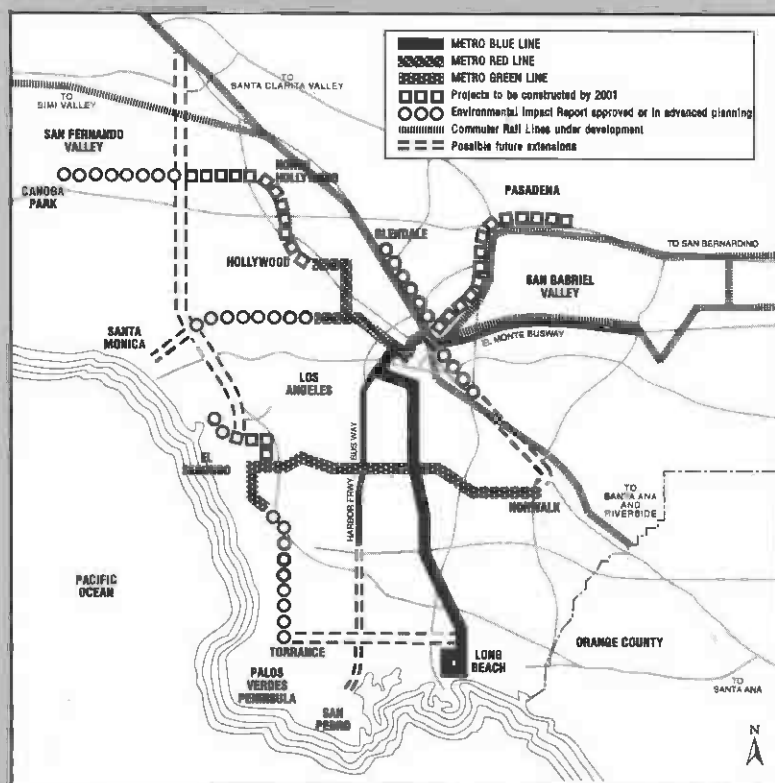


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status (\$000)
 Original Budget 1,249,900
 Expended to Date 1,136,633
 Current Forecast 1,450,019

Project Progress
Design:
 Plan 100%
 Actual 98%
Construction:
 Plan 89%
 Actual 90%

Schedule Status
 Revenue Operations Date:
 Original April 1992
 Forecast June 1993

Metro Red Line Segment 2

Cost Status (\$000)
 Original Budget 1,446,432
 Expended to Date 126,676
 Current Forecast 1,446,432

Project Progress
Design:
 Plan 86%
 Actual 80%
Construction:
 Plan 5%
 Actual 4%

Schedule Status
 ROD: Wilshire Vermont/Hlywd
 Original Jul '96 Sep '98
 Forecast Jul '96 Sep '98

Metro Green Line

Cost Status (\$000)
 Original Budget 814,000
 Expended to Date 110,908
 Current Forecast 886,000

Project Progress
Design:
 Plan 100%
 Actual 99%
Construction:
 Plan 12%
 Actual 10%

Schedule Status
 Revenue Operations Date:
 Original October 1994
 Forecast October 1994

Commuter Rail (includes 3 start-up lines, shared facilities, and LAUPT)

Cost Status (\$000)
 Original Budget 379,082
 Expended to Date 55,835
 Current Forecast 379,082

Project Progress
Design:
 Plan 97%
 Actual 90%
Construction:
 Plan 13%
 Actual 14%

Schedule Status
 Revenue Operations Date:
 Original October 1992
 Forecast October 1992

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT - TOTAL RAIL PROGRAM
SUMMARY BY COST ELEMENT

STATUS DATE: 11/01/91

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,607,946	2,854,180	48,920	1,681,276	24,422	1,221,663	16,387	1,183,695	2,980,940	126,760
PROFESSIONAL SERVICES	967,497	1,105,748	11,620	894,398	9,086	730,773	8,099	708,914	1,101,072	(4,676)
REAL ESTATE	260,484	321,895	524	238,500	375	230,890	375	230,801	332,866	10,971
UTILITY/AGENCY FORCE ACCOUNTS	114,075	94,232	8	80,801	300	64,998	300	64,613	99,949	5,717
SPECIAL PROGRAMS	6,063	14,537	7	2,266	21	642	21	543	25,577	11,040
CONTINGENCY	343,734	315,633	0	0	0	0	0	0	166,121	(149,512)
PROJECT REVENUE	(18,115)	(46,503)	0	(681)	0	(6,213)	0	(6,975)	(46,803)	(300)
PROJECT GRAND TOTAL	4,281,684	4,659,722	61,079	2,896,560	34,204	2,242,753	25,182	2,181,591	4,659,722	0

ALL DATA FOR THE METRO GREEN LINE IS THROUGH SEPTEMBER 1991.

Figure 1 - Rail Construction Plan

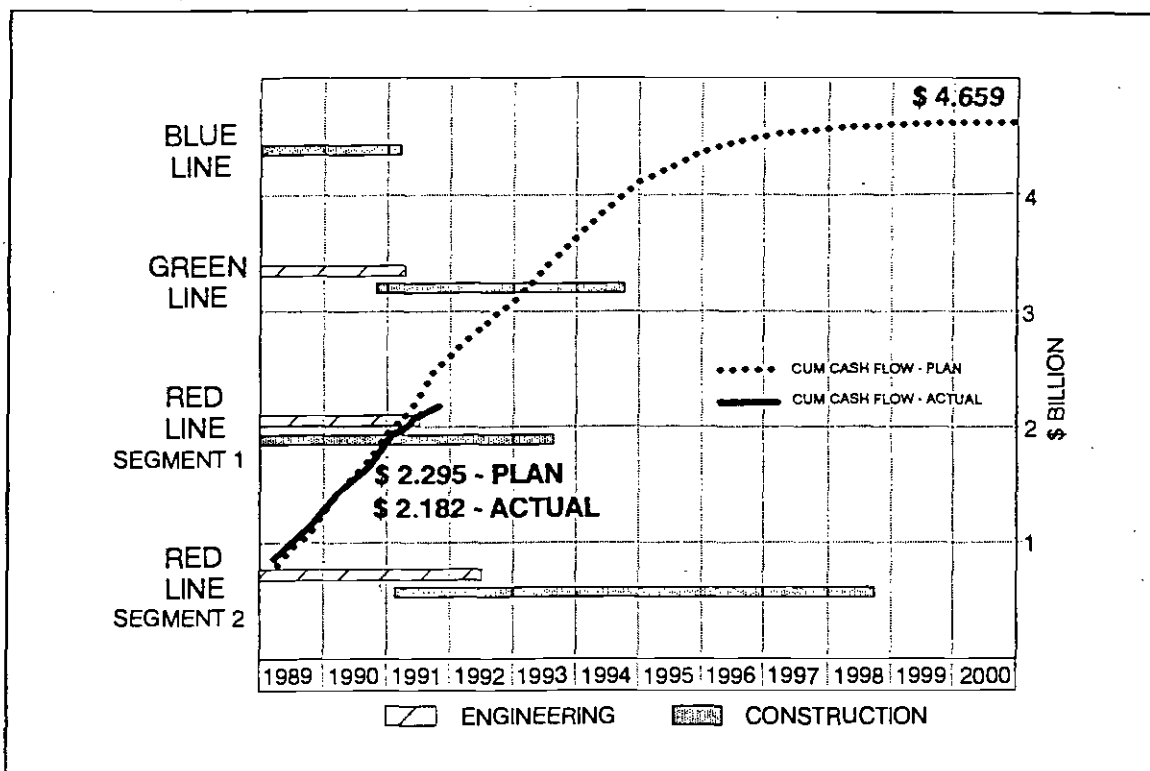


Figure 2 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

Figure 2 - Rail Construction Funding Sources

	METRO BLUE LINE*		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
UMTA-SEC 3					605.3	42	667.0	46	1272.3	27
UMTA-SEC 9					90.6	6			90.6	2
STATE			107.5	12	213.1	15	186.0	13	506.6	11
LOCAL (PROP A)	877.0	100	778.5	88	176.6	12	439.4	30	2271.5	49
CITY OF L.A.					34.0	2	96.0	7	130.0	3
BENEFIT ASSESS					130.3	9	58.0	4	188.3	4
FORECAST					200.1	14			200.1	4
TOTAL	877.0	100	886.0	100	1450.0	100	1446.4	100	4659.4	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

REAL ESTATE

Figure 3 summarizes the real estate status for Metro Green Line and Metro Red Line Segment 2.

Figure 3 - Real Estate Acquisition Status Summary

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Green Line	40	37	3	0	0
Red Line Seg 2	68	26	32	10	40.6

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 139 positions are filled with regular full time staff and 27 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

* The contract/temporary number was revised to exclude SCRTD staff.

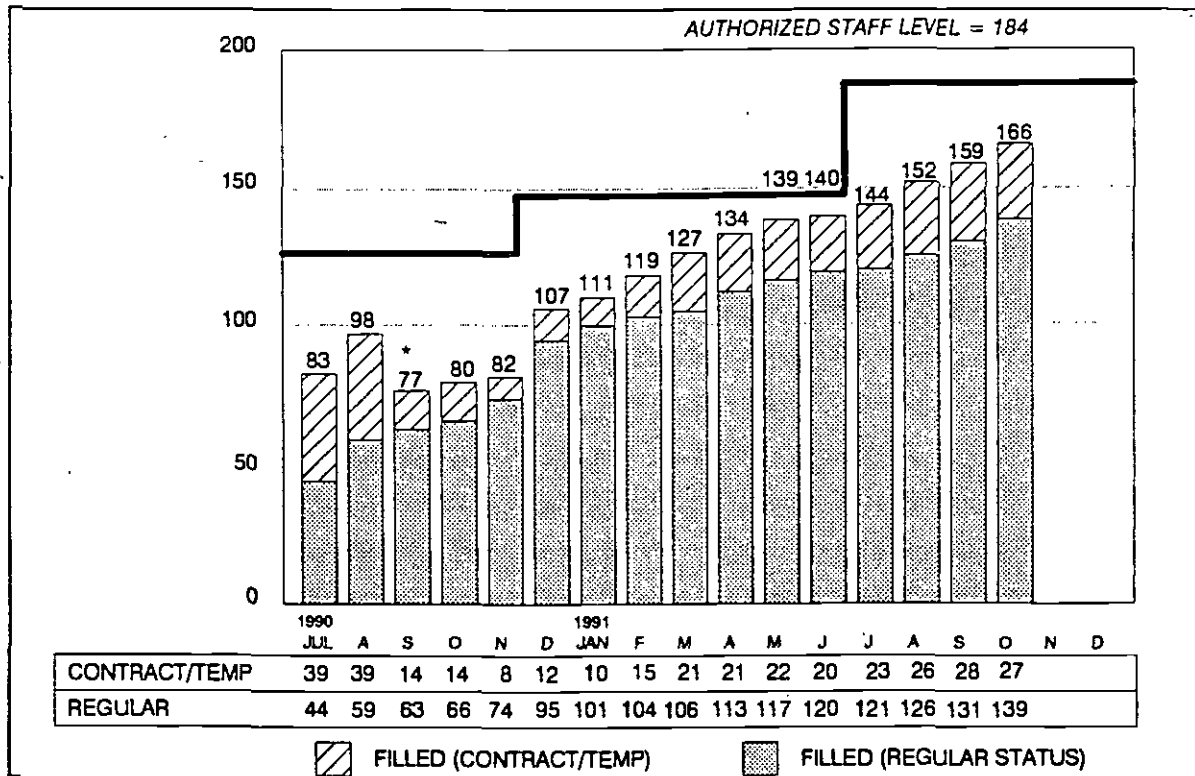
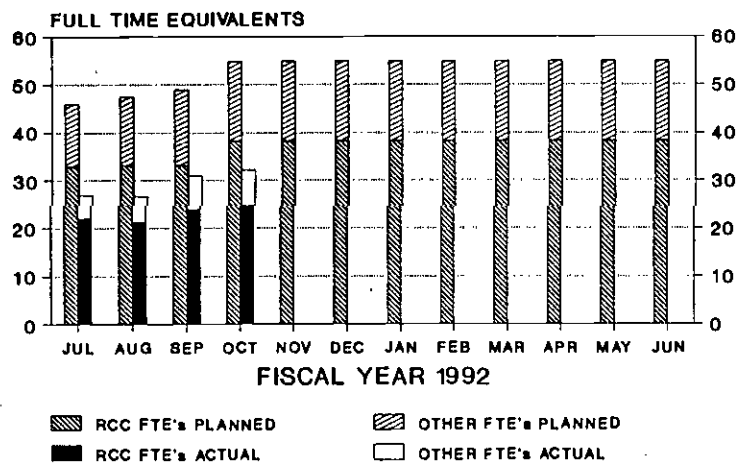
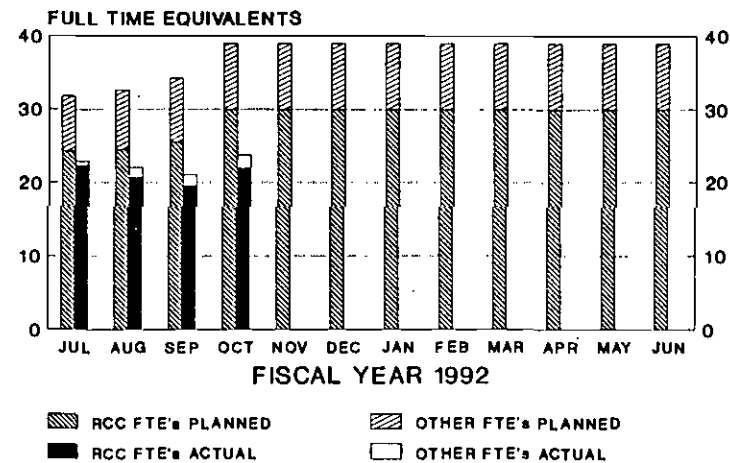


Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

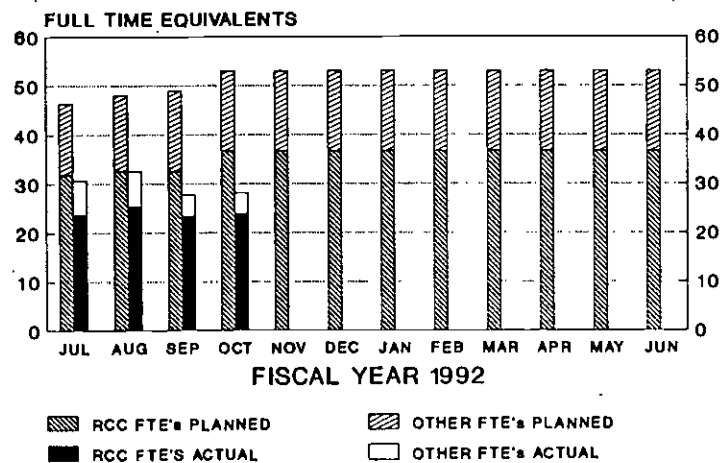
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



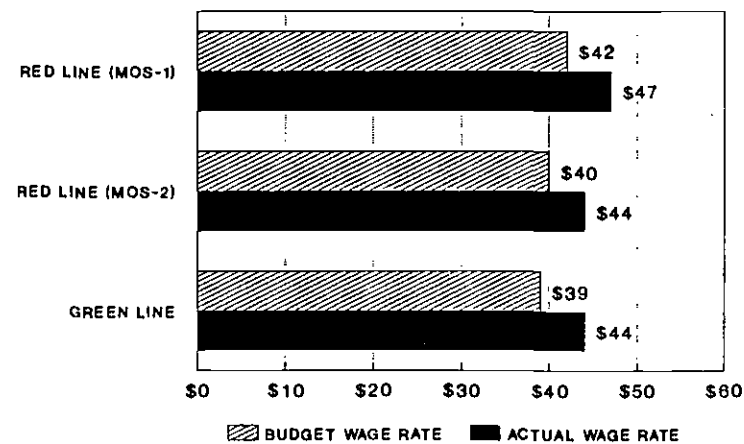
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



STAFFING PLAN VS. ACTUAL GREEN LINE



LABOR WAGE RATE* RED LINE (SEGMENT 1 & 2), GREEN LINE



*Salaries and Fringe Benefits Only

OCTOBER 91

Figure 5

CORPORATE COST TARGETS RELATIVE TO CONSTRUCTION

The corporate goals of the RCC include limitations on the percentage of total project costs which will be spent on project administration and on RCC/LACTC staff.

The RCC corporate goal for project administration costs is 20%. Based on the current cost forecast data for each project, the project administration cost totals 24.2% as compared to 24.4% last month. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.5% of total program costs, the same figure as last month, which exceeds the 4.0% corporate goal. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

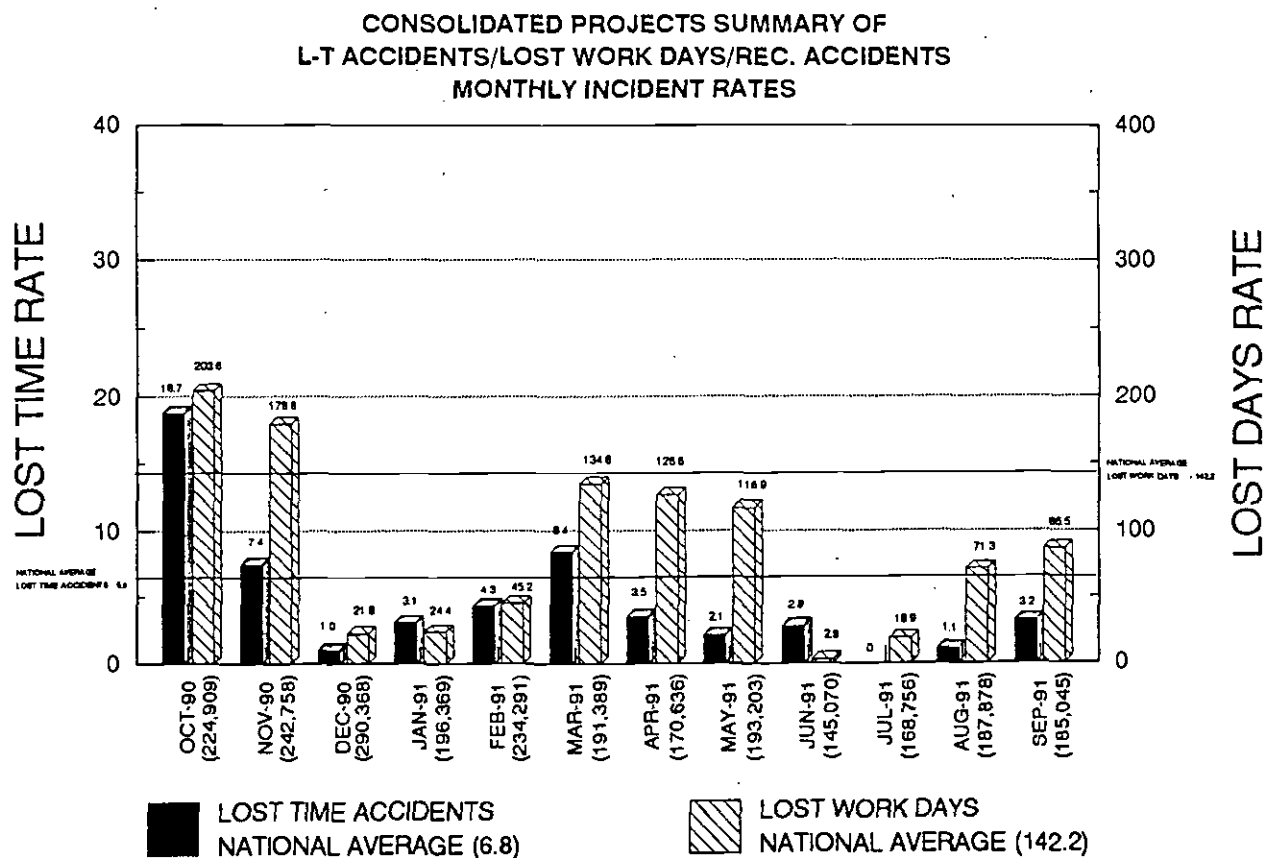
(IN THOUSANDS)

	METRO BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		TOTAL PROGRAM		CORPORATE GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	653,736	73.79%	803,405	55.41%	966,261	66.80%	3,080,889	66.12%	
REAL ESTATE	55,592	6.34%	47,682	5.38%	139,679	9.63%	89,914	6.22%	332,867	7.14%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	78,655	8.88%	219,603	15.14%	82,803	5.72%	450,648	9.67%	
CONSTR MGMT.	91,642	10.45%	50,165	5.66%	140,300	9.68%	131,058	8.06%	413,165	8.87%	
STAFF	17,655	2.01%	26,189	2.96%	107,365	7.40%	56,551	3.91%	207,760	4.46%	4%
OTHER	14,222	1.62%	9,689	1.09%	988	0.07%	30,177	2.09%	55,076	1.18%	
SUBTOTAL	193,106	22.01%	164,698	18.59%	468,256	32.29%	300,589	20.78%	1,126,649	24.18%	20%
CONTINGENCY	963	0.11%	36,510	4.12%	38,679	2.67%	89,968	6.22%	166,120	3.57%	
PROJECT REVENUE	(29,877)	-3.41%	(16,626)	-1.88%	0	0.00%	(300)	-0.02%	(46,803)	-1.00%	
GRAND TOTAL	877,271	100.00%	886,000	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,659,722	100.00%	

CONSTRUCTION SAFETY

Figure 7 shows the combined Construction Safety report for the Metro Blue Line, the Metro Green Line and the Metro Red Line, Segment 1 and Segment 2 projects. Since December 1990, the frequency index of accidents (Lost Time) is about 1/2 the national average and the severity index of the accidents (Lost Days) continues to be below the national average. Some contributing factors to this good safety record are:

- The Metro Green Line continues to have a frequency and severity accident index far below the national average after 205,000 manhours worked.
- There has been zero lost time to date on Metro Red Line Segment 2 after 150,000 manhours worked.
- Safety awareness programs are being incorporated into new contracts.



PREPARED BY MTIA - SEPTEMBER 1991

Figure 7

INVOICE PROCESSING

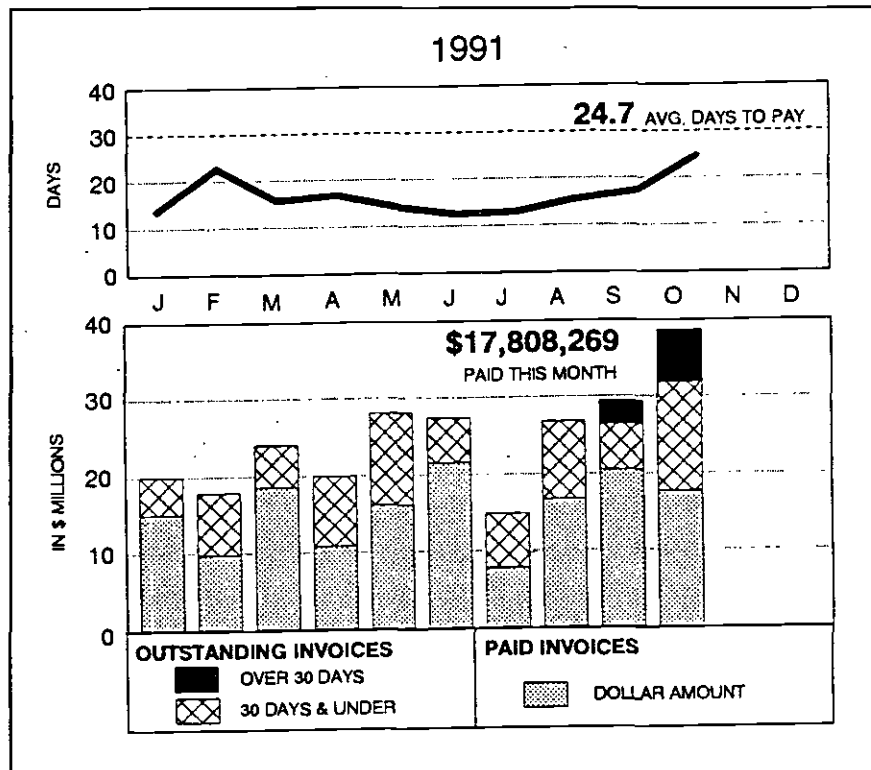
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 24.7 days.

- 53 invoices were paid this month for a total value of \$ 17,808,269.

- There were 17 outstanding Construction or Procurement invoices under 30 days old for \$ 14,328,654.

- There were 30 outstanding Construction or Procurement invoices over 30 days old for \$ 6,818,530.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	9	7,105,141	0	0	29	1,232,385	10	860,903
AUG 1991	47	10,276,078	0	0	25	3,553,708	17	1,278,235
SEP 1991	30	5,942,306	18	3,107,172	34	3,436,076	19	1,670,643
OCT 1991	17	14,328,654	30	6,818,530	44	7,513,568	17	876,002

METROLINK - COMMUTER RAIL**OCTOBER 1991
VEHICLE PROGRESS REPORT
PASSENGER COACHES (UTDC)****PROGRESS THIS PERIOD:**

- UTDC has major subsections of first two cab car structures (spliced) on the production line and minor subsections of four (4) additional cab cars in-work.
- Negotiation of design related Change Orders complete except for pricing of ADA modification requirements.
- Change Orders for requested features as well as twenty Option A vehicles (6 cab, 14 trailer) have been processed. Total quantity of each vehicle type, including Option A vehicles, is 21 cab cars and 39 trailer cars.
- Negotiated 3% cost escalation vs. 6% proposed for Option B - 10 car order (3 cab cars and 7 trailers) (total 70: 24 cabs + 46 trailers).

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Issuance of Change Order for spare parts for option cars.
- Ascertaining actual financial impact resulting from recent tariff reduction legislation.
- Production rate to maintain level of 2 vehicles every 3 weeks until mid-February '92 when a rate of 1 vehicle a week will be achieved.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL**OCTOBER 1991
VEHICLE PROGRESS REPORT
LOCOMOTIVES (GM)****PROGRESS THIS PERIOD:**

- Finalizing of engineering details of modifications to base locomotives for SCRRA operations, e.g., radios, dynamic braking grids, head-end power, etc., to insure start of production fabrication of sub-components in mid-January 1992.
- Discussion with engine manufacturer on possible NOX emission reductions.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Processing and cleanup of Change Orders and Change Notices.
- Decision on optioning additional locomotives above base order of seventeen (17) F59PH's.
- Continuing discussions with engine manufacturer on NOX reductions.

CRITICAL NEEDS:

- None

LACTC COST RECOVERY STATUS REPORT

October changes shaded

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
BLUE LINE										
CalTrans	C415	Firestone Bridge	458,000	458,000	458,000	458,000	0	0	Cash Collected (7/91)	
	C415	Firestone Bridge - Indirect	232,851	0	0	0	0	0	Payment capped at \$458,000	
Compton	F202	MC-5 Alternative (See Note 1)	10,158,808	5,812,993	5,823,590	5,397,783	425,807	0	Status of elements assessed	LACTC \$ exposure/45 day ltr
	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Watson Land	24,117	24,117	24,117	24,117	0	0	Cash Collected (7/91)	
	C510	SPTC/Right-of-Way Acquisition	108,984	108,984	108,984	108,984	0	0	Cash Collected (7/91)	
HJO	C140	C140 Counterclaim	5,171,204	1,000,000	1,000,000	1,000,000	0	0	HJO Claim	Balance
	C117	Third Party Backcharges	35,674	included in line above					Reduction (8/91)	to E&O
LongBeach	C335	LB Station Superstructures	415,000	415,000	415,000	415,000	0	0	Cash Collected (9/91)	
	C335	LB Station Superstructures - Indirect	211,733						In Negotiation	Follow with Long Beach
	Various	Long Beach Prop A Projects	193,673						In Negotiation	Develop addl documentation
LA-BSL	C140	Supplemental Agreement	259,000	259,000	259,000	259,000	0	0	Cash Collected (3/91)	
	C117/C140	Betterments & Backcharges	788,848						In Negotiation	Resolve issues from Horwitz mtg
LA-CRA	C510	Century Blvd. Grade Crossing	544,052	544,052	544,052	544,052	0	0	Cash Collected	
	C510	105th Street Pedestrian Crossing	378,000						In Negotiation	Structure deal incl land
LA-DPW	C117	Flower St. Improvements	2,148,803						In Negotiation	Verify boundaries (A165/C140)
	C140	8" Sewer Relocation	500,000						In Negotiation	Waiting for DPW analysis
LA-DWP-W	C140	HJO Repairs - Faulty DWP Joints	17,500	17,500	17,500	17,500	0	0	Cash Collected (8/91)	
LA County	F208	Florence-Graham Sta Improvements	0	0	0	0	0	0	Developing cash out strategy	
Owens Corning		Mealy Street Spur	80,000						Wait on W Alameda Grade Sep	Bill on completion
Simmons Cable TV		Install Duct Bank - 10th St. & LB	8,084	8,084	8,084	8,084	0	0	Cash Collected	
So Cal Edison	C325	Install Duct Bank at PCH	19,114	19,114	19,114		19,114	0	Invoiced 8/13/91	Track Invoice progress
SCRTD	F815	Central Control Facility	1,580,000	1,580,000	1,580,000	1,580,000	0	0	Cash Collected	
	F815	7th & Flower Sta, Ref of Ins Prem	655,970	655,970	655,970	655,970	0	0	Cash Collected	
	H812	Maintenance Parts	70,000	70,000	70,000		70,000	0	Invoiced 7/30/91	Track Invoice progress
SPTC	C415/F208	Firestone Bridge	830,000	830,000	830,000	783,078	46,922	0	Check expected by 11/15	Track Invoice progress
	C510	105th Street Ped Crossing	17,700						Agmt at SPTC	Awaiting SPTC response
United Logistics		K-Line Spur	325,000	325,000	325,000	325,000	0	0	Cash Collected	
CNA Insurance	Various	Errors & Omissions	8,297,199						In Process	
BLUE LINE TOTALS			34,862,988	12,467,688	12,478,285	11,916,442	561,843	0		

LACTC COST RECOVERY STATUS REPORT

October changes shaded

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
OTHER LINES										
TIA (Argonaut Insurance)		Refund, W/C Ins premiums	2,052,000	2,052,000	2,153,207	2,153,207	0	(101,207)	Refund larger than estimated	
Various		Refund, Gen Liab Ins premiums	490,000	490,000	247,417	247,417	0	242,583	A/R after Ins Co rate audit	
Glendale		Route Refinement Study	75,000	75,000	57,181	57,181	0	17,819		
Lawndale		Costal Corridor Study	18,800	18,800	18,800	18,800	0	0		
Pasadena		Route Refinement Study	150,000	150,000	104,788	104,788	0	45,214	Billed as Bechtel bills LACTC	
Redondo Beach		Costal Corridor Study	7,000	7,000	7,000	7,000	0	0		
Torrance		Costal Corridor Study	48,200	48,200	48,200	48,200	0	0		
CalTrans	64K576	LAUPT Access Study	200,000	200,000	149,302	147,809	1,493	50,698		
OTHER LINE TOTALS			3,037,000	3,037,000	2,781,893	2,780,400	1,493	255,107		
GRAND TOTALS			37,899,988	15,504,688	15,260,178	14,696,842	583,338	255,107		

NOTES

Note 1 - MC-5

Courtesy Billings for Willdan Associates Involving MC-5 projects billed to LA County, through LACTC, on behalf of Compton

	Authorized	Willdan Charges	Invoiced	Paid	Unpaid Balance	Available	Status	Action Items
West Alameda Underpass	702,660	537,798	537,798	537,798	0	164,864	In progress	
Administration Charges			9,277	0	9,277		Not allowable per LA County	Invoice Compton
Mealy St - Environmental Assessment	87,898	84,284	84,284	84,284	0	3,415	Completed	
Administration Charges			1,320	0	1,320		Not allowable per LA County	Invoice Compton
SUBTOTALS	790,358	622,080	632,677	622,080	10,597			

Funding for Compton for its MC-5 share

Grant	Original Amount	Drawdowns	Invoiced	Paid	Unpaid Balance
FWHA (C421)	5,983,498	2,995,590	2,995,590	2,995,590	0
LA County (C420 & other MC-5)	5,600,000	2,195,323	2,195,323	1,780,113	415,210
SUBTOTALS	11,483,498	5,190,913	5,190,913	4,775,703	415,210
MC-5 TOTALS	<i>(figures transferred to Page 1)</i>		5,812,993	5,823,590	425,807

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
H840	Fare Collection						Transferred to BAH; need final board approval	Dec 91
P851	Hi-Rail Trucks						Awaiting Delivery of Truck	Dec 91
C355R	Long Beach Landscaping	O					Transferred to RCC	Jan 92

EXECUTIVE SUMMARY

COST STATUS

Due to the delays in awarding of Contract P1900 (High Performance Transit Vehicles) and Contract H1100 (Automatic Train Control), the project schedule and its impact on the project forecast must be reevaluated. Consequently, an update on Cost Status is unavailable at this time.

SCHEDULE STATUS

- Current Revenue Operations Date October 1994
- Design Progress - Plan 100%
 - Actual 99%
- Construction Progress - Plan 11.8%
 - Actual 10.2%
- The Green Line is 99 working days behind the target revenue operations date (ROD) of October 1994.
- Contract H1100 (Automatic Train Control) was not awarded in October as anticipated. Delay in the award of Contracts H1100 and P1900 (High Performance Transit Vehicles) will directly impact automatic train control and systems testing.

REAL ESTATE

	Number of Parcels	Number of Parcels Available	Parcels Not Available (On Schedule)	Parcels not Available (Behind Schedule)	
				Number	Avg. Days Behind
This Month	40	37	3	0	0
Last Month	40	37	3	0	0

AREAS OF CONCERN

RESOLVED

Shell Oil Lines In Conflict with Bent 96

- Concern:** It was discovered in September that two Shell lines were in conflict with the designed alignment of Bent 96's foundation.
- Action:** Pot holing and survey of all existing conditions including location of SCE overhead transmission lines adjacent were completed in September.
- Status:** The foundation at Bent 96 was relocated to avoid conflict with the oil lines.

ONGOING

Chevron Oil Line Relocation

- Concern:** A further delay has been caused in the relocation of the six oil lines belonging to Chevron on the TRW property (south of Rosecrans Avenue). This is due to the required easement on TRW's property for Chevron's relocated lines not being executed prior to the scheduled tie-in operations.
- Action:** RCC Real Estate is working with Chevron and TRW in this easement's execution.
- Status:** RCC, TRW and Chevron discussions now place the completion of the Chevron oil line relocation to late-November.

Kramer Property Hazardous Waste

- Concern:** The total effect that the treatment and handling of Kramer property hazardous waste material will have on the Kramer Bridge construction or on SCE utility relocations has not yet been determined.
- Action:** The method of construction and the handling of the hazardous waste material located on the Kramer property needs to be closely monitored by the RCC consultant responsible for supervising hazardous waste issues.

Status: The contractor was directed to start work at the Kramer Bridge in July, 1991. Coordination efforts continue between DHS and RCC/consultants. Presently, work is progressing at the Kramer site with the close supervision of the RCC's consultant TetraTech.

Vehicle Delivery Schedule

Concern: Currently, Contract P1900 (High Performance Transit Vehicles) is scheduled for award in December, with a Notice to Proceed date in January, 1992. With the delay in award of Contract H1100 (Automatic Train Control), the control line testing (scheduled for January, 1994) will have to be performed using substitute vehicles. Furthermore, the first two Metro Green Line vehicles will not be available for systems integrated testing until early August 1994. Consequently, a workaround has to be developed to use alternate vehicles for much of the control line testing and the initial stages of integrated testing.

Action: The H1100 (Automatic Train Control) contractor is expected to plan testing using alternate vehicles. Integrated test plans will address the workaround.

Status: Addendum 5 to Contract H1100 (Automatic Train Control) documents has given the option of using alternate vehicles to the proposers. In order to use the alternate method for testing, the successful proposer will have to submit plans incorporating this for review and approval.

Construction Permits

Concern: The City of Los Angeles permit for construction of the guideway crossing Aviation Boulevard is not yet in hand. The requirement for approval of the City of Los Angeles permit was potentially a problem to the contractor. A slight resequencing of the schedule has relieved the criticalness of the permit issue.

Action: The RCC continues to assist the contractor in securing the necessary permits.

Status: It is anticipated that the City of Los Angeles will issue final approval for construction in November 1991 prior to any schedule impacts.

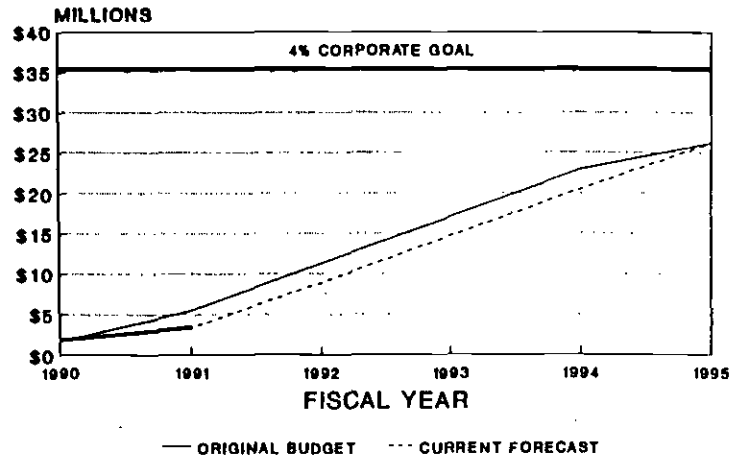
KEY ACTIVITIES -- October

- Bids were opened for Contract C0600 (Century Trackwork Installation). Morrison-Knudsen was the apparent low bidder.
- Contract H1400 (Overhead Contact System) was approved for award, pending resolution of a protest filed by the lowest bidder.

KEY ACTIVITIES -- Planned for November

- Notice to Proceed will be issued for Contract H1400 (Overhead Contact System) upon resolution of a pending protest.
- Contract C0600 (Century Trackwork Installation) will be awarded.
- Revised Best and Final Offers will be received for Contract P1900 (High Performance Transit Vehicles).
- A court ruling is anticipated regarding approval to award Contract H1200 (Traction Power Supply System).

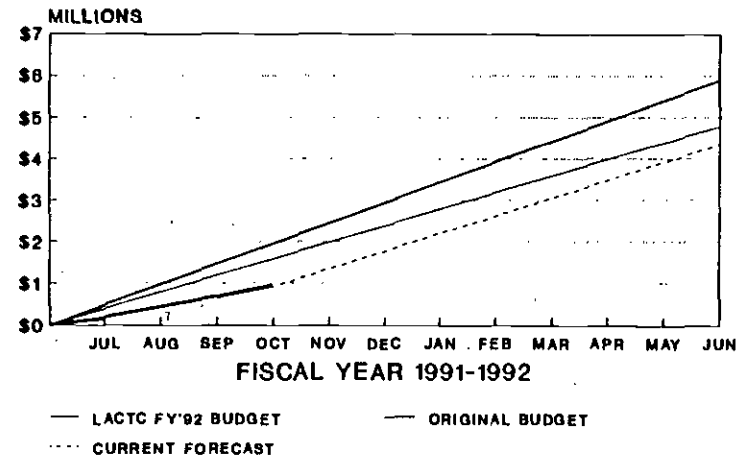
AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$886,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$26,189
FORECAST % OF TOTAL PROJECT	3.0%
4% CORPORATE GOAL	\$35,440

FISCAL 1992 AGENCY COSTS GREEN LINE

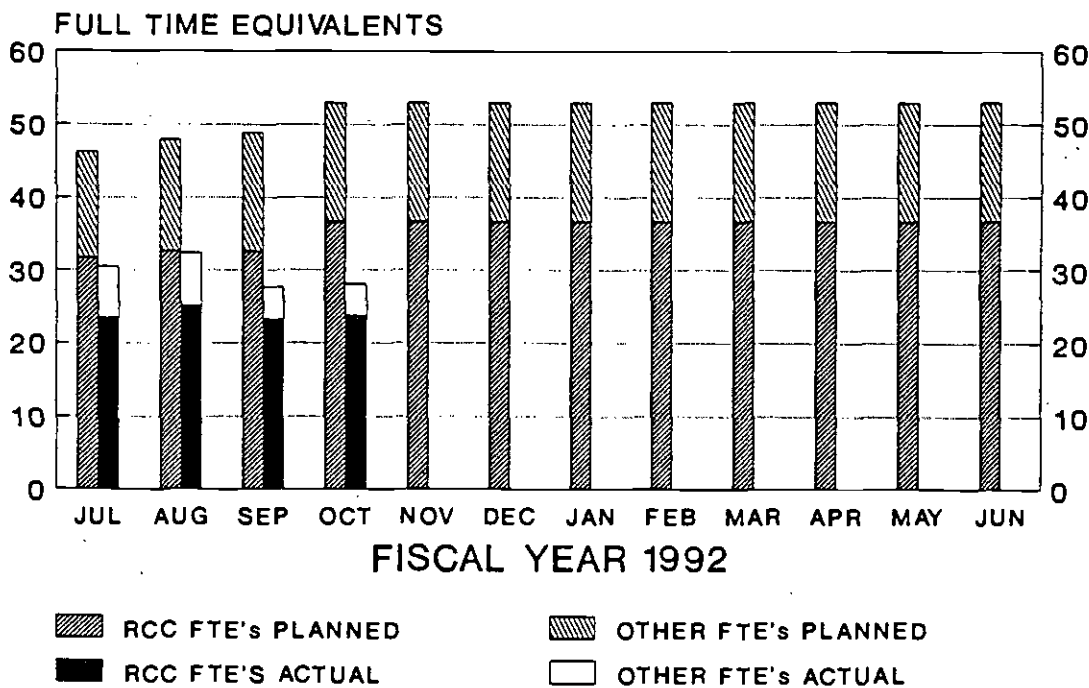


FISCAL YEAR 1992 AGENCY COSTS GREEN LINE (\$000)

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$4,332
ACTUAL \$ TO DATE	\$917

Revised forecast as of September 1991.

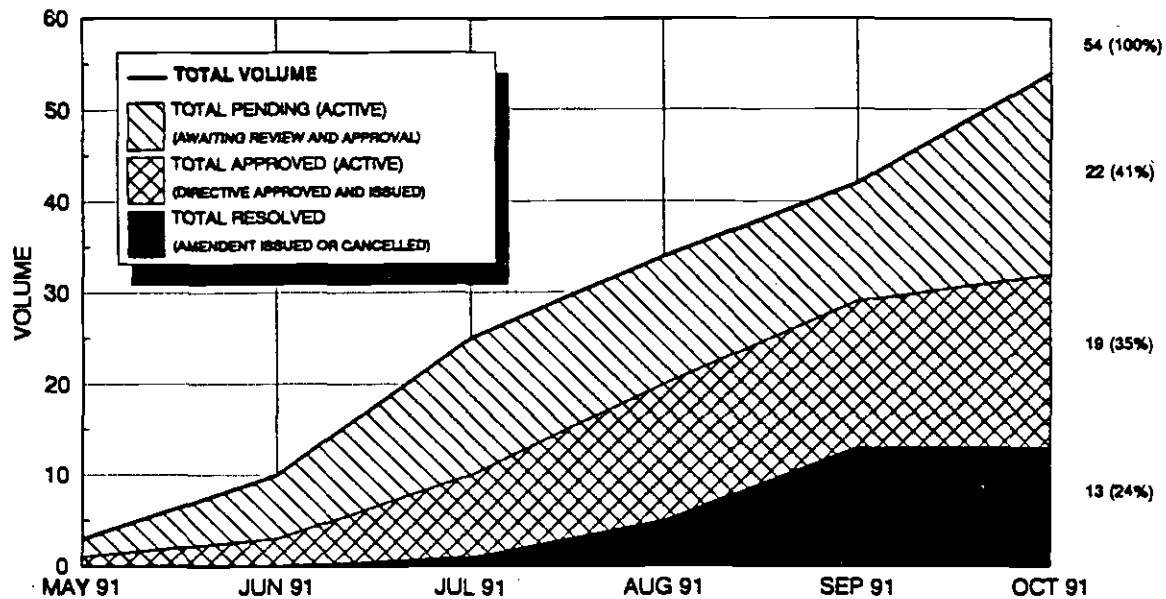
STAFFING PLAN VS. ACTUAL GREEN LINE



GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$39
ACTUAL WAGE RATE (\$/HOUR)	\$44
RCC FTE's PLANNED	37
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	16
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	53
TOTAL FTE's ACTUAL	28

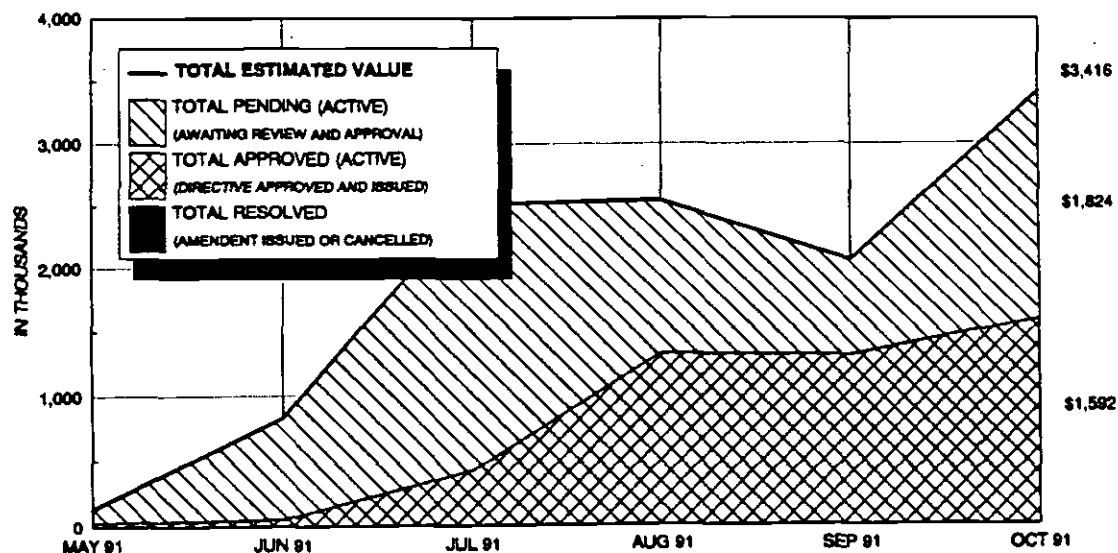
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST RESOLUTION**



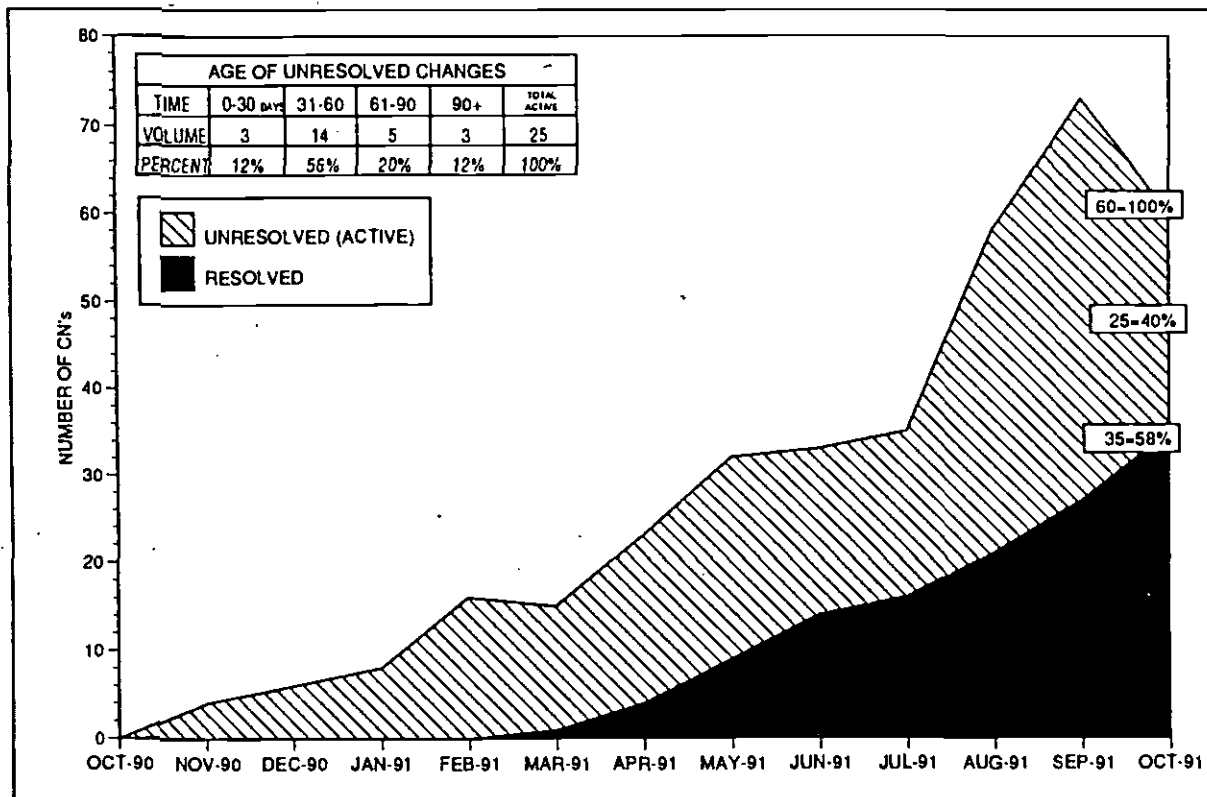
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	5	4	20	41
PERCENT	29%	12%	10%	49%	100%

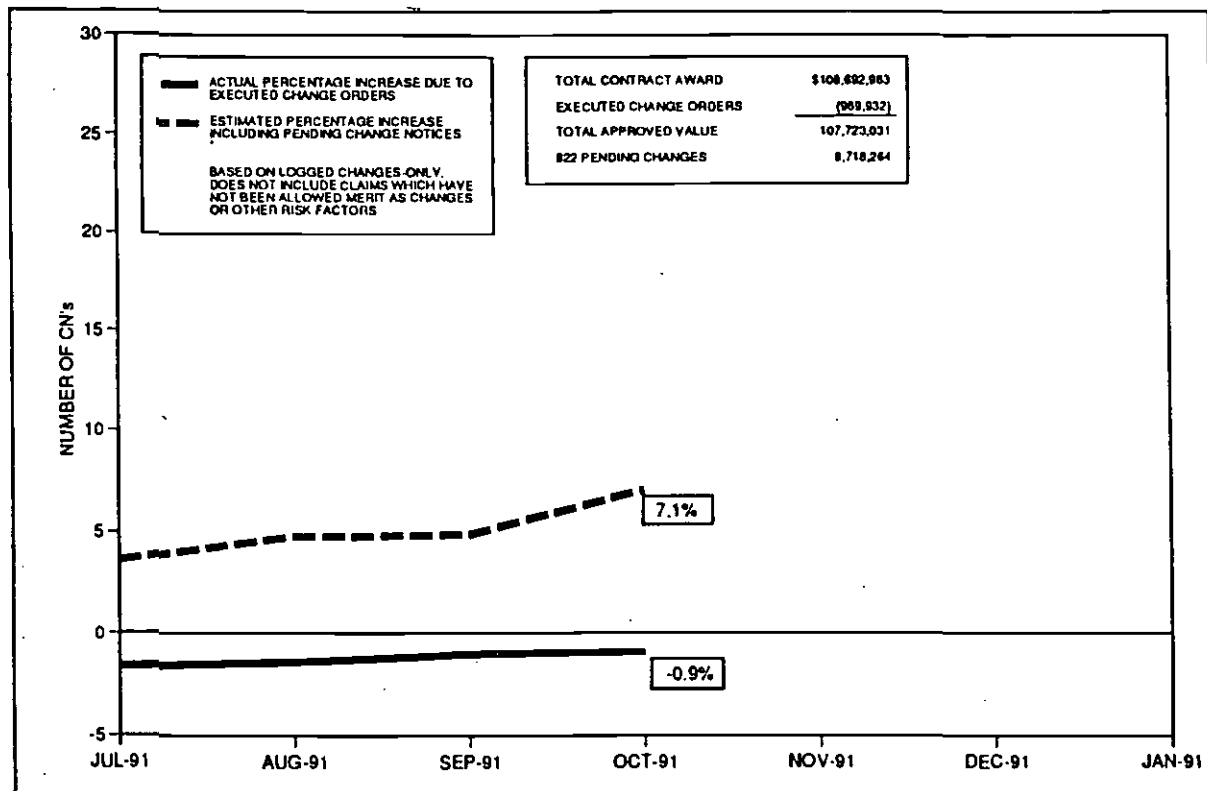
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

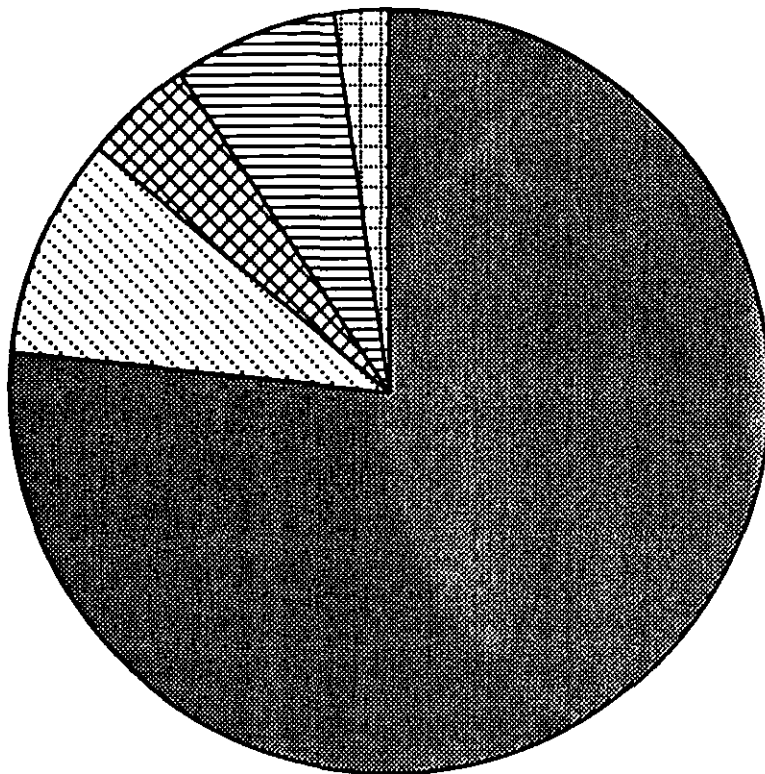


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Dollars As A Percentage Of Original Contract Award



CONSTRUCTION/PROCUREMENT

Change Volume and Cost By Cost Level



CHANGE VOLUME
TOTAL AS OF 10/25/91 = 43

CHANGE VOLUME ABSOLUTE VALUES

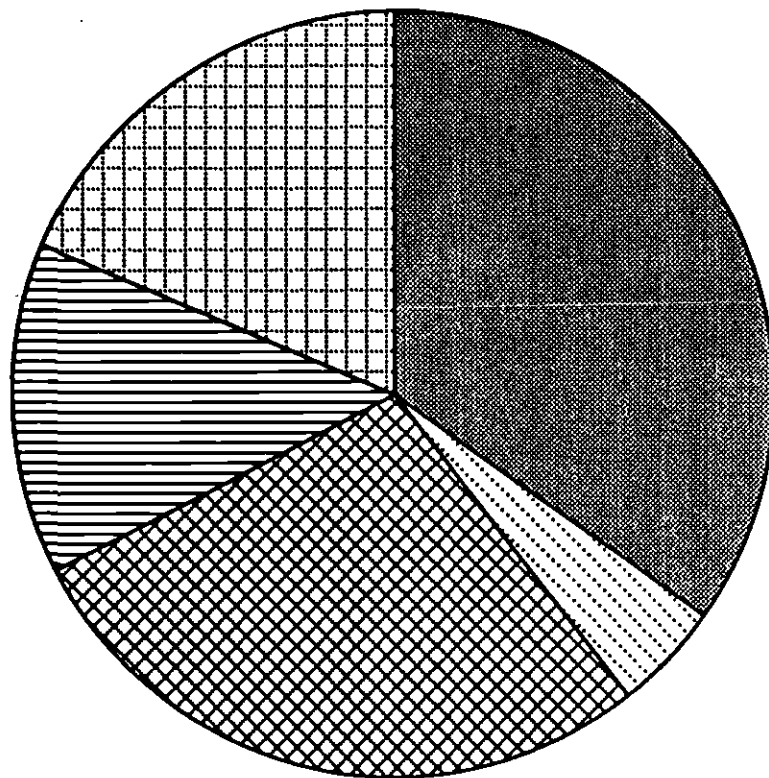
33	76.7%	<\$25,000
4	9.3%	<\$50,000
2	4.7%	<\$200,000
3	7.0%	>\$200,000
1	2.3%	>\$1,000,000

CHANGE COST ABSOLUTE VALUES

\$260,108.49	<	\$25,000
\$77,229.98	<	\$50,000
\$148,000.00	<	\$200,000
\$1,250,375.00	>	\$200,000
\$5,788,000.00	>	\$1,000,000

CONSTRUCTION/PROCUREMENT

Change Volume and Cost By Change Basis Type



CHANGE VOLUME
TOTAL AS OF 10/25/91 = 43

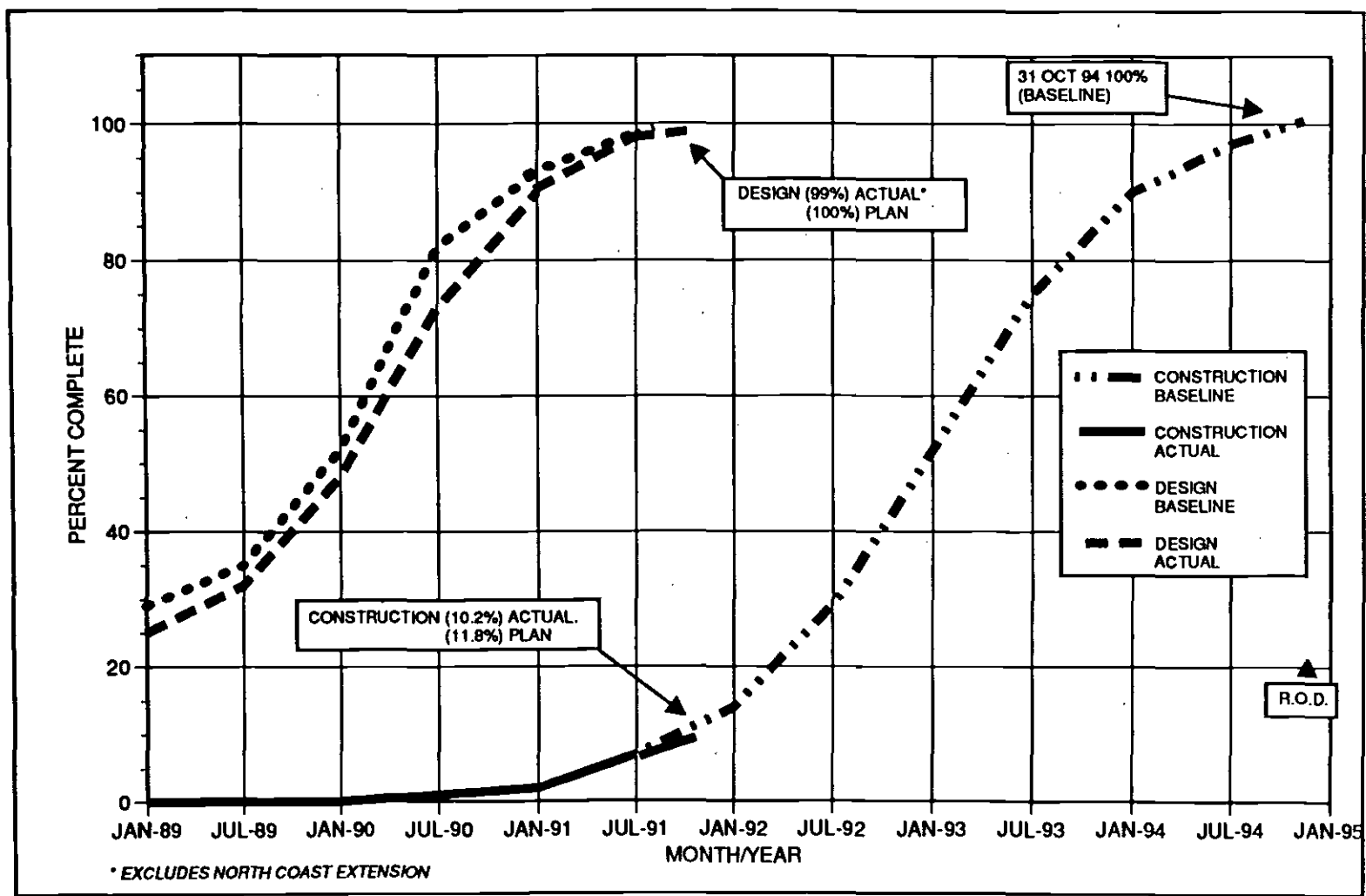
CHANGE BASIS VOLUME ABSOLUTE VALUES

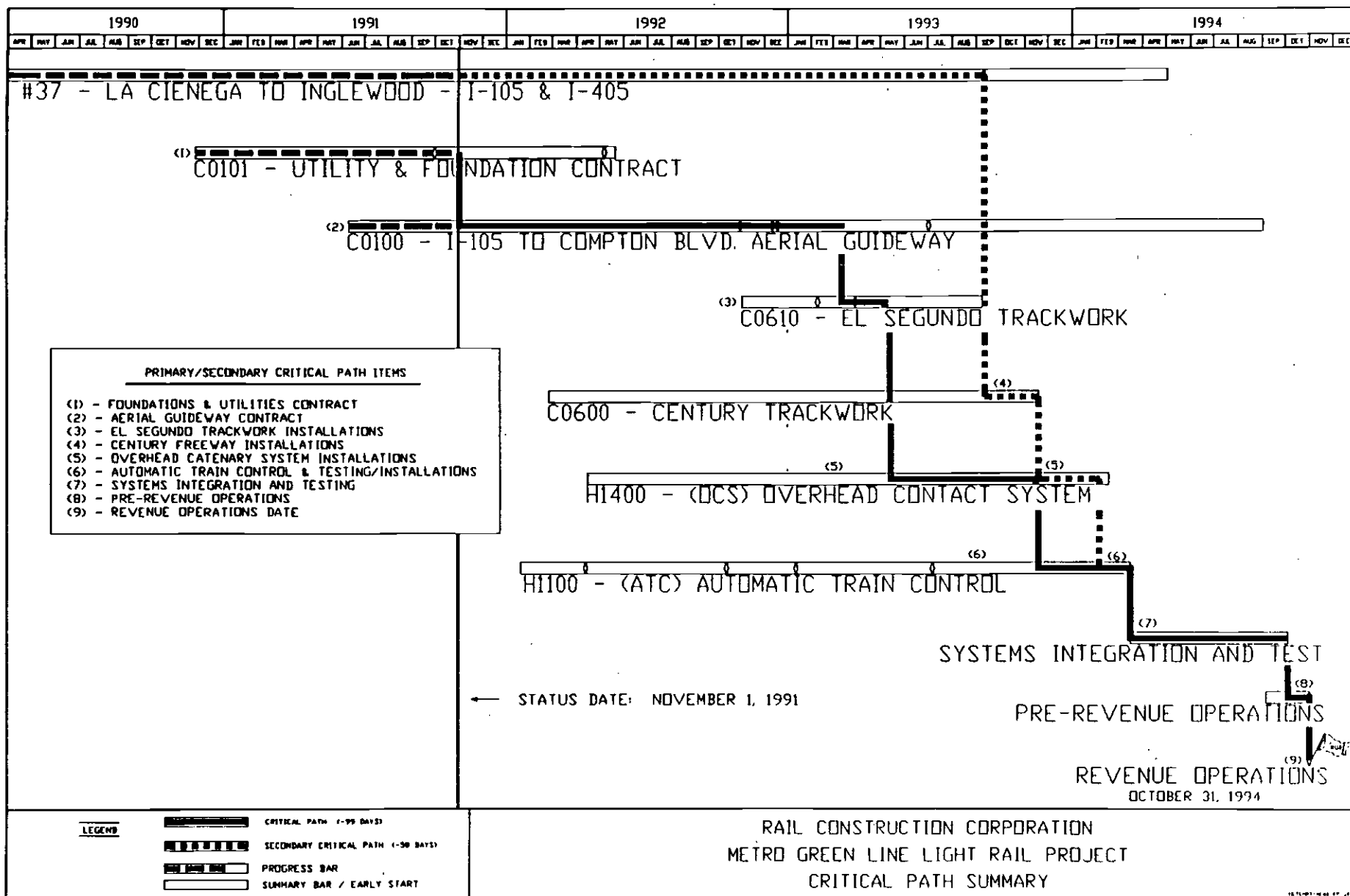
15	34.9%		<\$25,000
2	4.7%		<\$50,000
12	27.9%		<\$200,000
6			>\$200,000
8	13.9%		>\$1,000,000

CHANGE BASIS COST ABSOLUTE VALUES

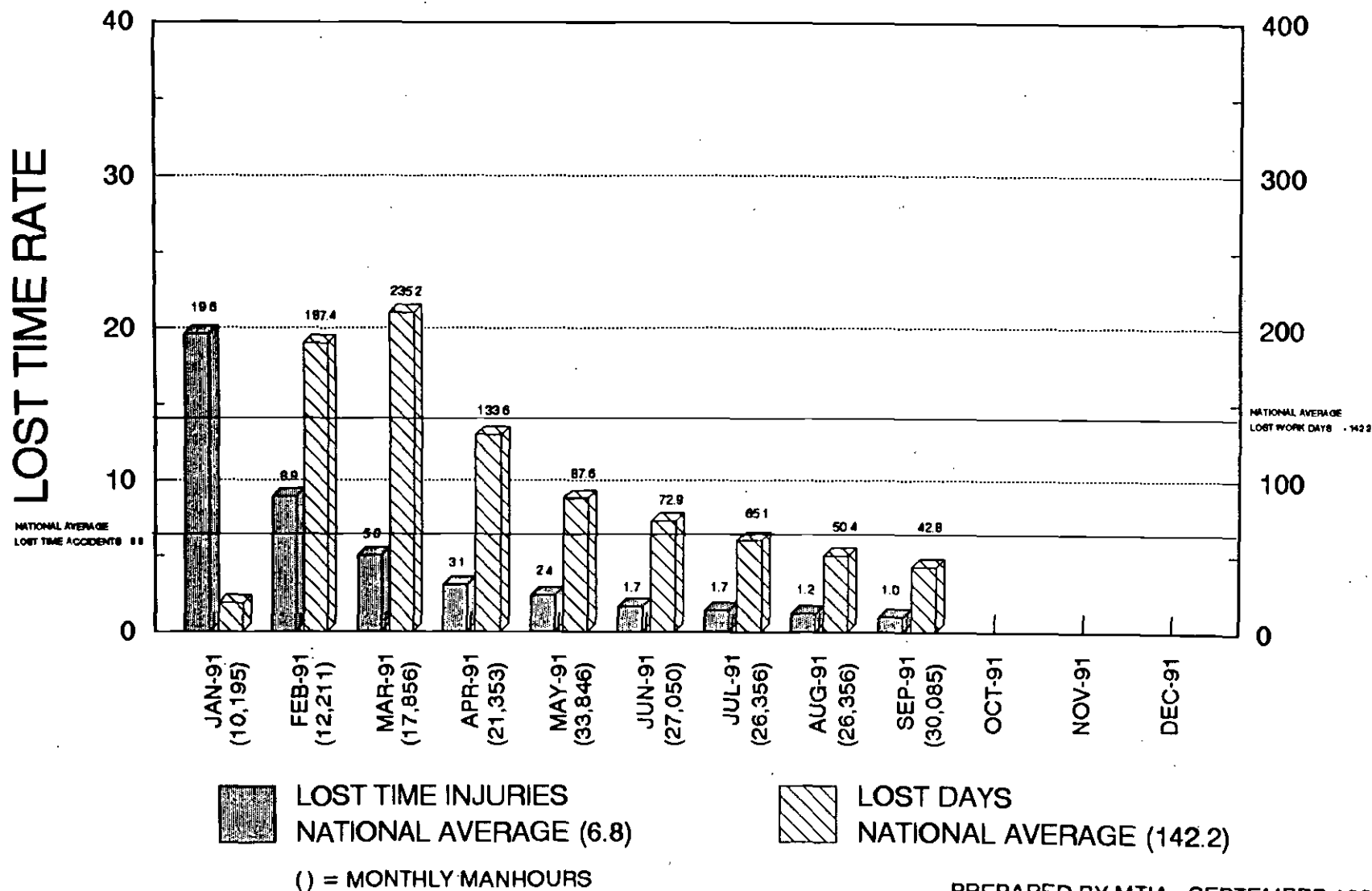
\$200,759.41	<	\$25,000
\$10,685.00	<	\$50,000
\$6,128,178.34	<	\$200,000
\$267,371.71	>	\$200,000
\$647,768.75	>	\$1,000,000

PROGRESS SUMMARY





GREEN LINE PROJECT - SUMMARY OF LOST TIME ACCIDENTS/LOST WORK DAYS MONTHLY INCIDENT RATES



PREPARED BY MTIA - SEPTEMBER 1991

INVOICE PROCESSING

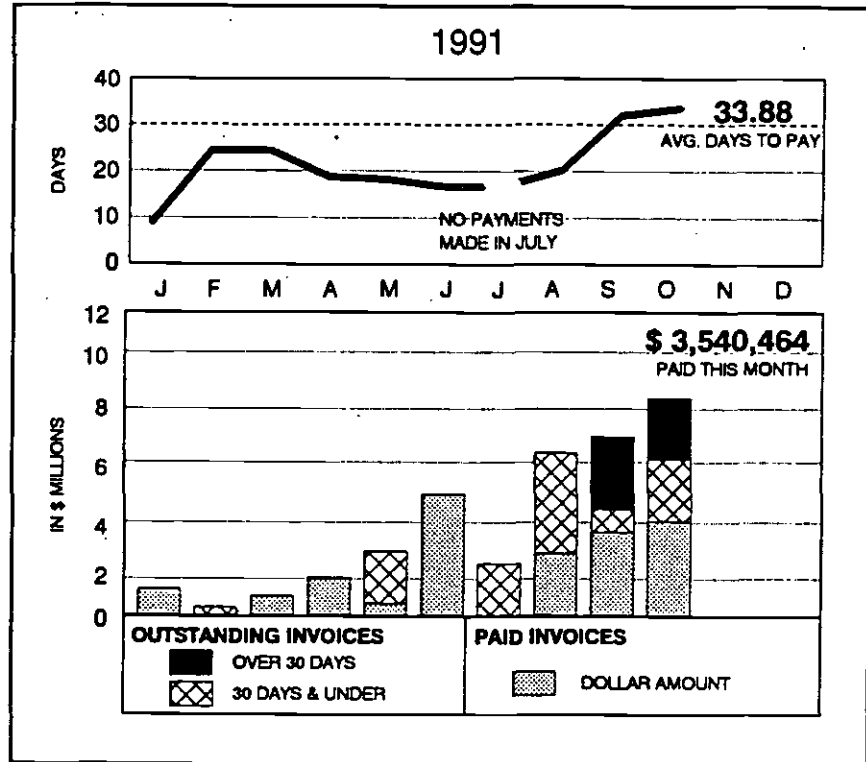
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 33.8 days.

- 17 invoices were paid for a total value of \$ 3,540,464.

- There were 2 outstanding Construction or Procurement invoices under 30 days old for \$ 2,334,769.

- There were 10 outstanding Construction or Procurement invoices over 30 days old for \$ 2,271,025.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	2	1,944,180	0	0	13	984,391	1	128
AUG 1991	17	3,782,404	0	0	9	1,422,542	2	9,013
SEPT 1991	2	837,776	12	2,725,230	10	1,591,965	1	520
OCT 1991	2	2,334,769	10	2,271,025	12	3,566,036	3	8,800

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The construction forecast increased this period mainly due to mechanical, utility and finish work changes at the Stage II contracts, additional work in the Main Shop Building area, and the inclusion of the Contract A650 berthing verification revised forecast. The forecast for professional services increased primarily due to additional claims support. Increases to the forecast are offset by a corresponding decrease in the Project contingency. The current forecast for the Project remains at \$1,450 million.

SCHEDULE STATUS

- Current Revenue Operations Date June 1993
- Construction Progress
 - Plan 89.2%
 - Actual 90.1%
- The current Project schedule shows 12 days of total float. Thus far during calendar year 1991, total Project float in excess of 70 days has been maintained. The advancement of the ROD combined with a slippage of the Contract A640, resulted in a reduction of the Project total float.

REAL ESTATE

- All of the real estate required for Segment 1 construction is available under ownership by the Rapid Transit District or under a right-of-entry. Currently, seven parcels are in the final acquisition process.

EXECUTIVE SUMMARY (CON'T)

RAIL ACTIVATION

The Rail Activation Group continued coordination and management activities related to system integration, testing and commissioning activities for the Project.

Activities

During the reporting period, the ongoing activities of the Rail Activation Group included the following:

- Review of the training schedule and the availability of associated materials.
- Development of prioritized O&M manual requirements.
- Support of vehicle testing at the Transportation Test center in Pueblo, Colorado.
- Evaluation of current SCRTD recruitment and training plan to ensure support of dynamic Project requirements.
- Logistical support and coordination for the delivery of Metro-Dade Transit vehicles to Los Angeles.
- Development and implementation of "Rules and Procedures for Test Operations" to ensure safe test operations during traction power testing and activation in December 1991.

Future activities will focus on:

- Support of vehicle testing at the Transportation Test Center in Pueblo, Colorado by SCRTD/RCC personnel.
- Develop and redefine training schedule for all contracts with required training. Those contracts that did not require training are being re-evaluated. Under the direction of RCC and with the cooperation of SCRTD management, necessary training for SCRTD facility maintenance personnel will be provided.
- Review and refine recruitment and training plan to ensure support of Project requirements.

EXECUTIVE SUMMARY (CON'T)

Concerns

Finalization of SCRTD agreements with labor unions in support of Revenue Operations continues to be a concern. Progress has been slow and delays may impede personnel recruitment.

AREAS OF CONCERN

ONGOING

Contract A650, Vehicles (Booz Allen Hamilton)

Concern: The delivery of vehicles in time for system testing is a concern for maintaining the Project schedule.

Action: The Rail Construction Corporation (RCC) has developed a plan which would alter the vehicle testing sequence at the Transportation Test Center (TTC) in Pueblo, Colorado, to release the first pair of vehicles directly to Los Angeles by the dates required to support systems testing.

The RCC has also developed a plan which will use four vehicles from the Metro-Dade Transit System (Miami) in order to support the integrated testing program. These vehicles will arrive by the end of November 1991.

Status: Negotiations have been finalized with the Metro-Dade Transit System and we are currently awaiting delivery of the vehicles to Los Angeles.

The vehicle testing sequence at the Transportation Test Center (TTC) in Pueblo, Colorado, is proceeding. Deliveries to Los Angeles of production vehicles is under review.

AREAS OF CONCERN (CON'T)

Contract A640, Communications

Concern: Completion of the design review of the technical proposal submitted by the A640 contractor, Bechtel, for the Rail Control Center relocation to the Central Control Maintenance Facility (A640-CO-025) is behind schedule.

Action: A "Fast Track" team has been organized to pursue completion of the relocation.

Status: This activity is no longer on the critical path. The Fast Track team has been successful in keeping the relocation progressing. The required equipment for the Control Center has been ordered.

Negotiations to finalize change order A640-CO-025 are ongoing and will be completed by the end of November.

Contract A640, Communications

Concern: Procurement of the fire and emergency panels equipment has been delayed due to the submittals review and acceptance process. This delay could potentially impact the Project schedule.

Action: Parsons-Dillingham has taken the following mitigating actions:

- Worked with MRTC/RCC to expedite design submittals
- Directed contractor to procure critical items; scheduled remaining procurements
- Met with contractor to target issues and obtain commitment to maintain schedule
- Worked with the contractor to make up the time lost
- Established a Quick Response Team Task Force to review design changes and incorporate them immediately
- Developed a mitigation plan which includes resequencing of work

AREAS OF CONCERN (CON'T)

Status: A manloaded schedule is being used to track and manage the critical path items. Design requirements for Fire and Emergency Management throughout the system have been established, pricing and design data (CN 224) is expected by late November. There still exists a high level of confidence that all contractual milestones will be met. However, since this contract serves as the vehicle that facilitates the systems integration effort, it has the greatest potential for volatility from a cost and schedule standpoint, and will be closely monitored through system start-up.

Contract A640, Communications

Concern: Installation of additional radiax cable throughout the tunnels to support LAPD radio frequencies. Costs of this undertaking could directly impact contingency funds.

Action: Review of alternate design concepts are under study to provide data allowing for the determination of cost and schedule impact to Contract A640.

Status: The police radio system requirements are currently under review by the Contractor and the Resident Engineer for Contract A640, and are expected to be completed by late December 1991.

NEW

Contingency Drawdown Rate

Concern: The rate of contingency drawdown is causing concern as projections based on the current rate indicate a possible depletion of the contingency fund prior to Project completion.

Action: Continue to identify and mitigate forecast increases, where possible. Also, change orders and change notices in the change control data base have been prioritized, and a process developed to manage backchargeable items to their final resolution.

Status: Staff has been dedicated to analyze individual change notices and change orders for cost recovery potential.

AREAS OF CONCERN (CON'T)**Increase in Change Notice Backlog**

Concern: An increase in change notice backlog as a result of electrical/mechanical interface issues.

Action : The construction manager has increased the estimating staff to mitigate the change notice backlog increase.

Status: Focused effort is ongoing to identify and resolve ambiguities.

RESOLVED**Contract A136, Union Station, Stage II**

Concern: The A136 contract completion date may need to be extended due to the lack of resolution of issues concerning Union Station trackyard restoration work and work to the commuter rail facilities. The owners of the trackyard, Catellus and the commuter rail operators, AMTRAK are requiring changes to the original scope of work.

Action: The LACTC, Catellus, and AMTRAK are currently negotiating an acceptable scope of work for the trackyard restoration and commuter rail facilities.

Status: Trackyard restoration and commuter rail facilities work has begun based on agreed-to scope revisions. Negotiations of change orders to Contract A136 are underway.

**UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT
ITEMS FOR RCC ACTION**

The following items reflect action requirements identified in the September Monthly Project Report submitted to UMTA by their Project Management Oversight Consultant, Hill International.

ONGOING NONE

NEW NONE

**UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT
ITEMS FOR RCC ACTION (CON'T)**

RESOLVED

July 1991 Financial Reporting

Concern: Spot report 14 requires that SCRTD/LACTC respond to several recommendations regarding financial review.

Action: Recommendations were reviewed with Hill.

Status: Acknowledgement and agreement have been reached in most cases. This item has been accepted as resolved pending the delivery of the CAPRA accounting procedures from F. Flores.

KEY ACTIVITIES - OCTOBER

- Managed the activation of all programs related to test train arrival and pre-revenue operations. A comprehensive test program was developed to ensure that all elements of the system provided under the various construction, procurement, and installation contracts conform to specifications, and all elements of the system and personnel who will operate and maintain the system are able to function in an effective, safe, and dependable manner.
- Tested and energized Civic Center traction power substation (TPS).
- Completed acceptance testing of contract A640, uninterruptible power supply (UPS) at Wilshire/Alvarado Station.
- Completed Contract A112 (Yards and Shops) remedial work.
- Started SCADA installation at all Stations.
- Completed installation of communication cables in AL tunnel.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Continue physical close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station, Stage I; A141, Line Section, Union Station to 5th/Hill and Civic Center Station, Stage I; A145, Pershing Square Station, Stage I; A146, Line Section, 5th/Hill - 7th/Flower; A165, 7th/Flower Station, Stage I; A171, Line Section 7th/Flower to Wilshire/Alvarado; A175, Wilshire/Alvarado, Stage I.
- Continue radiax cable installation at passenger stations.
- Continue to assess and resolve electrical/mechanical interfaces for all Stage II contracts as they surface.
- Continue management of programs related to test train arrival and pre-revenue operations.
- Obtain final approval of submitted "Rules and Procedures for Test Operations".

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

STATUS PERIOD: SEPTEMBER 28, 1991 TO NOVEMBER 1, 1991
STATUS DATE : NOVEMBER 1, 1991
UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	886,158	0	751,872	10,442	883,381	13,241	811,532	9,390	867,875	1,824	781,387	39,415
B	PROFESSIONAL SERVICES	387,755	0	481,830	3,877	410,291	4,578	407,155	4,578	407,155	352	487,268	5,238
R	REAL ESTATE	80,894	0	136,820	208	123,807	208	123,807	208	123,807	0	136,879	(141)
F	UTILITY RELOCATIONS	10,820	0	12,140	0	12,018	258	8,289	258	8,289	0	12,018	(122)
D	SPECIAL PROGRAMS	848	0	848	0	848	0	388	0	388	0	888	40
C	PROJECT CONTINGENCY	53,225	0	83,209	0	0	0	0	0	0	(2,276)	38,879	(44,530)
A	PROJECT REVENUE	0	0	0	0	0	0	0	0	(782)	0	0	0
PROJECT GRAND TOTAL		1,348,900	0	1,450,019	14,525	1,230,255	18,281	1,150,852	14,396	1,136,833	0	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

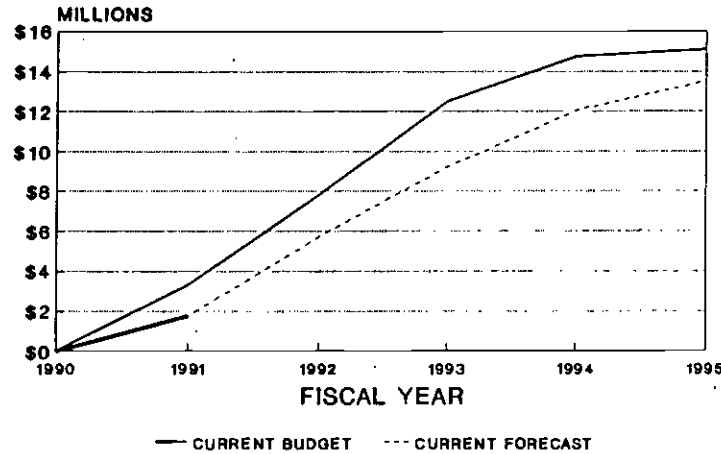
RAIL CONSTRUCTION CORPORATION
METRO RAIL PROJECT MOS-1
(IN THOUSAND OF DOLLARS)

SEPTEMBER 91

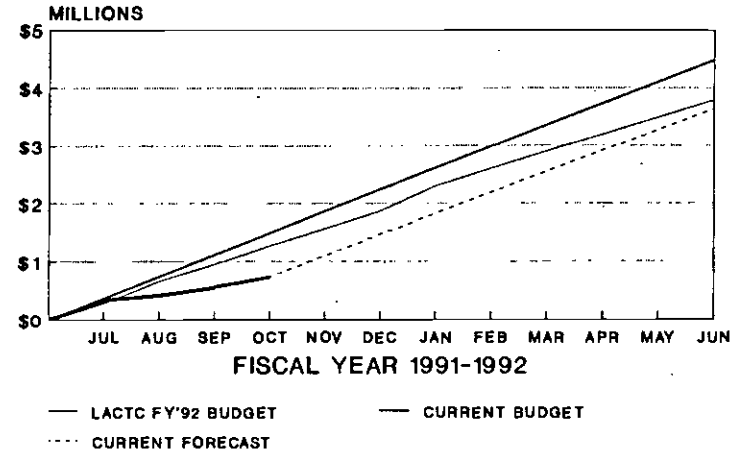
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$605,300	\$605,300	\$577,240	95%	\$551,761	91%	\$529,069	87%
UMTA-SECTION 9	\$90,584	\$90,584	\$87,021	96%	\$85,040	94%	\$84,551	93%
STATE	\$213,076	\$214,016	\$197,732	93%	\$178,081	84%	\$205,844	97%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$152,975	87%	\$151,796	86%
CITY OF L.A.	\$34,000	\$34,000	\$31,104	91%	\$28,120	83%	\$27,292	80%
BENEFIT ASSESS.	\$130,300	\$19,082	\$110,413	85%	\$110,413	85%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,026	\$38,047	19%	\$15,836	8%	\$9,735	5%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$91,331	
TOTAL	\$1,450,019	\$1,172,709	\$1,217,259	84%	\$1,122,226	77%	\$1,118,700	77%
NOTES:								
(1) The Cost Overrun Account Includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns								
(2) The current Benefit Assessment District revenue shortfall is being funded by SCDTD and LACTC								

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1



PROJECT AGENCY COSTS RED LINE SEGMENT 1 (\$000)

TOTAL PROJECT BUDGET	\$1,450,019
CURRENT BUDGET *	\$15,091
CURRENT FORECAST *	\$13,516

*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

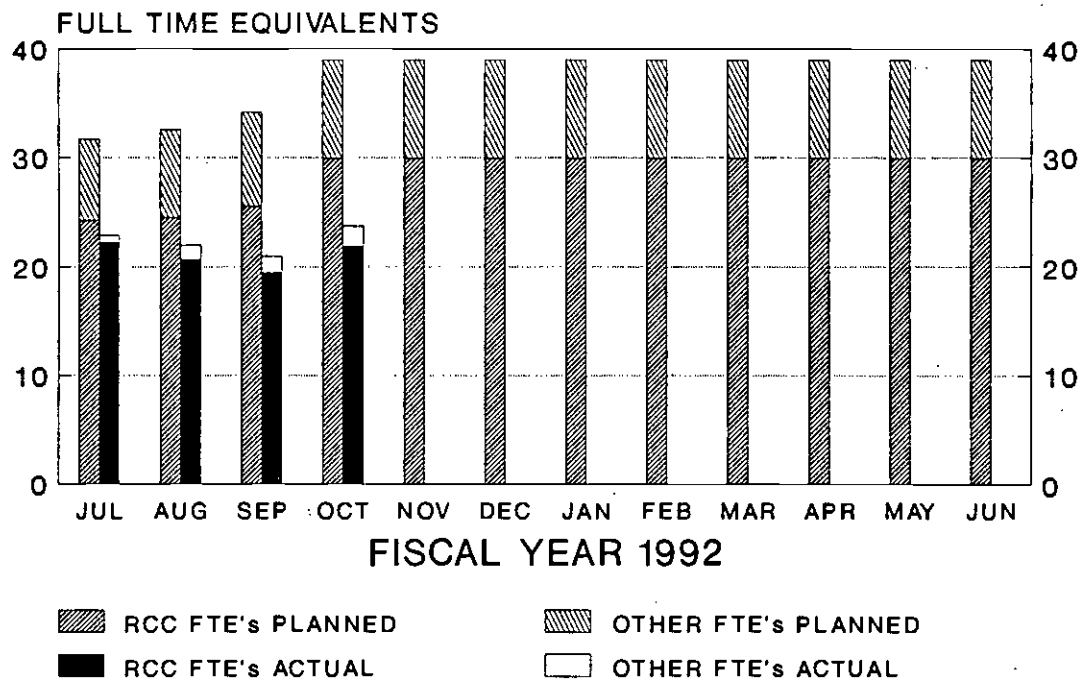
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$3,641
ACTUAL \$ TO DATE	\$738

Current forecast as of September 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1

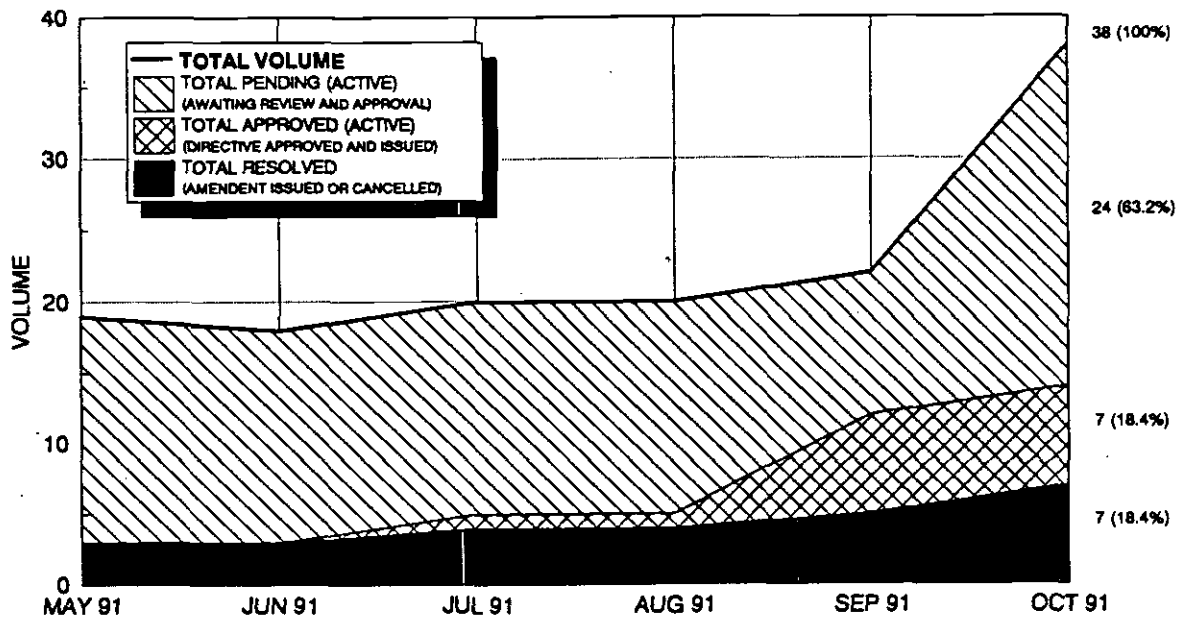


RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$47
RCC FTE's PLANNED	30
RCC FTE's ACTUAL	22
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	39
TOTAL FTE's ACTUAL	24

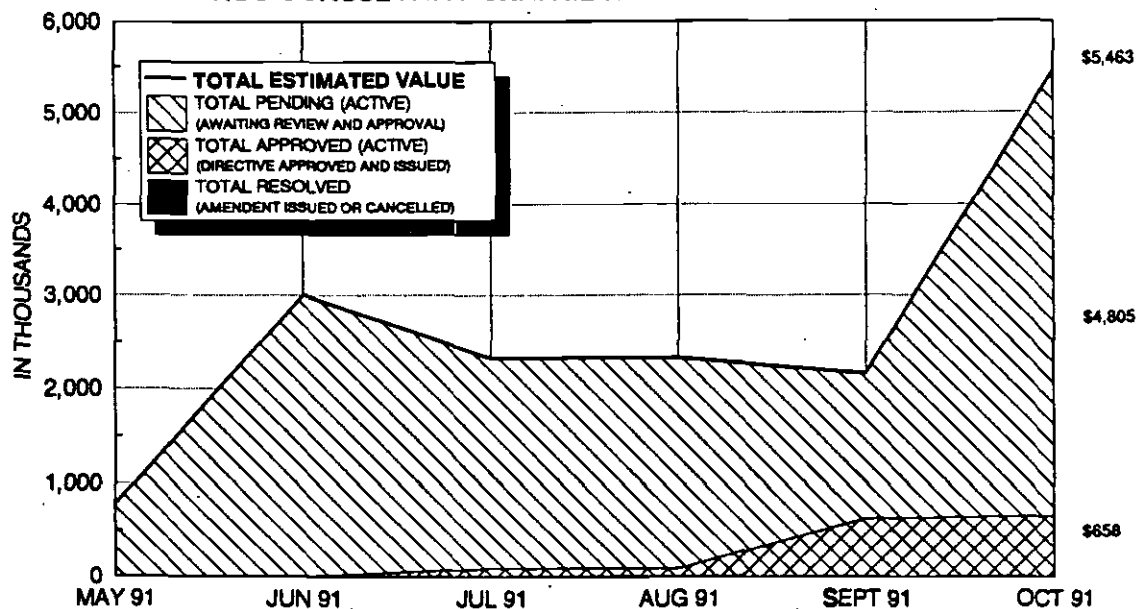
CONSULTANT CONTRACT CHANGE SUMMARY
R80 CONSULTANT CHANGE REQUEST RESOLUTION



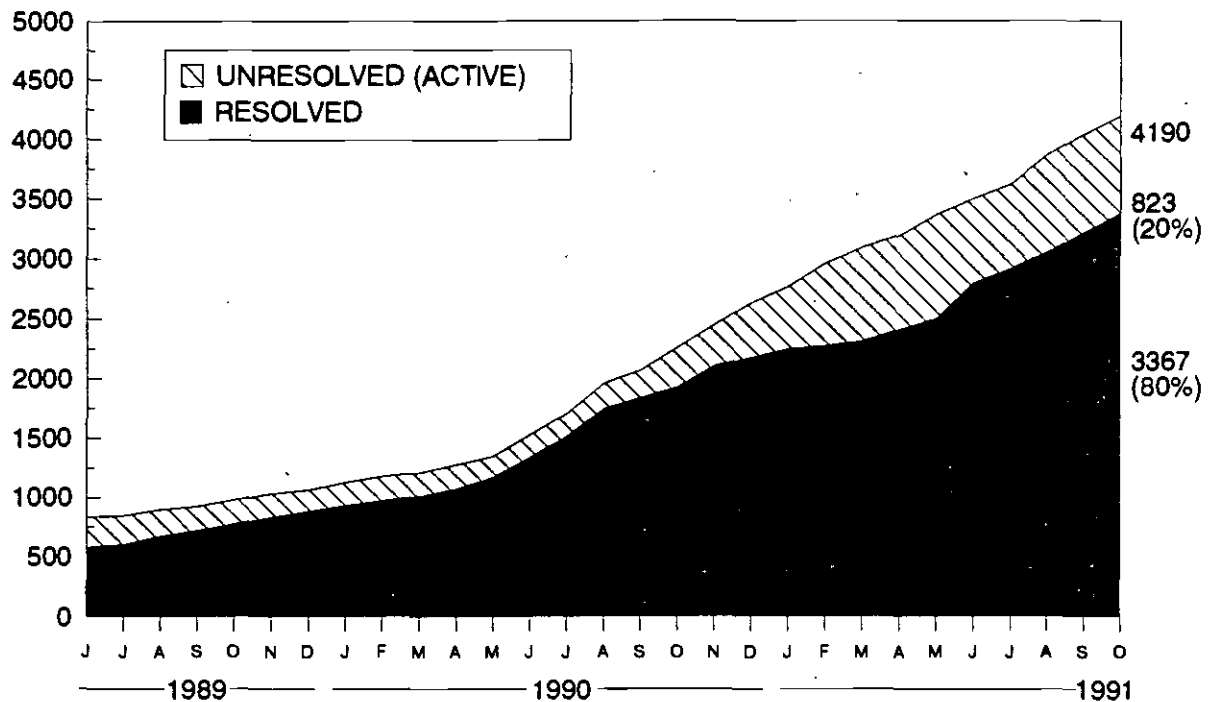
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	0	0	15	31
PERCENT	52%	0%	0%	48%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
R80 CONSULTANT CHANGE REQUEST VALUES



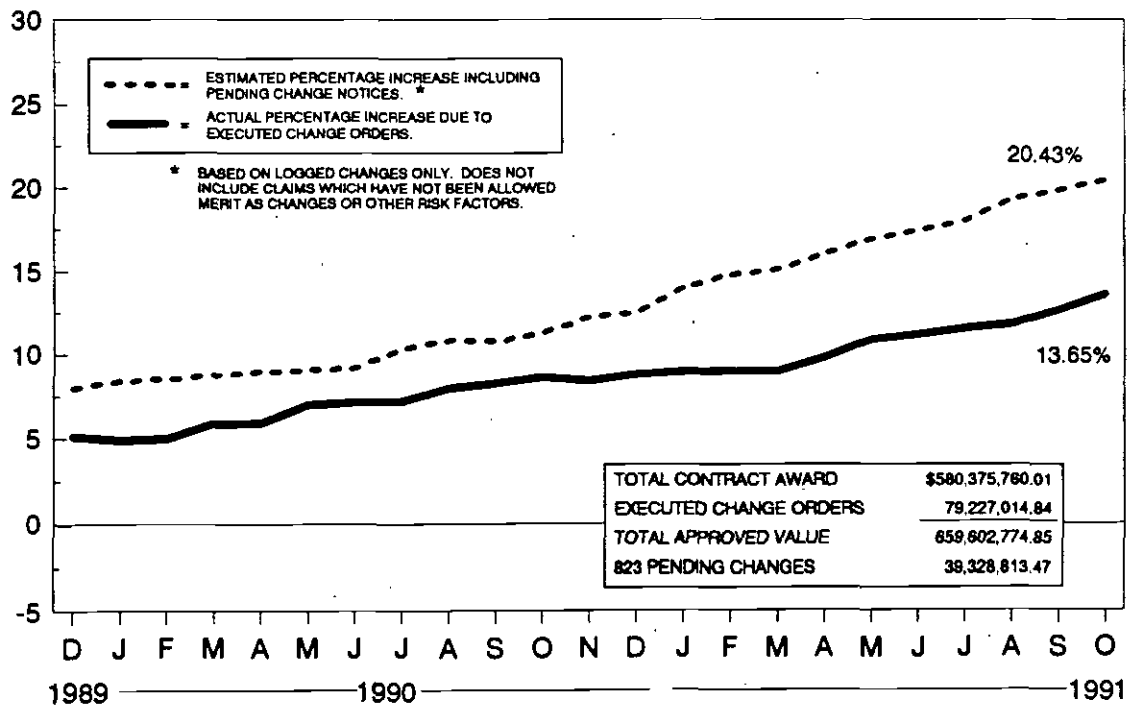
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



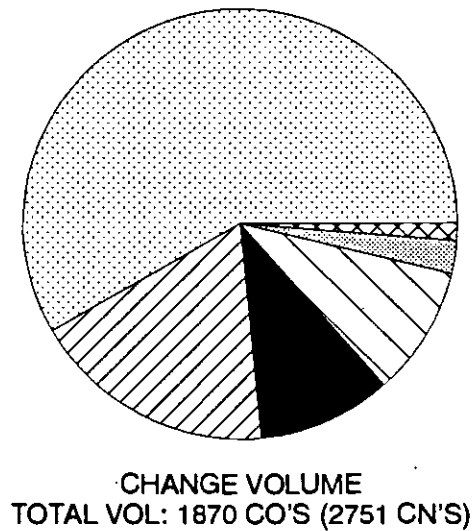
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	321	110	58	334	823
PERCENT	39%	13%	7%	41%	100%

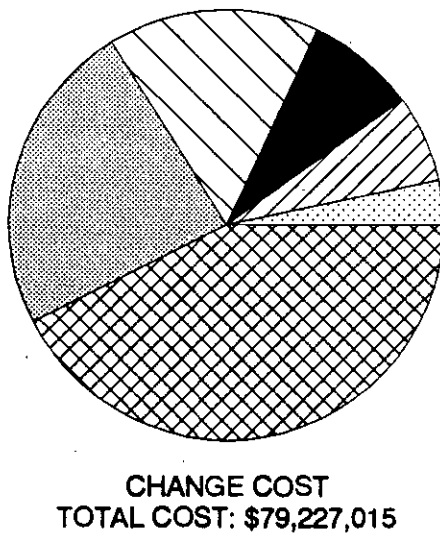
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 11/01/91**

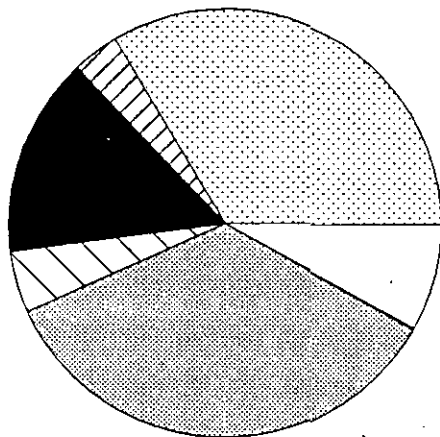


ABSOLUTE VALUES		
1092	58.3%	< \$10,000
340	18.2%	< \$25,000
187	10.0%	< \$50,000
181	9.7%	< \$200,000
46	2.5%	> \$200,000
24	1.3%	> \$1,000,000



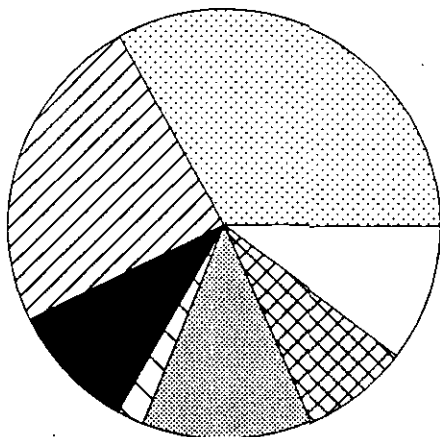
\$2,713,715	3.4%	< \$10,000
\$5,160,424	6.5%	< \$25,000
\$6,496,238	8.2%	< \$50,000
\$12,417,022	15.7%	< \$200,000
\$18,753,040	23.7%	> \$200,000
\$33,686,576	42.5%	> \$1,000,000

**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 11/01/91**



CHANGE BASIS VOLUME
TOTAL VOL: 2751 CN'S (1870 CO'S)

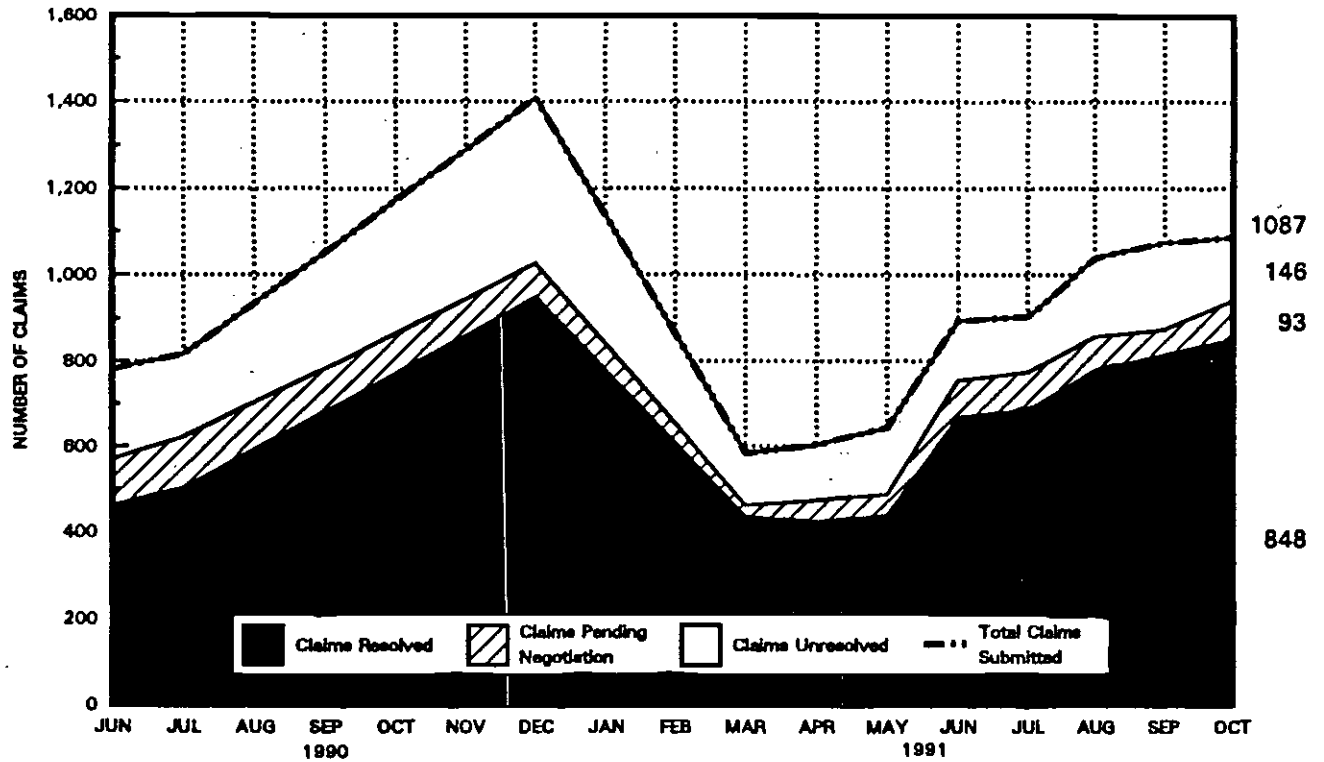
921	33.5%		WORK SCOPE CHANGES
97	3.5%		SCHEDULE CHANGES
416	15.1%		DIFFERING CONDITIONS
128	4.7%		ADMINISTRATIVE
962	35.0%		DESIGN CHANGES
4	0.1%		MANAGEMENT ISSUES
223	8.1%		UNASSIGNED



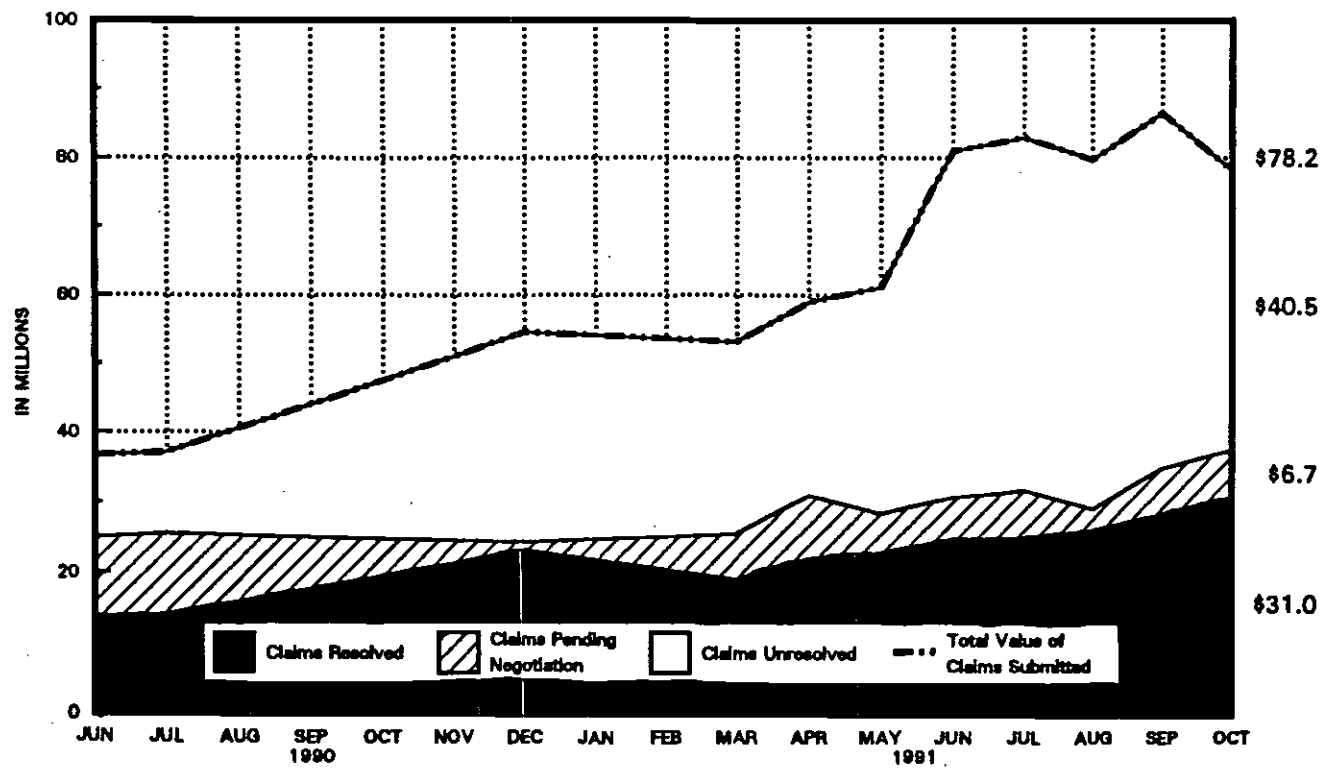
CHANGE BASIS COST
TOTAL COST: \$79,227,015

\$26,137,234	33.0%		WORK SCOPE CHANGES
\$19,135,476	24.2%		SCHEDULE CHANGES
\$7,598,012	9.6%		DIFFERING CONDITIONS
\$1,588,741	2.0%		ADMINISTRATIVE
\$10,070,710	12.7%		DESIGN CHANGES
\$6,401,522	8.1%		MANAGEMENT ISSUES
\$8,295,320	10.4%		UNASSIGNED

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Filed Claims - COUNT

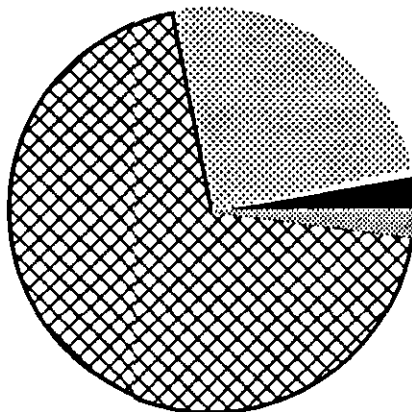


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Filed Claims - COST








REPORT DATED: 11/18/91

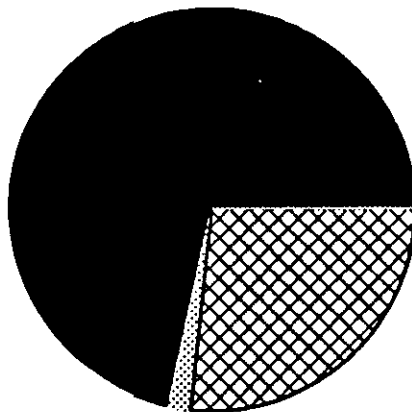
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS **Unresolved Claims Distribution Chart** **Filed Claims as of 11/01/91**



COUNT






TOTAL COUNT: 146

4	2.7%		Litigation
1	0.7%		Closed
36	24.6%		Rejected
102	69.9%		Pending Merit
3	2.1%		In Dispute

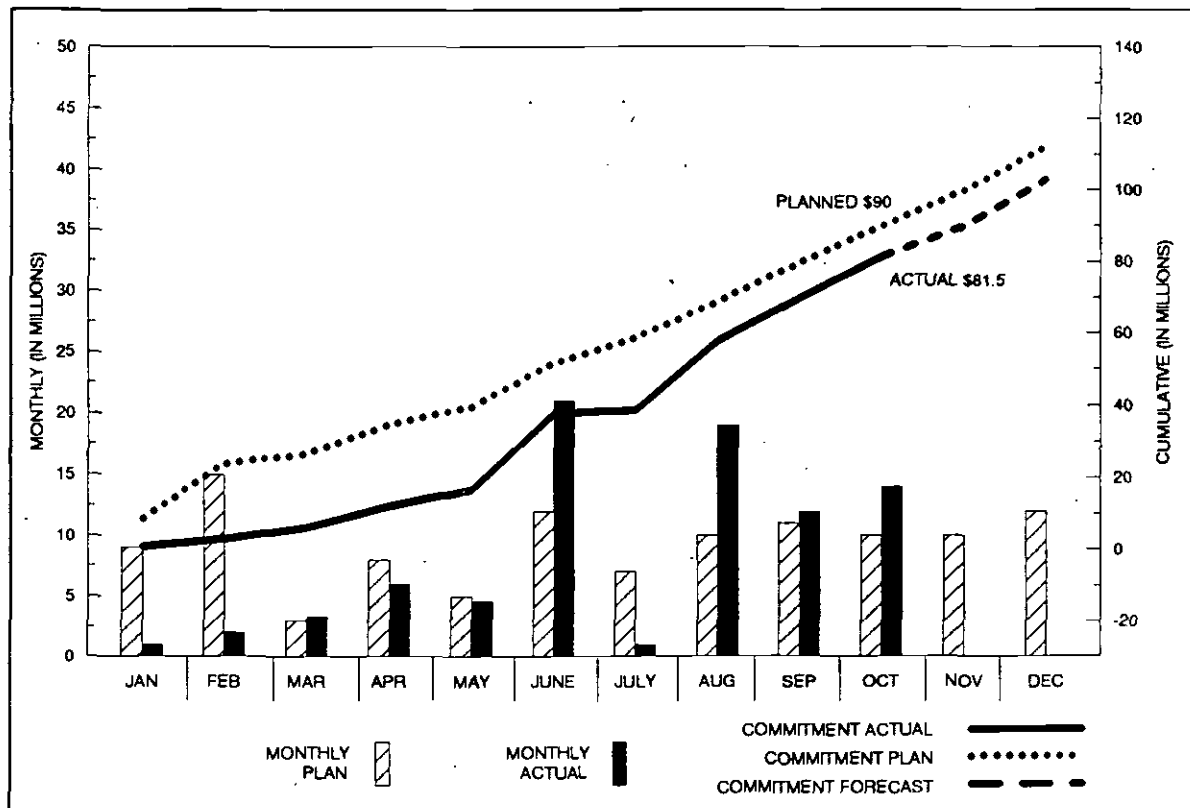


COST

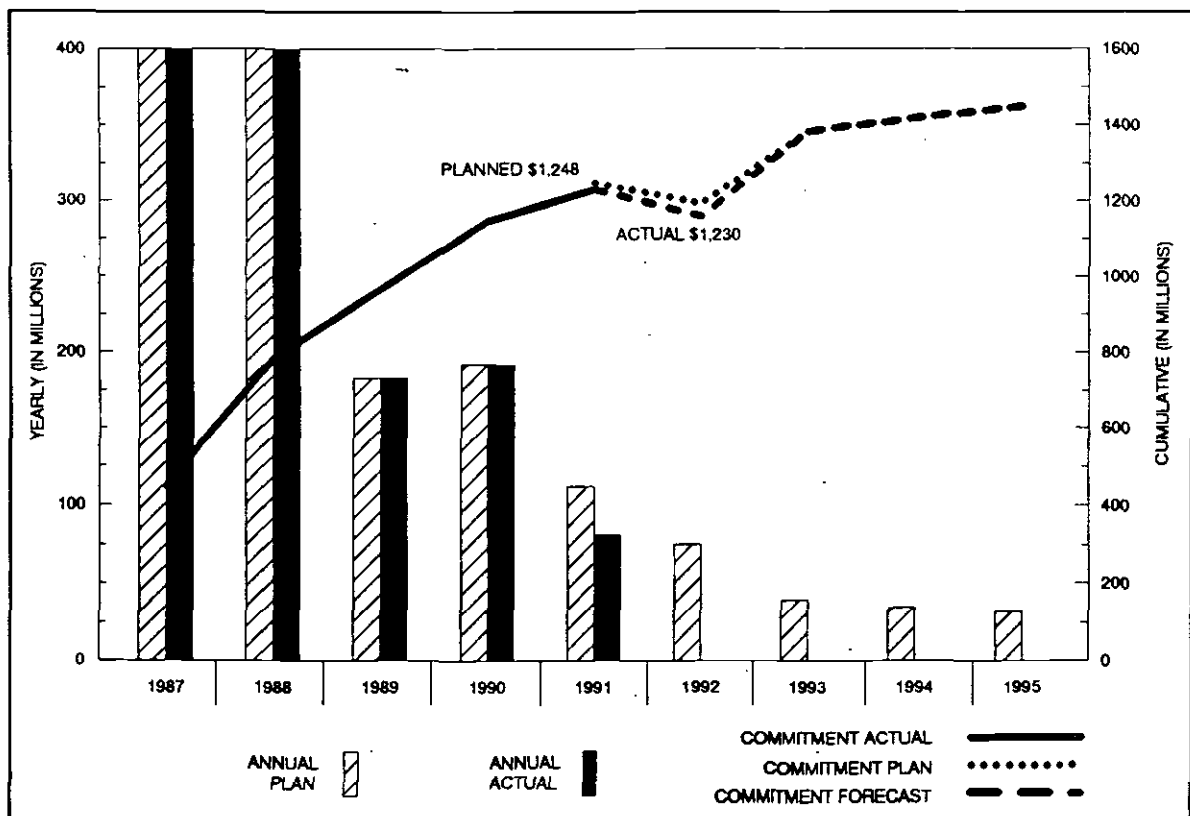
TOTAL COST: \$40,505,289

\$28,955,756	71.5%		Litigation
\$51,333	0.1%		Closed
\$666,161	1.6%		Rejected
\$10,809,999	26.7%		Pending Merit
\$22,039	0.1%		In Dispute

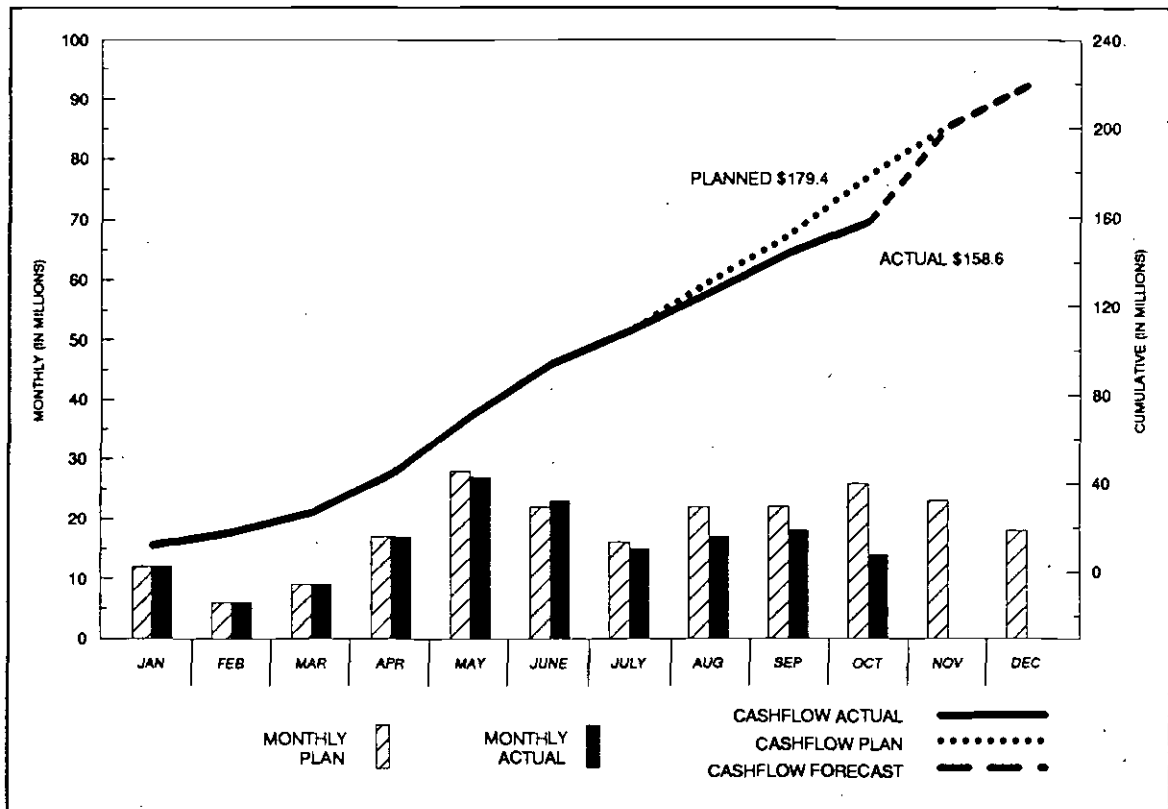
PROJECT COMMITMENTS -- ANNUAL



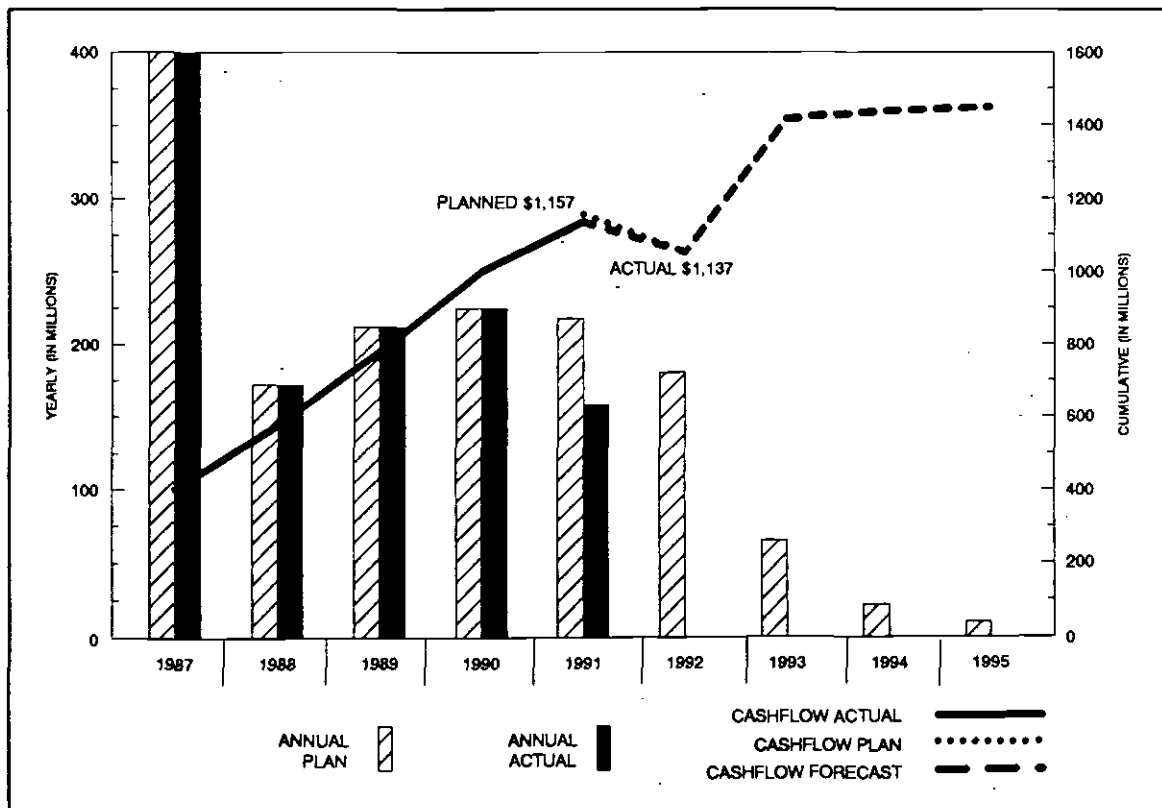
PROJECT COMMITMENTS -- PROJECT



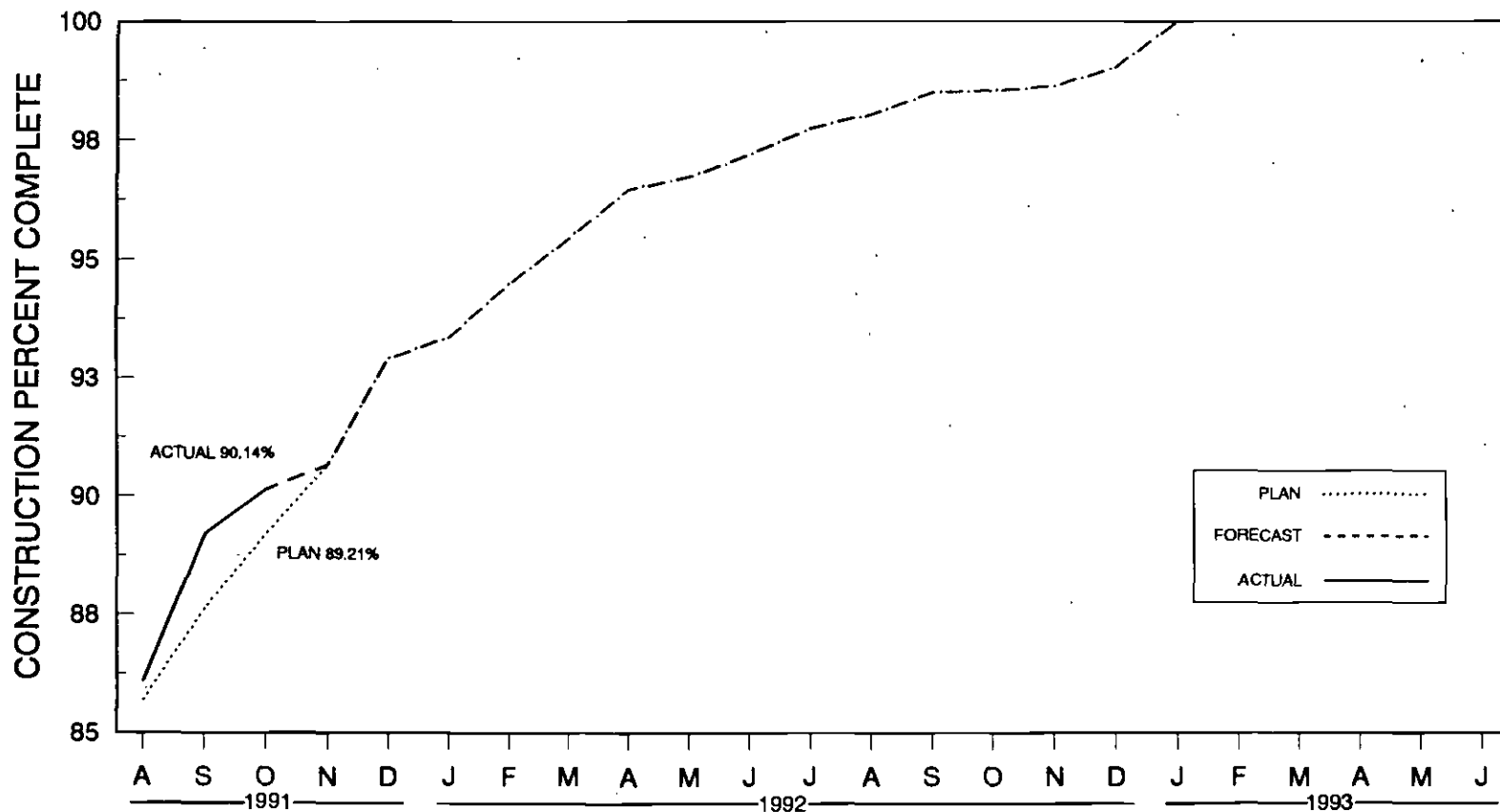
PROJECT CASH FLOW -- ANNUAL

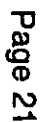


PROJECT CASH FLOW -- PROJECT

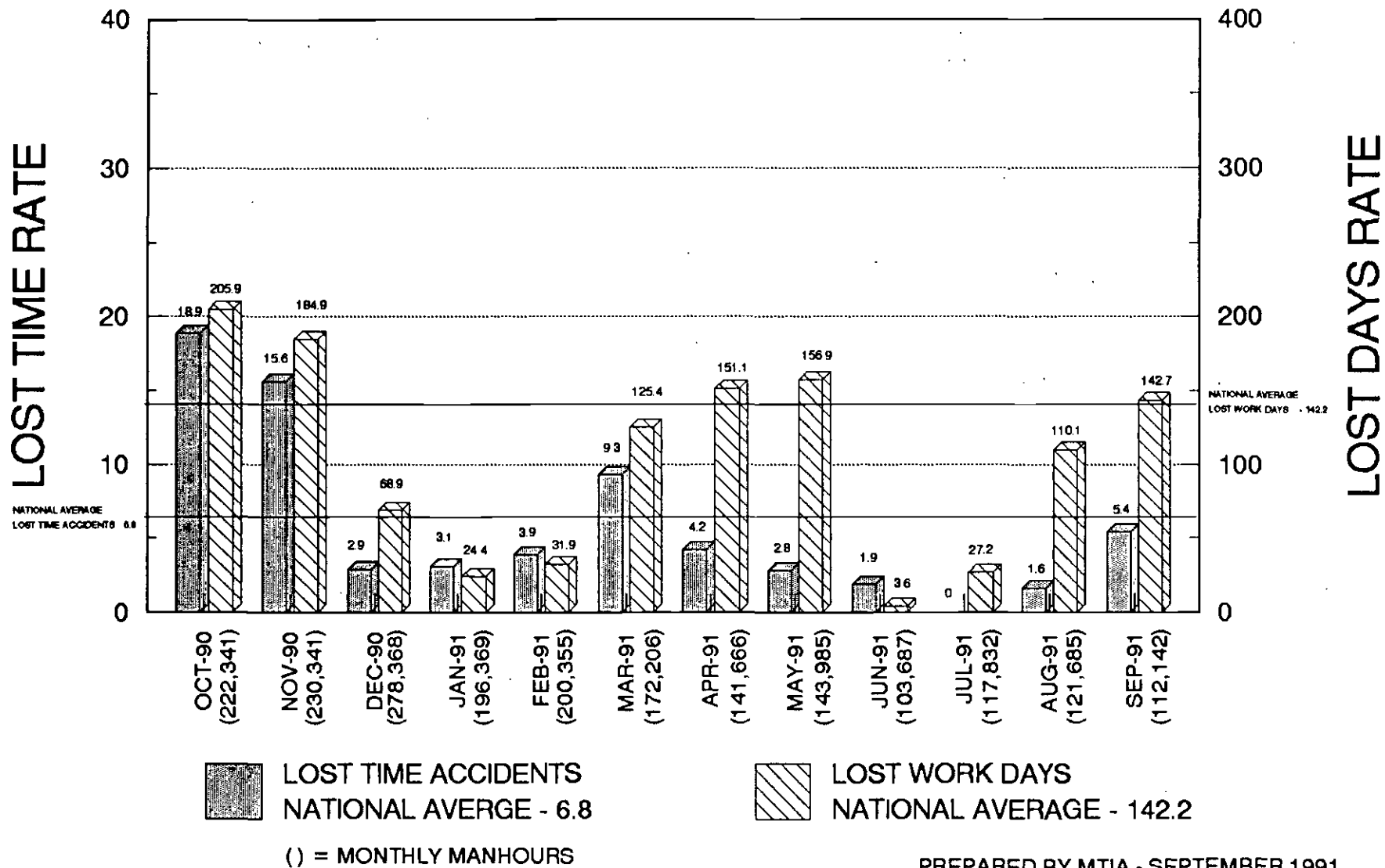


RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 1
PROGRESS SUMMARY





METRO RED LINE - SEGMENT 1 SUMMARY OF LOST TIME ACCIDENTS\LOST WORK DAYS MONTHLY INCIDENT RATES

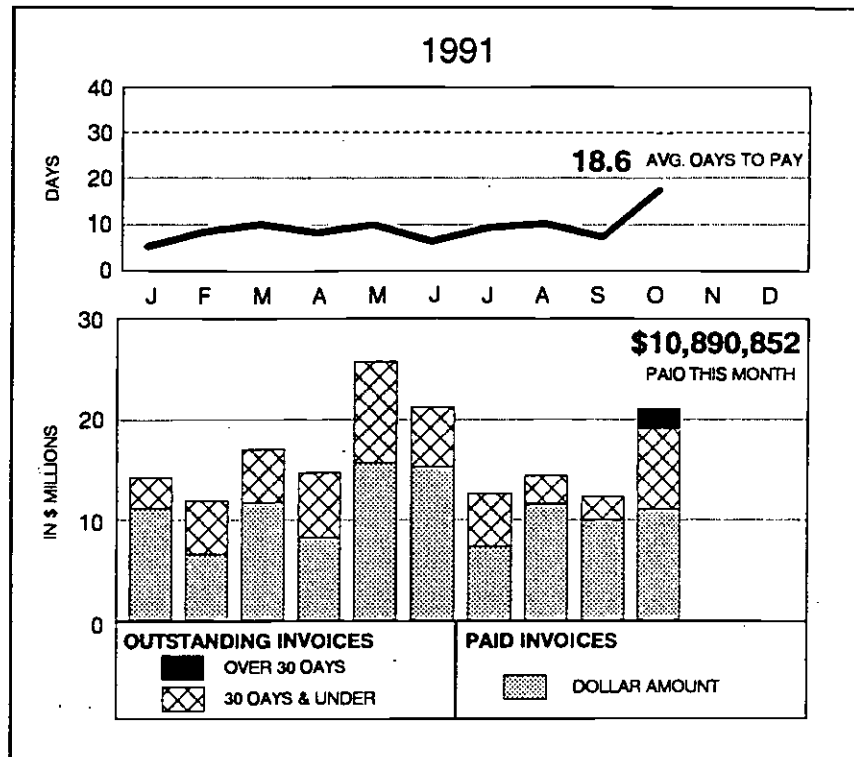


PREPARED BY MTIA - SEPTEMBER 1991

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.6 days.
- 23 invoices were processed for a total value of \$ 10,890,852.
- There were 13 outstanding Construction/ or Procurement invoices under 30 days old for \$ 7,927,716.
- There were 10 outstanding Construction/ or Procurement invoices over 30 days old for \$ 1,895,120.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	7	5,160,961	0	0	8	145,799	5	808,989
AUG 1991	15	2,780,335	0	0	7	2,083,900	6	1,193,922
SEPT 1991	18	2,302,417	0	0	13	1,769,480	7	1,600,881
OCT 1991	13	7,927,716	10	1,895,120	19	3,487,114	3	798,966

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The Contingency forecast increased, primarily due to a reallocation of budget line items (PBCR #1 Transfer of Scope). The increase is partially offset by estimate increases associated with the HDPE Modifications and the Estimate Status #6 Update.

SCHEDULE STATUS

- Current Revenue Operation Date

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Facility Design Progress

- Plan	86%
- Actual	80%
- Construction Progress

- Plan	5%
- Actual	4.5%
- Wilshire Corridor Critical Path continues to show 15 days negative float due to delayed Notice to Proceed for Contract B211, Wilshire/Vermont Station, Stage I.

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)
THIS MONTH	68	28	32
LAST MONTH	70	26	29

PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
NUMBER	AVG. DAYS BEHIND
10	40.6
15	15.6

- Two parcels (B2-187 and B2-188) were de-certified this month. These parcels were to be used as a work site for excavation of the tunnel segment between the Wilshire/Vermont Station and Vermont/Santa Monica Station. It is now anticipated that the tunnel excavation will be done from the Barnsdall Park area and the parcels are no longer required.
- There are 68 parcels of land required for the Segment 2 Project. The acquisition breakdown follows: 20 full takes, two partial takes, 41 subsurface easements, two surface easements, one temporary construction easement, and two leases.
- To date, there have been 26 parcels acquired. 14 of these parcels were acquired through condemnation and the remaining 12 were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: Considering the worst case scenario, there are ten parcels which may not be available by their scheduled need dates. This number has decreased by five since last month. The projected late availability of two of the parcels is attributable to design changes and cannot be avoided.

Substantial time remains between now and the need date for eight of the parcels. In addition, the construction schedule is expected to be revised and the need date for the parcels with negative float will be pushed back.

Action: Maintain schedule to recover negative float wherever possible and to prevent additional delay.

Status: There remains a high probability that almost all parcels will be acquired by the need dates.

Delay in Design Progress

Concern: While the facility design recovery plans were closely monitored by MRTC during the month, the facility design progress percent complete did not substantially increase during this reporting period.

Action: MRTC to continue to monitor the schedule recovery plans.

Status: Section Designers for Contracts B241, B251, B252, B261, B271, and B281 are reporting progress less than planned and the cumulative effect of this shows overall progress of 80% vs planned progress of 86%. The Project Schedule is unaffected with no changes to advertise dates.

Wilshire Corridor Revenue Operation Date

Concern: The four major Facility Contracts for the Wilshire Corridor have been awarded to the same contractor. The contractor has indicated intent to use one tunnel shield machine to excavate both tunnel sections. The resultant schedule anticipates tunnel drive rates that were never attained during the Segment 1 construction experience.

Action: A contingency plan must be developed and agreed upon with the contractor to help assure that the milestone dates will be met if the anticipated drive rates are not attained.

Status: Discussions are ongoing, Parsons-Dillingham has submitted several contingency plans to the RCC for consideration and eventual discussion with the contractor.

Blast Relief Shafts Relocation

Concern: Recent decisions by the City of L.A. require that the Under-Platform Exhaust and Blast Relief Shafts penetrate the surface at locations away from the traveled way.

Action: Continue to work with the City to develop more cost effective solutions to the city's concerns.

Status: MRTC has provided information regarding alternative solutions with cost estimates. Recent discussions with the City of L.A. hold promise for some relief. The full cost impact of these decisions is still expected to be substantial.

Noise Mitigation

Concern: The noise level of construction work at Contract B221 has raised complaints from the Hyatt Wilshire Hotel. Without the implementation of noise mitigation measures, construction work could be held up, resulting in possible delays to the contract.

Action: Resolution of noise complaints and implementation of noise mitigation measures throughout the Segment 2 construction.

Status: Parsons-Dillingham/RCC have implemented noise mitigation measures at Contracts B221 and B231. Steps undertaken include enforcement of noise regulations, site monitoring, review and upgrading of equipment as required, and installation of sound barriers/acoustical enclosures for night work. LADOT now requires noise mitigation plans to be submitted by utility subcontractors. Site specific noise mitigation measures are being identified and will be implemented at each Segment 2 contract work area.

GC Contract Negotiations

Concern: Negotiations with the General Consultant for a long term contract indicate a potential reduction in the Project Contingency account. Actions are under discussion which, if implemented, will reduce the potential cost impact.

Action: Re-examine the cost plan for all Professional Service accounts to align them with the current scopes of work.

Status: The GOC is developing a comprehensive staffing plan to the lowest level of the organization and has begun work on the consolidation of staff.

UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the September Monthly Project Report submitted to UMTA by their Project Management Oversight Consultant, Hill International.

ONGOING

April 1991 Project Procedures

Concern: Certain project procedures have not been issued.

Action: Complete and publish remaining policies and procedures.

Status: Approximately four of the twenty-one procedures called out in the PMP remain to be completed. The RCC will provide Hill with a list of responsible parties and anticipated completion dates.

March 1991 Depth of Design Drawing Detail

Concern: Need to perform an independent evaluation of the optimum level of detail to be incorporated into design to maximize construction cost and time savings.

Action: Complete assessment of adequacy of design detail and initiate appropriate action.

Status: Fluor-Daniels has reviewed the B231 drawings to determine the adequacy of design detail. A draft copy of the report has been provided to the PMOC. Awaiting MRTC response to audit.

NEW None

KEY ACTIVITIES - OCTOBER

- Completed modifications to the tunnel shield machine to increase its hydraulic capacity, increase its diameter, and reinforce supports for the digger attachment.
- Issued Prefinal Design Submittal for Contract B241, Vermont/Beverly Station and issued In-progress Design Submittal for Contract B281, Hollywood/Vine Station and Crossover.
- Installed 488 soldier piles to date in the portal and pocket track areas at MacArthur Park (Contract B201), and along the Wilshire Corridor Stations (Contracts B221 and B231).
- Verified completion of the removal of contaminated soil from the MacArthur Park lake bottom.
- Prepared three Alternate Plaza Entrance Concepts for joint development at Contract B261, Vermont/Sunset Station. Section Designer remains on hold.
- Continued Mined Station Study for Contracts B261, B271, B281 and C301.
- Started asbestos abatement at the ACLU, Kaplan and Shatto Place buildings at Contract B211, Wilshire/Vermont Station, Stage I construction.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Conduct constructibility review for Contracts B251, Vermont/Hollywood Tunnels, B252, Vermont/Santa Monica Station and Crossover, and B281, Hollywood/Vine Station and Crossover.
- Issue Prefinal Design Submittal for Contract B251, Vermont/Hollywood Tunnel and Contract B271, Hollywood/Western Station.
- Issue In-progress Submittal for Contract B215, Wilshire/Vermont, Stage II.
- Continue to identify and implement noise mitigation measures for Segment 2 contracts.
- General Consultant to finalize work definition and staffing plan for continuation of design services.
- Review the current contract specifications for the tunnel shield machine to determine applicability to future work.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R81 METRO RED LINE MOS-2

Period: 28-Sep-91 to 01-Nov-91
Run Date: 19-Nov-91
Units: Dollars in Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	0	905,830	38,478	297,387	11,181	40,816	7,037	32,411	7,796	942,018	36,188
S Professional Services	289,150	0	297,844	7,743	211,632	4,508	73,255	3,521	58,805	(12,568)	287,545	(10,299)
R Real Estate	79,827	0	76,567	318	43,794	169	37,468	169	37,468	0	89,914	13,347
F Utility/Agency Force Account	36,668	0	18,404	8	4,832	44	994	44	994	148	24,243	5,839
D Special Programs	2,044	0	2,044	7	331	21	130	21	130	107	13,044	11,000
C Contingency	145,743	0	145,743	0	0	0	0	0	0	4,517	89,968	(55,775)
A Project Revenue	0	0	0	0	0	0	(132)	0	(132)	0	(300)	(300)
Project Grand Total:	1,446,432	0	1,446,432	46,554	557,976	15,923	152,331	10,792	129,676	0	1,446,432	0

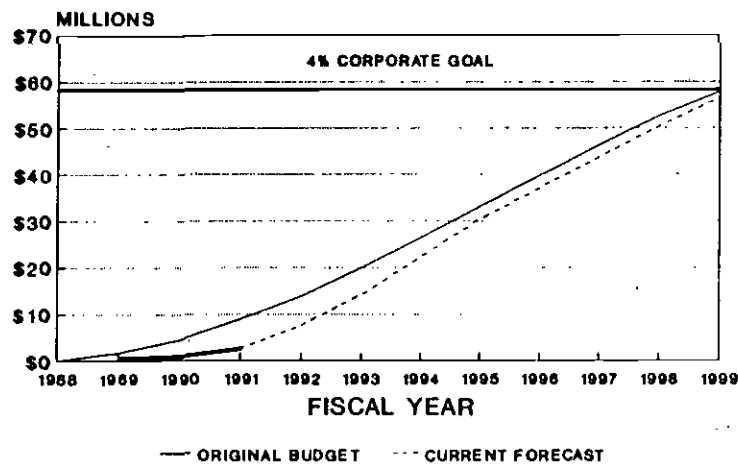
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

STATUS OF FUNDS BY SOURCE

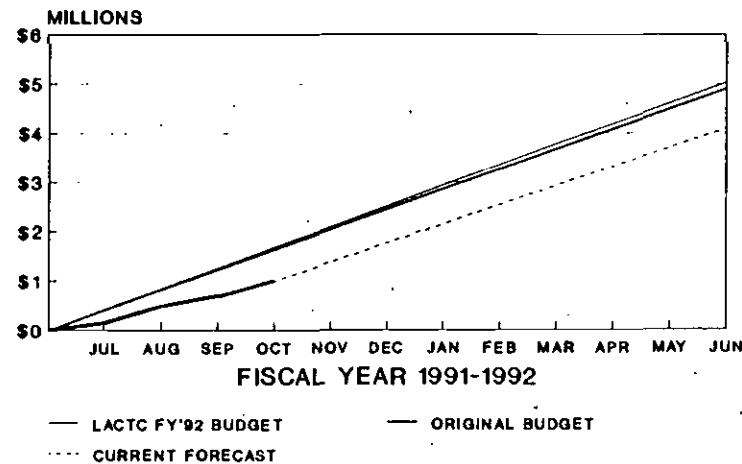
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$887,000	\$329,668 (1)	\$239,095	36%	\$27,644	4%	\$22,339	3%
STATE	\$185,985	\$27,000 (2)	\$76,117	41%	\$24,346	13%	\$0	0%
LACTC	\$439,447	\$70,776	\$192,842	44%	\$35,050	8%	\$35,050	8%
CITY OF L.A.	\$96,000	\$40,000	\$42,331	44%	\$35,045	37%	\$20,000	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$7,591	13%	\$7,591	13%	\$0	0%
COST OVERRUN ACCOUNT (3)	\$0	\$5,208	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESSMENT SHORTFALL (4)	\$0	\$0	\$0	0%	\$0	0%	\$7,591	
TOTAL	\$1,446,432	\$472,652	\$657,976	39%	\$129,676	9%	\$84,980	6%

- (1) ON JUNE 26, 1991, AN AMENDMENT REQUEST WAS SUBMITTED TO UMTA FOR \$150M FOR FEDERAL SHARE.
 (2) STATE FUND TRANSFER AGREEMENT HAS BEEN EXECUTED. BILLINGS TO COMMENCE IN NOVEMBER 1991.
 (3) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.
 (4) THE CURRENT BENEFIT ASSESSMENT DISTRICT REVENUE SHORTFALL IS BEING FUNDED BY LACTC.

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2



PROJECT AGENCY COSTS RED LINE SEGMENT 2 (\$000)

TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$56,551
FORECAST % OF TOTAL PROJECT	3.9%

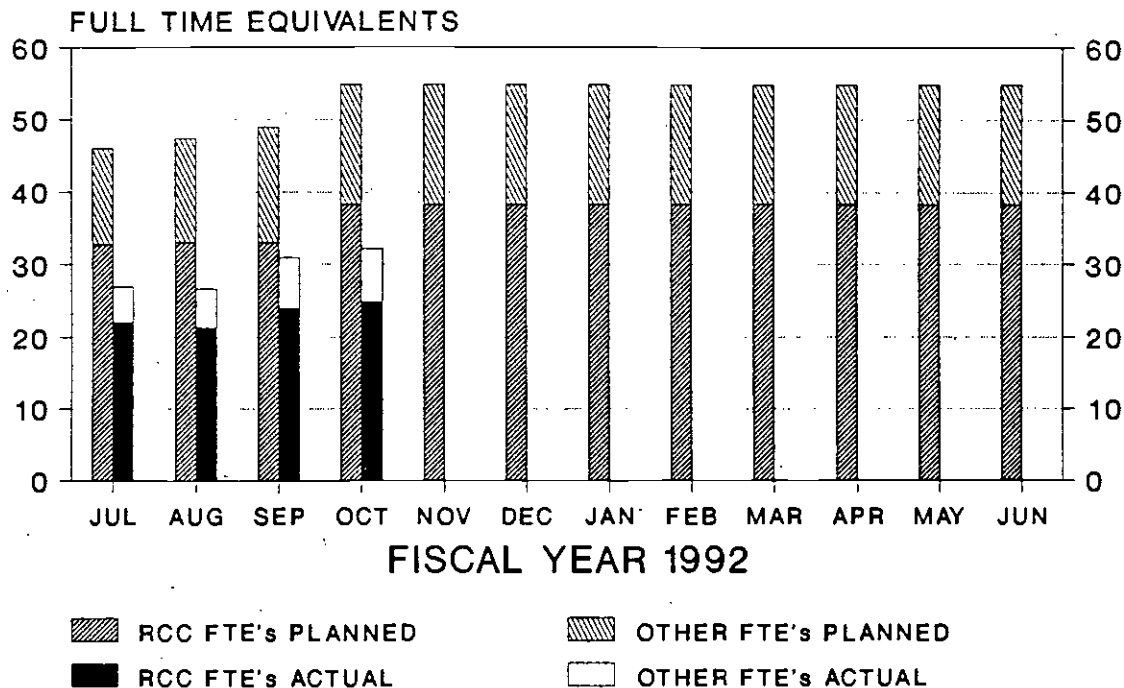
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,086
ACTUAL \$ TO DATE	\$979

Current forecast as of September 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2

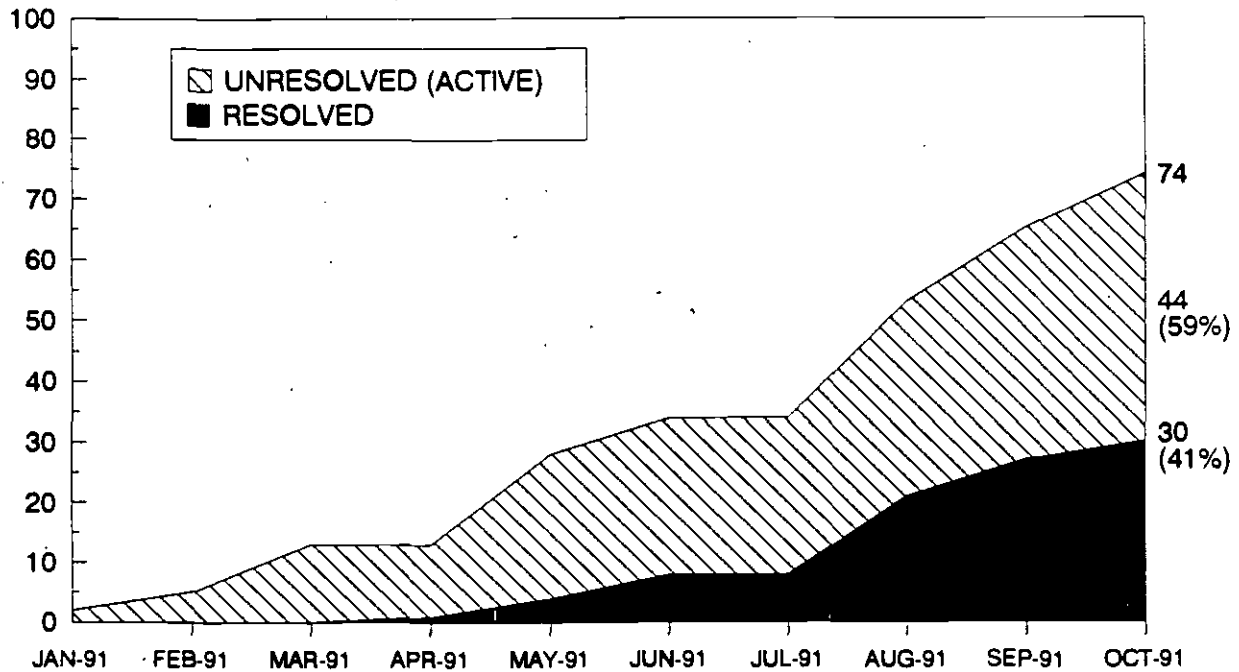


RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$40
ACTUAL WAGE RATE (\$/HOUR)	\$44
RCC FTE's PLANNED	38
RCC FTE's ACTUAL	25
OTHER FTE's PLANNED	17
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	55
TOTAL FTE's ACTUAL	32

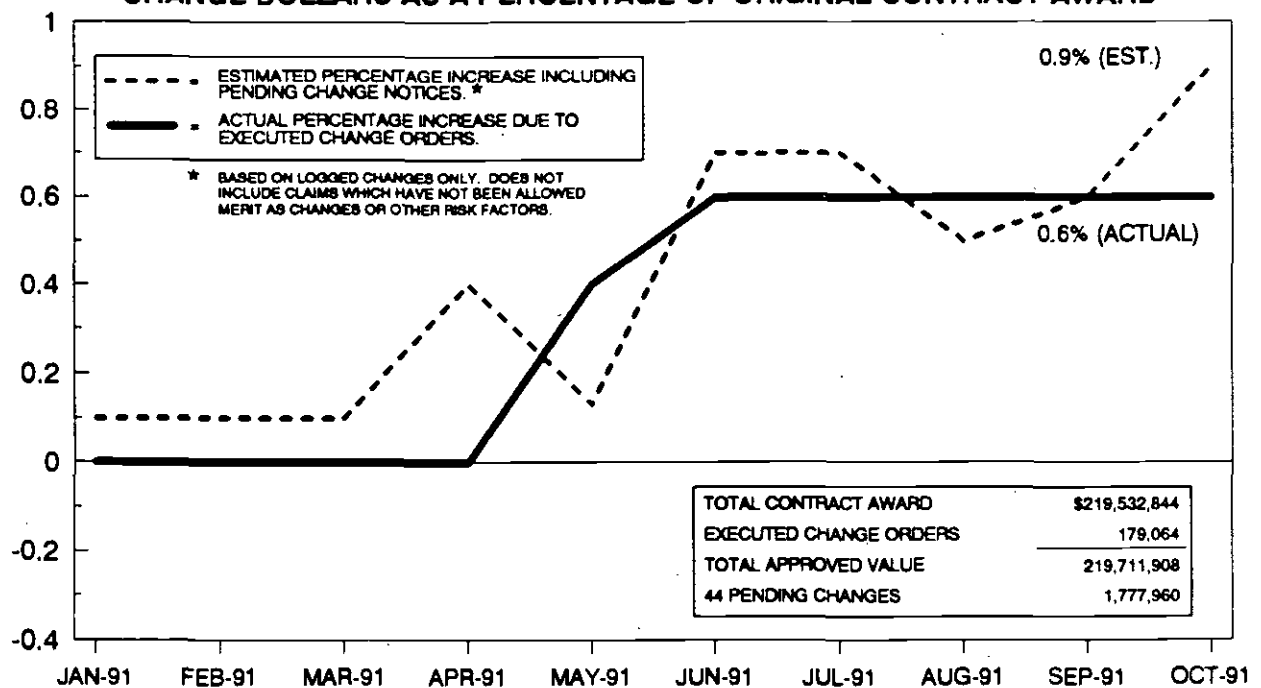
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



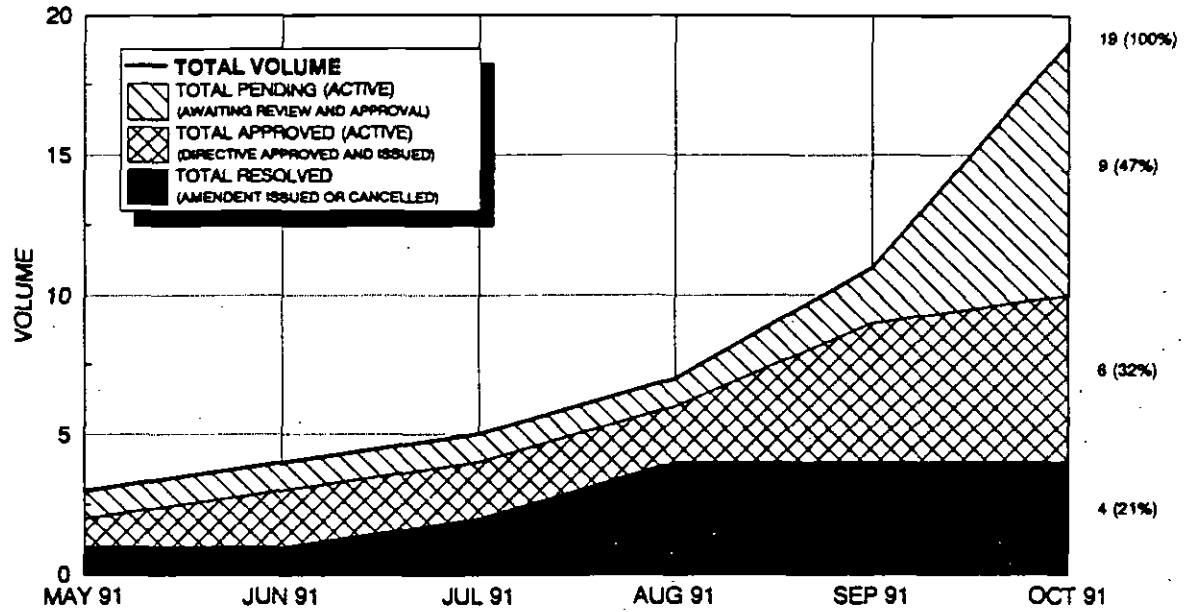
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	25	6	3	10	44
PERCENT	57%	13%	7%	23%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



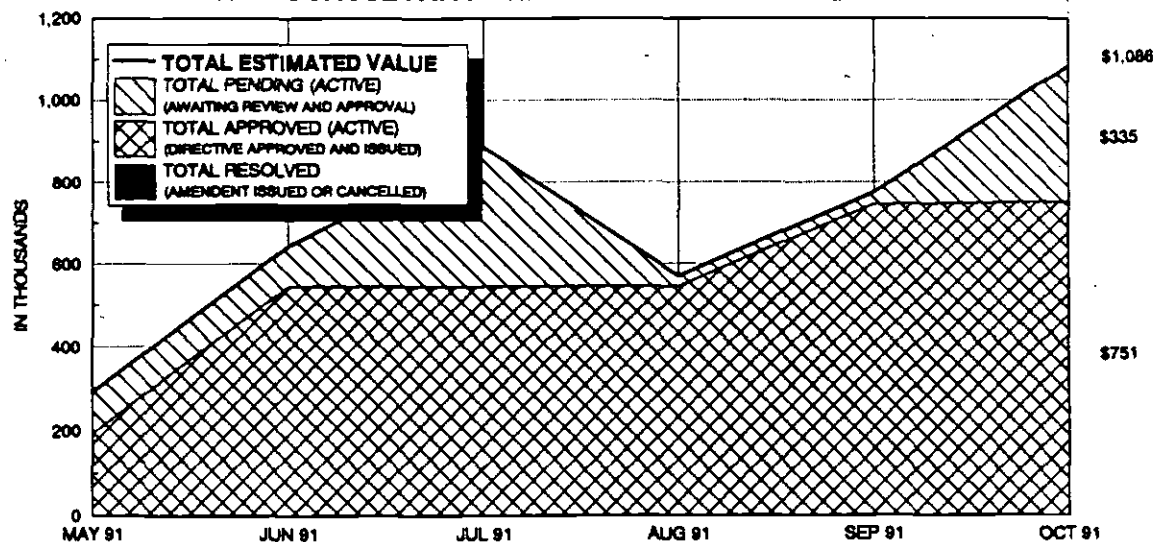
**CONSULTANT CONTRACT CHANGE SUMMARY
R8 1 CONSULTANT CHANGE REQUEST RESOLUTION**



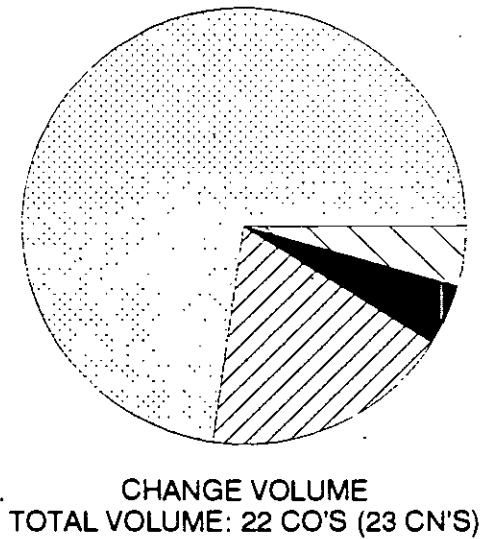
AGE OF UNRESOLVED CONSULTANT CHANGES







TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	4	1	2	15
PERCENT	53%	27%	7%	13%	100%

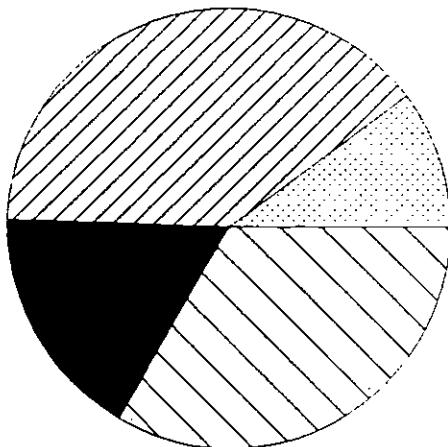
**CONSULTANT CONTRACT CHANGE SUMMARY
R8 1 CONSULTANT CHANGE REQUEST VALUES**









**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 11/01/91**

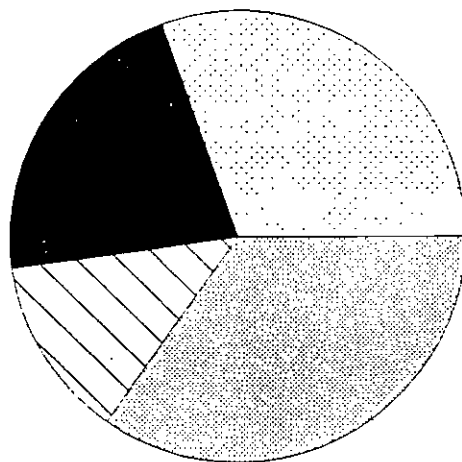


16	72.7%		< \$10,000
4	18.3%		< \$25,000
1	4.5%		< \$50,000
1	4.5%		< \$200,000
0	0.0%		> \$200,000
0	0.0%		> \$1,000,000



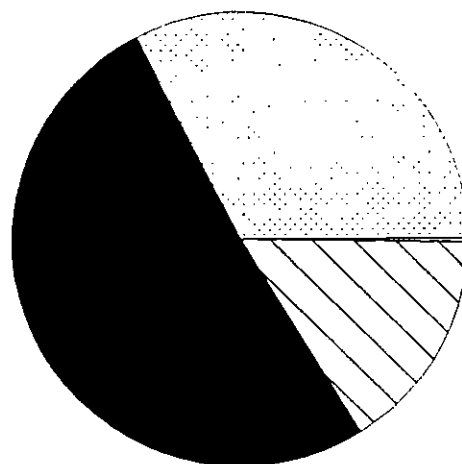
\$18,218	10.2%		< \$10,000
\$70,356	39.3%		< \$25,000
\$30,590	17.1%		< \$50,000
\$59,900	33.4%		< \$200,000
\$0	0.0%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 11/01/91**



CHANGE BASIS VOLUME
TOTAL VOL: 23 CN'S (22 CO'S)

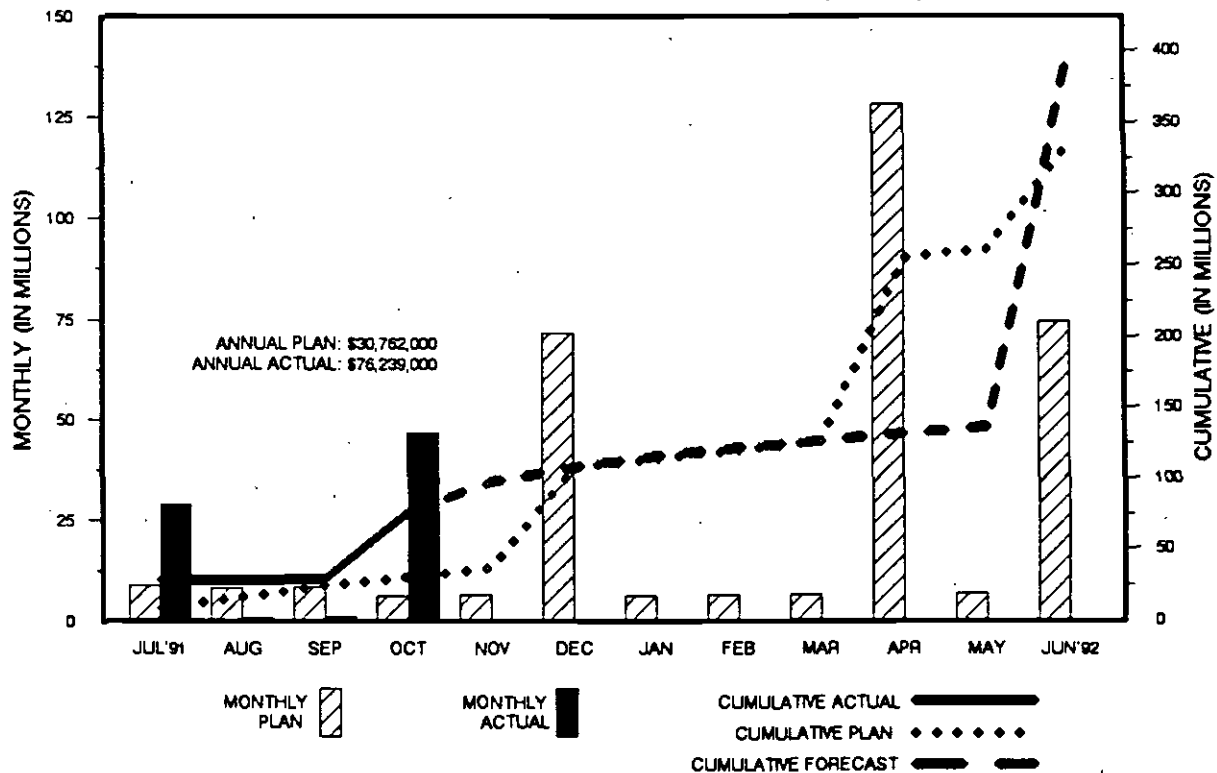
7	30.4%		WORK SCOPE CHANGES
0	0%		SCHEDULE CHANGES
5	21.7%		DIFFERING CONDITIONS
3	13.1%		ADMINISTRATIVE
8	34.8%		DESIGN CHANGES
0	0%		MANAGEMENT ISSUES/CLAIMS
0	0%		UNASSIGNED



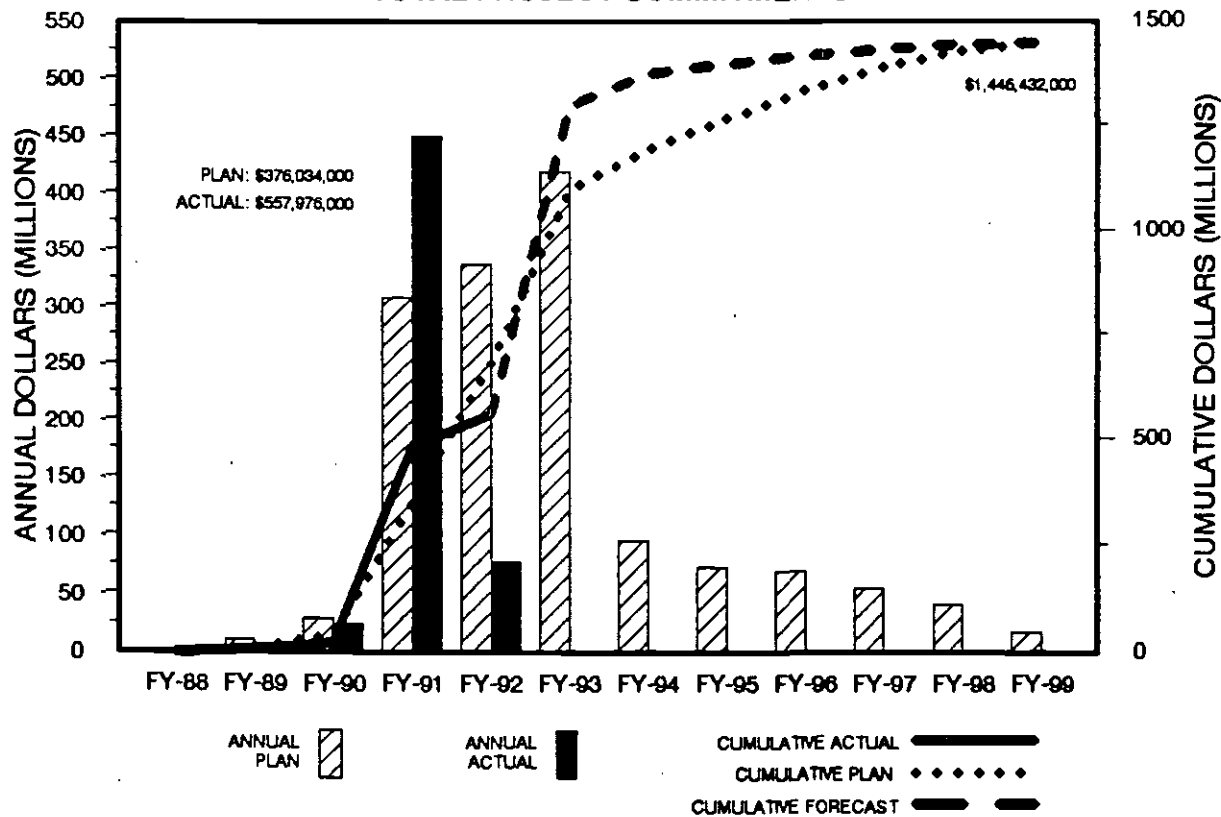
CHANGE BASIS COST
TOTAL COST: \$179,064

\$58,278	32.5%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$91,641	51.2%		DIFFERING CONDITIONS
\$28,590	16.0%		ADMINISTRATIVE
\$555	0.3%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES/CLAIMS
\$0	0%		UNASSIGNED

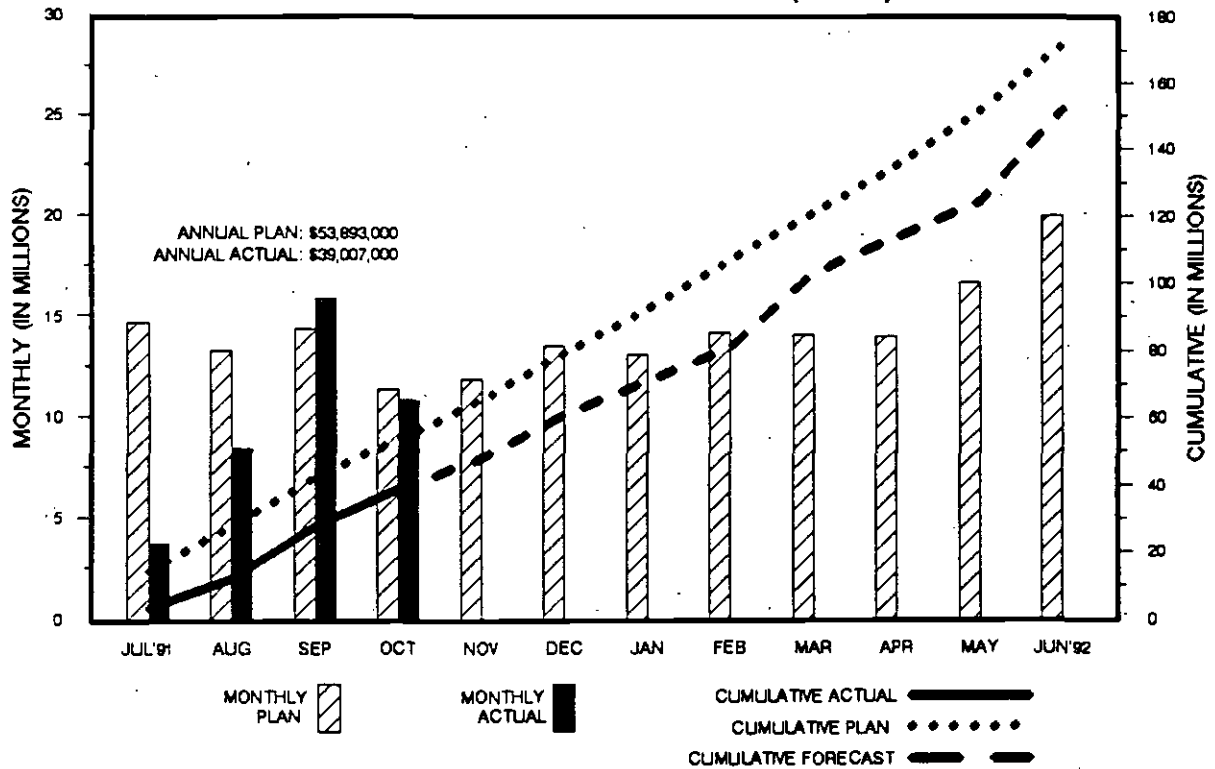
ANNUAL PROJECT COMMITMENTS (FY '92)



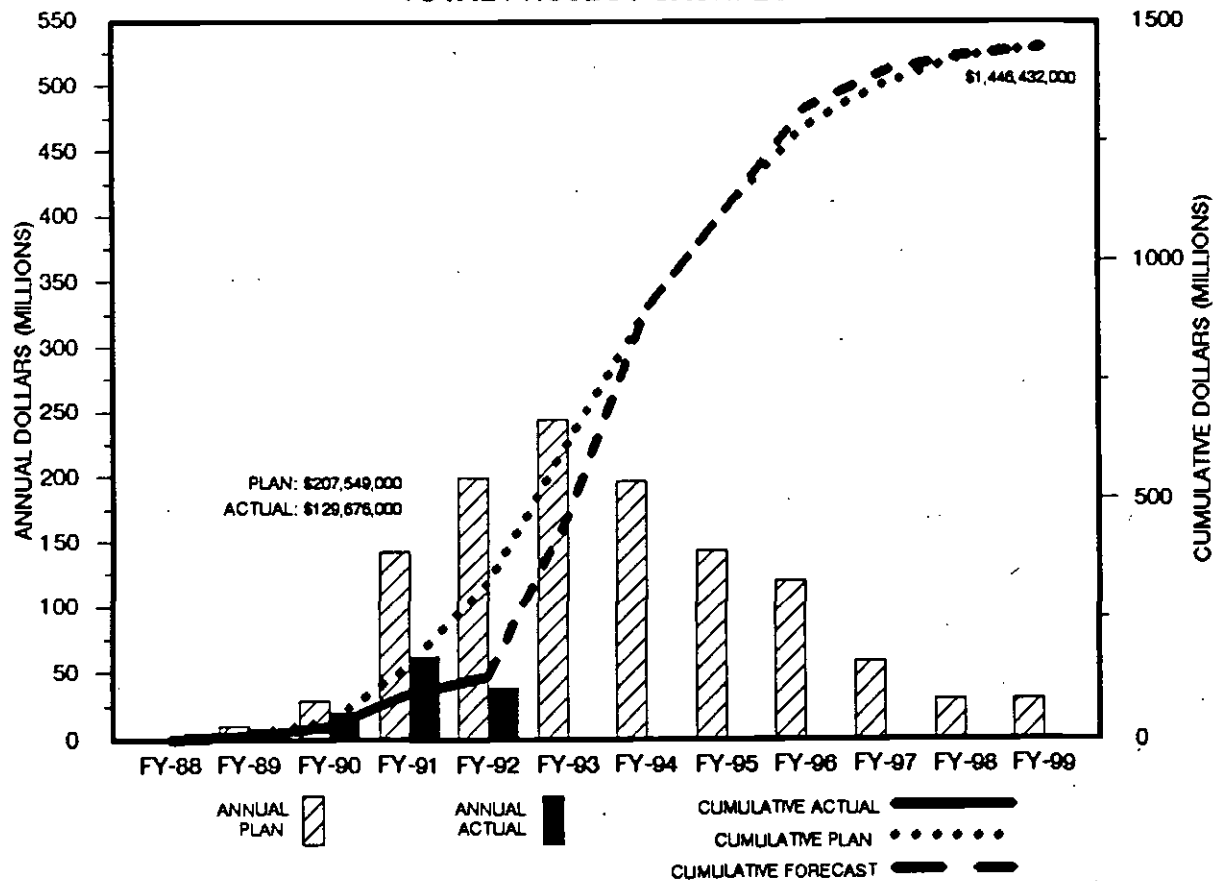
TOTAL PROJECT COMMITMENTS



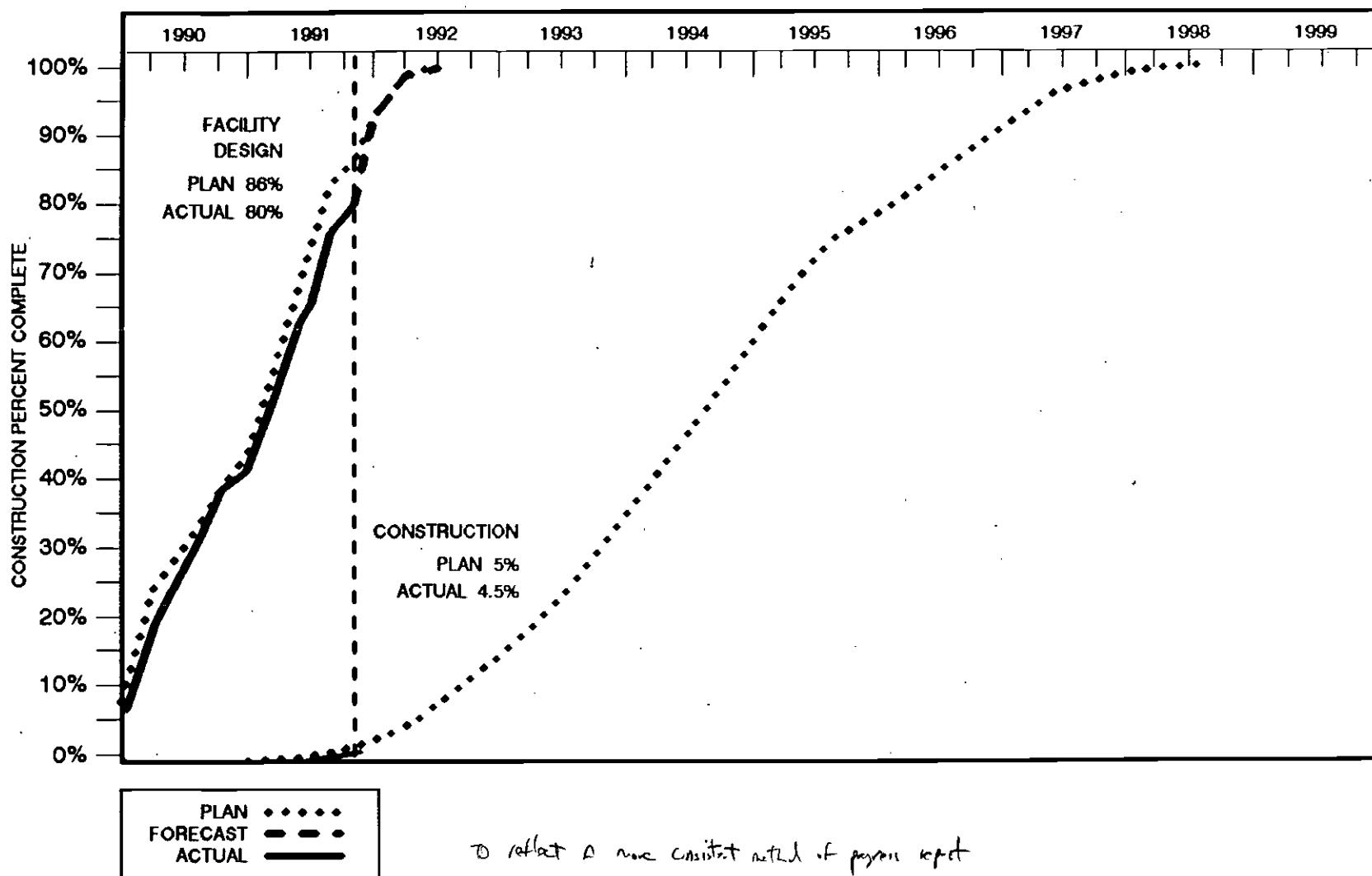
ANNUAL PROJECT CASHFLOW (FY '92)



TOTAL PROJECT CASHFLOW

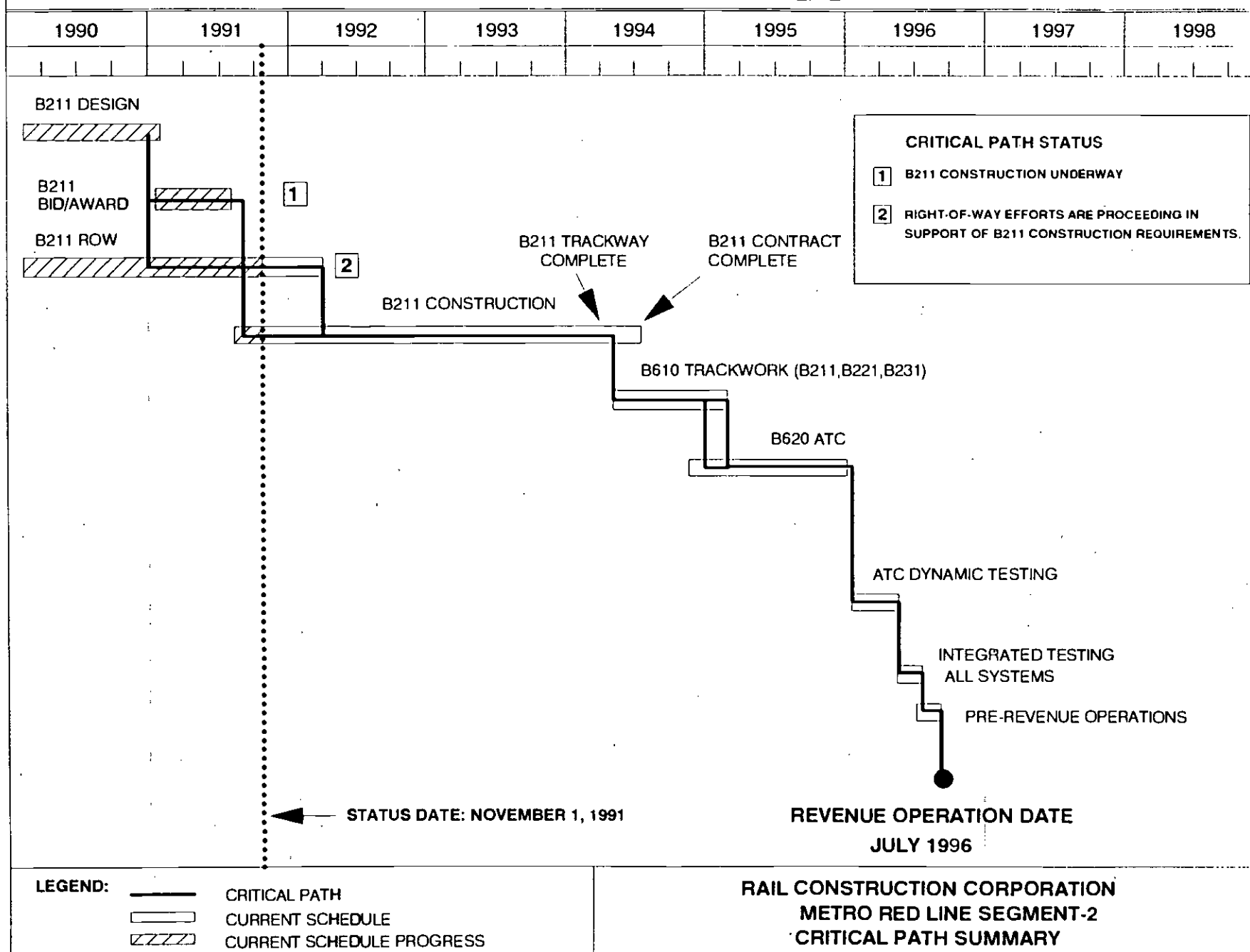


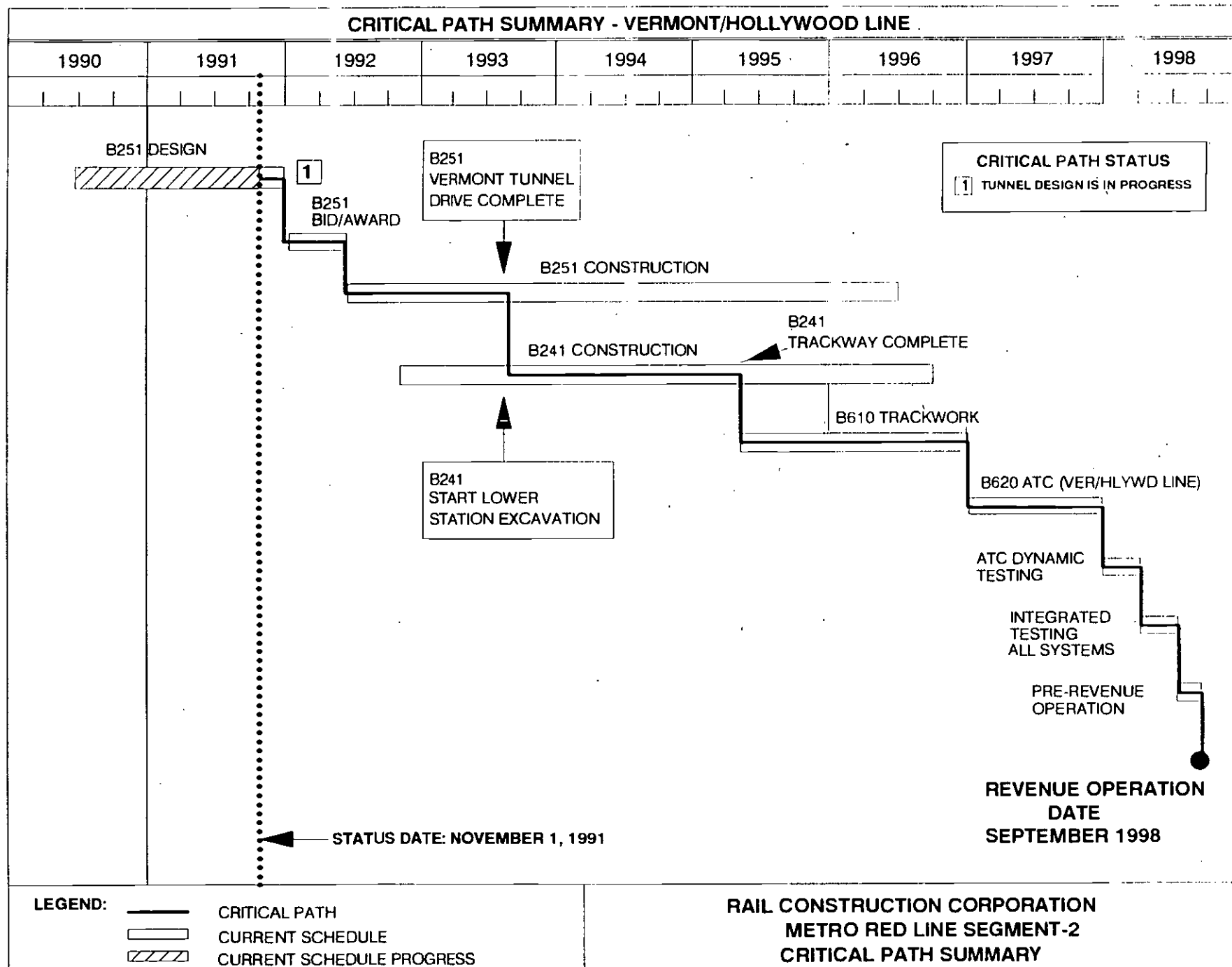
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY



To reflect a more consistent method of progress report

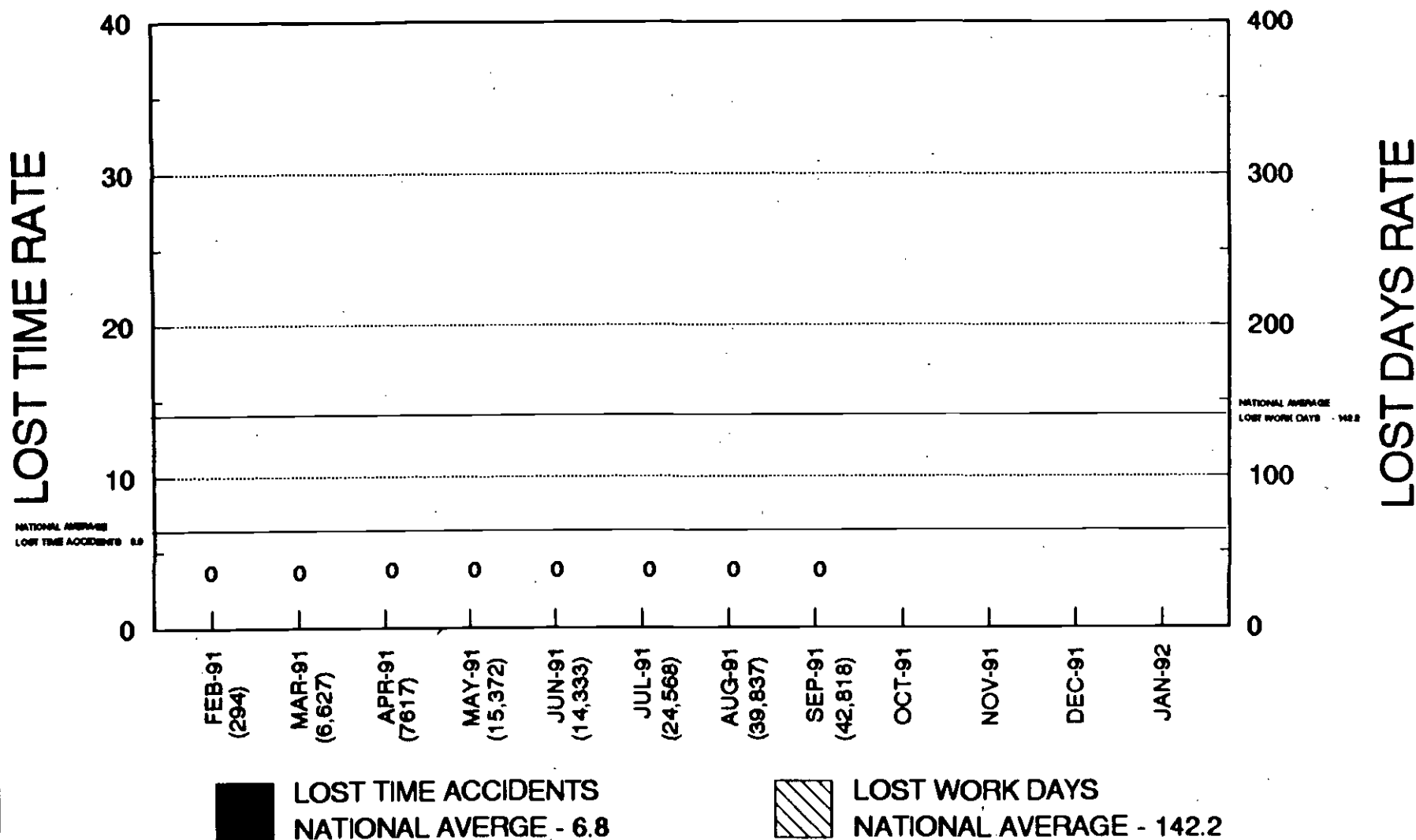
CRITICAL PATH SUMMARY - WILSHIRE LINE





METRO RED LINE - SEGMENT 2 SUMMARY OF LOST TIME ACCIDENTS/LOST WORK DAYS MONTHLY INCIDENT RATES

Page 19



INVOICE PROCESSING

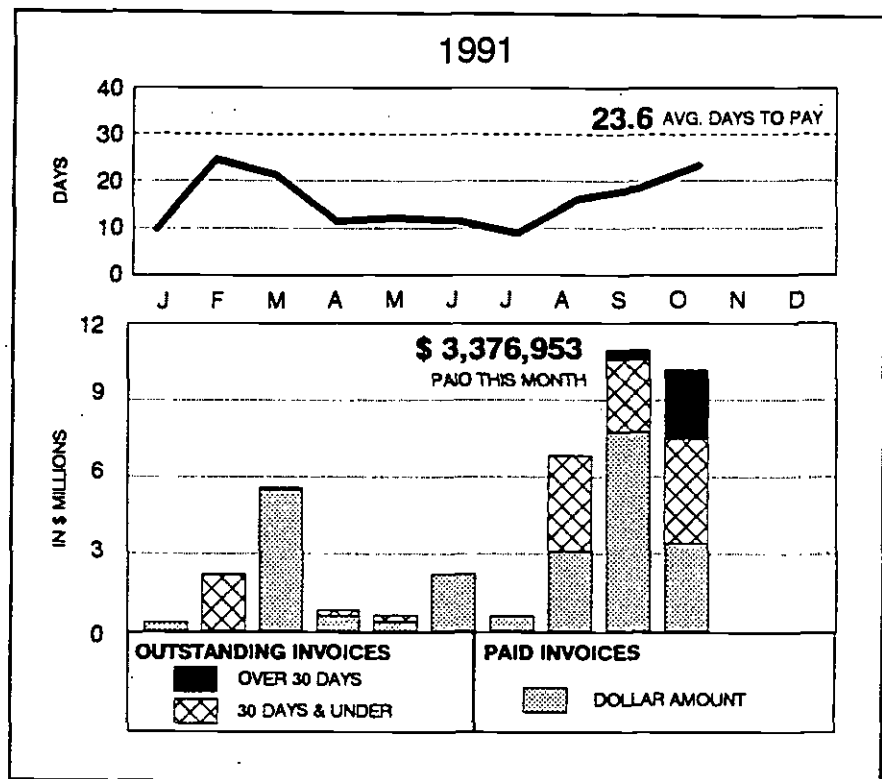
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 23.6 days.

- 13 invoices were paid for a total value of \$ 3,376,953.

- There were 2 outstanding Construction or Procurement invoices under 30 days old for \$ 4,066,169.

- There were 10 outstanding Construction or Procurement invoices over 30 days old for \$ 2,652,385.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	0	0	0	0	8	102,195	4	51,786
AUG 1991	15	3,713,339	0	0	9	47,266	9	75,300
SEPT 1991	10	2,802,113	6	381,942	11	74,631	11	69,242
OCT 1991	2	4,066,169	10	2,652,385	13	460,418	11	68,236