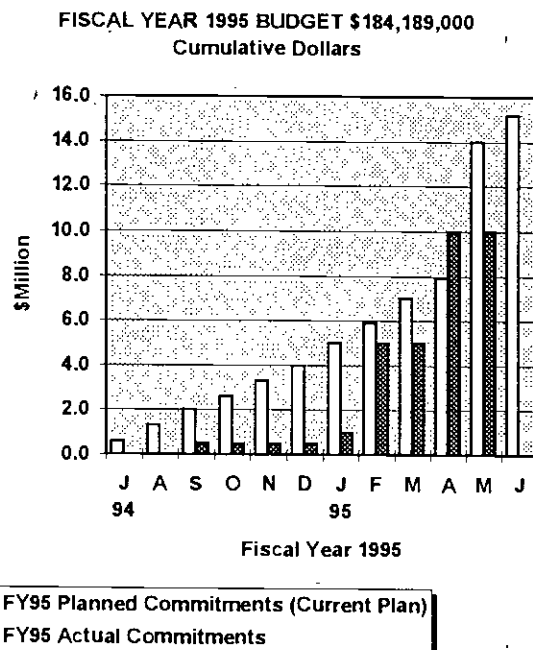
Project Commitments



Project Commitments Analysis

No new project commitments for the current reporting period. Commitments delayed due to the delay in NTP for final design. Original plan is impacted because of delayed award for final design.

Fiscal Year Commitments

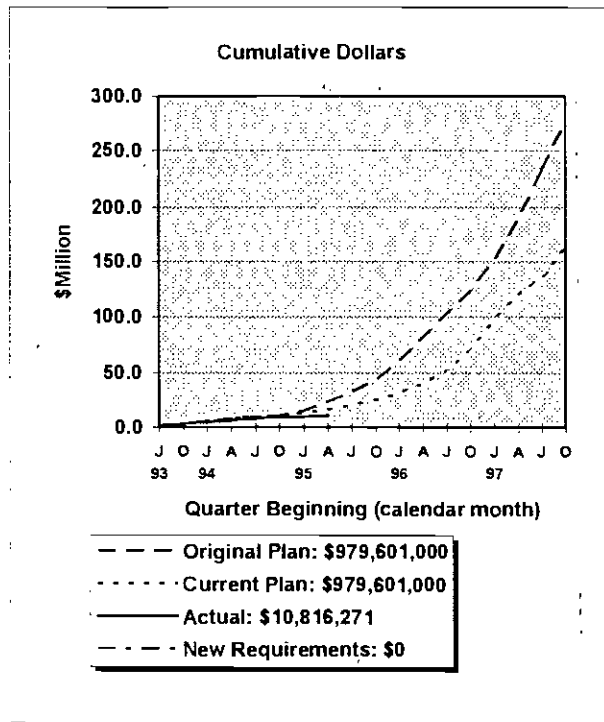


Fiscal Year Commitments Analysis

Chart data is for FY95 only and is cumulative (not monthly).

FINANCIAL STATUS

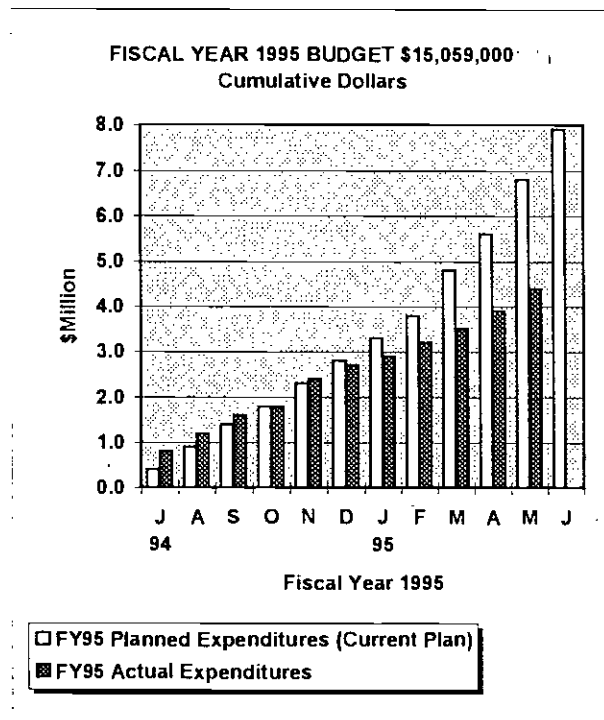
Project Cashflow



Project Cashflow Analysis

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

Fiscal Year Project Cashflow

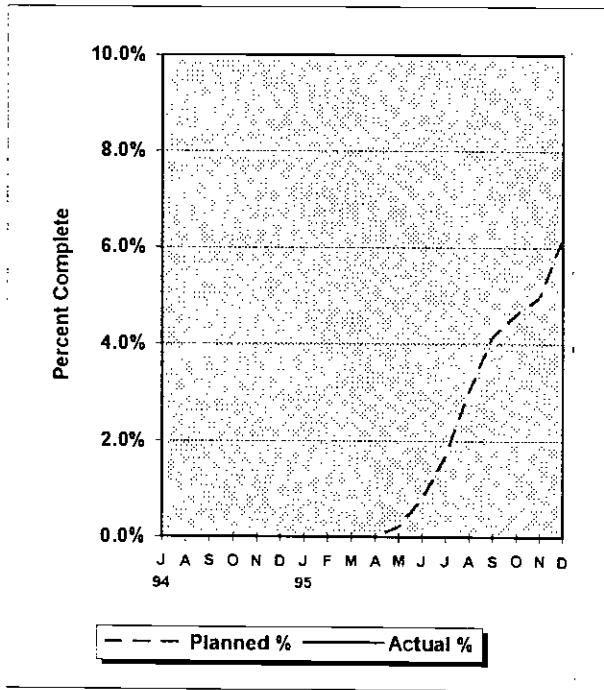


Fiscal Year Cashflow Analysis

Chart data is for FY95 only and is cumulative (not monthly).

SCHEDULE STATUS

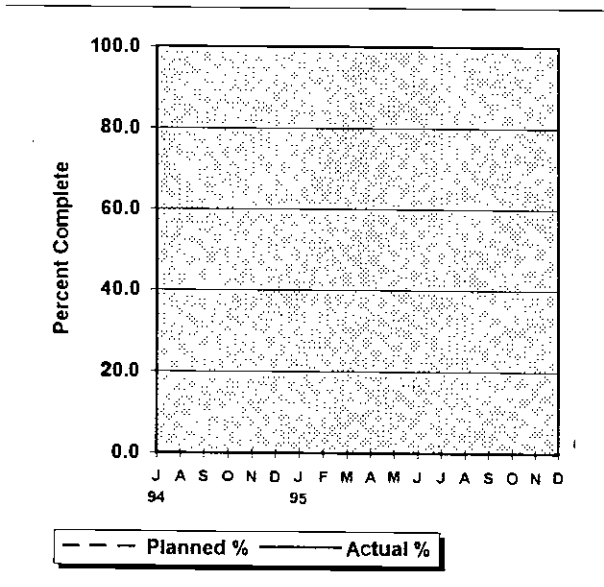
Schedule Status Final Design Progress



Final Design Schedule Progress Analysis

Final Design began 5/15/95 with a "Limited Notice to Proceed." Full Notice to Proceed is expected 11/29/95.

Schedule Status Construction Progress



Construction Schedule Progress Analysis

Not applicable at this time.

	Planned	Forecast
Revenue Operations Date:	11/9/02	9/22/03

SCHEDULE STATUS

Current Critical Path

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

The Critical Path is currently 226 days behind schedule (negative float)

C0541 1st/Boyle - 1st/Lorena Line Section is on the critical path 11/29/95 through 8/18/99.

C0531 Chavez/Soto Station is on the critical path 8/19/99 through 11/10/00.

Current Critical Path Analysis

Design of both C0531 and C0541 is on the critical path starting at NTP for design 11/29/95. The critical path then becomes the C0541 bid, award, and tunneling process. When tunneling is complete, access to the Chavez/Soto station box is transferred from the C0541 contractor to the C0531 contractor, as is the critical path. When station concrete is substantially complete, trackwork access is provided and the critical path becomes trackwork installation.

With the continuing delays to start of final design, the ROD has thus far been pushed 226 days, and now stands at 9/22/03.

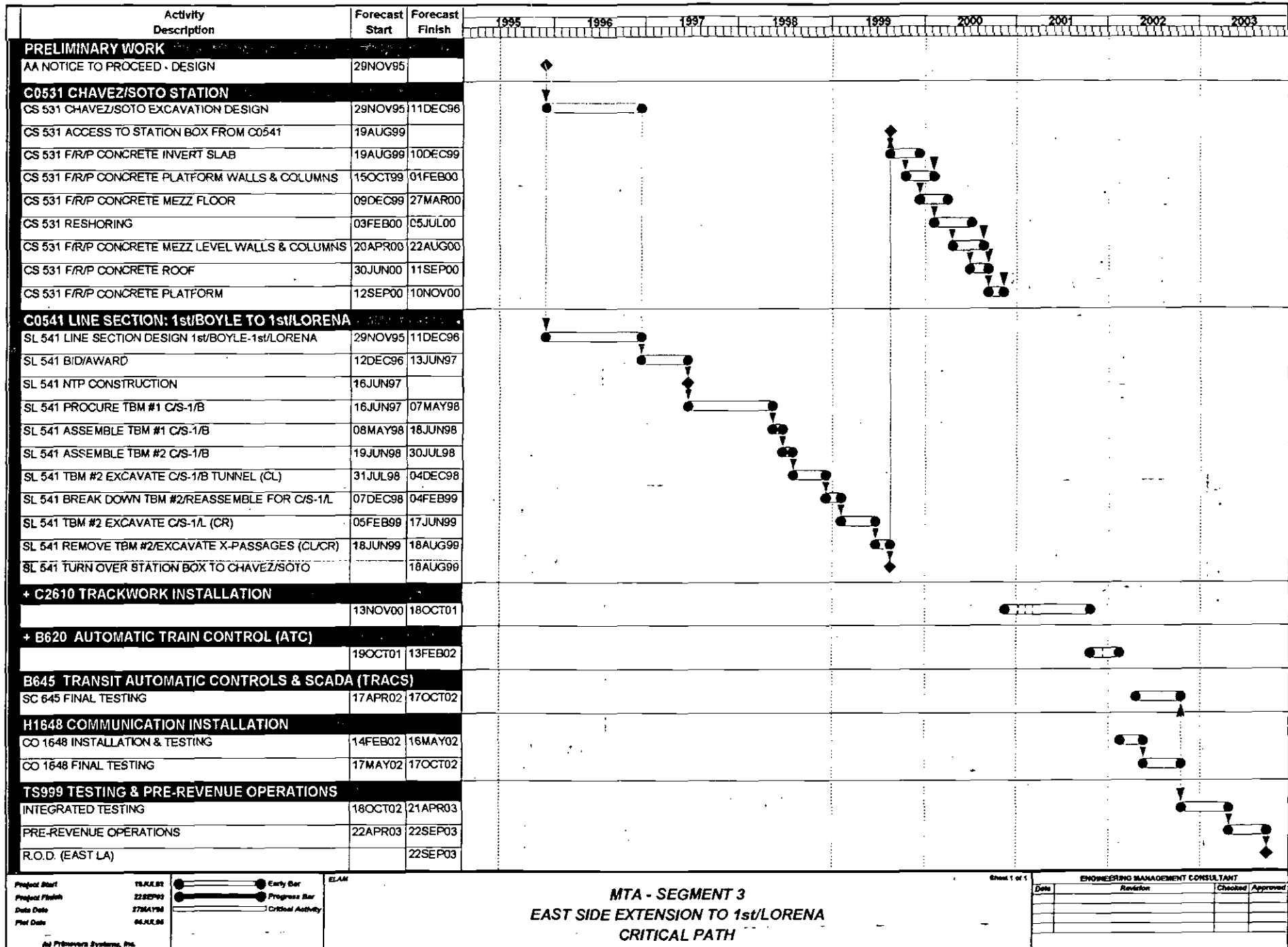
3-Month Contract Schedule

Contract Description

Advertise Date

3-Month Contract Schedule Analysis

No contracts for advertisement at this time.



AREAS OF CONCERN

East Side Extension General Engineering Services

Schedule Impacts

Item	Concern/Impact	Status/Action
The Record of Decision was approved with a Revenue Operations Date of November 2002. This date was based upon a scheduled start date for Final Design services in January 1995. On April 25, 1995, MTA Board approved EMC to start limited design services for geotechnical, advanced utilities, right-of-way and to negotiate a fixed price contract for final design services with a Notice-to-Proceed amount of \$5 million. Authorization was given to EMC on May 15, 1995 to begin with the aforementioned scope and to include the review of a cost reduction recommendation study as prepared by Fluor Daniel Engineering for \$2.6 million.	Schedule impacts include re-opening negotiations for Final Design Services, new selection of Section Designers and additional delay to start Final Design Services. Two hundred twenty-six working days of negative float have resulted. The outcome of the Fluor Daniel cost containment study could further result in additional delays to the Project Schedule. Plus, there is an eventuality of a protest to the Section Designer selection which could further delay the start of Final Design.	MTA and EMC to resolve all slippages within the Project Schedule. To date 110 working days of the 226 negative working days of float have been mitigated from the schedule. The conclusion of the Fluor Daniel study will determine the actual start of Final Design.

VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

FINANCIAL STATUS

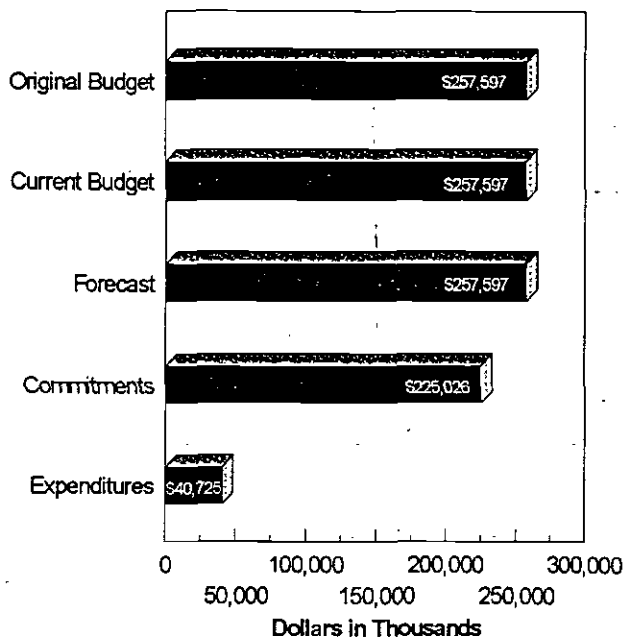
Budget/Forecast Variance				
COST ELEMENT	CURRENT BUDGET (\$000)	CURRENT FORECAST (\$000)	VARIANCE (\$000)	MAY CHANGE IN FORECAST (\$000)
CONSTRUCTION	\$232,370	\$229,830	(\$2,539)	\$0
PROFESSIONAL SERVICES	12,960	19,505	6,544	0
PROJECT CONTINGENCY	12,267	8,262	(4,004)	0
PROJECT REVENUE	0	0	0	0
TOTAL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

Budget/Forecast Variance Analysis

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

FINANCIAL STATUS

Budget Status

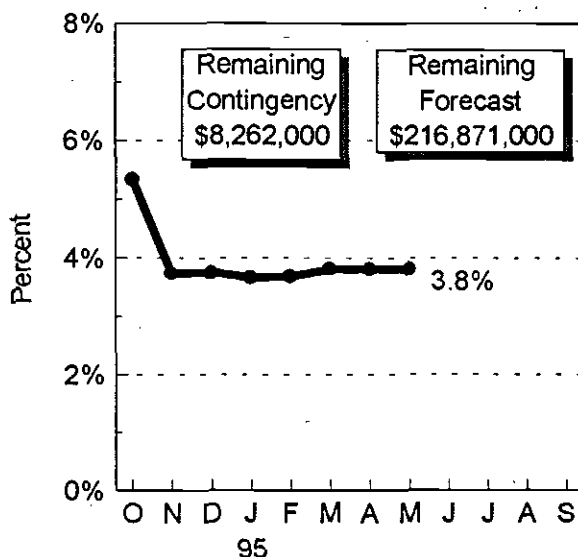


Budget Status Analysis

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

Remaining Contingency

As % of Remaining Forecast
(Remain. Fcst. = Fcst. - Expend.)

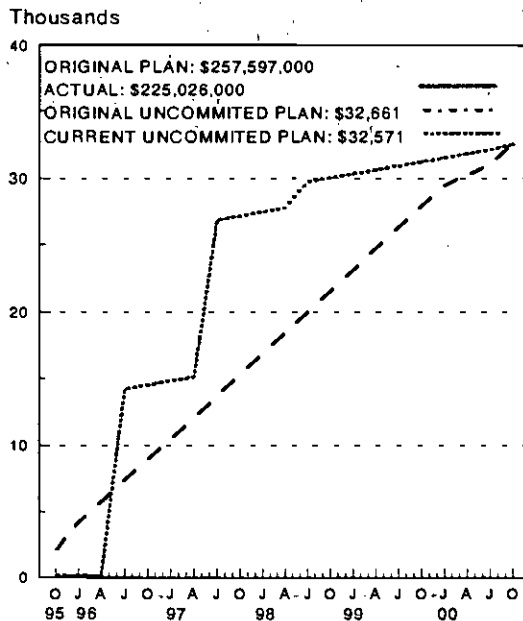


Remaining Contingency Analysis

The remaining Project Contingency for the Los Angeles Light Rail Vehicle has remained at 3.8% from March 1995 through May 1995. Currently, Project Contingency stands at \$8.26 million.

FINANCIAL STATUS

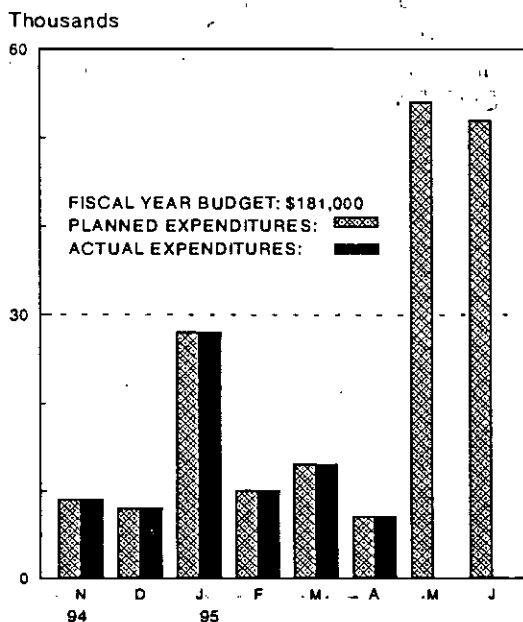
Project Commitments



Project Commitments Analysis

Project planned commitments are \$257.6 million; actual commitments are \$225.0 million or 87.3% of the total forecast. The total increase for May commitments for the period are \$7,000. The Project Management Oversight contract, FM014, increased commitments \$7,000 to bring commitments into balance with expenditures. The chart is based on uncommitted amounts. Actual commitments are through March 1995.

Fiscal Year Commitments

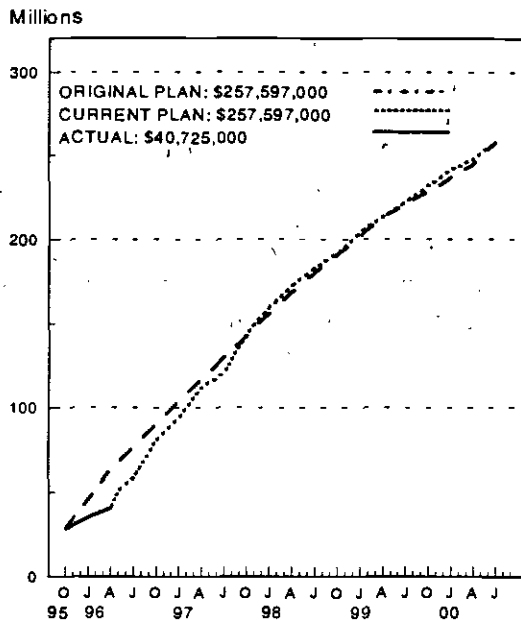


Fiscal Year Commitment Analysis

Planned commitments are \$181 thousand; actual commitments are \$75 thousand. The reason for the variance is due to contingencies in the forecast. The chart is based on uncommitted amounts. Actual commitments are through March 1995.

FINANCIAL STATUS

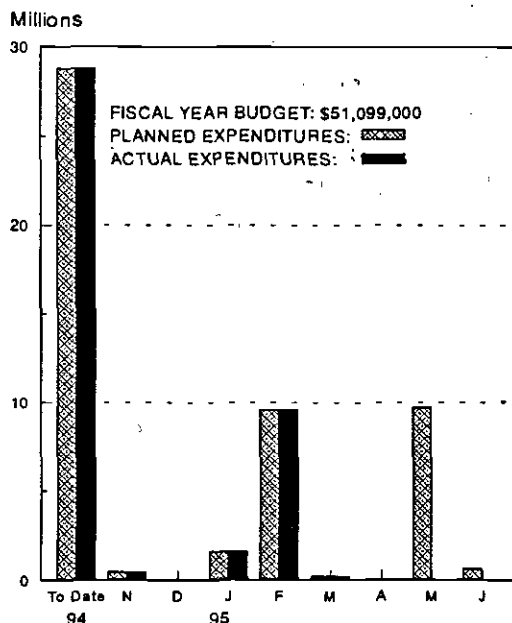
Project Cashflow



Project Cashflow Analysis

Project planned cumulative expenditures are \$257.6 million; actual expenditures to date are \$40.7 million or 15.8% of the total forecast. These expenditures are accounted for mainly by Contract P2000, General Engineering, Specialty Services and Project Administration.

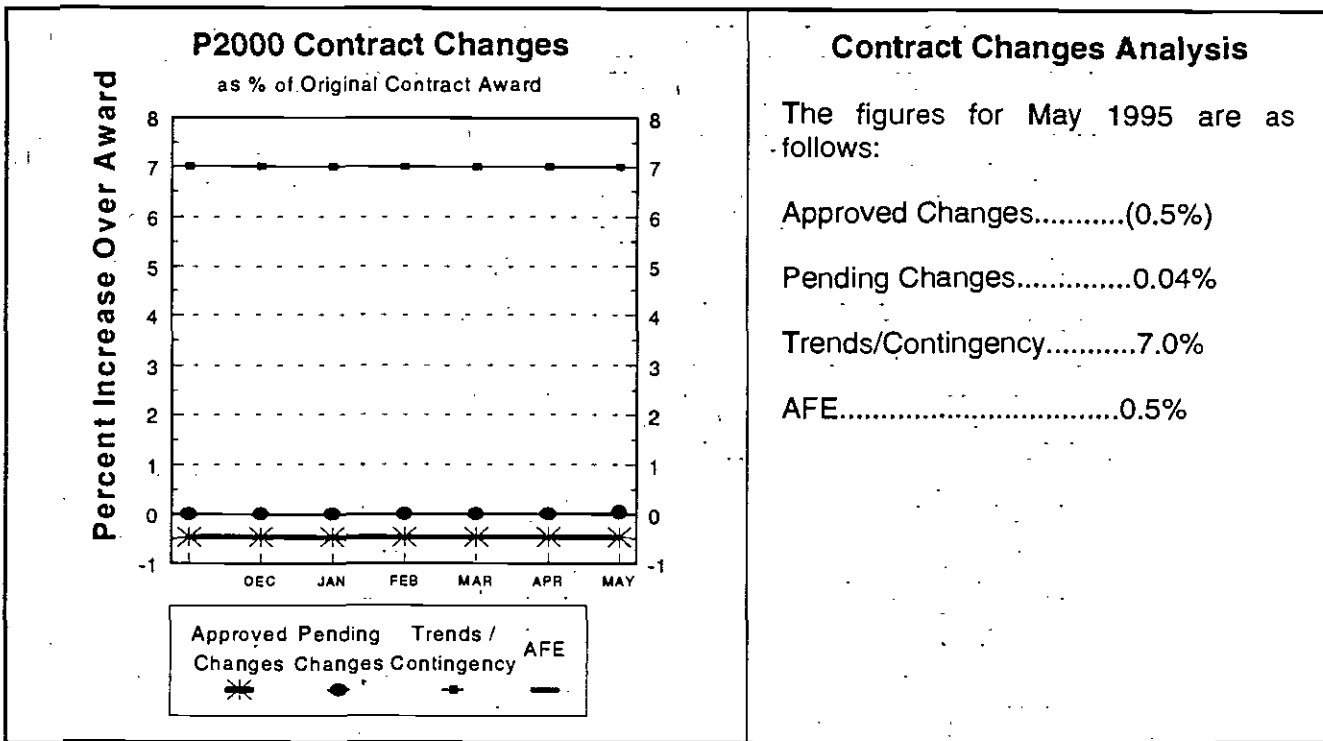
Fiscal Year Project Cashflow



Fiscal Year Cashflow Analysis

Planned fiscal year cumulative expenditures for the month are \$50.4 million; actual expenditures are \$40.7 million. The underrunning is associated with the delays in SDC Program Schedule.

FINANCIAL STATUS



P2000 Contract Contract Cost and Forecast
Comparison to Budget

Dollars in Thousands	Current	Previous	Variance
Original Contract Award	\$215,370	\$215,370	\$0
Approved Contract Value*	(\$1,000)	(\$1,000)	\$0
Current Value	\$214,370	\$214,370	\$0
Pending Logged Changes	\$71.7	\$71.7	\$0
Trends and Contingency	\$14,989	\$14,989	\$0
Total Forecast	\$229,830	\$229,830	\$0
Constr. Budget	\$232,370	\$232,370	\$0

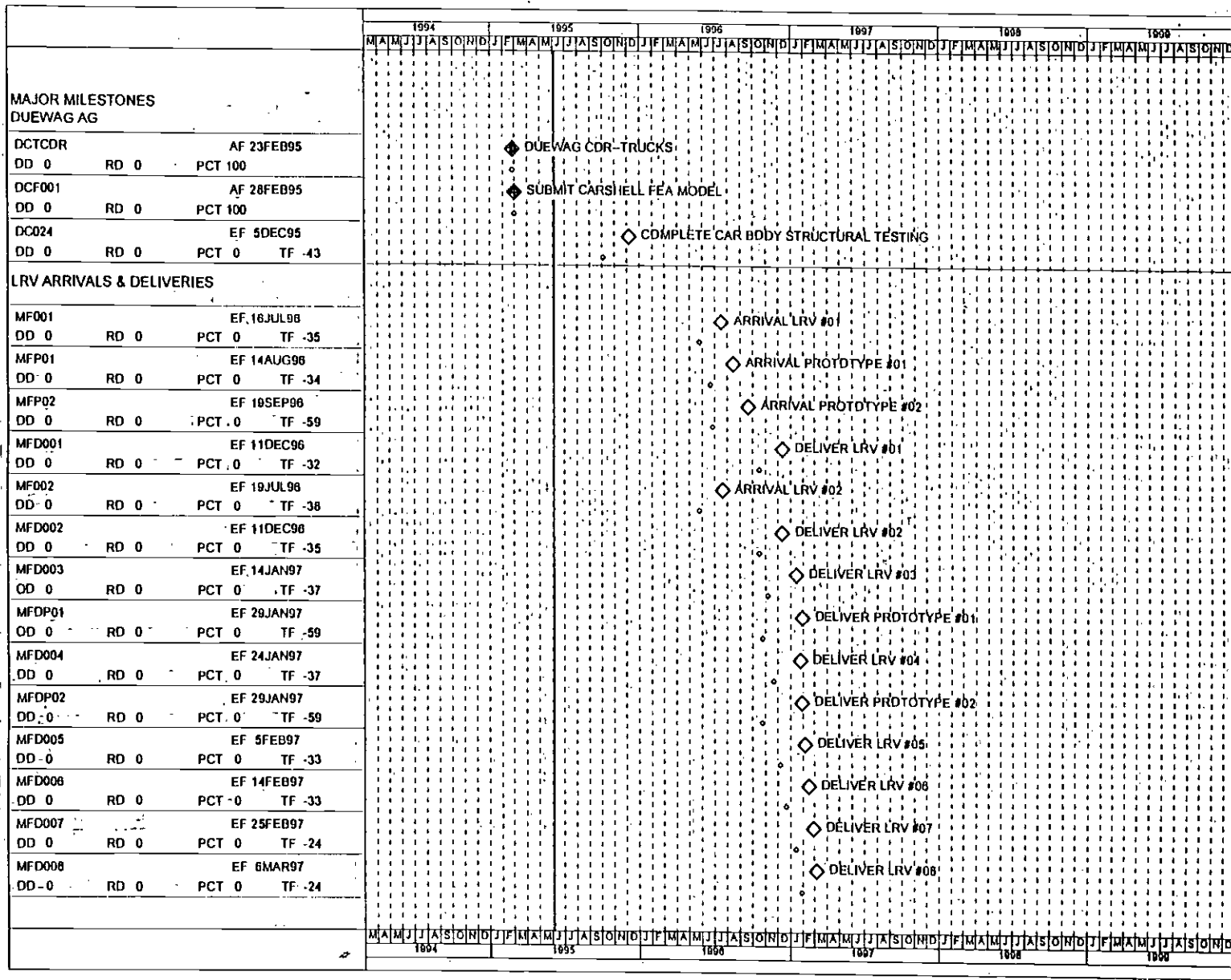
*Includes by Executed Change Orders and Approved Not-to-Exceed Costs. forecast and Budget for Awarded contracts only.

P2000 Contract Contract Forecast Analysis

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

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

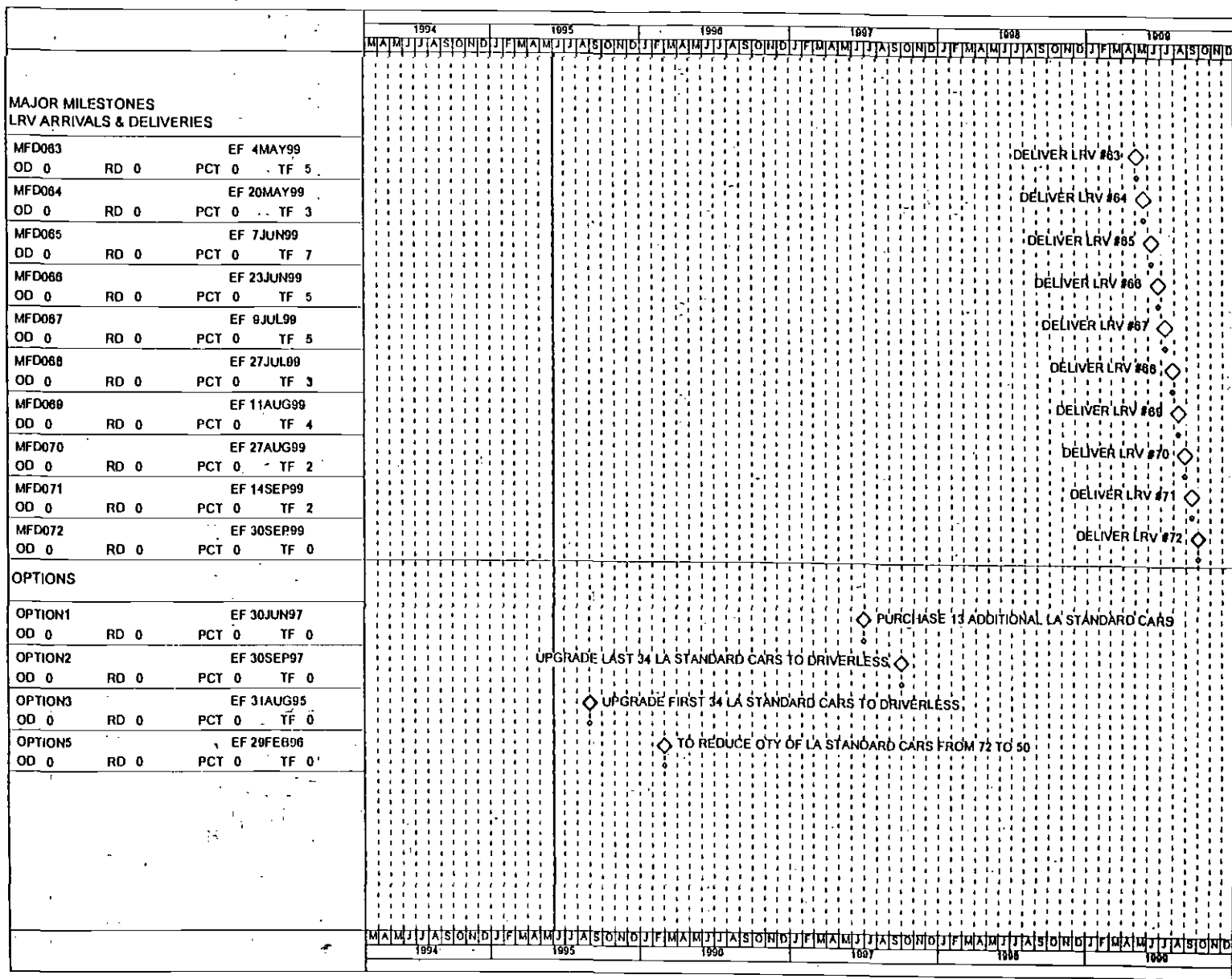
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AREAS OF CONCERN

NEW

Item

Vehicle Weight

Concern/Impact

Project weights for both the Standard and Prototype Cars have increased about 1.5% this month. This represents an increase (calculated) of over 2000 pounds per car. In fact, this increase puts the Prototype Car several hundred pounds over its allowed limit. It is disconcerting to predict this weight level so early in the program, prior to construction and compression testing of the first car, where pounds are generally added to the design.

Status/Action

SDC has a demonstrated awareness of this problem. They have, in several recent design reviews, raised concerns about vehicle weight, and tendered proposals to reduce same. A number of these proposals, however, such as a balsa core floor and aluminum hub wheels, would increase maintenance requirements and reduce reliability. Alternative solutions, with no impact to maintainability or reliability, must be pursued. The solution to this problem will be long term in nature, and will be addressed on a regular basis under Areas of Concern.

ONGOING

Item

Axle Design

Concern/Impact

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

Status/Action

No change from last month.

AREAS OF CONCERN (CON'T)

Item

Vehicle Structure and Truck Design

Concern/Impact

The progress of Duewag's structure and truck design to date.

Status/Action

No Change from last month.

Item

EMI (Electromagnetic Interference) Limits

Concern/Impact

We were informally notified this month that the MTA's Pasadena signal design group has some misgivings with regard to the proposed (conducted) EMI schedule of acceptable interference currents as a function of frequency, in that the schedule is undefined for values under 40 Hertz. The original rationale for the lack of definition under 40 Hertz is that it was thought there was no signal vulnerability in this domain. Additionally, rail return currents will increase from the present 10 amps at 40 Hertz to the specification allowable 1400 amps at zero Hertz.

Status/Action

We have asked SDC (AEG) to provide a definition for values under 40 Hertz, which definition will be given to the Pasadena signal designers for their review.

Item

R134A Refrigerant Fluid

Concern/Impact

The issue of pursuing R134a as a refrigerant fluid for the P2000 Cars was discussed with Operations. In that Sutrak has not been able to propose a viable R134a refrigerant based system, and in that Operations reported that the Sutrak bus equipment is not considered reliable, it was decided not to pursue a new system design with R134a with Sutrak.

Status/Action

This item will be dropped as an Area of Concern.

AREAS OF CONCERN (CON'T)

Item

Schedule Slippage

Concern/Impact

Last month we reported that the SDC vehicle schedule indicated that delivery of the first 15 cars varied from -16 to -22 days float. The most recent schedule submitted (Data Date: 05JUN95) indicates that the schedule float associated with the delivery of the first 15 cars now varies from +7 days (Car No. 15) to -59 days (Prototype Cars). SDC maintains that they have a recovery schedule planned which will result in on-time delivery of the vehicles. Details of this recovery plan will not be available, however, until the situation at CCI stabilizes and they are able to accurately forecast the shipment of the first carshell to SDC/Sacramento.

Status/Action

Vendor schedule performance is slipping in some areas and improving in others. In order to develop a feel for the drift in subsystem schedule delivery, we offer the following chart, which should be self-explanatory. Areas of concern are indicated in boldface and italics. We will update this chart with each new schedule submittal.

Key Subsystem

01MAY95 Float 05JUN95 Float

Propulsion Control Units (AEG)	00	days	+02	days
Traction Motors (AEG)	37	days	+41	days
Gearboxes (AEG)	+33	days	+33	days
Carshell No. 1 (CCI)	- 25	days	- 43	days
Carseats (Coach & Car)	+57	days	+57	days
Trucks (Duewag)	- 30	days	- 05	days
Side Doors (IFE Kiekert)	+03	days	- 102	days
Lighting/Signs (Luminator)	- 18	days	- 26	days
Wheels & Axles (Penn Machine)	+12	days	- 13	days
HVAC Units (Suttrak)	+49	days	+43	days
Auxiliary Power Supply (Transrail)	- 01	days	+23	days
Pantograph (Transtech)	+103	days	+103	days
Communications Eqmt. (VH)	+30	days	+30	days
Coupler/Brake Eqmt. (WABCO)	No Information		+18	days

Item

R22 HVAC Design

Concern/Impact

To date, there have been no deliverables from SDC with regard to the HVAC design.

Status/Action

This problem is considered *very serious*, and SDC has been advised to either produce the required deliverables or consider a new supplier.

AREAS OF CONCERN (CON'T)

Item

SDC Quality Assurance Program

Concern/Impact

Insofar as the CCI Quality Program is concerned, substantial progress has been made. CCI has hired one full time and one part time inspector. CCI's lead Quality Representative has been conducting source inspections and FAI's at supplier's facilities and has been doing an exemplary job. CCI has also achieved substantial progress in the drafting of their Quality Manual.

There is not much progress on the SDC side, however. We are still working to bring SDC's QA Program in line with the findings of our Audit Team, sent to Sacramento earlier in the year. Problems still under discussion include the QA Manager's accessibility to the CEO; the QA Division's organizational structure; the number of QA personnel assigned to the assembly facility; the lack of requisite QA documentation from both SDC and its supplier base; the lack of SDC QA supervision over Supplier design efforts, including the lack of SDC QA representation at Engineering Design Review; and SDC's continued refusal to supply source inspection at select suppliers..

Status/Action

With regard to this last item, on 30MAY95 we wrote to SDC *directing* them to provide the *specification required* levels of source inspection. We no longer consider this a candidate item for discussion

Item

Descision on Driverless Technology

Concern/Impact

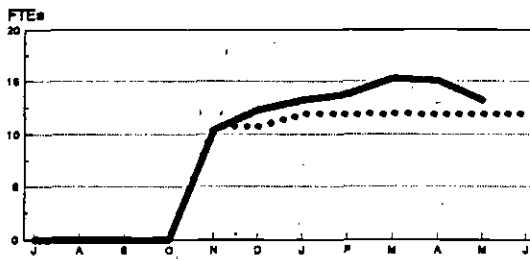
If Driverless Technology is to be selected for the first 34 Green Line-designated cars, it must be fully approved by 25AUG95. As noted in the Executive Summary to this report, however, even if Driverless Technology is not selected, it may be to the MTA's advantage to consider the inclusion of a Vehicle Health Monitor on each vehicle.

Status/Action

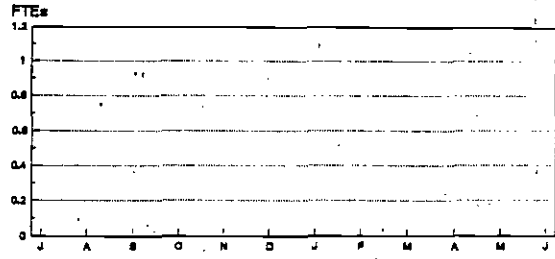
Updates on this possibility will be provided in future reports.

LIGHT RAIL VEHICLE PROCUREMENT STAFFING PLAN VS. ACTUALS

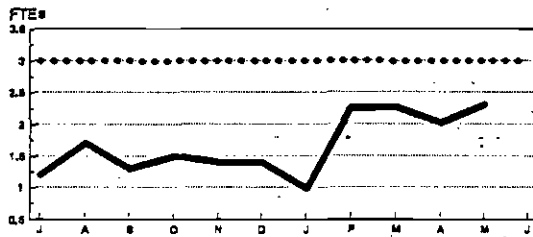
CONSTRUCTION MANAGEMENT CONSULTANT
STAFFING



ENGINEERING MANAGEMENT CONSULTANT
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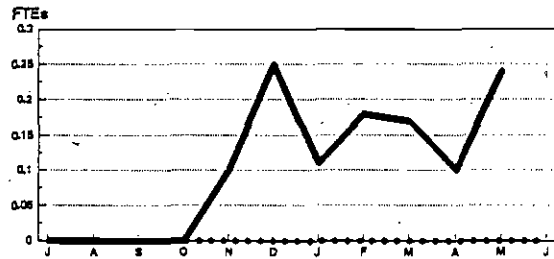


METRO CONSTRUCTION
STAFFING



PLAN

OTHER METRO CONSTRUCTION
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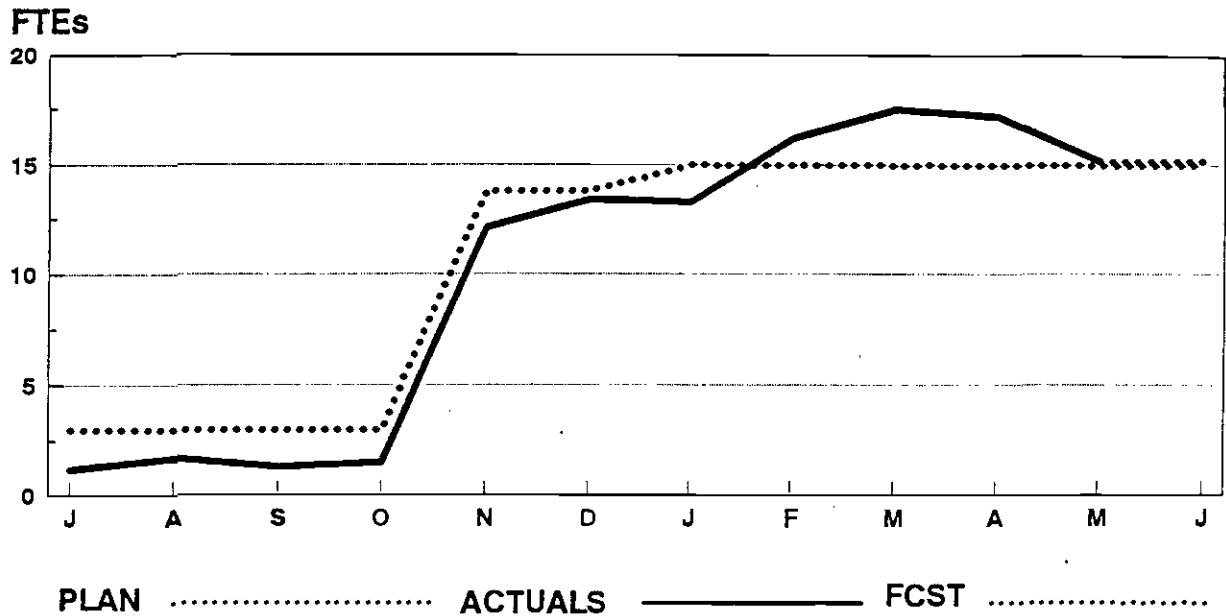


ACTUALS _____

STAFFING ANALYSIS

No significant variance.

LIGHT RAIL VEHICLE PROCUREMENT TOTAL STAFFING



STAFFING ANALYSIS

No significant variance.

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