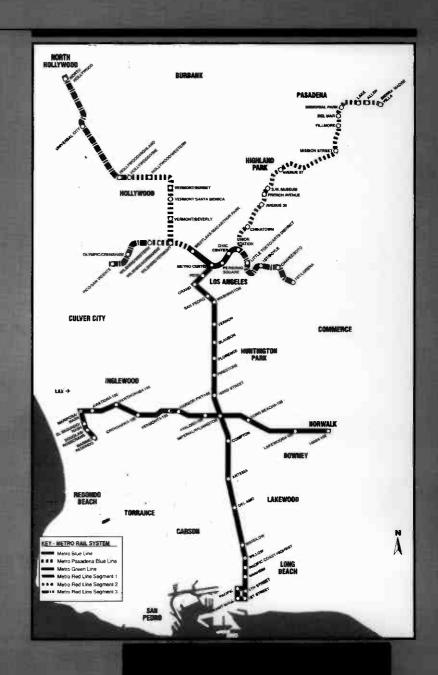
MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION



Cost Status

Current Budget \$803,868,000

• There were no changes to the Current Budget during the period.

Schedule Status

Current Plan May 2001

Design Progress

Construction Progress

Plan 100

100.0% 80.3% 13.8% 9.9%

• The construction variance is due to delays in the start of final design.

Safety Status

Project Rate

National Average

Lost Time Rate 0

0.0

4.2

• The project is incurring 15,000 work hours per month with no Lost Time Injuries.

Actual

Areas of Concern

 The remaining unallocated contingency of 4.5% may cause the forecast to exceed the current budget.

Monthly Highlights

- The EMC completed CWO 041 for the Project Implementation Plan (PIP).
- Continued negotiations with Section Designer for C6420 LA River Bridge to Arroyo Seco Line Segment and C6450 Del Mar to Memorial Park Line Segment.
- The MTA Board approved two change orders for Contract C6430 close-out.

METRO RED LINE SEGMENT 2

Cost Status

Current Budget

\$1,640,800,000

· There were no changes to the Current Budget during the period.

Schedule Status

Design Progress

Construction-Progress

Plan Actual 95.0% 96.4% 92.5% 86.0%

Wilshire Corridor - Revenue operations date - July 13, 1996

Vermont/Hollywood - Current Plan Dec 1998

Mitigation efforts continue to maintain schedule objectives.

Safety Status Lost Time Rate Project Rate

National Average

2.6

4.2

• The Lost Time Injury Rate is 38% below the National Average of 4.2.

Areas of Concern

 The low-level of remaining unallocated contingency raises concerns that the forecast will exceed the current project budget.

Monthly Highlights

- The B610 Trackwork contractor continued plinth concrete placement for the Vermont tunnel.
- The 8740/745 Air Handling/Ventilation contractors continued installation of fan equipment at available stations.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

Cost Status

Current Budget

\$1,313,848,000

· There were no changes to the Current Budget during the period.

Schedule Status

Design Progress

Construction Progress

Current Plan May 2000

Plan 93.4% Actual 93.3%

40.0% 40.0%

 Focus continues on the risks associated with C0311 tunneling under the Santa Monica Mountains.

Safety Status

Lost Time Rate

Project Rate

National Average

1.4

4.2

The project has completed 3,234,000 work hours with nine Lost Time Injuries.

Areas of Concern

 Successful mitigation efforts to maintain ROD of May 17, 2000 have left the project schedule with no unallocated contingency for future risks associated with the excavation of the tunnels under the Santa Monica Mountains.

Monthly Highlights

- Schedule mitigation efforts to recover delays on C0311 are being negotiated.
- Further schedule improvements on future contracts, including C1610 Trackwork Installation, B620 Automatic Train Control, and B645 SCADA, are being pursued.

METRO RED LINE SEGMENT 3 MID-CITY EXTENSION

Cost Status

Current Budget

\$491,000,000

• The Current Budget is pending the selection of a preferred alternative.

Schedule Status

. De

Design Progress 0%.

Construction Progress 0%

Current Plan July 2009

Plan Actual

0%

0%

• The SEIS/SEIR document preparation is on the critical path.

Safety Status Lost Time Rate

Project Rate N/A National Average

4.2

· No Construction Safety activity during the period.

Areas of Concern

• The SEIS/SEIR document must be completed as scheduled in order for the MTA Board to formally select the preferred alignment and configuration alternative in August 1997.

Monthly Highlights

- A panel of tunnel and construction experts held a meeting with community and homeowner groups to address tunneling and construction issues.
- Ultrasystems Environmental, Inc., completed the first sections of a draft of the SEIS/SEIR document incorporating the Wilton/Arlington and Crenshaw alignment.

METRO RED SEGMENT 3 EAST SIDE EXTENSION

Cost Status

Current Budget

\$1,049,200,000

· There were no changes to the Current Budget during the period.

Schedule Status

Design Progress

Construction Progress

Current Plan November 2004

Plan 74.2% 0.0%

Actual

72.4%

0.0%

• The Current Plan reflects a revised ROD of November 2004 approved by the MTA Board.

Safety Status

Lost Time Rate Lost Work Days Project Rate

National Average

N/A N/A

4.2 148.1

No Construction Safety activity for this period.

Areas of Concern

 Remaining contingency is 6.5% of remaining project expenditures, however, this may not be adequate for future project unknowns. The MTA is closely monitoring remaining contingency and identifying cost reduction opportunities.

Monthly Highlights

- The revised baseline schedule was completed April 10, 1997. In conjunction with revised baseline, schedule mitigation efforts continue to meet the November 2004 ROD.
- The EMC completed a recertification of 25 sub-surface easements for C0541 and 26 subsurface and building protection easements for C0502.

VEHICLE ACQUISITION PROJECT

Cost Status

Current Budget

\$257,597,000

· There were no changes to the Current Budget during the period.

Schedule Status

Design Progress

Fabrication Progress

Schedule Car Delivery

1st Car 52nd Car Aoril 1998 June 1999 90%

35%

The current schedule reflects 18 months delay in first car deliveries due to equipment and manufacturing problems.

Areas of Concern

 TransEd's (TEI) lack of progress in the development of the Repair and Parts manuals and the Vehicle Training Program.

Monthly Highlights

- · Carsnell No. 9 was completed and shipped to Sacramento for final assembly,
- . MTA met with Siemens management to negotiate schedule, options, and LD's.
- · A First Article Inspection (FAI) of the seats, and power truck frame was completed.

TOTAL PROJECT

TOTAL RAIL PROGRAM **BUDGET/FORECAST VARIANCE**

ORIGINAL SCOPE (IN MILLIONS) STATUS DATE: 04/25/97 BUDGET/ CURRENT CURRENT **FORECAST COST ELEMENT** APRIL CHANGE BUDGET (1) FORECAST (2) **VARIANCE** IN FORECAST \$5,403.2 CONSTRUCTION \$5,382.2 21.0 \$47.5 PROFESSIONAL SERVICES 2155.9 2263.7 107.8 14.5 **REAL ESTATE** 545.7 531.6 -14.1 0.2 UTILITY/AGENCY 171.7 174.3 2.6 -1.1 **FORCE ACCOUNTS** 0.0 SPECIAL PROGRAMS 16.1 17.7 1.6 8.0-CONTINGENCY 295.5 312.0 16.5 -66.5 PROJECT REVENUE -39.4 -33.1 6.3 0.0

\$8,527.7

\$8,669.4 ADDITIONAL LOCALLY FUNDED ACTIVITIES

\$141.7

\$0.4

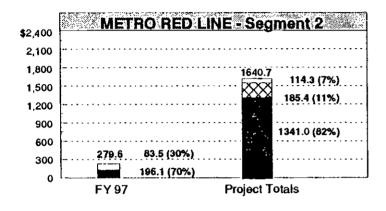
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BUDGET/ FORECAST VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$49.2	\$59.7	10.5	(\$0.1)
PROFESSIONAL SERVICES	17.5	22.0	4.5	4.3
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/AGENCY FORCE ACCOUNTS	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	3.1	3.1	0.0
CONTINGENCY	0.4	0.0	-0.4	0.0
PROJECT REVENUE	1.1	-10.2	-11.3	0.1
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$68.2	\$74.6	\$6.4	\$4.3

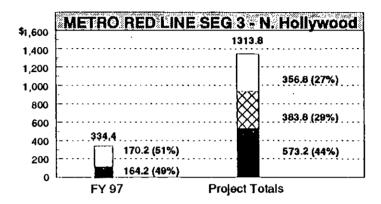
⁽¹⁾ The Mid-City budget of \$491 million is pending the selection of a preferred alternative.

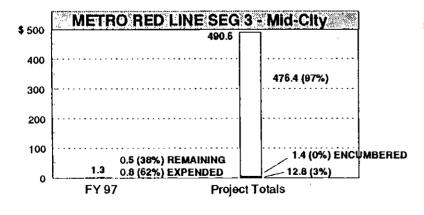
⁽²⁾ The Mid-City forecast of \$683 million reflects the proposed alignment in the Rail Recovery Plan.

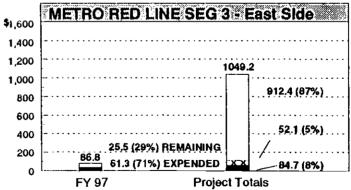
APRIL 1997

BUDGET STATUS - April 25, 1997 (In \$ Millions)

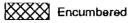






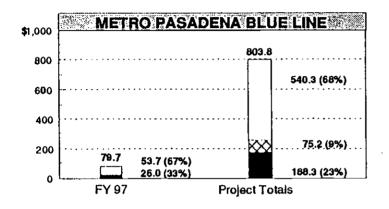


Actual Spent End



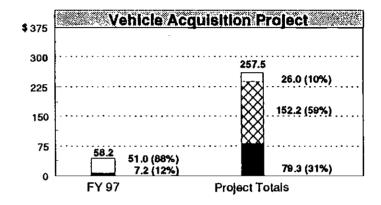
· Remaining Budget

BUDGET STATUS - April 25, 1997 (in \$ Millions)



Page

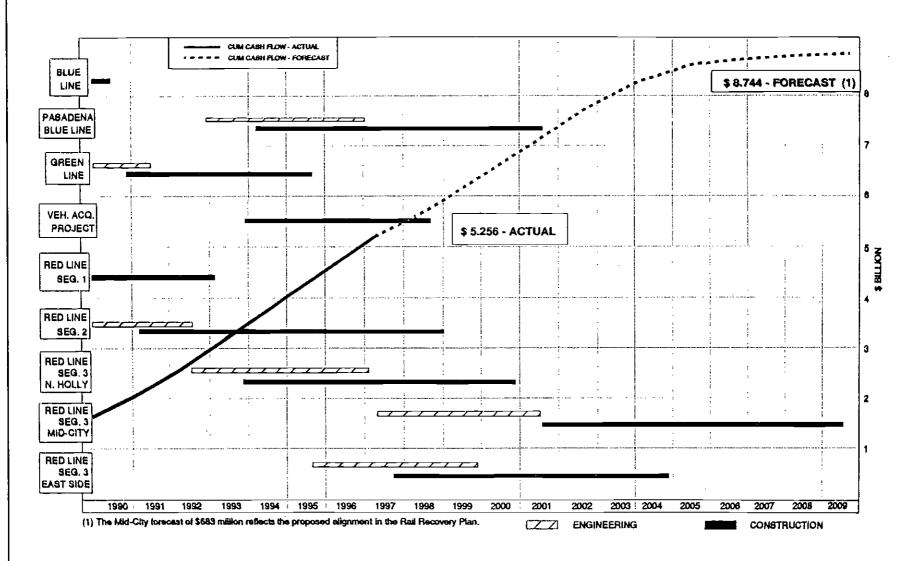
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Actual Spent

Encumbered

Remaining Budget



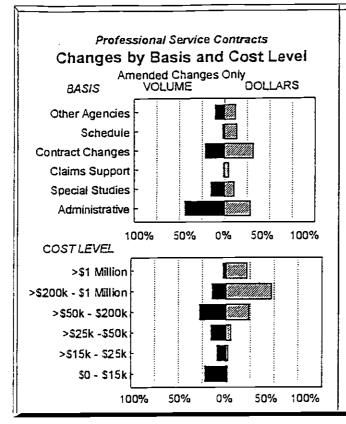
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METROPOLITAN TRANSPORTATION AUTHORITY

			r				FUNDI					000			· · · ·		Main =		PRIL 1997	
	METRO	S BLUE	PASAD		METRO	GREEN	METRO		METRO		METRO		METRO SEGMEN		METRO			LE ACO.	PROG	_
}	\$	- *	\$	*	\$	*	\$	*	5	*	\$	*	\$	*	\$	*	\$	*	\$	i i
ORIGINAL SCOPE:		_																		Γ
FTA-SECTION 3		}					605.3	42	667.0	40	681.0	52	242.6	48	492.9	47			2688.8	
TA - OTHER																		,		
STEA - FED SURFACE TRANSIT PROG									52.1	3	50.0	4			25.0	2	84.0	33	211.1	
FED-ISTEA RSTP/CMAO											87.7	7	20.4	1	268.9	27	6.1	2	383.1	
FTA-SECTION 9							90.6	6				ļ							90,6	l
STATE			387.8	-18	105.9	15	210.3	15	133.0	8	85.0	6	90.0	14	15.0	1	33.5	13	1060,5	
STATE TSM MATCH											11.4	1	2.6	1	34.8	3			48.8	
S8 1995 TRUST FUND							1				75.0	6						,	75,0	
PROPOSITION A	877.2	100	202.6	25	205.1	29	179.5	12	540.5	31									2004.9	
PROPOSITION C			213.5	27	395.3	55	j				116.5	9	327.3	36	203.3	19	134.0	52	1389.9	١.
PROP C (AMERICAN DISABILITY ACT)				:	6.0	1										•			6.0	
CITY OF LOS ANGELES				<u> </u>		[34.0	2	157.5	10	190.7	14			9.3	1	1	1	391.5	
BENEFIT ASSESSMENT							130.3	9	25.4	4	13.5	1							169.2	
COST OVERRUN ACCOUNT							200.1	14]						200.1	
TOTAL	877.2	100	803.9	100	712.3	100	1450.1	100	1575.5	96	1310.8	100	682.9	100	1049.2	100	257.6	100	8719.5	Γ
ADDITIONAL LOCALLY FUNDED ACTIVITIES:																				
PROP C (TRANSIT ENHANCEMENTS)		}				}			62.7	4	2.7	0	1						65.4	
FED ISTEA RSTP/CMAQ									2.5	υ									2.5	
TOTAL		<u> </u>	† 				-		65.2	4	2.7	0	<u></u> . 	,	<u>. </u>	_			67.9	┝

⁽¹⁾ The Mid-City budget of \$683 million reflects Total Funde Anticipated pending the selection of a preferred alternative.

Page 8



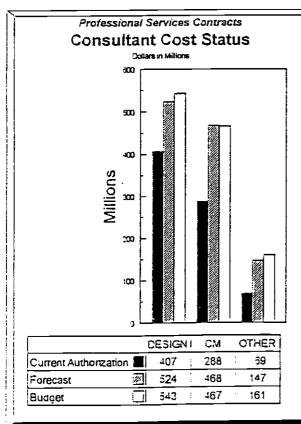
CHANGE BASIS ANALYSIS

Administrative changes account for approximately 43% or 355 of the 798 Consultant Change Notices overall. Administrative changes include capital equipment, facilities and extra work requested by the MTA. This represents approximately 29% of the overall change cost of amended changes.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Level Analysis chart opposite, the MTA Board approves 69% of all change costs associated with the Rail Project or \$70.6M of a total change cost of \$102.7M. This equals 20% of the total change volume or 163 of 798 total changes.

Note: Data for Basis and Cost charts includes only MTA Board amended changes.



PROFESSIONAL SERVICES COST ANALYSIS

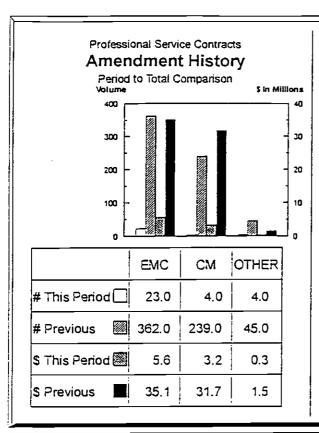
Categories represent all professional services contracts, not individual contracts (i.e. "design" includes all line 11 contracts not just EMC).

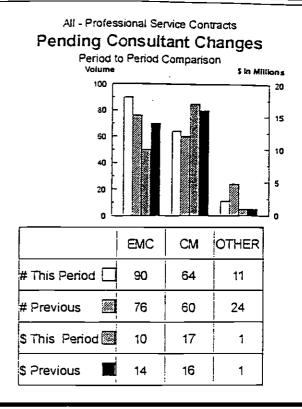
The forecast cost for design and other consultant contracts is below the current budget. While the forecast for construction management contracts continues to slightly exceed the budget amount, due to delays in project activities on the Metro Red Line Eastside Extension and Pasadena Blue Line

Data Source:

CMS: Consultant Contract Authorization, Forecast and Sudget Values.

CHNGSAMP/04/97





CONSULTANT CHANGE NOTICE ANALYSIS

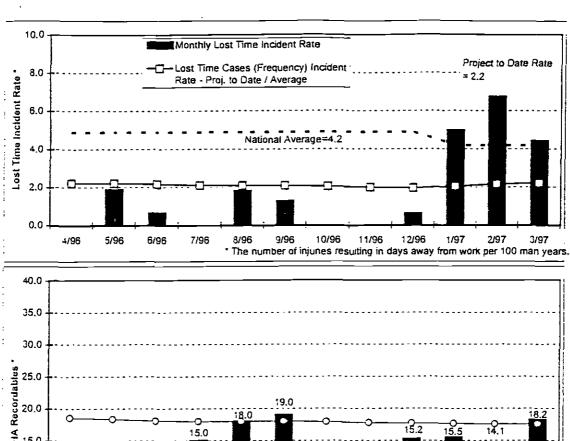
Fifteen new Requests for Change (RFC's) were received during the period with an estimated value of \$1 million.

Forty-five new Consultant Change Notices (CCN's) were issued during the period with an estimated value of \$8 million.

Thirty-one CCN's were reported as being approved for amendment by the MTA Board during the period with an estimated value of \$9.1 million.

Nine CCN's, which had an estimated value of \$315 thousand, were canceled or withdrawn during the period.

Safety Summary Status



EXECUTIVE SUMMARY

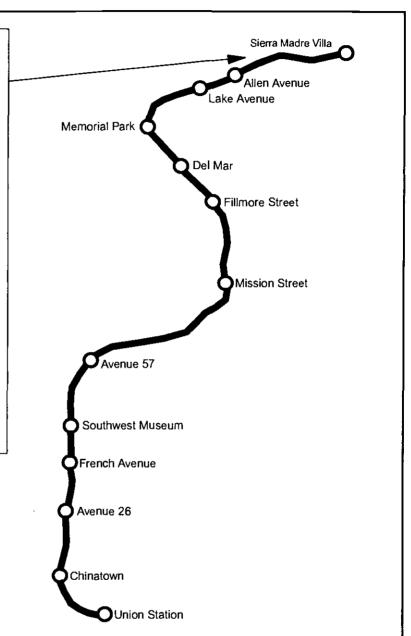
Summary Status Report Period Ending - April 25, 1997



MAJOR ACTIVITIES THIS PERIOD

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Completed sidewalk removal at the North and South ends of Lake Ave. Activities which are in progress include: reinforcement and installation of miscellaneous metal for the concrete barrier wall; placement of concrete at the barrier rail and sidewalk (Stage1); and installation of electrical, communication and irrigation conduits on the sidewalk for Stage 1 construction.
- Allen Ave.: Completed forming and reinforcement installation of the Abutment 1 wall footing & retaining wall footing and placed concrete.
- Foothill Blvd.: Completed the removal of the existing sheet piles and installation of new sheet piles. Commenced erecting falsework.
- Lacy St. Bridge: Fabrication of span 4 is in progress and was inspected by the QA Manager. Removal of the existing Span #4 is underway. The hazardous abatement team was mobilized to remove the existing waterproofing membrane from Span #4 which contained asbestos.
- Fremont Ave.: Completed excavation for the grade beams at the abutments. Activities in progress include: layout of the catch plates at the pier; cables at the abutments; and high strength bolts at the concrete girders. Completed coring and chipping the existing sidewalk.



SYSTEMWIDE ACTIVITIES

- Continued final design for Contracts C6450 (Del Mar to Memorial Park Line Segmen), H0060 (Train Control System) and H0070 (Traction Electrification System).
- Continued negotiations with Section Designers for Contracts C6420 (L.A. River to Arroyo Seco Line Segment), and C6450 (Del Mar to Memorial Park Line Segment).
- Continue to support cashflow and funding special studies.
- EMC completed and submitted CWO 041, Project Implementation Plan (PIP) to the MTA.
- The MTA Board approved two change orders for Contract C6430 close-out.

Summary Status Report

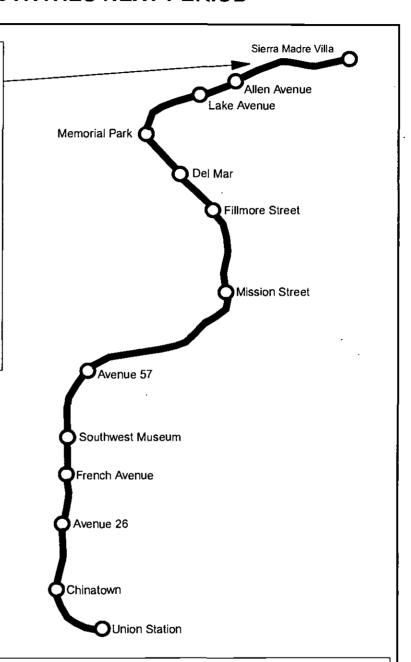
Period Ending - April 25, 1997



MAJOR ACTIVITIES NEXT PERIOD

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Construction of the concrete barrier and sidewalk (West). Install the metal railing and metal plates for pilasters on the concrete barrier. Complete installation of electrical conduits for the utilities in the sidewalk at Stage
 Demolition of the specified overhang of the existing girder and erection of the new pre-cast girders at Stage 2.
- Fremont Ave. Bridge: Continue reinforcement placement for the grade beams at the abutments. Continue installation of high strength bolts and cables at the existing girder and the catch plates at the pier.
- Lacy St. Bridge: Complete Span #4 removal and commence new Span #4 erection.
- Arroyo Seco Parkway: Complete work, including torquing bolts and removing formwork.
- Painting of all column casings at Lake Ave., Allen Ave., and Sierra Madre Blvd. Bridges.
- Erection of the falsework at Allen Ave. Bridge, Foothill Blvd. and Lake Ave., Stage 2.



SYSTEMWIDE ACTIVITIES

- Continue to support cash flow and funding special studies.
- Continue final design for Contract C6450 (Del Mar to Memorial Park Line Segment).
- EMC to complete negotiation and issue Notice-To-Proceed (NTP) with Section Designers for Contracts C6420 (L.A. River to Arroyo Seco Line Segment), and C6450 (Del Mar to Memorial Park Line Segment).
- Complete final negotiations between EMC and MTA on CWO 041 for estimated costs of final design.
- EMC to submit PIP's for CWO 039, CWO 042 and CWO 043 in preparation for final negotiations.

Summary Status Report Period Ending - April 25, 1997



FINANCIAL STATUS

Budget/Forecast Variance (\$ in millions)

Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$430.3	\$434.2	\$3.9	\$0.0
PROFESSIONAL SERVICES	252.6	263.8	11.2	0.0
REAL ESTATE	59.4	55.5	(3.9)	0.0
UTILITY/FORCE ACCOUNT	13.5	13.3	(0.2)	0.0
SPECIAL PROGRAMS	2.2	2.2	0.0	0.0
CONTINGENCY	46.9	36.1	(10.8)	0.0
PROJECT REVENUE	(1.0)	(1.2)	(0.2)	0.0
TOTAL PROJECT	\$803.9	\$803.9	\$0.0	\$0.0

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$1.2	\$1.2	\$0.0
PROFESSIONAL SERVICES	0.0	0.0	0.0	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	0.0	0.0	0.0	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$0.0	\$1.2	\$1.2	\$0.0

Budget/Forecast Variance Analysis

The Current Budget of \$803.9M is based on a May 2001 ROD and incorporates cost reduction items approved by the MTA Board in February 1996, as amended in the Board report submitted in June 1996.

In April, there were no new trends incorporated. The overall Current Budget and Current Forecast remained at \$803.9M. Trends identified by EMC during the period are being reviewed by Project Staff.

Commitments to date are \$256,024,000. Expenditures to date are \$194,717,000.

Additional Locally Funded Activities (ALFA) are defined as work scope not covered under the original scope such as the repair of the fire damaged Lacy St. Bridge at Contract C6435. The cost associated with completing this work is \$1.2M, resulting in an overall Project Forecast of \$805.1M. Recovery from the liable party's insurance company is currently being pursued; with an insurance rebate anticipated to reduce or eliminate this potential overrun.

FINANCIAL DETAIL STATUS OF FUNDS BY SOURCE

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITM	MENTS	EXPENDITURES		BILLED TO SOURCE		
		(1)	,,,,,,	\$	%	\$	%	\$	%	
STATE PROP 108	\$368,300	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%	
STATE PROP 116	\$37,263	\$40,000	\$40,000	\$40,000	100%	\$40,000	100%	\$40,000	100%	
STATE HIGHWAY ACCOUNT	\$0	\$327,800	\$28,000	\$28,000	9%	\$28,000	9%	\$28,000	9%	
PROP C (HIGHWAY 25%)	\$0	\$152,974	\$123,452	\$128,024	84%	\$66,717	44%	\$66,717	44%	
PROP C (40% DISC.)	\$435,437	\$60,534	\$40,000	\$40,000	66%	\$40,000	66%	\$40,000	66%	
PROP A (35% RAIL)	\$0	\$202,561	\$0	\$0	0%	\$0	0%	\$0	0%	
TOTAL	\$841,000	\$803,869	\$ 251,45 2	\$256,024	3 2 %	\$194,717	24%	\$194,717	24%	

NOTE: (1) Based on Current Budget

Expenditures are through March 1997

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METRO PASADENA BLUE LINE Summary Status Report Period Ending - April 25, 1997



FINANCIAL DETAIL

Funds by Source Analysis

Status of Funds Anticipated

State Highway Account:

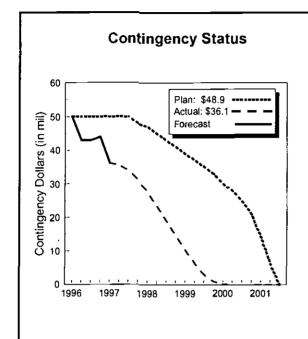
The CTC allocated \$48.5M from the State Highway Account Fund at its November 1996 meeting. Execution of the Fund Transfer Agreement by Caltrans is expected

in May 1997.

Summary Status Report Period Ending - April 25, 1997



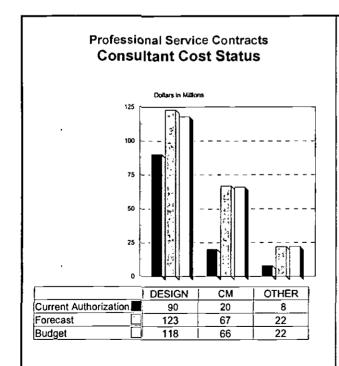
FINANCIAL STATUS



Contingency Status Analysis

There were no trends approved this period. The Project Contingency for April remained at \$36.1M; this equates to 4.5% of the Estimate-to-Complete (ETC). The amount is lower than normally required; however, for each month of additional negative float, there will be a cost impact of \$2.5M to \$3.0M per month due to escalation and administration costs.

The contingency continues to be monitored to assure adequate coverage for the project duration. Estimating transmitted the construction work package estimates from the EMC to Project Staff for review. Project Staff will coordinate efforts with Estimating to update a total Project Forecast.



Professional Services Cost Analysis

The current Forecasts for all Professional Services are based on the project scope, schedule and budget approved by the MTA Board on February 1996, as amended in the Board report submitted in June 1996.

The Professional Services forecast remained unchanged this period.

DATA SOURCE:

CMS: Consultant Current Authorization, Forecast, and Budget Values.

Summary Status Report Period Ending - April 25, 1997



SCHEDULE STATUS

Schedule

		Change from Last Month
Current R.O.D.	May 2001	None
Design Progress*	80.3%	None
Constr. Progress	9.9%	+0.4
Critical Path Float (Calendar Days)	-206 days	-29

*Based on original design work scope; design will be rebaselined pending an evaluation of design status, detailed definition of new work scope & preparation of an execution plan.

Current Critical Path Analysis

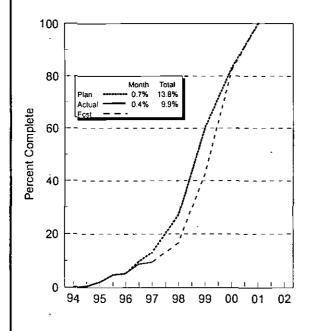
Based on the current design information received from EMC, the schedule slipped for Contract C6420 (L.A. River to Arroyo Seco Line Segment) and C6450 (Del Mar to Memorial Park Line Segment). The negative float may increase if this slip is not mitigated. EMC has been directed to submit a workaround plan to mitigate this projected schedule slip.

Project Staff is currently reviewing a trend which identifies a potential 29 day slip to the schedule. If approved, this slippage would result in 206 calendar days of negative float to the ROD.

The schedule is being driven by the restart and limited work on design for the critical contracts. Design delays have been caused by community concurrence with cost reduction items, contract changes and continued negotiations between EMC and their Section Designers.

The critical path continues to runs through the design, bid cycle and construction of Contracts C6420 and C6450 and continues through installation of trackwork, H0060 (Train Control System), H0070 (TPSS and OCS), Integrated Systems, Pre-Revenue Operations and the ROD.

Construction Progress



Construction Progress Analysis

The original Plan showed 18 procurement and construction contracts in 1997. The Forecast remains behind the Plan due to the lack of design progress. The forecast shows only 1 major contract ready for bid in December 1997.

The updated schedule for Contract C6435 (Reconstruction & Retrofit of Steel & Concrete Bridges) shows a negative float of forty-two (42) working days. However, a time extension is being prepared to show the contractor will be on schedule.

The original plan of critical and sub-critical contracts includes:

- C6390 (Chinatown Aerial), bidding for an Oct. 97 construction start.
- C6420 (L.A. River to Arroyo Seco), NTP Dec. 96
- C6440 (Arroyo Seco to Del Mar), issue NTP.
- C6450 (Del Mar to Memorial Park) and C6460 (Memorial Park to before SMV), bidding for Sep. 97 construction start.
- C6490 (Union Station), issuing NTP for construction in Feb. 97.
- C6400 (Yard & Shops), bidding for construction NTP for May 97.
- H0060 & H0070, design complete by June 97 for construction NTP for Dec. 97.

Summary Status Report Period Ending - April 25, 1997



SAFETY STATUS / AREAS OF CONCERN

Construction Safety Statistics

		Change from Last Month
Recordable Injury Rate: The number of recorded injuries excluding simple first aid or minor medical treatment per 100 man years.		
1995 National Average	10.6	
Project Rate	3.6	-0.1
Lost Time Incident Rate: The number of injuries resulting in days away from work per 100 man years.		
1995 National Average	4.2	
Project Rate	0.0	None

NOTE: Based on March 1997 statistics.

Construction Safety Summary

- The Project is producing 15,000 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.
- To date, over 660,000 work hours were completed without a Lost Time Injury.
- OSHA-200 incidence rate is approximately one third of the National Average of 10.6.
- Statistics for "Lost Work Days" will not be reported in future reports due to the lack of National Average data.

AREAS OF CONCERN

NEW

Item (Date Initiated: April 1997)

Project Cost Forecast

Concern/Impact

The remaining unallocated contingency of 4.5% raises concerns that the forecast will exceed the total current project budget.

Status/Action

Project Management is reviewing the allocated contingency at each contract work package level to determine the adequacy of the remaining unallocated contingency.

Summary Status Report Period Ending - April 25, 1997



AREAS OF CONCERN (Con't)

NEW (Con't)

Item (Date Initiated: April 1997)

Yard and Shops

Concern/Impact

Design activities on Contract C6400 (Yard and Shops) have been suspended in order to evaluate the necessity of having a full yard and shops. A limited maintenance yard is being evaluated where excess capacity from other yards could be utilized. In order to eliminate delays to the camera-ready submittal, a decision needs to be finalized as to the requirements of service capabilities. In addition, if a decision is not made in a timely manner system controls will be impacted.

Status/Action

Project Staff are working with Operations to conduct a cost-benefit analysis to see whether to authorize a full service or limited service maintenance yard.

ONGOING

Item (Date Initiated: March 1996)

Start of Final Design

Concern/Impact

The current schedule shows -206 calendar days of negative float because final design has not progressed as planned.

Status/Action

Final design production continues on a limited basis for C6450 (Del Mar to Memorial Park Line Segment). Final design on the remainder of the projects has not progressed because the EMC continues to experience delays in mobilizing Section Designers. Completion of CWO negotiations, and agreement between EMC and section designers for C6420 and C6450 on scope and contract terms remains outstanding. The delay to the start of engineering may potentially impact the projected ROD with corresponding impacts to the Project Forecast for additional escalation and administrative cost. The EMC has been asked to submit a recovery plan to mitigate this projected schedule slip.

Summary Status Report Period Ending - April 25, 1997



AREAS OF CONCERN (Con't)

ONGOING (Cont'd)

Item (Date Initiated: August 1996)

Real Estate Availability

Concern/Impact

In general, real estate availability is a concern to the extent that certain parcels may not be available to support the schedule for contracts on the critical path. The most critical real estate issues are related to:

Ratkovich Property: A parcel which is owned by the Federal Government and leased by Ratkovich Property is required for the Chinatown Aerial. This property may not be available in sufficient time to support the construction schedule. A resolution must be reached with Ratkovich because this parcel is not eligible for the condemnation process. In order to support the schedule, the property must be available by January 1998.

<u>Certification of Parcels for Underpinning</u>: Certification of parcels required for underpinning associated with Contract C6450 (Del Mar to Memorial Park Line Segment), is required in order to obtain necessary easements for construction. To support the current construction schedule, these parcels must be available by January 1998.

Status/Action

Ratkovich has communicated to the MTA their willingness to meet and discuss an agreement on the property.

The parcels for underpinning were certified in mid-November 1996. The first meeting was held in February with the owners and tenants of the Pasadena Old Town buildings along the alignment requiring underpinning.

Item (Date Initiated: August 1996)

Community Concurrence With Design

Concern/Impact

Community concurrence with the Chinatown Station redesign and upgrades to Marmion Way between 50th and 58th Avenues remains outstanding. Issues relating to the canopy, platform, and plaza design remain to be resolved. These issues may delay the final design of the station and impact the schedule.

Status/Action

Chinatown Community concurrence with the station design concept was received in March 1997, allowing the preliminary design work to proceed.

Additional conceptual designs for Marmion Way were presented to the community with a follow-up meeting scheduled for early May 1997. Separate funding is being pursued to fund the community requested upgrades.

Summary Status Report Period Ending - April 25, 1997



AREAS OF CONCERN (Con't)

ONGOING (Cont'd)

Item (Date Initiated: September 1996)

Validation of \$803.9M Baseline Estimate

Concern/Impact

When the Pasadena Blue Line Project was re-adopted in February 1996, the EMC had not prepared updated estimates which included the proposed Value Engineering/Cost Containment items approved by the MTA Board. Part of the scope of CWO 037 was the development of capital cost estimates based on the new construction work scope.

Status/Action

EMC has submitted the estimates for the construction work packages. Project Staff has reviewed these estimates while attempting to formalize the forecast for indirect costs such as Professional Services, Real Estate, and Master Cooperative Agreements so that a total Project Forecast can be completed. There have been certain questions raised as to how escalation was calculated as well as the full extent of the project scope of work.

The EMC Project Unit Managers and Estimators are also coordinating their efforts to ensure that the final scope of the Value Engineering/Cost Containment studies have been fully integrated into the capital cost estimates. Once these issues have been addressed and resolved a revised total Project Forecast will be formally issued. The completion of this action is forecast to complete by May 1997 (a 3-month slip from February 1997).

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY



Major Activities - This Period

B281 Hollywood/Vine Station and Crossover - Continued placing concrete in main station interior walls, appendages, and main entrance. Continued installing station ceiling system, architectural columns, and acoustical spray. Continued installing plumbing, ductwork, and electrical equipment. Contract is 73% complete.

B271 Hollywood/Western Station - Continued excavating and placing concrete in north appendages. Began waterproofing main station roof in preparation for backfill. Continued upper escalator slot concreting. Continued installing electrical equipment. Continued installing metal ceiling system at platform level. Achieved B641 Radio access. Contractor achieved 7 liquidated damage milestones. Contract is 79% complete.

Wilshire/ Alvarado

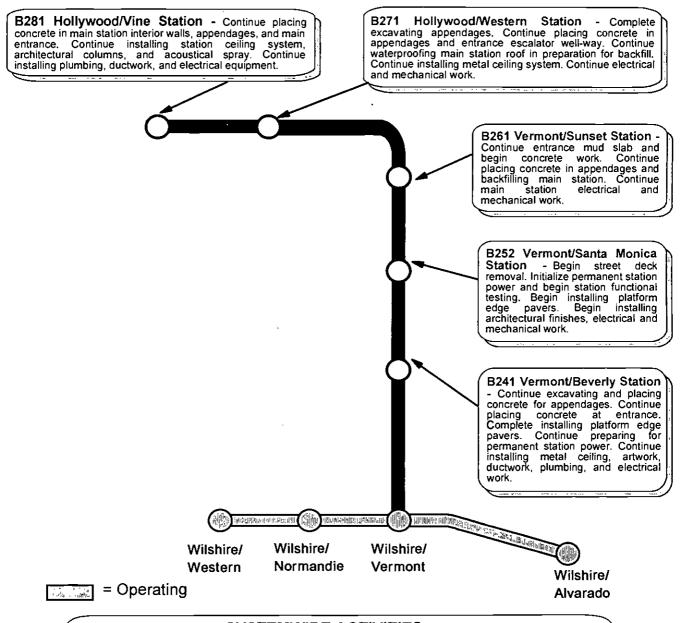
Vermont/Sunset Continued fine grading and placed mud slab in the entrance. Continued excavating and placing concrete in appendages. Continued backfilling south end of the main station. Continued main station electrical and Continued main station electrical and mechanical work. Achieved DWP access. Contractor achieved 2 liquidated damage milestones. Contract is 73% complete. B281T (B251 E & F Tunnel Work Packages) -Contract is complete except for completion of minor punchlist items. B252 Vermont/Santa Monica Station and Crossover - Completed excavating appendages and continued concrete work. Continued installing main station platform edge lights and ceiling system. Continued final electrical installation in preparation for energizing permanent power. Contractor achieved 11 liquidated damage milestones. Contract is 89% complete. B241 Vermont/Beverly Station - Continued placing concrete in station entrance. Continued excavating and placing entrance. Continued excavering Continued concrete in appendages. Continued installing platform level metal ceiling, artwork continued pavers. Continued continued installing platform edge pavers. Continued continued in the pavers in the pave and platform edge pavers. Continued installing main station ductwork, plumbing, and equipment. Continued electrical work in preparation for permanent power. Contractor achieved 7 liquidated damage milestones. Contract is 83% complete. Wilshire/ Wilshire/ Wilshire/ Western Normandie Vermont

SYSTEMWIDE ACTIVITIES

B610, Trackwork, Contractor continued plinth concrete placement for Vermont tunnel. B620, Automatic Train Control Installation, Contractor, in advance of formal access, continued installation of Communication Interface Cabinets (CIC), Main Distribution Frame (MDF), and trainway feeders. B631, Traction Power, Contractor installation of equipment continued in B241 and B252 stations. B641, Radio, Contractor started installation at B252 Vermont/Santa Monica Station. Contracts B643 and B644 were taken to the MTA Board for re-assignment of Contractor. B740/B745, Air Handling/Ventilation, contractors continued installation of fan equipment at available stations. Fabrication of remaining systemwide equipment continued.



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

B610 Contractor to continue Vermont Corridor plinth concrete placement and start crossover installation at B281. B631, Traction Power, Contractor to access B271 station for TPS equipment installation. B641, Radio, Contractor to continue installation of equipment. B710, Elevator/Escalator, Contractor to access B252 station for equipment installation. B740/B745, Air Handling/Ventilation, Contractors to continue installing equipment. Fabrication of systemwide equipment to continue.



FINANCIAL STATUS

Budget/Forecast Variance (in millions) Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	APRIL CHANGE IN FORECAST
Construction	\$1,060.5	\$1,050.4	(\$10.1)	\$0.0
Professional Services	389.0	401.3	12.3	0.0
Real Estate	88.1	88.3	0.2	0.0
Utility/Force Account	31.8	33.3	1.5	0.0
Special Programs	2.5	2.5	0.0	0.0
Contingency	3.7	0.6	(3.1)	0.0
Project Revenue	0.0	(0.8)	(0.8)	0.0
Total Project	\$1,575.6	\$1,575.6	\$0.0	\$010

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	APRIL CHANGE IN FORECAST
Construction	\$47.3	\$47.3	0.0	0.0
Professional Services	16.8	16.8	0.0	0.0
Real Estate	0.0	0.0	0.0	0.0
Utility/Force Account	0.0	0.0	0.0	0.0
Special Programs	0.0	0.0	0.0	0.0
Contingency	1.1	1 🐧	0.0	0.0
Total Additional Locally Funded Activities	65.2	65.2	0.0	0.0

Budget/Forecast Variance Analysis

Original Scope

There were no changes this period to the budget or forecast values.

Commitments to date for Original Scope are \$1,472.1 million or 93% of current total forecast.

Expenditures to date for Original Scope are \$1,300.5 million or 82% of current total forecast.

See ES-8 for a discussion of project cost forecast.



FINANCIAL STATUS

Budget/Forecast Variance Analysis (Contd)

Additionally Locally Funded Activities

There were no changes this period to the budget and forecast values.

Commitments to date for Additionally Locally Funded Activities are \$54.3 million or 83% of current total forecast.

Expenditures to date for Additionally Locally Funded Activities are \$40.5 million or 62% of current total forecast.

Note: The real estate acquired to support the Transit Enhancement covered under Additional Locally Funded Activities Budget and Forecast is \$38.1 million.

METRO RAIL PROJECT SEGMENT 2 (IN THOUSAND OF DOLLARS)

APRIL 1997

STATUS'OF FUNDS BY SOURCE

	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMMIT	(D/B) MENTS	(E) EXPEN	(E/B) IDITURES	(F) BILLED TO	(F/B) O SOURCE
SOURCE	BODGET	ANTICIPATED (5)	AVAILABLE	\$	%	\$ (6)	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$667,000	\$522,396	\$522,396	\$522,396	100%	\$522,396	100%	\$522,396	100%
FTA-SECTION 3 DEFERRED LOCAL SH	ARE (1)	\$144,604	\$144,604	\$144,604	100%	\$144,604	100%	\$144,604	100%
FED ISTEA STP (STATE)	\$0	\$52,100	\$52,100	\$52,100	100%	\$52,100	100%	\$52,100	100%
STATE	\$185,985	\$133,029	\$133,029	\$133,029	100%	\$133,029	100%	\$133,029	100%
PROPOSITION A	\$439,447	\$478,899	\$302,704	\$448,446	94%	\$294,224	61%	\$294,224	61%
CITY OF L.A.	\$96,000	\$96,000	\$89,600	\$96,000	100%	\$84,486	88%	\$84,486	88%
BENEFIT ASSESS.	\$58,000	\$25,400	\$0	\$25,400	100%	\$25,400	100%	\$0	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0	\$0	\$25,400	\$0	0%	\$0	0%	\$25,400	
COST OVERRUN ACCOUNT (3)	\$0	\$123,123	\$23,045	\$50,167	41%	\$44,308	36%	\$44,308	36%_
TOTAL	\$1,446,432	\$1,575,551	\$1,292,878	\$1,472,142	93%	\$1,300,547	83%	\$1,300,547	83%
OTHER LOCALLY FUNDED ACTIVITIES	6 (4):								_
PROP C (TRANSIT ENHANCEMENTS)	\$0	\$ 62,702	\$37,904	\$54,26 5	87%	\$40,533	65%	\$40,533	65%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$0	\$65,230	\$37,904	\$ 54,265	83%	\$40,533	62%	\$40,533	62%

- (1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992.
- (2) The current Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital.
- (3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns.
- (4) This includes approximately \$8M for the Kaiser Portal scope which is anticipated to receive \$2.5M from Federal ISTEA CMAQ/RSTP funds.
- (5) Based on Current Budget
- (6) Expenditures are cumulative through March 1997.







STATUS OF FUNDS BY SOURCE

Funds by Source Analysis

Status of Funds Anticipated

Benefit Assessment:

No funds are expected to be available until Fiscal Year 2003.

Cost Overrun Account:

The amount of funds available (\$23,044,899) reflects the CAPRA

account cash balance as of March 31, 1997.

The revised budget growth is funded as follows:

CAPRA

\$21.6M

Proposition A

\$101.5M



SCHEDULE STATUS

Schedule

		Change from Last Month
Current ROD	Dec. 31, 1998	None
Design Progress	96.4%	0.3
Critical Path Float	-81 Days	-14
Const. Progress	86.0%	1.0%

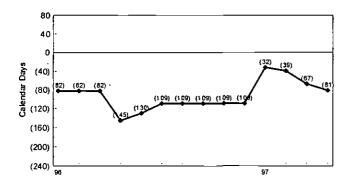
Current Critical Path Analysis

The 81 calendar days of negative float forecast this period reflect the B610 contractor's limited ability to progress concrete plinth work as planned. The additional 14 days of negative float this period is attributable to the Contractor's work through a learning curve for revised concrete installation methods.

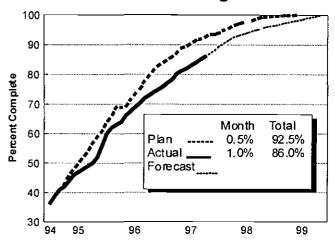
Strategies to mitigate these delays are being evaluated.

The project critical path continued to be controlled by the progress of the B610 Trackwork Contractor's efforts.

Float Trend



Construction Progress



Construction Progress Analysis

Recent progress has advanced at an average rate of 1.0% per month to bring the overall construction progress to 86%. This progress compares to the planned progress of 92.5%.

The difference in the cumulative progress-to-date can be attributed to past station and tunnel progress affected by unforeseen conditions (conflicts of utilities with station piles and decking, contaminated soil, rain delays, stop work notices, and termination of B251 tunnel activities), design changes, and later-than-planned placement of station and tunnel concrete.

Although actual progress is behind plan, most work is being accomplished prior to late program schedule requirements. To maintain overall schedule objectives, mitigations are under evaluation for the B610 and B620 contracts.



SAFETY STATUS

Construction Safety Statistics

Project-to-Date Rates	Change From Last Mont				
Recordable Injury Rate					
The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 man years.					
1995 National Average	10.6				
Project Rate	19.4	-0.1			
Lost Time Incident Rate (Frequency)					
The number of injuries resulting in days away from work per 100 man years.					
1995 National Average	4.2				
Project Rate	2.6	+0.1			

Construction Safety Summary

- The Project-to-Date Lost Time Injury Rate is 2.6. This rate is 38% below the 1995 National Average of 4.2.
- Statistics for Lost Work Days are not reported, due to the lack of National Average data.

(Based on March 1997 statistics)

AREAS OF CONCERN

ONGOING

Item (Initiated March 1997)

Project Cost Forecast

Concern/Impact

The low-level of remaining unallocated contingency raises concerns that the forecast will exceed the current project budget.

Status/Action

Project management is conducting a thorough review and risk analysis at the individual line item and contract level to determine if the remaining unallocated contingency is adequate. The results of this review are expected by May 1997.



ONGOING

Item (Initiated March 1997)

Trackwork Concrete Plinth (B610) progress

Concern/Impact

As a result of several test sections being placed, major concerns have been raised about the Contractor's ability to make the IRON-HORSE forming system work and progress at the 600-feet-per-day required production rate.

Status/Action

The concrete forming method was modified and was approved by EMC. The team is working together to establish a path forward to minimize impact to the project critical path, such as six-days-per-week concrete placement and overlap of critical activities (such as plinth concrete with running rail installation).

ONGOING

Item (Initiated December 1996)

Vermont/Sunset Station (B261) interim and final milestone completion

Concern/Impact

The level of Contractor cooperation in addressing settlement of time and safety-related issues over the past several months has been limited. As a result, the Construction Manager is concerned that the Contractor is proceeding with the work in a timely fashion to support B631, B740, B745, and overall contract completion requirements.

Status/Action

Partnering meetings were conducted by the CM, which established a path forward to increase cooperative work by the Contractor. Several schedule review and coordination meetings have been conducted to establish a realistic schedule to complete work as early as possible. The Contractor has put more emphasis on completing critical areas and rooms for turnover access. Some later-thandesired completion forecasts still exist, but with continued cooperation these delays can be mitigated.

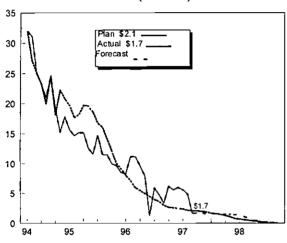
METRO RED LINE Segment 2 Summary Status Report Period ending-April 25, 1997



COST STATUS

Contingency Status

Original and Locally Funded Activities Dollars (millions)

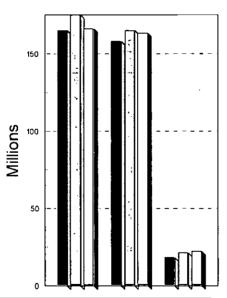


Contingency Status Analysis

The actual unallocated contingency remained at \$1.7 million.

Professional Service Contracts

Consultant Cost Status



	¦E	СМ	OTHER	
Authorization	on a '	158	18	
Forecast	<u> </u>	177	165	21
Budget		166	163	22

Professional Services Cost Analysis

Design Services

The design forecast through the Revenue Operations Date exceeds the budget because of the cumulative effect of changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort by the rail activation group, increases in the volume of Requests for Information and submittals, the B251 contract repackaging, and other out-of-scope activities. Consultant Change Notice 500, when amended to the contract, will increase the contract value by \$4.5 million. A cost reduction effort is underway by the MTA and the EMC to determine the realistic cost mitigation opportunities. This effort focuses around an evaluation of productivity rates, Change Notice viability and necessity, staffing optimization, and scope reductions.

Construction Management Services

The MTA and the CM are finalizing the estimate at complete cost forecast and developing a low, high, and most probable amount. No change is being reported to the forecast this period. A cost reduction effort is underway by MTA and PD to determine realistic cost mitigation opportunities.

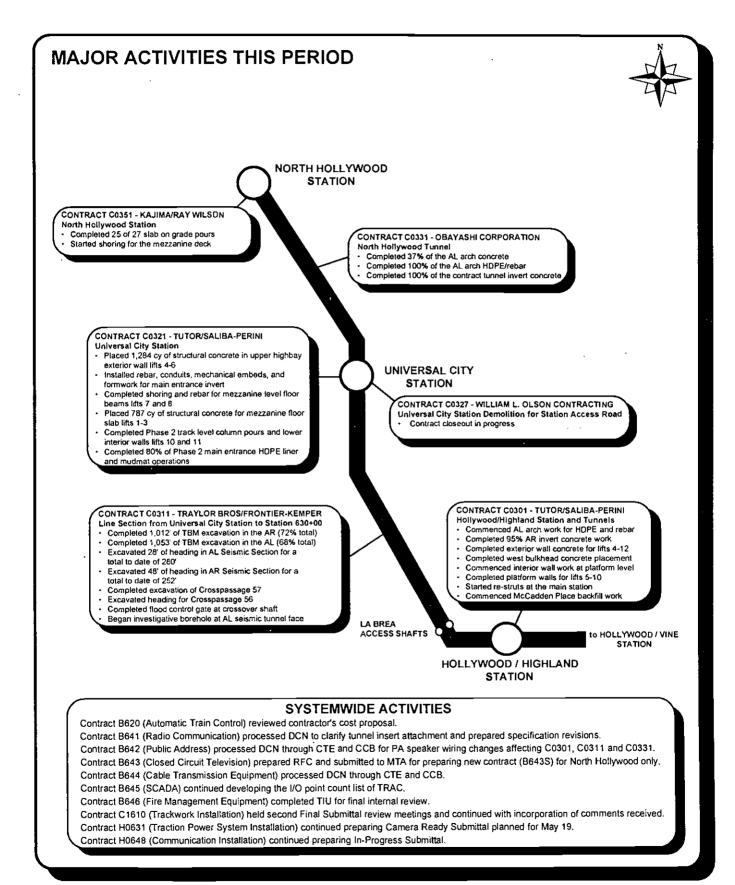
Other Professional Services

For Other Professional Services, Authorization will be revised as the scope becomes more defined.

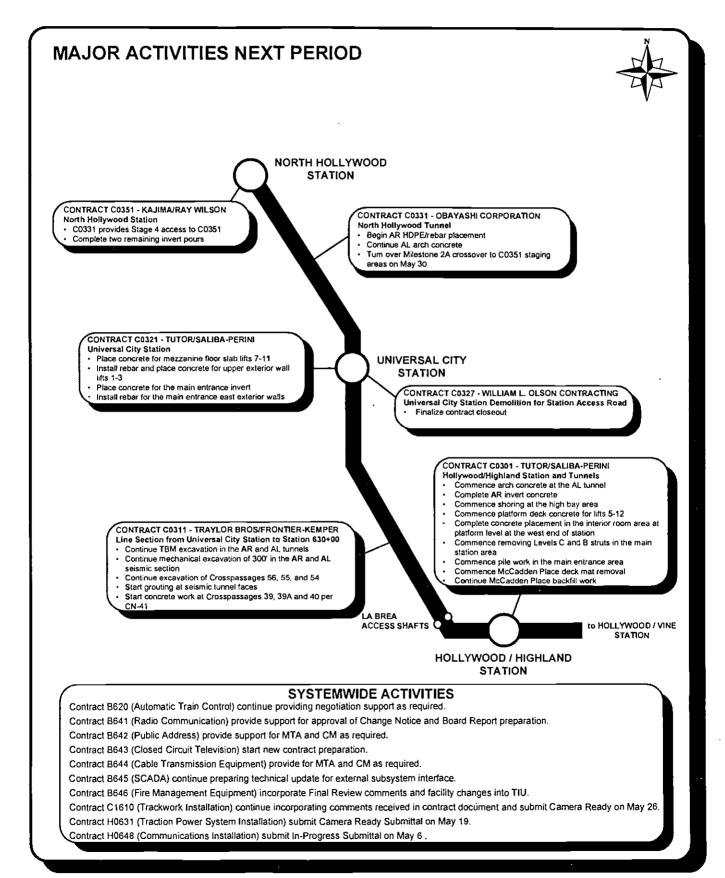
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

EXECUTIVE SUMMARY









ES-2



FINANCIAL STATUS

Budget / Forecast Variance (in millions) Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$825.1	\$802.9	(\$22.2)	\$0.0
PROFESSIONAL SERVICES	300.8	298.3	(2.4)	0.0
REAL ESTATE	89.0	87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	24.5	(1.8)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	97.8	28.2	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

Additional Locally Funded Activities

CONSTRUCTION	\$1.9	\$11.4	\$9 .5	\$0.0
PROFESSIONAL SERVICES	0.7	0.9	0.2	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/AGENCY FORCE ACCOUNTS	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	0.4	0.0	(0.4)	0.0
PROJECT REVENUE	0.0	(11.5)	(11.5)	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$0.8	(\$2.2)	\$0.0

Budget / Forecast Variance Analysis

Original Scope Activities

The Current Budget and Current Forecast totals remain unchanged at \$1,310.8M.

There were no Forecast changes for this reporting period.

Additional Locally Funded Activities (ALFA)

"Additionally Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFGA such as Station Artwork, Hollywood Boulevard Settlement, Non Revenue Connector, etc. The Current Budget contains approximately \$3.0M in ALFA categories under the Construction, Professional Services and Contingency elements.

The Current Forecast carries \$12.3M in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.5M) which reduces the ALFA work scope costs to \$0.8M, \$2.2M less than currently budgeted. The ALFA Scope Forecast did not change for the April 1997 period.

- Total Original Scope and ALFA Expenditures to date are \$573.2M
- Total Original Scope and ALFA Commitments to date are \$957.1M

EXE 6 ES-3

APRIL 1997

STATUS OF FUNDS BY SOURCE

	(Ā) ORIGINAL	(B) TOTAL	(C) TOTAL	(D)	(D/B) MITMENTS	(E) <i>EXPE</i> ((E/B) VOITURES	(F) BILLED TO	(F/B) SOURCE
SOURCE	BUDGET	FUNDS ANTICIPATED (1)	FUNDS AVAILABLE	\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681,037	\$ 544,830	\$291,388	\$544,830	100%	\$291,388	53%	\$291,388	53%
FTA-SECTION 3 DEFERRED LOCAL SH	ARE	\$136,207	\$72,847	\$136,207	100%	\$72,847	53%	\$72,847	53%
FED ISTEA STP (STATE)	\$0	\$50,000			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$25,000	\$70,143	\$47,743	\$47,743	68%	\$47,743	68%	\$47,743	68%
FED ISTEA RSTP DEFERRED LOCAL S	HARE	\$17,536	\$11,936	\$11,936	68%	\$11,936	68%	\$11,936	68%
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,432	89%	\$66,432	89%
STATE SHA/ARTICLE XIX	\$115,000	\$60,000	\$20,855	\$20,855	35%	\$20,855	35%	\$20,855	35%
STATE PROP 116	\$0	\$25,000	\$25,000	\$25,000	100%	\$25,000	100%	\$25,000	100%
STATE TSM Match	\$0	\$11,360	\$7,732	\$7,732	68%		0%		0%
CITY OF LA	\$101,500	\$190,703	•		0%		0%		0%
PROP C	\$318,185	\$138,876	\$36,968	\$86,230	62%	\$36,968	27%	\$36,968	27%
BENEFIT ASSESS. DISTRICT	\$17,100	\$13, 500			0%		0%		0%
TOTAL	\$1,310,822	\$1,333,155	\$589,469	\$955,533	72%	\$573,169	43%	\$573,169	43%
OTHER LOCALLY FUNDED ACTIVITIES	<u> </u>								
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV. CONNECTOR)	\$0	\$285	\$3	\$1,035	363%	\$3	1%	\$3	1%
TOTAL	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$3	0%

(1) Based on Current Budget

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1997.



Period Ending - April 25, **Summary Status Report**

1997

METRO RED LINE - Segment 3 North Hollywood

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



APRIL 1997

STATUS OF FUNDS BY SOURCE

	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMMIT	(D/B) IMENTS	(E) EXPE	(E/B) NDITURES	(F) BILLED TO	(F/B) SOURCE
SOURCE	PODGET	ANTICIPATED (1)	AVAILABLE	\$ 	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$648,862	57%	\$352,572	31%	\$352,572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0	\$283,298	\$88,143	\$162,215	57%	\$88,143	31%	\$88,143	31%
FED ISTEA STP (STATE)	\$0	\$75,000	\$0	\$0	0%	\$0	0%	\$0	0%
FED ISTEA STP/CMAQ (REGIONAL)	\$166,400	\$301,538	\$49,060	\$49,060	16%	\$49,060	16%	\$49,060	16%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$0	\$75,385	\$12,266	\$12,266	16%	\$12,268	16%	\$12,266	16%
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,432	89%	\$66,432	89%
STATE SHA/ARTICLE XIX	\$115,000	\$100,000	\$20,855	\$20,855	21%	\$20,855	21%	\$20,855	21%
STATE PROP 116	\$144,600	\$40,000	\$25,000	\$25,000	63%	\$25,000	63%	\$25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$52,000	\$50,000	\$0	\$0		\$0		\$0	
STATE TSM Match	\$0	\$48,834	\$10,537	\$7,946	16%	\$0	0%	\$0	0% .
CITY OF LA	\$177,000	\$200,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$496,385	\$647,131	\$61,337	\$106,989	17%	\$56,339	9%	\$56,339	9%
BENEF ASSESS. DISTRICT	\$17,100	\$13,500	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$2,451,485	\$3,042,878	\$694,770	\$1,108,193	36%	\$670,667	22%	\$670,667	22%
OTHER LOCALLY FUNDED ACTIVITIES:				-		_			
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV. CONNECTOR)	\$0	\$285	\$3	\$1,035	363%	\$3	1%	\$3	1%
TOTAL	\$0	\$2,720	\$ 613	\$1,571	58%	\$ 3	0%	\$3	0%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1997.



Period Ending - April 25, 1997

METRO RAIL RED LINE TOTAL SEGMENT 3 PROJECT

(IN THOUSANDS OF DOLLARS)

Summary Status Report

METRO RED LINE - Segment 3 North Hollywood



FINANCIAL STATUS

Metro Red Line Segment 3 Project Funds by Source Analysis

STATUS OF FUNDS ANTICIPATED

FTA SECTION 3:

MTA submitted a grant application to the FTA on December 13, 1996, for \$69,475,000. Grant award is expected around June 1997.

FTA SECTION 9, FED ISTEA/CMAQ:

MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000 (this included \$20M of FY 96 funds and \$20M of FY 97 funds). Grant award is expected around June 1997.

FTA SECTION 9. FED ISTEA/STP:

The State allocated \$75M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996. Grant award is expected around June 1997.

STATE PROP 116

MTA submitted on April 8, 1997 a grant application and an allocation request to the California Transportation Commission for \$15M of Prop 116 Rail Bond Fund. Fund transfer agreement is expected around August 1997.

STATE TSM MATCH:

The State awarded \$10,536,645 of TSM funds for Fiscal Years 1994, 1995, 1996, and 1997. MTA executed the Program Supplement Agreements on October 24, 1996. MTA received fully executed copies of the agreement on November 8, 1996. MTA can now submit invoices to Caltrans for reimbursement.

BENEFIT ASSESSMENT:

No funds are expected to be available until Fiscal Year 2003.

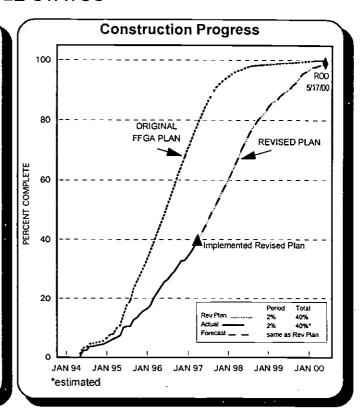
EXE 9 ES-6



SCHEDULE STATUS

S	chedule		_
		Change from Last Month	
Current ROD	May 17, 2000	0	
Design Progress	93.3%	+0.2%	
Construction Progress (estimated)	40%	+2.0%	
Critical Path Float		0	

To provide a more useful plan for the completion of this project, in March it was decided to adopt a revised plan that represents the current facilities forecast completion dates for the remaining work without affecting ROD. These forecast completion dates include all current delays and mitigation work for Contracts C0301, C0331, and C0351. Several mitigation options to partially recover current delays on C0311 contract are being negotiated. If implemented, these options will add contingency to the program. Progress analysis is measured against this revised plan.



Current Critical Path Analysis

The April 1997 Project Master Schedule includes additional refinements to C1610 Trackwork Installation planning schedule, revisions to schedule impacts to C0301 Hollywood/Highland Station due to CN-63, Tunnel Deletion and C0351 (North Hollywood Station) mitigation schedule. These changes had no impact to ROD. The project completion date forecast remains May 17, 2000.

Critical path runs through Contract C0311 (Line Section from Universal City Station to Station 630+00), C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (SCADA) and Integration Testing/Pre-Revenue Operations.

Focus continues on the risks associated with the tunnels under the Santa Monica Mountains, Contract C0311. Six different mitigation options to recover some of the lost time and to add contingency back into the program have been identified and discussions with the contractor are proceeding. See page ES-9.

Additionally, the continuing goal of further schedule improvements are being pursued on downstream contracts, i.e. C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (SCADA) and Integration Testing and Start-up.

Construction Progress Analysis

The overall construction progress through April 25, 1997 is 40% complete. The plan has been rebaselined as of January 31, 1997. Project completion forecast date remains May 17, 2000. Current facilities contracts delays do not impact program schedule, nor ROD of May 2000.

Contract C0301 (Hollywood/Highland Station) station and tunnel work remain behind contract schedule. The current station work (lifts 5-12) delays still amount to approximately 94 workdays. The allowance for delays related to CN-63, Tunnel Deletion, impact was revised from 82 workdays to 121 workdays due to late mobilization of the arch forms into the tunnels and the contractor's request to increase arch concrete work duration. The total forecast delay for lifts 1-4 and station completion is 215 workdays. This is being negotiated as part of CN-63. There is no impact to ROD.

Contract C0311 (Line Section from Universal City Station to Station 613+00) tunneling work is currently 116 and 113 workdays behind contract schedule in AR and AL respectively. Additional 17 workday allowances for remaining seasonal spring protection and excavation of additional 429' standard tunnel. The total forecast delay is 133 workdays. Several mitigation options are being implemented.

Contract C0331 (North Hollywood Tunnel) prior schedule delays have impacted C0351 access. However, construction as per the mitigation plan is on schedule to meet turn over of crossover, center, to C0351 by May 30, 1997 and final access to C0351 by July 31, 1997. Mitigation plan is based on a concrete lining average rate of 220 If a day and at six days a week.

Contract C0351 (North Hollywood Station) scheduled rate of progress was not met in April due to the mezzanine work not starting as planned. However, the contractor is working additional shifts and the scheduled milestone dates within the schedule rebaseline will be met

EXE 10 ES-7



SAFETY STATUS

Construction Safety Statistics

Project-to-Date Rates Change from Last Month Recordable Injury Rate The number of recorded injuries excluding simple first aid or minor medical treatment per 100 man years. 10.6 1995 National Average 14.3 +0.5 **Project Rate** Lost Time Rate (Frequency) The number of injuries resulting in days away from work per 100 man years. 4.2 1995 National Average -0.2 **Project Rate**

(Based on March 1997 statistics)

Construction Safety Summary

- To date, the project has completed over 3,234,000 work hours with only Lost Time Injuries.
- Project-to-Date Lost Time Injury Rate continues at approximately one-third of the National Average of 4.2.
- Statistics for Lost Work Days are not reported due to the lack of current National Average data.

EXE 11 ES-8



AREAS OF CONCERN _

NEW

Item (Date initiated: April 1997)

TBM Junction with Special Seismic Section

Contract C0311 (Line Section from Universal City Station to Station 630+00)

Concern/Impact

A long probe hole has established that the last 280' of tunnel north of the Special Seismic Section may not be suitable for TBM excavation.

Status/Action

A program of ground strengthening by micro-fine cement grouting has been agreed with the contractor. This will be carried out during May and June with the hope that this may enable the TBM to excavate all the way to the Special Seismic Section.

ONGOING

Item (Date initiated: January 1997)

TBM Production Rates

Contract C0311 (Line Section from Universal City Station to Station 630+00)

Concern/Impact

The production rates achieved for the running tunnel excavation for Contract C0311 are lower than those in the baseline schedule which have resulted in delays and the continued erosion of project schedule contingency.

Status/Action

TBMs are performing at much better rates and an excavation trend has been established. No additional delays are foreseen than already encountered from the original TBM excavation scope.

In an effort to increase production rates and add some contingency into the program, six schedule studies have been reviewed with the contractor. The six options are: (1) shotcrete north and south crossover transition; (2) resequence track level room excavation and concrete work; (3) concrete lining south of La Brea Shaft to be done immediately following the seismic section excavation; (4) accelerate TBM drive, (5) accelerate tunnel concrete lining south of track level room; and (6) accelerate north/south crossover shotcrete and concrete. Acceleration for options 4, 5, and 6 can be accomplished by working six days a week.

The contractor has received the design criteria for Option 1 and will complete design by mid-May. The contractor has also submitted preliminary plans for Option 2 and biweekly meetings with the CM have been held to review the plans and implement the CN for this option at the appropriate time. An agreement was reached with the contractor on Option 3; work is planned to start by May 1997 and submittals are currently under preparation. Option 4 was cancelled. Decisions on Options 5 and 6 are being postponed to a later date when more information on project needs is available.

EXE 12 ES-9



AREAS OF CONCERN ____

ONGOING

Item (Date initiated: October 1996)
Project Schedule Contingency

Concern/Impact

Successful mitigation efforts to maintain ROD of May 17, 2000, have left the project schedule with no unallocated contingency. Allowances for all C0311 known-to-date schedule impacts due to ground conditions encountered in Reach 6C, seasonal springs protection, enclosure at La Brea shafts, additional 429 feet of standard tunnel excavation and Special Seismic Section redesign have been incorporated into the schedule. However, no other project contingency allowances exist for future risks associated with the excavation of the tunnels under the Santa Monica Mountains.

Status/Action

In addition to the six options to improve C0311 TBM production rates, as described above, other efforts to maintain ROD of May 2000 include: a compressed schedule and resequencing of C1610 (Trackwork Installation), and returning Contract B620 (Automatic Train Control) to its original contract schedule. The acceleration of Contract B620 will be maintained as an option to mitigate future delays, if needed. Efforts continue to further refine downstream systems contracts such as B645 (SCADA) and start-up with no results to report as yet.

ONGOING

Item (Date initiated: February 1996)
MTA Board Motion Dated January 24, 1996

Concern/Impact

The MTA Board Motion to adopt community protection measures due to tunneling under the Santa Monica Mountains has added additional cost and time to Contract C0311 and to the project. The protective measures instituted by the Board are being implemented on the tunneling Contract C0311 and include reducing the amount and intensity of blasting, increasing tunnel grouting to prevent surface springs leaking into the tunnel, and monitoring tunneling effects on the surrounding public and private property ecosystems.

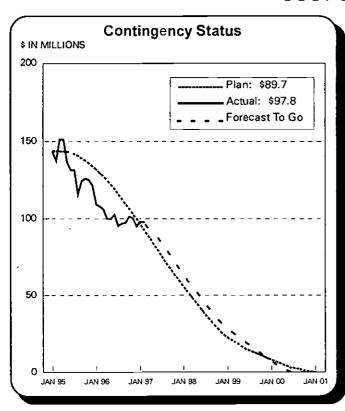
Status/Action

The forecast cost and schedule impacts to Contract C0311 have been incorporated into the program. The seasonal springs protective measures included cost and schedule contingencies for four known springs and an allowance for two unknown springs. One more known spring was encountered this period, bringing the total number of springs encountered to date to three known and two unknown. Cost and schedule forecasts are being adjusted accordingly, as additional measures are implemented for unknown conditions concerning protection of springs.

EXE 13 ES-10



COST STATUS



Contingency Status Analysis

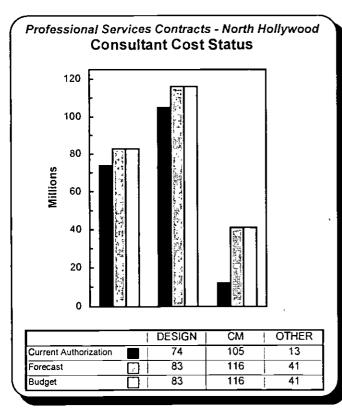
April 1997 Period Status

There were no Contingency Forecast changes for this period.

Cumulative Contingency Status

Contingency balance remains at \$97.8M. There were no drawdowns this period. Planned contingency balance decreased \$3.4M to \$89.7M.

The \$8.1M variance between actual and planned contingency balances is primarily due to trends processed for cost decreases of construction and professional services.



Professional Services Cost Analysis

The Construction Management forecast decreased by \$5.6M due to a reassessment of the forecast to completion based on consultant change notices submitted to date and the contract budget performance.

The EMC Forecast at Completion is currently being reevaluated.

Other specialty consultant forecasts include costs for Configuration Management Services, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Legal Services, Construction Support Services, and Project Management Assistance.

DATA SOURCE:

CMS: Consultant Contract Authorization, Forecast, and Budget Value.

EXE 14 ES-11

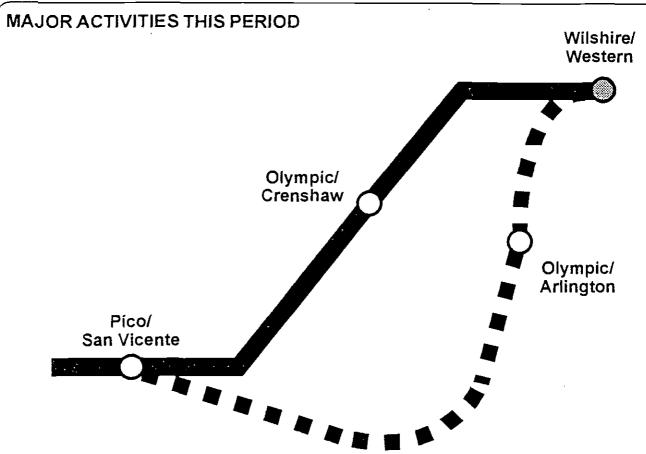
METRO RED LINE SEGMENT 3

MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - April 25, 1997



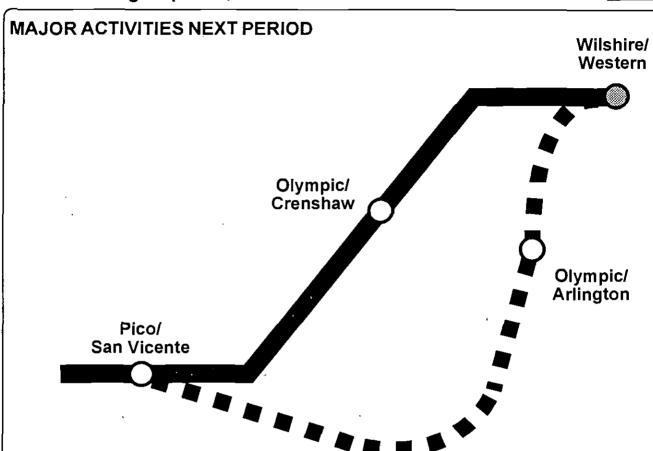


SYSTEMWIDE ACTIVITIES

- Ultrasystems Environmental, Inc., submitted the first sections of the internal administrative draft of the SEIS/SEIR incorporating the Wilton/Arlington and Crenshaw alignment alternatives for review.
- MTA continued public outreach, meeting with community and homeowner groups.
- A panel of tunneling and construction experts was convened; a videotape presentation led by the panel to answer homeowner and community questions was prepared to share with other community and homeowner groups.
- Interface meetings were conducted concerning the Crenshaw/Prairie major investment study.

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - April 25, 1997





SYSTEMWIDE ACTIVITIES

- Ultrasystems Environmental Inc., will complete the administrative draft of the SEIS/SEIR incorporating the Wilton/Arlington and Crenshaw alignment alternatives for MTA review. MTA staff will complete the administrative draft review.
- MTA will continue public outreach efforts by meeting with homeowner associations, schools, business leaders, and community groups.

FINANCIAL STATUS

Budget/Forecast Variance (in Millions)

Original Scope Activities

-				APRIL
	CURRENT	CURRENT	1	CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$334	\$377	\$43	\$0
PROFESSIONAL SERVICES	98	187	89	0
REAL ESTATE	54	44	(10)	0
UTILITY/FORCE ACCOUNTS	5	9	4	0
SPECIAL PROGRAMS	0	2	2	0
CONTINGENCY	0	64	64	0
PROJECT REVENUE			<u> </u>	1
TOTAL PROJECT	\$491	\$683	\$192	\$0

Additional Locally Funded Activities

		=		
				APRIL
	CURRENT	CURRENT		CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$0	\$0	\$0	\$0
PROFESSIONAL SERVICES	0	0	0	0
REAL ESTATE	0	0	0	0
UTILITY/FORCE ACCOUNTS	0	0	0	0
SPECIAL PROGRAMS	0	0	0	0
CONTINGENCY	0	0	0	0
PROJECT REVENUE				
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$0	\$0	\$0	\$0

Budget/Forecast Variance Analysis

The Budget is based on the original Project alignment and a July 1999 ROD; the Forecast is based on the alignment contained in the Rail Recovery Plan and July 2009 ROD. These differences result in the \$192.0M variance between the budget and forecast. (The Rail Recovery Plan was approved by the MTA in January 1997 and is based on the Wilton/Arlington underground alignment alternative and cash flow constraints.)

A trend will be prepared to formally adjust the forecast when the preferred alternative is selected in late summer 1997. The budget baseline will be finalized after the Preliminary Engineering is completed and the Project is adopted, which is scheduled to occur in Spring 1998.

Commitments to date are \$14.2M; Expenditures to date are \$12.8M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.

There are no Additional Locally Funded Activities at this time.

APRIL 1997

FINANCIAL DETAIL METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

	37,700	(A)	(B)	(c)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
			TOTAL	TOTAL	, ,	·	• •	` '	BILLE	
	SOURCE	ORIGINAL	FUNDS	FUNDS	COMMITME		EXPENDITURES		TO SOURCE	
		BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%
	ORIGINAL SCOPE:		!				•			
	FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$648,862	57%	\$352,572	31%	\$352,572	31%
	FTA - SECTION 3 DEFERRED LOCAL SHARE	0	283,298	88,143	162,215	57%	88,143	31%	88,143	31%
	FED ISTEA STP (STATE)	0	75,000	0	0	0%	0	0%	0	0%
	FED ISTEA STP/CMAQ (REGIONAL)	166,400	301,538	49,060	49,060	16%	49,060	16%	49,060	16%
	FED ISTEA RSTP DEFERRED LOCAL SHARE	0	75,385	12,266	12,266	16%	12,266	16%	12,266	16%
	SB 1995 TRUST FUND	53,000	75,000	75,000	75,000	100%	66,432	89%	66,432	89%
	STATE ARTICLE XIX	115,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
	STATE PROP 116	144,600	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
	STATE FLEXIBLE CONGESTION RELIEF	52,000	50,000	0	0		. 0		0	
1	STATE TSM MATCH	0	48,834	10,537	7,946	16%	0	0%	0	0%
	CITY OF LOS ANGELES	177,000	200,000	0	0	0%	0	0%	0	0%
	PROP C	496,385	647,131	61,337	106,989	17%	56,339	9%	56,339	9%
	BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
	TOTAL	\$2,451,485	\$3,042,878	\$694,770	\$1,108,193	36%	\$670,667	22%	\$670,667	22%
	OTHER LOCALLY FUNDED ACTIVITIES:									
	PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
	PROP C (NON-REV CONNECTOR)	0	285	3	1,035	363%	3	1%	3	1%
}	GRAND TOTAL	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$3	0%

⁽¹⁾ Anticipated Funds information as available at time of closing; funding information to be reconciled with Board approved schedule and budget for Mid-City.

NOTE: Expenditures are cumulative through March 1997.

APRIL 1997

FINANCIAL DETAIL METRO RED LINE - SEGMENT 3 / MID-CITY EXTENSION

	(A)	BY SOURCE	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	\ '''	TOTAL	TOTAL	(6)	(0,0,	(=)	(6/6)	(F) BILLEI	. ,
	ORIGINAL	FUNDS	FUNDS	COMMITM	JENT	EXPENDIT	URES	TO SOUR	
SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%
		1	}		1 1	ı	}	,	{
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%
	· · · ·	!				+ /• · - ·		,,, j	- "
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	48,513	1,027	1,027	2%	1,027	2%	1,027	2%
	<u> </u>					ı			
FED ISTEA STP (STATE)	0	0		, 		i		ļ	
SER ISTEA STROMAS (RESIGNAL)	55.400							ļ	
FED ISTEA STP/CMAQ (REGIONAL)	55,400	16,320	1,134	1,134	7%	1,134	7%	1,134	7%
FED ISTEA RSTP DEFERRED LOCAL SHARE	0	4,080	284	284	70/	204	70/	1 004	70/
FED ISTEA NOTE DEL ENNED LOCAL SHANE		4,000	204	204	7%	284	7%	284	7%
STATE ARTICLE XIX	0	40,000						ļ	}
	-	79,923						ļ 1	
STATE PROP 116	72,300	0) j	
								i	
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000						1	
								ļ 1	
STATE TSM MATCH	0	2,643	184	184				,	
OTTY OF LOG ANOTHER	24 400							 	
CITY OF LOS ANGELES	34,400	0						ļ 1	
PROP C	60,000	327,252	6,219	7,607	2%	6,219	2%	5 310	20/
	00,000	027,202	0,210	1,001	270	0,210	∠70	6,219	2%
TOTAL	\$490,663	\$682,858	\$12,955	\$14 _, 343	2%	\$12,771	2%	\$12,771	2%

⁽¹⁾ Anticipated Funds information as available at time of closing; funding information to be reconciled with Board approved schedule and budget.

NOTE: Expenditures are cumulative through March 1997.

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated (Segment 3 Projects)

FTA Section 3 A Grant Application was submitted to the FTA on December 13, 1996 for

\$69.5M. Grant award is anticipated around June 1997.

FTA Section 9 A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. FED ISTEA/CMAQ

(This amount includes \$20.0M of FY 96 funds and \$20.0M of FY 97 funds.) The

grant award is anticipated in the June 1997 time frame.

FTA Section 9 The state allocated \$75.0M at the May 1, 1996 California Transportation **FED ISTEA STP**

Commission meeting. Those funds have been allocated as Federal STP

funds. A Grant Application was submitted to the FTA on December

23, 1996; the Grant award is expected around June 1997.

State TSM Match The state awarded \$10.5M of Traffic System Management (TSM) funds

for fiscal years 1994, 1995, 1996, and 1997. MTA executed the

program supplement agreements on October 24, 1996. Fully executed copies of the agreement were received on November 8, 1996 allowing for

submittal of invoices to Caltrans for reimbursement.

Benefit Assessment No funds are expected to be available until FY 2003.

SCHEDULE STATUS

SCHEDULE			SCHEDULE ANALYSIS
		Change From Last Month	The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR)
Current ROD	July 28, 2009	None	document preparation which addresses the Wilton/ Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. Currently,
Design Progress	0%	None	preparation of the draft for FTA review is six weeks behind schedule; the August 1997 planned date for
Construction Progress	0%	None	Board LPA selection will be impacted. Options which include reducing the final SEIS preparation time
Critical Path Float	N/A	None	are being evaluated to avoid a possible slip to the schedule finish milestone.
			The Wilton/Arlington underground option was incorporated into the Rail Recovery Plan in January 1997 and shows a July 2009 ROD. The Project schedule baseline will be finalized after Preliminary Engineering is completed and the Project is adopted in Spring 1998.
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	,		

Task

Task

Total

Rem

%

CONSTRUCTION SAFETY

There is no construction activity at this time.

AREAS OF CONCERN

NEW

Item

Draft SEIS/SEIR Preparation Schedule Variance (initiated 4/97)

Concern/Impact

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SES/SEIR) document preparation must be completed as scheduled in order for the Board to formally select the preferred alignment and configuration alternative in August 1997. This effort is six weeks behind schedule.

Status/Action

Currently, the forecast is to provide a draft SEIS/SEIR for FTA review in late May, six weeks later than plan. After FTA review, a 45-day period to circulate a review draft is scheduled, which will also be impacted. Although efforts are underway for the environmental consultant to expedite completion of the remaining sections, it is not likely the August 1997 date can be met for Board LPA selection. Options which include reducing the final SEIS preparation time are being evaluated to avoid a possible slip to the schedule finish milestone and receipt of the FTA Record of Decision.

ONGOING

Item

Finalization of Mid-City Cost Estimate & Master Schedule (initiated 8/95)

Concern/Impact

The Mid-City Project cost and schedule baseline cannot be finalized until an alignment alternative is selected. Finalization of the master schedule for design and construction is on hold pending completion of the draft SEIS/SEIR and Board decision on the preferred alternative.

Status/Action

MTA is proceeding with a draft SEIS/SEIR to incorporate the Wilton/Arlington & Crenshaw alignment alternatives. When the draft SEIS/SEIR is completed, the Board can make a decision on the alignment. Preliminary engineering and a final SEIS/SEIR will be done after the Board has selected the alignment. The Project Master Schedule and budget baseline will be finalized when the preliminary engineering is completed and the Project is adopted.

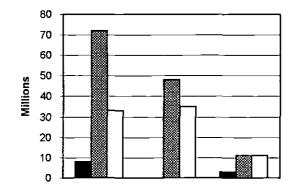
RESOLVED

No outstanding issues were resolved this period.

FINANCIAL STATUS



Professional Service Contracts Dollars in Millions



	DESIGN	СМ	OTHER
Current Authorization	8	0	3
Forecast	72	48	11
Budget	33	35	11

Professional Services Cost Analysis

There were no changes to Professional Service Contract values in April. The Forecast information on the chart reflects data contained in the Rail Recovery Plan. The Budget and Forecast information will be finalized after Preliminary Engineering is completed and the project is adopted in the Spring of 1998.

DATA SOURCE:

CMS: Consultant Contract Authorization,

Forecast, and Budget values.

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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY



MAJOR ACTIVITIES THIS PERIOD

C0502 LITTLE TOKYO STATION & LINE

Completion of Final Design efforts continued through April. MTA and EMC met with JMA and Fluor Daniel and reviewed the Constructability Report. Section Designer for Little Tokyo Station submitted their Camera Ready documents.

C0521 1ST/BOYLE STATION

EMC and Section Designer continued design to meet Pre-Final Submittal date of April 28. Incorporated comments from Interdiscipline review, Systems Interface Management, constructability comments from the CM and Fire Life Safety comments.

C0531 CHAVEZ/SOTO STATION

Interim Milestone Submittal was issued on April 1st. The design review period was held from April 1 to April 24 with comments due on April 25. As of the April Plan Audit, the Section Designer is 66% complete, EMC will submit the Interim Cost Estimate due on April 28, 1997. RFC for Seismic Redesign has been submitted.

STILORENA

UNION STATION OLINE

C0541 LINE SECTION 1ST/BOYLE TO 1ST/LORENA

Contract C0541 is on hold at the Camera Ready level except for building certification work that continues at MTA's request. Negotiated with the corrosion subconsultant to provide corrosion control documents for the steel tunnel lining. Final report for pressure meter testing is being reviewed by EMC before distribution of copies to MTA.

C0551 1ST/LORENA STATION

CHAVELISOTO

The C0551 Final Milestone Submittal was issued on April 18, 1997. Section Designers Plan Audits were held on April 22 and April 24, 1997. An RFC was approved and work began on Smoke Exhaust Duct Deletion. Disposition of comments and revisions to the contract documents continued.

SYSTEMWIDE ACTIVITIES

MTA APPROVED AMENDMENT #11 FOR CONTINUATION OF FINAL DESIGN SERVICES THRU APRIL 30,1997. A TIME EXTENSION IS ANTICIPATED PENDING FURTHER AUTHORIZATIONS. EMC HAS COMPLETED RECERTIFICATION OF 25 SUB-SURFACE EASEMENTS TO INCLUDE BUILDING PROTECTION EASEMENTS FOR C0541, AND 26 SUBSURFACE EASEMENTS TO INCLUDE BUILDING PROTECTION EASEMENTS FOR C0502.



ACTIVITIES PLANNED FOR NEXT PERIOD C0521 C0502 1ST/BOYLE STATION LITTLE TOKYO STATION & LINE

Continue the Final Design, Since the bulk of the remaining work includes a number of outstanding changes and design issues requiring MTA Board authorization, the work will be determined by receipt of NTE's and/or contract amendments.

Submit Pre-Final to MTA and Third Parties on April 28, 1997. Receive Design Review comments from MTA, Third Parties and CM on Pre-Final Submittal. Hold the Design Review Comment Resolution Workshop in May. Continue design towards Final Submittal.

15T BOYLE

C0531 **CHAVEZ/SOTO STATION**

Oisposition of Oesign Review comments with follow-up meeting is scheduled for May 9. Section Oesigner Plan Audit is scheduled for May 21. EMC to submit and negotiate Cost and Schedule proposal to combine Contracts C0531 and C0541. Receipt of MTA Work Authorization Change Notices to proceed with seismic redesign and combination of contracts.

15T LORENA

UNION STATION LINE

C0541 LINE SECTION

1ST/BOYLE TO 1ST/LORENA

Continue building certification work to cover areas where grouting is planned and areas where field geotechnical installation require access.

C0551 **1ST/LORENA STATION**

CHAVEZ SOTO

Oisposition and resolution of Design Review comments to continue, Section Designer's Camera Ready Submittal package is scheduled for May 7, 1997. The Section Designer's contract will be closed out.

SYSTEMWIDE ACTIVITIES

EMC TO RECEIVE APPROVAL FROM MTA FOR AMENDMENT #12 FOR CONTINUATION OF FINAL DESIGN SERVICES THROUGH JULY.



FINANCIAL STATUS

Budget/Forecast Variance (In Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
Construction	\$668.4	\$679.7	\$11.4	\$2.3
Professional Services	\$246.7	\$248.0	\$1.3	\$1.3
Real Estate	\$34.8	\$34.8	\$0.0	\$0.0
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$75.4	\$63.1	(\$12.3)	(\$3.2)
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
Total Project	\$1049.2	\$1049.6	\$0.4	\$0.4

Other Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
Construction Professional Services Real Estate		\$4.3	\$4.3	\$4.3
Utility/Force Account Special Programs Contingency	\$0.0	\$3.1	\$3.1	\$0.0
Total Other Locally Funded Activities	\$0.0	\$7.4	\$7.4	\$4.3

Budget/Forecast Variance Analysis

March Forecast Variance

In January 1997, the MTA Board adopted a revised schedule which moved the R.O.D. to November 2004 and changed the East Side Extension current budget and forecast to \$1,049.2M. In February, there were no new trends. The March trends had no impact on current budget or current forecast, though they reduced the contingency by \$9.1M. The trends in April also had no impact on current budget or current forecast, but did reduce project contingency by another \$3.6M. The MTA & EMC continue analyzing the project for cost reduction measures to reduce overall project costs.

Expenditures To Date Are: \$84.7M Commitments To Date Are: \$136.8M

"Other Locally Funded Activities" are defined as work scope not covered under the Full Funding Grant Agreement (FFGA). During the month of April, the expenditures and current forecast for Professional Services under "OLFA" increased by \$4.3M due to reconciliation with the FIS General Ledger expenditure account. Prior to the reconciliation, these expenditures were kept in a separate account, apart from the project cost, as they were not eligible for federal funding because they occurred before the FTA's issuance of the Letter of No Prejudice (LONP dated 9/7/93). The current forecast of \$7.4M also includes the MTA Art Program forecast of \$3.1M. MTA is awaiting Board approval to update the current budget to reflect these commitments and forecast.

METRO RAIL RED LINE TOTAL SEGMENT 3 PROJECT (IN THOUSANDS OF OOLLARS)

APRIL 1997

STATUS OF FUNDS BY SOURCE

	(A) ORIGINAL	(B) TOTAL	(C) TOTAL	(O) COMMI	(O/B) TMENTS	(E) EXPE	(E/B) NOITURES	(F) BILLED TO	(F/B) O SOURC
SOURCE	BUOGET	FUNOS ANTICIPATEO (I)	FUNOS AVAILABLE	\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$648,862	57%	\$352,572	31%	\$352,572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0	\$283,298	\$88,143	\$162,215	57%	\$88,143	31%	\$88,143	31%
FEO ISTEA STP (STATE)	\$0	\$75,000	\$0	\$0	0%	\$0	0%	\$0	0%
FEO ISTEA STP/CMAQ (REGIONAL)	\$166,400	\$301,538	\$49,060	\$49,060	16%	\$49,060	16%	\$49,060	16%
FEO ISTEA IRSTP DEFERRED LOCAL SHARE	\$0	\$75,385	\$12,266	\$12,266	16%	\$12,266	16%	\$12,266	16%
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,432	89%	\$66,432	89%
STATE SHA/ARTICLE XIX	\$115,000	\$100,000	\$20,855	\$20,855	21%	\$20,855	21%	\$20,855	21%
STATE PROP 116	\$144,600	\$40,000	\$25,000	\$25,000	63%	\$25,000	63%	\$25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$52,000	\$50,000	\$0	\$0		\$0		\$ 0	
STATE TSM Malch	\$0	\$48,834	\$10,537	\$7,946	16%	\$0	0%	\$0	0%
CITY OF LA	\$177,000	\$200,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$490,385	\$647,131	\$61,337	\$106,989	17%	\$56,339	9%	\$56,339	9%
BENEF ASSESS. DISTRICT	\$17,100	\$13,500	\$0	\$0	0%	\$0	0%	\$ 9.	0%
TOTAL	\$2,451,485	\$3,042,678	\$694,770	\$1,108,193	36%	\$670,667	22%	· \$870,667	. 22%
OTHER LOCALLY FUNDED ACTIVITIES:			·						
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV. CONNECTOR)	\$0	\$285	\$3	\$1,035	363%	: \$3	1%	\$3	1%
TOTAI.	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$3	0%



NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1997.

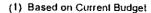


METRO RAIL RED LINE EAST SIDE EXTENSION PROJECT (IN THOUSANDS OF DOLLARS)

APRIL 1997

STATUS OF FUNDS BY SOURCE

	(A) DRIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) CDMN	(D/B) MITMENTS	(E) EXPE	(E/B) NOITURES	(F) BILLED T	(F/B) O SOURC
SOURCE	-	ANTICIPATED (1)	AVAILABLE	\$	%	\$	% (2)	\$	%
FTA-SECTION 3	\$306,400	\$394,312	\$57 ,077	\$99,925	25%	\$57, 077	14%	\$57,077	14%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$98,578	\$14,269	\$24,981	25%	\$14,269	14%	\$14,269	14%
FED ISTEA STP (STATE)	\$0	\$25,000			0%		0%		0%
FED ISTEA STP/CMAQ (REGIONAL)	\$86,000	\$215,075	\$183	\$183	0%	\$183	0%	\$183	0%
FED ISTEA RSTP DEFERRED LOCAL SHAR	E	\$53,769	\$46	\$46	0%	\$46	0%	\$46	0%
STATE SHA/ARTICLE XIX	\$0	\$0			0%		0%		0%
STATE PROP 116	\$72,300	\$15,000			0%		0%		0%
STATE FLEXIBLE CONGESTION RELIEF	\$26,000	0			0%		0%		0%
STATE TSM Match	\$0	\$34,831	\$2,621	\$30	0%		0%		0%
CITY OF LA	\$41,100	\$9,297			0%		0%		0%
PROP C	\$118,200	\$203,336	\$18,150	\$13,152	6%	\$13,152	6%	\$13,152	6%
TOTAL	\$650,000	\$1,049,198	\$92,346	\$138,317	13%	:\$84,727	8%	\$84,727	8%



⁽²⁾ Expenditures include actuals spent prior to FTA issuance of their Letter of No Prejudice (LONP dated 9/7/93).

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1997.



METRO RAIL RED LINE SEGMENT 3 PROJECT

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

FTA SECTION 3:

MTA SUBMITTED A GRANT APPLICATION TO THE FTA ON DECEMBER 13, 1996, FOR \$69,475,000.

GRANT AWARD IS EXPECTED AROUND JUNE 1997.

FTA SECTION 9
FED ISTEA /CMAQ:

MTA SUBMITTED A GRANT APPLICATION TO THE FTA ON DECEMBER 23, 1996 FOR \$40,000,000.

(THIS INCLUDES \$20 MILLION OF FY '96 FUNDS AND \$20 MILLION OF FY '97 FUNDS.)

GRANT AWARD IS EXPECTED AROUND JUNE 1997.

FTA SECTION 9
FED ISTEA/STP:

THE STATE ALLOCATED \$75 MILLION AT THE MAY 1996 CALIFORNIA TRANSPORTATION COMMISSION

MEETING. THOSE FUNDS HAVE BEEN ALLOCATED AS FEDERAL STP FUNDS.

MTA SUBMITTED A GRANT APPLICATION TO THE FTA ON DECEMBER 23, 1996

GRANT AWARD IS EXPECTED AROUND JUNE 1997.

STATE PROP 116

MTA SUBMITTED ON APRIL 8, 1997 A GRANT APPLICATION AND AN ALLOCATION REQUEST TO THE

CALIFORNIA TRANSPORTATION COMMISSION FOR \$15M OF PROP 116 RAIL BOND FUND.

FUND TRANSFER AGREEMENT IS EXPECTED AROUND AUGUST 1997

STATE TSM MATCH:

THE STATE AWARDED \$10,536,645 OF TSM FUNDS FOR FISCAL YEARS 1994, 1995, 1996, AND 1997.

MTA EXECUTED THE PROGRAM SUPPLEMENT AGREEMENTS ON OCTOBER 24, 1996. WE RECEIVED FULLY EXECUTED COPIES OF THE AGREEMENT ON NOVEMBER 8, 1996.

WE CAN NOW SUBMIT INVOICES TO CALTRANS FOR REIMBURSEMENT. .

BENEFIT ASSESSMENT: NO FUNDS ARE EXPECTED TO BE AVAILABLE UNTIL FY 2003.



METRO RED LINE - Segment 3 East Side

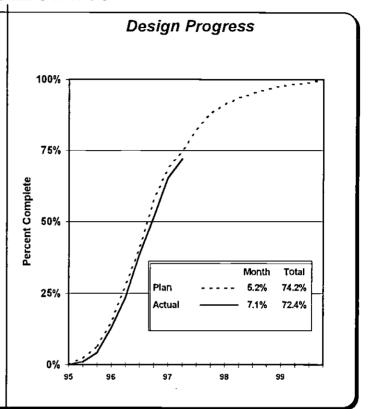
Summary Status Report

Period Ending - April 25, 1997



SCHEDULE STATUS

Schedule								
		Change from Last Month						
Current R.O.D.	Nov. 2004	0						
Final Design progress	72.4%	7.1%						
Construct. Progress	N/A	N/A						
Critical Path Float	0	0						



Current Critical Path Analysis

The current MTA Board approved ROD is November 2004. The FFGA ROD is November 2002.

The critical path is unchanged from last month and includes the tunnel work, the Chavez/Soto Station, Trackwork, Automatic Train Control, SCADA, Communications and Testing and Pre-Revenue Operations to ROD.

MTA and Consultant Staff are conducting various schedule mitigation studies to improve the ROD in conjunction with development of a revised baseline schedule to meet the objectives of the Board Approved ROD. The revised baseline was completed April 10th and results of some of the mitigation studies will be available in May.

Design Progress Analysis

The plan reflects the Design Baseline Schedule as approved by the MTA in October 1996.

Through April, overall final design was 72.4% complete versus a plan of 74.2%. Revisions to the scope of work since March 1995 were negotiated and finalized in a revised PIP to the MTA dated August 2, 1996. With the addition of Amendment #7 for \$331,500 to prepare contract documents for bulk procurement of running rail, direct fixation rail fasteners, signs and graphics, elevators and ventilation equipment, and \$48,340 in WACN's, the latest final design cost baseline stands at \$58,168,083.

EMC is slightly behind schedule for several reasons. Changes in direction of the tunnel liner configuration resulted in a certain amount of rework, and therefore, delays in tunnel contracts C0502 and C0541. MTA and EMC have also initiated for the East Side Extension a much more extensive quality assurance program, whose reviews are taking more time than originally foreseen. The cumulative effect of these factors as well as incorporation of other technical changes caused C0502 submittal dates to shift and begin to conflict with those of other contracts. Coincident major submittals are difficult both in terms of physically producing the packages as well as staffing the effort. Therefore, in order to distribute the sequence of submittals more evenly and solve the potential staffing shortfall, EMC elected to delay submittals for C0551 by two weeks and for C0521 by three weeks.



Construction Safety Statistics

Not applicable at this time

Construction Safety Summary

Not applicable at this time

AREAS OF CONCERN

NEW

Item [Initiated April 1997]

Adequacy of Remaining Contingency

Concern/Impact

Substantial drawdowns on contingency have occured in the past two months as more detailed estimates of construction work based on advancing stages of design completion have become available. Remaining contingency is about 6.5% of remaining project expenditures. With no construction underway and Final Design about 72% complete, this may not be an adequate contingency for future project unknowns.

Status/Action

MTA will closely monitor remaining contingency and continue to assess the adequacy of this amount. The first major construction work will be bid in the 4th Quarter of this year, at which time a more realistic analysis of remaining contingency can be completed. In the interim, MTA continues with the EMC and the CM to pursue identification and implementation of cost reduction opportunities.



AREAS OF CONCERN (Continued)

ONGOING

Item [Initiated February 1996]

Real Estate acquisitions for the parcel EB-037 is critical.

Concern/Impact

Acquisition of parcel EB-037 at C0502 may not be complete in time to meet MTA's target construction NTP in September 1997. Note that the MTA Board-adopted schedule has eliminated from the critical path all other previously critical parcels, because of the one-year time extension to complete the project.

Status/Action

The Camera Ready submittal now stands at July 31, 1997. This has pushed the C0502 NTP date to Jan 28, 1998. Acquisition of Parcel EB-037 is now forecast to be complete on February 3, 1998. This parcel continues to be critical with respect to contract C0502 NTP.

ONGOING

Item [Initiated September 1996]EIS/EIR Addendum Approval Process

Concern/Impact

Twenty full take property acquisitions cannot be authorized by the MTA Board until the EIS/EIR Addendum has been approved. The EIR Addendum is expected to be approved by the Board in July 1997. This delay at present is not impacting the critical path and the current R.O.D. of November 3, 2004; however, further delays could impact the project schedule.

Status/Action

The earliest date foreseen for approving the EIS/EIR Addendum is July 1997. The Addendum has been submitted for FTA comments and MTA is responding to comments as they are received. MTA is proceeding with property appraisals but purchase offers cannot be made until the addendum is fully approved.



AREAS OF CONCERN (Continued)

ONGOING

Item [Initiated December 1996] Design is critical for C0502 NTP.

Concern/Impact

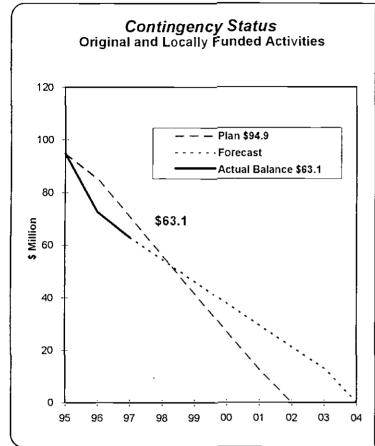
Due to continued slippage in the Final and Camera Ready submittals on contract C0502, design for this contract is critical for NTP of C0502. The initial delay was related to the "Two Pass" vs. "One-Pass with Option" tunnel liner and realignment of the CR tunnel at the Unocal Tank Farm. The additional delay is due to receipt of about 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, Third Party issues not completely resolved, and seismic redesign due to changes in MTA's design criteria. At present, it appears Final Design Submittal will be June 30, 1997, and Camera Ready on July 31, 1997.

Status/Action

C0502, as the first major construction contract, remains vital to project success and the EMC and MTA are working to resolve comments as quickly as possible to assure a quality product and to avoid further delays. Potential schedule impact to R.O.D. is being reviewed and mitigation strategies developed.



FINANCIAL STATUS



Contingency Status Analysis

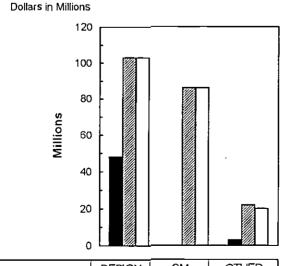
(Excludes non-construction allocated contingency)
Contingency balance this month decreased overall due to the following major trends:

T-078 (\$0.9M) Based on estimates of the new PM021 contract this trend increases Program Management Assistance Service by \$915,000 by reducing Project Contingency by \$915,000 in order to fully fund this contract

T-079 (\$2.9M) This trend is based on the Pre-Final Estimate for contract C0551 1st/Lorena Station with Crossover and Tailtrack. The Pre-Final Estimate increases the total capital costs of the contract by \$2.9M. Project contingency is reduced by \$2.9M.

T-080 \$0.7M Cost savings on contract C0502 Little Tokyo Station, C0531 Chavez/Soto Station, C0551 1st/Lorena Station, and C0521 1st/Boyle Station for deleting the smoke exhaust ducts. This trend increases Project Contingency by \$680,000.

Professional Services Contracts Consultant Cost Status



	-	DESIGN	CM	OTHER
Current Authorization		48	0	3
Forecast		103	86	22
Budget		103	86	20

Professional Services Cost Analysis

Categories represent all professional services contracts, not individual contracts ("Design" includes all Line Item 11 contracts. CM is Line Item 12 and Other is Line Item 13).

Professional Services budgets and forecasts have been revised in accordance with the Board's approved \$1,049.2M budget.

There remain several areas where differences of opinion still exist between EMC and MTA over scope of work. These include the tunnel liner configuration, and demolition contract repackaging. These issues are being resolved through the Change Control process.

Change in forecast for "Other" this month due to Trend T-078 - please see above.

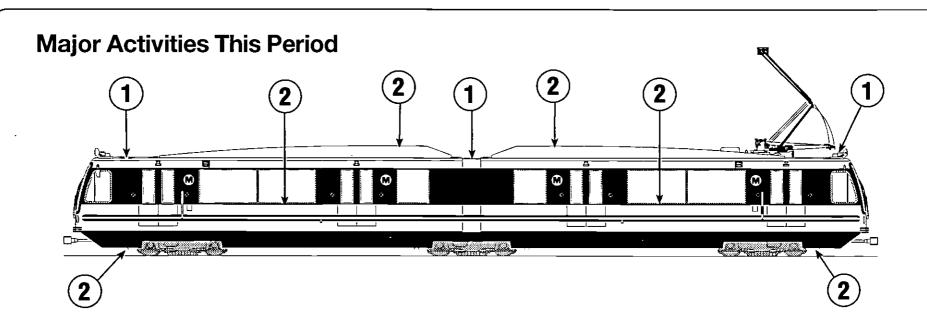
VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

L.A. Light Rail Vehicle

Summary Status Report Period Ending - April 25, 1997



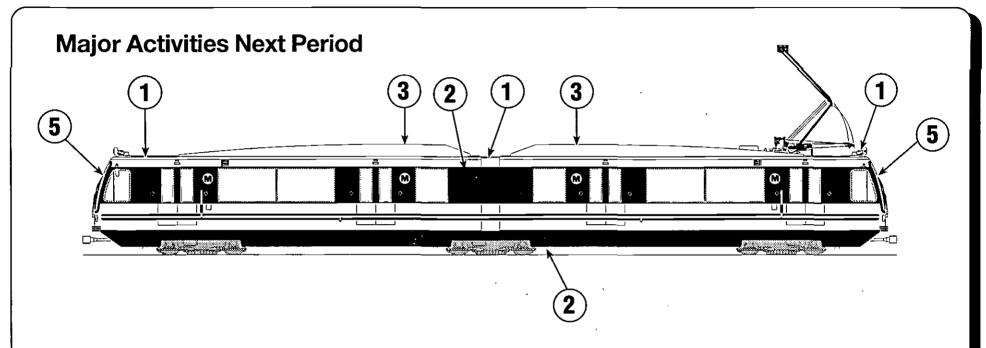


- 1. Carshell No. 9 was completed and shipped to Sacramento for final assembly. The assembly lines at the Sacramento facility are at peak capacity, therefore, future carshells will be stored until completed cars begin to leave the production line.
- 2. Completed the First Article Inspection (FAI) of the seats, and power truck frame. Conducted a partial FAI of the HVAC Unit.
- 3. MTA conducted an audit of LTK, the vehicle consultant. LTK conducted an audit of welding quality by Duewag, the truck manufacturer.
- 4. Met with Siemens management to negotiate schedule, options, and LD's.
- 5. The design of Vehicle delivery site improvement progressed. Applications for permits were submitted to relevant authorities.

L.A. Light Rail Vehicle

Summary Status Report Period Ending - April 25, 1997





- 1. Complete and ship two carshells to Sacramento for final assembly.
- 2. Conduct a First Article Inspection (FAI) of the EMI detector, battery and battery box, and the communication system.
- 3. Conduct an audit of the HVAC supplier quality program.
- 4. Continue negotiations with Siemens management on schedule, options, and LD's.
- 5. Participate in front destination sign visibility demonstration test at the assembly plant. Evaluate radio and ATC equipment installation issues.

Summary Status Report Period Ending - April 25, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$232.4	\$180.6	(\$51.7)	0
PROFESSIONAL SERVICES	\$12.9	\$14.8	\$1.8	0
CONTINGENCY	\$12.3	\$5.9	(\$6.3)	0
PROJECT REVENUE	\$0	\$0	\$0	0
TOTAL PROJECT	\$257.6	\$201.4	(\$56.2)	\$0.0

Budget/Forecast Variance Analysis

The Budget/Forecast Variance chart includes only those elements for the project as initially adopted by the MTA Board.

Expenditures to date are \$88,286,984.

Commitments to date are \$231,521,596. Once the cost impact of the reduced car order is approved by the MTA, a reduction in project commitments will occur.

The Current Project Budget is \$257,600,000. The Total Project Forecast for April 1997 remained unchanged at \$201,351,000. The \$56 million variance between the current forecast and the current budget is a result of the reduction of the P2000 Contract from 74 cars to 52 cars, and a reduction in the forecast of indirect costs.

STS' claim is still under review. Findings will be reported once termination liability is negotiated.

LA LIGHT RAIL VEHICLE PROCUREMENT (IN THOUSANDS OF DOLLARS)

STATUS OF FUNDS BY SOURCE

APRIL 97

	ORIGINAL	TOTAL FUNDS	TOTAL FUNDS	COMMITME	ENTS	EXPENDITU	JRES	BILLED TO	SOURCE
SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	% —	\$	%	\$	%
FTA RSTP (ISTEA)		\$6,077	\$6,077	\$6,077	100%	\$0	0%	\$0	0%
FTA - OTHER	\$18,000	, \$0	\$0	\$0	0%	\$0	0%	\$0	0%
FED ISTEA STP	\$84,000	\$84,000	\$55,100	\$84,000	100%	\$41,741	50%	\$41,741	50%
STATE PROP 116	\$33,550	\$33,550	\$16,398	\$33,550	100%	\$16,398	49%	\$16,398	49%
PROP C	\$118,450	\$133,970	\$30,148	\$107,895	81%	\$30,148	23%	\$30,148	23%
TOTAL	\$254,000	\$257,597	\$107,723	\$231,522	90%	\$88,287	37%	\$88,287	37%

(1) BASED ON CURRENT BUDGET

NOTES: EXPENDITURES ARE THROUGH MARCH 1997.



Summary Status Report Period Ending - April 25, 1997



FINANCIAL DETAIL

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

FED ISTEA STP

MTA submitted a grant application to the FTA for \$28.9 million of Federal STP funds in March 1997.

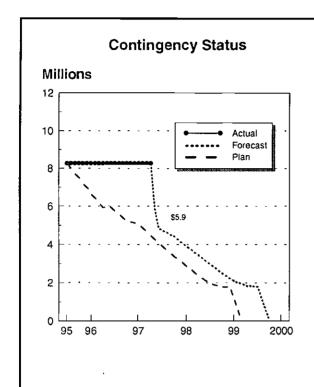
Grant award is expected in July 1997.

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Summary Status Report Period Ending - April 25, 1997



FINANCIAL / SCHEDULE STATUS



Contingency Status Analysis

The Project Contingency remained unchanged this period. The forecasted decrease in contingency from \$8.2 million to \$5.9 million is due to the reduction of the P2000 Contract from 74 cars to 52 cars.

Schedule

Schedule C ar Delivery		Change from Last Month
concadic dai Benvery		
1 st Car	April 1998	N/C
52 nd Car	June 1999	N/C
Design Progress	90-95% complete	e N/C
Fabrication Progress	35-40% complete	e N/C
Critical Path	Car assembly	y N/C
Delay (1 st Car)	-18 months	s N/C
Data Date	April 1, 1997	7

Schedule Analysis

The Contractor's last forecast schedule reflected a total of 18 months delay in 1st car deliveries. The schedule further indicated a -43 days float, which if not rectified will further increase delays. Subsystems with potential impact on delivery are air conditioning and communications equipment. Car assembly is still on the critical path. Acceleration of the delivery schedule for the first several cars is unlikely, however, the delivery schedule is projected to improve for later units.

In recent schedules, STS assumed that the MTA can accept cars at a higher rate than specified (2 cars per month).

Summary Status Report Period Ending - April 25, 1997



AREAS OF CONCERN

ONGOING

Item (Date Initiated: September 1996)

Lack of Progress in the Development of Manuals and Training

Concern/Impact

TransEd (TEI), Siemens' DBE Subcontractor for the User Education portion of the Contract, evidenced a lack of progress in both the development of Repair and Parts Manuals, and in the Vehicle Training Program.

Status/Action

STS determined that TransEd, the DBE subcontractor for training and manuals is in default. As a result, they are requesting the MTA allow them to contract with MRA, TransEd's sub-supplier. The MTA Contract Compliance Group is still reviewing Siemens' request.

Item (Date Initiated: June 1996)

Vehicle Weight

Concern/Impact

Vehicle Weight Report, No. 13, indicates a margin of approximately 1,800 pounds under the specified weight. This news is encouraging in that the new estimate increased the margin by approximately 1,000 lbs. The total margin is now 1.3%. The estimate reflects actual equipment weights.

Status/Action

STS continues to monitor vehicle weight during the assembly of the first car and make improvements wherever possible.

Item (Date Initiated: February 1996)

Schedule Slippage

Concern/Impact

The April 1997 delivery schedule indicates a delay of 18 months for the first car with delivery of the last car approximately 7 months late. Furthermore, the schedule shows a -43 days float, which if not rectified, will further increase delays by 43 days.

Status/Action

Siemens is expected to start a two shift operation after the first few cars have reached a stable production rate.

L.A. LIGHT RAIL VEHICLE PROCUREMENT Summary Status Report Period Ending - April 25, 1997

M E T R O

AREAS OF CONCERN (Con't)

Item (Date Initiated: November 1995)

Carborne Signal Equipment for 16 Standard Cars

Concern/Impact

The current plan calls for 16 L.A. Standard Cars to be assigned to the Metro Blue Line (LA \rightarrow Long Beach Branch). The Standard Cars require on-board signal equipment compatible with the Blue Line wayside equipment before they can enter revenue service. STS was requested to provide a proposal for the supply of on-board equipment. The MTA is finalizing a Light Rail Fleet Plan which may after the number of cars assigned to various lines and the quantity of on-board signal equipment required for purchase.

Status/Action

Siemens submitted a revised ROM cost which is currently under review by the MTA. An MTA Board Report is being prepared to authorize staff to negotiate procurement of the required Carborne Signal Equipment.

Item (Date Initiated: July 1995)

Cancellation of 22 Standard Cars

Concern/Impact

STS requested \$10 million in damages from the cancellation of 22 cars. This claim must be validated before payment can be made.

Status/Action

Back-up data from STS has been evaluated by technical staff and submitted to the Audit Department for final determination. The final determination is scheduled for release on May 15, 1997.

Item (Date Initiated: March 1995)

HVAC Design

Concern/Impact

Sutrak completed a Prototype Unit, which was physically inspected. Completion of the Design Conformance Test or the First Article Inspection are delayed due to a number of postponements by Sutrak.

Status/Action

Completion of the Design Conformance Test and the First Article Inspection is presently scheduled for May 1997 at the STS manufacturing facility in Sacramento.