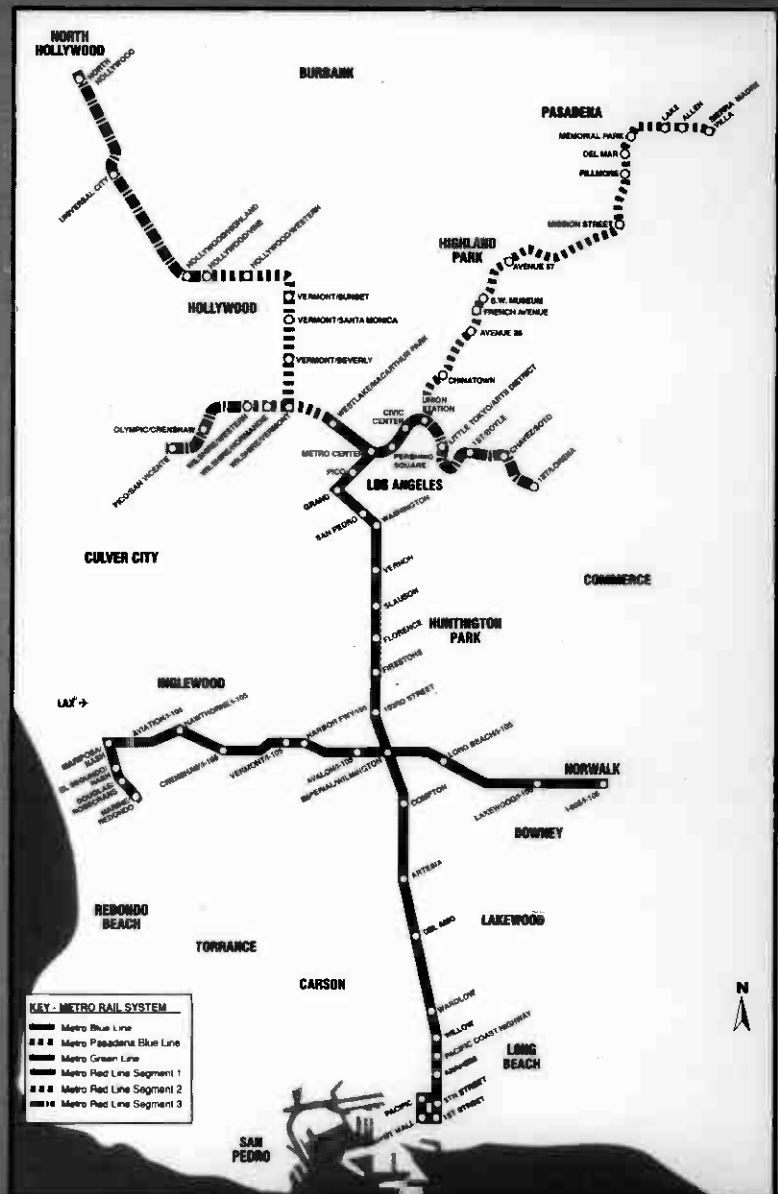


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

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

SEPTEMBER 1997

RAIL PROGRAM SUMMARY



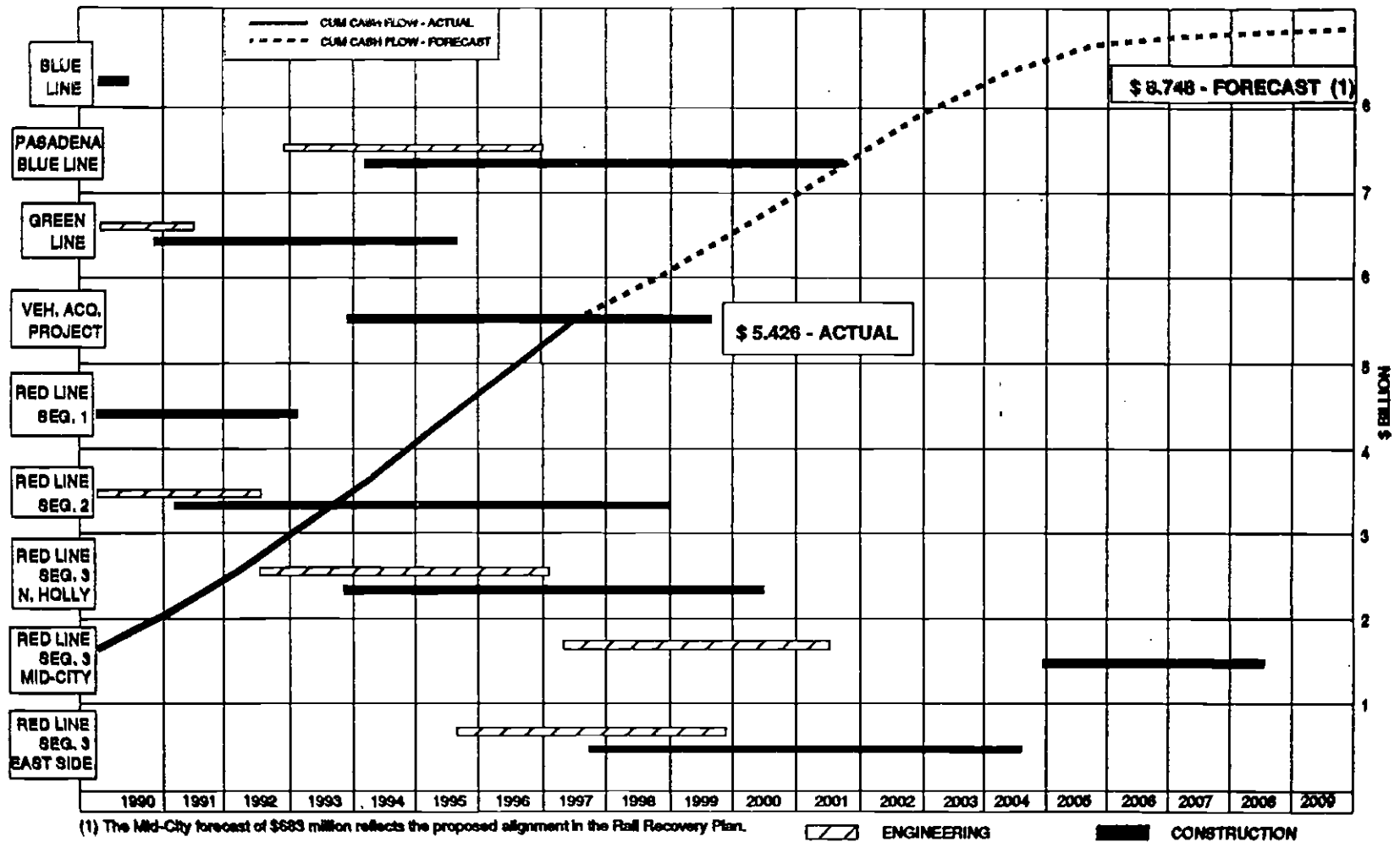
EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of September 1997

	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.	2.3 MI.	3.7 MI.	22 MI.	13.6 MI.	20 MI.	—	79 MI.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Light Rail	Light Rail	Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont Dec 1998	May 2000	July 2008	May 2004	July 1990	Aug 2001	August 1995	Final Car Delivery Aug 1999	Final Completion Jul 2008
Design Status	Completed	97.5%	92.4%	Final Not Started	82.9%	Completed	80.3%	Completed	Based on Milestones 95%	3 of 9 complt.
Construction Status	Completed	89.6%	51.0%	Not Started	Not Started	Completed	11.7%	99%	Based on Milestones 50%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1437	\$1395	\$654	\$13	\$102	\$860	\$205	\$669	\$91	\$5426
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	75%	0%	0%	0%	35%	34%
State/Local Funding	52%	56%	38%	61%	25%	100%	100%	100%	65%	66%

**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)**

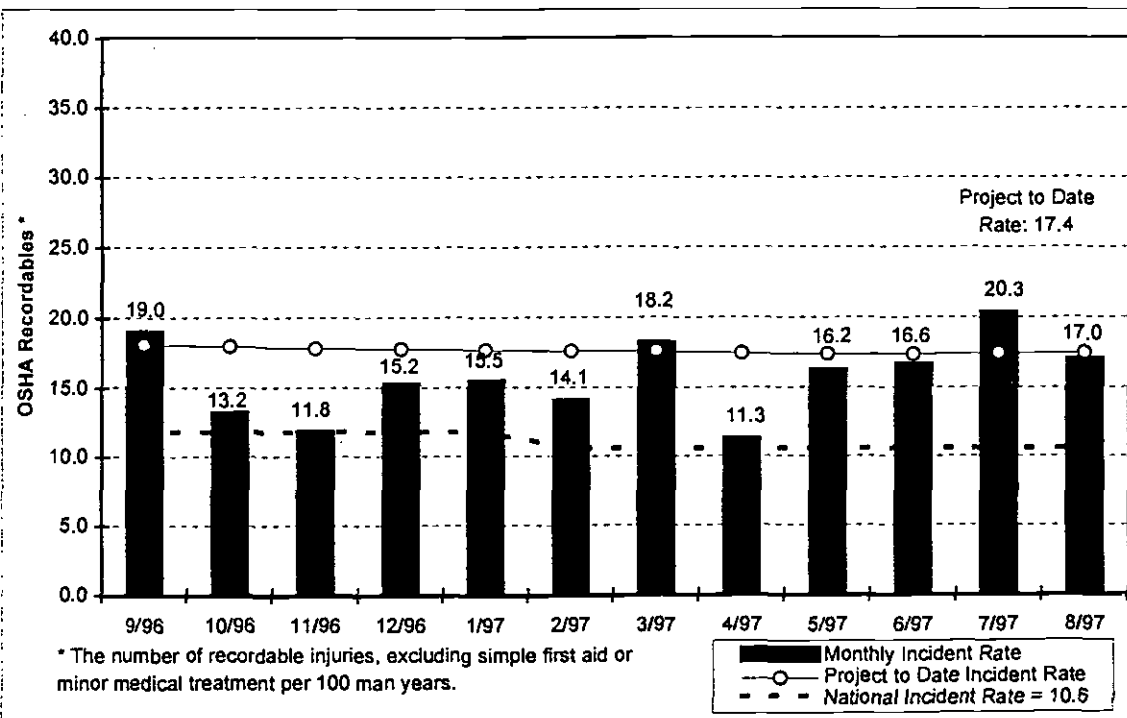
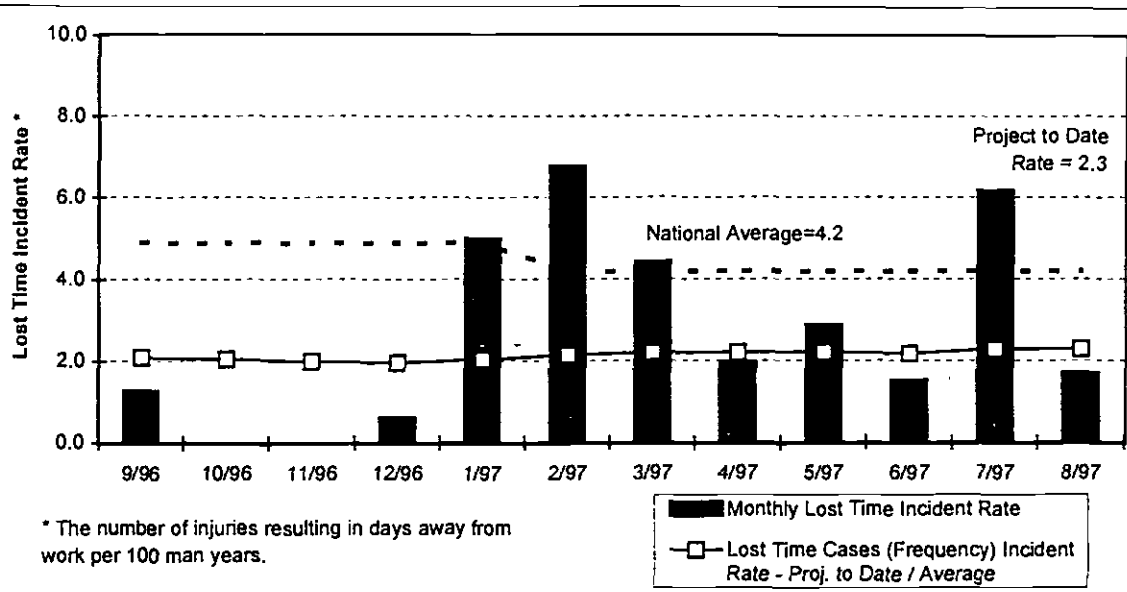
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	METRO RED (I) SEGMENT 3 - MC	METRO RED SEGMENT 3 - ES	PASADENA BLUE LINE	VEHICLE ACQ. PROJECT	SEPTEMBER 1997 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:											
FTA-SECTION 3			606.3	667.0	681.0	242.6	492.8			2688.8	31
FTA - OTHER											
ISTEA - FED SURFACE TRANSIT PROG				52.1	50.0		25.0		84.0	211.1	3
FED-ISTEA RSTP/CMAQ					87.7	20.4	268.9		6.1	383.1	5
FTA-SECTION 8			90.6							90.6	0
STATE		105.8	210.3	133.0	85.0	90.0	15.0	387.8	33.5	1080.5	12
STATE TSM MATCH					11.4	2.6	34.8			49.8	0
SB 1995 TRUST FUND					75.0					75.0	0
PROPOSITION A	877.2	205.1	179.5	478.9				202.6		1943.3	22
PROPOSITION C		395.3			116.5	327.3	203.3	213.5	134.0	1389.9	16
PROP C (AMERICAN DISABILITY ACT)		0.0								0.0	0
CITY OF LOS ANGELES			34.0	95.0	180.7		9.3			330.0	4
BENEFIT ASSESSMENT			130.3	25.4	13.5					169.2	2
COST OVERRUN ACCOUNT			200.1	124.2						324.3	4
APPROVED BUDGET	877.2	712.3	1450.1	1576.6	1310.8	682.9	1049.2	803.9	257.6	8720.8	99
CURRENT FORECAST	877.2	727.4	1439.0	1582.6	1310.8	683.0	1049.2	803.9	201.4	8674.4	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:											
PROP C (TRANSIT ENHANCEMENTS)				81.1	2.7					84.4	1
FED ISTEA RSTP/CMAQ				2.6						2.6	0
APPROVED BUDGET	0.0	0.0	0.0	84.2	2.7	0.0	0.0	0.0	0.0	86.9	1
CURRENT FORECAST	0.0	0.0	0.0	65.2	0.8	0.0	7.4	0.0	0.0	73.4	

(1) The Mid-City budget of \$683 million reflects Total Funds Anticipated pending the selection of a preferred alternative, the Approved Budget is \$481 million.



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

Safety Summary Status



METRO PASADENA BLUE LINE

Rail Program Status Summary

Period Ending - September 26, 1997



PROJECT DESCRIPTION

The Metro Pasadena Blue Line is a 13.7 mile conventional light rail project extending from Union Station to the eastern area of Pasadena. Thirteen stations are planned throughout the alignment. The line will travel through the City of Los Angeles, the community of Highland Park, and the cities of South Pasadena and Pasadena.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$ 0.3	0.0 %
Prior Cumulative Prog.	76.0	80.3
Cumulative Progress	76.3	80.3
CONSTRUCTION		
Monthly Progress	\$ 0.6	0.3 %
Prior Cumulative Prog.	49.5	11.4
Cumulative Progress	50.1	11.7
OTHER Cost Elements	\$78.8	
TOTAL	\$ 205.2	

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
State Prop 108	\$20.0	\$20.0	\$20.0
State Prop 116	40.0	40.0	40.0
State Highway Acct	327.8	76.5	35.7
Prop C Highway 25%	178.6	101.9	69.5
Prop C 40% Discr.	237.5	40.0	40.0
Prop A 35% Rail	0.0	0.0	0.0
TOTAL	\$803.9	\$278.4	\$205.2

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$432.5	\$404.2
Professional Services	258.9	273.4
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	5.9
Contingency	43.6	56.5
Project Revenue	(1.2)	(1.3)
TOTAL PROJECT	\$803.9	\$803.9

SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of the current August 2001 ROD. Various design packages have been prioritized in order to support the schedule. Presently, critical contracts C6420-LA River to Arroyo Seco Line Segment and C6450- Del Mar to Memorial Line Segment support the August 2001 ROD date.

CURRENT ACTIVITIES / ISSUES

The potential for design delays may jeopardize the recently developed schedule.

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - September 26, 1997



PROJECT DESCRIPTION

Metro Red Line Segment 2 is a continuation of the Segment 1 system and consists of the design, construction, testing and startup operations for 6.63 miles of a two-track rapid transit line, all in subway, with eight stations, three double crossovers and one pocket track.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$ 0.0	1.2 %
Prior Cumulative Prog.	160.9	96.3
Cumulative Progress	160.9	97.5
CONSTRUCTION		
Monthly Progress	\$6.6	0.7 %
Prior Cumulative Prog.	904.1	88.9
Cumulative Progress	910.7	89.6
OTHER Cost Elements	\$323.2	
TOTAL	\$ 1394.8	

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	478.9	440.8	338.3
City of Los Angeles	96.0	89.6	88.5
Benefit Assessment Dist	25.4	0.0	25.4
Benefit Assess. Shortfall	0.0	25.4	0.0
Cost Overrun Account	123.1	23.9	47.5
Prop C Transit Enhance	62.7	43.0	43.0
ISTEA CMAQ/RSTP	2.5	0.0	0.0
TOTAL	\$1640.7	\$1474.8	\$1394.8

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1104.8
Professional Services	411.9	418.6
Real Estate	88.1	88.3
Utility Force Account	32.4	29.0
Special Programs	2.5	2.4
Contingency	4.8	5.8
Project Revenue	0.0	(1.1)
TOTAL PROJECT	\$1640.8	\$1647.8

SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path continues to be controlled by progress of the B610 Trackwork Contractor's running rail and contact rail installation and special trackwork at Hollywood/Vine station crossover area. This Contractor provides tunnel access for the next critical project contract the Automatic Train Control (B620). The 79 calendar days of negative float forecast this period represents a 10-calendar day delay since last period. The increase in negative float is due to the B610 Contractor's slower than anticipated progress toward the critical AR tunnel high rail milestone in October 1997. The Project Office is continuing to evaluate selective schedule mitigation opportunities, such as acceleration or resequencing of automatic train control work and dynamic testing in order to improve the forecast completion date.

CURRENT ACTIVITIES / ISSUES

The Project Office has conducted a thorough review and risk analysis at the individual Budget line item and contract level in determining if the remaining Budget is adequate to support project completion. The result of this review indicates a potential \$7.0 million overrun to the current budget. Since minimal reductions in the large construction contracts can be anticipated, the project staff is reviewing and mitigating professional services, hazardous materials and startup costs in order to meet budget. However, construction claims and associated litigation costs, OCIP property risk claims and Agency overhead overruns may worsen the projected budget overrun.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - September 26, 1997



PROJECT DESCRIPTION

The North Hollywood Extension includes three stations and extends 6.7 miles northwest from the terminus of Segment 2 at Hollywood/Vine to a new terminus at North Hollywood station. Two intermediate stations, one at Hollywood/Highland and another at Universal City, complete this extension.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$ 0.0	0.5 %
Prior Cumulative Prog.	64.5	91.9
Cumulative Progress	64.5	92.4
CONSTRUCTION		
Monthly Progress	\$14.2	3.0 %
Prior Cumulative Prog.	391.9	48.0
Cumulative Progress	406.1	51.0
OTHER Cost Elements	\$183.6	
TOTAL	\$ 654.2	

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$291.4	\$343.0
FTA - Sect 3 Defer. Local	136.2	72.8	85.8
FED ISTEA STP (State)	50.0	50.0	0.0
FED ISTEA STP/CMAQ	77.6	53.0	53.0
FED ISTEA RSTP Defer	10.1	6.9	6.9
SB 1995 Trust Fund	68.9	68.9	67.7
State SHA/Article XIX	60.0	20.9	20.9
State Proposition 116	25.0	25.0	25.0
State TSM Match	11.4	9.8	8.1
City of Los Angeles	200.0	55.4	11.9
Proposition C	113.3	19.5	31.9
Benefit Assessment Dist	13.5	0.0	0.0
Prop C (Artwork)	2.4	0.6	0.0
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$1313.5	\$674.2	\$654.2

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$827.0	\$830.0
Professional Services	301.5	299.1
Real Estate	89.0	87.3
Utility Force Account	26.3	25.6
Special Programs	0.0	0.0
Contingency	70.0	81.0
Project Revenue	0.0	(11.4)
TOTAL PROJECT	\$1313.8	\$1311.6

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the project team is targeting May 2000 for Revenue Operations. The project is currently forecasting completion on May 17, 2000 which is 7 months ahead of the FTA schedule.

CURRENT ACTIVITIES / ISSUES

The project is currently maintaining its budget and is on schedule.

METRO RED LINE SEGMENT 3 MID- CITY

Rail Program Status Summary

Period Ending - September 26, 1997



PROJECT DESCRIPTION

Metro Red Line Segment 3 Mid -City is an extension of the existing Metro Red Line project. It begins just west of the Wilshire/Western Station. The alignment continues under Wilshire Boulevard and curves southwest at Crenshaw Boulevard, passing through the Crenshaw/Olympic Station and terminates at the Pico/San Vicente Station.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$0.0	0.0 %
Prior Cumulative Prog.	6.9	2.0
Cumulative Progress	6.9	2.0
CONSTRUCTION		
Monthly Progress	\$ 0.0	0.0 %
Prior Cumulative Prog.	0.0	0.0
Cumulative Progress	0.0	0.0
OTHER Cost Elements	\$5.9	
TOTAL	\$12.8	

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$194.0	\$4.1	\$4.1
FTA - Sect 3 Defer. Local	48.5	1.0	1.0
FED ISTEA STP (State)	0.0	0.0	0.0
ISTEA CMAQ/RSTP	16.3	1.3	1.3
ISTEA RSTP Defer. Local	4.1	0.1	0.1
State Article XIX	40.0	0.0	0.0
Proposition 116	0.0	0.0	0.0
Flex Congestion Relief	50.0	0.0	0.0
State TSM Match	2.7	0.1	0.1
City of Los Angeles	0.0	0.0	0.0
Prop C	327.1	6.2	6.2
TOTAL	\$682.7	\$12.8	\$12.8

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$334.0	\$377.0
Professional Services	98.0	187.0
Real Estate	54.0	44.0
Utility Force Account	5.0	9.0
Special Programs	0.0	2.0
Contingency	0.0	64.0
Project Revenue	0.0	0.0
TOTAL PROJECT	\$491.0	\$683.0

SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The May 1997 planned completion for FTA review has slipped to late October, due to the time required to prepare information and the FTA review cycle. These delays are having a major impact to the schedule; no mitigation is anticipated due to the time legally required for circulation of the document after incorporation of FTA comments.

CURRENT ACTIVITIES / ISSUES

The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is February 1998; the Project Adoption and Record of Decision milestones have also slipped as a result of these delays. The July 2008 ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.

METRO RED LINE SEGMENT 3 EAST SIDE

Rail Program Status Summary

Period Ending - September 26, 1997



PROJECT DESCRIPTION

The East Side extension consists of seven stations along an alignment of approximately 6.5 miles. Starting at the existing Union Station, the alignment proceeds in an easterly direction and terminates at the intersection of Whittier and Atlantic Boulevards. Intermediate stations are planned at Little Tokyo, First/Boyle, Cesar Chavez/Soto, First/Lorena, Whittier/Rowan and Whittier/Arizona. Plans are to build an Initial Operable Segment (IOS) of approximately 3.5 miles starting at Union Station and terminating at the First/Lorena station.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$0.0	3.3 %
Prior Cumulative Prog.	51.0	79.6
Cumulative Progress	51.0	82.9
CONSTRUCTION		
Monthly Progress	\$ 0.2	0.0 %
Prior Cumulative Prog.	15.3	0.0
Cumulative Progress	15.5	0.0
OTHER Cost Elements	\$35.9	
TOTAL	\$ 102.4	

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$394.3	\$57.0	\$77.9
FTA - Sect 3 Defer. Local	98.6	14.3	19.5
FED ISTEA STP (State)	25.0	25.0	0.0
FED ISTEA STP/CMAQ	238.0	17.7	0.0
FED ISTEA RSTP Defer	30.8	2.3	0.0
State SHA/Article XIX	0.0	0.0	0.0
State Proposition 116	15.0	0.0	0.0
State Flex Congest Relief	0.0	0.0	0.0
State TSM Match	34.8	0.7	0.7
City of Los Angeles	0.0	0.0	0.0
Proposition C	212.6	4.3	4.3
TOTAL	\$1049.1	\$121.3	\$102.4

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$652.2	\$663.1
Professional Services	247.6	251.9
Real Estate	34.8	36.6
Utility Force Account	23.9	23.9
Special Programs	0.0	3.1
Contingency	90.7	78.0
Project Revenue	0.0	0.0
TOTAL PROJECT	\$1049.2	\$1056.6

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

The FFGA ROD is November 2002. The forecast ROD is May 2004, which was approved by the Board on June 4, 1997. This ROD date results from revised contract packaging based on a combined C0502/C0541 single tunnel contract strategy utilizing three TBMs. This approach combines the existing C0502 and C0541 contract scopes and the excavation of 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle station, for construction of Chavez/Soto station and for excavation and construction of 1st/Lorena station.

CURRENT ACTIVITIES / ISSUES

FTA directives require MTA to submit a revised recovery plan prior to negotiating a new Full Funding Grant Agreement (FFGA). The directives are:

- No federal funds shall be drawn down for the East Side Extension project
- No new contracts shall be awarded for the East Side Extension project

MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget.

VEHICLE ACQUISITION PROJECT

Rail Program Status Summary

Period Ending - September 26, 1997



PROJECT DESCRIPTION

The Vehicle Acquisition Project (P2000) includes 52 standard Light Rail Vehicles under order from Siemens. According to the MTA Board approved Fleet Management Plan, 28 cars are destined for the Metro Green Line and 24 cars are destined for the Metro Blue Line.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
FABRICATION		
Monthly Progress	\$ 0.0	10.0 %
Prior Cumulative Prog.	80.7	40.0
Cumulative Progress	80.7	50.0

OTHER Cost Elements	\$10.8
TOTAL	\$91.5

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA RSTP (ISTEA)	\$6.1	\$6.1	\$0.0
FTA - Other	0.0	0.0	0.0
FED ISTEA STP	84.0	55.1	42.1
State Proposition 116	33.5	16.4	16.4
Proposition C	134.0	33.0	33.0
TOTAL	\$257.6	\$110.6	\$91.5

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Fabrication	\$232.4	\$180.6
Professional Services	12.9	14.8
Contingency	12.3	6.0
Project Revenue	0	0.0
TOTAL PROJECT	\$257.6	\$201.4

SCHEDULE STATUS

FINAL CAR DELIVERY DATE: August 1999

The September 1, 1997 delivery schedule forecasts 25 months delay in delivery of the first car. Progress has been made in the assembly of the first car and Siemens is working toward a more aggressive delivery schedule. The first vehicle is scheduled for delivery in November 1998.

CURRENT ACTIVITIES / ISSUES

The assembly of nine cars continued. Carshell No. 19 was shipped for final assembly in Sacramento.

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

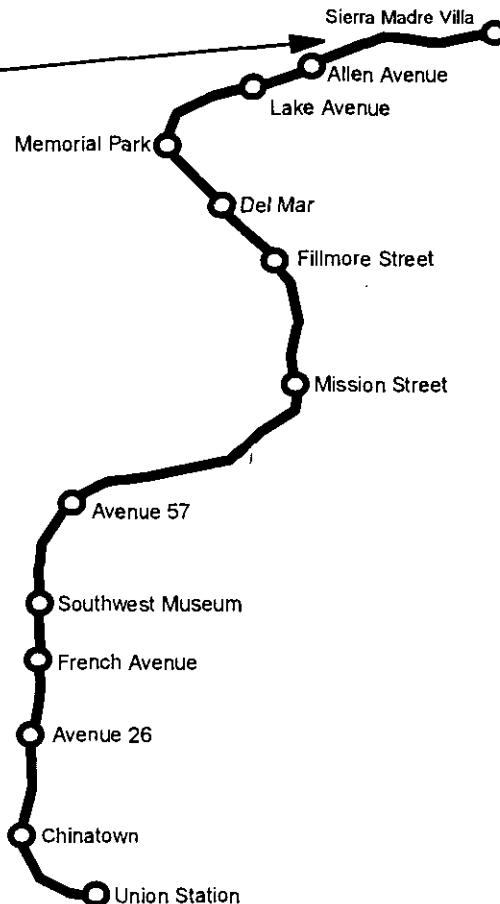
METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



MAJOR ACTIVITIES THIS PERIOD (September 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Completed final finishing work for sidewalk and concrete barrier at Stage 1 (West). Completed reinforcement for the concrete barrier & sidewalk at Stage 2. Continued forming and concrete placement of pilaster, barrier and sidewalk at Stage 2. Completed concrete placement for the HOV lane of the I-210 freeway at Bent #2. Commenced priming and first coat application for the column casings.
- Allen Ave.: Completed the removal of the falsework from northbound Allen Ave. (Span 2). Completed stripping of the forms for the retaining walls at Abutment #1. Commenced backfilling at Abutment #1.
- Foothill Blvd.: Completed concrete placement at Abutment #1 & #3. Commenced preparation of slope for paving.
- Fremont Ave.: Completed the installation of C channels for the floor beams & other miscellaneous metal. Completed the catch plate installation at Pier #2.
- Lacy Street: Commenced pier retrofit work.



SYSTEMWIDE ACTIVITIES

- Project Staff completed their review of the current Basis of Design in August, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted Revenue Operations Date of August 2001; confirmed the project budget of \$803.9 million, and identified & determined resolution for any open issues. The results of the analysis were planned to be presented to the Board in September 1997, however postponement will continue pending resolution of the Recovery Plan.
- The Section Designer for Contract C6390 (Chinatown Aerial Guideway Structure) continued work on the final civil design effort and completed the final structural analysis for the entire aerial structure. Also completed the final Traffic, Civil and Utility design drawings for Phase I.
- EMC continued Preliminary Engineering for Contract C6391 (Chinatown Station).
- The Section Designer started work for Contract C6420 (L.A. River to Arroyo Seco Line Segment).
- MTA, MTC and Third Parties returned comments on pre-final documents for Contract C6440 (Arroyo Seco to Del Mar Line Segment).
- The Section Designer continued with design work, drawings and specifications for C6450 (Del Mar to Memorial Park Line Segment).

METRO PASADENA BLUE LINE

Quarterly Project Status Report

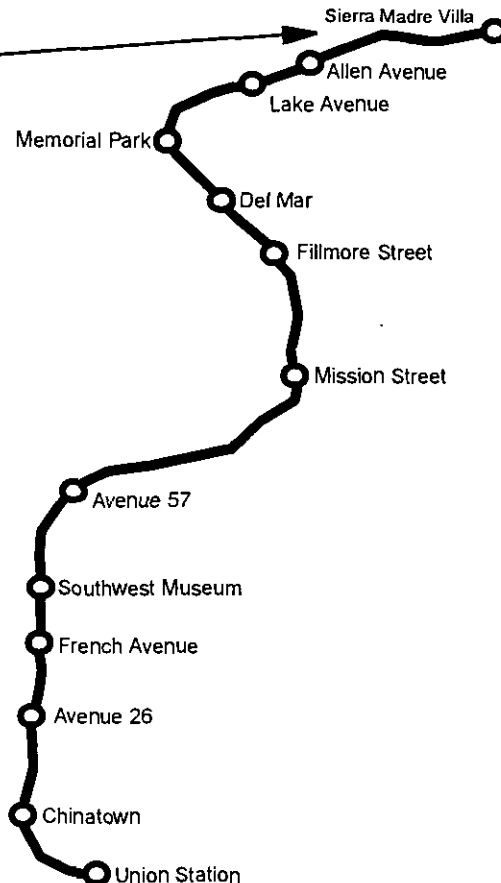
Period Ending - September 26, 1997



MAJOR ACTIVITIES NEXT PERIOD (October 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Complete concrete placement for the barrier, pilaster and sidewalk at Stage 2. Complete relocation and installation of utilities at Stage 2, including a water supply line. Replace freeway pavement section and restripe the westbound 210 freeway. Install slope paving at the abutments. Remove K-rail at Stage 2 and restripe northbound Lake Ave. Replace overhead freeway sign at Stage 2.
- Lacy St.: Continue retrofit work on spans 1, 2, and 3. Continue installation of walkway plates and other miscellaneous items.
- Arroyo Seco Parkway: Complete work including repair to damaged fence.
- Foothill Blvd.: Install slope pavers. Complete repair work to soffit of girder.
- All Bridges: Continue punch list items.
- Achieve substantial completion.



SYSTEMWIDE ACTIVITIES

- Issue Final Design Submittal for Contracts C6390 (Chinatown Aerial) and C6440 (Arroyo Seco to Del Mar Line Segment).
- Continue with design work, drawings and specifications for C6450 (Del Mar to Memorial Park Line Segment).
- Conclude negotiations with the following Section Designers: La Canada Design Group, and start mobilization of Contract C6470 (Stations at Southwest Museum and Ave. 57); Martinez/Amador for Contract C6500 (Del Mar Station) and issue Notice-to-Proceed (NTP); Centennial Engineering for Contract C6460 (Memorial Park to Sierra Madre Villa Line Segment) and issue NTP; Miralles & Associates, Inc. for Contract C6510 (Lake/Allen Stations); and Harshad Patel Design for Contract C6520 (Memorial Park Station) and issue NTP. CWO 039 (Program Management), Part II, EMC submit final proposal for C6400 (Yard & Shops).
- Begin negotiating CWO 042 Design Build, previously scheduled for September.
- Issue Project Implementation Plan (PIP) for CWO 043 (Misc. Final Design) previously planned for September.
- Begin conversion of CWO 040 (Line Section/System Design) to new EMC contract.
- Continue effort to close out CWO 021 (original Final Design) and resolve outstanding issues with CWO 037 (Cost Containment).

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

Budget/Forecast Variance (\$ in millions)				
Original Scope				
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	SEPTEMBER CHANGE IN FORECAST
CONSTRUCTION	\$432.5	\$404.2	(\$28.3)	\$0.2
PROFESSIONAL SERVICES	258.9	273.4	14.5	0.0
REAL ESTATE	55.5	49.8	(5.7)	0.0
UTILITY/FORCE ACCOUNT	12.4	15.4	3.0	0.0
SPECIAL PROGRAMS	2.2	5.9	3.7	0.0
CONTINGENCY	43.6	56.5	12.9	(0.2)
PROJECT REVENUE	(1.2)	(1.3)	(0.1)	0.0
TOTAL PROJECT	\$803.9	\$803.9	\$0.0	\$0.0

Additional Locally Funded				
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	SEPTEMBER CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$0.0	\$0.0	\$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	\$0.0	\$0.0	\$0.0

Budget/Forecast Variance Analysis
Original Scope

The forecast changes this period consist of a Construction increase of \$0.2 million, due to additional costs for potential claims exposure at Contract C6435 (Reconstruction & Retrofit of Steel & Concrete Bridges). This change was offset by a decrease of \$0.2 million from project unallocated contingency. There was no change to the Total Project forecast cost.

Commitments to date for Original Scope are \$269 million or 33% of the current total forecast.

Expenditures to date for Original Scope are \$205 million or 26% of the current total forecast.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



CONTRACT/LINE ITEM VARIANCE REPORT

CONTRACT VARIANCE: Current Forecast differs from Current Budget by 10% or more and Current Budget is \$50 million or more.

- No items to report this period.

LINE ITEM VARIANCE: Current Forecast differs from Current Budget by 10% or more for the Line Item total:

- **LINE ITEM 01 - GUIDEWAYS AND STATIONS:**

Current Budget \$ 248,123,492

Forecast: \$ 221,301,564

Variance: (\$ 26,821,928)

% Variance: (10.8%)

Mitigation: The Current Forecast reflects the latest estimates from EMC which validate the current scope and schedule. In addition, the Current Forecast includes the anticipated credit for the claim for the Lacy Street Bridge rework. (NOTE: The Safety Awareness and Contractor Safety Incentive Programs have also been segregated into its own Line Item #27. If included, this negative variance would be less than the +/- 10% threshold.) This reduction in forecast is the result of incorporating design changes and scope reductions which have mitigated the cost of this line item.

- **LINE ITEM 04 - UTILITY RELOCATIONS:**

Current Budget \$ 12,188,500

Forecast: \$ 10,678,700

Variance: (\$ 1,509,800)

% Variance: (12.4%)

Mitigation: The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the physical utility relocation effort by outside agencies. No further mitigation is anticipated since this current forecast represents the minimum essential utility relocation required to support the Pasadena Blue Line Project.

- **LINE ITEM 06 - ELECTRIFICATION:**

Current Budget \$ 35,121,600

Forecast: \$ 26,850,000

Variance: (\$ 8,271,600)

% Variance: (23.6%)

Mitigation: The Current Forecast reflects the latest estimates from EMC which validate the current scope and schedule. No further mitigation is anticipated since this current forecast represents the minimum scope essential for project operations.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



CONTRACT/LINE ITEM VARIANCE REPORT (Con't)

- **LINE ITEM 07 - SYSTEMWIDE EQUIPMENT:**

Current Budget	\$	35,327,400
Forecast:	\$	40,358,200
Variance:	\$	5,030,800
% Variance:		14.2%

Mitigation: Extensive evaluations of the scope and schedule for Systemwide Equipment have resulted in the current forecast of \$40.4 million. Mitigation of this line item is unlikely since the scope represents the minimum equipment requirements necessary to operate the Pasadena Blue Line rail project. Any further cutbacks would lead to reduced systems capabilities.

- **LINE ITEM 19 - PROJECT ADMINISTRATION:**

Current Budget	\$	47,560,900
Forecast:	\$	65,997,400
Variance:	\$	18,436,500
% Variance:		38.8%

Mitigation: The increase in forecast is attributable to the latest MTA staffing plan to support an August 2001 ROD. In addition, the Construction Unit overhead/fringe rate has increased from 165% of direct labor to 282% of direct labor. To mitigate this forecast overrun, the project staff is working to see where staffing levels for the various MTA support groups can be decreased while still maintaining overall quality and safety for the project. If Construction overhead rates decreased in the future, further savings can be realized.

- **LINE ITEM 21 - REAL ESTATE:**

Current Budget	\$	55,500,000
Forecast:	\$	49,760,000
Variance:	(\$	5,740,000)
% Variance:		(10.3%)

Mitigation: The Current Forecast reflects the latest estimate from the MTA Real Estate Department. Cost savings have been realized by eliminating most of the partial-takes along the Marmion Way Corridor. No further mitigation is anticipated since the current forecast represents the present project scope requirements.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



CONTRACT/LINE ITEM VARIANCE REPORT (Con't)

- **LINE ITEM 23 - UTILITY/AGENCY FORCE ACCOUNTS:**

Current Budget	\$	12,400,000
Forecast:	\$	15,400,000
Variance:	\$	3,000,000
% Variance:		24.2%

Mitigation: The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the engineering support by outside agencies for the utility relocation effort. The increase in forecast is attributable to the projected level-of-effort support of the utilities and government agencies. If construction durations can be improved, this could result in possible savings by shortening the design/construction reviews by these outside agencies.

- **LINE ITEM 24 - PROJECT CONTINGENCY:**

Current Budget	\$	43,554,108
Forecast:	\$	56,464,336
Variance:	\$	12,910,228
% Variance:		29.6%

Mitigation: The Current Forecast reflects the latest review with the PBL staff as to the allocated contingency necessary to complete the present scope of the work on schedule (August 2001 ROD) and on budget (\$803.9 million).

- **LINE ITEM 27 - SAFETY AWARENESS PROGRAM:**

Current Budget	\$	0
Forecast:	\$	3,735,200
Variance:	\$	3,735,200
% Variance:		

Mitigation: The Current Forecast reflects the latest estimate from EMC and represents the maximum exposure to the MTA for the Safety Awareness and Contractor Incentive Award Programs. These costs have been segregated from the actual construction contracts. No mitigation to this forecast is anticipated as these programs are directed by the MTA.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997

FINANCIAL DETAIL
STATUS OF FUNDS BY SOURCE

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
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	\$76,500	\$35,646	11%	\$35,646	11%	\$35,646	11%
PROP C (HIGHWAY 25%)	\$0	\$178,547	\$101,925	\$133,408	75%	\$69,545	39%	\$69,180	39%
PROP C (40% DISC.)	\$435,437	\$237,522	\$40,000	\$40,000	17%	\$40,000	17%	\$40,000	17%
TOTAL	\$841,000	\$803,869	\$278,425	\$269,054	33%	\$205,191	26%	\$204,826	25%

NOTE: (1) Based on Current Budget
Expenditures are through August 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. The Fund Transfer Agreement by Caltrans was executed on July 3, 1997. Funds are now available for drawdown.

METRO PASADENA BLUE LINE

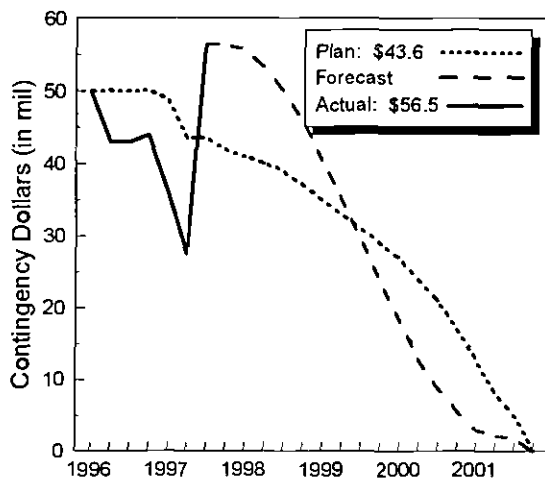
Quarterly Project Status Report

Period Ending - September 26, 1997



FINANCIAL STATUS

Contingency Status



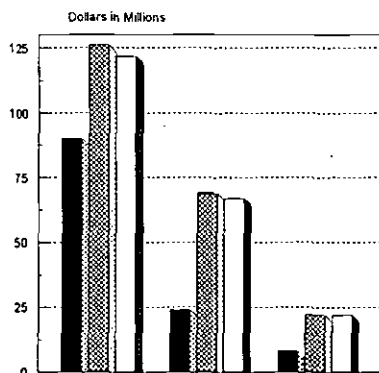
NOTE: The Plan is based on the budget approved by the Board in February 1996 and incorporates all Project Budget Change Requests. The plan will be revised upon Board approval.

Contingency Status Analysis

The total project unallocated contingency forecast decreased by \$0.2 million from \$56.7 million to \$56.5 million for the September 1997 period. The contingency represents potential cost impacts (including escalation and extended administration) associated with the current forecast Revenue Operations Date (ROD) of August 2001 and incorporates the latest forecast for Contract C6435 (Reconstruction & Retrofit of Steel & Concrete Bridges).

The MTA is working to provide a revised Rail Recovery Plan to the Federal government. This plan, forecast to be complete in November 1997, could effect the August 2001 ROD.

Professional Service Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	90	24	8
Forecast	126	69	22
Budget	122	67	22

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

Professional Services Cost Analysis

The current budgets for all Professional Services are based on the project scope and schedule approved by the Board on February 28, 1996, as amended by the June 1996 Board report submittal and the June 1997 Rail Recovery Plan. The current forecast has been revised to reflect the mitigation of delays associated in the commencement of the redesign effort, as well as the validation of the August 2001 ROD & project budget of \$803.9 million.

The forecast for the Design Consultant remained unchanged at a total of \$126.1 million for the September 1997 period. This forecast reflects the most recent negotiated CWO's with the Engineering Management Consultant, as well as ROM estimates for those CWO's which still await final PIP submittals (i.e. CWO 043).

The forecast for Construction Management remained unchanged at a total of \$60.7 million for the Sept. period. This forecast represents the August 2001 ROD and the consolidation of work from the original 46 packages into 23 packages with the cost based on a guideline established by MTA Estimating.

The forecast for Specialty Consultants remained unchanged at a total of \$20.6 million and is based on inputs received from the various MTA departments responsible for oversight of these consultants. Again, the forecast is based on the August 2001 ROD.

METRO PASADENA BLUE LINE

Quarterly Project Status Report

Period Ending - September 26, 1997



SCHEDULE STATUS

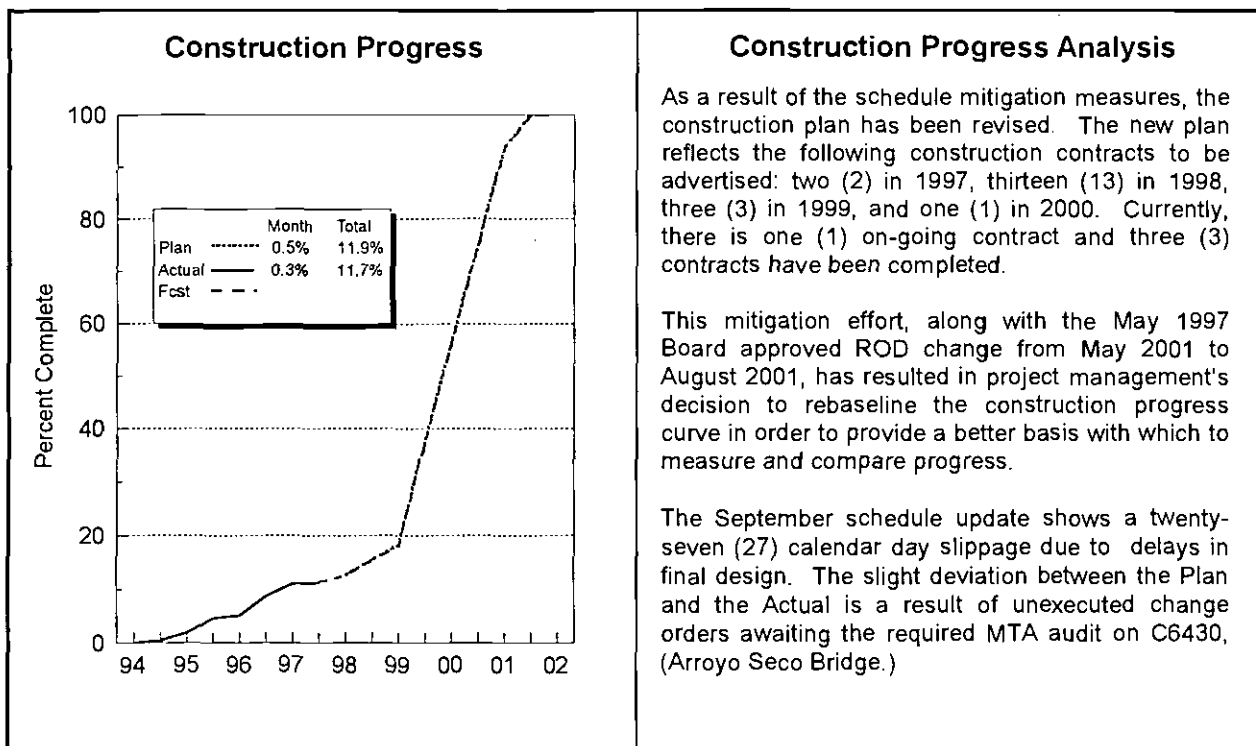
Schedule		Change from Last Month
Current R.O.D.	August 2001	None
Design Progress*	80.3%	None
Constr. Progress	11.7%	+0.3
Critical Path Float (Calendar Days)	0	0

*Design percent complete is based on original design work scope which, due to cost containment resulting in redesign, has been substantially revised. Design contracts will be rebaselined as each CWO and Section Design contract is negotiated.

Current Critical Path Analysis

The PBL schedule recently went through an extensive analysis in order to mitigate the 153 calendar days of negative float. This mitigation effort included the May 1997 Board approved ROD change from May 2001 to August 2001. The mitigation was accomplished by changes in construction methodologies along with design changes; decrease in the length and size of the subgrade "U" section and box, and the elimination of 4000 L.F. of sewer line. Additional time saving included the mitigation of design delays which improved the schedule by three (3) weeks, concurrent start of additional crews on critical segments, and reductions of overall contract durations by overlapping construction activities that were previously sequential.

The schedule identifies the critical path through the design, bid cycle and construction of Contracts C6420, (L.A. River Bridge to Arroyo Seco Line Segment) and corresponding trackwork, H0060 (Train Control Systems), H0070 (TPSS/OCS), Integrated Systems and Pre-Revenue Operations.



METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



SAFETY STATUS / MANAGEMENT ISSUES

Construction Safety Statistics			Construction Safety Summary	

MANAGEMENT ISSUES

NEW

Item (Date Initiated: September 1997)

CWO 040 Final Design Contracts

Concern/Impact

Late initiation of invoice processing for contracts C6450 (Del Mar to Memorial Line Segment) and C6390 (Chinatown Aerial) by the EMC has resulted in these two contracts stopping work 15 days and 8 days respectively.

Status/Action

Contracts C6450 (Del Mar to Memorial Line Segment) and C6390 (Chinatown Aerial) restarted on October 7 and October 8 respectively and schedule impacts are in the process of being assessed.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Con't)

ONGOING

Item (Date Initiated: August 1997)

CEQA Environmental Document/ Issues Resolution Task Force

Concern/Impact

Closed Circuit Television (CCTV) was deleted from the project scope during the cost containment review of the project. As a result, this reduction may trigger a Supplemental Environmental Impact Report (SEIR) which may impact the Revenue Operations Date (ROD).

Status/Action

Project Staff and consultants continued with the environmental review and documentation of cost containment measures. Concurrently, staff has prepared alternatives for Board consideration which would mitigate the deletion of the CCTV. These alternatives would require an addendum to the EIR but would not impact the August 2001 ROD.

Item (Date Initiated: July 1997)

Issues Resolution Task Force

Concern/Impact

In July, a PBL project task force was initiated to identify all issues that may have an impact to the project. The intent was to evaluate all issues, and determine any action that may be required for the Board's consideration. Twelve issues were identified and their impact, along with the pros and cons were evaluated. Recommendations to the Board were formulated in time for the September Board meeting. However, the Board presentation has been postponed pending resolution of the Rail Recovery Plan.

Status/Action

Specific issues which have the potential of affecting ROD and/or operational capability are being pursued through change notices.

Major areas being pursued are:

1. Development of final design for Yard & Shops.
2. Installation of CCTV.
3. Addition of two TPSS Facilities.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Con't)

ONGOING (Cont'd)

Item (Date Initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency Cost is an element of the Project Budget and incorporates management labor costs, non labor administrative costs, fringe benefits and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, Project Staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the Division are established, proposed staffing levels through project completion for other MTA divisions along with justification for these support services are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

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:

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

Status/Action

Terminal Annex Property: The Ratkovich Villanueva Partnership requested a traffic plan from the MTA for the "Vignes Street access" prior to continuing negotiations concerning their property. The preliminary traffic plan was completed and approved by the City of Los Angeles. The MTA has agreed to commit limited funds for landscaping the property entrance. A meeting is being scheduled with the Ratkovich Villanueva Partnership to continue negotiations.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



Major Activities - This Period

B281 Hollywood/Vine Station and Crossover - Completed Hollywood Boulevard street deck removal and began installing curbs, gutters, and buspads. Continued installing ductwork, electrical equipment, piping and conduit. Made final preparations for providing permanent power to the station. Began installing platform edge lights and continued installing metal ceilings at the mezzanine level. The fare collection equipment milestone was achieved this period. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 85% complete.

B271 Hollywood/Western Station - Completed removing the street deck on Hollywood Boulevard. Continued concreting the appendages. Completed installing metal ceiling panels at platform level; continued installing conduit; continued pulling wire to electrical equipment; continued electrical and mechanical work required for permanent power. Began installing platform edge pavers and edge lights. Achieved the Auxiliary Power Room access milestone this period. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 90% complete.

B252 Vermont/Santa Monica Station and Crossover - Continued testing electrical and mechanical equipment. Continued finish work, including installing metal ceiling panels in the main station, and granite pavers in the entrances. Completed installing north entrance canopy framework. Continued final restoration of the plaza area. Continued constructing curb and gutter and performing traffic signal work. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 95% complete.

B261 Vermont/Sunset Station - Continued constructing the entrance walls and landing slab. Continued excavating the west appendages and concreting the east appendages. Continued backfilling the main station and relocating utilities. Continued installing electrical equipment, ductwork, wire, and mechanical piping. Continued installing metal ceiling panels at the platform level. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 85% complete.

B241 Vermont/Beverly Station - Completed removing the street deck on Vermont Avenue. Continued concreting appendages. Provided permanent power to the station. Continued installing ductwork, mechanical piping, electrical equipment, and conduit in preparation for equipment testing. Continued tile and other finish work in the main station and entrance. Continued installing rockwork artwork. The Contractor has achieved 8 liquidated damage milestones to date. The Contract is 90% complete.

Operating →

Wilshire/
Western

Wilshire/
Normandie

Wilshire/
Vermont

Wilshire/
Alvarado

SYSTEMWIDE ACTIVITIES

B610, Trackwork, Completed AL running rail installation and provided high-rail access on schedule. Continued running rail installation in the AR tunnel. Continued concreting contact rail pedestal.

B620, Automatic Train Control Installation, Completed installation of communications interface cabinets (CICs) in the crosspassages and trainway feeders conduit. Began cable pulling in the AL tunnel.

B631, Traction Power, Contractor continued installation and started testing in the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations.

B641, Radio, Continued installation in the Vermont/Santa Monica, Hollywood/Western, and Hollywood/Vine stations.

B642, Public Address, Equipment is in storage with Communications Installation contractor.

B644S, Fiber Optic and Cable Transmission, Equipment is in storage for installation.

B646, Fire and Emergency Management, Continued design development of blue light stations, emergency management panels (EMPs), auxiliary EMPs, and the programmable logic controller modules (PLCs) for Hollywood/Western Station. The Contractor has completed factory acceptance testing (FAT) of PLCs for the Vermont/Santa Monica Station, and both hardware and software are ready for delivery.

B648B, Communication Installation, Change Notice is in process for procuring closed circuit television equipment. Cable pulling and equipment installation continued at available stations.

B710, Elevator/Escalator, Elevator equipment installation continued at Hollywood/Vine Station.

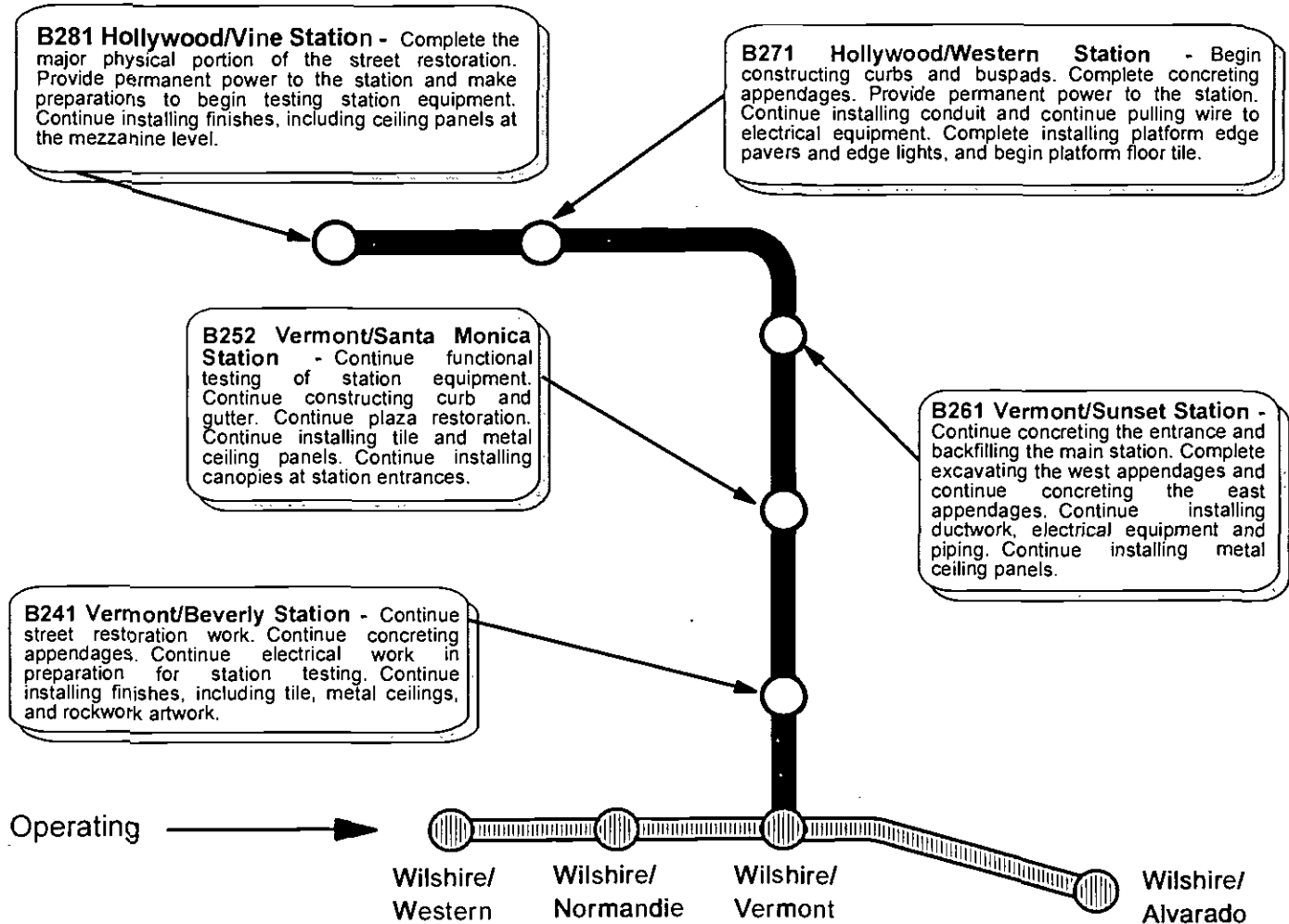
B740/B745, Air Handling/Ventilation, Installation of fan equipment continued at available stations.

Fabrication of remaining systemwide equipment continued.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

- B610, Trackwork, Contractor is to complete running rail for AR tunnel and to continue contact rail placement.
 - B620, Automatic Train Control Installation, Contractor is to take official AR tunnel access for cable pulling and to continue cable pulling in the AL tunnel.
 - B631, Traction Power, Contractor is to make final connections and perform testing associated with energizing permanent power in the Vermont/Beverly, Hollywood/Western and Hollywood/Vine Stations.
 - B641, Radio, Contractor is to continue installing radio cable in the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations and will commence outside antenna installation at the Vermont/Santa Monica Station.
 - B646, Fire and Emergency Management, Contractor is to deliver programmable logic controller (PLC) hardware and software to the Vermont/Santa Monica Station and to start factory acceptance test (FAT) of the Hollywood/Western Station equipment.
 - B648B, Communication Installation, Contractor is to continue installation at available stations.
 - B740/B745, Air Handling/Ventilation, Contractors are to continue installation of fan equipment at available stations.
- Fabrication of remaining systemwide equipment is to continue.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)
Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	SEPTEMBER CHANGE IN FORECAST
Construction	\$1,053.8	\$1,056.8	3.0	1.3
Professional Services	395.1	401.5	6.4	0.0
Real Estate	88.1	88.3	0.2	0.0
Utility/Force Account	32.4	29.0	(3.4)	0.0
Special Programs	2.5	2.4	(0.1)	0.0
Contingency	4.8	5.8	1.0	(1.3)
Project Revenue	0.0	(1.2)	(1.2)	0.0
Total Project	\$1,576.6	\$1,582.5	\$5.9	\$0.0

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	SEPTEMBER CHANGE IN FORECAST
Construction	\$47.3	\$48.0	0.7	(0.1)
Professional Services	16.8	17.1	0.3	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	0.1	0.1	0.1
Total Additional Locally Funded Activities	64.2	65.2	1.0	0.0

Due to rounding, some values may differ from Cost Management System (CMS) values.

Budget/Forecast Variance Analysis
Original Scope

Expenditures to date for Original Scope are \$1,351.8 million or 85% of current total forecast.

Commitments to date for Original Scope are \$1,491.1 million or 94% of current total forecast.

The Current Budget reflects changes this period resulting from approval of Project Budget Change Request (PBCR) 22. This budget change primarily addresses the establishment of the budget for the Engineering Management Consultant (EMC) contract E0070, changes to the distribution of project contingency, and transfer of funds from startup and capital equipment budgets to locally funded contingency. There was no change to the Total Project Budget.

The forecast changes this period consist of a Construction increase of \$1.3 million. The \$1.3 million increase was offset by a decrease of \$1.3 million from project unallocated contingency. There was no change to the Total Project forecast cost.

Construction—increase of 1.3 million is due to:

Continued on ES-4

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



FINANCIAL STATUS

Budget/Forecast Variance Analysis
Original Scope (Contd.)

- B241, Vermont/Beverly Station—Executed Change Notice 99.00, Concrete Reinforcing Steel Quantity Adjustment; Potential Changes: CN 168.00, Storm sewer cross-connection redesign, estimated changes to completion; and Pending/Potential Claims: 51.00, Electric duct conflict at Column 9, estimated claims to completion.
- B252, Vermont/Santa Monica Station—Pending Change Notice: 172.02, Vermont Avenue street and sidewalk restoration, and CN 215.00, Redesign of north entrance plaza glass block paver panels; Pending claim 48.00, North entrance canopy reinstatement, exceptional direct costs, potential claims above and over best estimates.
- B281T, Tunnel Repair/Completion—Pending Change Notice 98.00, decrease in the estimated amount of pay item 01057.0; and a reduction in unresolved pending claims.
- B643, Closed Circuit Television—Close out of contract to equal incurred to date.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



Budget/Forecast Variance Analysis
Additionally Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$43.0 million or 66% of current total forecast.

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

The forecast changes this period consist of a Construction decrease of \$0.1 million. The \$0.1 million decrease was offset by an increase of \$0.1 to project unallocated contingency. There was no change to the total project forecast cost.

Construction—\$0.1 million decrease is due to:

B252, Vermont/Santa Monica Station—The forecast decreased as a result of an adjustment to the funding distribution.

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

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



CONTRACT/LINE ITEM VARIANCE REPORT

CONTRACT VARIANCE: (Current Forecast differs from Current Budget by 10% or more, and Current Budget is \$50 million or more.)

No items to report this period.

LINE ITEM VARIANCE: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total.)

LINE ITEM 10—OCIP

CONTRACT MR 040 SEDGEWICK JAMES	Current Budget:	\$ 37,228,000
	Forecast:	26,950,454
	Variance:	(10,277,546)
	Percent Variance	(27.6)

Mitigation: The renegotiations of insurance coverage, as well as the reorganization of the Risk Management Department, has resulted in forecasting difficulties, specifically with regard to deductible exposure. The present forecast is based upon the costs incurred to date plus the amount budgeted for Fiscal Year 1998, at which point construction should be complete. Project staff continues to request a more definitive and accurate forecast from the Risk Management Department. When received, the forecast may result in a budget adjustment.

LINE ITEM 23—THIRD PARTY/MASTER AGREEMENTS

Current Budget:	\$ 32,439,598
Forecast:	28,965,798
Variance:	(3,473,798)
Percent Variance	(10.7)

Mitigation: Task order closeout negotiations with DWP Power and DWP Water are now underway. The forecast values include credit values for betterments done for DWP. Once the project ascertains the credit values for the contracts, the budgets will be adjusted accordingly.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending-September 26, 1997
STATUS OF FUNDS BY SOURCE

METRO RAIL PROJECT SEGMENT 2
(IN MILLIONS OF DOLLARS)

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (5)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$ (6)	(E/B) %	(F) BILLED TO SOURCE \$	(F/B) %
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 SHARE (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTE A STP (STATE)	\$0.000	\$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	\$440.774 (7)	\$464.585	97%	\$338.291	71%	\$338.291	71%
CITY OF L.A.	\$96.000	\$96.000	\$89.600	\$96.000	100%	\$88.460	92%	\$88.460	92%
BENEFIT ASSESS.	\$58.000	\$25.400	\$0.000	\$25.400	100%	\$25.400	100%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$0.000	0%	\$0.000	0%	\$25.400	
COST OVERRUN ACCOUNT (3)	\$0.000	\$123.123	\$23.926	\$52.980	43%	\$47.486	39%	\$44.274	36%
TOTAL	\$1,446.432	\$1,575.551	\$1,431.829	\$1,491.094	95%	\$1,351.766	86%	\$1,348.554	86%
OTHER LOCALLY FUNDED ACTIVITIES (4):									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$42.988	\$54.265	87%	\$42.988	69%	\$42.988	69%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0.000	\$2.528	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$0.000	\$65.230	\$42.988	\$54.265	83%	\$42.988	66%	\$42.988	66%
(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 August 1997. (7) Based on actuals through FY 97 plus FY 98 budget									



METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 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 CAPRA account cash balance as of August 31, 1997 is \$23,925,768.

The revised budget growth is funded as follows:

CAPRA	\$21.6M
Proposition A	\$101.5M

METRO RED LINE Segment 2 Monthly Project Status Report Period ending—September 26, 1997



SCHEDULE STATUS

Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	97.5%	1.2
Critical Path Float	-79 Days	-10
Const. Progress	89.6%	0.7%

Design progress percent complete is estimated, pending completion of September update.

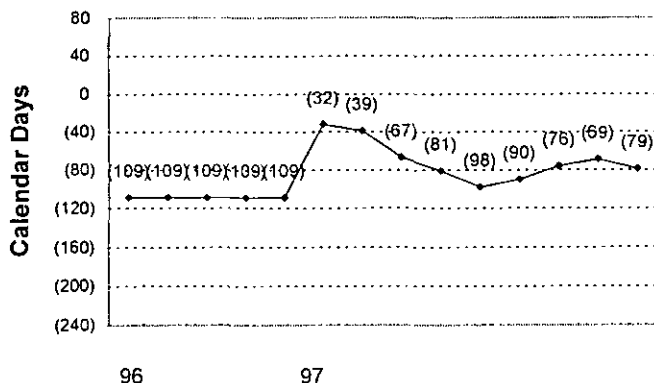
Current Critical Path Analysis

The 79 calendar days of negative float forecast this period represents a 10-calendar-day loss since last period. The increased negative float is due to the B610 Contractor's slower-than-anticipated progress on the critical AR tunnel high-rail milestone in October 1997.

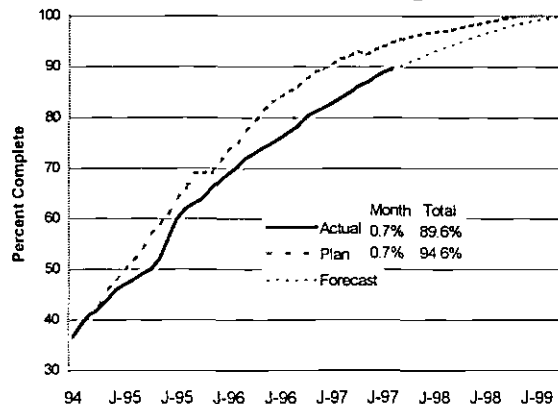
The Project Office is continuing to evaluate selective mitigation opportunities, such as acceleration or resequencing of automatic train control work and dynamic testing.

The project critical path continues to be controlled by the progress of the B610 Trackwork Contractor's running rail and contact rail installation and special trackwork at B281 crossover area—leading to the next critical project milestone event—tunnel access for the Automatic Train Control B620 Contractor so it can begin installation.

Float Trend



Construction Progress



Construction Progress Analysis

A continuing trend is that actual progress is equal or better than the monthly plan progress. This period the actual progress was equal to the planned.

The overall project progress remains behind the planned progress by 5.0%, due to earlier delays in facilities (stations and tunnels) construction caused by unforeseen conditions, design changes, and later-than-planned placement of station and tunnel concrete and finish work.

The project variance to date remained the same this period. It is forecast that as the station work moves toward substantial completion by the first quarter of 1998, the progress variance will be reduced significantly.

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending--September 26, 1997

SAFETY STATUS



Construction Safety Statistics

Project-to-Date Rates	Change From Last Quarter	
Recordable Injury Rate		
The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years.		
1995 National Average	10.6	
Project Rate	18.8	-0.2
Lost Time Rate (Frequency)		
The number of injuries resulting in days away from work per 100 work years.		
1995 National Average	4.2	
Project Rate	2.6	N/C

(Based on June through August 1997 statistics)

Construction Safety Summary

- The Project-to-Date Lost Time Injury Rate is 2.6. This rate is slightly above one-half the 1995 National Average of 4.2.
- The Project-to-Date OSHA Recordable Rate continues to decline for this project.

MANAGEMENT ISSUES

ONGOING

Item (Initiated June 1997)

Elevators and Escalators, Delivery and Installation (B710) contractor performance remains a concern.

Concern/Impact

The B710 contractor's lack of performance in delivering and installing elevator and escalator equipment has impacted the station contractor's ability to complete work in areas surrounding elevators and escalators. This may delay station milestone dates and systems testing.

Status/Action

The B710 contractor has begun delivering and installing some equipment, but work progress still remains unacceptable.

The MTA is considering several options, including possible termination of the B710 contractor.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



ONGOING

Item

Agency Cost Overrun

Concern/Impact

Agency costs are an element of the project budget and incorporate management labor costs, non-labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. Proposed staffing levels, in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast, may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs, while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

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

The Project Office has conducted a thorough review and risk analysis at the individual line item and contract level in determining if the remaining unallocated contingency is adequate. The result of that review is reflected in the \$6.9 million increase reported in June 1997. Certain areas still must be finalized, which may increase the overall project forecast.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—September 26, 1997



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 (CM) is concerned that the contractor is not proceeding with the work in a timely fashion to support interim system milestones and overall contract completion requirements. The slow progress of entrance construction is of particular concern because it is delaying access by systems contractors and station testing. This work is now the secondary Segment 2 critical path.

Status/Action

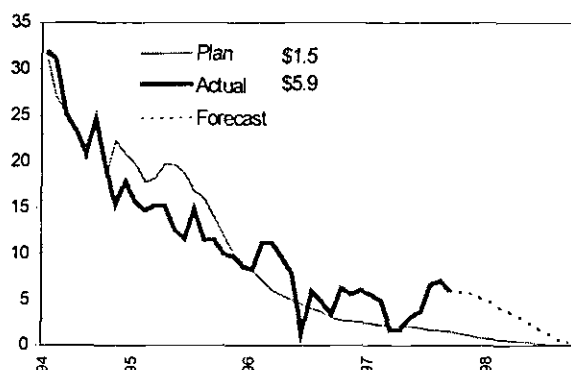
Several schedule review and coordination meetings have been conducted to establish a realistic schedule to complete work as early as possible. The Contractor has increased manpower levels and progress has improved somewhat. However, additional efforts are required to mitigate current delays, especially in the entrance area. Additional meetings are being held to discuss further options to mitigate and work around the current delays. These options include beginning station equipment testing prior to entrance completion and resequencing follow-on integrated testing. The MTA continues to withhold liquidated damages to encourage contractor performance.

METRO RED LINE Segment 2 Monthly Project Status Report Period ending—September 26, 1997



COST STATUS

Contingency Status Original and Locally Funded Activities Dollars (millions)



Contingency Status Analysis

The actual unallocated contingency this period is \$5.9 million, a decrease of \$1.1 million from last period.

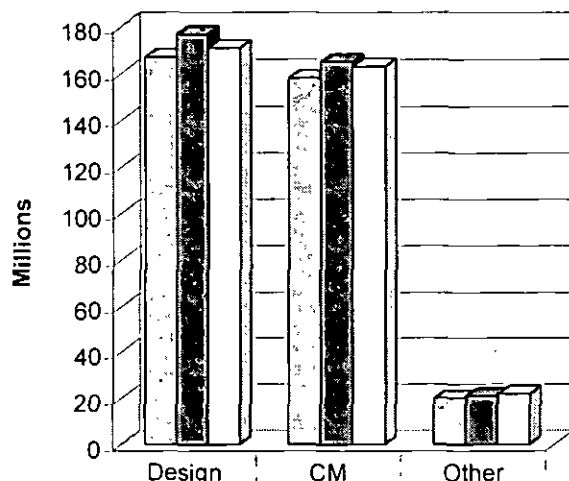
The total project unallocated contingency forecast decreased this period, due to a forecast increase in the Construction contracts:

Construction-increase

- B241, Vermont/Beverly Station
- B252, Vermont/Santa Monica Station
- B281T, Tunnel Repair/Completion
- B643, Closed Circuit Television

For details refer to ES-3, Budget/Forecast Variance Analysis.

Consultant Cost Status



□ Authorization	167	158	20
■ Forecast	177	165	21
□ Budget	171	163	22

Professional Services Cost Analysis

Design Services

There were no adjustments to the forecast this period. The forecast will be adjusted when the effect of program-wide CWOs are determined. The design forecast exceeds the budget due to the cumulative effect of changes, such as station redesign for "great space" and enhancements, changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort required of the rail activation group, increases in the volume of Requests for Information (RFIs) and submittals, the B251 contract repackaging, and other activities.

Construction Management Services

The forecast was unchanged this month and remains as it was reported on the estimate at completion (EAC) analysis. The forecast has not increased this period, but it has grown over time because of increased level of effort, resulting from MTA Consultant Change Notices.

Other Professional Services

The forecast was unchanged this month.

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

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

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



MAJOR ACTIVITIES - THIS PERIOD



**NORTH HOLLYWOOD
STATION**

CONTRACT C0351 - KAJIMA/RAY WILSON

North Hollywood Station

- Completed roofs L8 and L9
- Continued all upper walls except the North Bulkhead
- Completed lower interior walls L6
- Poured one-third of platform walls
- Continued rebar for L1, L2 and L3 invert pours
- Started fine grading for entrance
- Installed HDPE elevator casing for entrance

CONTRACT C0331 - OBAYASHI CORPORATION

North Hollywood Tunnel

- Completed AR walkway from C0351 to Mid-Vent Shaft
- Commenced AR walkway from C0321 to MVS; place 2,986 lf out of 5,444 lf
- Continued AL fire protection work; completed wet standpipe and gulfling installation from C0321 to C0351
- Continued electrical finish work in AL tunnel; unistrut installation complete, commenced conduit installation from C0351 to MVS (100% complete)
- Completed MVS track level exterior wall rebar installation
- Completed 25% placement of MVS track level exterior wall concrete (east wall 100% complete)

CONTRACT C0321 - TUTOR/SALIBA-PERINI

Universal City Station

- Installed the shoring system, rebar, and mechanical/electrical embeds for roof slab lifts 8, 9, 10 and 11
- Installed rebar and formwork for the platform stem walls located in lifts 2-5
- Install HDPE liner and protection mat for entrance upper passageway invert
- Placed 476 cy of concrete in the entrance upper passageway, the C0322 grade beam and entrance stairways 1 and 2
- Placed 506 cy of concrete in the BRS #3 exterior/interior walls and BRS #2 invert slab
- Completed the ancillary level interior walls of lift 1 and the shoring for ancillary roof slab lifts 1 and 2

**UNIVERSAL CITY
STATION**

CONTRACT C0311 - TRAYLOR BROS./FRONTIER-KEMPER

Line Section from Universal City Station to Station 630+00

- Completed 828' additional TBM excavation in the AR (99.5% total)
- Completed 824' additional TBM excavation in the AL (97.5% total)
- Continued occasional face grouting to stop inflow of water in tunnels and supplemental grouting behind TBM trailing gears
- Began excavation on heading for Crosspassage 50
- Continued bench excavation for Crosspassages 51 and 52
- Installed strip drain, wire mesh and placed final layer of shotcrete at seismic sections
- Continued concrete work at Crosspassages 39A, 40 and 41
- Poured invert for Crosspassages 40 and 41 and sump at Crosspassage 39A
- Completed refurnish invert form for CN-41 work
- Installed brackets in preparation for concrete pour in AL tunnel between Hollywood/Highland Station and the La Brea Shaft

CONTRACT C0301 - TUTOR/SALIBA-PERINI

Hollywood/Highland Station and Tunnels

- Completed AR walkway concrete placement
- Completed concrete roof deck placement for lifts 5-12
- Completed AL tunnel wet standpipe installation
- Completed AL tunnel handrail delivery; waiting for bracket delivery
- Commenced removal of temporary utilities in AR tunnel
- Commenced AL tunnel electrical work
- Completed removal of AL tunnel temporary track
- Commenced demobilization of tunnel equipment and walkway forms
- Completed removal of Level A struts above lifts 8-12 after completion of roof deck concrete
- Stripped shoring for lifts 5-12
- Commenced upper ancillary room work at west end of main station
- Commenced demolition of slab on grade of parking structure
- Commenced excavation for main entrance plaza
- Continued backfill at McCadden Place
- Commenced installation of tiebacks for Level A at main entrance

LA BREA
ACCESS SHAFTS

to HOLLYWOOD / VINE
STATION

**HOLLYWOOD / HIGHLAND
STATION**

SYSTEMWIDE ACTIVITIES

Contract C1610 (Trackwork Installation) participated in the bid review committee.

Contract H0122 (Closed Circuit Television) issued Camera Ready documents on September 26.

Contract H0123 (Variable Message Signs) issued Final Design documents on September 22.

Contract H0631 (Traction Power Installation) prepared Addendum #3.

Contract H0648 (Communication Installation) held Pre-Final review meeting and worked toward completion of Pre-Final Design documents.

Contract MS201 (Hollywood Blvd. Restoration) reviewed in-house comments and worked toward Camera Ready documents for submittal.

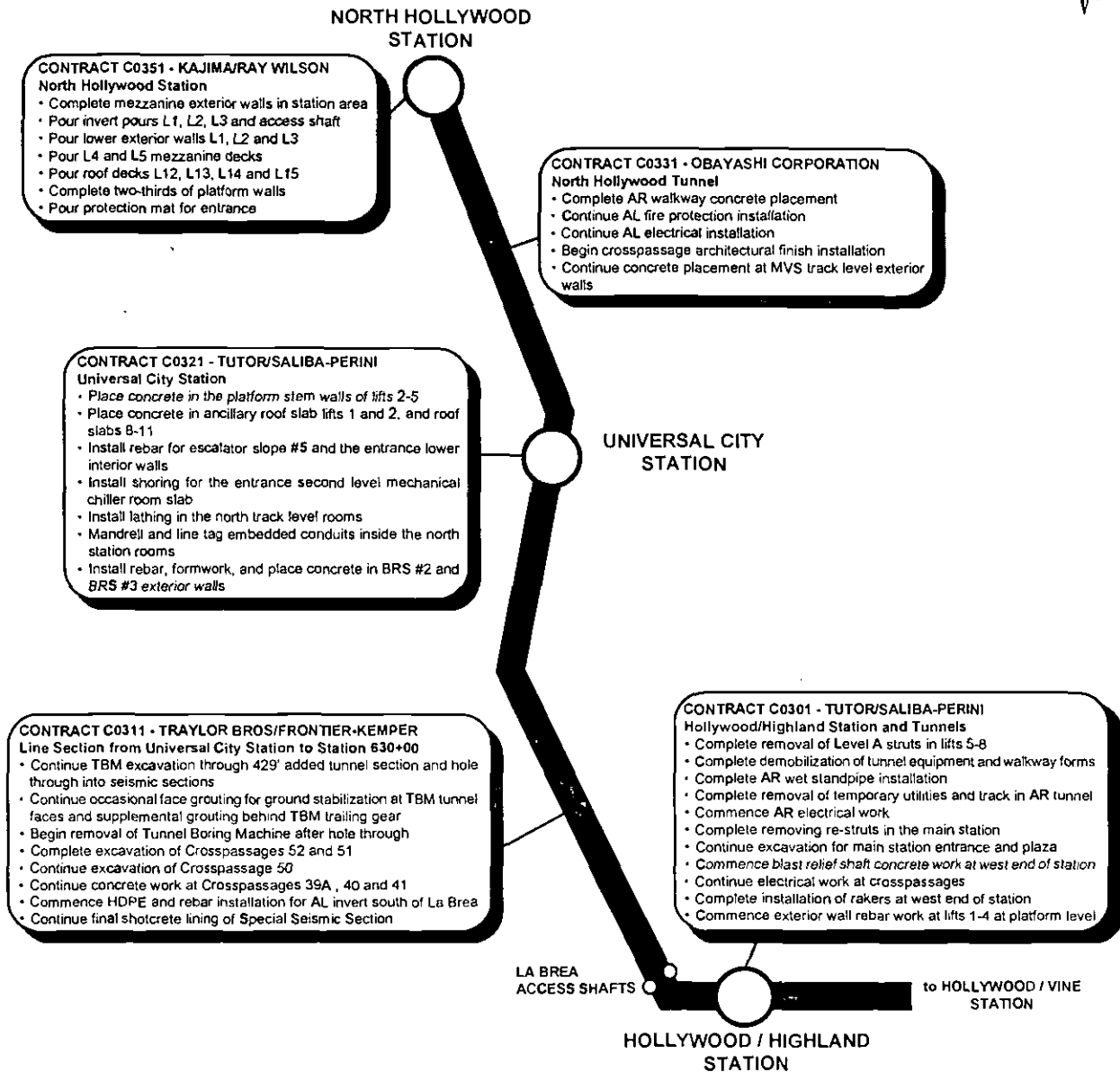
METRO RED LINE - Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - September 26, 1997



MAJOR ACTIVITIES - NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- Contract B645 (Transit Automatic Controls and SCADA) EMC to provide support to CM for negotiation.
- Contract B646 (Fire and Emergency Management) EMC to provide support to CM for negotiation.
- Contract C1610 (Trackwork Installation) work on conforming the documents.
- Contract H0122 (Closed Circuit Television) participate in pre-bid meeting and prepare addenda, if required.
- Contract H0631 (Traction Power Installation) submit Engineer Estimate on October 7, bid opening and participate in the bid review committee.
- Contract H0648 (Communications Installation) work on Final Design document to be submitted on October 10.
- Contract MS201 (Hollywood Blvd. Restoration) hold final review meeting on October 8 and issue Camera Ready submittal on October 31.

METRO RED LINE - Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - September 26, 1997



FINANCIAL STATUS

Budget / Forecast Variance (in millions)

Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	SEPT CHANGE IN FORECAST
CONSTRUCTION	\$825.1	\$818.7	(\$6.4)	\$0.3
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	25.6	(0.7)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	80.9	11.3	(0.3)
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	\$11.3	\$9.4	\$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	0.1	(0.4)	(0.0)
PROJECT REVENUE	0.0	(11.4)	(11.4)	(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 \$1,310.8 million.

However, there were a number of forecast changes within the Project Elements which was offset by Project Contingency as follows:

- Contract B740 (Ventilation Equipment) - Forecast increase \$0.2 million due to change in the contract duration dates.
- Contract B641 (Radio System) - Forecast decrease \$0.2 million primarily due to i) deletion of installation scope of Radio System in North Hollywood-\$1.1 million, ii) addition of Data Radio & Trainborne Equipment-\$0.6 million and iii) increase in contract contingency for future growth-\$0.3 million.
- Contract B646 (Fire & Emergency Management) - Forecast increase \$0.3 million primarily due to economic price adjustment and providing a Technical Information Update (TIU) to the contractor for control-points and equipment quantity adjustments.
- Contract CC999 (Project Contingency) - Forecast decreased \$0.3 million due to the cumulative forecast increases.

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 \$3.0 million in ALFA categories under the Construction, Professional Services and Contingency elements.

The Current Forecast carries \$12.3 million in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.5 million) which reduces the ALFA work scope costs to \$0.8 million. This cumulative Current Forecast total compared to the Current Budget accounts for the (\$2.2 million) variance.

The ALFA Scope Forecast did not change for the September 1997 period.

- Total Original Scope and ALFA Expenditures to date are \$654.2 million
- Total Original Scope and ALFA Commitments to date are \$996.6 million

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

Contract / Line Item Variance Report

CONTRACT VARIANCE: (Current Forecast differs from Current Budget by 10% or more and Current Budget is \$50 million or more).

CONTRACT B251 - TUNNEL SEGMENT HOLLYWOOD/VINE TO ROCK INTERFACE (603+00)

Current Budget: \$60,500,000
Forecast: \$44,859,587
Variance: (\$15,640,413)
% Variance: (25.9%)

Mitigation: The Current Budget was updated through PBCR #3 which allocated additional budget to the contract for original contract delays, grouting, work resequencing and potential claims as a result of the tunnel settlement and termination of the SKK contractor. The forecast reflects the last known information prior to the sinkhole and street settlement. The contractor has been terminated and ongoing litigation between MTA, P-D, and SKK will result in significant claims and insurance damages. Since the attorney client confidentiality prevents P-D from disclosing a possible claim exposure figure, the forecast will remain unchanged until public filings are made.

CONTRACT C0351 - NORTH HOLLYWOOD STATION

Current Budget: \$83,742,000
Forecast: \$70,948,199
Variance: (\$12,793,801)
% Variance: (15.3%)

Mitigation: The Current Budget reflects the final engineer's estimate prior to contract award. Forecast is less than the budget due to the contract bid coming in at a lower than anticipated value. No changes were reported for this period and mitigation is unnecessary.

CONTRACT C1610 - TRACKWORK INSTALLATION

Current Budget: \$15,879,000
Forecast: \$22,400,000
Variance: \$6,521,000
% Variance: 41.1%

Mitigation: The Current Forecast represents the lowest bid proposal received from trackwork bidders. Contributing to the variance is the necessary addition of operating and maintaining temporary ventilation, sump pumps, and La Brea and North Access Shafts. There is no potential to recover this variance. No changes were reported for this period.

LINE ITEM VARIANCE: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total).

LINE ITEM 03 - HAZARDOUS MATERIAL HANDLING

Current Budget: \$15,058,000
Forecast: \$6,383,451
Variance: (\$8,674,549)
% Variance: (57.6%)

Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. Adjustments to budget and forecast will occur once the tunnel drives and significant soils excavation are complete.

LINE ITEM 24 - PROJECT CONTINGENCY

Current Budget: \$69,570,800
Forecast: \$80,903,402
Variance: \$11,332,602
% Variance: 16.3%

Mitigation: The Current Budget reflects Project Budget Change Request #4 which did not include areas of exposure which have been recently identified. The forecast includes significant areas of growth in the near future including an increase to project administration, claims exposure in facilities contracts, deferred Mid Line Vent Shaft, and anticipated economic price adjustments to systems contracts. This period, the project contingency forecast was decreased by approximately \$0.3 million because of an economic price adjustment to Contract B646 - Fire and Emergency Management. Adjustments will be made to both budget and forecast upon further analysis of the proposed cost increases.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997

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

SEPTEMBER 1997

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED TO SOURCE	(F/B)
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$291.388	\$544.830	100%	\$343.034	63%	\$291.388	53%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$72.847	\$136.207	100%	\$85.759	63%	\$72.847	53%
FED ISTEA STP (STATE)	\$0.000	\$50.000	\$50.000	\$50.000	100%	\$0.000	0%	\$0.000	0%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$77.622	\$53.037	\$53.037	68%	\$53.037	68%	\$53.037	68%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$10.057	\$6.871	\$6.871	68%	\$6.871	68%	\$6.871	68%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912 (2)	\$68.912	100%	\$67.730	98%	\$67.730	98%
STATE SHA/ARTICLE XIX	\$115.000	\$60.000	\$20.855	\$20.855	35%	\$20.855	35%	\$20.855	35%
STATE PROP 116	\$0.000	\$25.000	\$25.000	\$25.000	100%	\$25.000	100%	\$25.000	100%
STATE TSM Match	\$0.000	\$11.360	\$9.749	\$8.115	71%	\$8.115	71%	\$8.115	71%
CITY OF LA	\$101.500	\$200.000 (3)	\$55.446	\$11.902	6%	\$11.902	6%	\$11.902	6%
PROP C	\$318.185	\$113.334	\$19.540	\$69.213	61%	\$31.898	28%	\$13.352	12%
BENEFIT ASSESS. DISTRICT	\$17.100	\$13.500			0%		0%		0%
TOTAL	\$1,310.822	\$1,310.822	\$673.645	\$994.942	76%	\$654.201	50%	\$571.097	44%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.613	\$1.613	59%	\$0.003	0%	\$0.003	0%

(1) Based on Current Budget

(2) Funds available have been reduced by \$6.1M due to usage of interest proceeds to other programs.

(3) City of LA full contribution to be allocated fully to North Hollywood.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1997.



METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS
METRO RED LINE TOTAL SEGMENT 3 PROJECT
(IN THOUSANDS OF DOLLARS)

SEPTEMBER 1997		STATUS OF FUNDS BY SOURCE									
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)		
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE			
				\$	%	\$	%	\$	%		
ORIGINAL SCOPE:											
FTA-SECTION 3	\$1,230.000	\$1,133.192	\$352.572	\$645.822	57%	\$425.101	38%	\$352.572	31%		
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0.000	\$283.298	\$88.143	\$161.455	57%	\$106.276	38%	\$88.143	31%		
FED ISTEA STP (STATE)	\$0.000	\$75.000	\$75.000	\$50.000	67%	\$0.000	0%	\$0.000	0%		
FED ISTEA STP/CMAQ (REGIONAL)	\$166.400	\$333.690	\$71.998	\$54.292	16%	\$54.292	16%	\$54.292	16%		
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$0.000	\$43.233	\$9.328	\$7.034	16%	\$7.034	16%	\$7.034	16%		
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912	\$68.912	100%	\$67.730	98%	\$67.730	98%		
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	\$0.000	\$0.000		\$0.000		\$0.000			
STATE TSM Match	\$0.000	\$48.834	\$10.537	\$8.903	18%	\$8.903	18%	\$8.115	17%		
CITY OF LA	\$177.000	\$200.000	\$55.446	\$11.902	6%	\$11.902	6%	\$11.902	6%		
PROP C	\$496.385	\$653.219	\$30.005	\$109.111	17%	\$42.363	6%	\$23.383	4%		
BENEF ASSESS. DISTRICT	\$17.100	\$13.500	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%		
TOTAL	\$2,451.485	\$3,042.878	\$807.796	\$1,163.286	38%	\$769.456	25%	\$659.026	22%		
OTHER LOCALLY FUNDED ACTIVITIES:											
PROP C (ARTWORK)	\$0.000	\$2.436	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%		
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%		
TOTAL	\$0.000	\$2.720	\$0.613	\$1.613	59%	\$0.003	0%	\$0.003	0%		

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1997.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



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 in October 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 was approved on August 27, 1997 for FY 96 \$20 million funds only. Funds are now available for drawdown.
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 for \$75 million. Grant award was approved on August 27, 1997. Funds are now available for drawdown.
STATE PROP 116	MTA submitted on April 8, 1997 a grant application and an allocation request to the California Transportation Commission for \$15 million of Prop 116 Rail Bond Funds. Approval is expected in December 1997.
STATE SHA	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Approval is expected in October 1997.
CITY OF LA	A fund transfer agreement has been executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.446 is available for drawdown.
BENEFIT ASSESSMENT	No funds are expected to be available until Fiscal Year 2003.

METRO RED LINE - Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - September 26, 1997



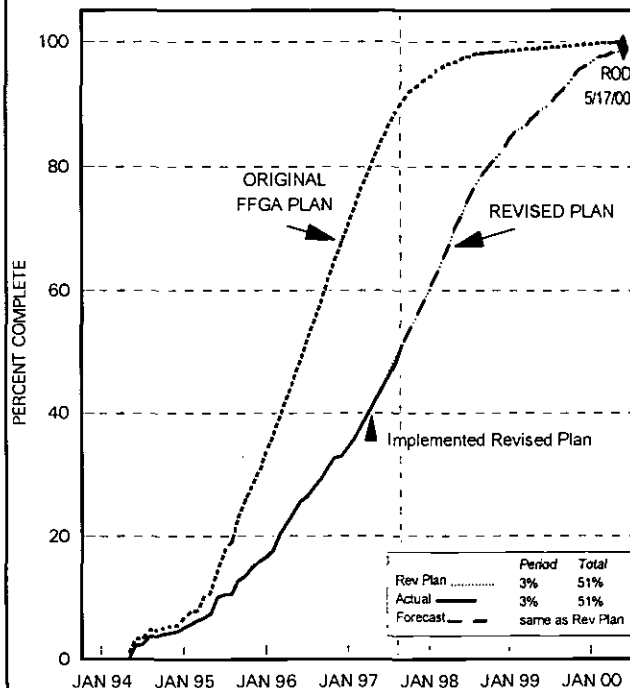
SCHEDULE STATUS

Schedule

		Change from Last Month
Current ROD	May 24, 2000	0
Design Progress	92.4%	N/A *
Construction Progress (estimated)	51%	+3%
Critical Path Float (in working days)	0	-5

* August's percentage was over estimated at 92.6%.

Construction Progress



Current Critical Path Analysis

The September 1997 Project Master Schedule continues to show the forecast project completion date as May 24, 2000.

The critical path runs through Contract C0311 (Line Section under the Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (SCADA) and Integration Testing/Pre-Revenue Operations.

Focus continues on TBM progress and risks associated with the tunnels under the Santa Monica Mountains, Contract C0311.

Additionally, the goal of schedule improvements are being pursued on Contract C0311 as well as downstream contracts, i.e., C1610 (Trackwork Installation), B620 (Automatic Train Control), Integration Testing and Start-up and Pre-Revenue Operations.

Construction Progress Analysis

The overall construction progress through September 26 is 51% complete. The forecast date for project completion is May 24, 2000.

Contract C0301 (Hollywood/Highland Station) remains behind contract schedule. The total forecast delay for station completion is 210 workdays which includes CN-63 impacts. After mitigation, delays will be 152 workdays. Contractor proceeded with two of the acceleration options and partially mitigated its own delays on the west end of the station. Station entrance excavation and concrete work has been identified to proceed with a 6-day week schedule. Entrance excavation started during this period. No impact to ROD.

Contract C0321 (North Hollywood Tunnel) ground conditions are better and the TBM excavation rate increased to an average of 41.3 ft/day. As a result, seven workdays were gained in the excavation. An allowance of 33 workdays for ground conditions, ground stabilization, seasonal springs grouting and 429' additional standard tunnel section is included in the forecast delay of 143 workdays for AR tunnel. To minimize risks to C1610 trackwork contract, trackwork turnover dates are split into four accesses. The AL/AR Phase 2 turnover dates were one month later. Milestone 10, Phase 3 Crossover Turnover to C0321, is delayed to the first week of December 1997. There is no impact to ROD.

Contract C0321 (Universal City Station) continues to stay on schedule. The contract critical path starts at Phase 3 access in November 1997 and runs through contract completion. Due to delays on C0311 tunnels excavation, a CN to split the crossover Phase 3 access into two parts was prepared. Forecast access date of December 3, 1997 for the second part does not impact C0321 critical path. The contractor is progressing with work in Phase 2 and the main entrance to increase the overall field efficiency. This work is being done concurrently with the north mezzanine activities in lifts 1-3. No impact to ROD.

Contract C0331 (North Hollywood Tunnel) contractor is working with CM to provide track level access by February 28, 1998.

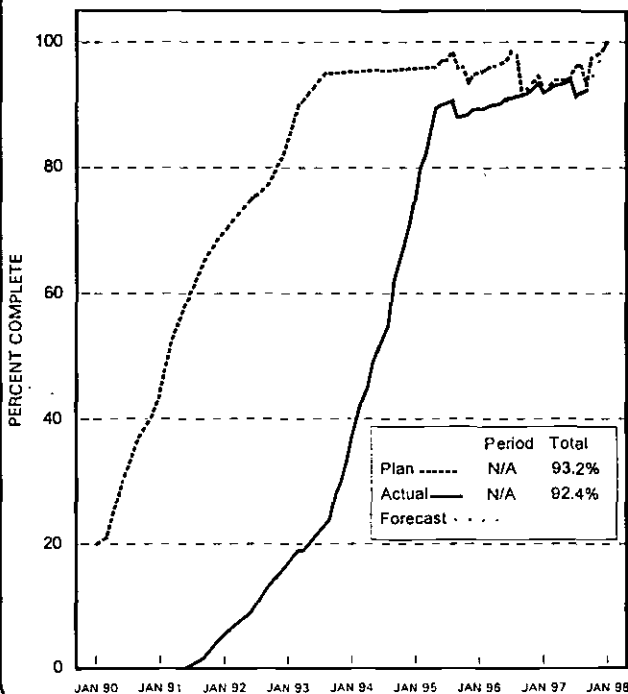
Contract C0351 (North Hollywood Station) contract schedule slipped 17 calendar days this period. This slippage could impact the ramp and crossover turnover to trackwork. CM and contractor are working to meet trackwork access date of February 1998.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



SCHEDULE / SAFETY STATUS

Design Progress



Design Progress Analysis

The overall design progress through September 1997 was 92.4% complete versus 93.2% planned, reflecting a Schedule Performance Index (SPI) of 99.1%.

Refer to page SD-2 for more information on Design Contracts.

Construction Safety Statistics

Project-to-Date Rates

Change from
Last Quarter

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	15.9	+1.1

Lost Time Rate (Frequency)

The number of injuries resulting in days away from work per 100 man years.

1995 National Average	4.2	
Project Rate	1.8	+0.3

(Based on June - August 1997 statistics)

Construction Safety Summary

- Project-to-Date Lost Time Injury Rate has increased to approximately one-half of the National Average of 4.2.
- The Recordable Injury Rate edged up slightly during the quarter from June - August.
- The Project produced over 600,000 work hours during the June - August period.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES

ONGOING

Item (Date initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency costs are an element of the project budget and incorporate management labor costs, non-labor administrative costs, fringe benefits and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the Division are established, proposed staffing levels through project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

ONGOING

Item (Date initiated: May 1997)

Ground Conditions and TBM Production in Reaches 1A and 1B
Contract C0311 (Line Section from Universal City Station to Station 630+00)

Concern/Impact

Average rate of TBM excavation this period is 41 feet/day because of poorer ground conditions, ground stabilization and seeping water. Average daily excavation rates below 30 feet/day for the remaining AL and AR tunnels have impacted turnover of the Phase III crossover to Contract C0321 (Universal City Station) scheduled for November 18, 1997.

Status/Action

Immediate, short term action includes changing the face probing and grouting procedure which was adopted to protect seasonal springs and reduce water seepage. The procedure was reassessed in June and grouting ahead of the face was replaced by supplementary ongoing grouting being performed from staging behind the TBMs. To improve softer ground mining, the TBM cutting heads were modified.

Ongoing, long term action to mitigate impact to the project include: (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; and (4) for Contract C1610 trackwork installation milestone turnover date split into two phases for each tunnel, offering gradual access as scheduled. Contingency plans were studied and several change notices are in process to address potential delays to crossover turnover to Contract C0321 include phased turnover of the C0321 access milestone and accelerating TBM removal and cleanup by working Saturdays.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES

ONGOING

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 feet of tunnel north of the Special Seismic Section may not be suitable for TBM excavation.

Status/Action

250 feet to 300 feet from the Special Seismic Section has now been grouted with micro-fine cement. Additional probes have confirmed a significant reduction in water flow. Excavation of this area by the TBMs, north of the Special Seismic Section, is anticipated to start in October.

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 the cost and schedule contingencies for four known spring zones and two unknown spring zones. As planned, the six spring zones are being grouted ahead of the tunnel face and with supplemental grouting as tunneling progresses. Further grouting may be required in these zones after installation of the lining. The extent of this additional grouting will be determined as part of the hydrogeological study. Supplemental water sources have been installed in several locations for Nichols Canyon Creek, Senalda Road, and the Oakshire Catchment to mitigate the decline of perennial springs. The blast vibration monitoring system is in place and operational.

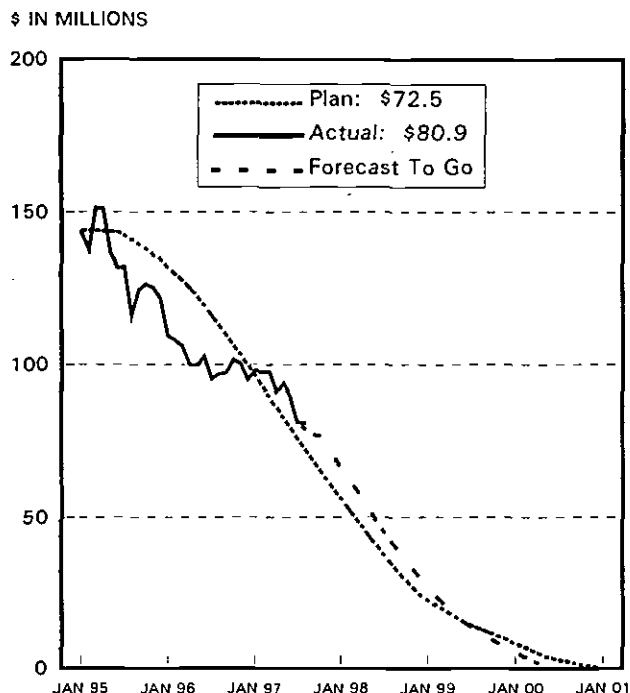
A hydrogeological study is planned to assess the long-term impact of the tunnels on the ground water regime and to ascertain if additional protective measures are needed. The study will be completed in January 1998.

METRO RED LINE - Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - September 26, 1997



COST STATUS

Contingency Status



Contingency Status Analysis

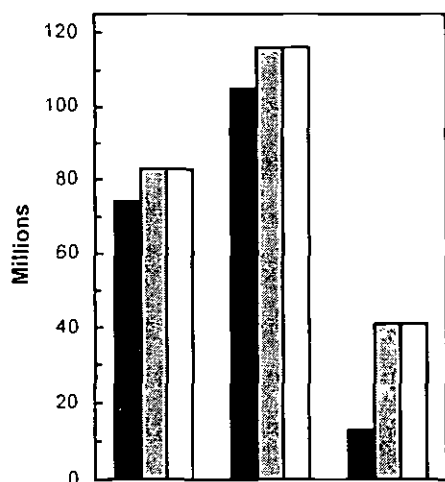
September 1997 Period Status

The Contingency Forecast decreased \$0.3 million this period to offset a net increase of \$0.3 million in the Construction Element.

Cumulative Contingency Status

The variance of \$8.4 million between the actual and planned contingency is primarily due to a timing difference of completions of the facilities contracts. The original planned contingency curve had the facility contracts finishing, on average, seven months earlier than the current schedule. Therefore, the plan has less contingency because contracts' CNs, DCNs and claims issues would have already been quantified.

Professional Services Contracts - North Hollywood
Consultant Cost Status
 Dollars in Millions



	DESIGN	CM	OTHER
Current Authorization	75	108	14
Forecast	83	116	41
Budget	83	116	41

Professional Services Cost Analysis

The Construction Management current authorization was increased by \$3.0 million due to a correction for previous erroneous data. Forecast and budget remained the same.

The EMC Forecast at Completion is continuing to be reevaluated. MTA has negotiated with EMC Project Management, Project Administration and Project Controls remaining services to complete.

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.

METRO RED LINE SEGMENT 3

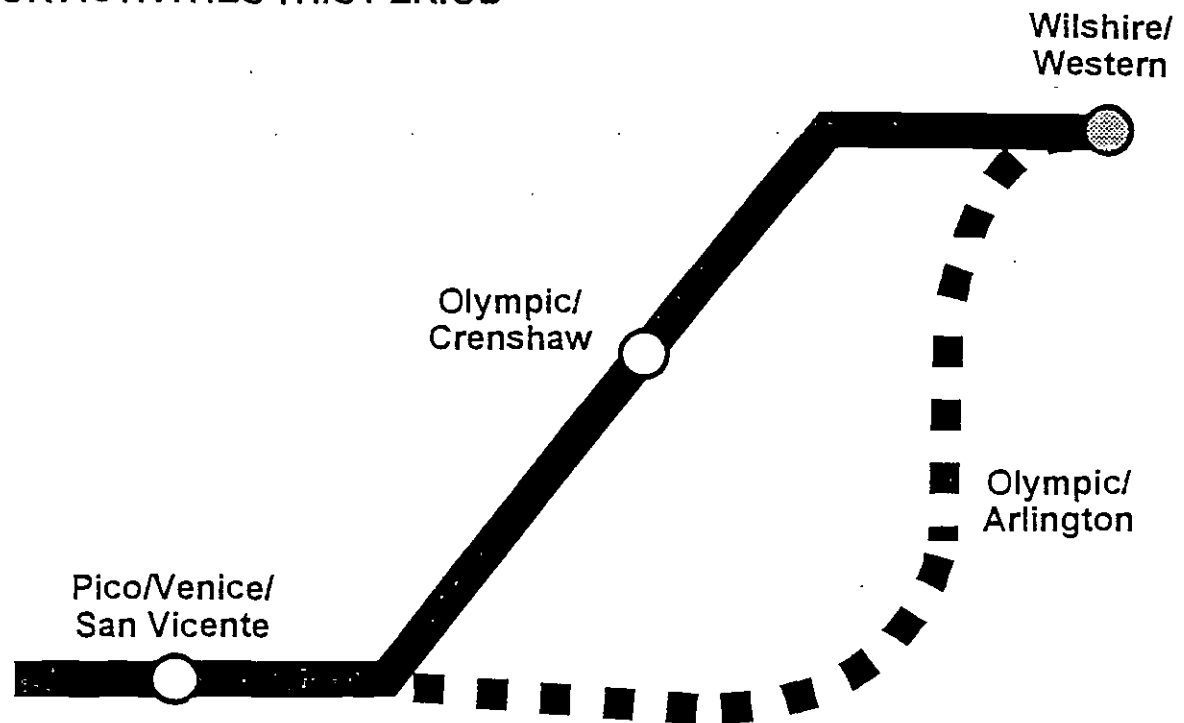
MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - September 26, 1997



MAJOR ACTIVITIES THIS PERIOD



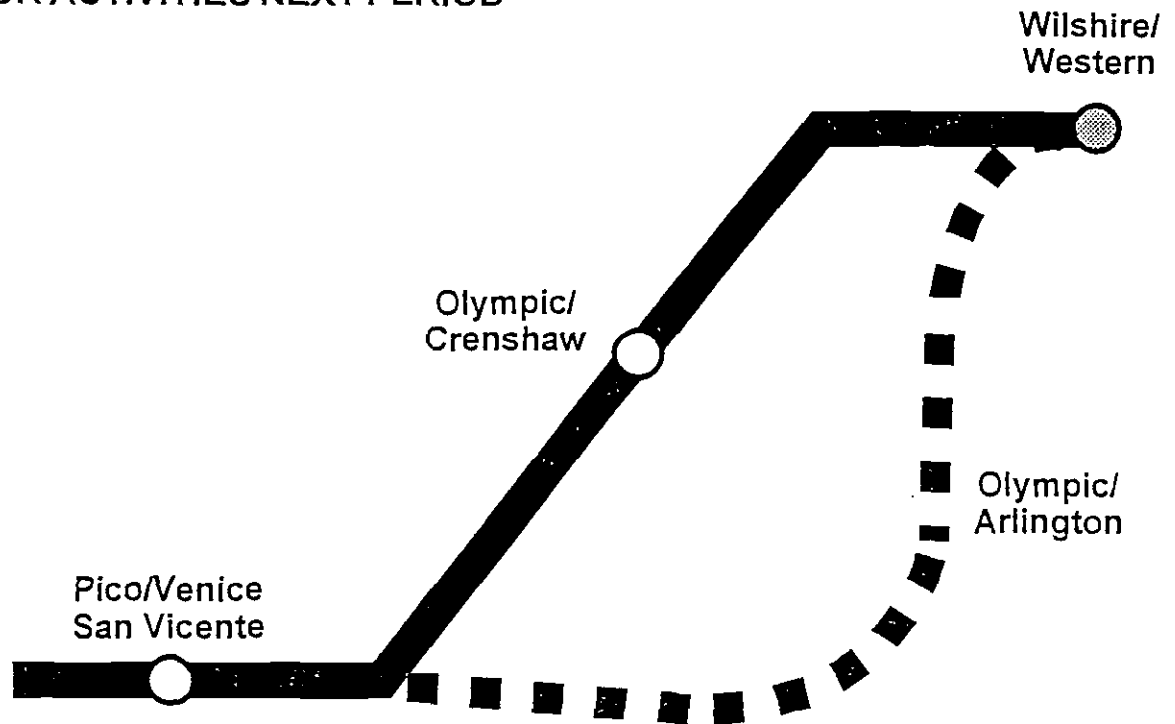
SYSTEMWIDE ACTIVITIES

- Completed & forwarded to FTA the third Administrative Supplemental Environmental Impact/Subsequent Environmental Impact Report (SEIS/SEIR) Draft which addresses the Wilton/Arlington and Crenshaw alignment alternatives; completed Appendix K first draft to study various Olympic/Arlington Station location options.
- Provided presentation to Longwood Homeowner Association meeting.
- Established an informational booth at the Lafayette Square Neighborhood Meeting.
- Established an information table at the Korean Senior Citizen Celebration held at the Wilshire/Vermont Red Line Station.

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - September 26, 1997



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- Continue SEIS/SEIR Administrative Draft briefings/coordination with the FTA; Incorporate FTA comments into the Administrative Draft as they are received.
- Establish an information booth at the Wilshire Park Home Owner Association (HOA) Neighborhood Party.
- Conduct a Red Line tour for the Longwood HOA.
- Plan for station design meetings.
- Follow-up with HOAs, community leaders, & government representatives regarding plan presentations.

FINANCIAL STATUS**Budget/Forecast Variance (in Millions)****Original Scope Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	SEPTEMBER CHANGE IN 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				
TOTAL PROJECT	\$491	\$683	\$192	\$0

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	SEPTEMBER CHANGE IN 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 Current Budget is based on the original Project alignment and a July 1999 ROD; the Forecast is based on the Wilton/Arlington underground alignment and July 2009 ROD contained in the Rail Recovery Plan. A revision to the Rail Recovery Plan which results in a July 2008 ROD was approved by the MTA Board in May 1997. Since the revised plan is conditional on receipt of anticipated ISTEA funding, the forecast will not be adjusted until adoption of the Full Funding Grant Agreement.

A forecast trend will be prepared to formally adjust the forecast when the preferred alternative is selected, now anticipated for late Fall 1997. The budget baseline will be finalized after the Preliminary Engineering is completed and the Project is adopted, now forecast to occur in late 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.

FINANCIAL DETAIL
METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

SOURCE	(A)	(B)	(C)	(D) (D/B)		(E)	(E/B)	(F) (F/B)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,822	57%	\$425,101	38%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	283,298	88,143	161,455	57%	106,276	38%	88,143	31%
FED ISTE A STP (STATE)	0	75,000	75,000	50,000	67%	0	0%	0	0%
FED ISTE A STP/CMAQ (REGIONAL)	166,400	301,538	71,998	54,292	18%	54,292	18%	54,292	18%
FED ISTE A RSTP DEFERRED LOCAL SHARE	0	75,385	9,328	7,034	9%	7,034	9%	7,034	9%
SB 1995 TRUST FUND	53,000	75,000	68,912	68,912	92%	67,730	90%	67,730	90%
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	
STATE TSM MATCH	0	48,834	10,537	8,903	18%	8,903	18%	8,115	17%
CITY OF LOS ANGELES	177,000	200,000	55,446	11,902	6%	11,902	6%	11,902	6%
PROP C	496,385	647,131	30,005	109,111	17%	42,363	7%	23,383	4%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
TOTAL	\$2,451,485	\$3,042,878	\$807,796	\$1,163,286	38%	\$769,456	25%	\$659,026	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	1,077	378%	3	1%	3	1%
GRAND TOTAL	\$0	\$2,720	\$613	\$1,613	59%	\$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 August 1997.

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

SEPTEMBER 1997

ES-4

P:\EXCEL\MIDCITY\PMARS\RTDA.XLS FD-2 9/29/97

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

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

SEPTEMBER 1997

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENT		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	48,513	1,027	1,027	2%	1,027	2%	1,027	2%
FED ISTE A STP (STATE)	0	0							
FED ISTE A STP/CMAQ (REGIONAL)	55,400	16,320	1,255	1,418	9%	1,255	8%	1,255	8%
FED ISTE A RSTP DEFERRED LOCAL SHARE	0	4,080	163	184	5%	163	4%	163	4%
STATE ARTICLE XIX	0	40,000							
STATE PROP 116	72,300	0							
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000							
STATE TSM MATCH	0	2,643	96	0		96		0	
CITY OF LOS ANGELES	34,400	0							
PROP C	60,000	327,126	6,161	7,423	2%	6,161	2%	6,047	2%
TOTAL	\$490,663	\$682,732	\$12,809	\$14,159	2%	\$12,809	2%	\$12,599	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 August 1997.

FINANCIAL DETAIL**FUNDS BY SOURCE ANALYSIS*****Status of Funds Anticipated (Segment 3 Projects)***

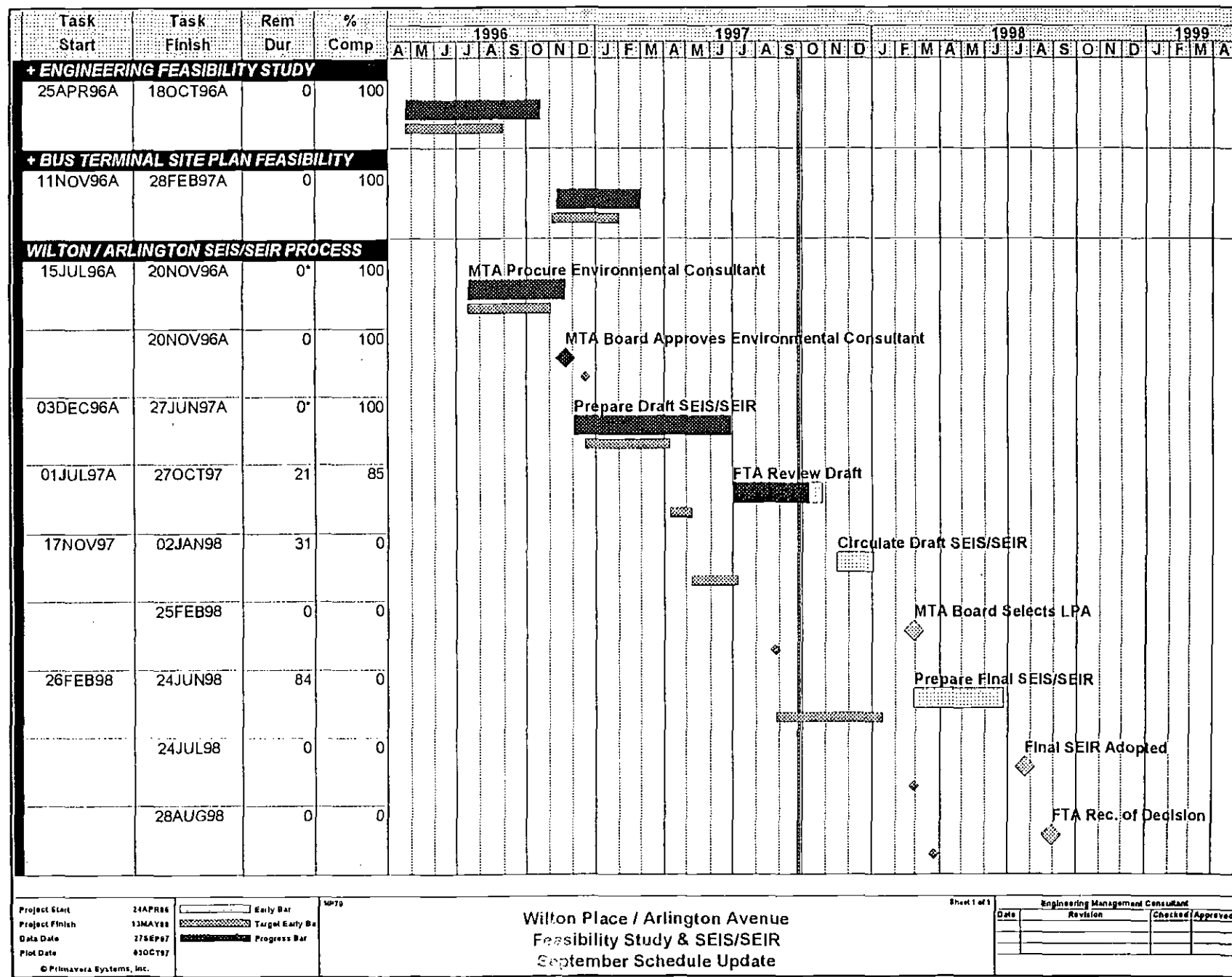
FTA Section 3	A Grant Application was submitted to the FTA on December 13, 1996 for \$69.5M. Grant award is anticipated in October 1997.
FTA Section 9 FED ISTE/CMAQ	A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. (This includes \$20.0M of FY 96 funds & \$20.0M in FY 97 funds.) Grant award was approved in August 1997 for FY 96 funds only. Funds are now available for drawdown.
FTA Section 9 FED ISTE/STP	The state allocated \$75.0M at the May 1996 California Transportation 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 was approved in August 1997. Funds are now available for drawdown.
State Prop. 116	MTA submitted a Grant Application and an Allocation Request in April 1997 to the California Transportation Commission (CTC) for \$15.0M of Proposition 116 Rail Bond Funds. Approval is expected in December 1997.
State SHA	MTA submitted an Allocation Request in June 1997 to the CTC for \$20.0M of State Highway Account (SHA) funds. Approval is expected in October 1997.
City of Los Angeles	A Fund Transfer Agreement for \$200.0M was executed in July 1997. The first installment, totaling \$55.4M, is now available for drawdown.
Benefit Assessment	No funds are expected to be available until FY 2003.

SCHEDULE STATUS

SCHEDULE			SCHEDULE ANALYSIS	
		<u>Change From Last Month</u>		
Current ROD	July 22, 2008	None	<p>The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The May 1997 planned completion for FTA review has slipped to late October, due to the time required to prepare information and the FTA review cycle. These delays are having a major impact to the schedule; no mitigation is anticipated due to the time legally required for circulation of the document after incorporation of FTA comments.</p> <p>The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) will now be February 1998; the Project Adoption and Record of Decision milestones have also slipped as a result of these delays.</p> <p>The July 2008 ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.</p>	
Design Progress	0%	None		
Construction Progress	0%	None		
Critical Path Float	N/A	None		

This section intentionally left blank

This section intentionally left blank



ES-8

P:\EXCEL\MIDCITY\PMASR70A.XLS FD-2 9/29/97

CONSTRUCTION SAFETY

- There is no construction activity at this time.

MANAGEMENT ISSUES

- ONGOING

Item

Agency Cost Overrun (initiated 5/97)

Concern/Impact

Agency costs are an element of the Project Budget and incorporate management labor costs, non-labor administrative costs, fringe benefits, and agency overhead costs allocated to the Project. Proposed staffing levels, in conjunction with the Project's forecast completion date and a higher allocation level of overhead than previously forecast, may result in a potential overrun to the specific line item budget for "agency" cost.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, Project staff are therefore concentrating on the direct labor charges proposed to each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through Project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs, while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

Item

Finalization of Mid-City Cost Estimate and 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 SEIS/SEIR process and the Board decision on the preferred alternative.

Status/Action

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.

MANAGEMENT ISSUES (continued)**• ONGOING***Item*

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

Concern/Impact

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation will not be completed as scheduled and the Board cannot formally select the preferred alignment and configuration alternative in August 1997. This will also impact the start of Preliminary Engineering.

Status/Action

Evaluation of the SEIS/SEIR draft by the FTA began in early July, about twelve weeks behind schedule. The originally planned duration of 30 days for FTA review was extended to 45 days, then extended again to 123 days, to allow for a second review. Mitigating the delay by compressing either the FTA review or the public review circulation periods is not possible. Therefore, the Project Adoption and Record of Decision milestones have slipped accordingly. If comments/changes resulting from these reviews are minimal, it may be possible to mitigate some portion of the delay; MTA will evaluate this possibility as review comments are received.

COST STATUS**Consultant Cost Status****Professional Service Contracts**
Dollars in Millions

	DESIGN	CM	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 September. 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 Summer of 1998.

DATA SOURCE:

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

This section intentionally left blank

This section intentionally left blank

METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



MAJOR ACTIVITIES THIS PERIOD

C0502

LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION

EMC finalized disposition of JMA constructability & claims avoidance reviews, and the MTA and Third Party design review comments on the C0502 Final Submittal which was issued on July 21. EMC proceeded with negotiations on multiple CCN's related to combination of C0502 and C0541 into a single tunnel contract. EMC design effort related to combining C0502/C0541 contracts is on hold pending final negotiations and authorization to proceed.

C0521

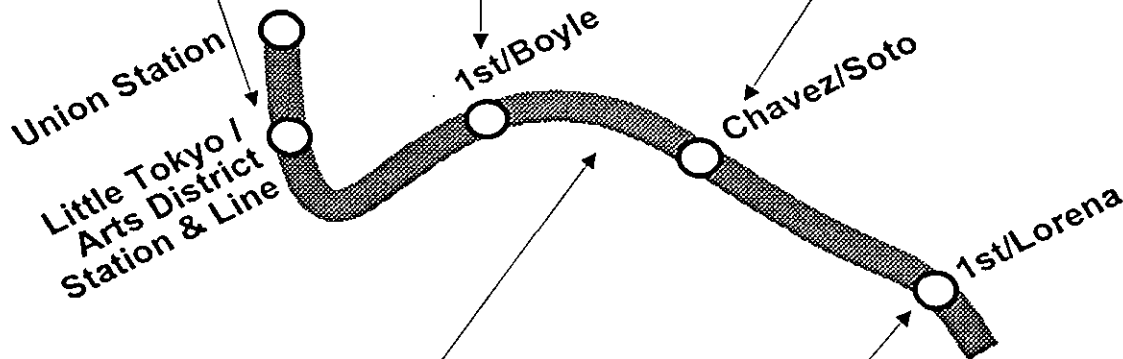
1st / BOYLE STATION

EMC and Section Designers reviewed drawings and specifications due to design review comments made on the Final Submittal of July 11, 1997. Section Designer proceeded with drawings for C0502 contract to do advance excavation at C0521. EMC and MTA negotiated CCN 670, Part "A" (tunnel effected portion) with MTA.

C0531

CHAVEZ / SOTO STATION

EMC submitted Pre-Final design package on September 3, 1997 for review by MTA, Third Parties, and CM. EMC reviewed the Section Designers Pre-Final submittal and provided comments.



C0502 (Formerly C0541)

1st / BOYLE to 1st / LORENA LINE SECTION

EMC completed (1) CCN 592 - Resolution of Fluor Daniel's review comments; (2) CCN 585 - Tunnel liner gasket design; and (3) CCN 632 - Crosspassage redesign.

C0551

1st / LORENA STATION

No work was performed this period. The contract is on hold at the Final level.

SYSTEMWIDE ACTIVITIES

Received DWP Water comments for Contract C0595. The Pre-Final submittal for P0650 was issued on September 2, 1997. A Pre-Final workshop meeting was held on September 23. Environmental assessments for parcels that require demolition under C0538 continue. Environmental remediation for these parcels has started. Continued supplemental gas investigation. Contracts C2610, P1614, and P1616 remain on hold.

MTA Public Affairs:

Coordinated the Review Advisory Committee (RAC) Leadership Training Workshop on September 13. Conducted business surveys around the four station areas for incorporation into a construction mitigation plan. Participated in the East Los Angeles parade on September 14. (See PS-7 for further details).

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997

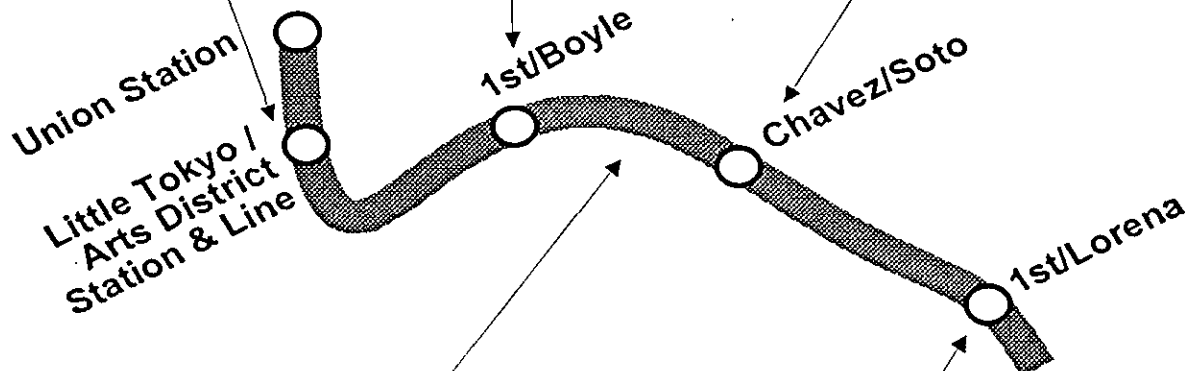


ACTIVITIES PLANNED FOR NEXT PERIOD

C0502
LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION
 The EMC design effort on CCN 658.01 was stopped on August 29 pending additional funding approval by MTA. EMC & MTA to finalize negotiations of related CCN's. The EMC design effort will resume upon receipt of authorization.

C0521
1st / BOYLE STATION
 EMC to complete design for Camera Ready submittal; prepare proposal for seismic redesign and smoke exhaust system deletion; and negotiate these CCN's with the Section Designers and MTA.

C0531
CHAVEZ / SOTO STATION
 A design review resolution meeting is scheduled for October, for MTA and Third Parties respectively. EMC will incorporate design review comments on the drawings and print out the drawings for inter/intradiscipline checking.



C0502 (Formerly C0541)
1st / BOYLE to 1st / LORENA LINE SECTION
 EMC to continue work on combining C0502/C0541 tunnels, pending authorizations for additional funding.

C0551
1st / LORENA STATION
 No work is anticipated. The contract is on hold at the Final level.

SYSTEMWIDE ACTIVITIES

Contract P0650 is working towards the Final submittal of November 3, 1997. Demolition of parcels under C0538 is expected to start. Environmental assessments and remediations will continue. Supplemental gas investigations will also continue. Contracts C2610, P1614, and P1616 are expected to remain on hold.

MTA Public Affairs:

Public Affairs will conduct construction tours for Congressman Royball-Allard's community representatives on October 10 & 17, 1997 and for 60 Roosevelt High School students on October 14, 1997. Public Affairs will coordinate the monthly community Review Advisory Committee (RAC) meeting on October 16, 1997.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

Budget/Forecast Variance (In Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	SEPTEMBER CHANGE IN FORECAST
Construction	\$652.2	\$663.1	\$10.9	(\$4.9)
Professional Services	\$247.6	\$247.6	\$0.0	\$0.0
Real Estate	\$34.8	\$36.6	\$1.8	\$1.8
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$90.7	\$78.0	(\$12.7)	\$3.1
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
Total Project	\$1049.2	\$1049.2	\$0.0	\$0.0

Other Locally Funded Activities

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

Budget/Forecast Variance Analysis

August 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 May, the R.O.D. was moved forward to May 2004. In September there was no change in either the current budget or the current forecast. Contingency increased this month from \$74.8M to \$77.9M due to eight new trends. For a listing of the eight trends please see page ES-14. This month commitments and expenditures increased by \$53K and \$1.9M, respectively.

Total Expenditures To Date Are: \$102.4M
 Total Commitments To Date Are: \$154.2M

"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 since 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 RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

1. CONTRACT VARIANCE (CURRENT FORECAST DIFFERS FROM CURRENT BUDGET BY 10% OR MORE AND CURRENT BUDGET IS \$50 MILLION OR MORE)

Work Package: C0551, 1st/Lorena Station
Current Budget: \$66,537,000
Forecast: \$74,667,000
Variance: \$8,130,000
% Variance: 12.2%

Mitigation: In March, adjustments to the forecast were made to incorporate the following scope changes included in the 85% design submittal: (1) additional cost to finishes based on vendor quotes; (2) additional cost for station appendages based on detailed takeoff; (3) additional length and detailed takeoff for the tailtrack; and (4) additional reinforcement.

During August and September, reconciliation with the 100% design estimate increased the forecast. The addition of a TBM removal shaft also increased the forecast, however, a PBCR was not prepared in conjunction with this trend notice, causing the variance to increase. The project team continues to investigate cost mitigation options, including the possibility of accelerating the schedule. The budget will be adjusted in October to reflect the scope additions.

2 LINE ITEM VARIANCE (CURRENT FORECAST DIFFERS FROM CURRENT BUDGET BY 10% OR MORE FOR THE LINE ITEM TOTAL)

Line Item 24 - Project Contingency
Current Budget \$90,660,000
Forecast \$77,967,000
Variance (\$12,693,000)
% Variance -14.0%

Mitigation: During the month of September the project contingency forecast was increased by approximately \$3.1M due primarily to reconciliation with the 100% design estimates for both C0502 and C0521.

In August, the forecast was increased by \$21M due to MTA Management's decision to implement the following cost mitigation measures: 1) combining C0502 and C0541 into one tunnel contract; 2) the inclusion of a TBM removal shaft at 1st/Lorena Station; 3) transferring the excavation of the 1st/Boyle Station box to the C0502 contract; and 4) deletion of the smoke exhaust system.

In the last few months, the contingency forecast has been increased by approximately \$24.6M as a result of mitigations and refinements of estimates.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

Line Item 24 - Project Contingency - continued

The Project Team, along with the EMC and the PMA consultant, continues to investigate Value Engineering/Cost Reduction options and will implement those which are feasible and practical. Currently under study for potential savings is the option of accelerating the schedule within the funding constraints. Concurrent with this effort, additional estimate reviews are being undertaken with staff and consultants to verify the scope and content of estimates for design packages, to identify specific areas of increase, and to review those areas for cost reduction potential. The MTA has also implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status within the funding constraints.

Line Item 26 - Art-In-Transit Program

Current Budget	\$0
Forecast	\$3,122,000
Variance	\$3,122,000
% Variance	100%

Mitigation: The forecast for the Art Program was established in accordance with the Board adopted policy of allocating 1/2 of 1% of the station construction costs for the Art Program. Since the Art Program was not included as part of the Full Funding Grant Agreement for the East Side, there is no Board approved budget. The Metro Art Department has been advised to prepare a Board item to obtain Board approval of a budget.

FINANCIAL STATUS
METRO RED LINE - SEGMENT 3 / PROJECT TOTAL

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,822	57%	\$425,101	38%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	283,298	88,143	161,455	57%	106,276	38%	88,143	31%
FED ISTE A STP (STATE)	0	75,000	75,000	50,000	67%	0	0%	0	0%
FED ISTE A STP/CMAQ (REGIONAL)	166,400	333,690	71,998	54,292	16%	54,292	16%	54,292	16%
FED ISTE A RSTP DEFERRED LOCAL SHARE	0	43,233	9,328	7,034	16%	7,034	16%	7,034	16%
SB 1995 TRUST FUND	53,000	75,000	68,912	68,912	92%	67,730	90%	67,730	90%
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	8,903	18%	8,903	18%	8,115	17%
CITY OF LOS ANGELES	177,000	200,000	55,446	11,902	6%	11,902	6%	11,902	6%
PROP C	496,385	647,131	30,005	109,111	17%	42,363	7%	23,383	4%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
TOTAL	\$2,451,485	\$3,042,878	\$807,796	\$1,163,286	38%	\$769,456	25%	\$659,026	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	1,077	378%	3	1%	3	1%
GRAND TOTAL	\$0	\$2,720	\$613	\$1,613	59%	\$3	0%	\$3	0%

(1) Based on Current Budget

NOTE: Expenditures are cumulative through August 1997.



METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997

FINANCIAL STATUS
METRO RED LINE - SEGMENT 3 / EAST SIDE EXTENSION

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B)		(E) (E/B)		(F) (F/B)	
				COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$306,400	\$394,312	\$57,077	\$96,885	25%	\$77,960	20%	\$57,077	14%
FTA - SECTION 3 DEFERRED LOCAL SHAR	0	98,578	14,269	24,221	25%	19,490	20%	14,269	14%
FED ISTE A STP (STATE)	0	25,000	25,000						
FED ISTE A STP/CMAQ (REGIONAL)	86,000	238,008	17,706	0	0%	0	0%	0	0%
FED ISTE A RSTP DEFERRED LOCAL SHAR	0	30,836	2,294	0	0%	0	0%	0	0%
STATE SHA/ARTICLE XIX	0	0							
STATE PROP 116	72,300	15,000							
STATE FLEXIBLE CONGESTION RELIEF	26,000	0							
STATE TSM MATCH	0	34,831	692	692	2%	692	2%		
CITY OF LOS ANGELES	41,100	0 ⁽³⁾							
PROP C	118,200	212,633	4,304	32,387	15%	4,304	2%	3,984	2%
TOTAL	\$650,000	\$1,049,198	\$121,342	\$154,185	15%	\$102,446	10%	\$75,330	7%

(1) Based on Current Budget

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

(3) City of LA funds have been reallocated entirely against the North Hollywood extension.

NOTE: Expenditures are cumulative through August 1997.



METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated

FTA Section 3	MTA submitted a grant application to the FTA on December 13, 1996, for \$69.475M. The Grant Award is expected in October 1997.
FTA Section 9 FED ISTE/CMAQ	MTA submitted a grant application to the FTA on December 23, 1996 for \$40M (This includes \$20M for FY '96 funds and 20M for FY '97 funds). The Grant Award was approved on August 27, 1997 for FY96 \$20M funds only. The fund are now available for drawdown.
FTA Section 9 FED ISTE/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. The Grant Award was approved on August 27, 1997. Funds are now available for drawdown.
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 Funds. Approval is expected in December 1997.
State SHA	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20M of State Highway Account (SHA) funds. Approval is expected in October 1997.
City of L.A.	A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200M. The first installment totaling \$55.446M is available for drawdown.
Benefit Assessment	No funds are expected to be available until FY 2003.

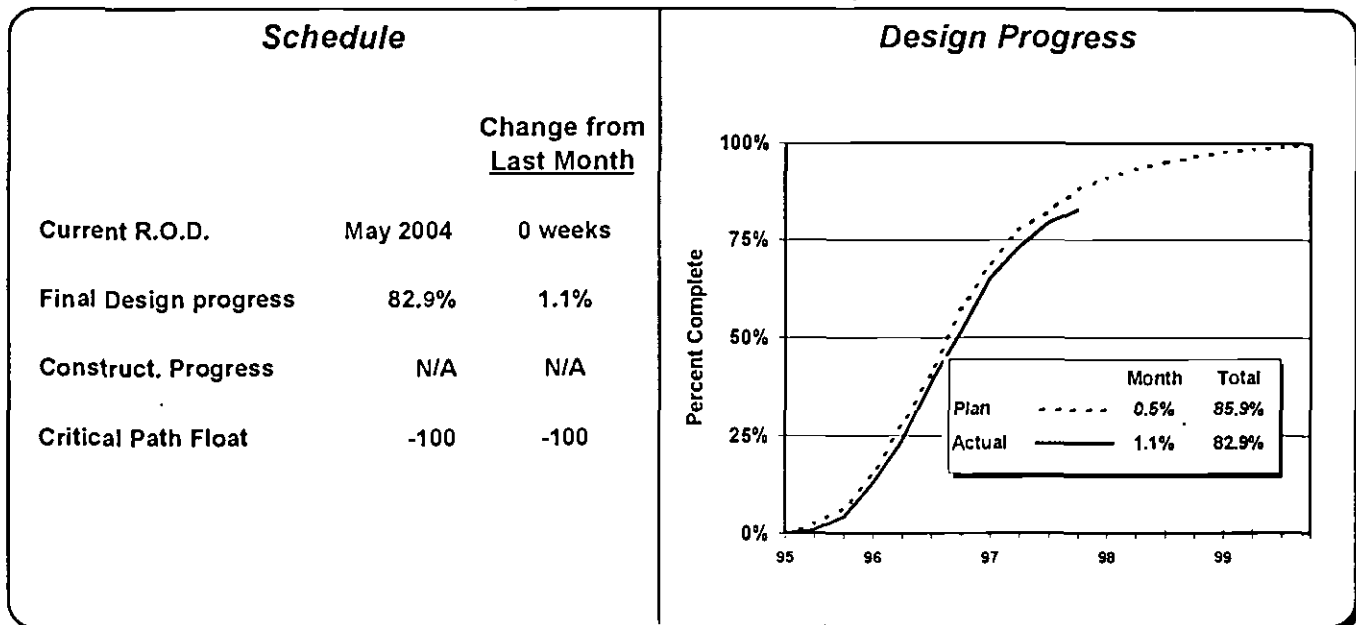
METRO RED LINE - Segment 3 East Side

Quarterly Project Status Report

Period Ending - September 26, 1997



SCHEDULE STATUS



Current Critical Path Analysis

The FFGA ROD is November 2002. The forecast ROD is August 2004. The Board approved the current ROD of May 2004 on June 4, 1997. In efforts to further reduce costs, a revised contract packaging strategy utilizing a combined C0502/C0541 single tunnel contractor has been initiated. This approach combines the existing C0502 and C0541 contract scopes and the excavation of the 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle station, for construction of Chavez/Soto station, and for excavation and construction of 1st/Lorena station.

The critical path includes completion, bid/award, and execution of the combined C0502/C0541 contract, the construction of the Chavez/Soto station box, trackwork installation, systems installation, testing, and then pre-revenue operations to ROD.

Critical items also include the acquisition of key parcels at 1st/Boyle station. The tunnel boring machines will tunnel from Little Tokyo to the excavated 1st/Boyle site, skid through the excavated 1st/Boyle site, and then proceed on to the Chavez/Soto site. Parcels must be acquired, environmental cleanups performed, and structures demolished prior to excavating the 1st/Boyle site. Under the recent FTA directive, no new parcels can be acquired until an approved financial plan is in place. This is seriously impacting (-100 calendar days) the critical path, and will continue to do so, until the FTA restrictions are lifted or modified.

Design Progress Analysis

The plan reflects the design baseline schedule as approved by the MTA in October 1996 and amended by approved changes.

Through September, overall final design was 82.9% complete versus a plan of 85.9%. Revisions to the scope of work since March 1995 were negotiated and finalized in a revised PIP to the MTA dated August 2, 1996. The total value of the WACNs received through September is \$1,775,083 bringing the latest final design cost baseline to \$59,894,826.

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. The effect of this delay, coupled with such factors as a more extensive quality assurance program and incorporation of other technical changes, caused C0502 submittal dates to shift and begin to conflict with those of other contracts. Therefore, in order to distribute the sequence of submittals more evenly and solve a potential staffing shortfall, EMC elected to delay submittals for C0531 and C0521 by two weeks and three weeks respectively. Contract C0551 was placed on hold by MTA prior to the Camera Ready submittal.

Recently EMC was given a WACN to combine contracts C0502 and C0541 forming a single tunneling contract. EMC reached the limit of the WACN at the end of August. A series of CCNs to provide funding to complete the work are in negotiation. A new Camera Ready date will be determined upon completion of negotiations.

Note: In response to PMO comments regarding inclusions and exclusions in EMC's July report, all design schedule reports have been standardized to include all items "where there is a reasonable certainty that the total of the work" will be performed. The "Month" amounts above reflect the incremental increase from revised August numbers.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



Construction Safety Statistics

Not applicable at this time

Construction Safety Summary

Not applicable at this time

MANAGEMENT ISSUES

ONGOING

Item [Initiated July 1997]

Construction Management Consultant Contract

Concern/Impact

A recent court decision regarding the CM contract set aside the selection of JMA as the CM Consultant on the East Side Extension. With C0502 scheduled to begin construction early in 1998, it is imperative that a CM consultant be selected quickly. In the interim, ongoing CM work is being distributed to MTA, EMC, and the PMA consultants.

Status/Action

JMA has filed an appeal and a decision is pending. The MTA has begun the paperwork required to begin the selection process again. Contingency plans to transfer CM work to other entities have been implemented. Maintenance of the project schedule was returned to EMC and the Project Management Assistance consultant; remaining constructability reviews will be performed by PMA; CM duties for demo contracts let in advance of new CM selection will be performed by MTA and the PMA. EMC will retain production of the MPSR/QPSR and

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated July 1997]
FTA letter directives of August 1, 1997

Concern/Impact

The subject letter directives require MTA to submit a revised recovery plan prior to negotiating a new Full Funding Grant Agreement (FFGA). The directives are:

- No federal funds shall be drawn down for the East Side Extension project
- No new contracts shall be awarded for the East Side Extension project

Status/Action

MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget.

ONGOING

Item [Initiated May 1997]
Issue: Agency Costs

Concern/Impact

Agency Costs are an element of the Project Budget and incorporate management labor costs, non labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through project completion for other MTA divisions along with justification for these support services are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated April 1997]

Adequacy of Remaining Contingency

Concern/Impact

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Currently the amount of remaining contingency is higher than the plan, however, the plan is based on the schedule that was approved by the Board in May. Since May, there have been additional delays and the work has not progressed according to the plan. For example, C0502 construction should have started by now. The remaining contingency is about 8.2% of remaining project expenditures. With no construction underway and Final Design about 82.9% complete, this is not considered an adequate contingency for future project unknowns.

Status/Action

During the month of September the project contingency forecast was increased by \$3.1M. In the last few months the forecast has been increased by a total of \$24.6M as a result of mitigations and refinements of estimates. The MTA will closely monitor remaining contingency and continue to assess the adequacy of this amount. The MTA, along with the EMC and PMA consultant, continues to pursue identification and implementation of cost reduction opportunities. The MTA has implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status.

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 FTA in September 1997. This delay at present is not impacting the critical path and the current R.O.D. of May 27, 2004; however, further delays could impact the project schedule.

Status/Action

The Addendum has been approved by the MTA Board and submitted to FTA for final approval and issue of a Finding Of No Significant Impact (FONSI). The earliest date foreseen for approving the EIS/EIR Addendum is October 1997. MTA is proceeding with property appraisals but purchase offers cannot be made until the addendum is fully approved and the FTA restrictions on new contracts is lifted or modified.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (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 (1) receipt of about 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, (2) Third Party issues not completely resolved, and (3) seismic redesign due to changes in MTA's design criteria.

The latest delay is due to CCN #658 (combining contracts C0502 and C0541). Work on CCN #658 however, was suspended at the end of August when the funding limit was reached. In addition, the Board deferred a decision on further funding for this work for one month.

Status/Action

The MTA and EMC are in the process of negotiating this change. The work will remain on hold until negotiations are complete and additional funding is released.

C0502, as the first major construction contract, remains vital to project success. This contract is critical-path work and MTA and EMC are focusing on completing this design package. A Camera Ready submittal date cannot be determined until this issue is resolved.

METRO RED LINE - Segment 3 East Side

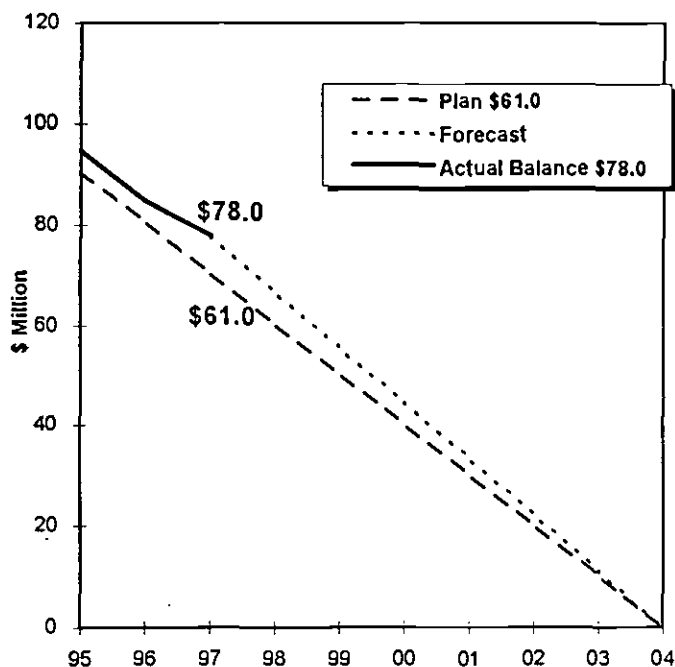
Quarterly Project Status Report

Period Ending - September 26, 1997



COST STATUS

Contingency Status Original and Locally Funded Activities



Contingency Status Analysis

Contingency balance this month increased \$3.1M due to the following major trends:

T-110 (\$5M) ROM cost for increasing the size of the sound walls at C0531 Chavez/Soto station.

T-111 (\$3M) ROM forecast established for H1465 Temporary Ventilation.

T-112 (\$2.3M) Increase to C0521 First/Boyle Station based on reconciliation with the 100% design estimate.

T-113 \$3.9M Decrease to C0551 1st/Lorena Station based on reconciliation with the 100% design estimate.

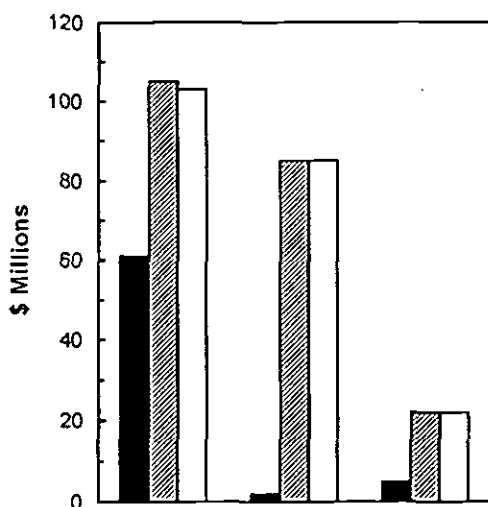
T-114 \$11.4M Decrease to C0502 Little Tokyo/Arts District Station based on reconciliation with the 100% design estimate, which included adjustment to the estimate for deleting the HDPE and 2nd Pass Tunnel Liner.

T-115 \$1.6M ROM cost savings for deletion of Santa Fe detour road.

T-117 (\$3.8M) ROM cost increase to Real Estate Services

T-118 (\$1M) ROM forecast was established for an Emergency Repair Contract.

Professional Services Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	61	2	5
Forecast	105	85	22
Budget	103	85	22

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).

A recent court decision regarding the CM contract invalidated the CM selection for the project. (Please see "Management Issues" page ES-10)

There was no change during the month of September.

The Design Services forecast was increased by \$2.3M over the budget when the FIS reconciliation was completed increasing the 9979 locally funded source expenditures by \$4.3M overall. A review of the Design Services During Construction estimate will be performed to see if there are opportunities for reducing the forecast.

VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

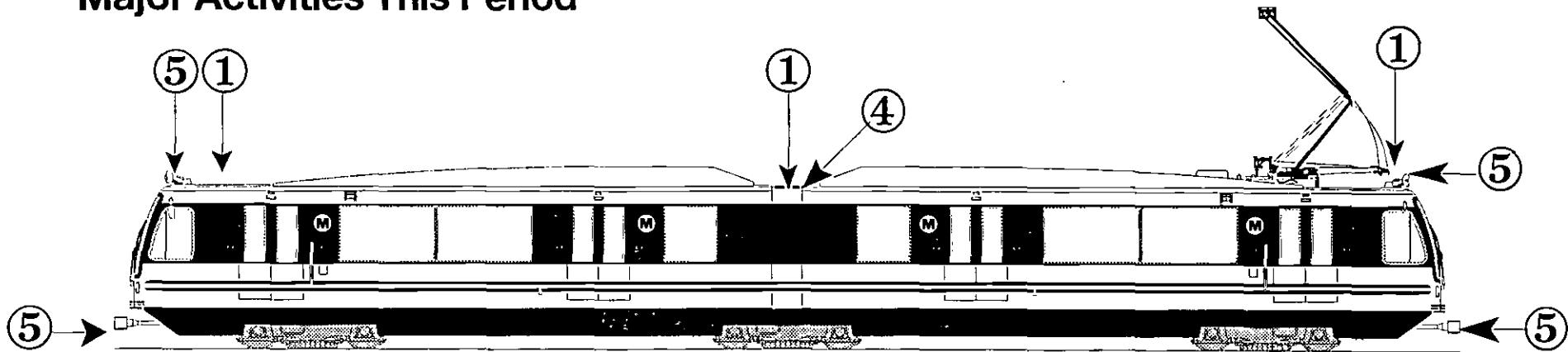
L.A. Light Rail Vehicle

Quarterly Project Status Report

Period Ending - September 26, 1997



Major Activities This Period



1. Carshell No. 19 was shipped for final assembly in Sacramento. The assembly of nine cars continued on the production line.
2. Construction of the Washington Street improvement for vehicle delivery to the MTA progressed. Rails were placed across Washington Street. Installation of a "Y" and switch in the local facility will be completed shortly.
3. Met with Siemens to review the assembly progress of the first car and to discuss technical issues.
4. Conducted Electro Magnetic Interference Detector (EMID) Test on the Metro Green Line.
5. Conducted Metro Blue Line Vehicle Compatibility Test and Horn Sound Quality Test. MTA approved the Horn which is comparable to the Metro Blue Line Vehicle Horn.

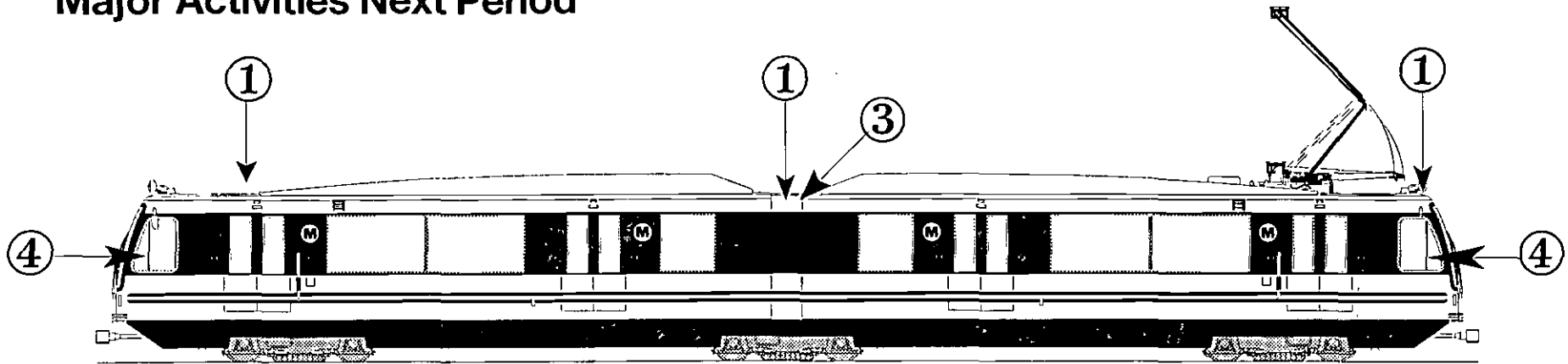
L.A. Light Rail Vehicle

Quarterly Project Status Report

Period Ending - September 26, 1997



Major Activities Next Period



1. Complete carshells as needed for final assembly in Sacramento. Nine carshells are in storage in Stockton ready to be shipped to Sacramento for assembly. Continue the assembly and testing of nine cars on the assembly line.
2. Meet with Siemens management to finalize the cancellation of 22 cars and meet with Project Management to review the progress of the first car assembly and discuss open engineering issues.
3. Conduct a computer-based training demonstration for Operations' review and comment.
4. Finalize prototype car testing schedule and participate in demonstration of prototype car cab convertibility.

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)				
Original Scope				
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	SEPTEMBER 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 \$91,460,968.

Commitments to date are \$231,522,973. 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 \$257.6 million. The Total Project Forecast for September 1997 remained unchanged at \$201.4 million. The \$56.2 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.

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997

FINANCIAL DETAIL

LA LIGHT RAIL VEHICLE PROCUREMENT
(IN THOUSANDS OF DOLLARS)

STATUS OF FUNDS BY SOURCE

SEPTEMBER 97

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
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%	\$42,060	50%	\$42,060	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	\$33,003	\$107,896	81%	\$33,003	25%	\$33,003	25%
TOTAL	\$254,000	\$257,597	\$110,578	\$231,523	90%	\$91,461	36%	\$91,461	35%

(1) BASED ON CURRENT BUDGET

NOTES: EXPENDITURES ARE THROUGH AUGUST 1997.

ES-4



L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL DETAIL

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

FED ISTE A STP

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

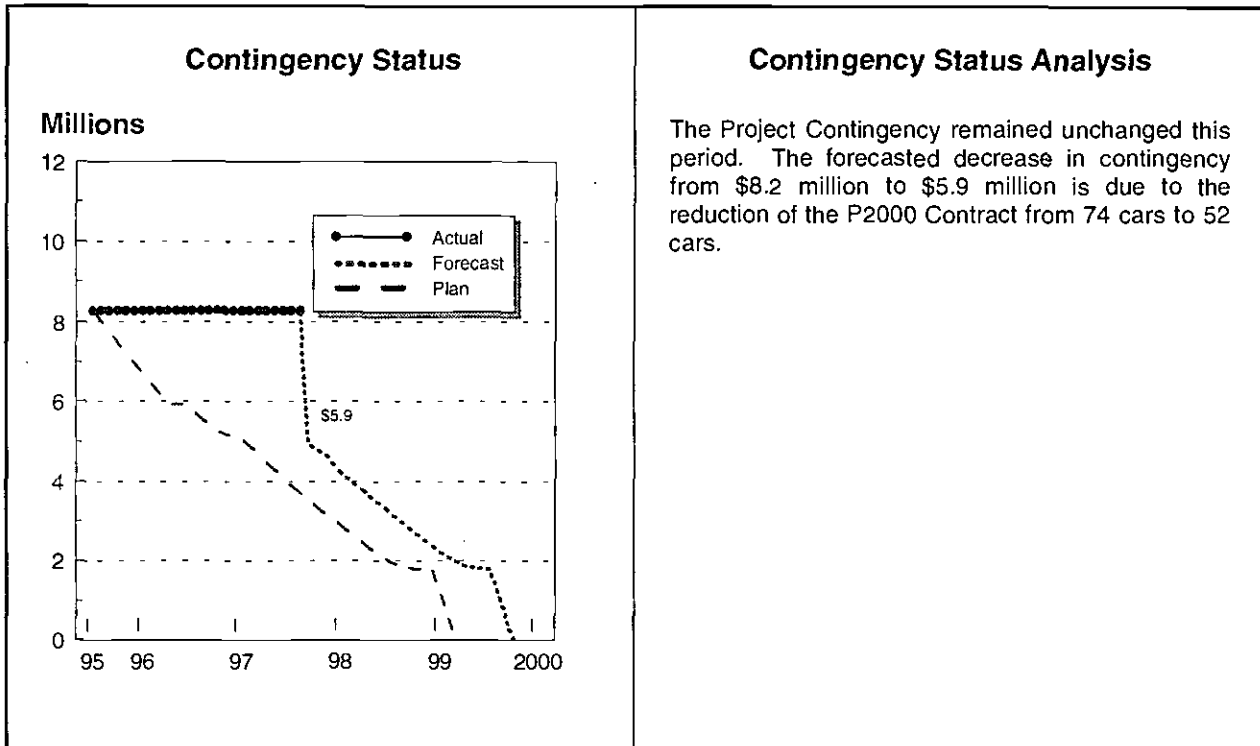
Grant award is expected in December 1997.

California Transportation Commission (CTC) has expressed concerns regarding the status of MTA's recovery plan and long range transportation plan. Until such time as these documents are approved by the MTA Board, the CTC is reluctant to approve any request for funding of the MTA's rail projects.

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



FINANCIAL / SCHEDULE STATUS



Schedule			Schedule Analysis	
Schedule Car Delivery				
1 st Car	November 1998	N/C	<p>The Contractor's last two schedules reflects a total of 25 months delay in 1st car deliveries. 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.</p>	
52 nd Car	August 1999	N/C		
Design Progress	95% complete	+5%		
Fabrication Progress	50% complete	+10%		
Critical Path	Car assembly	N/C		
Delay (1 st Car)	-25 months	N/C	<p>In recent schedules, STS assumed that the MTA can accept cars at a higher rate than specified (2 cars per month).</p>	
Data Date	September 1, 1997			

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES

ONGOING

Item (Date Initiated: July 1997)

Destination Sign Character Appearance

Concern/Impact

The destination sign characters are comprised exclusively of square pixels, giving them an undesirable "blocky" appearance, inconsistent with the front and vehicle styling.

Status/Action

Luminator, the Destination Sign supplier, sent in another offering, which we reviewed at our September 11, 1997 meeting in Sacramento. Unfortunately, the sign appearance is still unacceptable. In a conference call, Luminator advised that they may be able to change the software and enhance the appearance up to a level of acceptability. Alternately, it was noted that electric highway signs with round (as opposed to square) pixels are much easier to read, in that the character formation is significantly closer to the traditional style. Luminator was asked if they would be able to either change from square to round pixels, or provide a screen with round cutouts over the square pixel array, effecting the same change. Luminator will provide a response on October 9, 1997 at our next design review meeting in Sacramento.

Item (Date Initiated: June 1997)

Line Breaker Dropout Timing

Concern/Impact

A complex technical issue related to the Automatic Train Control (ATC) interface arose in June 1997. In order to insure the presence of electric brake, AdTranz (the propulsion supplier) needs to retain the Line Breaker energized for three seconds following a command to drop propulsion and initiate emergency braking. During this three seconds, the ATC designer (Union Switch and Signal) must assume the worst case for their Safe Braking Distance (SBD) model; that is, that propulsion remains in the selected mode. This assumption leads to block lengths longer than planned. US & S has asked that the Line Breaker be dropped almost immediately. This is possible, but could translate to reduced, or no, electric braking in emergency; only friction braking would be present. With only friction braking, the stop would be less efficient, and may not meet select portions of the CPUC emergency braking requirements at heavy vehicle loads.

Status/Action

STS responded to our request, at the August 21, 1997 meeting, advising if would be technically feasible to modify vehicle circuits such that electric braking could be retained in master controller generated emergency stops, while eliminating electric brake in ATC generated emergencies. The change STS proposes involves the addition of one or two relays, additional wiring, and the modification of select switches. We are reviewing this proposal and will continue to maintain dialog with Siemens and US & S until a satisfactory resolution is found.

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: May 1997)

Battery Capacity

Concern/Impact

The first set of vehicle batteries were informally tested in Sacramento. Initial results were not satisfactory, in that voltage levels and capacity were lower than the specification requirements. STS proposed changes to the system that may resolve the concern.

Status/Action

Awaiting results of formal capacity testing to confirm that the proposed fixes are adequate.

Item (Date Initiated: February 1996)

Schedule Slippage

Concern/Impact

The September 1, 1997 delivery schedule indicates a delay of 25 months for the first car with delivery of the last car approximately 9 months late.

Status/Action

Progress is being made in the Final Phases of 1st car assembly. Siemens is working toward a more aggressive delivery schedule than shown on their September 1, 1997 schedule.

Item (Date Initiated: November 1995)

Carborne Signal Equipment for 16 Standard Cars

Concern/Impact

The 24 Standard Cars designated for the Metro Blue Line will need on-board signal equipment compatible with the wayside before they can enter revenue service.

Status/Action

The MTA's Board-approved Fleet Allocation Plan, indicates that 24 cars will be assigned to the Metro Blue Line. Although the Fleet Plan suggests that 16 LA Standard Cars will already be equipped with Metro Blue Line Carborne ATP equipment, this is not accurate. The only on-board signal equipment contracted for to date are the 36 Metro Green Line US & S signal packages. Purchase of 24 Metro Blue Line type Carborne signal packages (plus an appropriate number of spares) must be approved by the MTA Board. Moreover, it does not appear that sufficient time exists in which to have the 24 Metro Blue Line packages procured and installed before these cars arrive. In this case, installation will be done at MTA. No approved plan for their procurement exists at this time.

L.A. LIGHT RAIL VEHICLE PROCUREMENT
Quarterly Project Status Report
Period Ending - September 26, 1997



MANAGEMENT ISSUES (Con't)

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 was submitted to the Audit Department for final determination; their findings were received and the Final Phase of negotiations with Siemens will start this month.

Item (Date Initiated: March 1995)

HVAC Design

Concern/Impact

Serious quality control related problems, such as unapproved wire harnessing and metal chips and shards, have been found in the six Suttrak HVAC units shipped to Sacramento for installation on the Standard Cars. This indicates lack of surveillance by both Suttrak and STS Quality Control at Lamar.

Status/Action

We traveled to Lamar with Quality Assurance representatives from Siemens. At Lamar, we inspected units in progress, and discussed our findings with both Suttrak Quality Assurance and Suttrak upper management. The findings were not positive. Units under construction at Lamar were as poor in quality as the units shipped to Sacramento. Serious Quality Control problems were revealed and documented. Although Suttrak promised increased vigilance, STS and LTK will significantly increase the frequency of their visits to Lamar. In the interim, STS has shipped all six HVAC units in Sacramento back to Lamar for re-work.



MANAGEMENT ISSUES (Con't)

Resolved

Item (Date Initiated: September 1996)

Lack of Progress in the Development of Manuals and Training

Concern/Impact

Lack of progress in both the development of Repair and Parts Manuals, and the Vehicle Training Program.

Status/Action

Progress is now being made and this item is no longer a management issue, however, Siemens continues to await the MTA Contract Compliance Department's sanction of TransEd's removal. Such relief was formally requested (along with the MTA-requested back up) in January 1997 of this year.