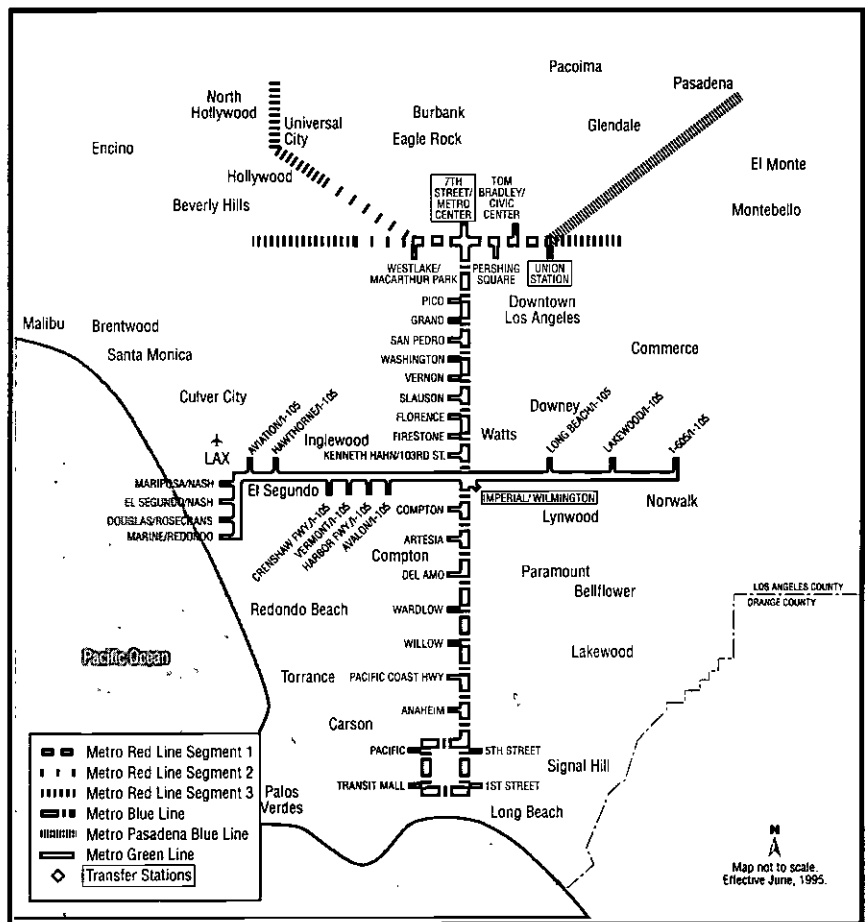


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

FEBRUARY 1996

RAIL PROGRAM SUMMARY

METRO PASADENA BLUE LINE

Cost Status

Current Budget \$803,868,000

- The Current Budget reflects a reduction of \$37.1 from the Original Budget.

Schedule Status

Current Plan May 2001

	Design Progress	Construction Progress
Plan	97.5%	5.6%
Actual	80.0%	5.0%

- A detailed implementation plan including a defined baseline scope is under development.

Safety Status

	Project Rate	National Average
Lost Time Rate	0.0	4.9
Lost Work Days	0.0	148.1

- The project has completed 433,000 labor hours with no Lost Time Injuries.

Quality Assurance

- MTA Quality Assurance Audits of C6430 Resident Engineer were completed.

Monthly Highlights

- The MTA Board approved a revised project work scope and budget of \$803.9 million incorporating Value Engineering and Cost Containment Items.
- The MTA Board authorized the EMC \$3 million to proceed with final design. The MTA is preparing a detailed implementation plan for the additional scope of work.

METRO RED LINE SEGMENT 2

Cost Status

Current Budget \$1,640,781,000

- The MTA Board approved an increase to the Current Budget of \$123.1 million.

Schedule Status

	Design Progress	Construction Progress
Wilshire Corridor	Plan 99.2%	75.0%
Current Plan July 1996	Actual 99.6%	70.3%
Vermont/Hollywood		
Current Plan Dec 1998		

- Wilshire Corridor is currently ahead of schedule.
- Vermont Corridor is delayed due to differing site conditions and contractor termination.

Safety Status

	Project Rate	National Average
Lost Time Rate	2.8	4.9
Lost Work Days	75.4	148.1

- The project completed 130,000 labor hours with no Lost Time Injuries.

Quality Assurance

- MTA Quality Assurance Audit of Integration Testing was completed.

Monthly Highlights

- Alternatives for Vermont/Hollywood Corridor Trackwork installation are under evaluation to reduce project delays.
- In January, the MTA Board approved an increase to the project budget to fund costs for the Vermont/Hollywood Tunnel and costs in excess of the Full Funding Grant Agreement.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

Cost Status

Current Budget \$1,313,848,000

- The Current Budget remained unchanged.

Schedule Status

Current Plan August 2000

Design Progress

Plan 95.5%
Actual 89.5%

Construction Progress

36.3%
17.7%

- The project is behind schedule due to additional slippage on C0331 grouting.

Safety Status

Project Rate

National Average

Lost Time Rate
Lost Work Days

0.3
21.7

4.9
148.1

- The project completed 120,000 labor hours with no Lost Time Injuries.

Quality Assurance

- Audits of C0301 and C0351 Resident Engineer were completed.

Monthly Highlights

- The MTA directed JMA and EMC to conduct comprehensive studies concerning the MTA Board Motion to adopt mitigation measures to restrict Contract C0311 tunneling efforts.
- The project Master Schedule was reviewed to incorporate scope changes to C0311 to comply with the MTA Board Motion.
- Efforts are continuing to mitigate schedule delays to meet the May 2000 ROD.

METRO RED LINE SEGMENT 3 MID-CITY EXTENSION

Cost Status

Current Budget \$490,663,000

- The Current Budget value is contingent on the preferred alternative selected.

Schedule Status

Current Plan TBD

Design Progress

Plan 0%
Actual 0%

Construction Progress

0%
0%

Safety Status

Project Rate

National Average

Lost Time Rate
Lost Work Days

N/A
N/A

4.9
148.1

- No Construction Safety activity for this period.

Quality Assurance

- No Quality Assurance activity for this period.

Monthly Highlights

- Enviro-Rail completed the draft SEIS/SEIR with MTA's final comments. This report evaluates two alternatives, one with aerial stations and one with subterranean stations.
- The MTA met with the FTA to discuss plans to seek MTA Board approval to explore additional alternatives.
- The MTA will go to the MTA Board in April to propose the exploration and consideration of a third alternative involving a deep bore alignment along Wilton Place/Arlington Avenue.

METRO RED SEGMENT 3 EAST SIDE EXTENSION

Cost Status

Current Budget \$979,601,000

- The Current Budget remained unchanged.

Schedule Status

Current Plan November 2002

Design Progress

Plan 13.0%
Actual 10.4%

Construction Progress

0.0%
0.0%

- Design Progress is behind the Current Plan due to authorized scope changes.

Safety Status

Lost Time Rate

Lost Work Days

Project Rate

N/A

N/A

National Average

4.9

148.1

- No Construction Safety activity for this period.

Quality Assurance

- Closure of EMC audit findings are proceeding.

Monthly Highlights

- Several mitigation measures are under review including shorter station boxes, elimination of station air conditioning, revised Power Distribution System and floating slab reduction.
- The EMC was authorized \$4 million for the continuation of final design services.
- Mitigation measures, including alignment changes, were recommended for the CR Tunnel alignment due to potential hazards.

VEHICLE ACQUISITION PROJECT

Cost Status

Current Budget \$257,597,000

- The Current Budget remained unchanged.

Schedule Status

Schedule Car Delivery

1st Car June 1997

52nd Car Sept 1999

Design Progress

85%

Fabrication Progress

25%

- The schedule reflects seven months delay in first car deliveries due to design and manufacturing problems.

Quality Assurance

- LTK reviewed Siemens inspection and manufacturing procedures for the Carson facility.

Monthly Highlights

- First Article Inspection and Design Conformance Testing of Propulsion equipment was conducted at the Adtranz facility.
- MTA reviewed issues with Siemens concerning vehicle transport from the assembly site in Sacramento to Los Angeles.
- Siemens submitted a revised project schedule which forecasts a seven month delay in first car deliveries.

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

STATUS DATE: 3/01/96

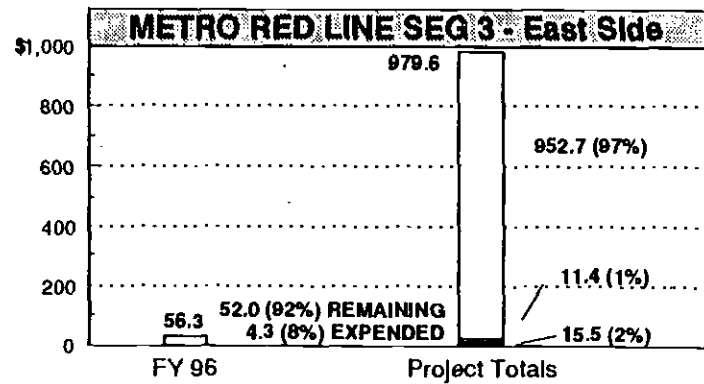
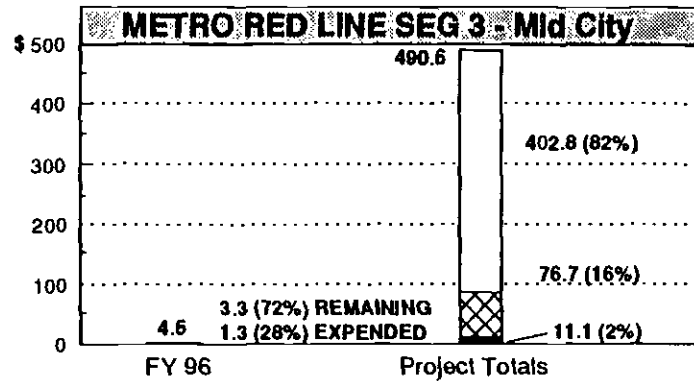
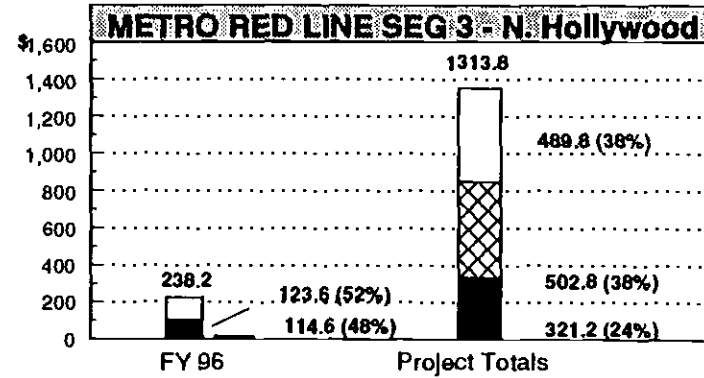
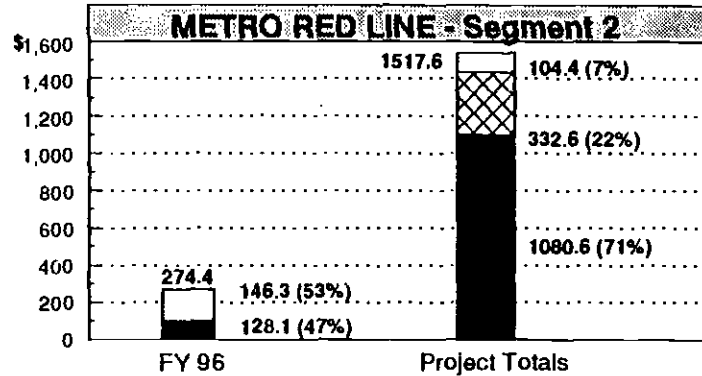
PROJECT: TOTAL RAIL PROGRAM

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	5,244,746	9,209	3,601,742	24,879	2,663,241	36,978	2,598,679	4,883,185	(27,420)
S PROFESSIONAL SERVICES	1,685,529	2,060,617	15,067	1,525,585	11,632	1,331,758	7,863	1,326,691	2,004,410	41,921
R REAL ESTATE	480,002	546,348	423	393,153	573	394,435	478	394,342	495,207	2,161
F UTILITY/AGENCY FORCE ACCOUNTS	146,279	159,681	10	129,409	766	106,224	766	105,706	155,632	1,040
D SPECIAL PROGRAMS	11,045	16,911	0	5,649	29	4,603	26	4,690	15,864	(1,046)
C CONTINGENCY	560,120	343,895	0	0	0	0	0	0	295,332	(48,558)
A PROJECT REVENUE	(18,115)	(38,123)	0	(2,759)	0	(8,416)	0	(11,284)	(33,063)	5,060
PROJECT GRAND TOTAL	8,018,367	8,334,075	24,709	5,652,779	37,879	4,491,845	46,111	4,418,824	7,816,567	(26,842)

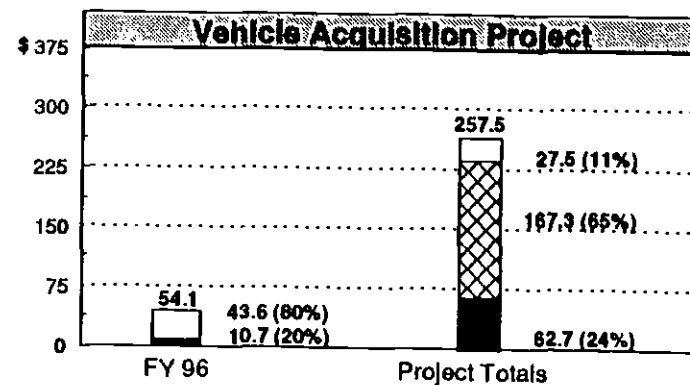
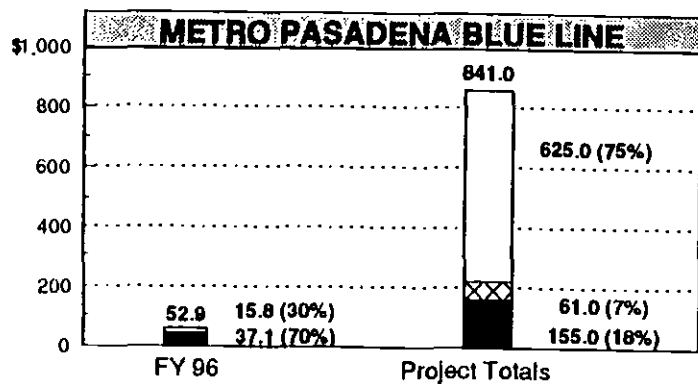
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	138,351	(224)	47,828	49	11,658	1,730	21,851	148,072	9,721
S PROFESSIONAL SERVICES	0	50,873	0	18,576	165	11,461	170	11,760	51,071	198
R REAL ESTATE	0	0	0	1	0	37	0	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	8,131	0	0	0	0	0	0	7,740	(391)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	197,375	(224)	66,425	214	23,176	1,900	33,668	206,903	9,528
PROJECT GRAND TOTAL	8,018,367	8,531,450	24,485	5,719,204	38,093	4,515,021	48,011	4,452,492	8,023,470	(17,314)

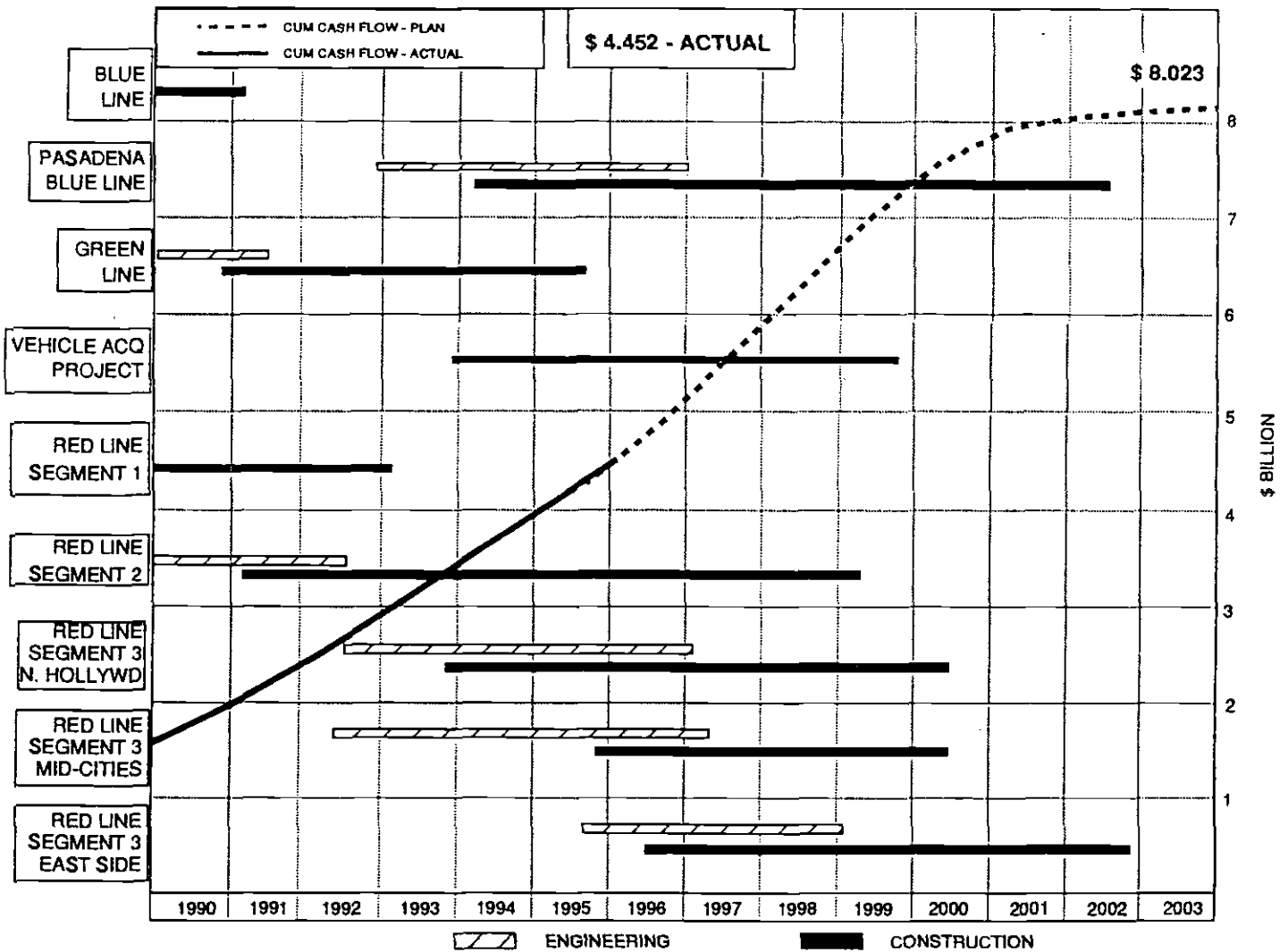
This report includes total project costs for the Metro Blue Line of \$877,271.

BUDGET STATUS - March 1, 1996
(in \$ Millions)



BUDGET STATUS - March 1, 1996
(in \$ Millions)





METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES
(IN MILLIONS)

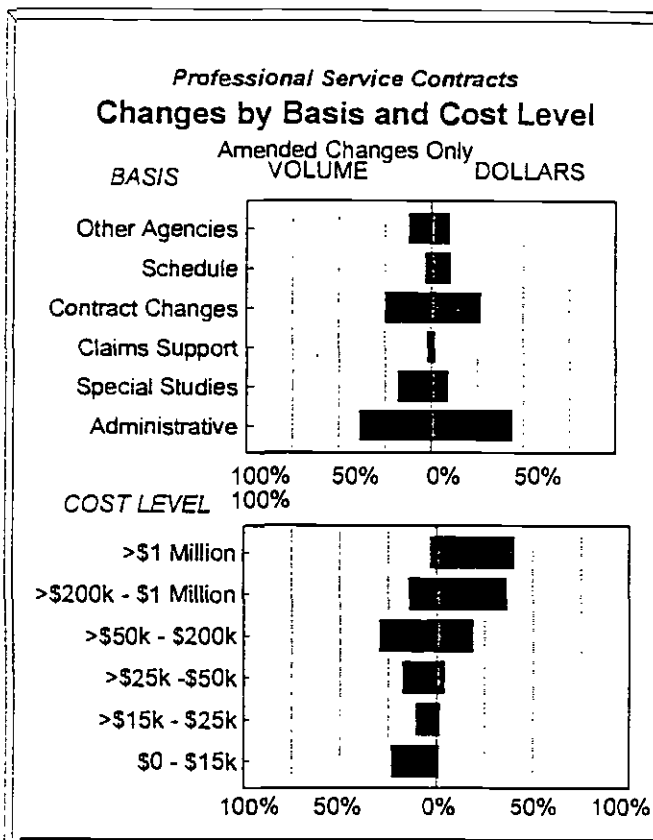
FEBRUARY 1996

	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 ACQUISITION 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	4	11.9	0
ISTEA - FED SURFACE TRANSIT PROGRAM									52.1	3	69.1	5	40.0	8	25.0	2	84.0	32	270.2	3
FED-ISTEA STP/CMAQ (REGIONAL)									2.5	1	39.9	3	40.4	8	86.1	9	6.1	3	175.0	2
FTA-SECTION 9							90.6	6											90.6	1
STATE			387.8	40	106.4	15	210.3	15	133.0	8	45.9	3			15.0	2	33.5	13	931.9	11
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	202.6		205.1	29	179.5	12	501.9	31									1966.3	23
PROP A/C (TRANSIT ENHANCEMENT)									62.7	4									62.7	1
PROPOSITION C			213.5	60	400.3	56					195.5	15	151.6	31	349.1	36	122.0	48	1432.0	17
PROP C (AMERICAN DISABILITIES ACT)					6.0	1			6.0	1									12.0	0
CITY OF LOS ANGELES							34.0	2	157.5	10	190.7	14	9.0	2	0.3				391.5	5
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	803.9	100	717.8	100	1450.1	100	1640.7	104	1313.8	100	490.7	100	979.5	100	257.5	100	8531.2	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

Note: Data reflects Current Budget

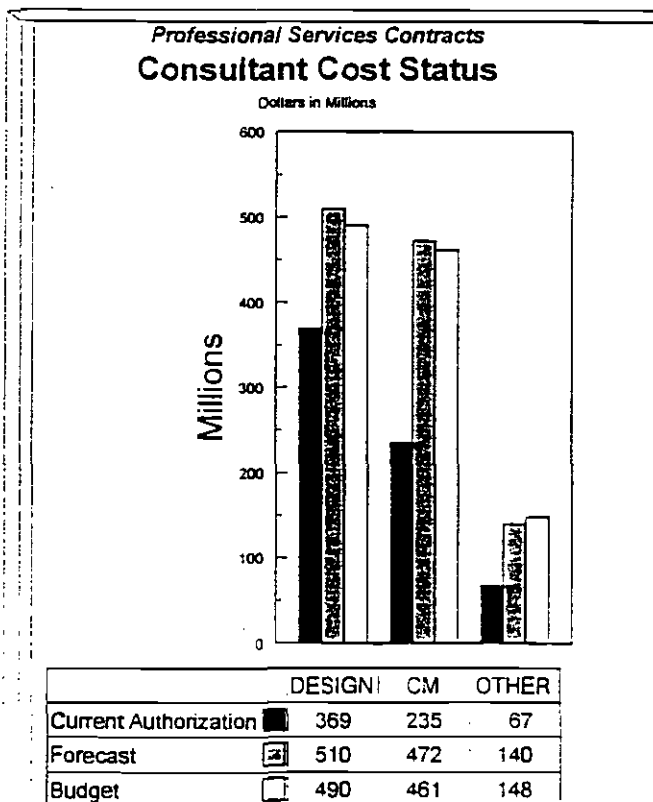
**CHANGE BASIS ANALYSIS**

Administrative changes account for approximately 39% or 262 of the 673 Consultant Change Requests overall. This equals 44% 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 76% of all change costs associated with the Rail Project or \$88M of a total change cost of \$116M. This equal 18% of the total change volume or 121 of 673 total changes.

Note: Basis and Cost charts include only approved and amended changes. As of this month, changes logged for Planned Scope Additions are no longer included in the Basis and Cost charts.

**PROFESSIONAL SERVICES COST ANALYSIS**

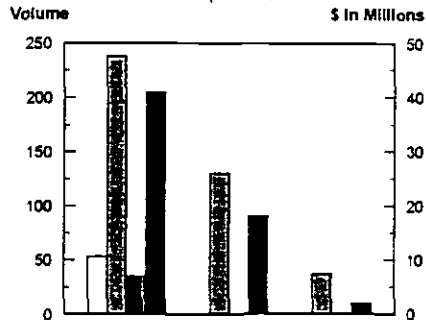
Report revised to show authorized, budgeted, and forecast consultant costs rather than changes, amendments, and planned scope additions.

Now includes all professional service contracts. Groups represent contract types not individual contracts (i.e. "design" includes all line item 11 contracts not just EMC.)

Forecasts for all professional services continues to exceed budget amounts.

Professional Service Contracts Amendment History

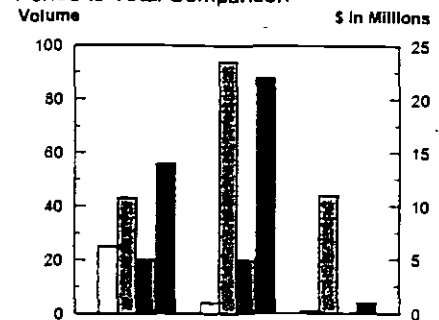
Period to Total Comparison



	EMC	CM	OTHER
# This Period <input type="checkbox"/>	53	0	0
# Previous <input checked="" type="checkbox"/>	238	130	37
\$ This Period <input checked="" type="checkbox"/>	7	0	0
\$ Previous <input checked="" type="checkbox"/>	41	18	2

All - Professional Service Contracts Pending Consultant Changes

Period to Total Comparison



	EMC	CM	OTHER
# This Period <input type="checkbox"/>	25	4	1
# Previous <input checked="" type="checkbox"/>	43	94	44
\$ This Period <input checked="" type="checkbox"/>	5	5	0
\$ Previous <input checked="" type="checkbox"/>	14	22	1

CONSULTANT CHANGE REQUEST ANALYSIS

Eight Advanced Work Authorization's (AWA) were assigned during this period with a forecast cost of \$4.7 million.

MTA rejected / cancelled five (5) CCR's this period with a cumulative Rough-Order-of-Magnitude value of \$2.2 million.

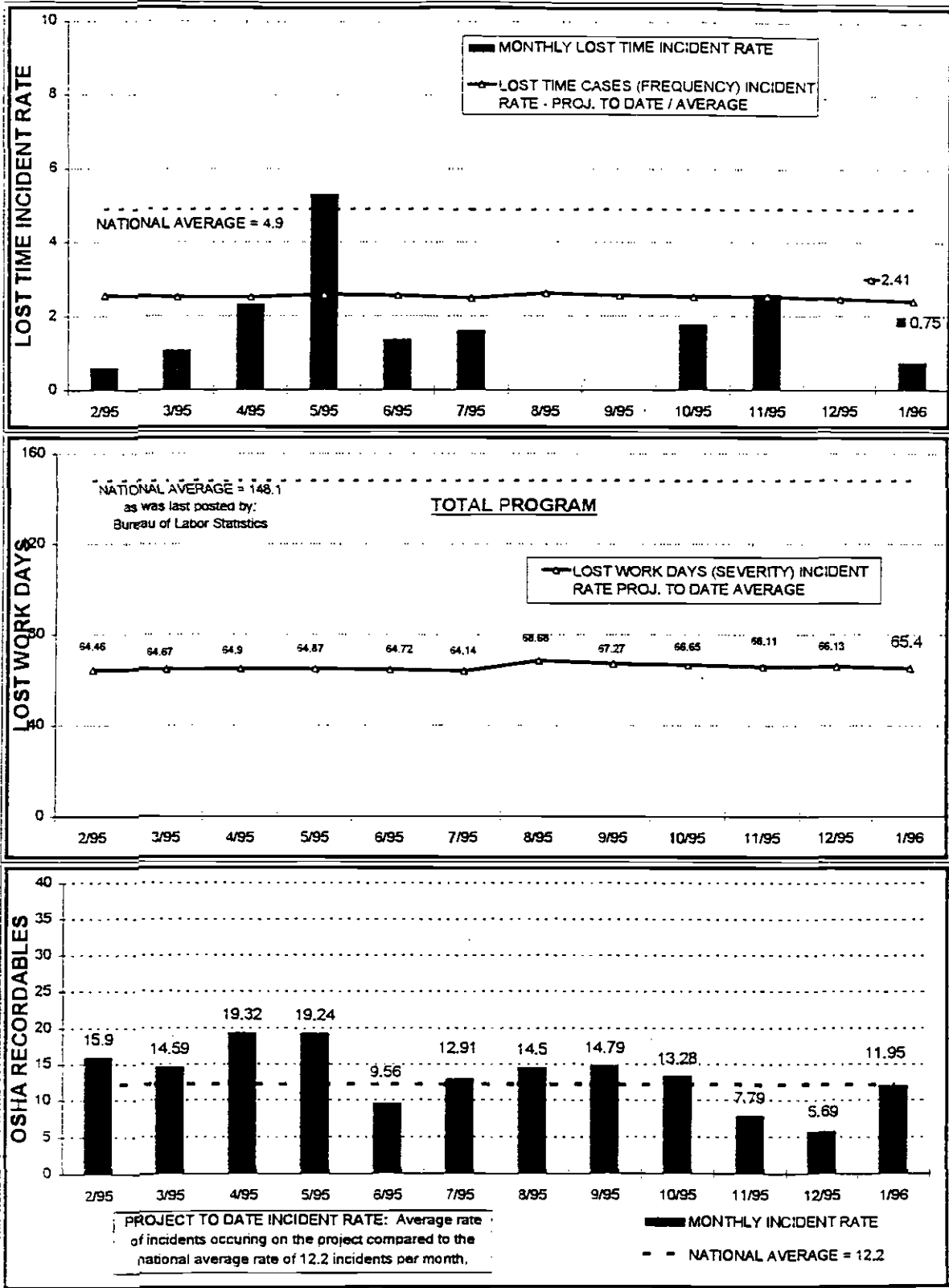
CCR's for Planned Scope Additions, which are not true changes to the Contract, have been removed from the Professional Service Contract Change statistics.

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%	434,514	54.05%	477,238	66.49%	812,270	58.02%	1,142,573	69.64%	819,248	61.91%	0	0	666,195	68.02%	180,644	89.72%	5,190,167	64.69%	
REAL ESTATE	55,592	6.34%	69,259	8.62%	28,047	3.63%	140,000	9.66%	87,773	5.35%	89,078	6.73%	0	0	27,459	2.72%	0	0.00%	495,206	6.17%	
PROFESSIONAL SERVICES:																					
ENGINEERING/DES	69,587	7.93%	117,938	14.67%	83,296	11.60%	221,659	15.29%	164,900	10.05%	90,711	6.85%	0	0	98,111	9.72%	1,700	0.84%	847,902	10.57%	
CONSTR MGMT.	91,642	10.45%	66,078	8.22%	78,213	10.90%	116,429	8.03%	159,290	9.71%	115,920	8.76%	0	0	84,983	8.42%	0	0.00%	712,553	8.88%	
STAFF	17,655	2.01%	44,200	5.50%	24,179	3.17%	95,558	6.59%	55,739	3.40%	59,590	4.50%	0	0	37,565	3.72%	3,840	1.91%	338,328	4.22%	4%
OTHER	14,222	1.62%	18,459	2.30%	17,337	2.42%	32,671	2.25%	20,030	1.22%	39,318	2.97%	0	0	17,358	1.72%	9,237	4.59%	168,632	2.10%	
SUBTOTAL	193,108	22.01%	246,673	30.69%	203,025	28.28%	468,317	32.16%	399,959	24.38%	305,539	23.09%	0	0	238,017	23.59%	14,777	7.34%	2,067,413	25.77%	20%
CONTINGENCY	963	0.11%	54,633	6.80%	12,757	1.78%	31,432	2.17%	11,188	0.68%	109,613	8.28%	0	0	77,334	7.66%	5,930	2.95%	303,750	3.79%	
PROJECT REVENUE	(29,877)	-3.41%	(1,211)	-0.15%	(1,263)	-0.18%	0	0.00%	(712)	-0.04%	0	0.00%	0	0	0	0.00%	0	0.00%	(33,063)	-0.41%	
GRAND TOTAL	877,271	100.00%	803,668	100.00%	717,802	100.00%	1,450,019	100.00%	1,640,781	100.00%	1,323,376	100.00%	0	0	1,009,005	100.00%	201,351	100.00%	8,023,473	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 - March 1, 1996



MAJOR ACTIVITIES THIS PERIOD

C6435 -Worked on excavation support for CIDH piles; installed rebar for new bridge decks; released work at Lake and Allen Avenues.

Bridge Reconstruction & Retrofit

Sierra Madre Villa

Allen Avenue
Lake Avenue

Memorial Park

Del Mar Boulevard

Fillmore Street

C6430 -Completed concrete placement for bridge deck.

Mission Street

Arroyo Seco Bridge

Avenue 57

Southwest Museum

French Avenue

Avenue 26

C6410 -Prepared Record of Negotiated Settlement; worked with Facilities Maintenance to remove graffiti.

L.A. River Bridge

Chinatown

Union Station

SYSTEMWIDE ACTIVITIES

The MTA Board approved Pasadena Blue Line Cost Containment/Revised Design Criteria project scope on 2/28/96 based on a budget of \$803.9M and a ROD of May 2001. The MTA staff is required to return to the Board in June 1996 to report on Project status and provide detailed project baseline scope, cost and schedule and a Project Execution Plan.

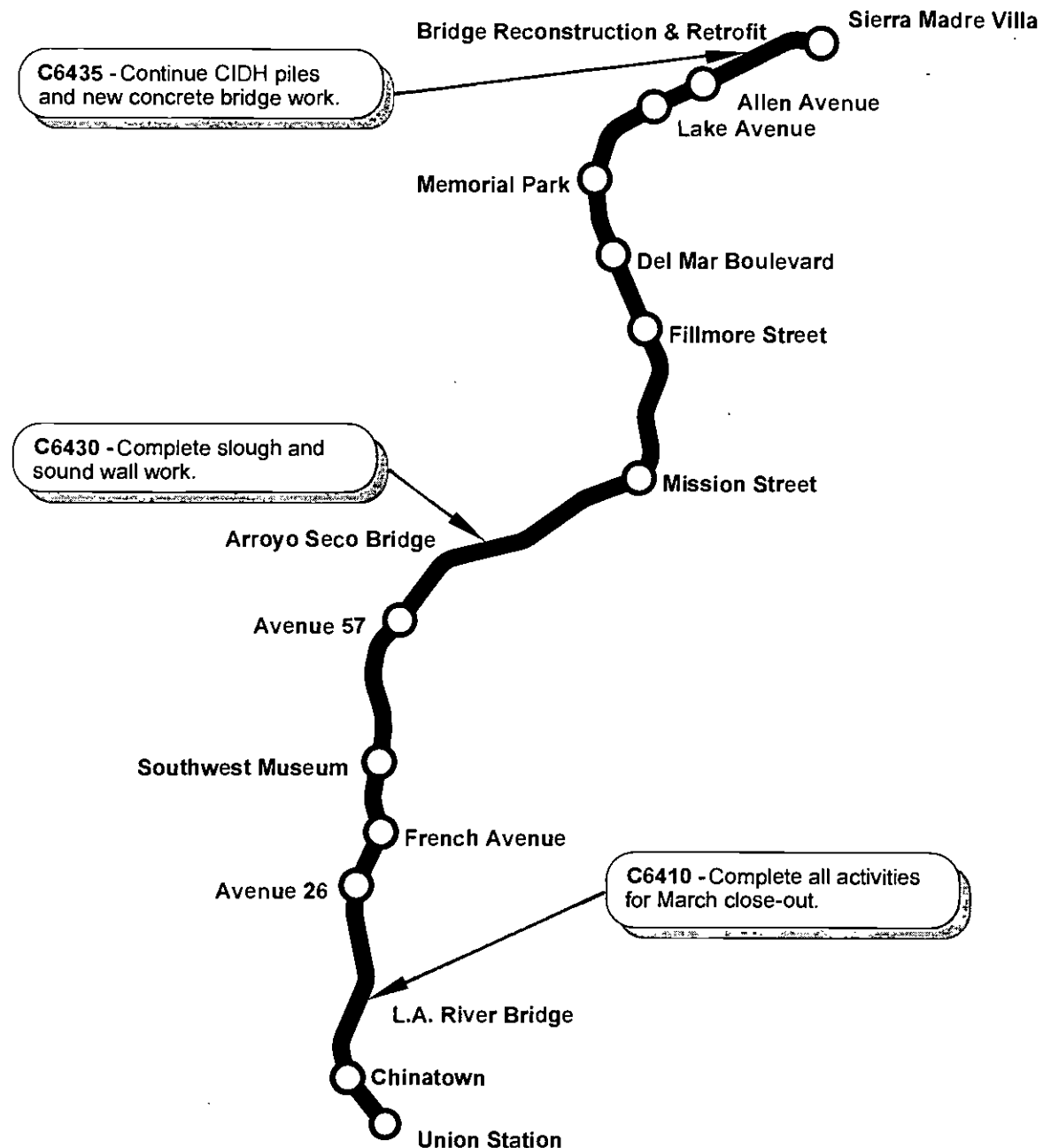
METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - March 1, 1996



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- P2100 - Complete field inspection of product tests.
- The MTA staff and consultants will review cost reduction items and prepare a detailed Implementation Plan for the \$3M EMC CWO No. 0037, which gives a well defined baseline scope and execution plan.
- The MTA staff and consultants will begin preparation of the detail project information required for submittal to the MTA Board in June.
- Caltrans will execute the Fund Transfer Agreement to allocate \$28.0M from the State Highway Account Fund and \$40.0M of Prop. 116 funds to the MTA in March 1996.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - March 1, 1996



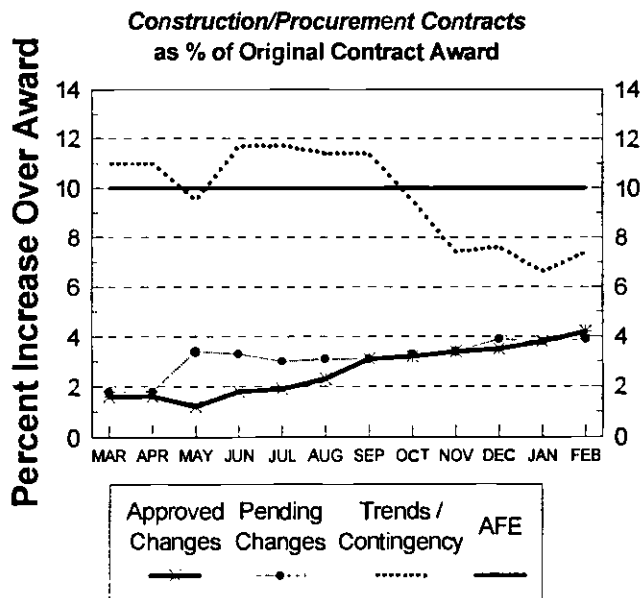
BUDGET

	Amount (\$ in mil)	Change from Last Month (\$ in mil)
Original Budget	841	None
Approved Budget	804	-37
Current Forecast	804	-147
Expenditures	155	+2

BUDGET ANALYSIS

- On February 28, 1996 the MTA Board approved new work scope and budget incorporating Value Engineering and Cost Containment items.
- The Approved Budget is \$803.9M and is based on a May 2001 ROD. This is a reduction of \$37.1M from the Original Budget which was based on a November 1997 ROD.
- The Current Forecast is also \$803.9M, a reduction of \$147.1M from last month. The previous forecast of \$951.0M was based on a June 2002 ROD.

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 downward as bid quantities have been reconciled and allocated contingencies reduced.
- However, the trend increased slightly in February due to new C6435 work scope for repair of the fire damaged Lacy St. Bridge, which is to be offset by insurance reimbursement. The execution of this change order will be accompanied by a corresponding increase to the AFE.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - March 1, 1996



SCHEDULE

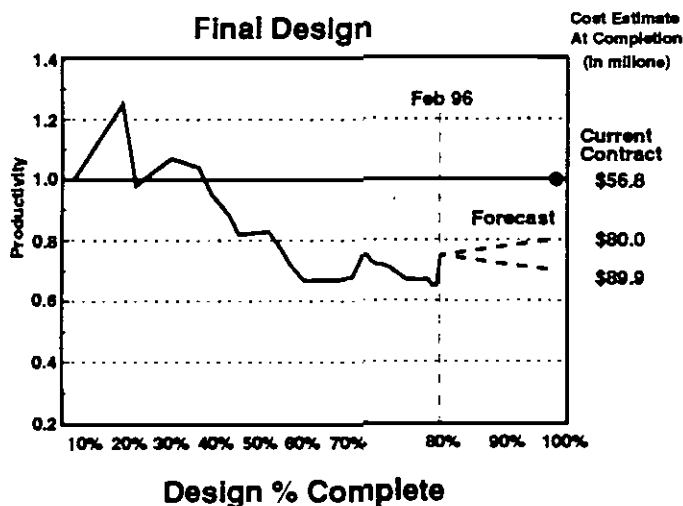
		Change from Last Month
Current ROD	May 2001	12 mos.
Design Progress	80.0%*	+0.4
Constr. Progress	5.0%*	+0.1
Critical Path Float	0 days	None

*Based on original project work scope; new work scope detail is currently being evaluated and an Execution Plan will be developed for presentation to the MTA Board in June 1996.

SCHEDULE ANALYSIS

- A rebaselined schedule showing a May 2001 ROD was incorporated this period to reflect the revised schedule and work scope approved by the MTA Board on February 28, 1996.
- Design has been on hold since June 1995; initially due to resolution of outstanding CCR's and cost overruns. Later, it was concurrently placed on hold pending the MTA Board decision regarding Value Engineering and Cost Containment recommendations. A detailed implementation plan for resumption of design work will be prepared.
- The Project critical path runs through C6460, C6550, H0060, H0090, Integrated Systems, Pre-Revenue Operations & ROD.
- Contracts C6430, C6435 & P2100 are behind schedule; there is no impact to the Project Critical Path May 2001 ROD.
- Construction delays are due in part to the Operating Engineer's strike (C6430), the deferral of some bridge work (C6435) & delay of the delivery schedule (P2100).
- Mitigation measures are under consideration to meet contract milestone dates.

EMC COST PERFORMANCE



NOTE: The chart above reflects CWO No. 0021 data only. Design progress for individual work packages is shown in the Construction/Procurement section of this report.

EMC COST PERFORMANCE ANALYSIS

- The forecast for CWO No. 0021 continues to exceed the budget, resulting in a Cost Performance Index (CPI) of less than 100%.
- Design has been on hold through the February reporting period; initially due to resolution of outstanding CCR's, cost overruns and later for resolution of Value Engineering and Cost Containment issues.
- The MTA staff & consultants will review cost reduction items and prepare a detailed implementation plan for completion of the final design.
- The new budget & forecast for EMC final design is \$89.9M, an increase from the previous \$76.9M forecast. This increase is due to (1) redesign for approved Value Engineering & Cost Containment items, (2) level-of-effort costs incurred during the "design hold" period, (3) current approved and pending CCR's and (4) cost overruns to date.

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - March 1, 1996



SAFETY

Change from
Last Month

Recordable Injury Rate

National Average	12.2	
Project Rate (Cum.)	3.7	-0.2

Lost Time Rate (Frequency)

National Average	4.9	
Project Rate (Cum.)	0.0	None

Lost Work Days (Severity)

National Average	148.1	
Project Rate (Cum.)	0.0	None

SAFETY ANALYSIS

- Continued with zero Lost Time case rate to date.
- Continued with eight (8) OSHA-200 recordable cases to date.
- Completed Safety Meeting this period relating to site security and related safety issues.
- Completed Safety Training session this period relating to proper use of gas cylinders and associated tools and equipment.
- Continued support of site Safety Engineers by the Construction Manager.

COMMUNITY ISSUES

- MTA Public Affairs will interface with community representatives regarding approved cost reduction items, the noise abatement program, the vibration abatement program, curb costs, fire/life safety issues, residential retainment of existing enhancements and other issues. (Councilman Hernandez)

METRO PASADENA BLUE LINE

Summary Status Report

Period Ending - March 1, 1996



QA/TQM ISSUES

- MTA Quality Assurance (QA) Audits of the C6430 Resident Engineer were completed. Audit of the C6430 Contractor is scheduled for completion in March.
- MTC QA Audit of the C6435 piling operations is scheduled for completion in March 1996.
- An alignment session is scheduled for the end of March between MTA, MTC and EMC senior management.

CCR BACKLOG STATUS

- 15 Consultant Change Requests (CCRs) are pending approval of the Change Control Review Board (CCRB) at an estimated value of \$6,049,433.
- 33 CCRs have been approved by the CCRB for an estimated value of \$5,996,616.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Summary Status Report

Period ending - March 1, 1996



Major Activities - This Period

B281, Hollywood/Vine Station - Continued main station invert slab, placed 7 of 15 slabs, and began exterior wall placement. Contract is 35% complete.

B271 Hollywood/Western Station - Placed 8 main station invert slabs, which completed invert slab work. Contract is 33% complete.

B261 Vermont/Sunset Station - Continued lower exterior walls and placed 10 of 20 wall sections. Contract is 47% complete.

B281T (B251E and F Tunnels) - Issued Change Notice to B281 contractor. Contractor mobilizing.

B252 Vermont/Santa Monica Station - Continued mezzanine deck slabs and placed 10 of 13 sections. Began and placed 7 of 32 mezzanine exterior wall sections. Contract is 55% complete.

B241T (B251 B, C, D, Tunnels) - Issued Change Notices to B241 contractor. Contractor is mobilizing.

B241 Vermont/Beverly Station - Completed mezzanine exterior wall sections. Began false work and rebar installation for ancillary box slab concrete placement. Contract is 56% complete.

B221 Wilshire/Normandie Station - Continued punchlist work.

B216 Wilshire/Vermont Site Work - Street and sidewalk work is complete on Vermont Boulevard, Sixth Street, and Wilshire Boulevard, Shatto Place, busway, and kiss-n-ride. Continued landscaping and irrigation. Contract is 85% complete.

B215 Wilshire/Vermont Station - Continued entrance finishes. Continued electrical/mechanical testing of equipment at entrance. Contract is 97% complete.

Wilshire/Western Station - B290 contractor, Ancillary Construction and Maintenance, working on miscellaneous items in station. Continued punchlist for sprinkler system in public area and floor finishes.

**Wilshire/
Alvarado**

SYSTEMWIDE ACTIVITIES

Continued communication testing at Wilshire/Vermont and Wilshire/Normandie Stations. Completed train control operational tests and continued dynamic testing. Continued installation of the Wilshire/Vermont entrance elevator and escalators. Continued system integration testing at all stations and Westlake/MacArthur Park pocket track.

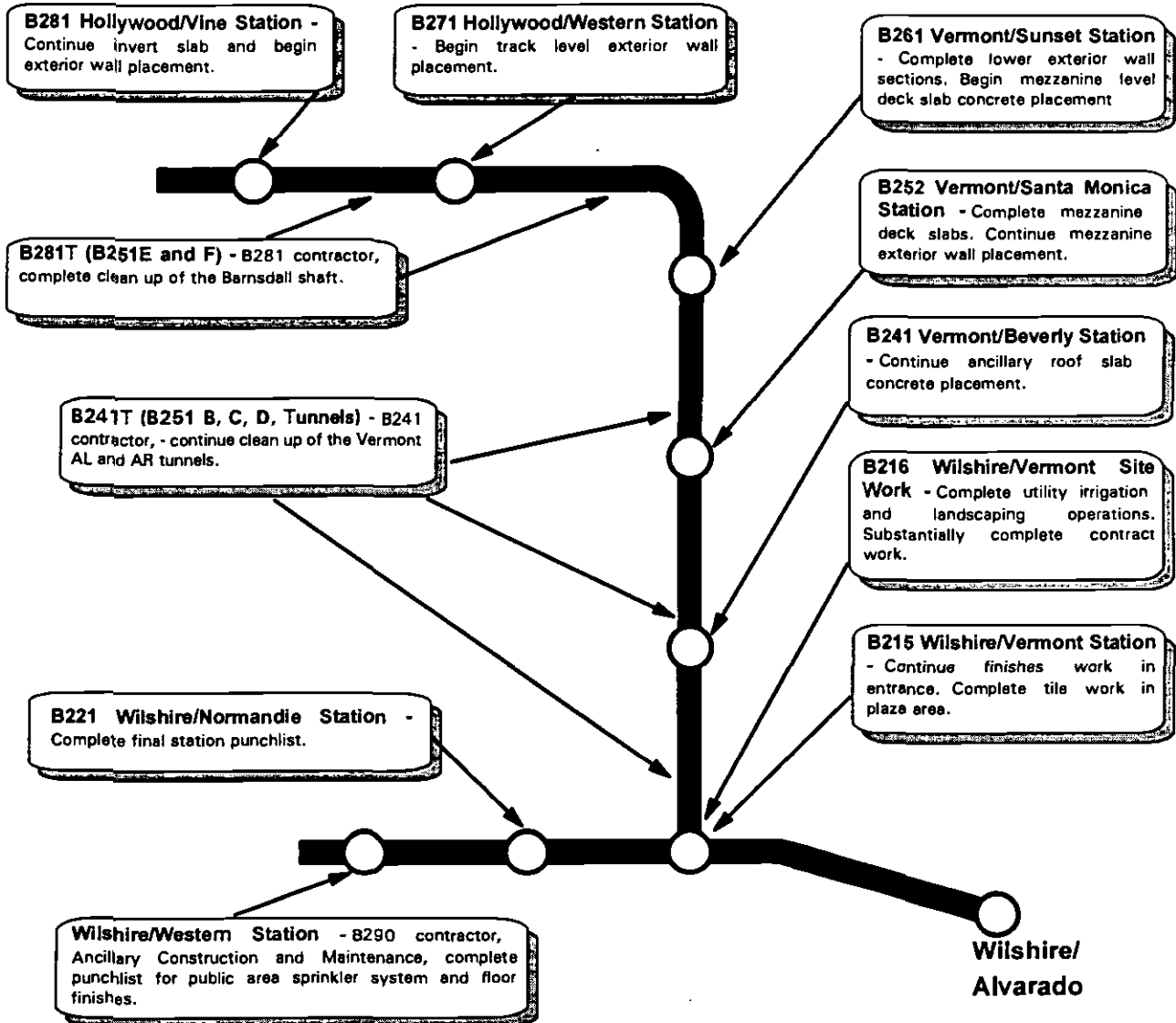
METRO RED LINE Segment 2

Summary Status Report

Period ending - March 1, 1996



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

Complete dynamic testing of train control equipment. Continue installation of Wilshire/Vermont entrance elevator and escalators. Complete system integration testing at Wilshire/Western Station. Continue testing at Wilshire/Normandie and Wilshire/Vermont Stations and Westlake/MacArthur Park pocket track.

METRO RED LINE Segment 2

Summary Status Report

Period ending - March 1, 1996



BUDGET

	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1,446	None
Approved Budget	1,641	123.0
Current Forecast	1,641	122.0
Expenditures	1,081	+ 23.1

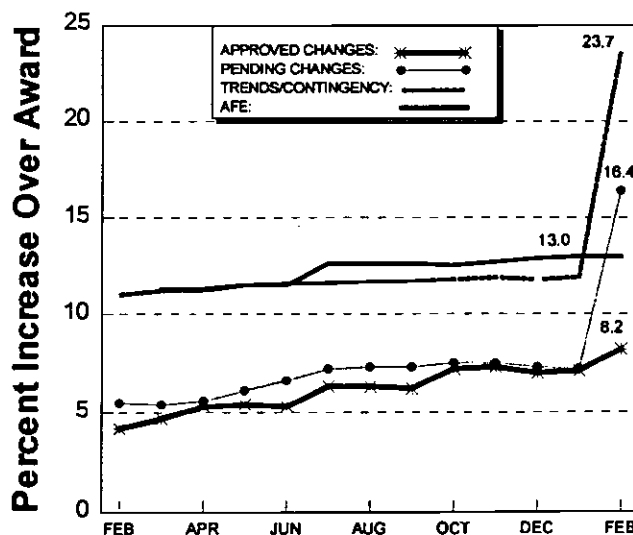
BUDGET ANALYSIS

On February 28, 1996, the MTA Board of Directors approved an increase in the Segment 2 Project budget to \$1,640.8 million. This increase is the result of improved definition of the estimate at completion (EAC) for each of the project's contracts, as well as recognition of the need to fund added costs for the Hollywood/Vermont Tunnel, as a result of the contractor's termination and other costs in excess of the Full Funding Grant Agreement (FFGA). This month's report incorporates that increase. The current budget and forecast values for each contract have been established in accordance with that EAC and have been reset to equal each other.

The expenditures increased \$23.1 million in January. This consists of \$19.8 million in Construction, \$3.0 million in Professional Services, \$0.1 million in Real Estate, and \$0.2 million in Utility/Agency Force Accounts. Project cumulative planned expenditures have been revised based on analysis that was done as part of the budget revision. January planned cumulative expenditures have been reset to equal the actual cumulative expenditures. Both cumulative plan and actual are \$1,080.6 million.

CONTRACT CHANGES

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



CONTRACT CHANGE ANALYSIS

The dramatic increase in the trends/contingency and pending changes is attributable to forecast adjustments for Vermont/Hollywood tunnel subsidence repair, sinkhole mitigation and repair, and costs associated with the termination of the B251 contractor. The AFE is temporarily below the trends/contingency and pending changes values as a result of pending AFE changes still in process.

METRO RED LINE Segment 2

Summary Status Report

Period ending - March 1, 1996



SCHEDULE

Wilshire Corridor

Change from Last Month

Current ROD	July 1996	None
Design Progress	100%	None
Critical Path Float	+ 18 Days	None

Vermont/Hollywood Corridor

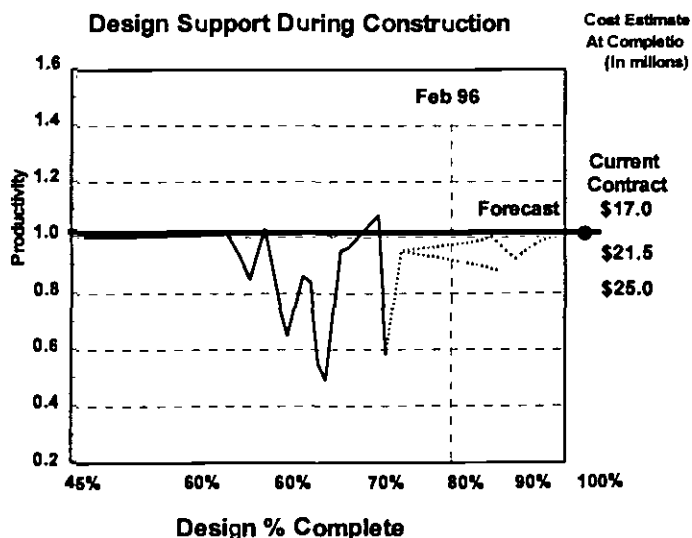
Change from Last Month

Current ROD	Dec. 1998	None
Design Progress	99%	None
Critical Path Float	-63 Days	7
Const. Progress	70.3%	1.3%

SCHEDULE ANALYSIS

- Currently 3 weeks ahead of current ROD schedule for Wilshire Corridor. The critical path to ROD is through completion of Transit Automatic Controls and SCADA (TRACS) testing, systems integration testing, and pre-revenue operations.
- The positive float of 18 days for Wilshire Corridor was maintained this month. Systems integration testing proceeding toward completion in April 1996 to allow pre-revenue operations to begin in May 1996.
- Vermont/Hollywood Corridor critical path was changed to Contract B271, completing station structure concrete operations to allow for trackwork installation, train control installation, system integration testing, and then pre-revenue operations.
- The critical path slipped by 7 calendar days due to slow concrete installation by B271 contractor. Recovery plan will require an increase in the field forces.

EMC COST PERFORMANCE



EMC COST PERFORMANCE ANALYSIS

- The chart represents the Cost Performance for Design Support During Construction (DSDC). It compares the actuals versus earned value performance design support during construction effort.
- The cumulative to date CPI through February 1996 is 0.95.
- Forecast at completion is based on substantially more work, in terms of numbers of RFIs, Submittals, and Change Notices processed, have been required; productivity, in terms of hours per item processed, remains favorable. The periods CPI shown on the chart are reflected using budget values only. The request for additional budget to cover additional work is being prepared.

METRO RED LINE Segment 2

Summary Status Report

Period ending - March 1, 1996



SAFETY

		Change from Last Month
Recordable Injury Rate		
National Average	12.2	
Project Rate (Cum.)	21.3	-0.1
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	2.8	-0.1
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	75.4	N/C

SAFETY ANALYSIS

- Metro Red Line Segment 2 construction contracts combined to produce almost 130,000 work hours in January (129,645), with only one Lost Time Injury. This produces a Case Rate of 1.5, compared to the latest National Average of 4.9 Lost Time Cases per 200,000 labor hours.
- Without the one Lost Time injury, the combined contracts also produced a Lost Work Days rate of 80.2, compared to the 1992 National Average of 148.1 per 200,000 hours worked. (As of 1993, the Labor Department no longer publishes the Lost Days Rate).
- Of the 52 days lost in January, 45 were carryover day injuries that occurred in previous months.

COMMUNITY ISSUES

WILSHIRE CORRIDOR

- Community Art Workshop is planned for March 1996 (Supervisor Burke).
- MTA Marketing reviewing plans for Grand Opening event.

VERMONT CORRIDOR

- Dedication of construction fence at Sunset and Vermont is planned for March 1996 (Councilwoman Jackie Goldberg).

HOLLYWOOD AND VERMONT (BARNSDALL AREA)

- Outreach program development for implementation of Contract B251 E and F (Councilwoman Jackie Goldberg).
- Construction fence at Hollywood/Western is currently under development.

METRO RED LINE Segment 2
Summary Status Report
Period ending - March 1, 1996



QA/TQM ISSUES

- Audit of B241 Resident Engineer was completed. Audit report was issued January 29, 1996.
- Audit of Integration Testing was completed. Exit meeting scheduled for March 7, 1996.
- B251/B241, B251/B281 work scheduled to begin in March. 1453/1460 Quality Control issues are being resolved. CTC's are being prepared.
- Wilshire Corridor team alignment scheduled for March 1, 1996.
- NICET exams administered to 30 inspection personnel for Rail/Subway Construction Quality Control Certification.

CCR BACKLOG STATUS

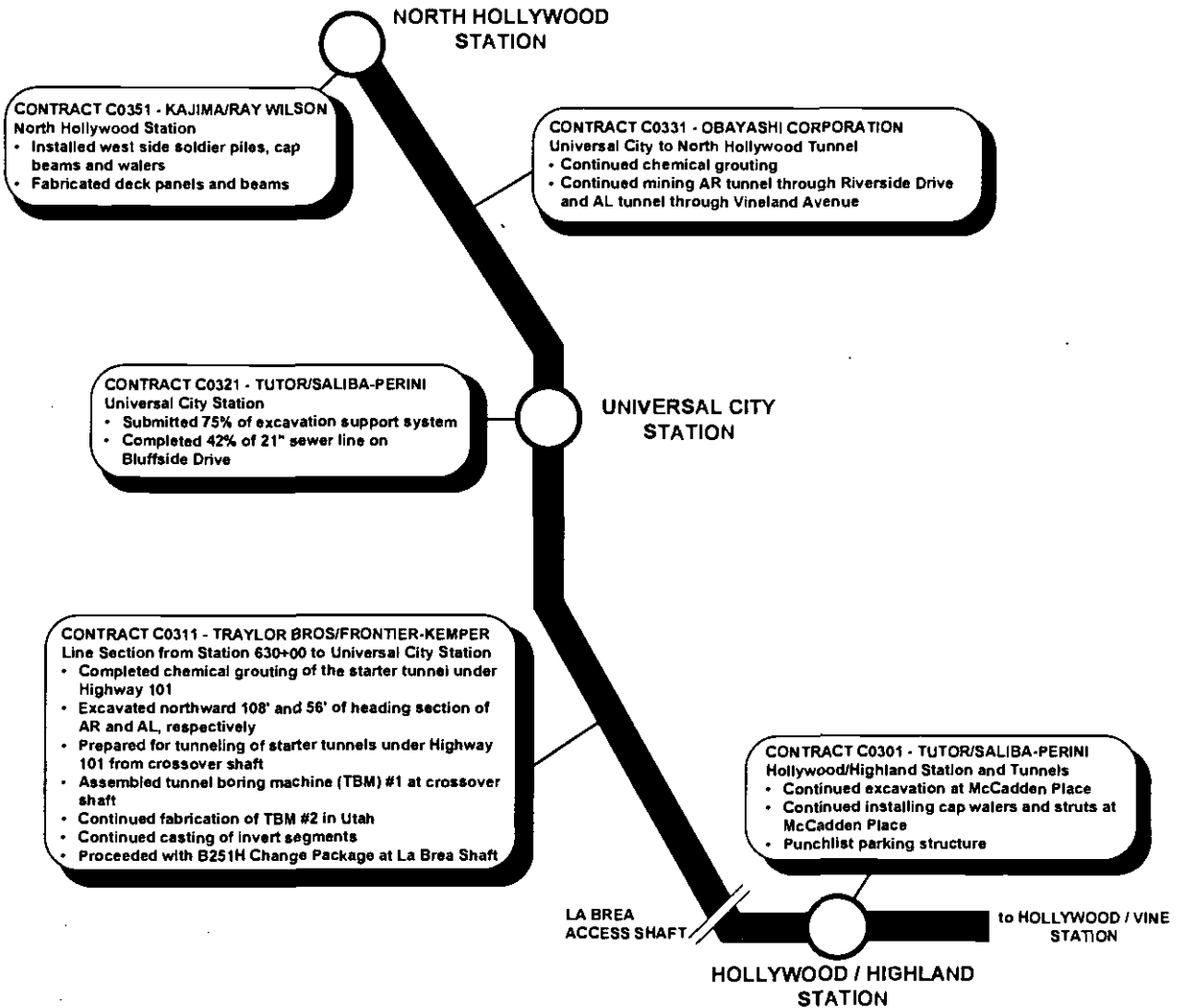
- 10 CCRs pending approval of the CCRB at an estimated value of \$4,505,395.00.
- 78 CCRs have been approved by the CCRB for an estimated value of \$21,906,988.00.

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

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - March 1, 1996



MAJOR ACTIVITIES THIS PERIOD



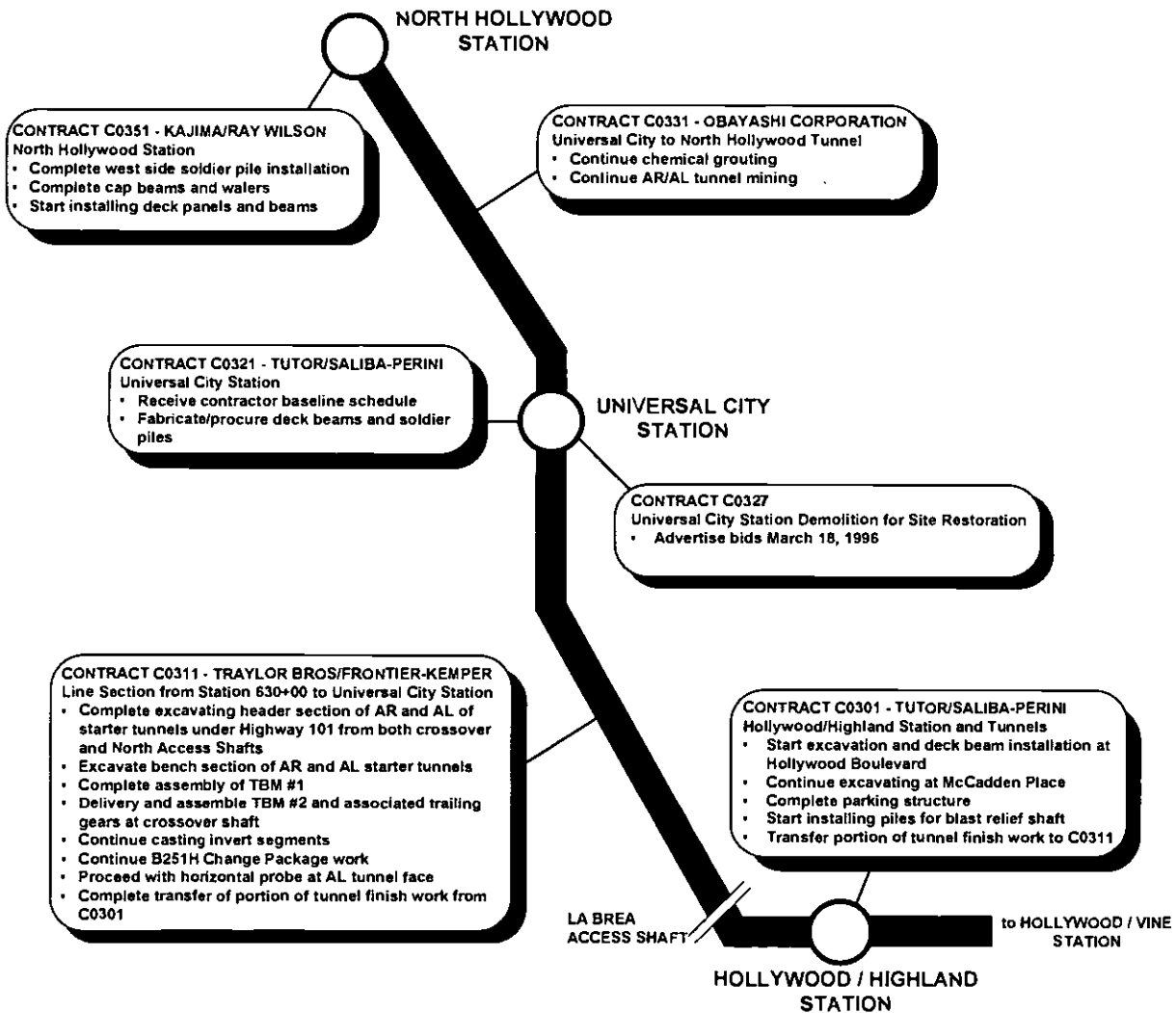
SYSTEMWIDE ACTIVITIES

There are no Systemwide Activities to report this period.

METRO RED LINE - Segment 3 North Hollywood Summary Status Report Period Ending - March 1, 1996



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

There are no Systemwide Activities to report for next period.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - March 1, 1996



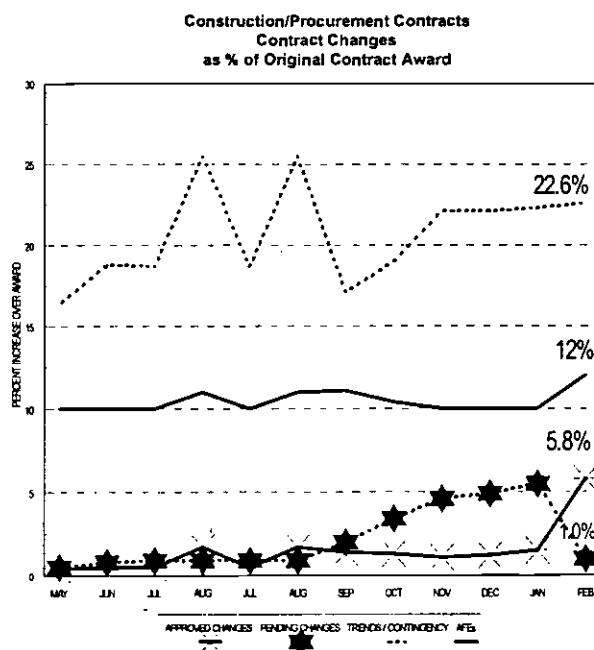
BUDGET

	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	1310.8	None
Approved Budget	1313.8	None
Current Forecast	1323.4	(0.3)
Expenditures	321.3	22.4

BUDGET ANALYSIS

- The Original Budget of \$1,310.8M was established by MTA Board action on March 25, 1993 with the approval of the Full Funding Grant Agreement (FFGA) with the FTA. The budget has been modified on three occasions through the Project Budget Change Request process (PBCRs #1, #2 and #3) for a net increase of \$3.026M, resulting in an Approved Budget of \$1,313.8M. This \$3.026M increase provides for New Requirements as follows: Non-revenue Connector; Artwork in Stations; Northridge Earthquake Impact.
- The Current Forecast is the most current estimate of the total project cost with all invoices paid and all obligations satisfied. The Current Forecast is \$1,323.4M, or \$9.5M over the Approved Budget. This increase is due primarily to the addition of a New Requirement for Hollywood Boulevard Settlement construction related costs.
- The Current Forecast decreased \$391K this month due to anticipated expenditures for the Northridge Earthquake impacted work scope being reclassified to above the line approved budget. The funding for this activity was provided by a transfer of funds from the Project Reserve, thus lowering the overall forecast.
- Expenditures increased by \$22.4M this month in keeping with progress on the project.

CONTRACT CHANGES



CONTRACT CHANGE ANALYSIS

- Approved Changes and Pending Changes, together, accounted for an approximate 6.8% increase over Contract Award Value. Trends at 22.6% over Award Value, there is a requirement for future Board actions associated with Contracts C0311, C0331 and B251.
- Total Pending Changes percentage rose 1.3% and Approved Changes rose 4.3% over last period.
- Pending Changes decreased \$14.7M over last period mainly due to a \$17.6M decrease in Logged Changes on C0331. Decreases also occurred on B251 for \$3.2M, C0301 for \$205K and decreases under \$20K each on Contracts B610, B611, B612 and B614. Pending Changes increased on Contracts C0311 by \$6.2M, and C0321 by \$5K.
- Approved Changes increased \$21.0M over last period. C0331 accounted for \$17.9M, B251 for \$3.2M, C0301 for \$120K, C0351 for \$65K, B610 for \$33K, and C0321 added \$15K. Decreases on Approved Changes occurred on C0311 for \$214K and B644 for \$105K.

Footnote: Data cutoff date for Change Analysis is the end of the month while the data cutoff date for Forecasting is mid-month. Discrepancies in numbers may result.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - March 1, 1996



SCHEDULE

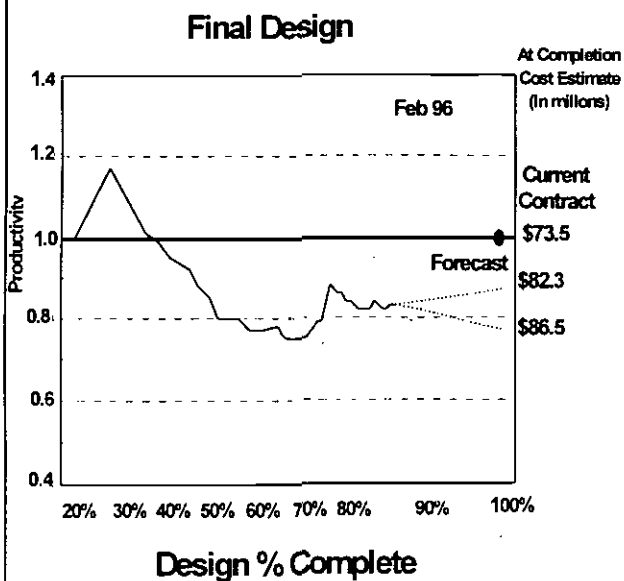
		Change from Last Month
Current ROD	August 2000	
Design Progress*	89.5%	+0.2%
Construct. Progress*	17.7%	+0.1%
Critical Path Float	-120 Cal. Days	-28

*Estimates at time of update

SCHEDULE ANALYSIS

- The project Master Schedule was reviewed to incorporate changes to scope on Contracts C0301 and C0311. The C1610 schedule was further reviewed and some durations were adjusted using a more conservative approach for rail installation.
- Scope changes included: Seismic section redesign; changes on working hours to comply with Board Motion; probe work; completion of balance of B251H work by C0311; modifications of TBMs; additional 42 lf of soft ground tunnel excavation; additional 260 lf of standard tunnel excavation; design, fabrication and erection of sound mitigation measures at La Brea Shaft; transfer of work from C0301 to C0311.
- Project critical path was impacted and delay changed from a previous -92 calendar days to -120 calendar days. Additional tunnel excavation by TBM increased the delay by 19 calendar days and trackwork changes account for a 9-day delay. Efforts are underway to mitigate the schedule delays.
- The reduction on the special seismic section length generated additional free float between the southern and northern tunnels construction.
- Critical path continues to run through C0311.

EMC COST PERFORMANCE



EMC COST PERFORMANCE ANALYSIS

- Final Design is 89.5% complete, with all of the Major Facilities Design (Stations and Tunnels) at 100% complete. The Cost Performance Index is expected to remain unchanged.
- The MTA is working with the EMC to reduce the overall cost forecast for the EMC by as much as 15% as the project moves into construction requiring only limited design services.
- Current Contract Value adjusted and consistent with latest approved Amendment #8.

METRO RED LINE - Segment 3 North Hollywood

Summary Status Report

Period Ending - March 1, 1996



SAFETY

		Change from Last Month
Recordable Injury Rate		
National Average	12.2	
Project Rate (Cum.)	12.5	-0.6
Lost Time Rate (Frequency)		
National Average	4.9	
Project Rate (Cum.)	0.3	-0.1
Lost Work Days (Severity)		
National Average	148.1	
Project Rate (Cum.)	21.7	0.4

SAFETY ANALYSIS

- Additional Safety staff has been added to supplement the safety effort.
- Compliance for Safety is improving overall.
- Change Orders for Safety are being processed.
- Contractor/MTA Safety working relationship is improving.
- Trends identified by 1995 year-end statistics are being addressed through new initiatives.

COMMUNITY ISSUES

LA BREA SHAFT SITE

- MTA Construction is developing a noise mitigation plan for the area. MTA's Public Affairs staff is disseminating mitigation information to local tenants (Councilman Ferraro and Supervisor Yaroslavsky).

HOLLYWOOD/HIGHLAND STATION

- Decking activities scheduled to begin in March.
- MTA's Public Affairs staff is developing a signage program to assist pedestrians and motorists.
- MTA's Risk Management is developing an insurance claims process for the McCadden work site.

NORTH HOLLYWOOD STATION

- MTA's Public Affairs staff is assisting area merchants with advertising and signage.
- Decking activities scheduled to begin in March.

RUNYON CANYON

- MTA's Public Affairs is developing a field information office in the vicinity of the Hollywood/Highland Station.

METRO RED LINE - Segment 3 North Hollywood
Summary Status Report
Period Ending - March 1, 1996



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

- Audit of C0301 (Hollywood/Highland Station and Tunnels) Resident Engineer was completed. Audit Report will be issued March 15, 1996.
- Audit of C0351 (North Hollywood Station with Crossover and Tailtrack) Resident Engineer was completed. Exit meeting scheduled for March 5, 1996. Audit Report will be issued by March 15, 1996.
- The MTA, CM consultants and contractors are addressing preliminary findings of the respective audits.

CONSULTANT CHANGE REQUEST (CCR) BACKLOG STATUS

- 12 CCRs pending approval of the Consultant Change Review Board (CCRB) at an estimated value of \$4,666,845.
- 3 CCRs have been approved by the CCRB for an estimated value of \$501,882.

METRO RED LINE SEGMENT 3

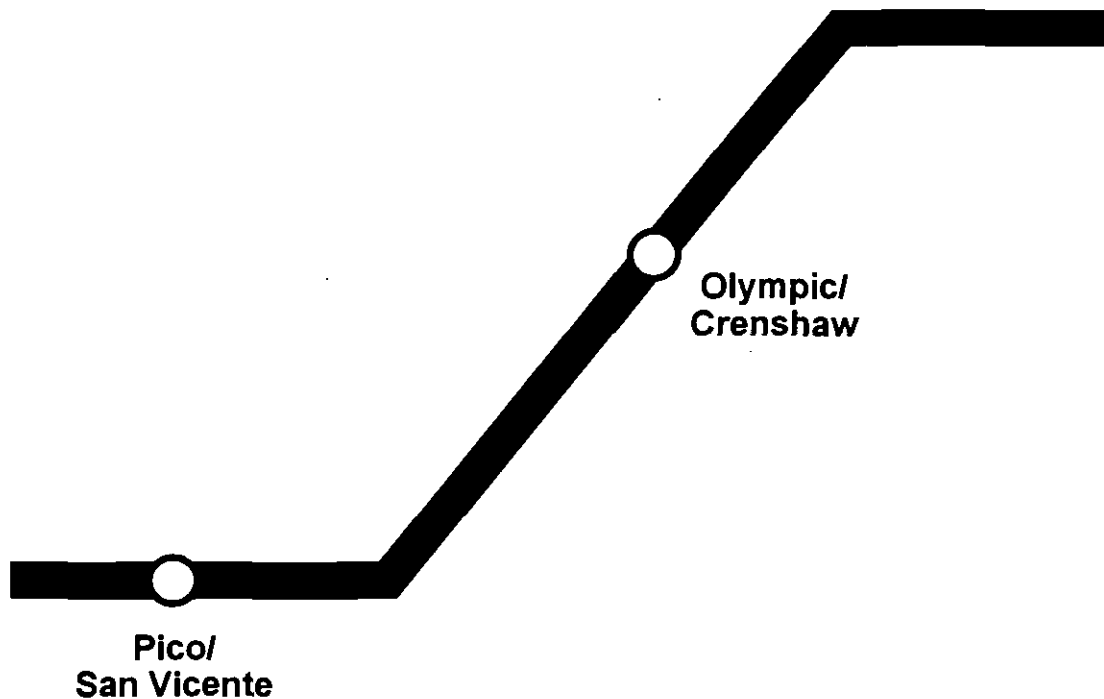
MID CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - March 1, 1996



MAJOR ACTIVITIES THIS PERIOD



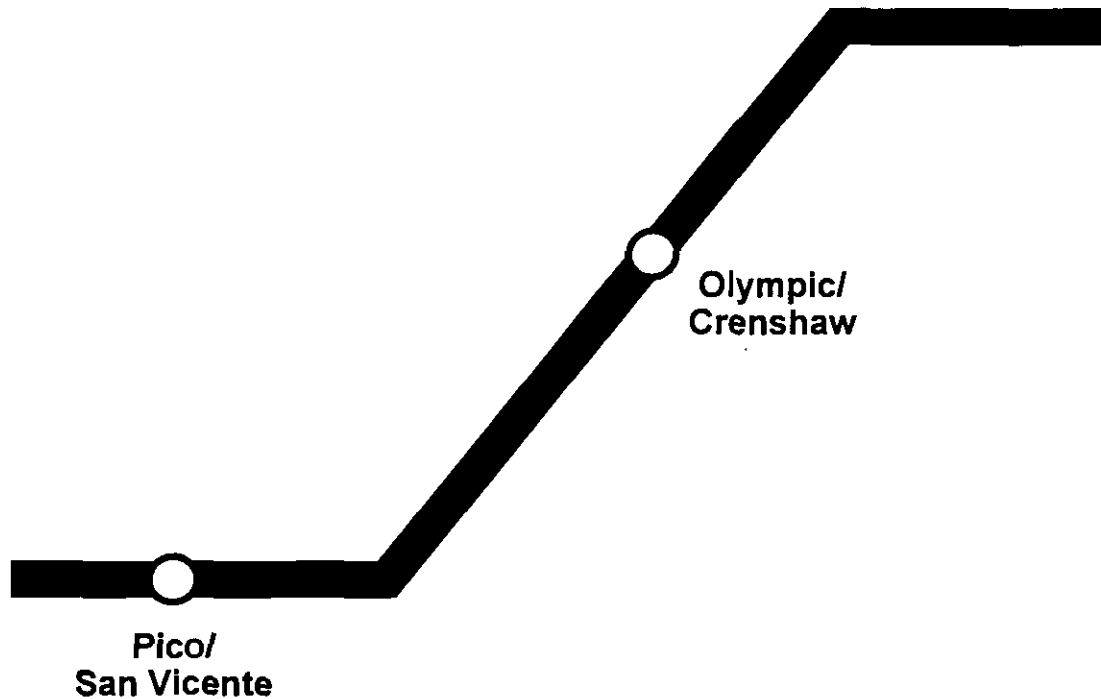
SYSTEMWIDE ACTIVITIES

- Enviro-Rail, MTA's environmental consultant, completed the draft SEIS/SEIR with incorporation of final MTA comments. This report evaluates two alternatives, one with aerial stations and one with shallow, subterranean stations.
- MTA met with FTA on February 8 to review the final draft and to discuss a plan to seek MTA Board approval to explore an additional alternative following a new alignment.

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - March 1, 1996



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- MTA will prepare a plan for presentation to the MTA Board in April proposing exploration of a third alternative, a deep bore alignment along Wilton Place/Arlington Avenue.

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - March 1, 1996



BUDGET

	<u>Amount</u> <u>(In \$ mil)</u>	<u>Change from</u> <u>Last Month</u> <u>(In \$ mil)</u>
Original Budget	490.7	None
Approved Budget	490.7	None
Current Forecast	TBD	TBD
Expenditures	11.2	0.2

BUDGET ANALYSIS

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

SCHEDULE

		<u>Change from</u> <u>Last Month</u>
Current ROD	7/16/99	None
Design Progress	0%	None
Construction Progress	0%	None
Critical Path Float	N/A	None

SCHEDULE ANALYSIS

- The draft SEIS/SEIR document detailing the two Board-approved alternatives was completed.
- The current estimate for project completion from MTA Board alternative selection is eight years.
- A proposal to explore a third alternative is being prepared for submission to the MTA Board in April. If accepted, this will cause another significant slip to the current schedule.

CCR BACKLOG STATUS

- 2 CCRs pending approval of the CCRB at an estimated value of \$88,900.
- 6 CCRs have been approved by the CCRB for an estimated value of \$1,082,253.

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

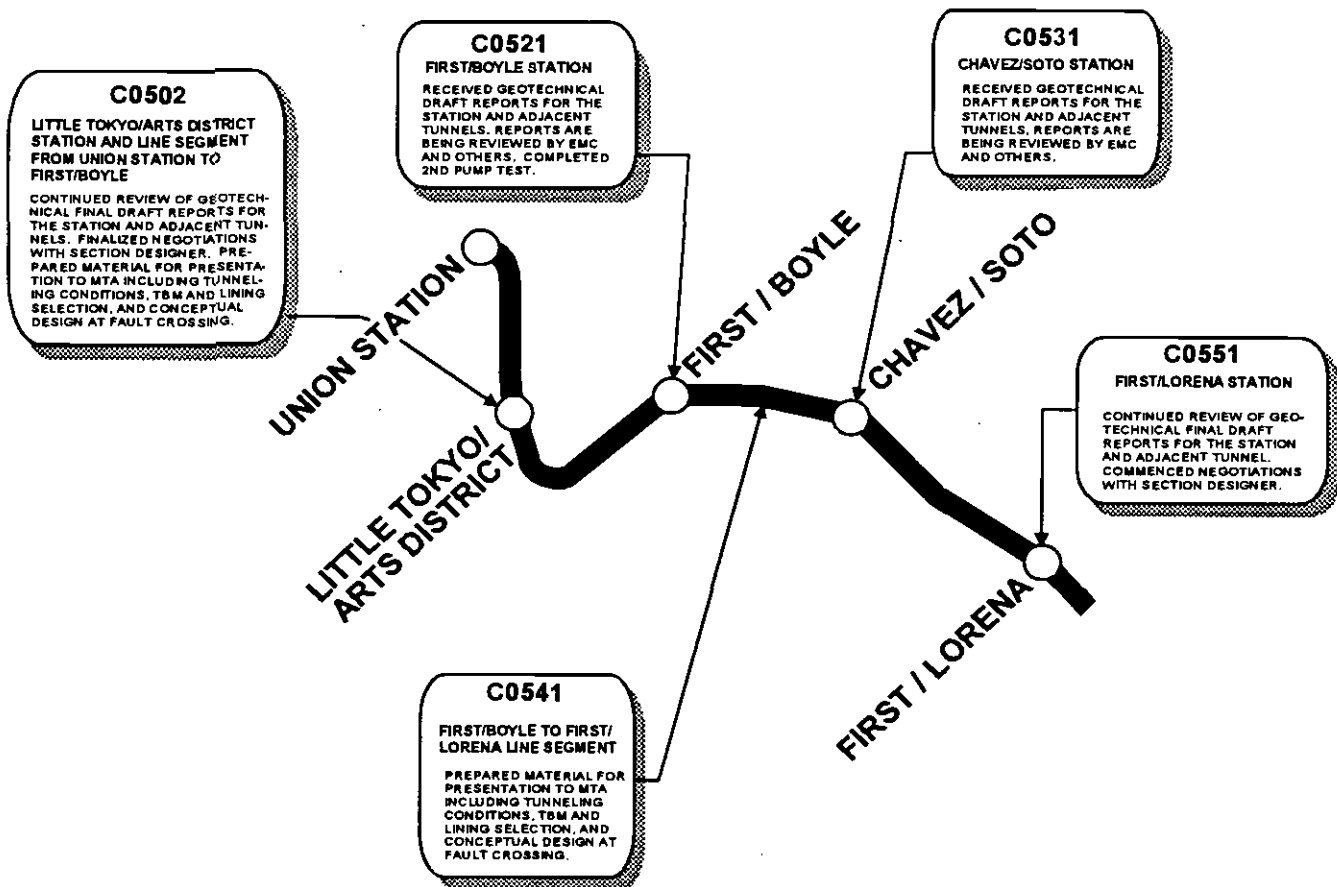
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - March 1, 1996



MAJOR ACTIVITIES THIS PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUED RIGHT-OF-WAY CERTIFICATION, 10 SUB-SURFACE EASEMENTS WERE CERTIFIED THIS PERIOD. CONTINUED GEOTECHNICAL SERVICES: PERFORMED SECOND PUMP TEST ON FEBRUARY 14 - 16, 1996, RECEIVED FINAL DRAFT OF FAULT STUDIES REPORT, REPORT IS BEING REVIEWED. CONTINUED DEVELOPMENT OF SYSTEMS ENGINEERING CELL LIBRARY. CONTINUED ATC STUDY. CONTINUED BUILDING PROTECTION SURVEY ALONG ALIGNMENT. COMPLETED STATION REVISION FOR THE AH-2 STATION CONCEPT. FULL RELEASE OF FINAL DESIGN SERVICES, WITHIN LIMITED FUNDING, WAS RECEIVED BY EMC ON FEBRUARY 2, 1996. EMC SUBMITTED FINAL DESIGN PIP ON FEBRUARY 9, 1996. THE ART PROGRAM SUPPORT WAS APPROVED BY THE MTA BOARD.

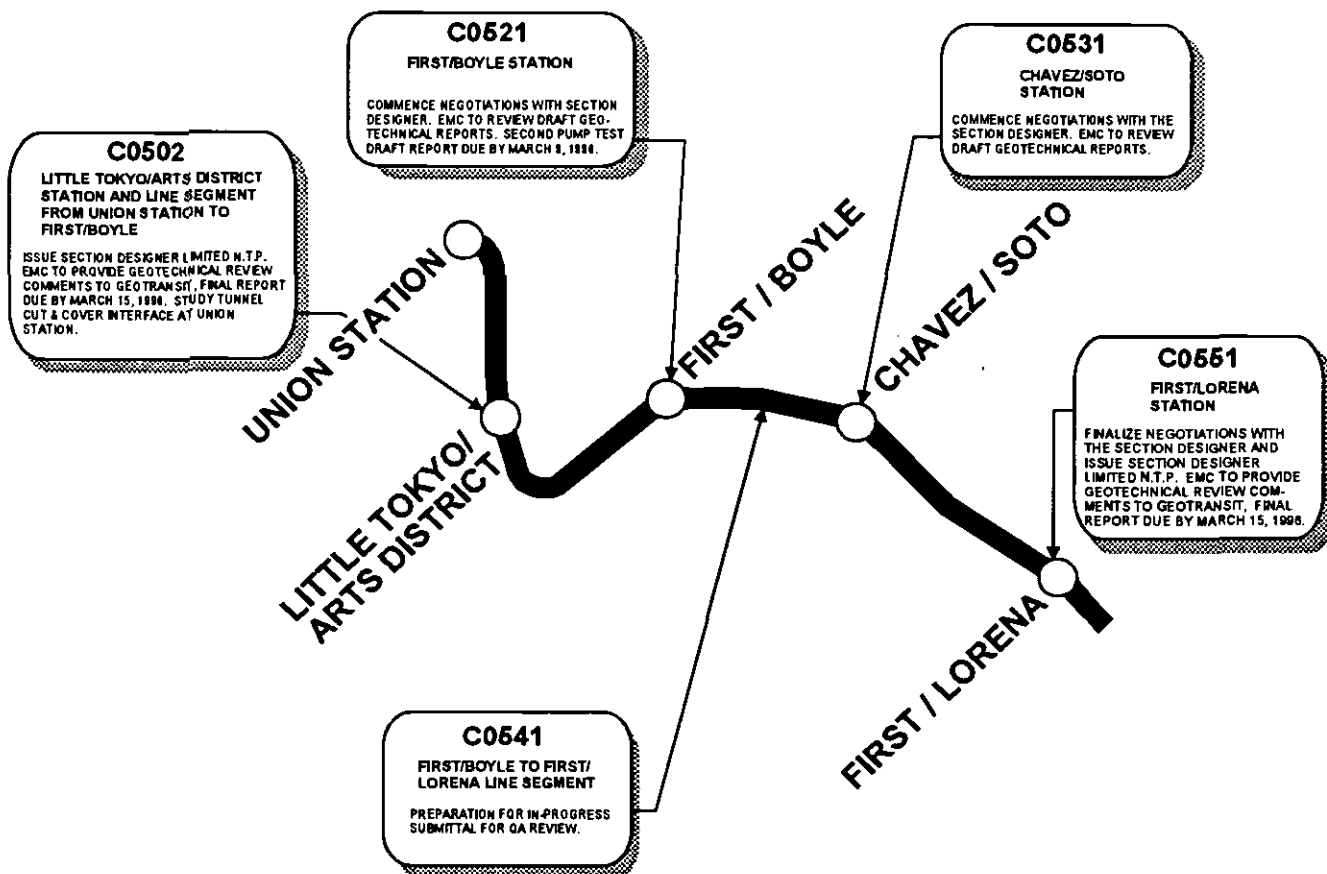
METRO RED LINE - Segment 3 East Side Extension

Summary Status Report

Period ending - March 1, 1996



ACTIVITIES PLANNED FOR NEXT PERIOD



SYSTEMWIDE ACTIVITIES

CONTINUE RIGHT-OF-WAY CERTIFICATION, PLAN TO CERTIFY A TOTAL OF 51 SUB-SURFACE EASEMENTS, 35 FOR CONTRACT C0502 AND 16 FOR CONTRACT C0541 WHICH IS ON THE CRITICAL PATH. CONTINUE GEOTECHNICAL SERVICES: SECOND PUMP TEST DRAFT REPORT IS DUE ON MARCH 8, 1996. CONTINUE SYSTEMS ENGINEERING CELL LIBRARY AND ATC STUDY. PRESENTATION OF FINAL REPORT OF NOISE & VIBRATION MITIGATION STUDY TO MTA. MTA STAFF TO RECOMMEND AWARD OF THE CONSTRUCTION MANAGEMENT CONTRACT FOR THE MARCH BOARD MEETING. MTA STAFF WORKING TOWARDS RECOMMENDATION ON THE JOINT PROJECT OFFICE FOR THE APRIL MTA BOARD MEETING.

METRO RED LINE - Segment 3 East Side
Summary Status Report
Period Ending - March 1, 1996



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	1,009.0	0
Expenditures	15.5	2.0

BUDGET ANALYSIS

- CWO #28, Amendment 2 in the amount of \$4M for continuation of final design services for February and March 1996 was received.
- Current forecast is \$29M higher than the approved budget due to project escalation. Escalation (due to a 220 working day project schedule delay) is calculated at 4% annually to mid-point of construction. The calculated \$44M project escalation has been partially mitigated by a \$15M Value Engineering savings.

Further cost mitigation measures (approved or under review) include:

- Elimination of station air conditioning
- Shorter station boxes
- Revised Power Distribution System
- Floating slab reduction
- Revisions to construction work packaging and sequencing

EMC
COST PERFORMANCE

Cost Performance Chart is not applicable at this time, but will be provided at the time a baseline schedule is approved.

EMC
COST PERFORMANCE ANALYSIS

The Cost Performance Index baseline is no longer consistent with the original \$48.5M budget due to authorized scope changes incorporated into the work in progress. The revised scope of work is documented into the revised Project Implementation Plan as submitted by the EMC on February 9, which is currently being reviewed by MTA. Once the Final Design Project Implementation Plan is reviewed/negotiated/approved, the revised baseline will be established and a Cost Performance Chart which accurately reflects the work scope will be included.

METRO RED LINE - Segment 3 East Side
Summary Status Report
Period Ending - March 1, 1996



SCHEDULE

		<u>Change from Last Month</u>
Current R.O.D.	Nov 2002	None
Final Design Progress	10.4%	1.9%
Construct. Progress	N/A	N/A
Critical Path Float	-308	0

SCHEDULE ANALYSIS

- Forecast R.O.D. is September 2003, or 308 calendar days (220 working days) behind FFGA scheduled R.O.D. of November 2002 due to delay in full release of final design and delay in the section designers' Notice to Proceed.
- Schedule mitigation measures currently being evaluated include:
 - Revisions to construction work packaging and sequencing
 - Construction/design activity resequencing
 - Simplified contractor interfaces
 - Possible second tunnel concreting crew
 - Possible second fiber optics crew

CONTRACT CHANGES

SAFETY

- No activity for this period.

COMMUNITY ISSUES

- During the month of February, MTA's Public Affairs along with local elected officials, sponsored a First Time Home Buyer's Workshop. The workshop was held in the City of Boyle Heights and included representatives from HUD, City of L.A., and the Boyle Heights Chamber of Commerce.
- MTA's Public Affairs is sponsoring a Vendor Workshop in March 1996.

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - March 1, 1996



QA / TQM ISSUES

- Closure of audit findings of EMC audit are proceeding. EMC schedule for completing closure actions has not been received. All new procedures were accepted by the MTA.
- Revisions of the Design Quality Manual have been distributed to all controlled manual holders.
- Items for resolution prior to initiation of East Side design have been accepted by MTA Quality Assurance. Surveillance of the EMC is continuing.
- Additional controls for East Side Section Designers have been incorporated in Section Designer contracts and issued to proposed Section Designers.
- East Side MTA Team Alignment is scheduled for March 15, 1996.
- EMC training for new procedures and DQM revisions has been completed. Section Designer training will be completed as designers are brought on-board.

CCR BACKLOG STATUS

- 3 CCRs pending approval of the CCRB at an estimated value of \$62,500.
- 1 CCR was approved by the CCRB during the period for an estimated value of \$331,500.

VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

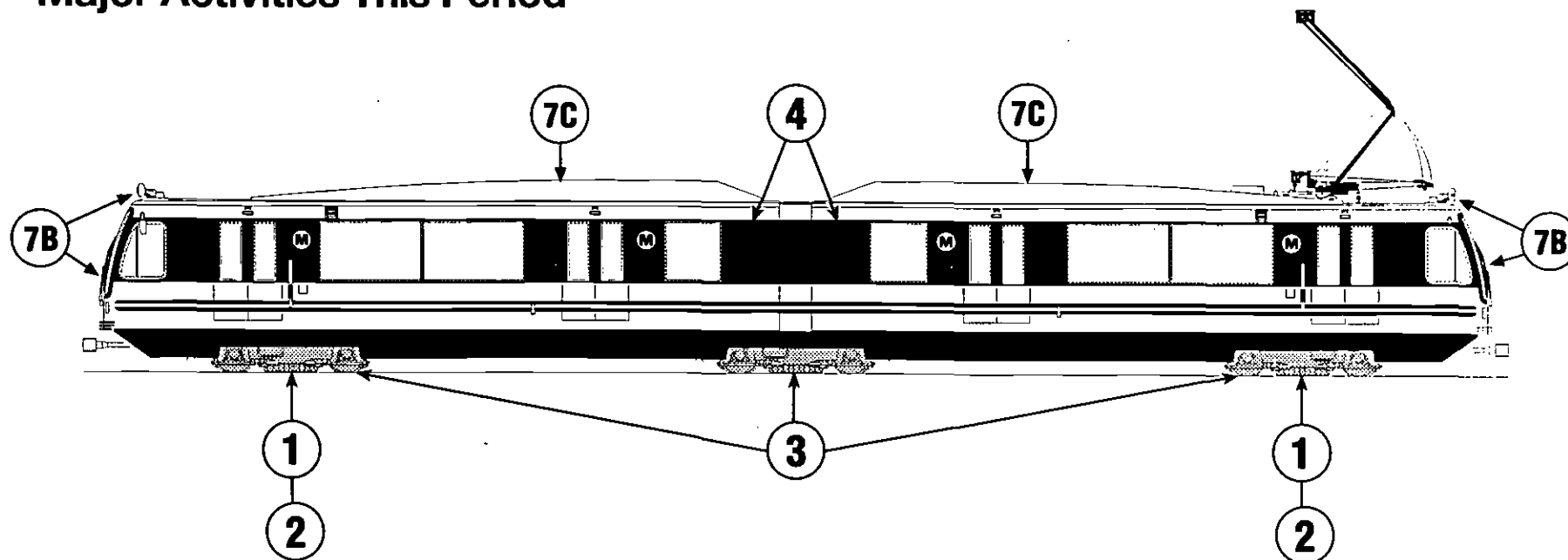
L.A. Light Rail Vehicle

Summary Status Report

Period Ending — March 1, 1996



Major Activities This Period



1. Life Cycle Testing of Power Truck Frame continued.
2. First Article Inspection was accomplished on Complete Propulsion System. System performance and all components were approved.
3. Life Cycle Testing on Brake Calipers continued.
4. Manufacturing of carshell parts and sub-assemblies progressed in Carson. Roof sheet welding and front end metal forming encountered some difficulties but are being resolved by contractor.
5. Met with Operations, and defined Prototype Driverless Cars configuration and agreed on Signal System configuration of the 16 non-Metro Green Line cars.
6. All Vehicle Subsystems Design nearing completion.
7. Advanced Transit Products Development Program (ATPDP) status as follows:
 - Product "B" - Radar Systems (Rail Sentry). Manufacturing of Concept Demonstration Units is progressing.
 - Product "C" - Air Conditioning - Bench Test Unit testing and improvement in progress.

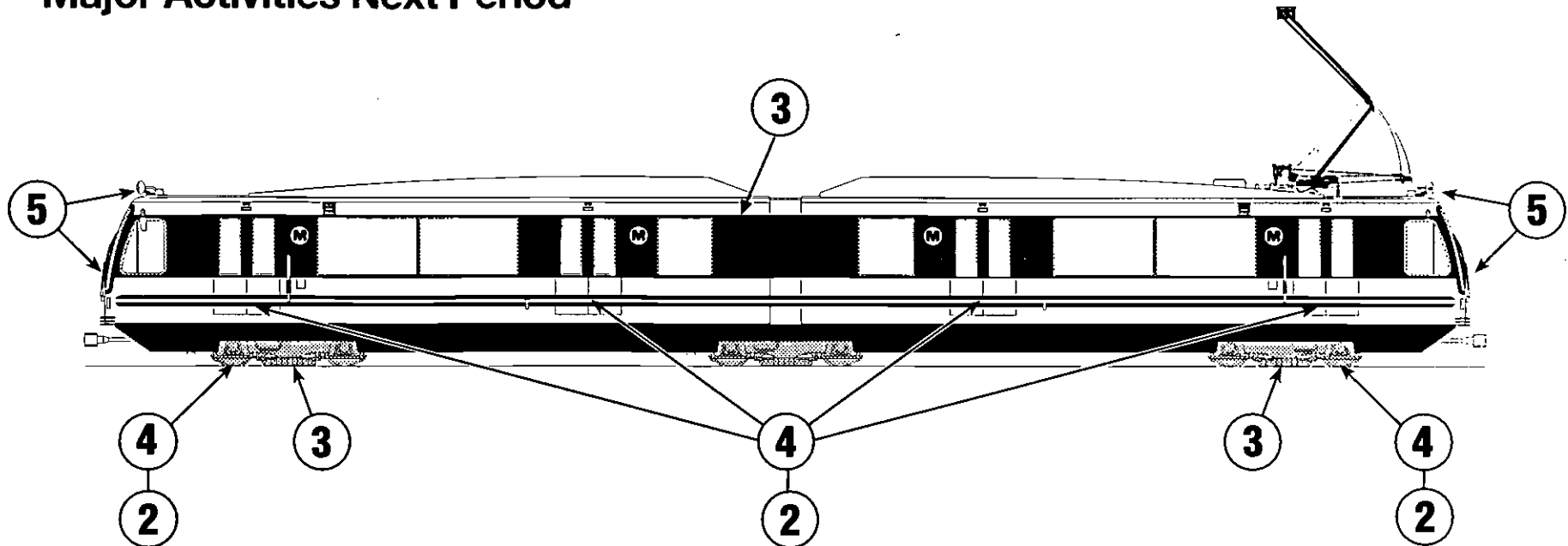
L.A. Light Rail Vehicle

Summary Status Report

Period Ending — March 1, 1996



Major Activities Next Period



1. Termination cost estimate from Siemens for car quantity reduction is due by March 8, 1996.
2. First Article Inspection and Design Conformance Testing of Doors and Central Sanding System to start.
3. Integrated Testing of major car components (Propulsion, Brakes and ATC) is scheduled to start at Adtranz Facilities in Pittsburgh, PA.
4. Travel activity continues as several First Article Inspections and design conformance testing (Doors, Power Supplies and Sanding System) are scheduled for March 1996.
5. Plans to implement the Demonstration Units of ATPDP Product "B" will be finalized.

L.A. LIGHT RAIL VEHICLE

Summary Status Report

Period ending - March 1, 1996



BUDGET

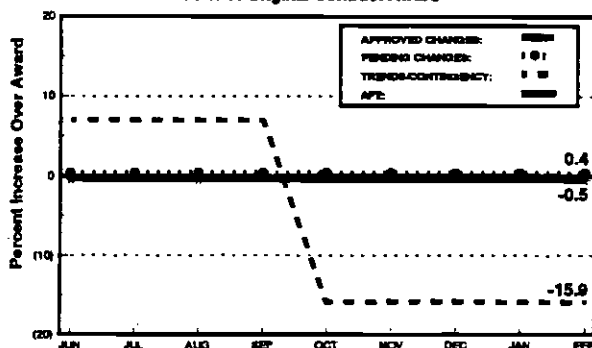
	Amount (in \$ mil)	Change from Last Month (in \$ mil)
Original Budget	257.6	-0-
Approved Budget	257.6	-0-
Current Forecast	201.4	-0-
Expenditures	62.7	+0.2

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 (2-4 months from now).
- Current forecast includes reduction of both procurement contract value and other project costs.

CONTRACT CHANGES

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



CONTRACT CHANGE ANALYSIS

The figures for February 1996 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	June 1997	N/C
52nd Car	Sept. 1998	-30 days
Design Progress	85-95% complete	N/C
Fabrication Progress	25-30% complete	N/C
Critical Path	Carshell delivery	N/C
Delay (1st Car)	-7 months	N/C

SCHEDULE ANALYSIS

Contractor's last forecast schedule reflected a total of seven months delay in 1st car deliveries. Other subsystems with potential impact on delivery are air conditioning, doors and communications equipment. Carshell delivery is still on the critical path. Acceleration of delivery schedule for first several carshells is unlikely, however, delivery schedule is projected to improve for later units.

In the January and February schedule, STS has assumed that the MTA can accept cars at a higher rate than specified (2 cars per month).

**L.A. LIGHT RAIL VEHICLE
Summary Status Report
Period ending - March 1, 1996**



SAFETY

COMMUNITY ISSUES

- No activity for this period.

QA / TQM ISSUES

- LTK reviewed Siemens inspection and manufacturing procedures for the Carson facility and found that 30 of the 36 procedures are complete and appear acceptable. STS advised that procedures are forthcoming. Remaining procedures include processes that are not being performed at this time.
- LTK is reviewing Quality Assurance system implementation concerns with STS at the Carson facility. Issues involve material control and staffing for in-process inspection.
- Quality Assurance Manuals for three of Siemens subcontractors are pending. Siemens has been advised by LTK that they are past due.
- First Article Inspections continue. The Wheel and Axle Assembly FAI was performed at Penn Machine in February.

ANTICIPATED ACTIVITY DURING NEXT REPORTING PERIOD

- FAIs are scheduled for March 1996 at IFE-Kiekert for the Door Control system and the IBEG Sanding Device. A design review is planned for the Auxiliary Power System.
- Carshell assembly delayed due to fixture interference, fit-up investigation for roof assembly, and contour control difficulties in building the first front end structure.
- The first underframe fit-up of equipment is continuing.
- Conclusion of the Power Truck fatigue test and re-test of the Power Truck Bolster arm, are scheduled for the first two weeks in March.

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.