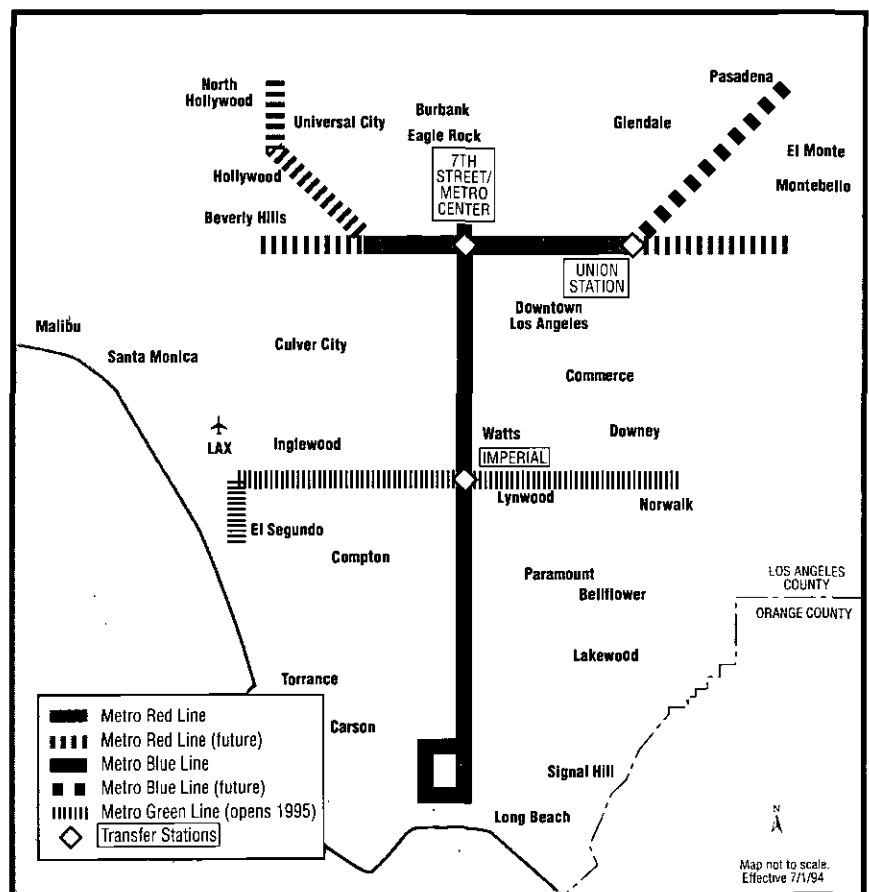


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

NOVEMBER 1995

RAIL PROGRAM SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status (\$000)		Project Progress	
Original Budget	841,000	Design	
Expended to Date	143,814 *	Actual:	79.6%
Current Budget	841,000	Construction	
Schedule Status		Actual:	4.5%
Revenue Operations Date:			
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	Design	
Expended to Date	629,000 **	Actual:	100%
Current Budget	717,802	Construction	
Schedule Status:		Actual:	98.3%
Revenue Operations Date:			
Original	October 1994	** Status through September 1995	
Current ROD	August 12, 1995		

Metro Red Line Segment 1			
Cost Status (\$000)		Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,421,000 **	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	100%
Revenue Operations Date:			
Original	April 1992	** Status through September 1995	
Current ROD	January 1993		

Metro Red Line Segment 2			
Cost Status (\$000)		Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	1,032,466 *	Actual:	99.2%
Current Budget	1,517,657	Construction	
Schedule Status: Revenue Operations Date:		Actual:	66%
	Wilshire Vermont/Hlywd		
Original	Jul '96 Dec '98 **	** Revised to reflect date in Full Funding Grant Agreement.	
Forecast	Jun '96 Feb '99		

Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status (\$000)		Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	272,168 *	Actual:	88.5%
Current Budget	1,313,848	Construction	
Schedule Status		Actual:	15.1%
Revenue Operations Date:			
Original	May 2000		
Forecast	September 2000	* Expenditure data through October 1995	

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Design	
Expended to Date	10,299 *	Actual:	0%
Current Budget	490,663	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	TBD		
Forecast	TBD		
Metro Red Line Segment 3 - East Side Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	979,601	Design	
Expended to Date	12,791 *	Actual:	35.8%
Current Budget	979,601	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 2002		
Forecast	August 2003		
Vehicle Acquisition Project			
Cost Status	(\$000)	Project Progress	
Original Budget	257,597	Design	
Expended to Date	59,883 *	Actual:	80% - 90% **
Current Budget	257,597	Manufacture	
Schedule Status:		Actual:	25% - 30% **
Delivery of Final Cars:			
Original	November 1997	** Based on Milestone Payments	
Forecast	May 1999		

* Expenditure data through October 1995

METROPOLITAN TRANSPORTATION AUTHORITY
PROJECT COST REPORT - TOTAL RAIL PROGRAM
SUMMARY BY COST ELEMENT
(IN THOUSANDS)

STATUS DATE: 12/01/95

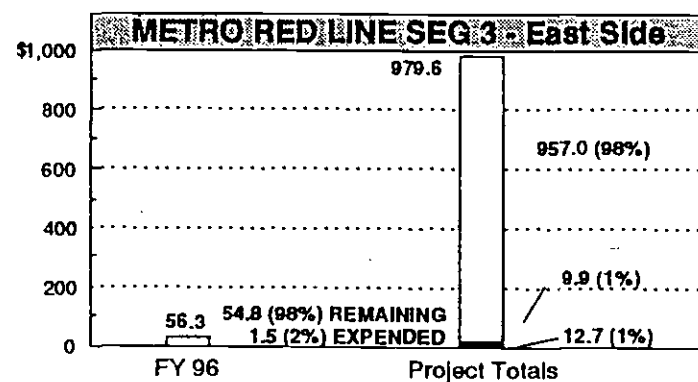
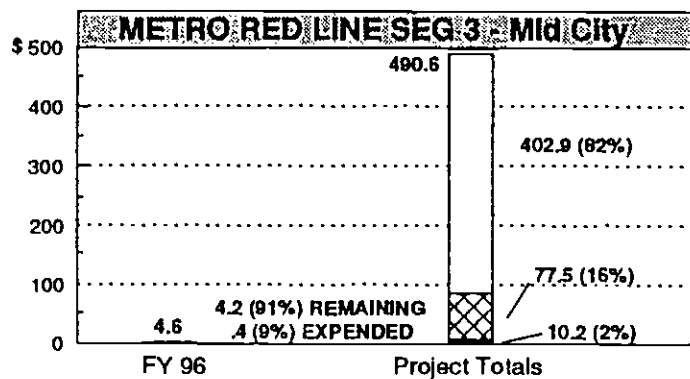
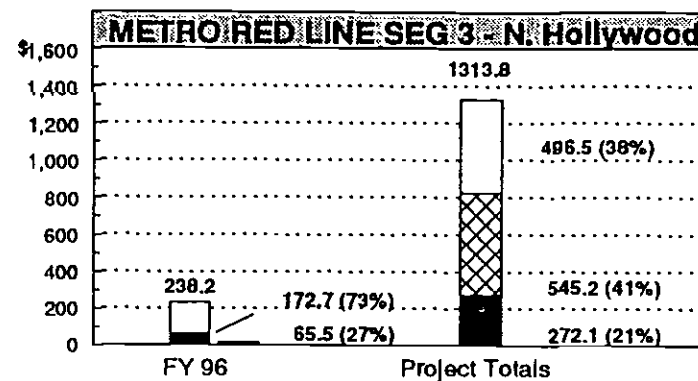
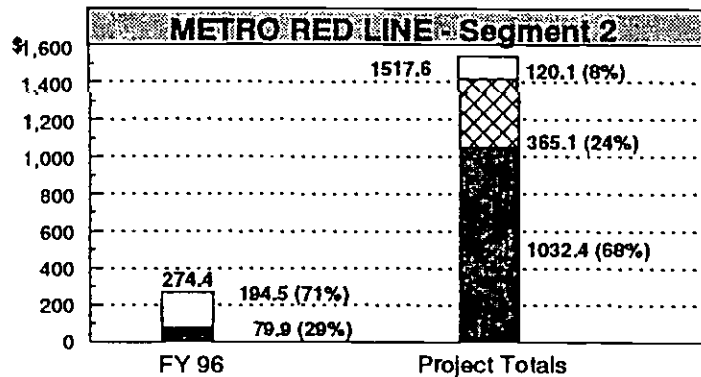
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	5,153,507	5,292,003	18,317	3,588,994	21,658	2,593,184	19,161	2,520,147	4,992,176	34,308
S PROFESSIONAL SERVICES	1,685,529	2,011,245	6,913	1,506,250	11,326	1,299,080	11,653	1,297,532	1,989,122	76,008
R REAL ESTATE	480,002	548,923	2,130	391,377	1,967	390,106	1,991	390,074	501,330	5,709
F UTILITY/AGENCY FORCE ACCOUNTS	146,279	168,650	3,137	129,388	(1,445)	105,486	(1,445)	104,967	153,592	(9,969)
D SPECIAL PROGRAMS	11,045	20,866	0	5,650	0	4,551	51	4,638	244,253	49,875
C CONTINGENCY	560,120	366,105	0	0	0	0	0	0	132,895	(59,691)
A PROJECT REVENUE	(18,115)	(36,585)	0	(1,585)	(42)	(7,221)	(1,443)	(10,089)	(32,346)	4,239
PROJECT GRAND TOTAL	8,018,367	8,371,207	30,497	5,620,074	33,464	4,385,186	29,968	4,307,269	7,981,022	100,479

NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	50,876	1,044	49,958	(3,026)	11,484	673	19,573	62,976	12,097
S PROFESSIONAL SERVICES	0	19,634	629	18,491	213	10,386	491	10,667	20,569	935
R REAL ESTATE	0	0	0	1	(6)	37	(6)	37	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	20	0	20	0	20	0	20	20	0
C CONTINGENCY	0	3,721	0	0	0	0	0	0	1,454	(2,266)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	74,251	1,673	68,470	(2,819)	21,927	1,158	30,297	85,019	10,766
PROJECT GRAND TOTAL	8,018,367	8,445,458	32,170	5,688,544	30,645	4,407,113	31,126	4,337,566	8,066,041	111,245

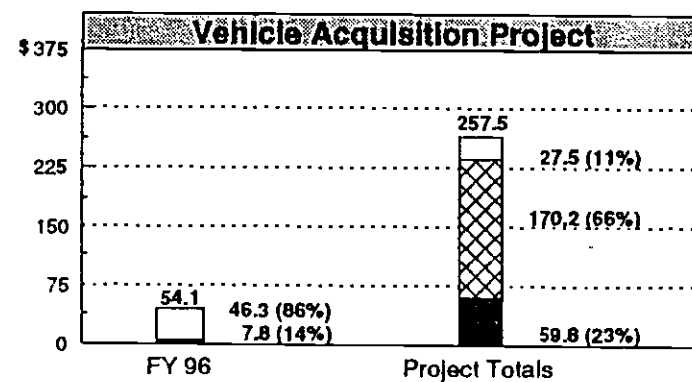
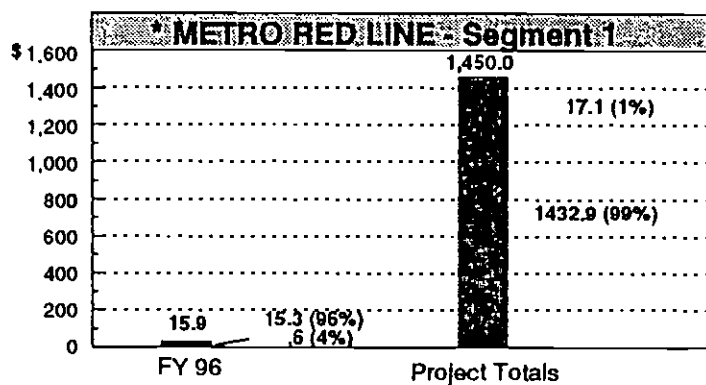
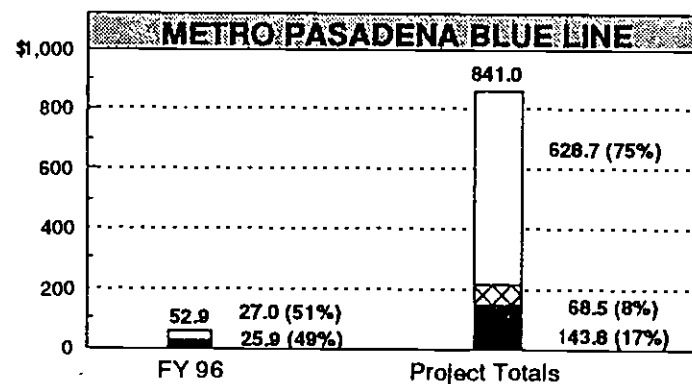
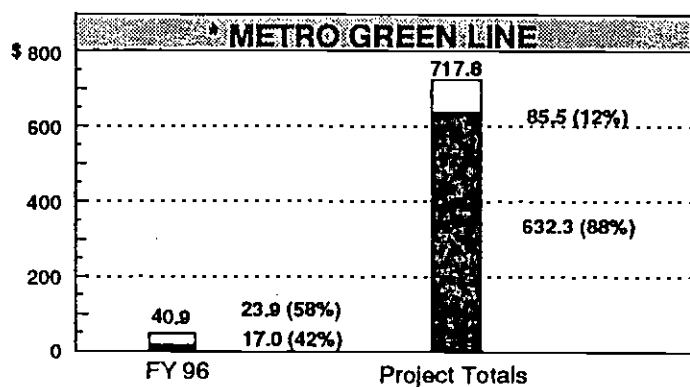
This report includes total project costs for the Metro Blue Line of \$877,271.

BUDGET STATUS - December 1, 1995
(in \$ Millions)



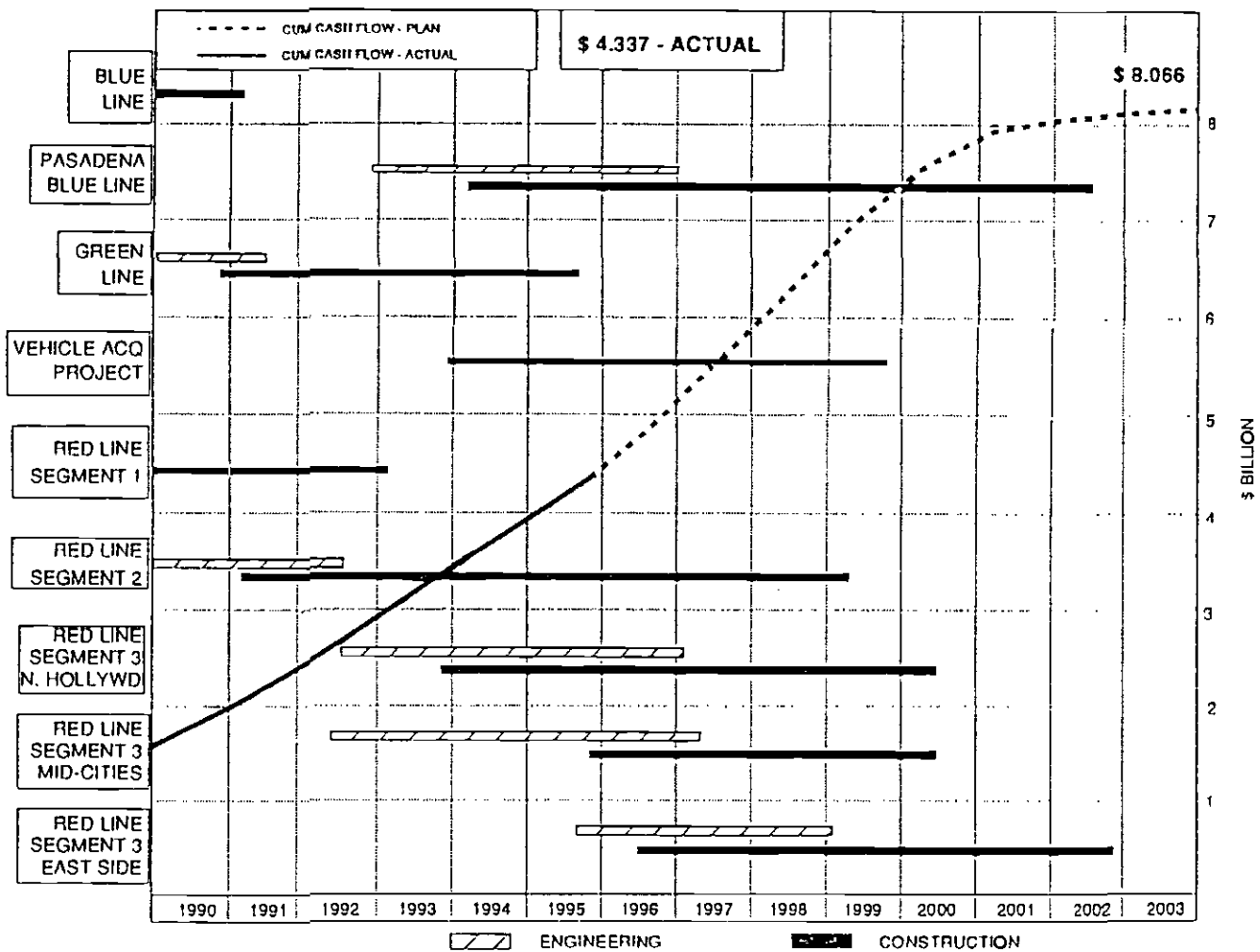
Actual Spent
 Encumbered
 Remaining Budget

BUDGET STATUS - December 1, 1995
(in \$ Millions)



* Status through September 1995

Actual Spent
 Encumbered
 Remaining Budget



METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES
(IN MILLIONS)

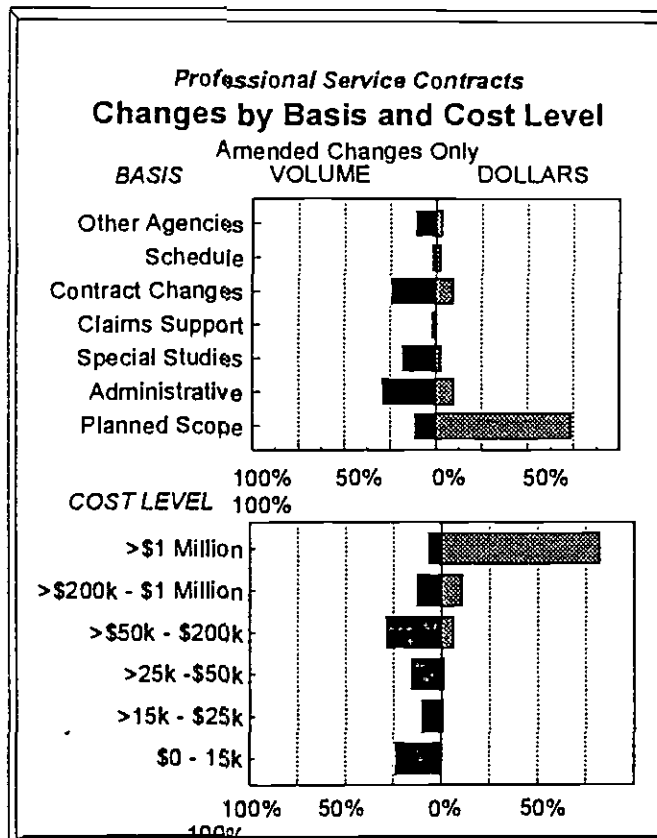
NOVEMBER 1995

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		METRO RED LINE SEG 3 - NH		METRO RED LINE SEG 3 - MC		METRO RED LINE SEG 3 - ES		VEHICLE ACQUIS PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	43	681.0	52	242.5	49	492.9	51			2688.7	32
FTA - OTHER																	11.9	5	11.9	0
ISTEA - FED SURFACE TRANSIT PROGRAM									52.1	3	69.1	5	40.0	8	25.0	2	84.0	33	270.2	3
FED-ISTEA STP/CMAQ (REGIONAL)									2.5	1	39.9	3	40.4	8	88.1	9	8.1	2	175.0	2
FTA-SECTION 9							90.6	6											90.6	1
STATE			337.8	40	106.4	15	210.3	15	133.0	9	45.9	3			15.0	2	33.6	13	882.0	10
STATE TSM MATCH											3.2	1	7.2	2	11.1	1			21.5	0
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			503.2	60	400.3	56					195.5	15	151.6	31	349.1	36	122.0	47	1721.7	20
PROP C (AMERICAN DISABILITIES ACT)					6.0	1			6.0	1									12.0	0
CITY OF LOS ANGELES							34.0	2	96.0	6	190.7	14	9.0	2	0.3	0			330.0	4
BENEFIT ASSESSMENT							130.3	9	58.0	4	13.5	1							201.8	2
COST OVERRUN ACCOUNT							200.1	14											200.1	2
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1517.6	100	1313.8	100	490.7	100	979.5	100	257.6	100	8445.3	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

Note: Data reflects Current Budget

**CHANGE BASIS ANALYSIS**

Administrative changes accounts for approximately 29% or 176 of the 599 Consultant Change Requests overall.

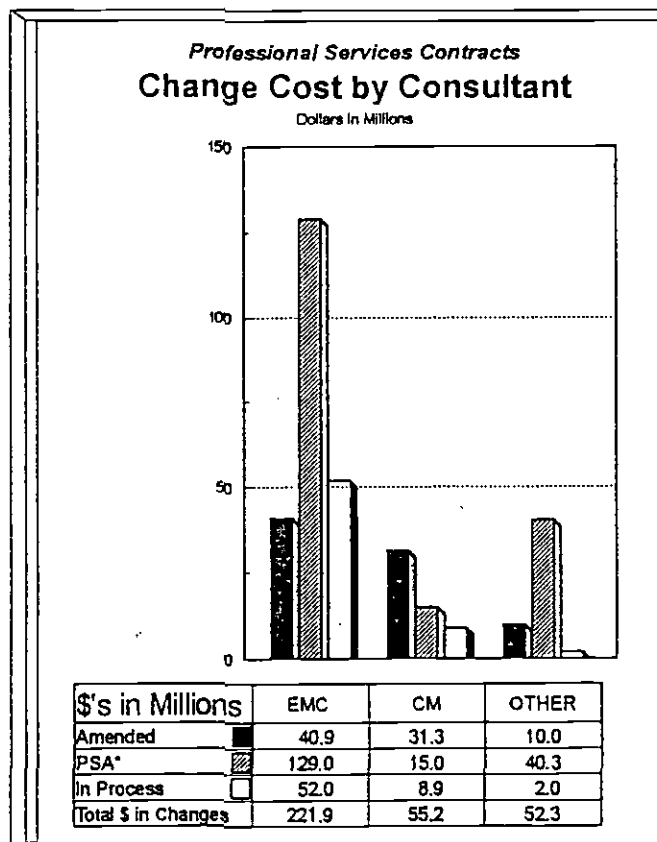
This equates to 9% of the overall change cost of approved and amended changes.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Level Analysis chart opposite, the MTA Board approves 32% of all change costs associated with the Rail Project or \$292M of a total change cost of \$316M. This equates to 20% of the total change volume or 121 of 599 total changes.

The MTA Project team reviews all CCR's yet only has authority to sign for a small portion (8%) of the overall cost.

Note: Basis and Cost charts include approved and amended changes only.

**PROFESSIONAL SERVICES CHANGE ANALYSIS**

Contract amendment to Parsons Dillingham (PD) incorporating 28 CCR's for a total of \$2,631,115.00 (CCR's on projects R01, R05, R75, and R81) at the November 15, 1995 MTA Board Meeting.

EMC in process changes total includes a Planned Scope Addition to the East Side Extension for continuation of final design services through September 1996 estimated at \$24M.

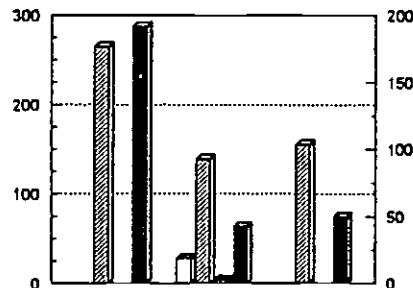
DATA SOURCE:
CCS: CCR REPORTS

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

Professional Service Contracts Amendment History

Period to Total Comparison
Volume

\$ In Millions

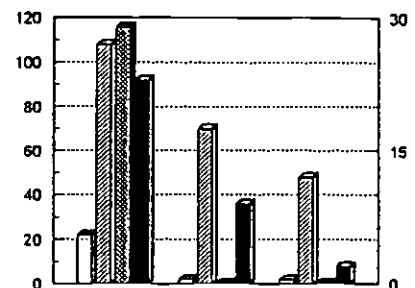


	EMC	CM	OTHER
# This Period <input type="checkbox"/>	0	28	0
# Previous <input checked="" type="checkbox"/>	265	139	156
\$ This Period <input checked="" type="checkbox"/>	0	3	0
\$ Previous <input checked="" type="checkbox"/>	192	43	50

All - Professional Service Contracts Pending Consultant Changes

Period to Total Comparison
Volume

\$ In Millions



	EMC	CM	OTHER
# This Period <input type="checkbox"/>	22	2	2
# Previous <input checked="" type="checkbox"/>	108	70	48
\$ This Period <input checked="" type="checkbox"/>	29	0	0
\$ Previous <input checked="" type="checkbox"/>	23	9	2

CONSULTANT CHANGE REQUEST ANALYSIS

Sixteen Advanced Work Authorization's (AWA) were assigned this period with a cumulative not-to-exceed obligation of \$769K.

Contract amendments approved at the November 15, 1995 MTA Board Meeting as follows:
Amendment to the PD Contract (03369) incorporating 28 CCRs for a total of \$2,631,115.00.

Thirteen new and three revised changes were submitted this period of which five are estimated at over \$200,000:

NEW:

R05-E0070-454.00 - C6420-Design Change Due to Inaccurate and Indomplete Outside Agencies "As Built" Records (ECRs 16, 30 & 31)

R81-E0070-446.00 - Segment-2A, Wilshire Corridor, Integrated Testing Scope Revision

REVISED:

R05-E0070-265.02 - Various Utility and Structural changes at Stations (C6420)(ECR #19)

R82-E0070-113.04 - C0311-Reduce Mid-Line Vent Shaft Size

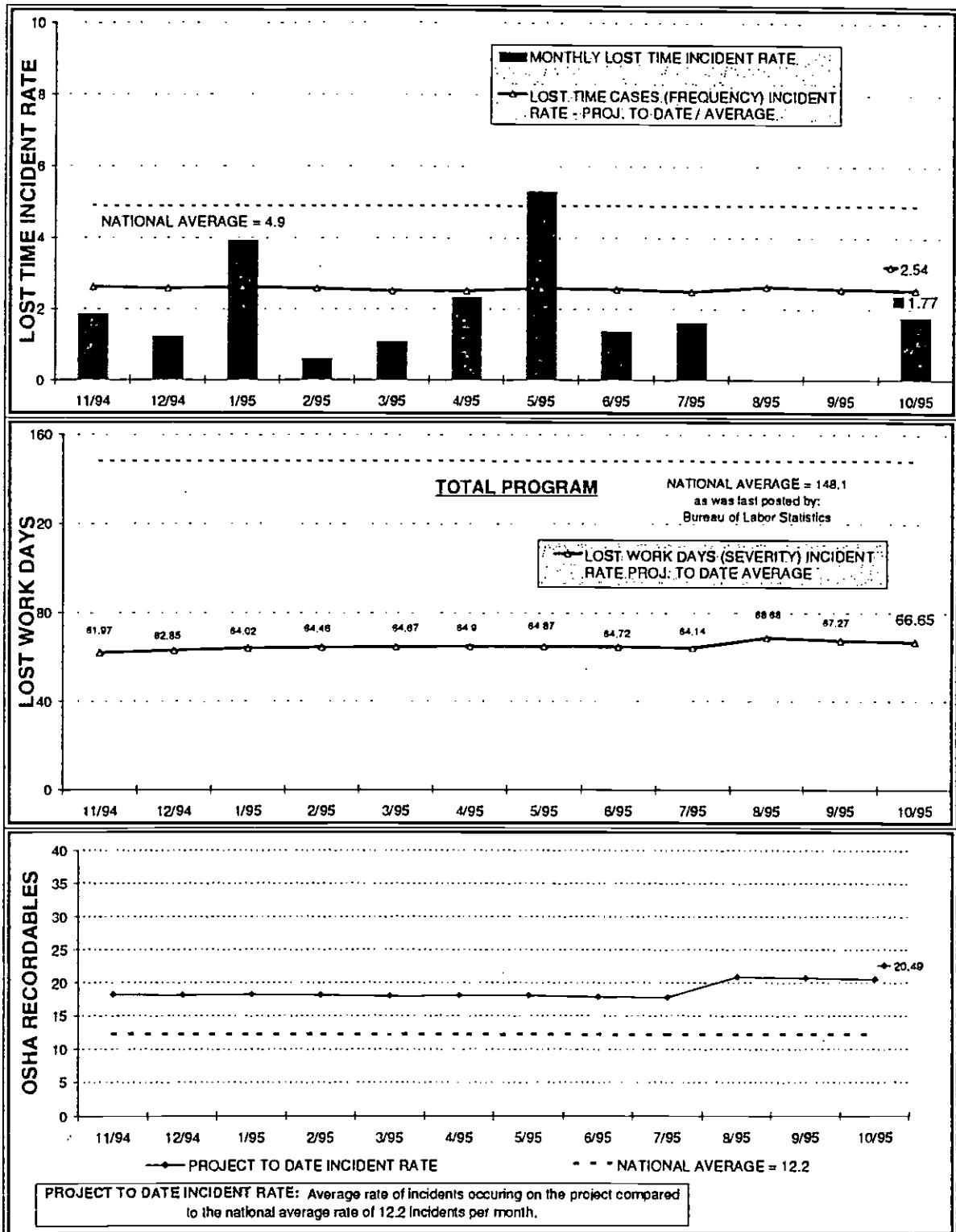
R82-E0070-336.03 - C0311 - Redesign Mid-Line Vent Structure

MTA rejected/cancelled 18 CCR's this period with a cumulative Rough-Order-of-Magnitude value of \$796K.

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	74.96%	600,338	60.17%	477,236	66.49%	812,270	56.02%	1,051,576	69.25%	808,370	61.07%	0	0	624,099	63.71%	180,643	89.72%	2,998,568	65.71%	
REAL ESTATE	55,592	6.34%	77,721	7.79%	26,047	3.63%	140,000	9.66%	88,982	5.86%	86,418	6.53%	0	0	26,570	2.71%	0	0.00%	310,621	6.81%	
PROFESSIONAL SERVICES:																					
ENGINEERING/DES	89,587	7.93%	93,766	9.40%	63,296	11.60%	221,659	15.25%	154,915	10.20%	90,711	6.85%	0	0	83,748	9.57%	1,700	0.84%	529,457	11.60%	
CONSTR MGMT.	91,642	10.45%	77,171	7.73%	78,213	10.90%	116,429	8.03%	140,630	9.27%	115,919	8.78%	0	0	79,826	8.15%	0	0.00%	427,114	9.36%	
STAFF	17,655	2.01%	51,600	5.17%	24,179	3.37%	95,558	6.59%	53,225	3.51%	59,586	4.50%	0	0	36,586	3.73%	3,841	1.91%	190,617	4.18%	4%
OTHER	14,222	1.62%	22,978	2.30%	17,337	2.42%	32,671	2.25%	20,444	1.35%	36,461	2.75%	0	0	16,630	1.70%	9,237	4.59%	84,674	1.86%	
SUBTOTAL	183,106	22.01%	245,513	24.61%	203,025	28.28%	466,317	32.16%	369,414	24.33%	302,679	22.86%	0	0	228,792	23.15%	14,778	7.34%	1,231,862	26.99%	20%
CONTINGENCY	963	0.11%	74,186	7.44%	12,757	1.78%	31,432	2.17%	9,708	0.64%	126,301	9.54%	0	0	102,140	10.43%	5,930	2.95%	54,858	1.20%	
PROJECT REVENUE	(29,677)	-3.41%	(33)	-0.00%	(1,263)	-0.16%	0	0.00%	(1,173)	-0.08%	0	0.00%	0	0	0	0.00%	0	0.00%	(32,313)	-0.71%	
GRAND TOTAL	877,271	100.00%	997,725	100.00%	717,802	100.00%	1,450,019	100.00%	1,518,505	100.00%	1,323,768	100.00%	0	0	979,601	100.00%	201,351	100.00%	4,563,597	100.00%	

*METRO RED LINE SEGMENT 3 MID CITY FORECAST NOT INCLUDED.
NOTE: Data reflects Current Forecast.

TOTAL METRO
SAFETY SUMMARYPrepared by:
MASS TRANSIT GROUP

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

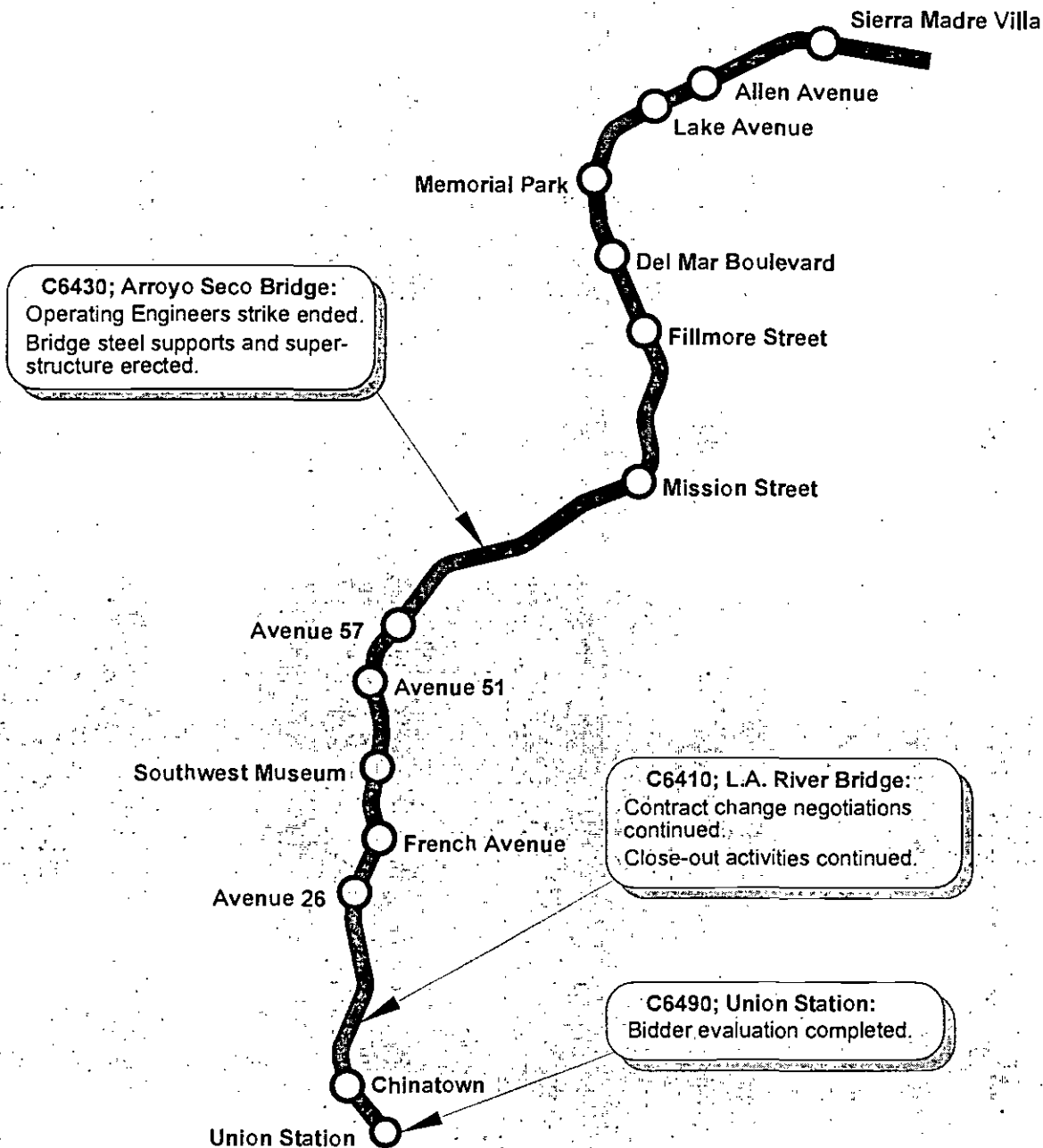
METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 1, 1995



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

C6435; Bridge Retrofit and Reconstruction of Concrete and Steel Bridges: Demolition and formwork for new concrete decks completed for five bridges.

P2100; No activity.

Preparation of Amendment No. 6 to Contract E0070 Engineering Management Consultant (EMC) Work Order (CWO) No. 0021 - Final Design Engineering and Amendment No. 2 for CWO No. 0025 Design Support During Construction completed.

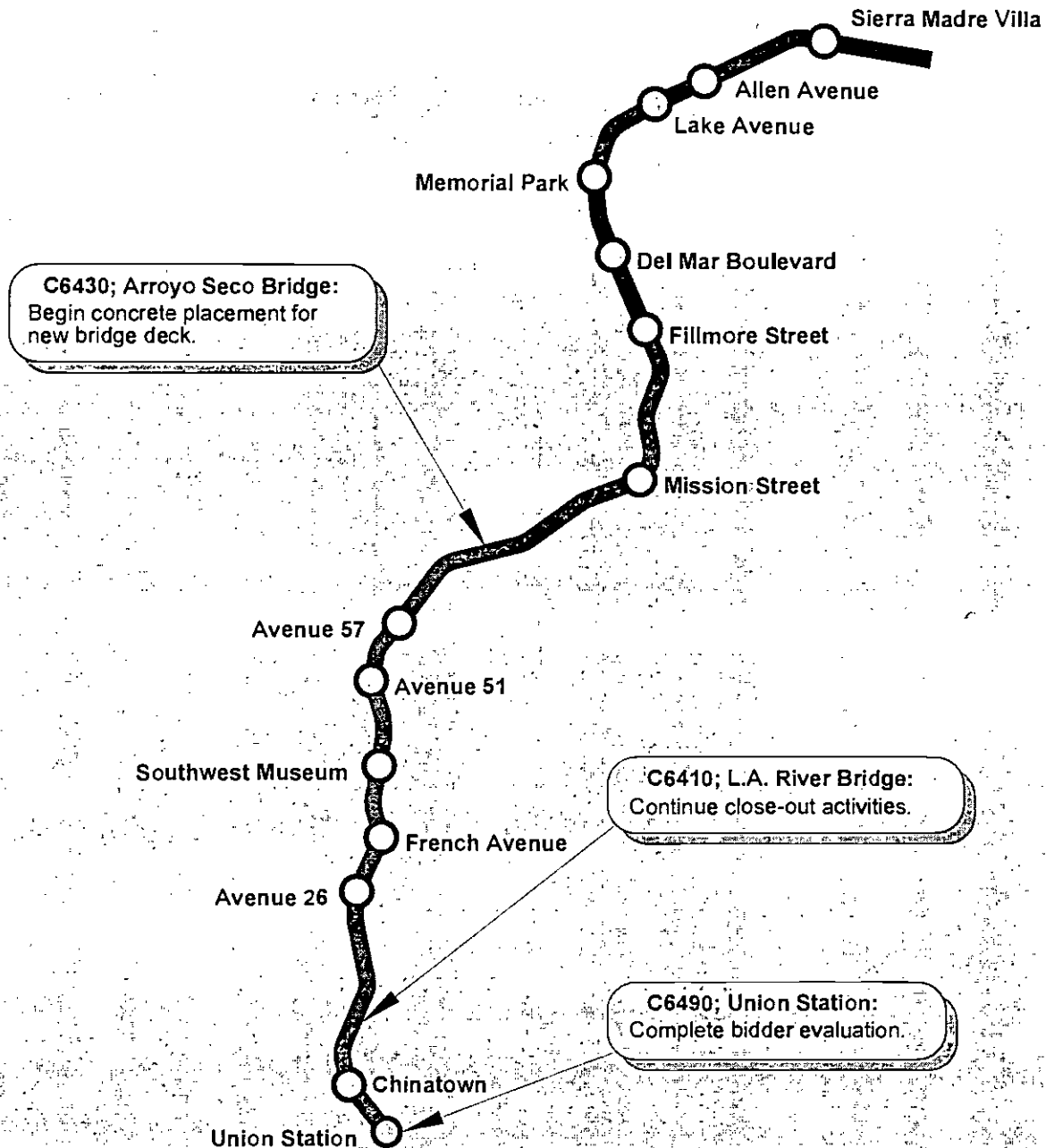
Special cost containment studies completed. Major efforts were placed in cost containment issues. Special studies were conducted to reduce the total project budget.

Worked with Operations staff to resolve R.O.W. maintenance issues.

METRO PASADENA BLUE LINE
Summary Status Report
Period Ending - December 1, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

C6435; Begin CIDH piles and new concrete bridge deck work.
P2100; Evaluate Contractor's proposal for time extension.
Staff recommendations for Project cost reductions will be finalized in December for submittal to the MTA Board in January.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 1, 1995



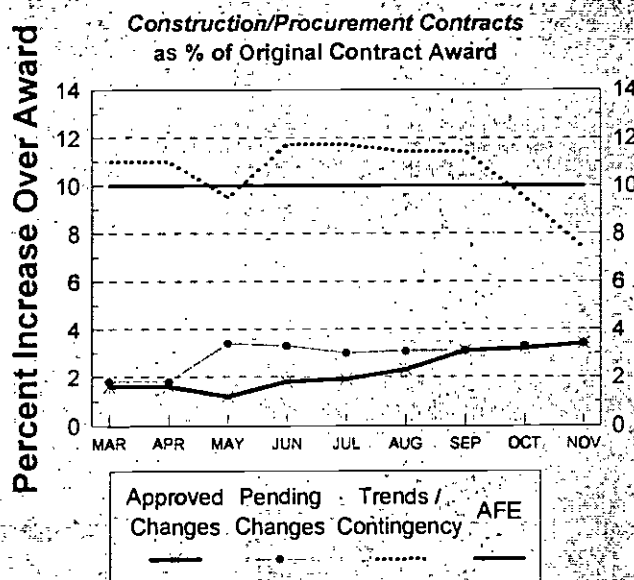
BUDGET

	Amount (\$ in mil)	Change from Last Month (\$ in mil)
Original Budget	841	None
Approved Budget	841	None
Current Forecast	998	None
Expenditures	144	+ 3

BUDGET ANALYSIS

- MTA 20-year long range plan calls for Pasadena Blue Line to open in June 2002 at a cost of \$997.7.
- Value Engineering and Cost Containment studies have identified potential savings. Upon MTA Board approval, a new budget, scope and schedule will be adopted.
- The MTA Board has approved \$45.4M in cost reduction recommendations from the Pasadena Project Staff. The forecast will be adjusted in December.
- Additional cost containment recommendations will be brought forward to the MTA Board in January 1996.

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

- The Trends/Contingency line, which represents the total forecast, shows forecast costs for the awarded construction procurement contracts are projected at less than the AFE values. In general, the forecast has been trending down to reflect resolution of bid quantities and a reduction in the allocated contingency for Contract C6430. This period, the projected increase over award declined from 9.5% to 7.4% due to the incorporation of Pasadena Blue Line's share of Contract B611 costs (Running Rail).

Note: Contract B611 currently has a negative increase over award due to pending credit change notices.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 1, 1995



SCHEDULE

		Change from Last Month
Current ROD	Jun. 2002	None
Design Progress	79.6%	None
Constr. Progress	4.5%	+0.2
Critical Path Float*	+ 501 days	None

* Calendar days.

SCHEDULE ANALYSIS

- Design is on hold pending resolution of EMC change request and Value Engineering Review.
- The Project critical path goes through C6460, C6550, H0060, H0090, Integrated Systems, Pre-Revenue Operations, and ROD.
- Contracts C6410, C6435, and P2100 continue to proceed on schedule.
- Contract C6430 operating engineer's strike ended October 31, 1995; there is no impact to the Project Critical Path.
- No impact to the master Project Critical Path ROD 2002.

SAFETY

		Change from Last Month (\$ in mil)
Recordable Injury Rate		
National Average	12.2	
Project Rate (Cum.)	4.3	-0.2
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	4.0	None
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	0.0	None

SAFETY ANALYSIS

- Project continues with zero time case rate to date.
- Project has recorded 8 OSHA 200 cases.
- Project continues Safety Meetings and Safety Training programs.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - December 1, 1995



COMMUNITY ISSUES

- Community Relations continues working with Operations staff to achieve resolution of issues relating to right-of-way maintenance.
- Community Relations has contacted community representatives to discuss locating a TPSS in a community garden in Pasadena.

QA/TQM ISSUES

- Pasadena Blue Line Senior Management Workshop follow-up was conducted December 4, 1995.
- Project completion audits of C6430 and C6435 by MTA Quality Assurance will be conducted in January and February 1996.

CCR BACKLOG STATUS

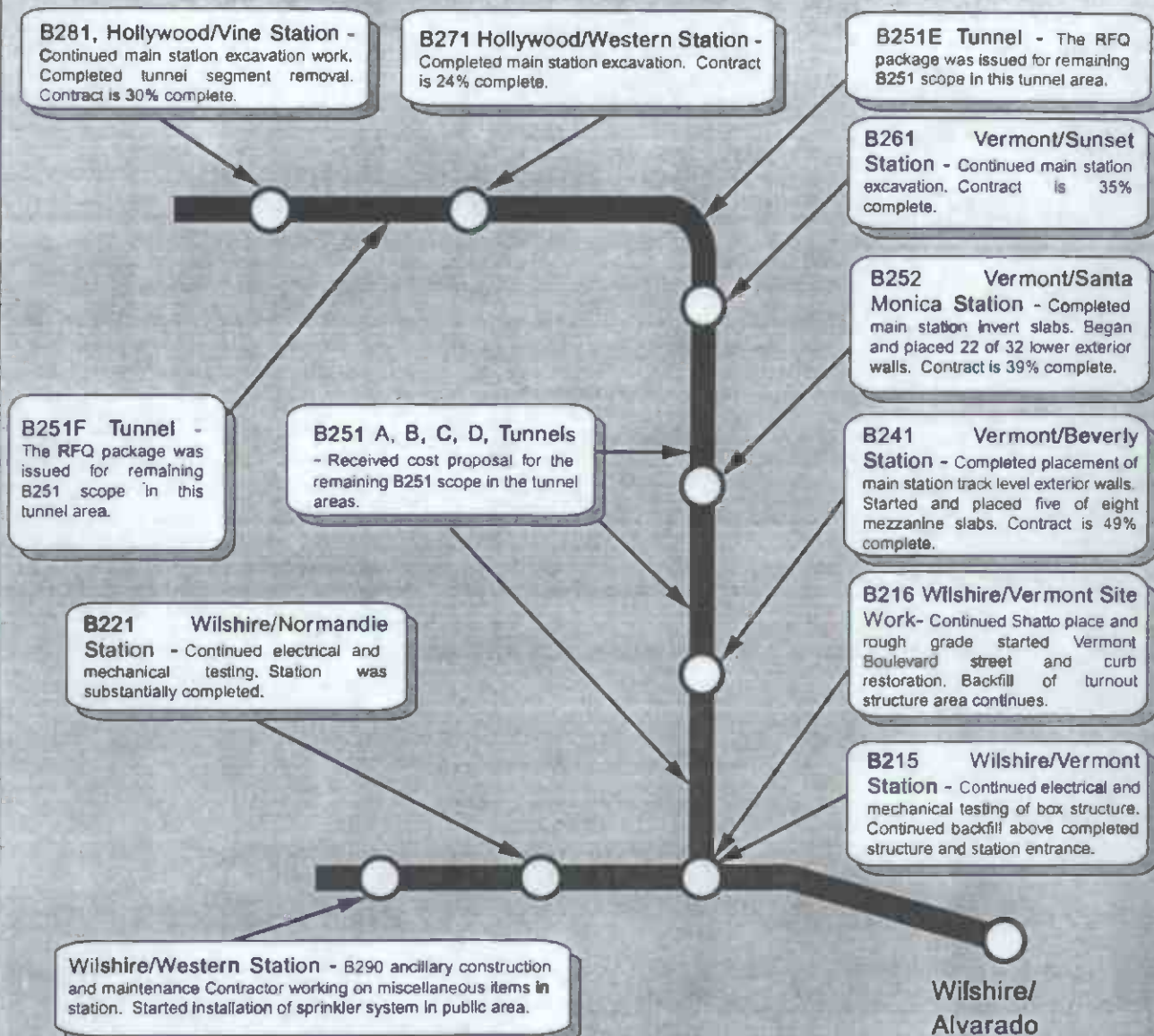
- 16 Consultant Change Request's (CCR's) are pending approval of the Change Control Review Board (CCRB) at an estimated value of \$5,111,969.00.
- 25 CCR's have been approved by the CCRB for an estimated value of \$4,507,410.00.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY



Major Activities - This Period

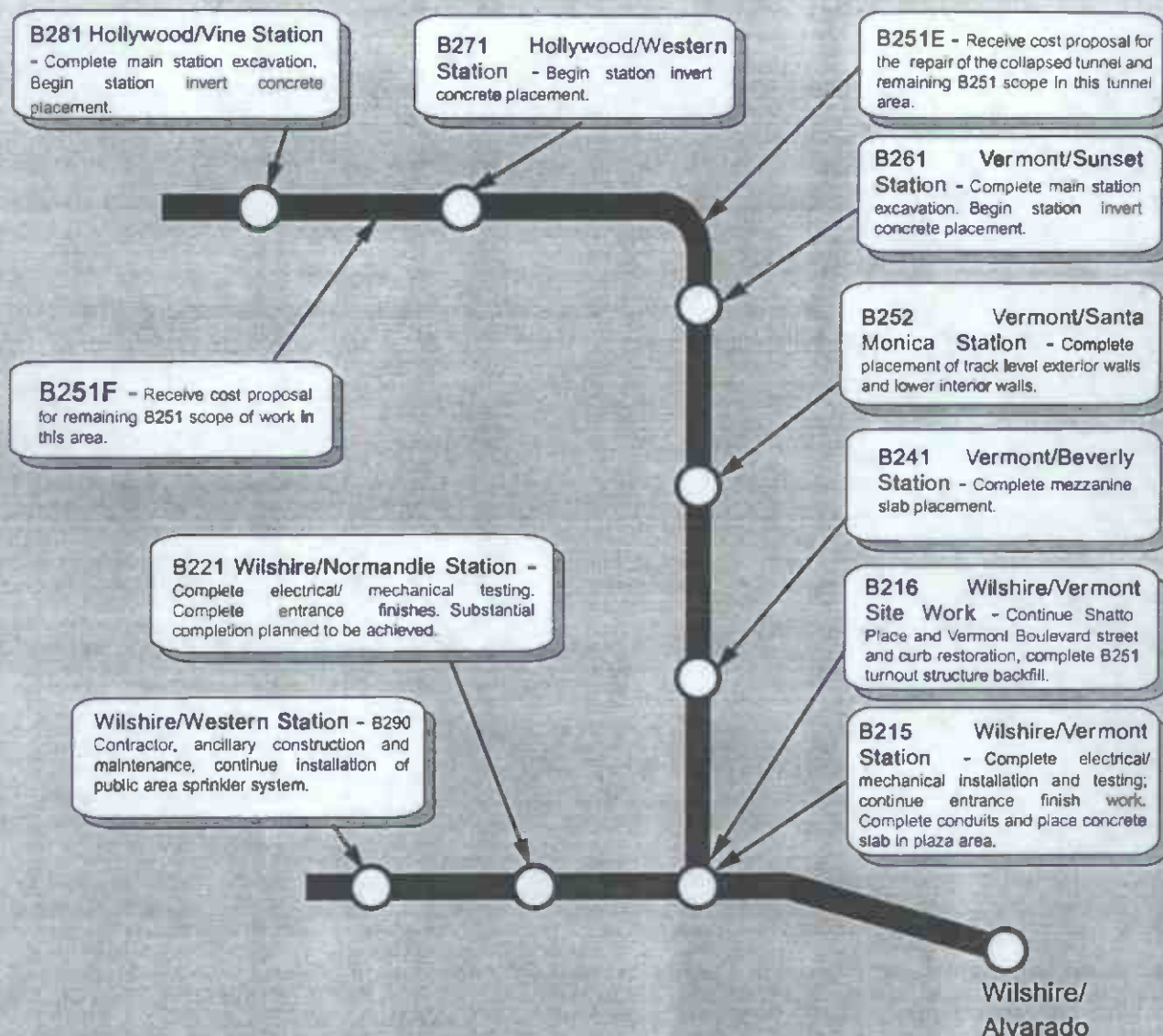


SYSTEMWIDE ACTIVITIES

Continued communication testing at Wilshire/Western and Wilshire/Normandie Stations. Continued train control operational tests and began dynamic testing. Commenced installation of the Wilshire/Vermont plaza and entrance elevators and escalators. Continued system integration testing at Wilshire/Western Station.



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

Complete train control operational tests. Complete communication testing at Wilshire/Western and Wilshire/Normandie Stations. Complete system integration testing at Wilshire/Western Station and begin testing at Wilshire/Normandie and Wilshire/Vermont Stations.

METRO RED LINE Segment 2 Summary Status Report Period ending - December 1, 1995



BUDGET

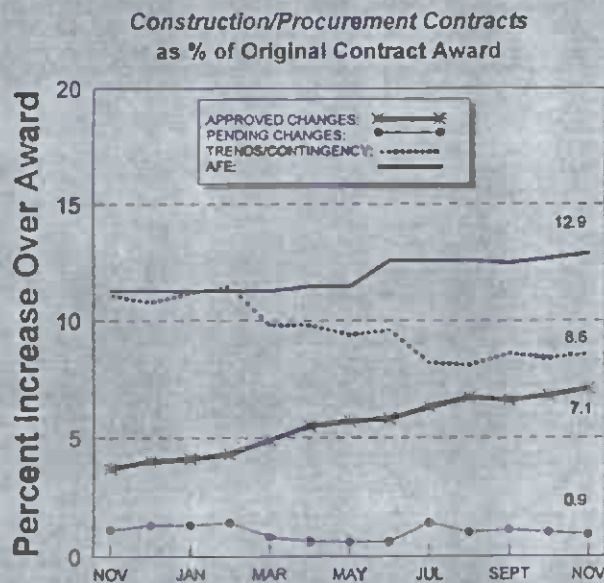
	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1,446	None
Approved Budget	1,518	None
Current Forecast	1,519	0.6
Expenditures	1,032	+15.1

BUDGET ANALYSIS

The MTA Board approved budget growth from original budget due to the addition of Transit Enhancement and ADA. The current forecast increased \$0.6 million due to added nonconstruction items of work relating to added tasks on Hollywood Boulevard. A revised project forecast is in preparation for submittal to the MTA Board.

The expenditures increased \$15.1 million in October, primarily due to \$10.1 million in Construction, \$6.6 million in Professional Services, and \$1.6 million in Utility/Agency Force Accounts. The \$1,032.5 million expenditures to date are within 1.0% of the planned expenditures. Refer to Project Cashflow for more details on planned expenditures.

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

- The approved changes value had a 0.3% increase in November, due to various executed Change Notices (CNs) and Work Authorization Change Notices (WACNs) for work performed on various construction contracts. The pending changes decreased 0.2%, resulting from approved changes of various CNs and WACNs. The Trends/Contingency had a 0.2% increase, primarily due to the increase in the total logged value for construction changes. The AFE also increased 0.2%, due to board-approved AFE increases for construction contracts.

METRO RED LINE Segment 2 Summary Status Report Period ending - December 1, 1995



SCHEDULE

Wilshire Corridor

Change from
Last Month

Current ROD	Jul. 1996	None
Design Progress	100%	None
Critical Path Float	+43 Days	-9 days

Vermont/Hollywood Corridor

Change from
Last Month

Current ROD	Dec. 1998	None
Design Progress	99%	None
Critical Path Float	-54 Days	-0-
Const. Progress	66%	+2%

SCHEDULE ANALYSIS

- Currently 1.5 months ahead of schedule for Wilshire Corridor. The critical path to ROD is through system integration testing.
- The positive float for Wilshire Corridor was reduced by 9 days due to delays in Systems Integration testing. The tests have been resequenced and additional test crew will be organized to minimize any additional schedule slippage.
- Schedule mitigation for Vermont/Hollywood Corridor is proceeding. There is no change to Vermont/Hollywood Corridor critical path.
- RFQ package B251F for tunnels between Hollywood/Western and Hollywood/Vine is under review for potential delays to the adjacent stations and possibly the Vermont/Hollywood Corridor critical path.

SAFETY

Change from
Last Month

Recordable Injury Rate

National Average	12.2	
Project Rate (Cum.)	21.9	-0.2

Lost Time Rate (Frequency)

National Average	4.9	
Project Rate (Cum.)	2.9	-1.0

Lost Work Days (Severity)

National Average	148.1	
Project Rate (Cum.)	76.6	-0.8

SAFETY ANALYSIS

- New Safety staff has been added to supplement the safety report.

METRO RED LINE Segment 2
Summary Status Report
Period ending - December 1, 1995



COMMUNITY ISSUES

WILSHIRE CORRIDOR

- Public Information (regarding changes in bus and rail service when revenue operations begins) will be conducting public hearing on bus/rail interface 12/02/95. (Councilperson Holden, Supervisor Yaroslavsky).
- Lack of current community participation in Art Program at Wilshire and Normandie. Art workshop will be held to involve current community with Frank Romero (station artist). (Supervisor Burke).

VERMONT CORRIDOR

- Increase community outreach activities around Vermont Stations. An art fence will be completed with participation from local hospitals and schools at Vermont/Sunset. (Councilperson Goldberg).
- Pedestrian access tunnel at Vermont and Council Street. A school asked for assistance to close pedestrian tunnel. Staff assisted school with this process.

BARNSDALL AREA

- Outreach issues related to tunneling work at Edgemont/Hollywood site. Staff is preparing outreach plan to mitigate impacts of tunneling around Hollywood/Edgemont area. (Councilperson Goldberg).
- Security. Staff is working on continuation of security personnel to assist through construction activity.

WESTERN STATION

- Vandalism to art fence. Removed art work and temporarily stored it for relocation to Hollywood and McCadden. Will create art work for fence at Western/Hollywood. (Councilperson Goldberg).

VINE STATION

- Noise complaints near Vine and Hollywood Station site. Staff is recommending plan of action based on hours of work. (Councilperson Goldberg).

QA/TQM ISSUES

- Audit of Contractor at B241 was completed 11/29/95. Report will be issued by 12/09/95.
- Audit of B241 Real Estate office is currently in progress and is scheduled for completion 12/22/95.

CCR BACKLOG STATUS

- 60 CCRs are pending approval of the CCRB at an estimated value of \$8,921,130.00.
- 17 CCRs have been approved by the CCRB for an estimated value of \$2,152,131.00.

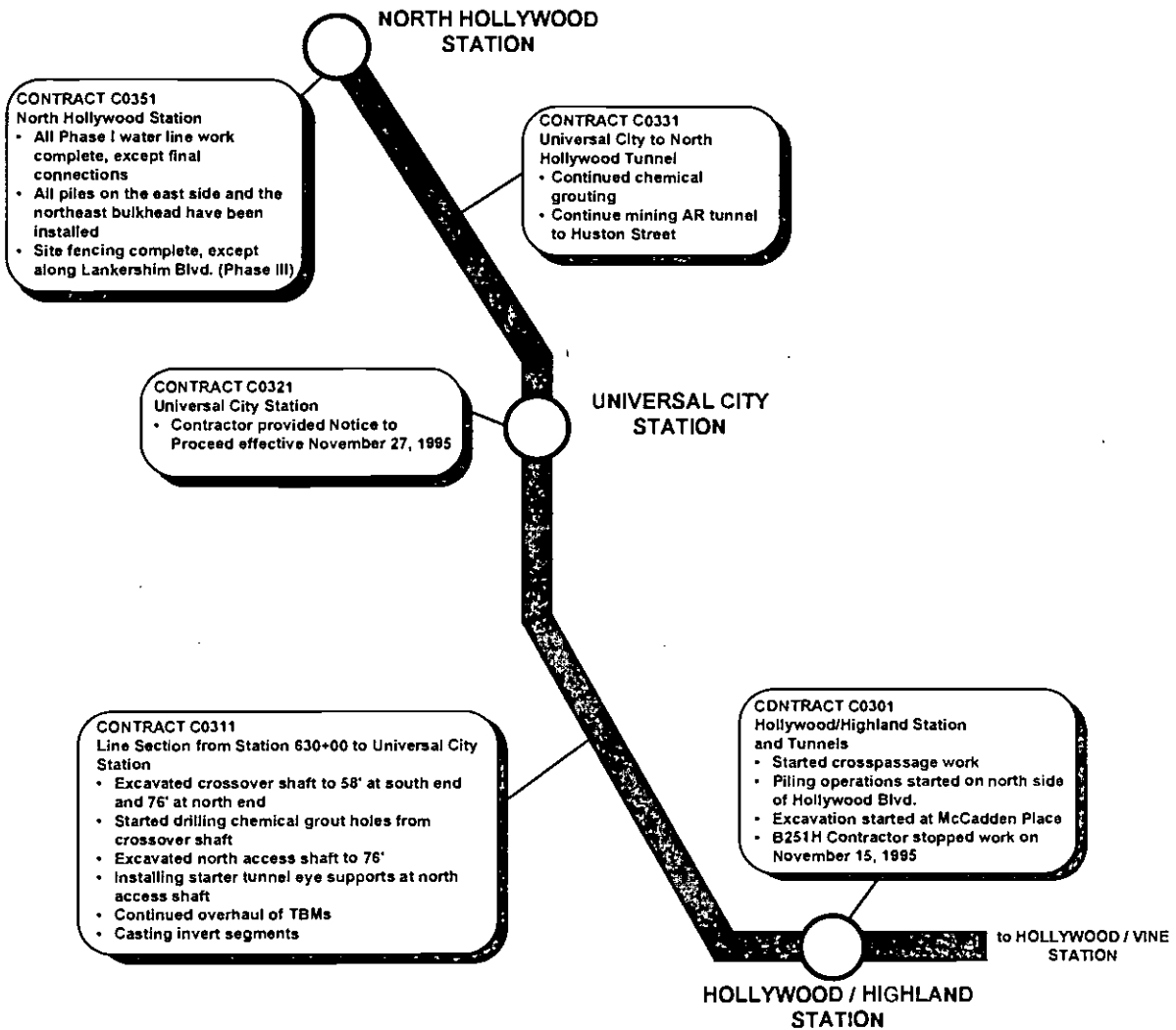
**METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION**

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - December 1, 1995



MAJOR ACTIVITIES THIS PERIOD



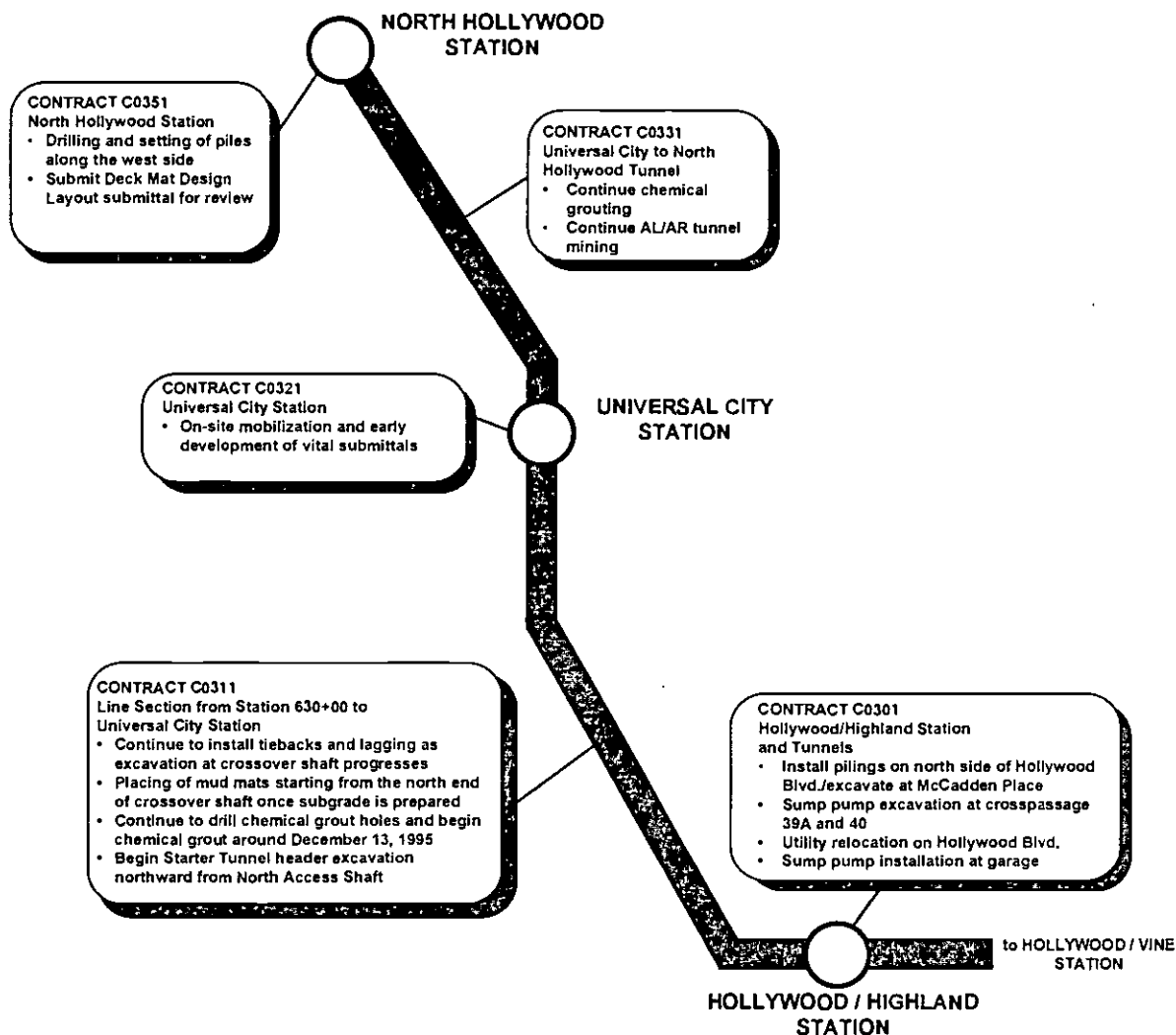
SYSTEMWIDE ACTIVITIES

Contract C1610 trackwork installation constructibility review comments continued to be incorporated into final design. Submittal due January 5, 1996.

METRO RED LINE - Segment 3 North Hollywood
Summary Status Report
Period Ending - December 1, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

Contract C1610 final design work submittal due January 5, 1996.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - December 1, 1995



BUDGET

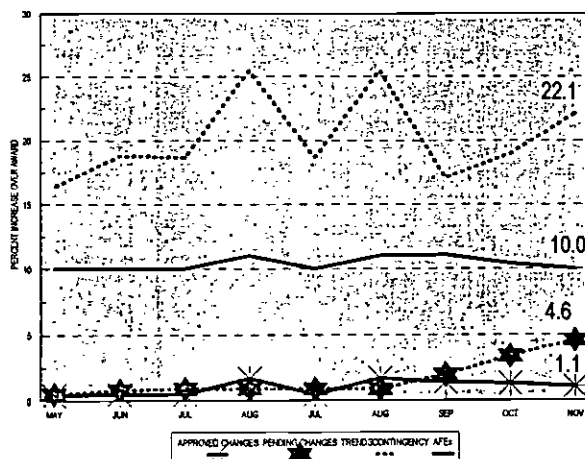
	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1310.8	None
Approved Budget	1313.8	None
Current Forecast	1323.6	None
Expenditures	272.2	11.6

BUDGET ANALYSIS

- There was no increase to the Current Budget for November 1995. PBCR #3 was processed for Original Scope Work resulting in an increase to Construction, Professional Services and Utility/Force Accounts. The Current Budget increases were offset by a decrease to Contingency.
- Construction forecast decreased this period largely due to the forecast decrease to Contract C0352 of \$1.1 million for reduced work scope. This decrease was slightly offset by Contract C0331 which increased \$235,000 due to an increase to contract contingency and the processing of miscellaneous change orders. New Requirements forecast also increased the total project cost due to Contract B281 for \$80,000 for crating and storage of Walk of Fame Stars at the sinkhole area. Also in New Requirements, Contract C0331 identified potential change orders which impacted the Northridge Earthquake Impact Fund.
- Utility/Force Accounts decreased \$1.0 million this period to reflect a more refined analysis of specific contract work order (CWOs) as it applies to specific Master Agreements. This is an ongoing analysis and additional forecast changes are expected in the near future.
- Original Scope forecast changes were offset by an increase to Project Contingency. There was an increase of \$205,000 to New Requirements Forecast this period due to the increases identified in Contract B281 and Contract C0331.

CONTRACT CHANGES

Construction/Procurement Contracts
Contract Changes
as % of Original Contract Award



CONTRACT CHANGE ANALYSIS

- Approved changes and pending changes, together, account for approximately 5.7% increase over contract award. As construction progresses, this low percentage may increase to 22.1% as indicated by the trends/contingency line.
- Pending changes percentage rose 1.2% and trends/contingency rose 3.1% mainly due to \$7,485,680 in pending changes filed on Contract C0331 since last period.
- Trends/contingency rose 3.1% due to an increase of \$2,000,000 on C0301; \$6,100,800 increase on C0331; \$4,000,000 increase on C0351, and the award of C0321.
- The authorized for expenditure (AFE) percentage was down by 0.4% this period due to the award of C0321 which has a contingency of 8%.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - December 1, 1995



SCHEDULE

		Change from Last Month
Current ROD	May 2000	None
Design Progress*	88.5%	+0.2%
Construct. Progress*	15.2%	+1.6%
	Critical Path Float	-104 Days
	None	

*Estimates at time of update

SCHEDULE ANALYSIS

- Critical Path currently runs from the start of Contract C0311 (Line Section from Station 630+00 to Universal City Station) and continues through systems installation.
- The Project is maintaining a delay of negative 104 calendar days. A secondary path of negative 89 calendar days through Contract C0311 and C0351 is being closely monitored.
- The restricted NTP on Contract C0301 CN 21.01 (B251H Package) will create an undesirable ripple effect to the Project Critical Path. The lack of progress in this area will impact the turn over of the La Brea Shaft, consequently the tunnel excavation through the seismic zone will also impact Contract C0311 (Line Section from Station 630+00 to Universal City Station).
- Efforts continue to recover schedule delays via trackwork and systems installations continue. A revised trackwork plan is expected by month end December 1995.
- EMC has revised the systems design schedule (re-baseline) thereby establishing a realistic plan consistent with the overall construction and systems installation program schedule.

SAFETY

		Change from Last Month
Recordable Injure Rate		
National Average	12.2	
Project Rate (Cum.)	14.4	-0.1
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	0.5	+0.6
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	5.9	+5.9

SAFETY ANALYSIS

- First lost time accident accounts for incident rate changes; rate still below National Average.
- Additional Safety staff has been added to supplement the safety effort.

**METRO RED LINE - Segment 3 North Hollywood
Summary Status Report
Period Ending - December 1, 1995**



COMMUNITY ISSUES

NORTH HOLLYWOOD

TUNNELING ALONG LANKERSHIM BOULEVARD

- Impact of grouting along tunnel segment - Staff providing impacted merchants with advertising, signage and parking.

HOLLYWOOD-HIGHLAND STATION

- Promotional activities have declined in area impacted by construction - Area merchants marketing "Toy Story" movie expected to draw heavy attendance throughout December. Staff working with community on Arts Fence.

LA BREA VENT SHAFT

- Noise issues related to construction activities - Staff is working with construction to mitigate noise issues. (Councilperson Ferraro, Supervisor Yaroslavsky, Senator Hayden)

RUNYAN CANYON TUNNELING

- Sub-easement issue - MTA Board will be considering sub-easement issue on 12/20/95.
- Concerns regarding perceived danger to homes, Concerns regarding dewatering activities, seismic faults, and vibrations and noise. Staff is presenting information to impacted homeowners. Continuing negotiations with sub-contractor to assist with specialized environmental public affairs assistance. (Councilperson Ferraro, Supervisor Yaroslavsky, Senator Hayden)

QUALITY ASSURANCE / TOTAL QUALITY MANAGEMENT (QA / TQM) ISSUES

- Revised QA requirements for Parsons-Dillingham Scope of Work has been completed.
- Audit of C0311 (Line Section from Station 630+00 to Universal City Station) Contractor has been completed. Audit Report to be issued on December 5, 1995.
- Complete Quality Program from JMA has been submitted. Quality Assurance/Quality Control (QA/QC) procedures are under review to evaluate JMA Quality Program.
- Audit of C0331 (Universal City to North Hollywood Tunnel) has been completed. Audit Report to be issued on December 5, 1995.
- Audit of C0331 Contractor is in progress. Audit is scheduled for completion on December 22, 1995.
- Audit of C0301 (Hollywood/Highland Station and Tunnels) Contractor is in progress. Audit is scheduled for completion on December 29, 1995.

CONSULTANT CHANGE REQUEST (CCR) BACKLOG STATUS

- 39 CCRs pending approval of the Consultant Change Review Board (CCRB) at an estimated value of \$8,939,811.
- 15 CCRs have been approved by the CCRB for an estimated value of \$1,321,347.

METRO RED LINE SEGMENT 3

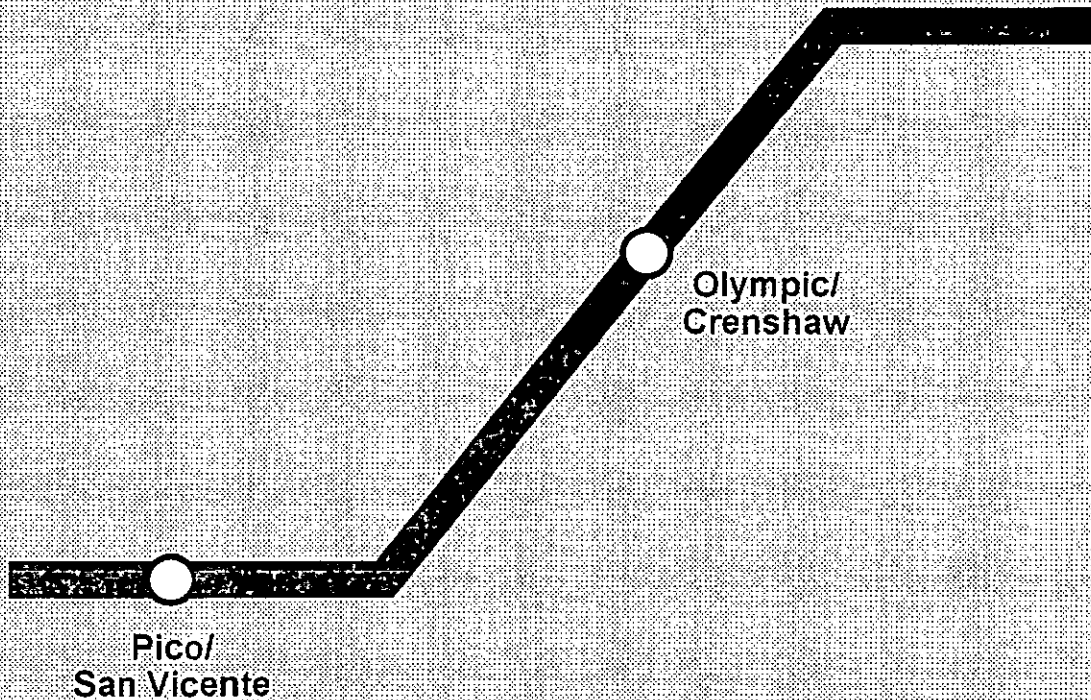
MID CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid City Extension
Summary Status Report
Period Ending - December 1, 1995



MAJOR ACTIVITIES THIS PERIOD



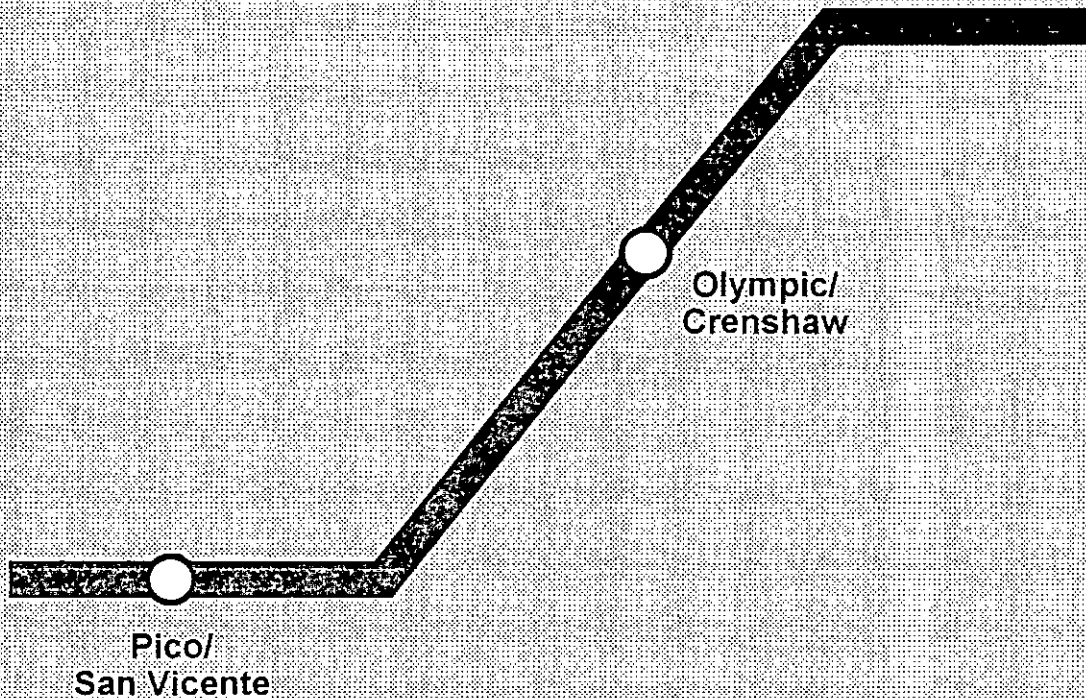
SYSTEMWIDE ACTIVITIES

- The draft SEIS/SEIR review was completed by MTA, and comments transmitted to Enviro-Rail.
- Enviro-Rail is incorporating MTA comments into the draft SEIS/SEIR.

METRO RED LINE - Segment 3 / Mid City Extension
Summary Status Report
Period Ending - December 1, 1995



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- Enviro-Rail will continue incorporation of MTA comments into the draft SEIS/SEIR.

METRO RED LINE - Segment 3 / Mid City Extension

Summary Status Report

Period Ending - December 1, 1995



BUDGET

	Amount (In \$ mil)	Change from Last Month (In \$ mil)
Original Budget	490.7	None
Approved Budget	490.7	None
Current Forecast	TBD	TBD
Expenditures	10.3	0.1

BUDGET ANALYSIS

- Budget and Forecast values are subject to outcome of alignment alternative selected.

SCHEDULE

		Change from Last Month
Current ROD	TBD	None
Design Progress	0%	None
Construction Progress	0%	None
Critical Path Float	N/A	None

SCHEDULE ANALYSIS

- Design configuration in development.
- Preparation of SEIS/SEIR document has been delayed. Submittal to the MTA Board for approval has slipped five months to June 1996.
- The current estimate for project completion from MTA Board alternative selection is eight years.

CCR BACKLOG STATUS

- 2 CCRs pending approval of the CCRB at an estimated value of \$88,900.
- 5 CCRs have been approved by the CCRB for an estimated value of \$887,253.

SAFETY

- No activity for this period.

COMMUNITY ISSUES

- No activity for this period.

QA / TQM ISSUES

- No activity for this period.

METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

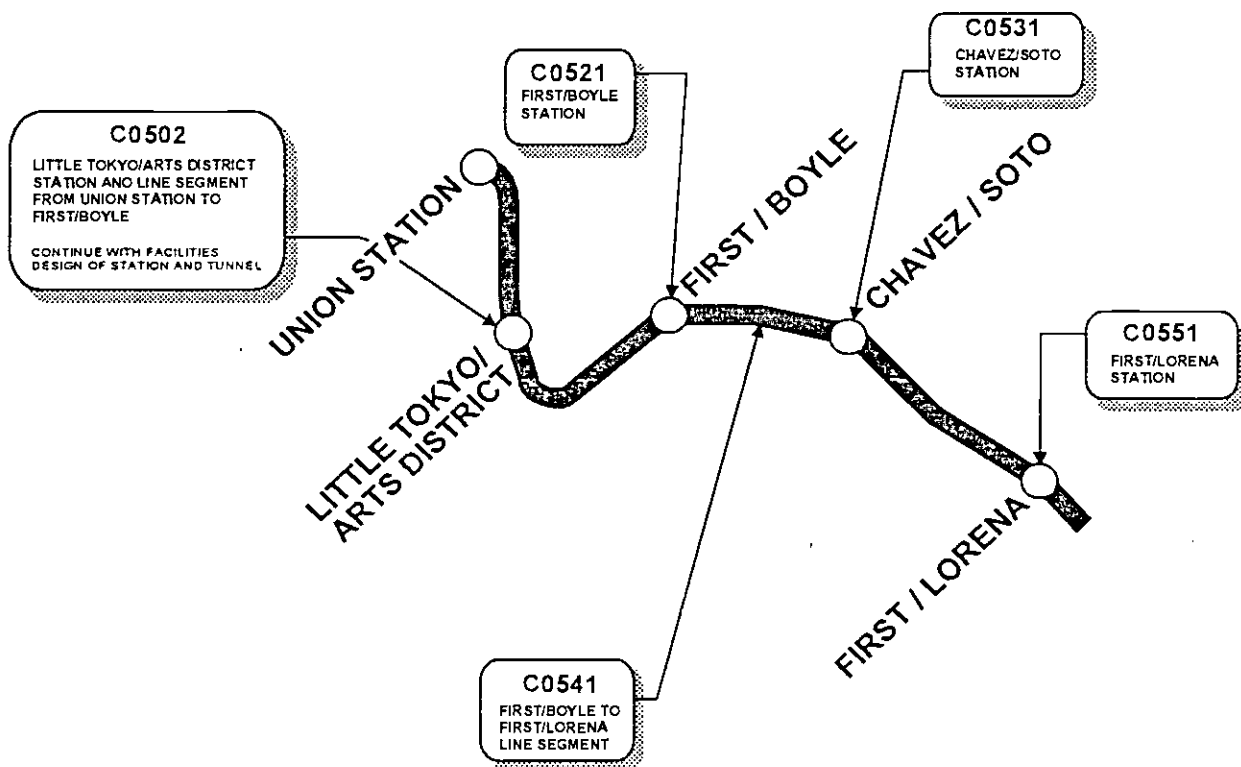
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - December 1, 1995



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUED RIGHT-OF-WAY CERTIFICATION, CONTINUED GEOTECHNICAL SERVICES, CONTINUED BUILDING SYSTEMS CELL LIBRARY. COMPLETED UPDATE OF DRAWINGS BASED UPON REDEFINED STATION PROFILES, END MODULES WITH VERTICAL FANS DESIGN AND TUNNEL REALIGNMENT. SECTION DESIGNER PRESENTATION OCCURRED OCTOBER 31, 1995. APPROVAL OF SECTION DESIGNER CONTRACTS TO BE FIXED PRICE RATHER THAN COST PLUS. BEGAN PACKAGING DRAWINGS, SCOPE OF SERVICES AND PROJECT-RELATED DOCUMENTS FOR SECTION DESIGNERS TO PROPOSE COST FOR FIXED PRICE CONTRACT. BEGAN ATC STUDY.

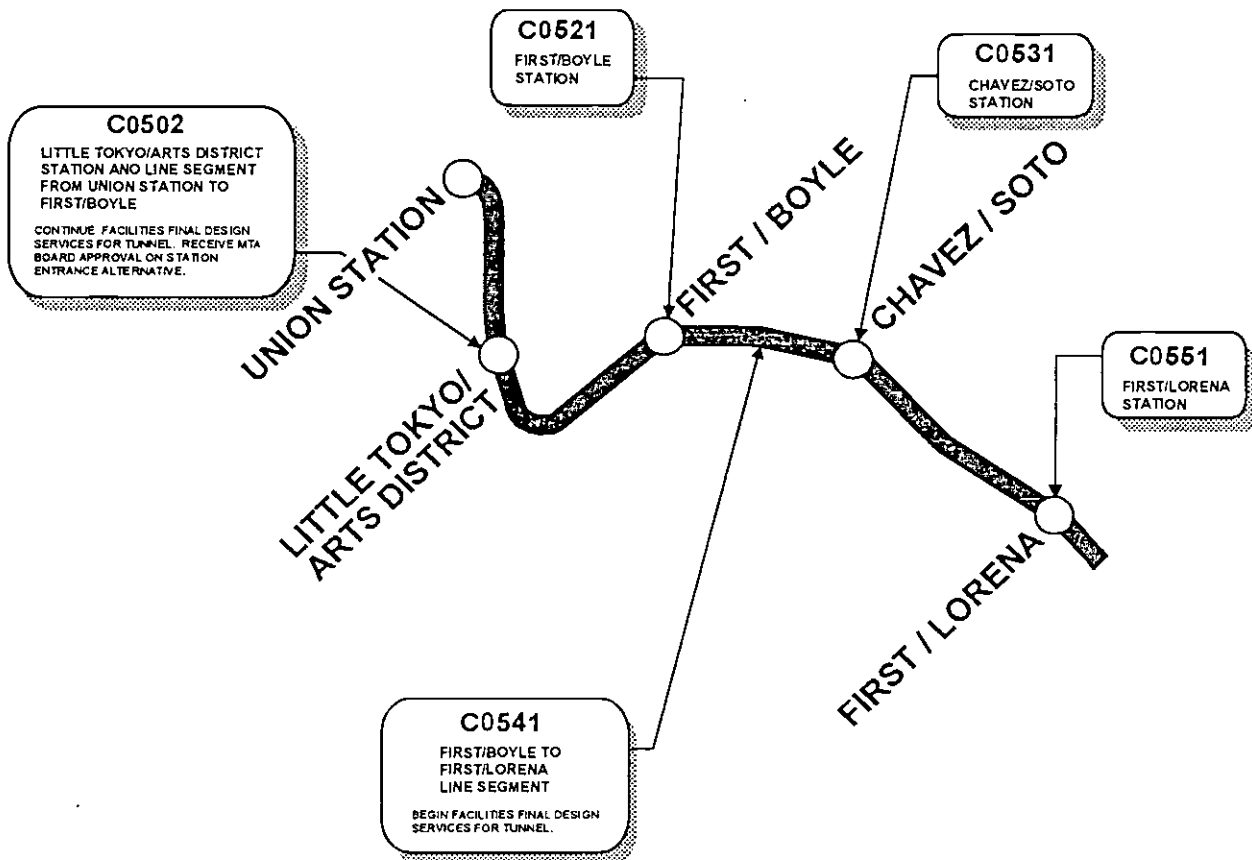
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - December 1, 1995



ACTIVITIES PLANNED FOR NEXT PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUE RIGHT-OF-WAY CERTIFICATION, CONTINUE GEOTECHNICAL SERVICES, CONTINUE BUILDING SYSTEMS CELL LIBRARY AND ATC STUDY. ISSUE AMENDMENT TO EMC'S CONTRACT FOR \$6 MILLION AFE TIME EXTENSION. RECEIVE SECTION DESIGNER FIXED PRICE COST PROPOSALS. NEGOTIATIONS WILL BEGIN WITH SECTION DESIGNERS. CONDUCT BOARD WORKSHOP ON EAST SIDE EXTENSION PROJECT.

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - December 1, 1995



BUDGET

	<u>Amount (in \$ mil)</u>	<u>Change from Last Month (in \$ mil)</u>
Original Budget	980.0	None
Approved Budget	980.0	None
Current Forecast	980.0	None
Expenditures	12.8	0.6

BUDGET ANALYSIS

- \$3.2 million monthly average cost for project delay due to the delay of the section designers' Notice to Proceed.
- Planned scope amendment for \$24 million for final design services will be requested of MTA Board.
- A trend is pending for the escalated cost due to project delays. The current forecast will reflect the trend during the next reporting month.

SCHEDULE

		<u>Change from Last Month</u>
Current ROD	Nov 2002	None
Design Progress	35.8%	1.6%
Construct. Progress	N/A	N/A
Critical Path Float	-216	-12

SCHEDULE ANALYSIS

- Delay in section designers Notice to Proceed has a day for day impact on project critical path.
- CM procurement on hold pending outcome of design-build study and the outcome of the MTA workshop.
- Forecast ROD is now September 2003, or 216 working days behind FFGA schedule.

CONTRACT CHANGES

SAFETY

- No activity for this period.

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - December 1, 1995



COMMUNITY ISSUES

- Requests for information on project benefits to ELA community and Relocation Process - Public Affairs opened an information office to assist individuals with information regarding construction progress and relocation activities. MTA Real Estate is providing assistance with Real Estate matters. Public Affairs is working with Marketing to develop brochures explaining the benefits of the project. (Congressperson Becerra, Congressperson Roybal-Allard, Assemblymember Villaraigosa, Assemblymember Caldera, Supervisor Molina, Councilperson Alatorre).

QA / TQM ISSUES

- Comprehensive Audit of EMC has been completed. Final issue of procedures for East Side has been submitted.
- Completion of upgrade of Design Quality Manual for EMC is scheduled for 12/31/95.
- Resolution of outstanding QA issues by EMC is underway. Items for resolution prior to initiation of East Side design have been received by MTA QA and evaluated. EMC is currently working to resolve outstanding issues. Approval is expected by MTA QA by 12/15/95.
- Additional controls for East Side Section Designers have been incorporated in Section Designer Contracts and issued to proposed section designers.

CCR BACKLOG STATUS

- 3 CCRs pending approval of the CCRB at an estimated value of \$62,500.00.

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VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

L.A. LIGHT RAIL VEHICLE
Summary Status Report
Period ending - December 1, 1995



MAJOR ACTIVITIES THIS PERIOD

1. The decision on Driverless was postponed another month by the MTA Board.
2. Siemens advised that AAI withdrawal from Carson facility is due to reduction in car quantity and could have potential cost and schedule impact.
3. EMI limits established and letter distributed to all parties for final agreement.
4. Vehicle Subsystems Design progressed.

ACTIVITIES NEXT PERIOD

1. MTA Board to consider Driverless option.
2. Weight and Schedule problem discussions will continue with Siemens.
3. First Article Inspection of trucks to be accomplished by Duewag in Germany. MTA will attend.
4. Travel activity expanding as several First Article Inspections (Propulsion, Brakes, Doors and Power Supplies) are scheduled for January and February, 1996.
5. Anticipate Preliminary Termination cost estimate from Siemens for car reduction.

BUDGET

	<u>Amount</u> <u>(in \$ mil)</u>	<u>Change from</u> <u>Last Month</u> <u>(in \$ mil)</u>
Original Budget	257.6	-0-
Approved Budget	257.6	-0-
Current Forecast	201.4	-0-
Expenditures	59.9	+0.4

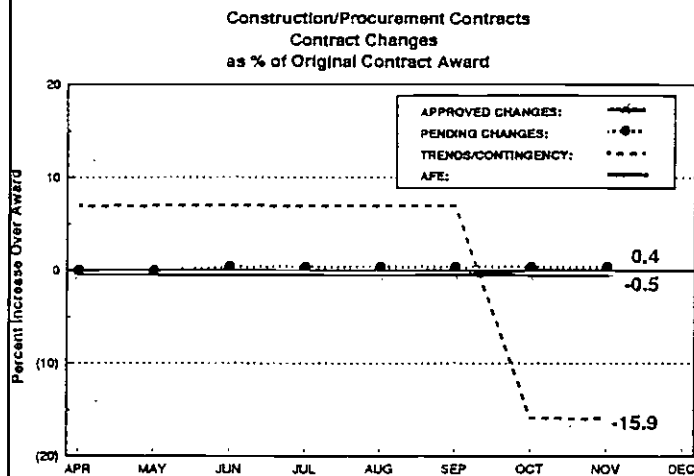
BUDGET ANALYSIS

- Car reduction effected 9/08/95 which will reduce contract value from \$215 million to about \$170 million after termination liability is negotiated (3-6 months from now).
- Current forecast includes reduction of both procurement contract value and other project costs.

L.A. LIGHT RAIL VEHICLE Summary Status Report

Period ending - December 1, 1995

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

The figures for November 1995 are as follows:

Approved Changes (0.5%)
 Pending Changes 0.04%
 Trends/Contingency (15.9%)
 AFE 0.0%

Trends/Contingency decreased due to a revised forecast of necessary contingency to reflect the reduction of the P2000 car order from 74 cars to 52 cars.

SCHEDULE

		Change from Last Month
Schedule Car Delivery		
1st Car	May 1997	-2 months
52nd Car	May 1999	-2 months
Design Progress	80-90% complete	N/C
Fabrication Progress	25-30% complete	N/C
Critical Path	Carshell delivery	N/C
Float	-7 months	-2 months

SCHEDULE ANALYSIS

Contractor's current forecast schedule reflects a total of seven months delay in 1st car deliveries. STS is reviewing the schedule to see if improvements can be made. Carshell delivery is on the critical path. Acceleration of delivery schedule for first several carshells is unlikely, however, delivery schedule may improve for later units.

The 2 month delay shown in the change from last month column represents the MTA's forecast based upon the contractor's September 1995 schedule submittal. Specifically, it is anticipated that the contractor will be unable to recover 2 months of delay as proposed in the schedule submittal.

SAFETY

COMMUNITY ISSUES

- No activity for this period.

L.A. LIGHT RAIL VEHICLE
Summary Status Report
Period ending - December 1, 1995



QA / TQM ISSUES

- Weld Quality on Duewag Trucks - Although Center Truck weld quality appears to have been corrected, power truck weld quality has remained an issue. Inexplicably, Duewag had not applied the same corrective measures to fabrication of the power truck as they had applied to the center truck in order to improve weld quality.

ANTICIPATED ACTIVITY DURING NEXT REPORTING PERIOD

- Continue receiving and source inspections.
- Continue welding, assembly and inspections of the first underframe assembly.
- Continue welding, assembly and inspections of the second underframe assembly.

CCR BACKLOG STATUS

- 1 CCR pending approval by the CCRB for an estimated value of \$113,000.
- No CCR's were approved by the CCRB during the period.