

RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
the Los Angeles County
Transportation Commission
LACTC

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status		(\$000)	Project Progress	
Original Budget	1,249,900		Design:	
Expended to Date	1,283,313		Plan	100%
Current Budget	1,450,019		Actual	99%
Schedule Status			Construction:	
Revenue Operations Date:			Plan	96%
Original	April 1992		Actual	96%
Forecast	March 1993			

Metro Red Line Segment 2

Cost Status		(\$000)	Project Progress	
Original Budget	1,446,432		Design:	
Expended to Date	264,200		Plan	83%
Current Budget	1,446,432		Actual	81%
Schedule Status			Construction:	
ROD:	Wilshire	Vermont/Hlywd	Plan	14%
Original	Jul '96	Sep '98	Actual	12%
Forecast	Jul '96	Sep '98		

Metro Green Line (Budget and forecast excludes North Coast Segment)

Cost Status		(\$000)	Project Progress	
Original Budget	671,000		Design:	
Expended to Date	223,796		Plan	100%
Current Budget	722,402		Actual	99%
Schedule Status			Construction:	
Revenue Operations Date:			Plan	40%
Original	October 1994		Actual	31%
Forecast	May 1995			

Metrolink (includes 4 start-up lines, shared facilities, and LAUPT)

Cost Status		(\$000)	Project Progress	
Original Budget	473,262		Design:	
Expended to Date	222,102		Plan	100%
Current Budget	473,262		Actual	100%
Schedule Status			Construction:	
Revenue Operations Date for 3 lines:			Plan	78%
Original	October 1992		Actual	74%
Forecast	October 1992			
Forecast(Union Pac)	April 1993			

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

STATUS DATE: 08/31/92

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST	VARIANCE (9-2)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,556,544	2,834,611	136,156	2,073,326	18,342	1,502,261	13,096	1,458,235	2,978,723	144,112
PROFESSIONAL SERVICES	916,961	1,056,181	1,595	1,053,913	5,106	822,862	3,532	802,458	1,182,275	126,094
REAL ESTATE	247,495	301,211	(144)	251,278	248	246,776	(992)	245,444	327,878	26,667
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	4,461	88,656	399	68,295	399	67,775	96,991	8,569
SPECIAL PROGRAMS	7,668	14,110	0	2,519	15	1,117	12	1,034	21,805	7,695
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	82,878	(162,587)
PROJECT REVENUE	(18,115)	(43,675)	(5)	(8,230)	(7)	(6,382)	1,234	(6,382)	(117,259)	(73,564)
PROJECT GRAND TOTAL	4,138,684	4,496,125	142,063	3,461,462	24,103	2,634,929	17,281	2,568,564	4,573,091	76,966

BUDGET STATUS - JULY 31, 1992 (in \$ Millions)

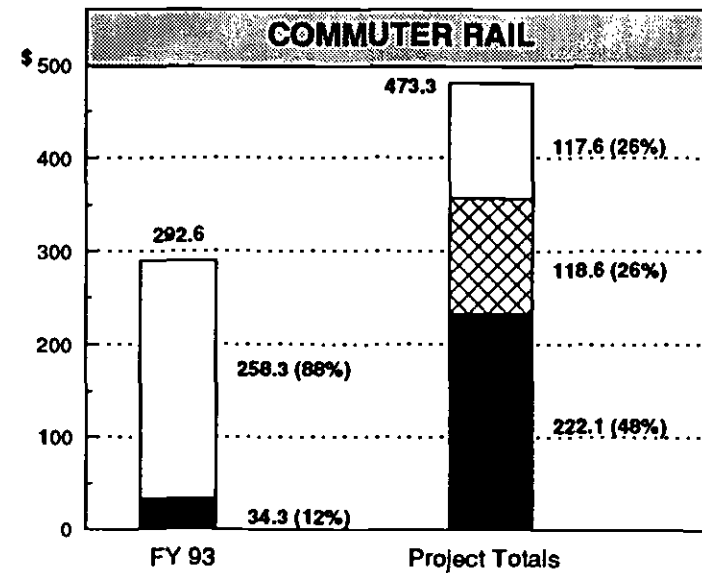
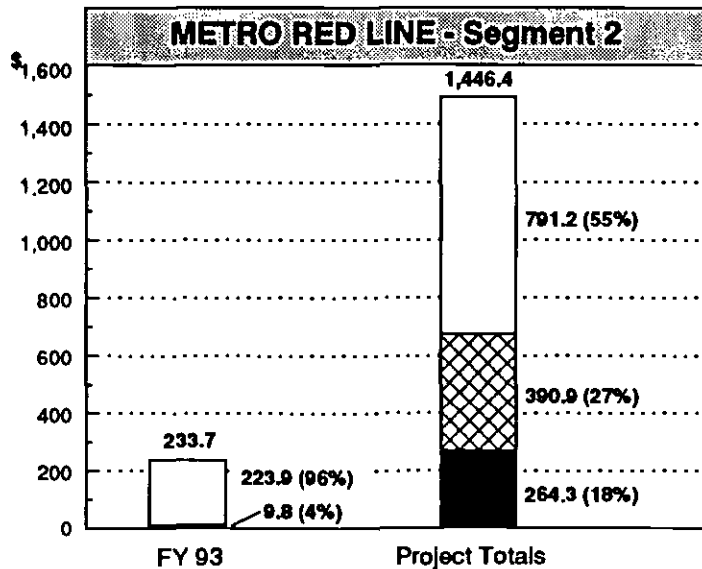
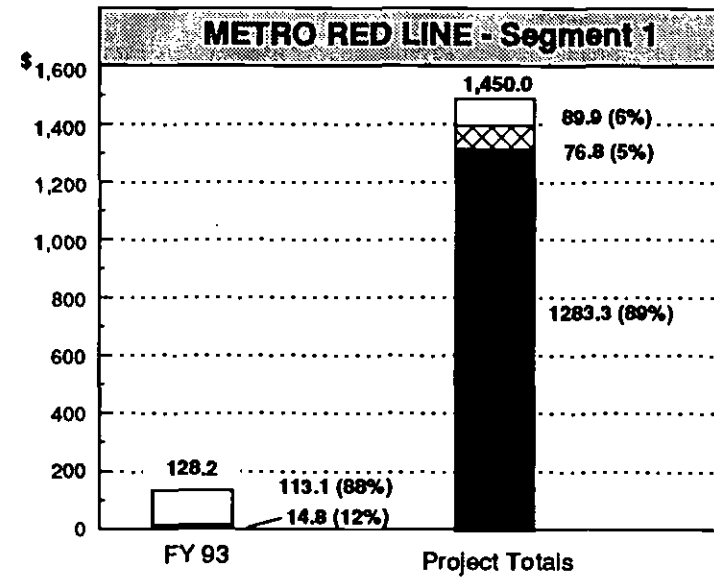
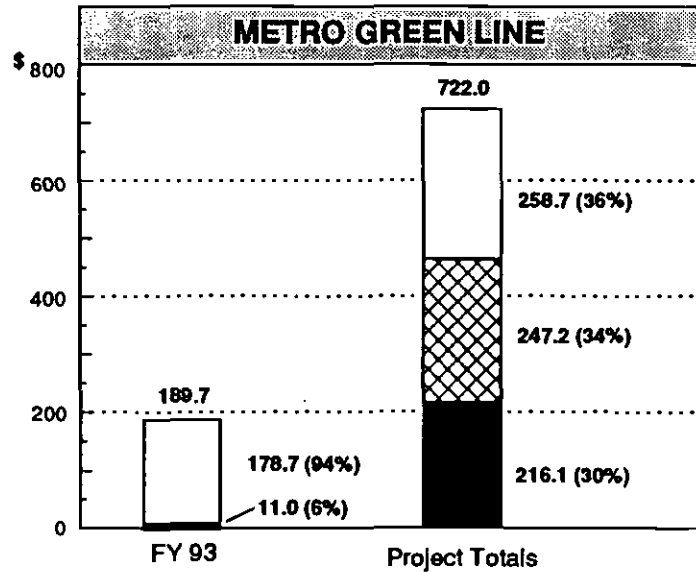


Figure 1 - Rail Construction Plan

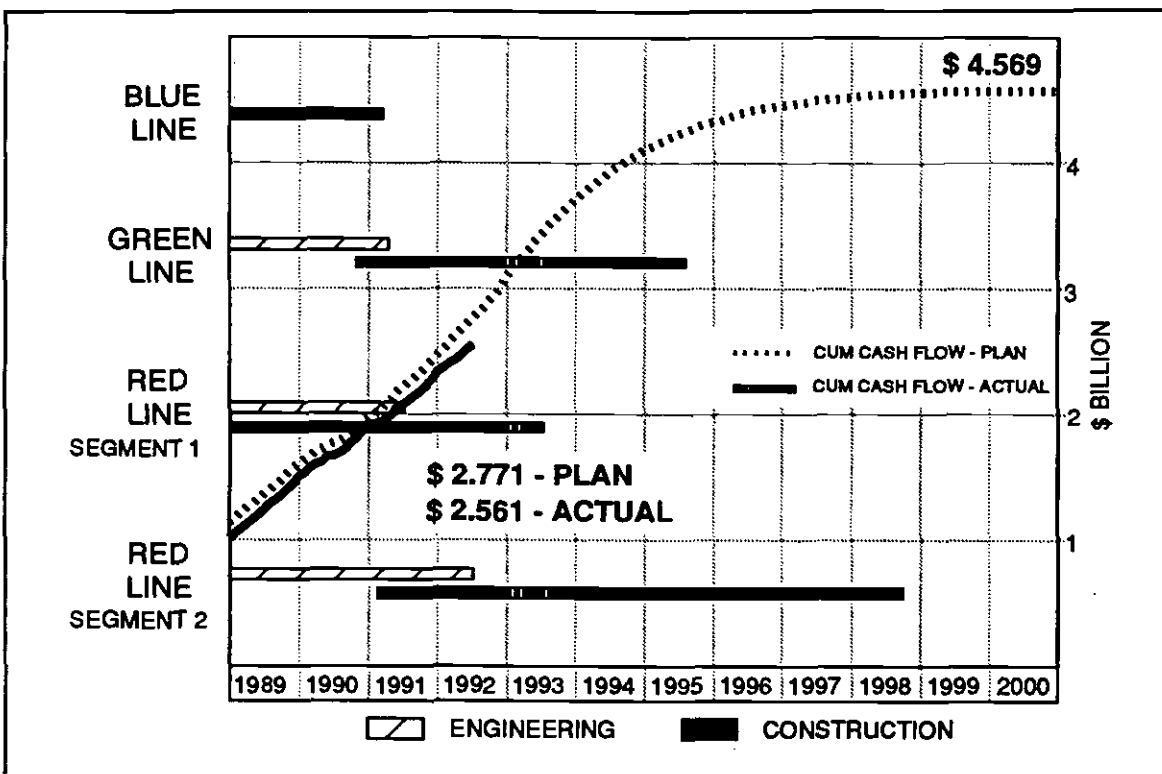


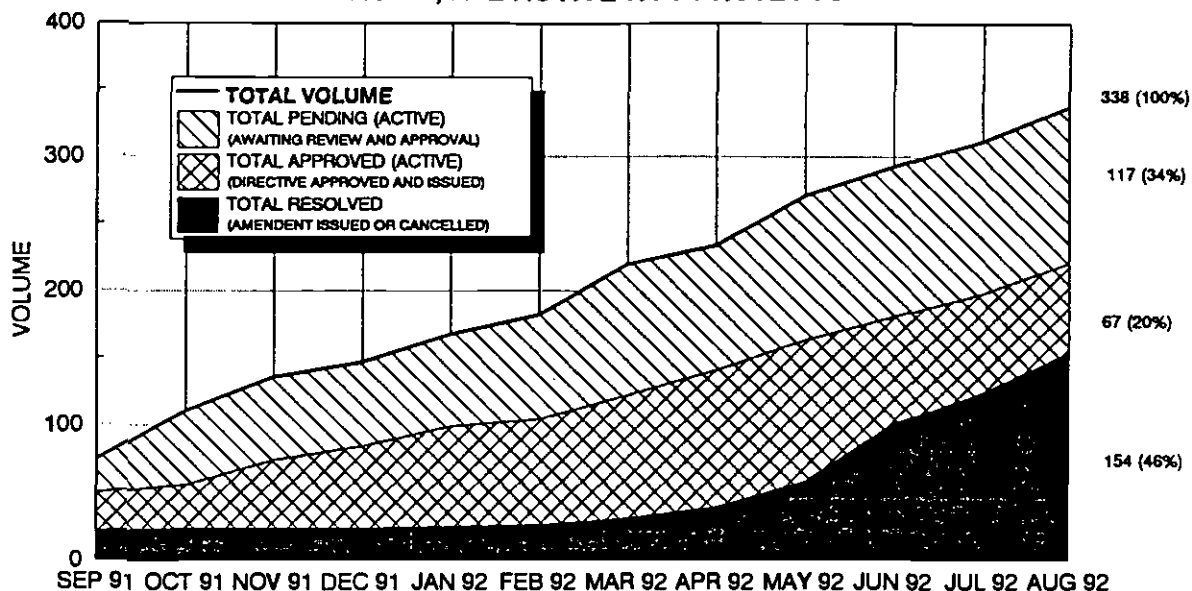
Figure 2 - Rail Construction Funding Sources

(IN MILLIONS)

	METRO BLUE LINE*		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SEC 3					605.3	42	667.0	46	1272.3	28
FTA-SEC 9					90.6	6			90.6	2
STATE					213.1	15	186.0	13	399.1	9
LOCAL (PROP A)	877.2	100	795.8	100	176.6	12	439.4	30	2289.0	50
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	877.2	100	795.8	100	1450.0	100	1446.4	100	4569.4	100

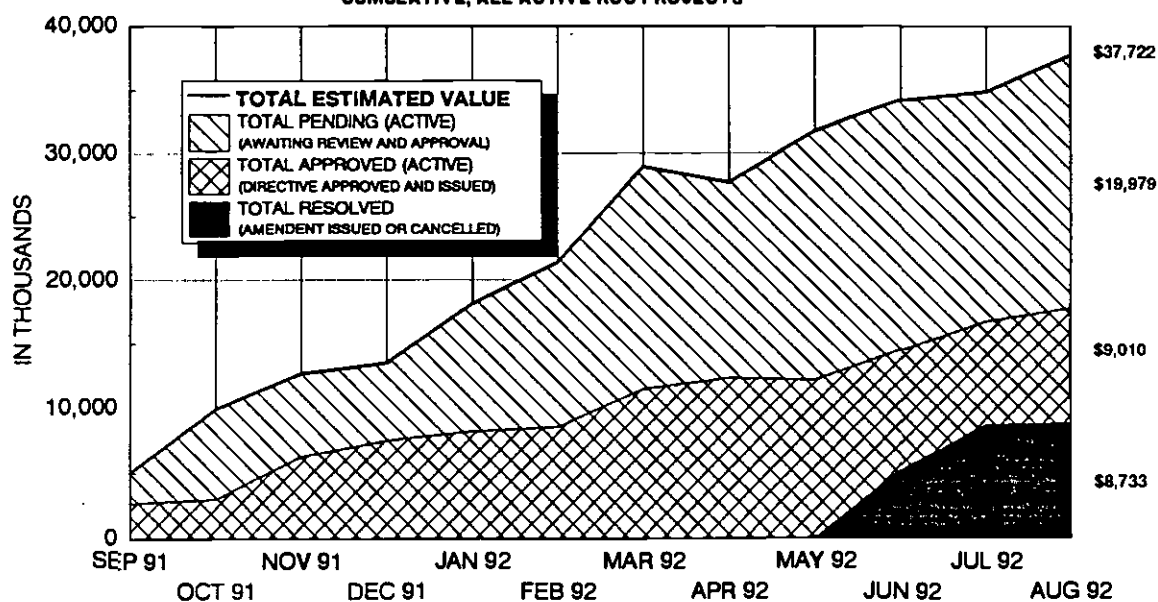
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE, ALL ACTIVE RCC PROJECTS**



AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	14	8	146	184
PERCENT	9%	7%	4%	80%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST VALUES
CUMULATIVE, ALL ACTIVE RCC PROJECTS**



EXECUTIVE SUMMARY

**CONSULTANT CONTRACT CHANGE STATUS SUMMARY
CHANGES/AMENDMENTS *
AS OF 08/28/92**

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		P8/DMJM: 2997/E0002/ E0070		PD: 3369		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
R01: BLUE LINE	9	1,438							4	477	13	1,915	12	1,563	1	352
R05: PASADENA LINE			2	14					2	26	4	40	4	40	0	0
R23: GREEN LINE	73	4,699					22	1,523	3	42	98	6,264	98	6,073	0	191
R80: RED LINE SEGMENT 1			9	148	93	9,123					102	9,271	93	9,170	0	101
R81: RED LINE SEGMENT 2			59	11,864	36	3,872			1	0	96	15,736	84	14,180	12	1,656
R82: RED LINE SEGMENT 3			16	2,591							16	2,591	13	2,017	3	574
SYSTEMWIDE & OTHER			1	90	8	1,815					9	1,905	8	1,862	1	43
CONTRACT TOTAL	82	6,137	87	14,707	137	14,810	22	1,523	10	545	338	37,722	COMMENTS:			
LAST MONTH	82	5,946	73	10,874	126	16,369	22	1,523	9	193	312	34,905				
VARIANCE	0	191	14	3,833	11	(1,559)	0	0	1	352	26	2,817				

NOTE: DOLLAR VALUES SHOWN INCLUDE CONSULTANTS ROUGH-ORDER-OF-MAGNITUDE ESTIMATES AND DO NOT NECESSARILY REFLECT RCC'S FORECAST OF FINAL CHANGE COSTS.

* DOES NOT INCLUDE AMENDMENTS PRIOR TO 05/01/91

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	39	39	0	0	0
Red Line Seg 2	75	39	27	8	163

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 166 positions are filled with regular full time staff and 26 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

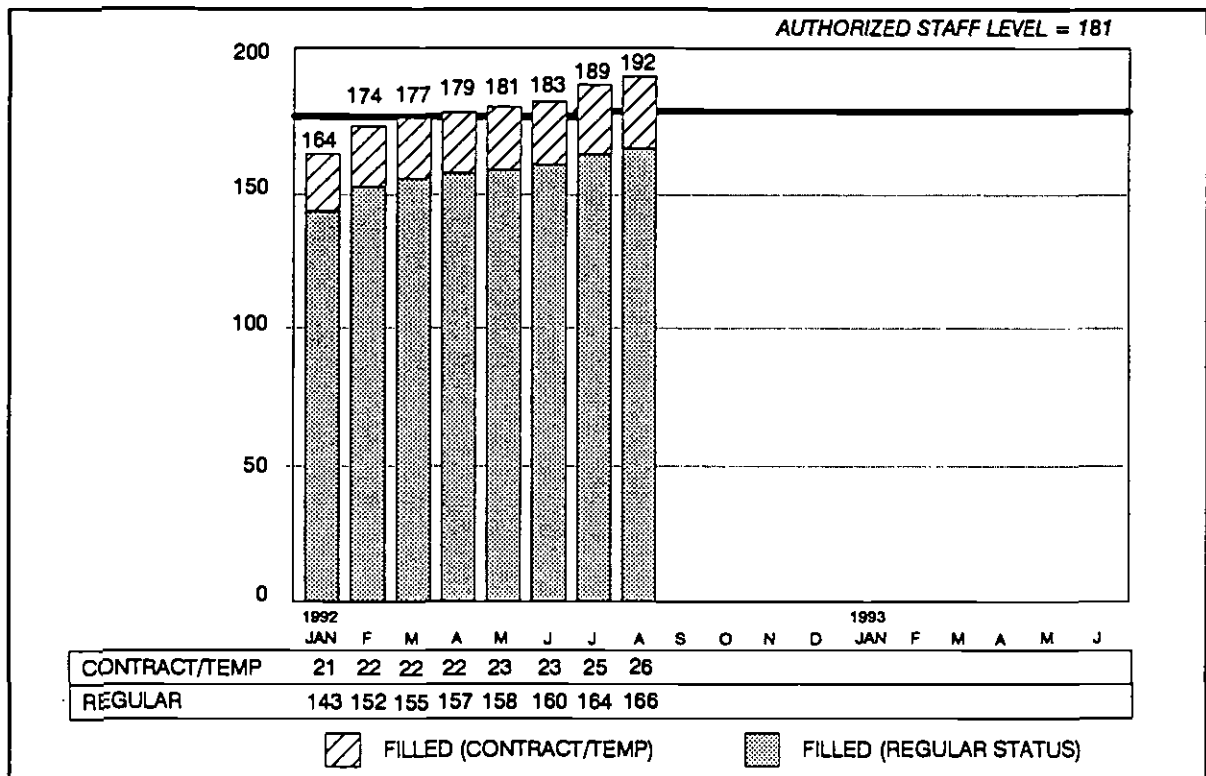
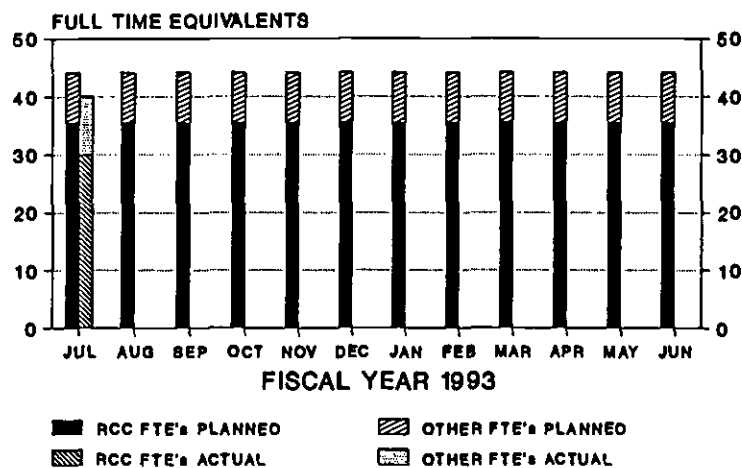


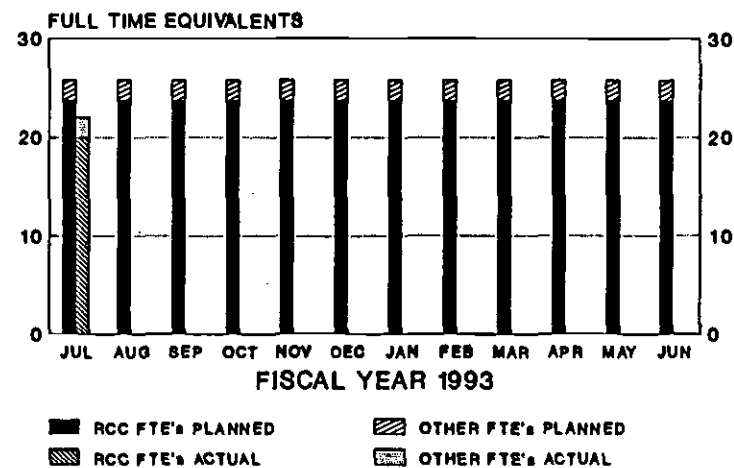
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



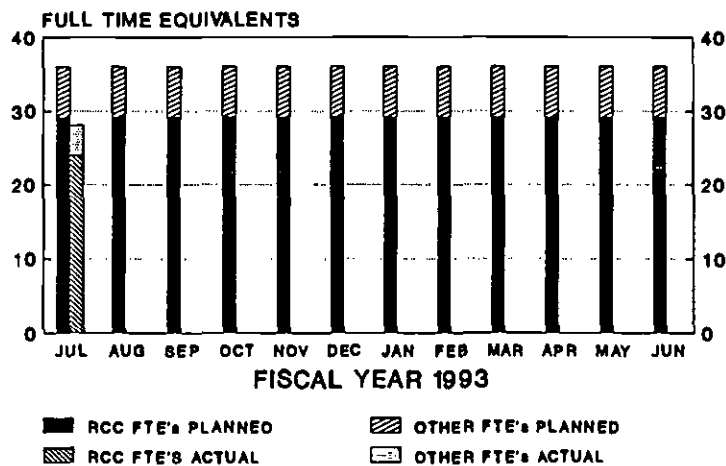
FY'93 Budget

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



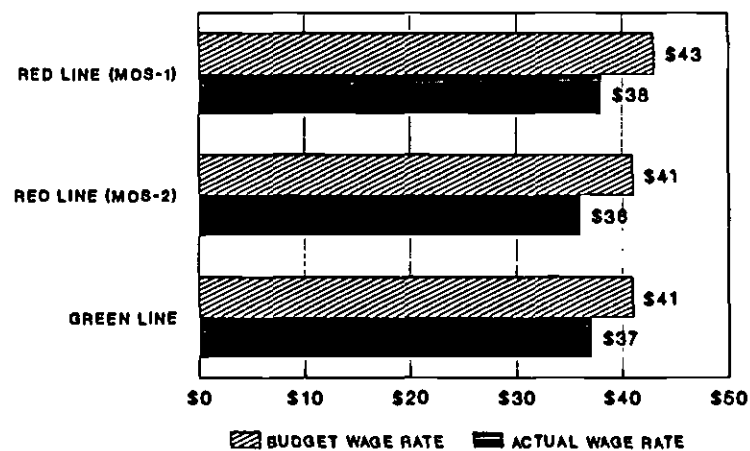
FY'93 Budget

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'93 Budget

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



*Salaries and Fringe Benefits Only

Figure 5



RAIL CONSTRUCTION CORPORATION

EXECUTIVE SUMMARY LABOR DISTRIBUTION REPORT

For Period: July 1992

(All Figures in FTE Person Months)

Page: 1
Date: 9/21/92
Time: 9:30 am

DIVISION		R01 Blue Line		R05 Pasadena		R23 Green Line		R80 Red Seg 1		R81 Red Seg 2		R82 Red Seg 3		Sub Total		R60/70 Comm Rail		Rxx Other Proj		R92 System Wide		000 Overhead		Sub Total		Grand Total		ANNUAL BUDGET
		PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	
Strategic Group	BUDGET	.8	.8	.3	.3	1.0	1.0	.7	.7	.8	.8	.1	.1	3.6	3.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.6	3.6	42.6
	ACTUAL	.9	.9	.4	.4	1.2	1.2	1.0	1.0	.8	.8	.1	.1	4.5	4.5											4.5	4.5	
Area Teams	BUDGET	0.0	0.0	1.3	1.3	.3	.3	.2	.2	.1	.1	1.1	1.1	2.9	2.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.9	2.9	34.9
	ACTUAL	0.0	0.0	.3	.3	.1	.1	.2	.2	.6	.6	1.3	1.3	2.4	2.4											2.4	2.4	
Administrative Technical Oper	BUDGET	1.4	1.4	3.7	3.7	5.1	5.1	2.0	2.0	7.6	7.6	5.9	5.9	25.7	25.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25.7	25.7	308.4
	ACTUAL	.5	.5	.3	.3	2.8	2.8	.8	.8	7.7	7.7	.9	.9	13.0	13.0											13.0	13.0	
Commuter Rail	BUDGET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	0.0	0.0
	ACTUAL	0.0	0.0	.0	.0	0.0	0.0	0.0	0.0	.1	.1	0.0	0.0	.1	.1											.1	.1	
Rail Construction Corporation	BUDGET	.5	.5	13.5	13.5	28.6	28.6	23.8	23.8	35.5	35.5	2.5	2.5	104.2	104.2	3.2	3.2	3.9	3.9	43.1	43.1	14.5	14.5	64.6	64.6	168.8	168.8	2064.6
	ACTUAL	.7	.7	6.9	6.9	24.3	24.3	20.0	20.0	30.4	30.4	3.3	3.3	85.6	85.6	0.0	0.0	2.3	2.3	24.6	24.6	39.3	39.3	66.2	66.2	151.7	151.7	
COMMISSION TOTAL	BUDGET	2.7	2.7	18.7	18.7	34.9	34.9	26.6	26.6	44.0	44.0	9.5	9.5	136.4	136.4	3.2	3.2	3.9	3.9	43.1	43.1	14.5	14.5	64.6	64.6	201.0	201.0	
	ACTUAL	2.1	2.1	7.9	7.9	28.4	28.4	22.0	22.0	39.6	39.6	5.6	5.6	105.5	105.5	0.0	0.0	2.3	2.3	24.6	24.6	39.3	39.3	66.2	66.2	171.6	171.6	
ANNUAL BUDGET		32.2		234.5		426.9		319.1		527.9		113.8				34.8		49.2		530.2		182.0						2450.5

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%. The current cost forecast data for project administration costs totals 26.3% which exceeds the corporate goal by 6.3%. 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 4.6% of total program costs, 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%	578,062	72.31%	821,150	56.63%	1,019,015	70.45%	3,075,714	67.26%	
REAL ESTATE	55,592	8.34%	29,232	3.66%	139,879	9.63%	103,375	7.15%	327,878	7.17%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	76,492	9.57%	217,418	14.99%	137,312	9.49%	500,809	10.95%	
CONSTR MGMT.	91,642	10.45%	72,689	9.12%	141,234	9.74%	131,790	9.11%	437,555	9.57%	
STAFF	17,835	2.01%	21,390	2.66%	99,273	6.65%	70,128	4.85%	208,446	4.56%	4%
OTHER	14,222	1.62%	15,056	1.88%	924	0.06%	27,069	1.87%	57,271	1.25%	
SUBTOTAL	193,106	22.01%	185,627	23.25%	458,649	31.64%	368,269	25.32%	1,204,061	26.33%	20%
CONTINGENCY	963	0.11%	20,198	2.53%	30,341	2.09%	31,176	2.16%	82,678	1.81%	
PROJECT REVENUE	(29,877)	-3.41%	(13,949)	-1.74%	0	0.00%	(73,433)	-5.08%	(117,259)	-2.56%	
GRAND TOTAL	877,271	100.00%	799,370	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,573,092	100.00%	

CONSTRUCTION SAFETY

The Safety Report has been excluded this month and will be resumed after a detailed review of the safety program statistics has been completed.

INVOICE PROCESSING

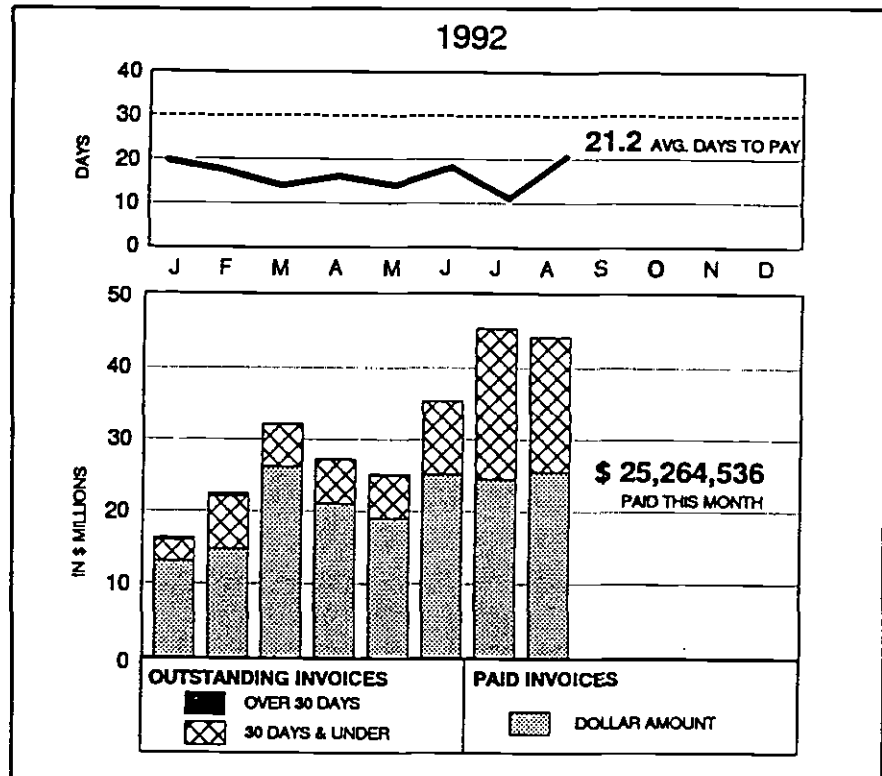
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 21.2 days.

- 56 invoices were paid this month for a total value of \$ 25,264,536.

- There were 63 outstanding Construction or Procurement invoices under 30 days old for \$ 18,419,416.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 6,609.

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
APR 1992	18	5,982,930	1	69,660	56	9,482,166	24	1,333,396
MAY 1992	19	5,941,186	2	96,797	64	4,597,512	18	1,079,030
JUN 1992	14	9,937,533	0	0	60	4,395,685	19	1,051,125
JUL 1992	75	20,501,228	1	77,413	103	9,162,351	25	1,019,011
AUG 1992	63	18,419,416	1	6,609	44	7,354,593	37	2,300,032

METROLINK - COMMUTER RAIL**JULY 1992
VEHICLE PROGRESS REPORT
PASSENGER COACHES (UTDC)****PROGRESS THIS PERIOD:**

- Thirty-four cars (15 cabs, 19 trailers) are presently in Midway Yard. Cars accepted: 21 conditional; 0 final.
- Production rate of two vehicles per week continues for the present.
- Car #48 in "splice", subsections for car #54 are positioned in assembly fixtures on shop floor. [Note: UTDC plant is on a three week shutdown (summer vacation) until August 10, 1992.]
- Cars #611 and #612 (involved in a minor derailment incident en route through Kansas City) were returned to Thunder Bay for detailed inspection and repair/replacement of damaged components as appropriate. The two cab cars arrived at Midway Yard following successful repair on July 2, 1992.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Issuance of change order for an additional 17 cars (total quantity of 87; 56 trailers and 31 cabs) and for spare parts of Option A and B cars.
- Pricing for pending change orders resulting from modifications required for ADA compliance has been revised and will be processed.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL**JULY 1992
VEHICLE PROGRESS REPORT
LOCOMOTIVES (GM)****PROGRESS THIS PERIOD:**

- Locomotives #3 thru #9 arrived at Midway Yard and are presently undergoing testing prior to formal SCRRA acceptance. Locomotives #10 thru #14 are en route to Los Angeles.
- Production of the remaining three locomotives in final stages in London, Ontario.
- Total quantity of locomotives presently remains at 17 - Base Order, see below.
- Note: Three of the five locomotives en route to Los Angeles were part of an 18-car derailment near Utah. These units were rerailed and diverted to the Salt Lake City locomotive repair facility for complete inspection and repair/replacement of damaged components prior to continuing the journey to SCRRA's Midway Yard. Anticipated arrival in mid-August.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Processing and cleanup of change orders and change notices.
- An option for two additional locomotives (#18 & #19) is being exercised pending funding finalization/approval. These locomotives are anticipated to undergo engineering study and tests regarding modifications to both prime mover and HEP engines as part of the NOx emissions reduction program.
- Finalizing quantity of additional option locomotives (#20 and beyond) required for expanded service.

CRITICAL NEEDS:

- None

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
R60 Commuter Rail Program

Page: 1

UPDATE:02-Sep-92

Conl. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls L
C6200	UNION STATION UPGRADE			07/10/92	07/13/92	07/20/92	09/11/92	09/18/92		09/18/92	TBD \ TBD \
C6220	SYSTEM STANDARD PLATFORM CONST	FP									\ \
C6230	EAST BANK TRACK IMPROVEMENTS	FP									\ \
C6240	LAUPT TRACKWORK	FP									\ \
C6250	LOS ANGELES RIVER BRIDGE	FP									\ \
C6260	BROADWAY CONNECTOR TRACKWORK	FP									\ \
C6270	TAYLOR YARD ACCESS UNDERPASS	FP									\ \
C6280	COAST & SAUGUS LINES FIBER OPTIC C	FP									\ \
C6290	CLAREMONT-SAN BERNARDINO TRACK	FP									\ \
C6300	SAN BERNARDINO LAYOVER	FP									\ \
C6310	MISSION TOWER REHABILITATION	FP									\ \
C6320	MONTCLAIR SIDING	FP									\ \
MS012	TRACK REPAIR	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS013	COMMUNICATIONS AND SIGNAL REPAIR	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS014	DERAILMENT RECOVERY SERVICES	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS015	EMERGENCY CONSTRUCTION SERVICE	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS016	CONSTRUCTION EQUIPMENT RENTAL	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS017	RIGHT-OF-WAY MAINTENANCE	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS018	RAIL FLAW DETECTION	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS019	ENVIRONMENTAL REMEDIATION	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS020	RAIL SURFAACE GRINDING	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \
MS021	FIELD ENGINEERING SERVICES	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \ MCGINLEY \

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
R60 Commuter Rail Program

Page: 2

UPDATE:02-Sep-92

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls L
MS022	ENGINEERING DESIGN SERVICES	T&M		07/28/92	07/29/92	08/05/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \MCGINLEY \
MS023	VEGETATION CONTROL	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \MCGINLEY \
MS024	ENVIRONMENTAL DOCUMENTS AND ST	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \MCGINLEY \
MS025	BRIDGE INSPECTION SERVICES	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \MCGINLEY \
MS026	TRACK GEOMETRY REPORTING	T&M		08/14/92	08/17/92	08/26/92	09/08/92	09/14/92		09/18/92	LOTTERMAN \MCGINLEY \
ST007	LAX-PALMDALE ADVANCED RAIL				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
ST008	LAX - PALMDALE ADVANCED RAIL\VALLE				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
ST009	SFV EAST - WEST ADVANCED RAIL				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \

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						2 Manuals Resubmitted for Final Approval	Oct 92

**METRO PASADENA PROJECT
AUGUST 1992 STATUS REPORT**

EXECUTIVE SUMMARY

Preliminary Engineering for the entire alignment continued during the month. Inspection of existing bridge structures commenced with a report on the L.A Bridge expected by month end September 1992. Design alternatives were prepared for the station at Union Station, for the alignment along Vignes Street, for Del Mar Station, and for Memorial Park Station. Presentations and meetings continue with Catellus and Ratkovitch (Union Station, Del Mar Station, Vignes Street alignment), Janss (Memorial Park Station), and LADOT to coordinate our activities and to maintain the best operational characteristics of the project.

As of month end August, Preliminary Engineering was 31% complete with a forecasted completion date of 3/97.

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: Neither the Cornfield Site, West Bank Site, nor the Taylor Yard have been environmentally cleared nor have the Area teams approved either location for the eventual yard site.

Action: The Area Teams will prepare an SEIR for the yard options.

Status: The draft SEIR will be presented to PMIC in September. If approved, the SEIR will be released for review.

Operational, cost, and schedule considerations have been prepared by the project team and a position paper is being written to report the findings to date. This paper will be submitted to the Area Teams to support the best candidate site.

Civic Center West Development

Concern: The Civic Center West Development, a portion of which will be constructed over the Santa Fe Right of Way is projected to begin construction by the third quarter of 1992. Approval by the City of funding one-half of the cost of performing grade separation preliminary engineering indicates their preference for this option-over an at grade alignment through Colorado Boulevard.

This differs markedly from the developers plans which are based on an at grade alignment. If grade separation became the eventual method of construction, Janss Development would have to dramatically change their structural design.

Action: The Pasadena Team continues to meet with Janss and to review plan check drawings. Fire Life Safety issues and ADA requirements have been reviewed and RCC recommendations to the developer have been delivered in writing.

Status: Several alternative station locations have been offered by the City of Pasadena. The RCC and EMC analyzed the proposed locations and found them to be unacceptable. The EIR station location (located directly within the proposed Janss development) remains the only site which is operationally viable for the project.

Santa Fe Right Of Way Access

Concern: Access to the Santa Fe Alignment east of the Los Angeles River is required by April 30, 1992 for surveying, potholing and other design control activities. Access for construction is required one year later (4/30/93). Failure to meet either date would result in a delay to the project.

Action: Representatives from the Project have reviewed schedule requirements with the Metrolink staff who are negotiating the purchase with ATSF. Efforts continue to explore alternate construction phasing in an effort to mitigate the effects of a slip to the access dates originally depicted in the Project Schedule.

Status: Preliminary agreements have been reached with Santa Fe regarding their abandonment of the Pasadena subdivision by January 1st, 1994. There are several outstanding issues which must be addressed prior to finalization of a Term Sheet.

Metrolink staff are investigating the potential to move Santa Fe traffic to the Union Pacific Line. Although the cost of the move is approximately the same as the Santa Fe refurbishment option, it is a lower risk alternative and it guarantees access to the ATSF Pasadena subdivision by 1/1/94. If it is determined that this option is feasible, it will be presented to the Santa Fe in September.

Catellus Interface At LAUPT

Concern: Location of the LRT terminus station at Union Station involves interface with Catellus Corporation. The alignment also crosses Catellus interests at Terminal Annex.

Action: RCC is to set up a meeting with Catellus and Ratkovitch to discuss the Pasadena Alignment and its potential interfaces with their proposed developments.

Status: Extensive design reviews were conducted during August to verify the LRT requirements along Vignes Street, interface with a proposed busway at Union Station, and other potential development interfaces. Monthly meetings continue, on an information only basis. LACTC leadership in resolving these issues is on-going with the project providing support as needed.

KEY ACTIVITIES - AUGUST

- Contract Unit Descriptions were submitted by the EMC on 8/31.
- EMC submitted a draft baseline project schedule for RCC review and comment on 8/11.
- Yard and Shops drawings were delivered by the EMC on 8/3. RCC and RTD review comments are expected by month end September.
- A Segmental Bridge construction approach was chosen by the EMC as the best alternative for the L.A. River Bridge construction. Constraints caused by access to the river bed during peak storm months negated a standard poured-in-place methodology.
- Notice for Letters of Interest for Final Design of the Pasadena Project were advertised in August. Pre-qualification meetings with prospective Section Designers are scheduled for early September.

KEY ACTIVITIES -PLANNED FOR SEPTEMBER

- EMC will finalize the Contract Unit Descriptions (CUD's) - 9/30.
- The EMC will present a bridge structure report on the existing L.A. River Bridge - 9/30.
- Yard and Shops drawings comments will be incorporated into the design package - 9/30.
- The environmental study for the Cornfield yard will be completed by 9/25.
- A Request For Qualification for a Systemwide project artist will be released in September.
- The SEIR for alternate maintenance yard locations and station changes will be submitted to PMIC for approval - 9/16.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 722
- Current Forecast 799

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 40%
 - Actual 31%

REAL ESTATE

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	39	39	0	0	0
LAST MONTH	39	39	0	0	0

AREAS OF CONCERN

NEW

There are no new areas of concern this reporting period.

ONGOING

Vehicle Delivery/Integrated Testing Conflict

Concern: The control line testing schedule has been affected by the January 16, 1992 termination of Contract P1900 (High Performance Transit Vehicles) and the creation of a new vehicle design criteria for procurement of Metro Green Line transit vehicles as specified in Contract P2000 (Rail Transit Vehicles). It appears that Metro Green Line vehicles will not be available for systems integrated testing. In addition, driverless vehicles will not be available for operation until 1996.

Action: Initial testing and revenue operations will utilize a manual system using Metro Blue Line vehicles. When automated, driverless prototype cars become available, automatic train control and systems integrated testing will be performed.

Status: Contract P2000 (Rail Transit Vehicles) will provide two prototype vehicles to be used for train control testing. This contract was advertised for bid on July 1, 1992.

Caltrans Permits

Concern: Caltrans encroachment permits are required for each contract working within Caltrans right-of-way.

Action: The full permits for Contracts C0600 (Century Trackwork Installation) and H1200 (Traction Power Supply Systems) were issued May 15 and June 12, 1992, respectively. The permit for Contract C0501 (Systems Facilities Sites) was issued on July 20, 1992; permits for Contracts H1100 (Automatic Train Control), and H1400 (Overhead Contact System) were both issued on June 4, 1992. The RCC is pending receipt of the permit for Contract C0610 (El Segundo Trackwork Installation) issued August 26, 1992.

Status: RCC will apply for additional and remaining contract permits as necessary. Contract H1300 (Signage and Graphics) is on hold so that ADA requirements may be incorporated in to the contract documents.

Caltrans Project CT046 (Vermont to Main)/Contract C0600 (Century Trackwork Installation) Access Date Conflict

Concern: Site access for Century trackwork installation scheduled May 1, 1992 will be withheld until the contract milestone is satisfied and construction is completed. Complete access is currently forecast for September 15, 1992.

Action: All work-arounds are being explored. The Caltrans contractor is being requested to control its schedule and the subcontractor's schedule. Partial access to allow the Contract C0600 contractor an opportunity to start work in small areas is being pursued. OKA has published a contractor's schedule for the remaining LRT work which is being used by OKA, Caltrans and the contractor to measure progress and forecast turnover dates.

Status: The Contract C0600 contractor will be given access to the structures as soon as they become available. The contractor's revised construction schedule has been initiated as part of the LRT facilities change order. The Caltrans contractor is working toward a completion date which coincides with information given to the Contract C0600 contractor.

Remedial Work: Caltrans Projects CT037 (La Cienega to Inglewood), CT044-1 (Santa Fe to Atlantic), CT046 (Vermont to Main) and CT047 (Atlantic to Garfield)

Concern: Documentation indicates that there are bent anchor bolts, incorrect anchor bolt sizes, lack of anchor bolt protection, lack of proper grounding, conduits not mandrelled and lack of continuity straps in the above Caltrans projects. The remedial work, if not completed in a timely manner, could impact the follow-on systems Contracts H1200 (Traction Power Supply System) and H1400 (Overhead Contact System).

Action: In Project CT044-1, the deficient items were given to Caltrans as part of the punch list requiring completion prior to LRT turnover. The Caltrans Resident Engineers on Projects CT037, CT046 and CT047 have been informed of the deficiencies.

Status: Correction of bent anchor bolts has been completed on Project CT047. Caltrans electrical personnel have been informed of the deficient grounding of OCS anchors and are to make appropriate corrections. The OCS anchor on Contract CT037 was removed and the guy anchor is to be replaced within the next few months. All corrections are to take place prior to final acceptance of the LRT facilities supplied by Caltrans.

RESOLVED No areas of concern were resolved this reporting period.

KEY ACTIVITIES – AUGUST

- Advertised Contract H0888 (Light Rail Radios) for bid.
- Issued Notice to Proceed to Mass Electric Construction Company for Contract H0900 (Safety and Security Communication Systems).
- Meetings continued with the Contract H1100 (Automatic Train Control) contractor, Union Switch & Signal, in support of an early segmental opening.

KEY ACTIVITIES – PLANNED FOR SEPTEMBER

- Advertise Contract H0901 (Platform Intrusion Detection System).
- Approve change order to Contract H0832 (Cable Transmission System).

O'BRIEN-KREITZBERG
RCC
Project: R23

RAIL CONSTRUCTION CORPORATION
METRO GREEN LINE - NORWALK/EL SEGUNDO
Project Cost by Element

Page: 1
Report Date: 09/08/92
Status Date: 08/25/92

[\$ x 000's]

Description		----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance [9-2]
		Original [1]	Current [2]	Period [3]	To Date [4]	Period [5]	To Date [6]	Period [7]	To Date [8]	Forecast [9]	
T	Construction	470,192	567,950	2,384	306,845	8,016	114,995	6,051	105,253	567,562	(387)
S	Professional Services	108,562	109,629	1,167	134,722	2,869	99,430	1,675	93,717	181,036	71,408
R	Real Estate	36,927	29,232	0	24,014	(76)	22,945	(75)	22,944	29,232	0
F	Utility/Agency Force Accounts	7,656	10,500	251	9,197	32	2,255	32	2,255	10,500	0
O	Special Programs	4,676	4,790	0	1,035	0	294	(3)	211	4,790	0
C	Contingency	59,613	14,100	0	0	0	0	0	0	20,198	6,098
A	Project Revenue	(16,626)	(13,798)	(5)	(8,674)	(5)	(584)	(5)	(584)	(13,949)	(151)
Project Grand Total :		671,000	722,402	3,797	467,139	10,836	239,335	7,674	223,796	799,369	76,967

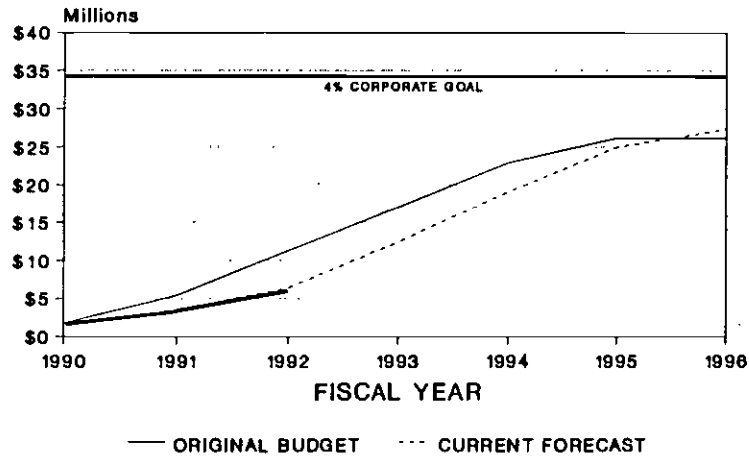
RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)

JULY 92

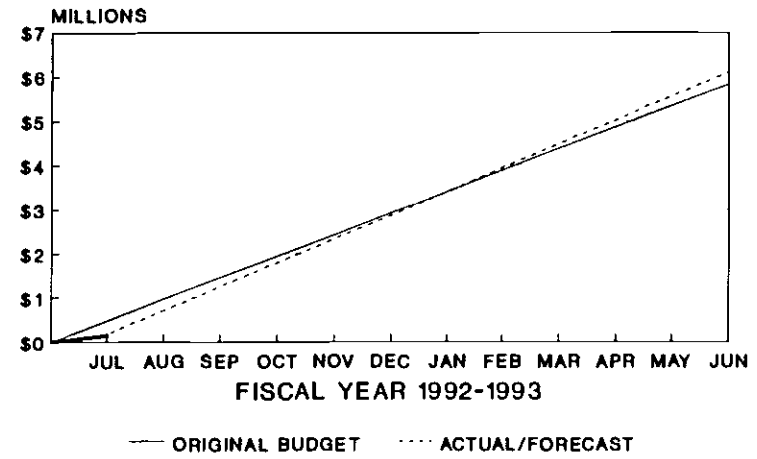
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
LACTC PROP C	\$590,683	\$189,700	\$258,207	44%	\$10,986	2%	\$10,986	2%
TOTAL	\$795,819	\$394,836	\$463,343	58%	\$216,122	27%	\$216,122	27%

AGENCY COST GREEN LINE



FISCAL 1993 AGENCY COSTS GREEN LINE



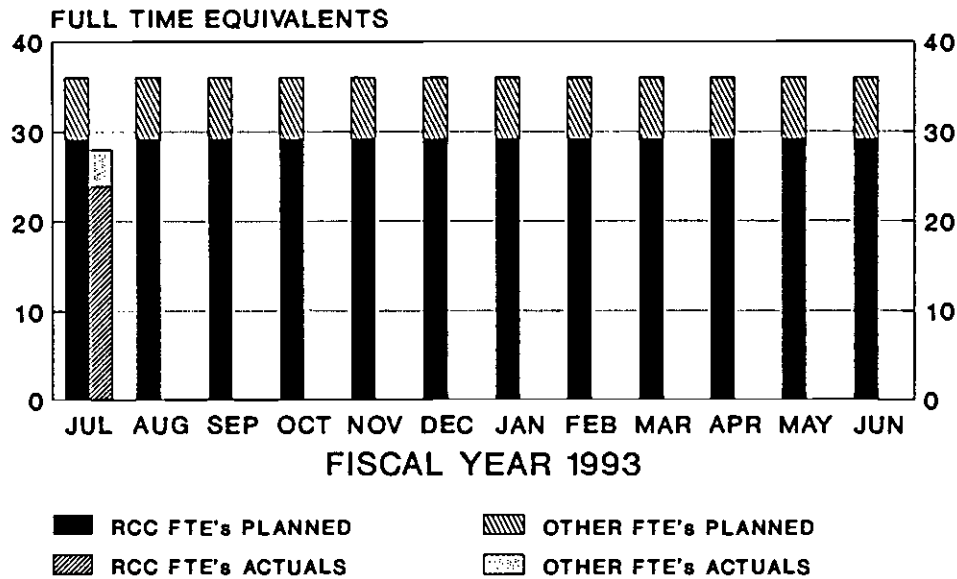
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$716,000
ORIGINAL BUDGET	\$ 26,189
BUDGET % OF TOTAL PROJECT	3.7%
CURRENT FORECAST	\$ 27,407
FORECAST % OF TOTAL PROJECT	3.8%
4% CORPORATE GOAL	\$ 28,640

FISCAL YEAR 1993 AGENCY COSTS GREEN LINE (\$000)

ORIGINAL BUDGET	\$5,833
FORECAST	\$6,099
ACTUAL \$ TO DATE	\$ 178

STAFFING PLAN VS. ACTUAL GREEN LINE

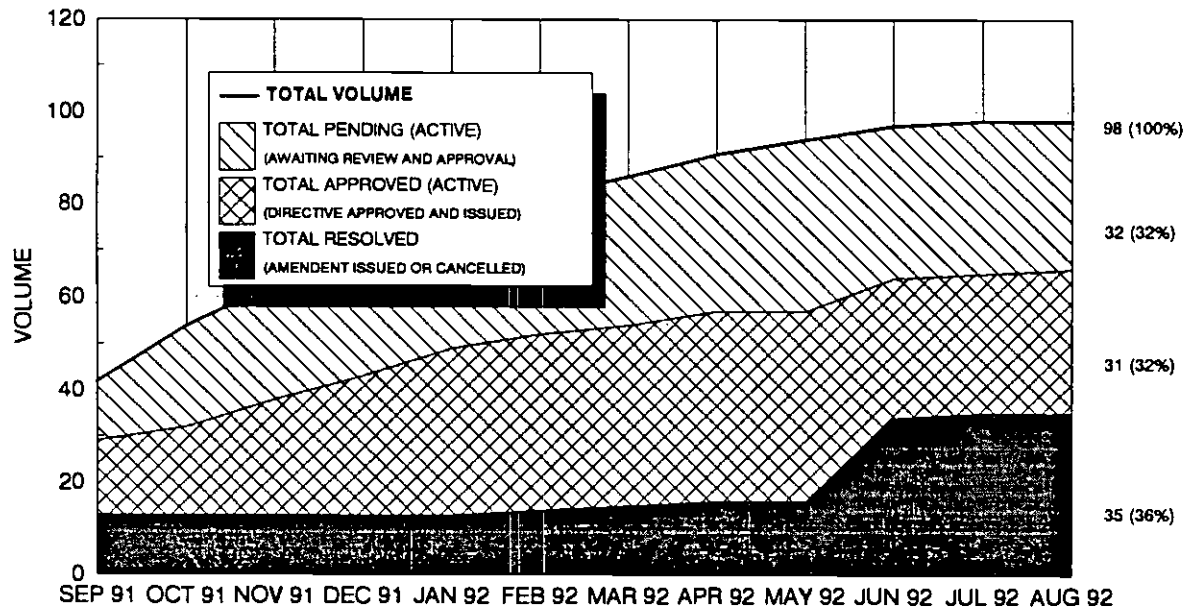


FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

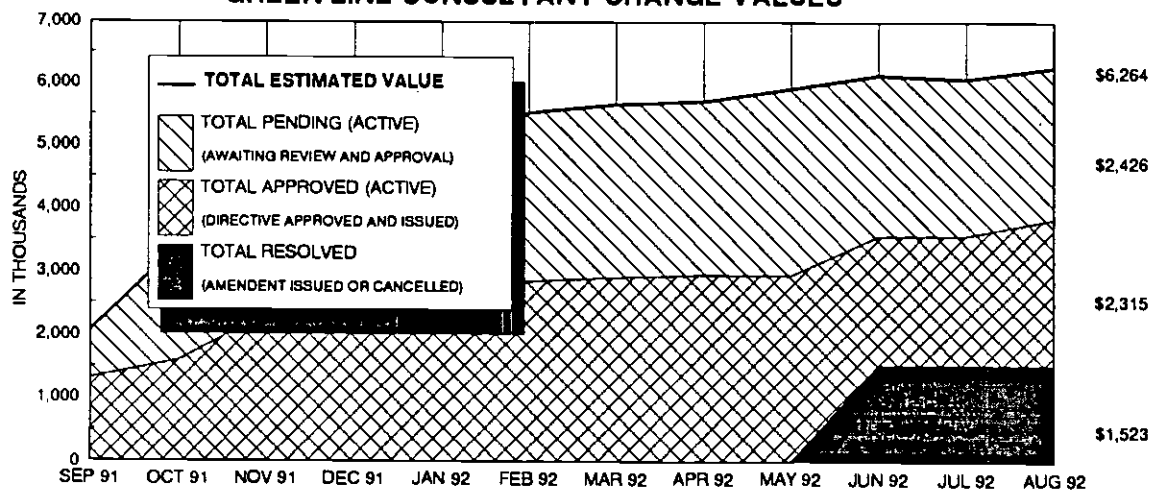
BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$ 37
RCC FTE's PLANNED	29
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	36
TOTAL FTE's ACTUAL	28

**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



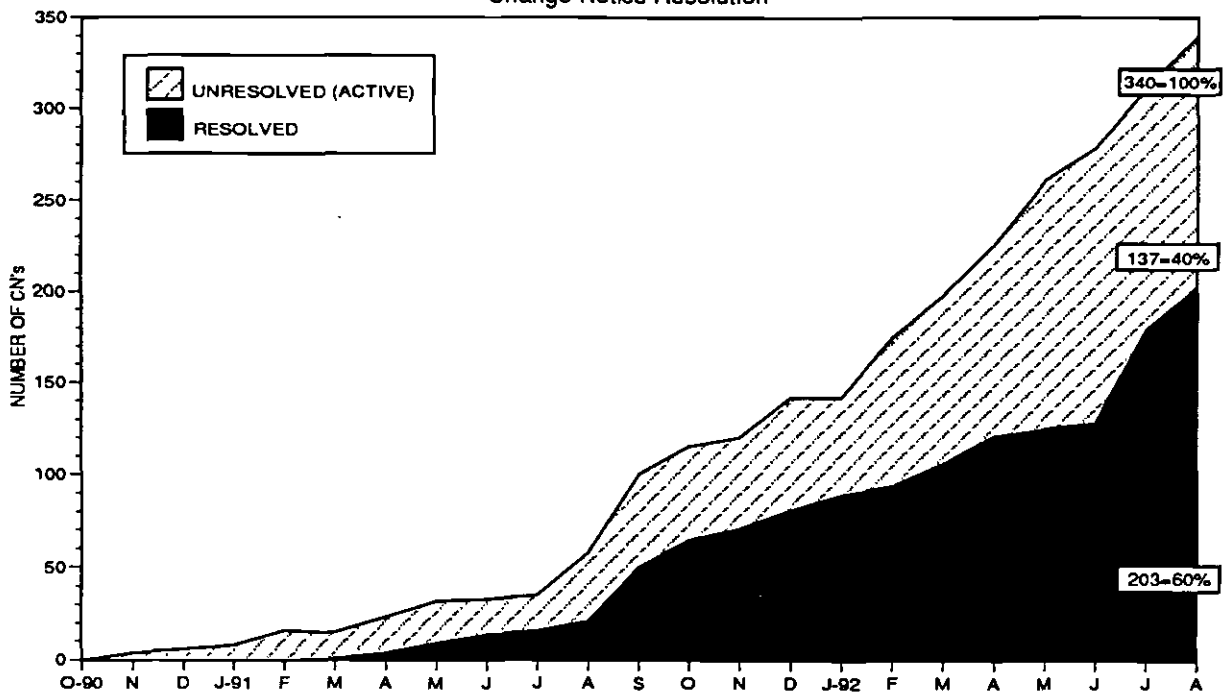
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	2	61	63
PERCENT	0%	0%	3%	97%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

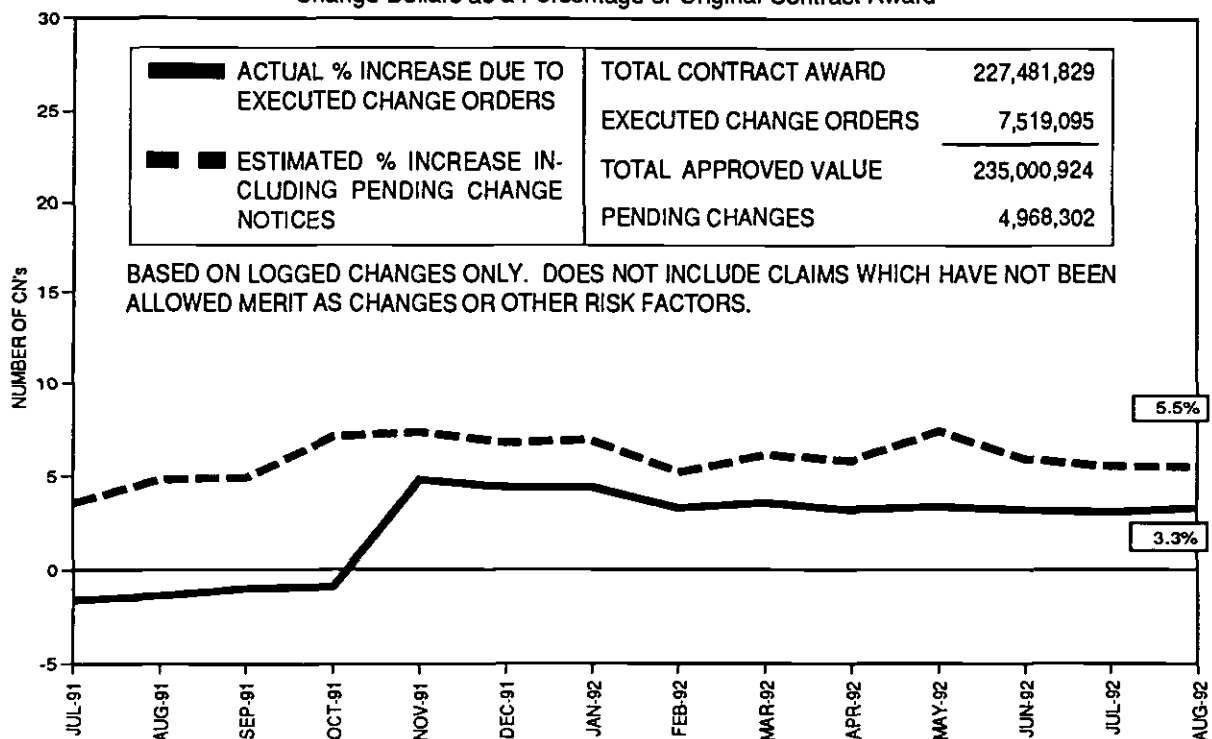
Change Notice Resolution



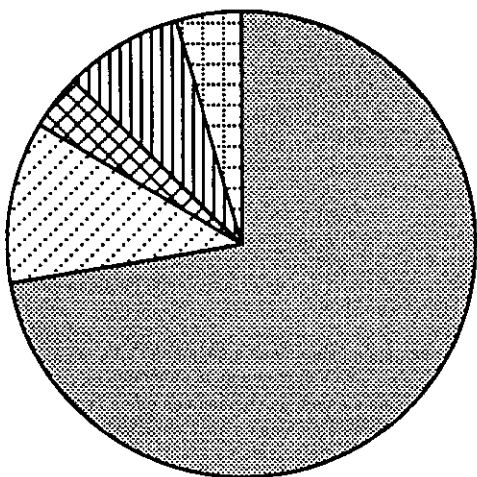
AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	54	21	9	53	137
PERCENT	40%	15%	6%	39%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Cost Level
 Executed Changes as of 8/28/92



CHANGE VOLUME
 BY CHANGE VALUE
 TOTAL AS OF 8/28/92 = 135

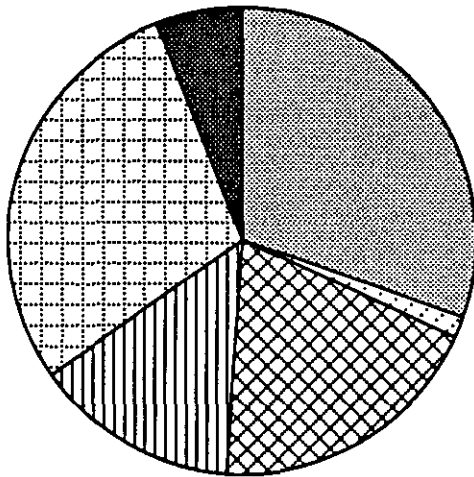
**CHANGE VOLUME
 ABSOLUTE VALUES**

97	71.85%		<25,000
15	11.11%		<50,000
16	11.85%		<200,000
6	4.44%		>200,000
1	.74%		>1,000,000

**CHANGE COST
 ABSOLUTE VALUES**

\$524,049.72		<25,000
\$235,160.68		<50,000
\$228,537.00		<200,000
\$1,338,195.00		>200,000
(\$594,847.11)		>1,000,000

CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 8/28/92



CHANGE BASIS VOLUME
 TOTAL 8/28/92 = 135

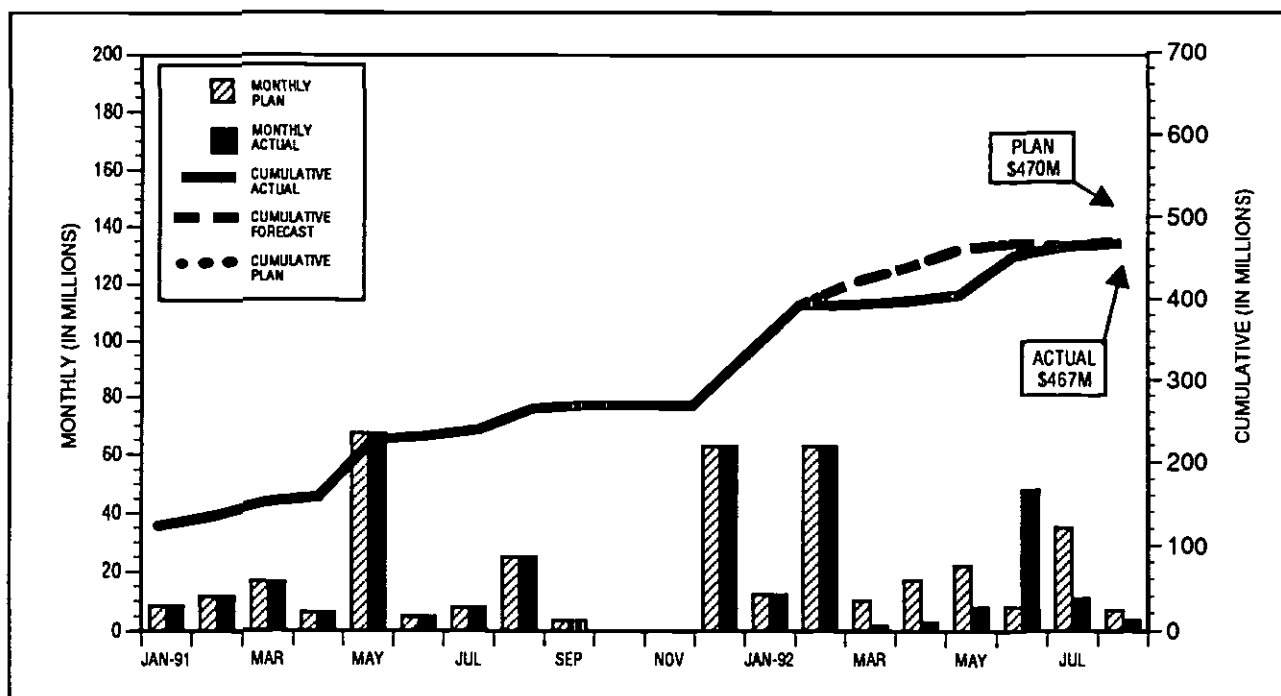
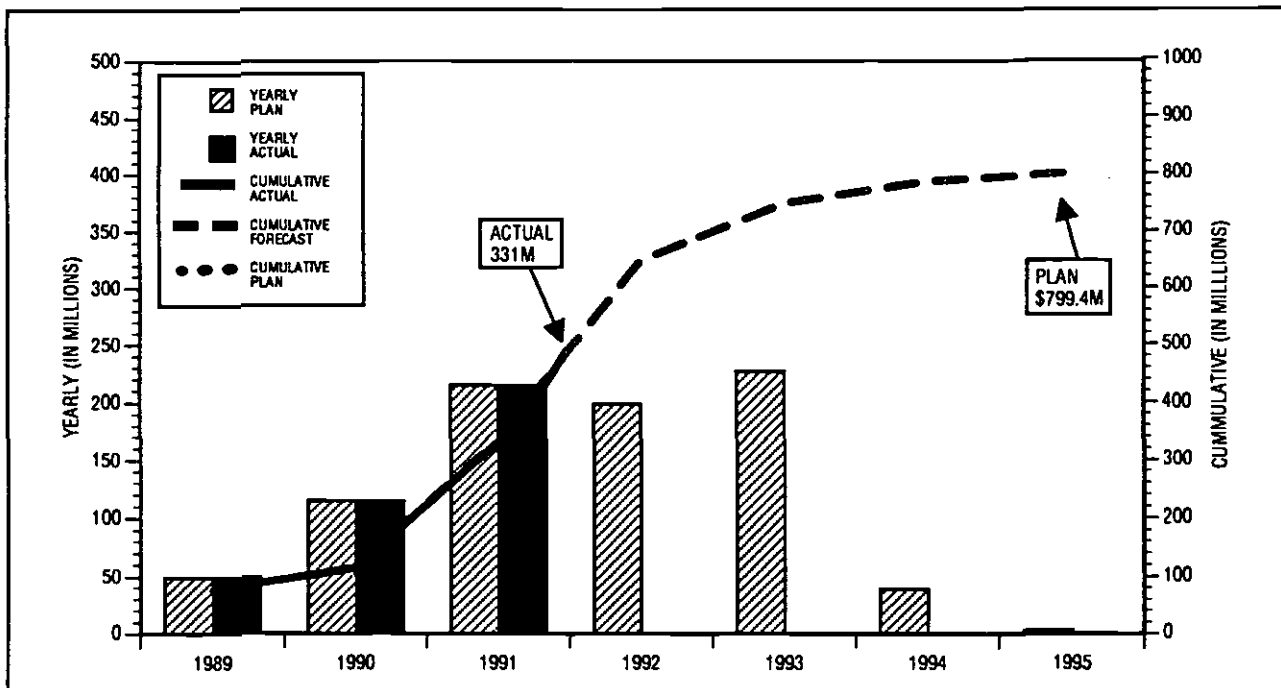
**CHANGE BASIS VOLUME
 ABSOLUTE VALUES**

41	30.37%		Work Scope Changes
2	1.48%		Schedule Changes
26	19.26%		Differing Conditions
19	14.07%		Administrative Changes
39	28.89%		Design Changes
8	5.93%		Other

**CHANGE BASIS COST
 ABSOLUTE VALUES**

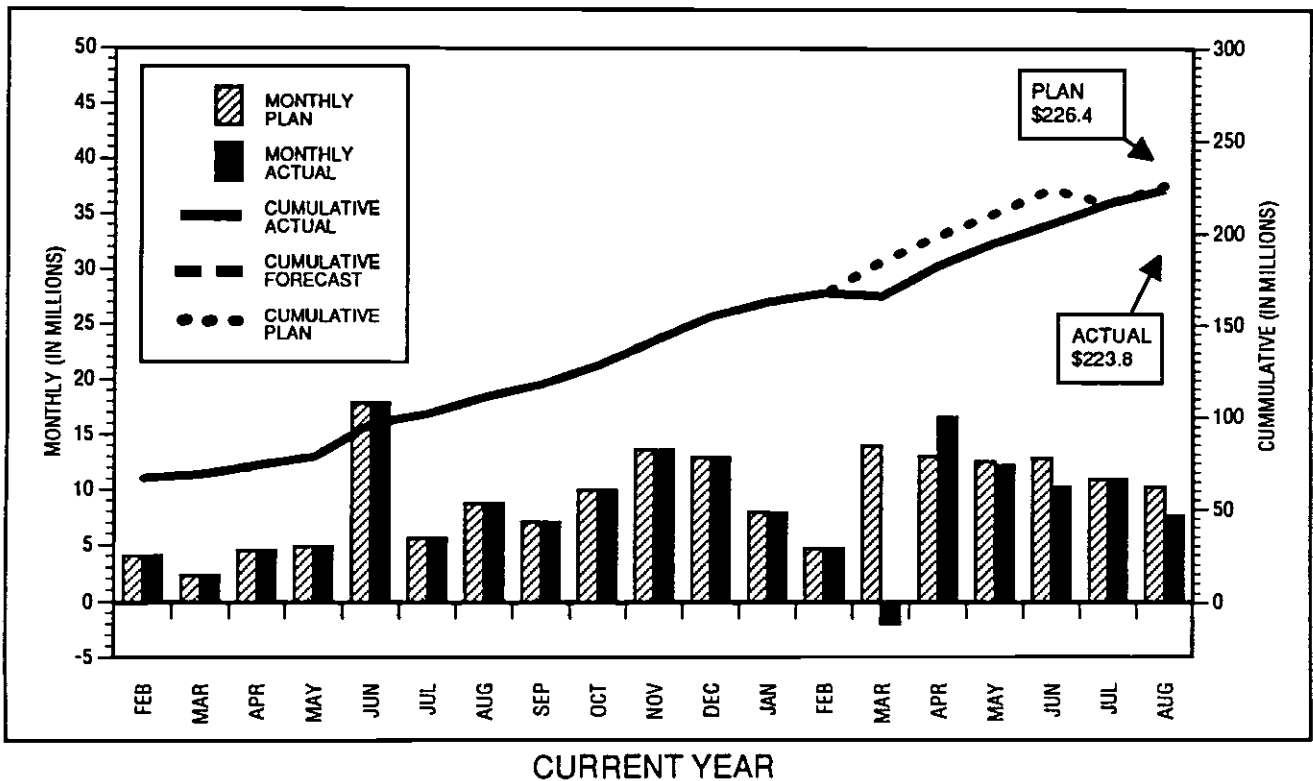
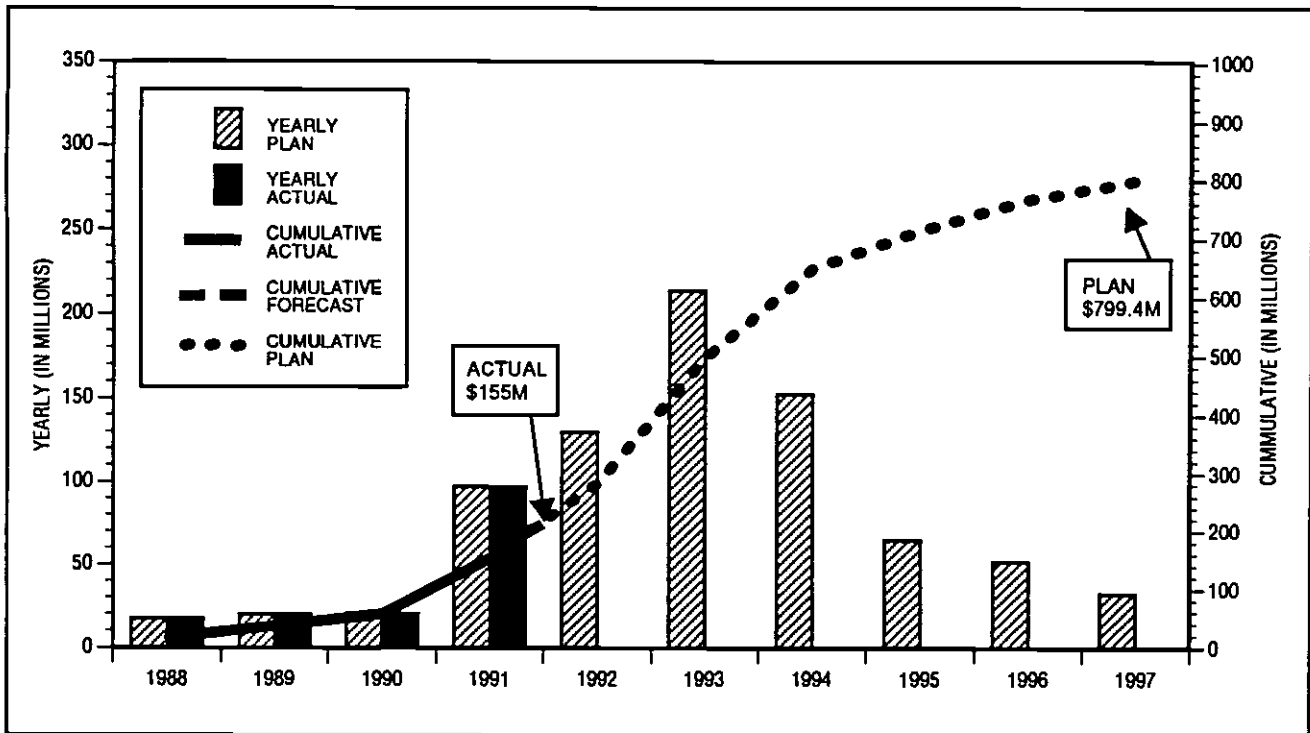
\$298,476.83		Work Scope Changes
\$10,685		Schedule Changes
\$6,468,251.94		Differing Conditions
\$151,774.29		Administrative Changes
(\$428,723.19)		Design Changes
\$1,018,630.42		Other

PROJECT COMMITMENTS

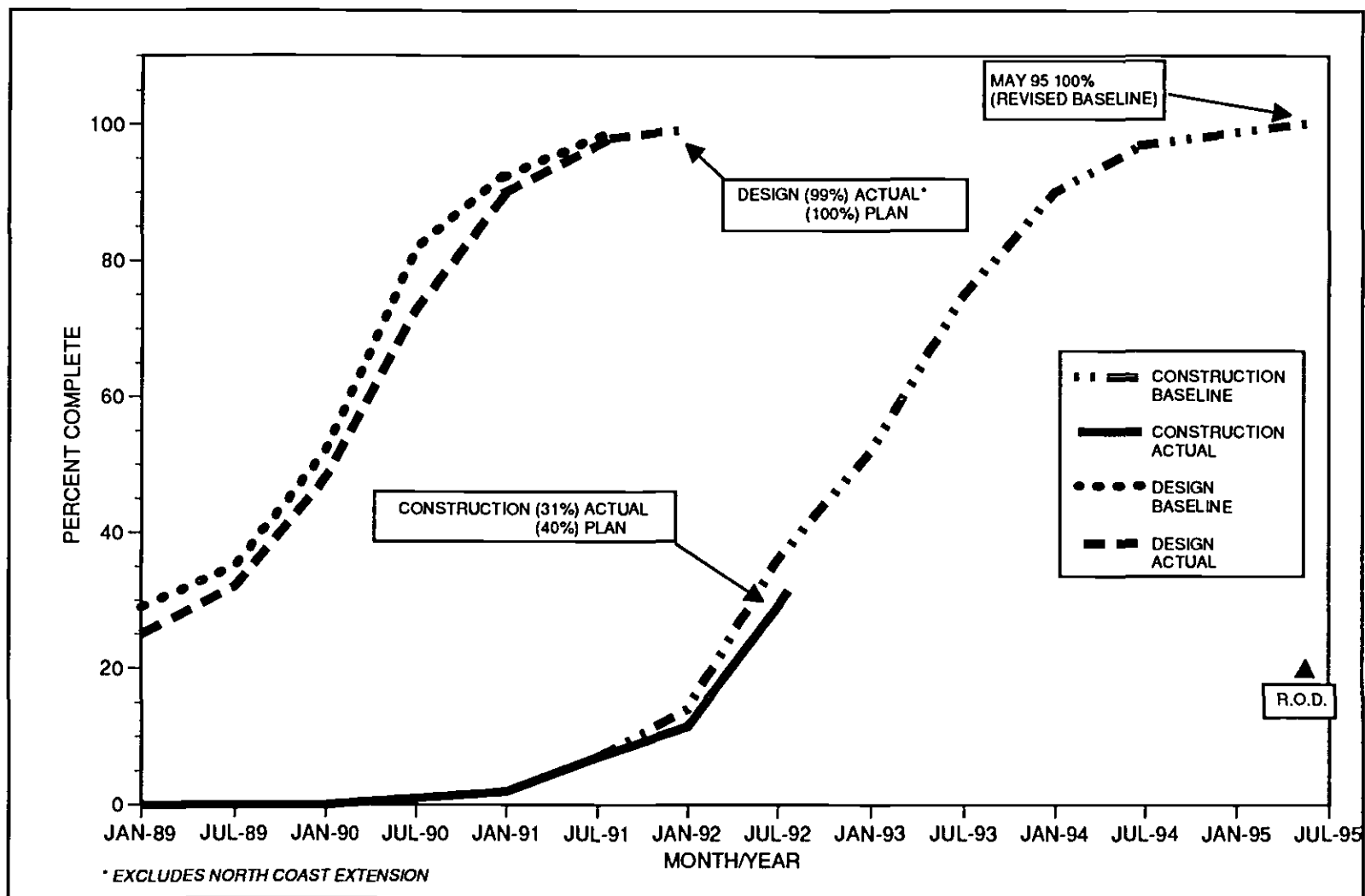


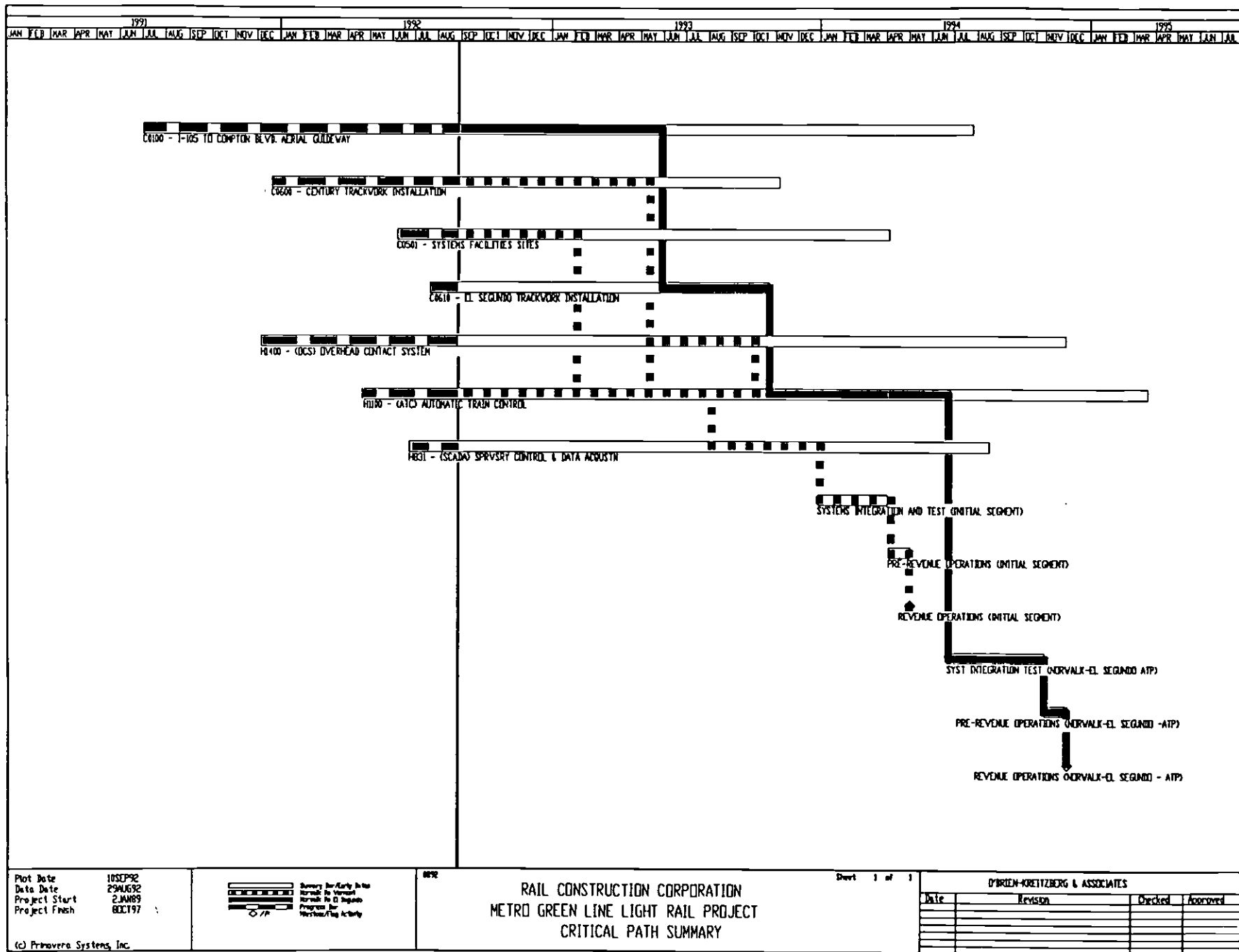
CURRENT YEAR

PROJECT CASH FLOW



PROGRESS SUMMARY





SAFETY GRAPHS UNDER REVISION

INVOICE PROCESSING

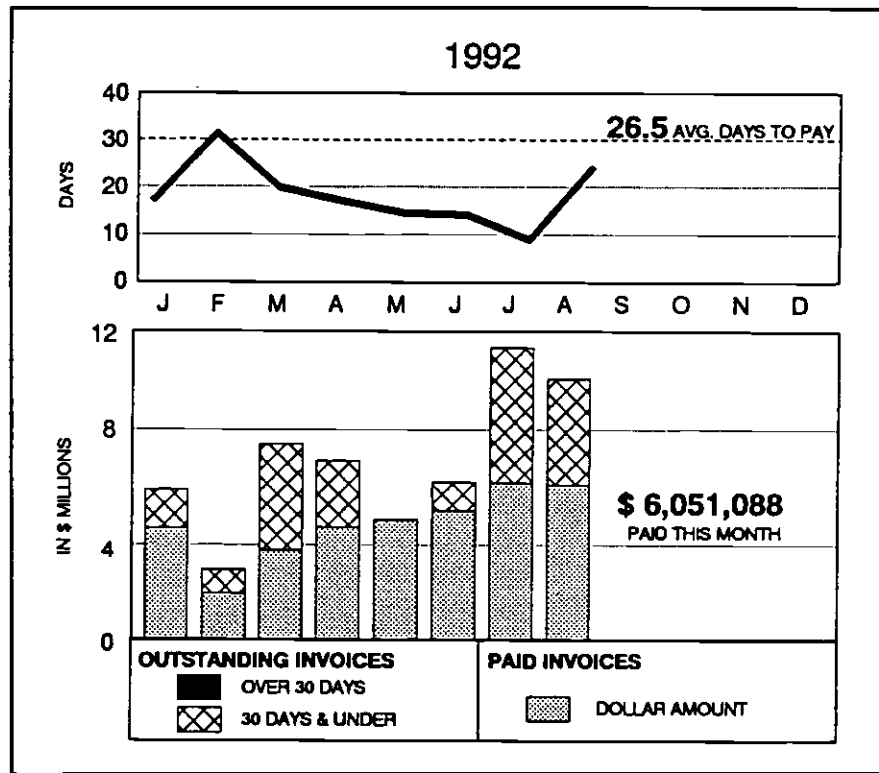
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 26.5 days.

- 15 invoices were paid for a total value of \$ 6,051,088.

- There were 17 outstanding Construction or Procurement invoices under 30 days old for \$ 4,122,326.

- There were no outstanding Construction or Procurement invoices over 30 days old.

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
APR 1992	5	2,580,289	0	0	16	5,242,814	9	88,784
MAY 1992	1	10,299	0	0	14	1,350,268	7	83,001
JUN 1992	3	1,116,012	0	0	7	1,406,962	7	88,545
JUL 1992	21	5,235,399	0	0	7	270,616	7	88,545
AUG 1992	17	4,122,326	0	0	17	3,808,673	9	197,650

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The August Construction Forecast increased primarily as a result of increases to Contract A640 for possible impacts due to Red Tag procedures, additional radiax requirements, and SCADA conformance to final operating requirements. Other increases occurred in Contracts A147/A157 due to tile remedial work in the station mezzanine areas, Contract A190 for additional Task Orders, and Contract A165 for settlement of the claim associated with resequencing the wall installation in the mezzanine area. These increases were partially offset because the Contract A143 forecast was reduced to equal the expended amount (this procurement contract is complete) and other smaller decreases.

SCHEDULE STATUS

- Current Revenue Operations Date March 1993
- Construction Progress - Plan* 96%
- Actual 96%
- The A640 contract schedule incorporating Fire & Emergency Management (F & EM) system re-configuration (CN 224) shows an expected finish date for interface testing of November 19, 1992. The ROD of March 1993 is supported and there are 33 days of total float in the Project Schedule.

* The plan was revised to reflect an August Forecast Value of approximately \$671 million, up from the February 1992 value of \$656 million. Increase to Contracts A136, A167, A640, and A710 were major contributors.

EXECUTIVE SUMMARY (CON'T)

SAFETY STATUS

- The main focus of current Safety activities is on the transition from a construction oriented work environment to an operational environment. In support of this effort 2,150 Project personnel have received Rail Activation Safety training. In addition, the Safety staff participates in weekly Resident Engineer's meetings and monthly progress meetings.

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, one parcel is in the final acquisition process.

RAIL ACTIVATION

The Rail Activation Group continued coordination and management activities related to systems integration, testing and commissioning activities for the Metro Red Line.

Activities

During August, the activities of the Rail Activation Group included the following:

- Ongoing review of training schedule and availability of associated materials.
- Began supplemental training program on operationally-required equipment not originally listed in Facility contracts.
- Change Orders have been assigned to A190 to support the transfer of maintenance responsibility to SCRTD following the completion of the training program.
- Completed facility training at Westlake Station.
- Supported acceptance testing and delivery of Breda vehicles 508 and 509.

EXECUTIVE SUMMARY (CON'T)

- Satisfactorily conducted two Emergency Response Drills in support of Revenue Operations: "Earthquake with loss of power and system evacuation" and "Flooding in the tunnel." One Emergency Response Drill was unsatisfactory and has been rescheduled.

Future activities will focus on:

- Continued support of delivery and testing of Breda passenger vehicles.
- Refinement of training plan to ensure support of Project requirements.
- Continued integration of Breda/BAH delivery, testing and training schedule into Project schedule.
- Provide planning for the safe conduct of Emergency Response Drills in accordance with Test Integration Schedule.
- Continue exercising Beneficial Occupancy, focusing on equipment, systems and subsystems necessary for train operations.
- Continue Preliminary Integrated Testing in support of train operations.
- Continue refinement of the Test Integration Schedule to achieve the earliest possible Revenue Operations Date (ROD).

AREAS OF CONCERN

ONGOING

Contract A640, Communications

Concern: LAPD Radio Requirements - Radio System Configuration (number of frequencies and interface) have been agreed to by LAPD/RCC.

Action: PB/DMJM has been requested to provide design documentation to A640.

AREAS OF CONCERN (CON'T)

Status: Meetings have been scheduled with LAPD. System interfaces are being finalized with the City of Los Angeles.

Contingency Drawdown Rate

Concern: The contingency drawdown is an ongoing concern to assure sufficient contingency remains through Project completion.

Action: Continue to monitor the Contingency Fund against the Project Estimate at Completion, identify and mitigate cost increases where possible and pursue backchargeable and betterment items to their final resolution.

Status: The Project Contingency is being closely monitored to assure adequate amounts remain through Project end. Current trends indicate a fairly steady monthly drawdown; Project Contingency will be sufficient if current trends continue.

Increase in Change Notice Backlog

Concern: The status of Change Notices and Cost Plus Change Notices related to Contract A136.

Action: "Open" unresolved issues associated with Change Notices and Cost-Plus Change Notices have been identified and forecast as to the maximum exposure. This data is updated on an ongoing basis. Additional staff has been assigned to reduce the backlog.

Status: "Claim Analysis," initial denial or identification of action to be resolved via Change Notice/Change Order process, has been completed for 20 of the 31 "Potential Claims (PCs)" for Contract A136. Initial review of all Change Orders and Change Notices are completed. Lump Sum bid packages have been developed and issued for efforts that were previously performed on a Cost-Plus basis. Finalization of costs open for Change Notices are underway for both CPCNs and CN proposals.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

May 1992, Spot Report #15

Concern: The spot report addresses four areas of concern that need SCRTD attention.

Action: SCRTD has responded to the spot report.

Status: The preliminary response from the FTA will be available at the next quarterly meeting.

May 1992, Grant Close-out Plan

Concern: SCRTD has not responded to Hill's December request to prepare a close-out plan for the grant.

Action: SCRTD should complete a grant close-out plan in conjunction with the RCC.

Status: The first draft of the plan has been distributed for comment.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - AUGUST

- Completed installation of SCADA central configuration at Contract A640, Communications.
- Beneficial Occupancy (with exceptions) for the Wilshire/Alvarado Station transferred to the Rail Activation Group.
- Completed all of the interior and exterior restoration work for the Roosevelt Building, Contract A167, 7th/Metro Station.
- Continued efforts toward certification and close-out by the Public Utilities Commission for Contracts A630, Traction Power Equipment; A631, Traction Power Installation; and A795, Uninterruptible Power Supply.
- Continued resolution of warranty and punchlist work at Contracts A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; and A187, Westlake/MacArthur Station.
- Initiated supplemental training for RTD staff in the operation and maintenance of facility equipment.
- Began safe braking distance brake calibration runs in the yard and tunnel using Miami vehicles, Contract A620, Automatic Train Control.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Continue close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station; A141, Line Section, Union Station to Pershing Square and Civic Center Station; A144, Water Treatment Plant Operation; A145, Pershing Square Station; A165, 7th/Metro Station; A610, Trackwork Installation; A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; A187, Wilshire/Alvarado Station.
- Continue support of Breda vehicle arrival and testing.
- Complete installation and testing for the Metro Red Line Station, Change Order, and close-out activities on Contract A136, Union Station.
- Complete testing and training for the wheel press element of the Wheel Truing Machine, Contract A732.
- Complete supplemental training for RTD staff.
- Transfer Beneficial Occupancy for Civic Center and Pershing Square Stations to the Rail Activation group.

RAIL CONSTRUCTION CORPORATION

PROJECT COST REPORT

COST BY ELEMENT

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

STATUS PERIOD: AUGUST 1, 1992 TO AUGUST 28, 1992

STATUS DATE : AUGUST 28, 1992

UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		* EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3) (12)
			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	696,158	0	751,972	3,424	772,837	0	718,608	0	712,041	840	809,132	57,160
S	PROFESSIONAL SERVICES	397,755	0	461,930	262	451,894	0	436,973	0	436,973	0	457,925	(4,005)
R	REAL ESTATE	90,894	0	139,820	0	126,237	0	126,237	(1,241)	124,996	0	139,679	(141)
F	UTILITY RELOCATIONS	10,920	0	12,140	0	12,018	0	8,702	0	8,702	0	12,018	(122)
O	SPECIAL PROGRAMS	948	0	948	0	847	0	601	0	601	0	924	(24)
C	PROJECT CONTINGENCY	53,225	0	83,209	0	0	0	0	0	0	(840)	30,341	(52,868)
A	PROJECT REVENUE	0	0	0	0	0	0	0	1,241	0	0	0	0
PROJECT GRAND TOTAL		1,249,900	0	1,450,019	3,686	1,363,833	0	1,291,121	0	1,283,313	0	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

* ZERO PERIOD EXPENDITURES DUE TO CHANGE IN REPORTING PROCEDURES

RAIL CONSTRUCTION CORPORATION

METRO RAIL PROJECT SEGMENT 1

(IN THOUSAND OF DOLLARS)

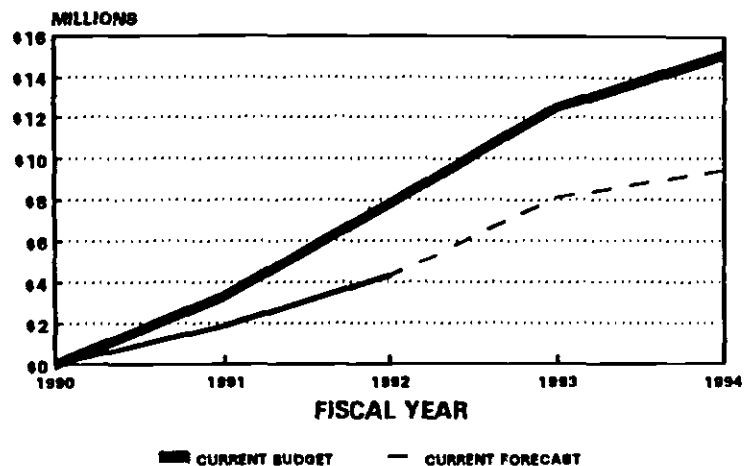
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$594,201	98%	\$573,983	95%	\$564,566	93%
FTA-SECTION 9	\$90,584	\$90,584	\$87,610	97%	\$88,510	96%	\$79,290	88%
STATE	\$213,076	\$214,016	\$210,063	99%	\$189,183	89%	\$209,213	98%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$172,291	98%	\$167,564	95%
CITY OF L.A.	\$34,000	\$34,000	\$32,348	95%	\$31,706	93%	\$29,508	87%
BENEFIT ASSESS.	\$130,300	\$19,082	\$125,282	96%	\$125,282	96%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$134,680	67%	\$82,053	41%	\$82,053	41%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$106,200	
TOTAL	\$1,450,019	\$1,173,501	\$1,359,884	94%	\$1,261,008	87%	\$1,257,476	87%

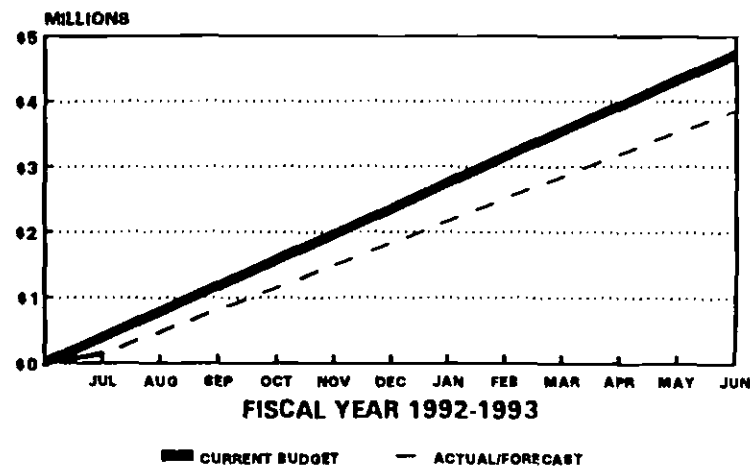
NOTES:

- (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 SCRTD and LACTC
- * Fund available are computed on a cumulative basis.

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1993 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 *	\$9,436

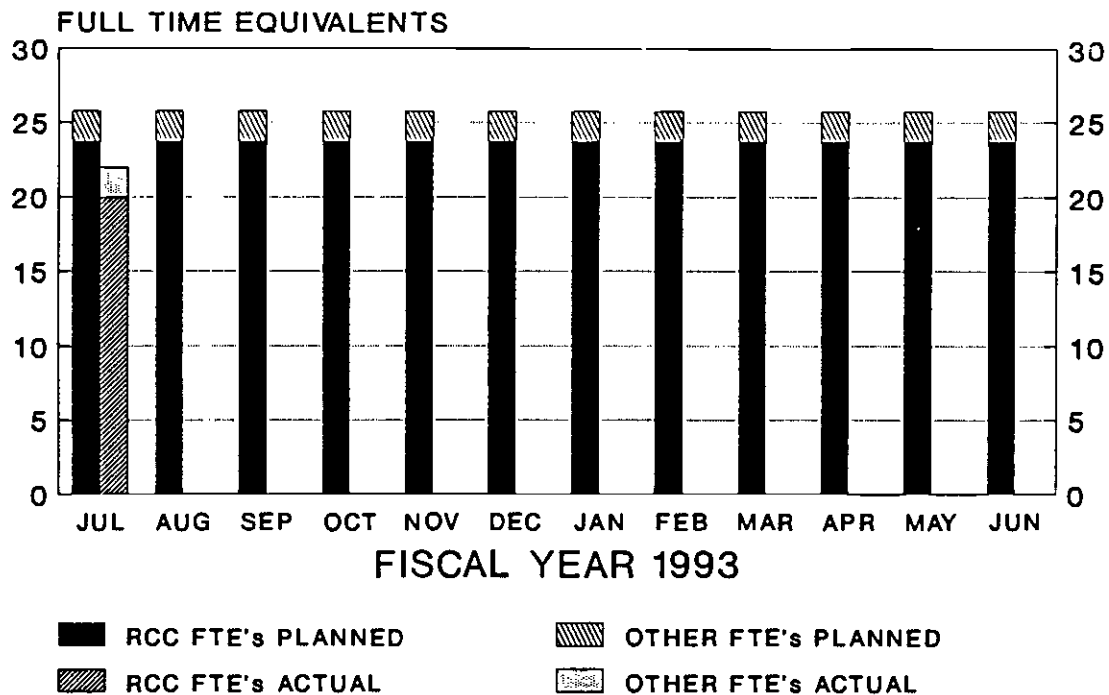
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

CURRENT BUDGET	\$4,722
CURRENT FORECAST	\$3,866
ACTUAL TO DATE	\$ 141

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



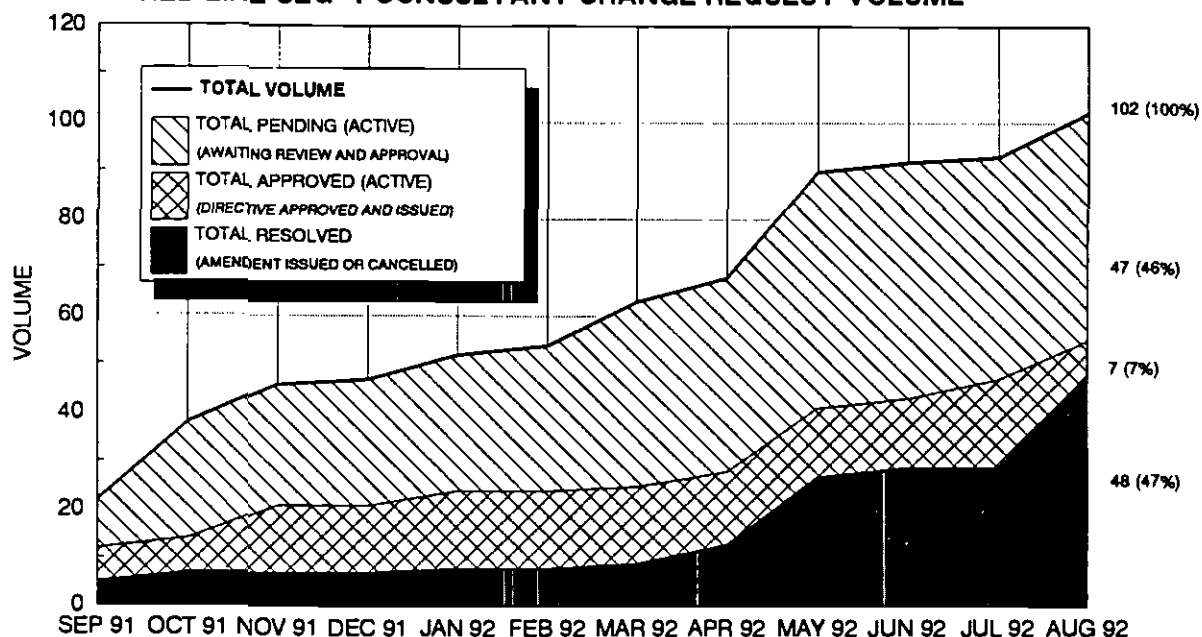
FY'93 Budget

RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$43
ACTUAL WAGE RATE (\$/HOUR)	\$38
RCC FTE's PLANNED	24
RCC FTE's ACTUAL	20
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	26
TOTAL FTE's ACTUAL	22

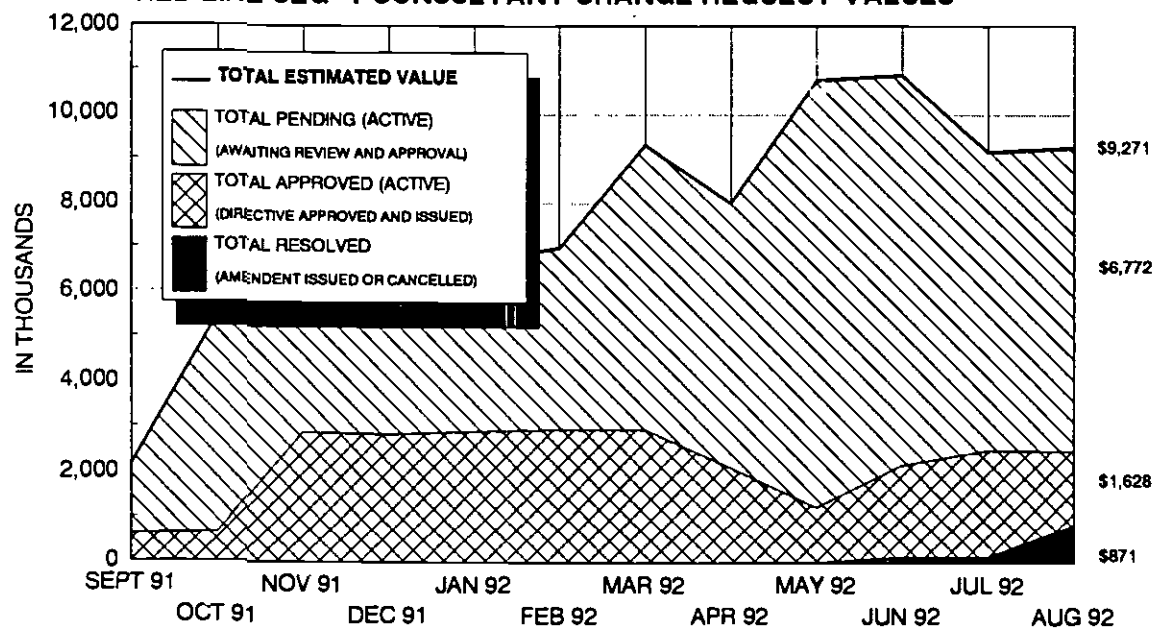
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VOLUME**



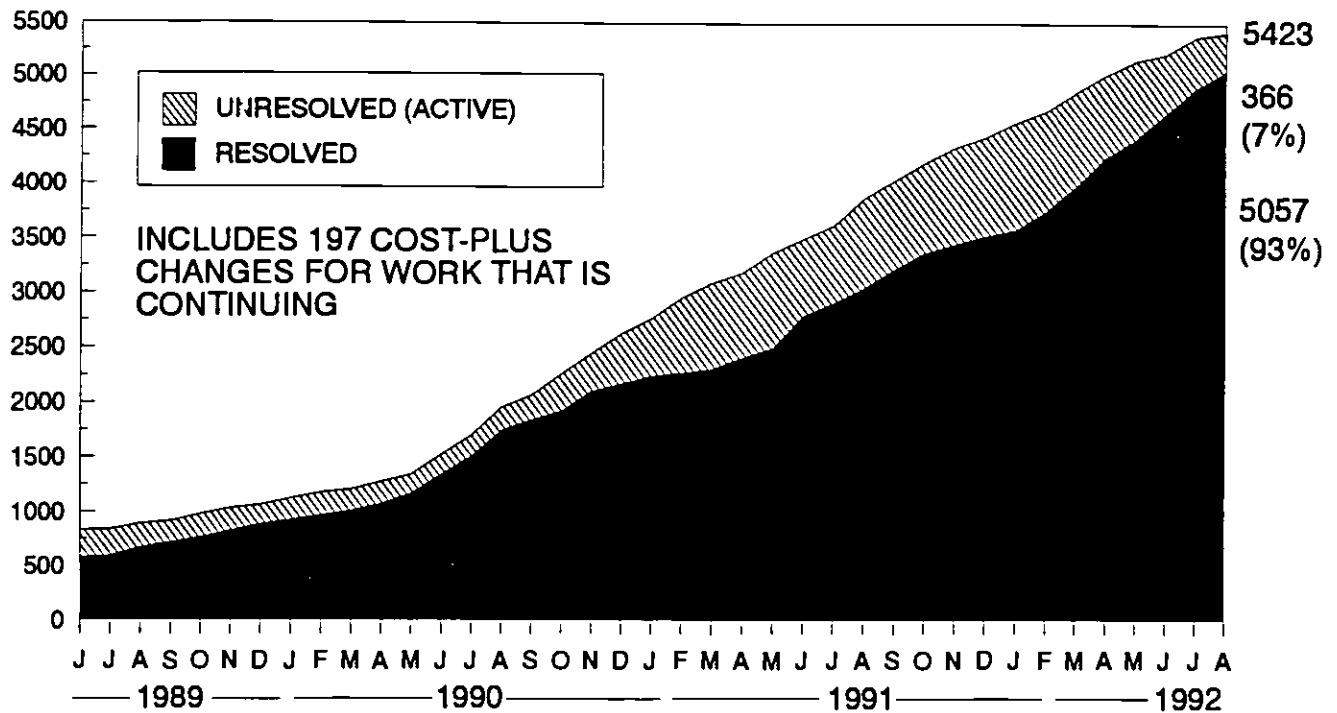
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	6	2	43	54
PERCENT	5%	11%	4%	80%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VALUES**



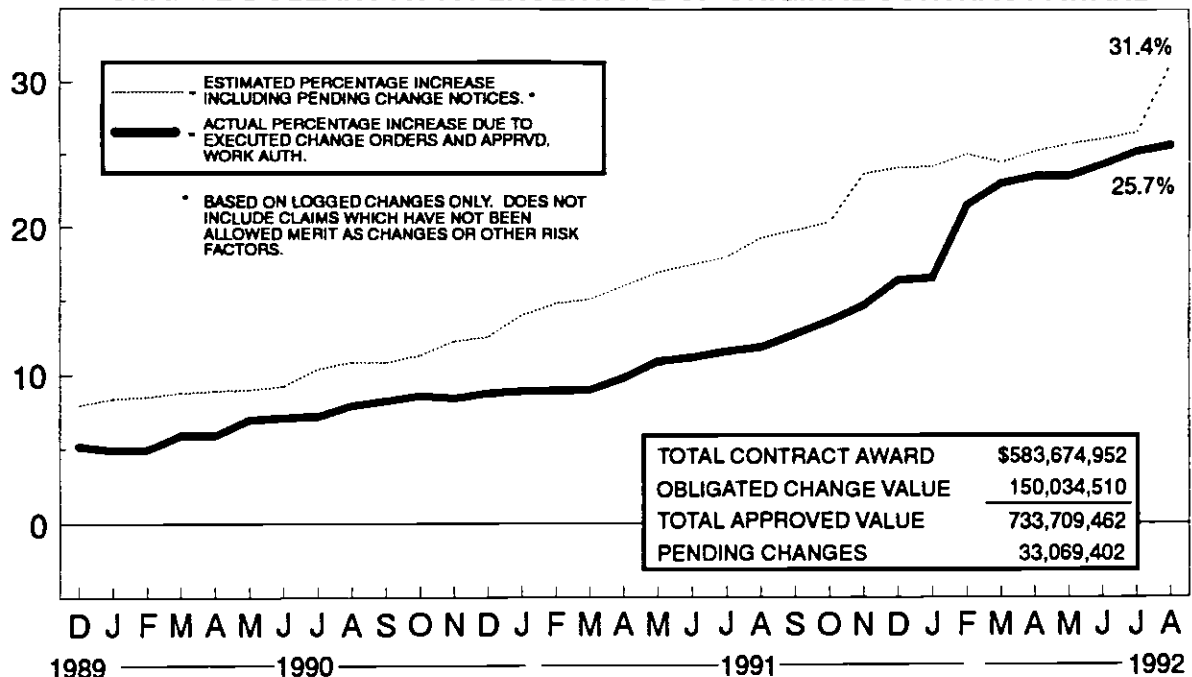
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



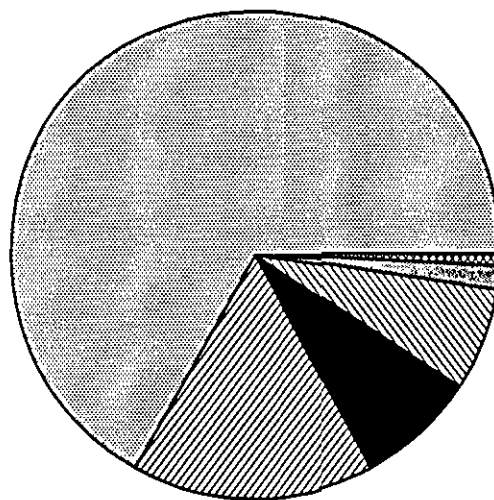
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	64	25	27	250	366
PERCENT	17%	7%	8%	68%	100%

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



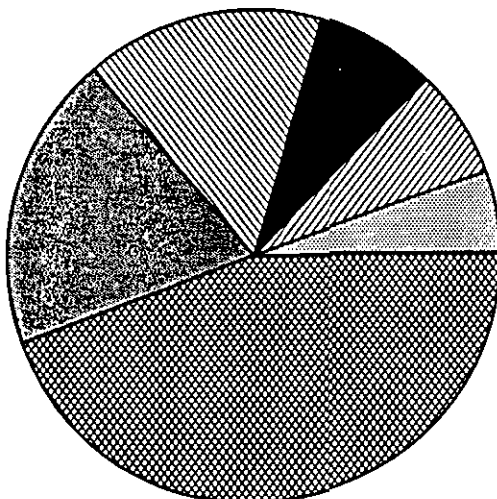
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 08/28/92



CHANGE VOLUME
TOTAL VOLUME: 4241 CN'S

ABSOLUTE VALUES

2832	66.8%		< \$10,000
679	16.0%		< \$25,000
339	8.0%		< \$50,000
289	6.8%		< \$200,000
68	1.6%		> \$200,000
34	0.8%		> \$1,000,000

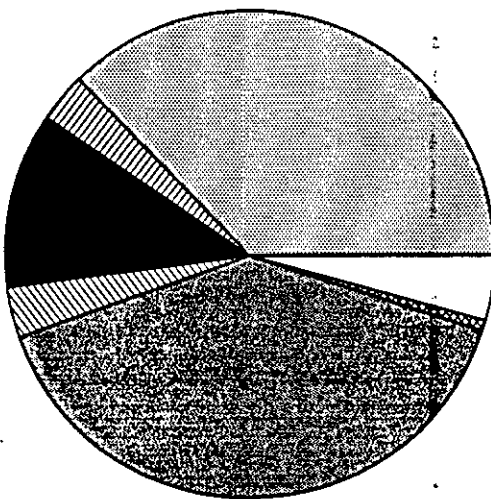


CHANGE COST
TOTAL COST: \$141,077,451








\$7,484,709	5.4%		< \$10,000
\$9,996,237	7.1%		< \$25,000
\$11,348,964	8.0%		< \$50,000
\$22,181,957	15.7%		< \$200,000
\$27,523,747	19.5%		> \$200,000
\$62,541,837	44.3%		> \$1,000,000

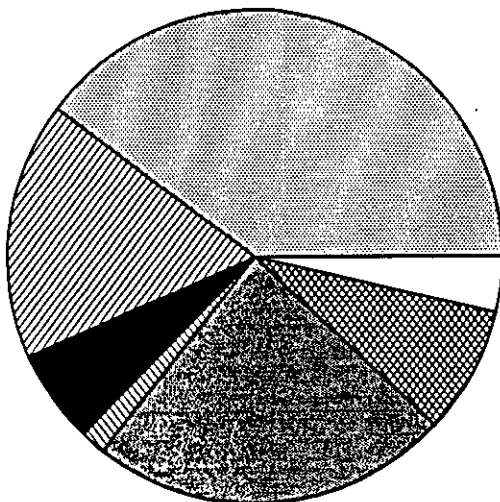
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 08/28/92**










CHANGE BASIS VOLUME
TOTAL VOLUME: 4241 CN'S (2397 CO'S)

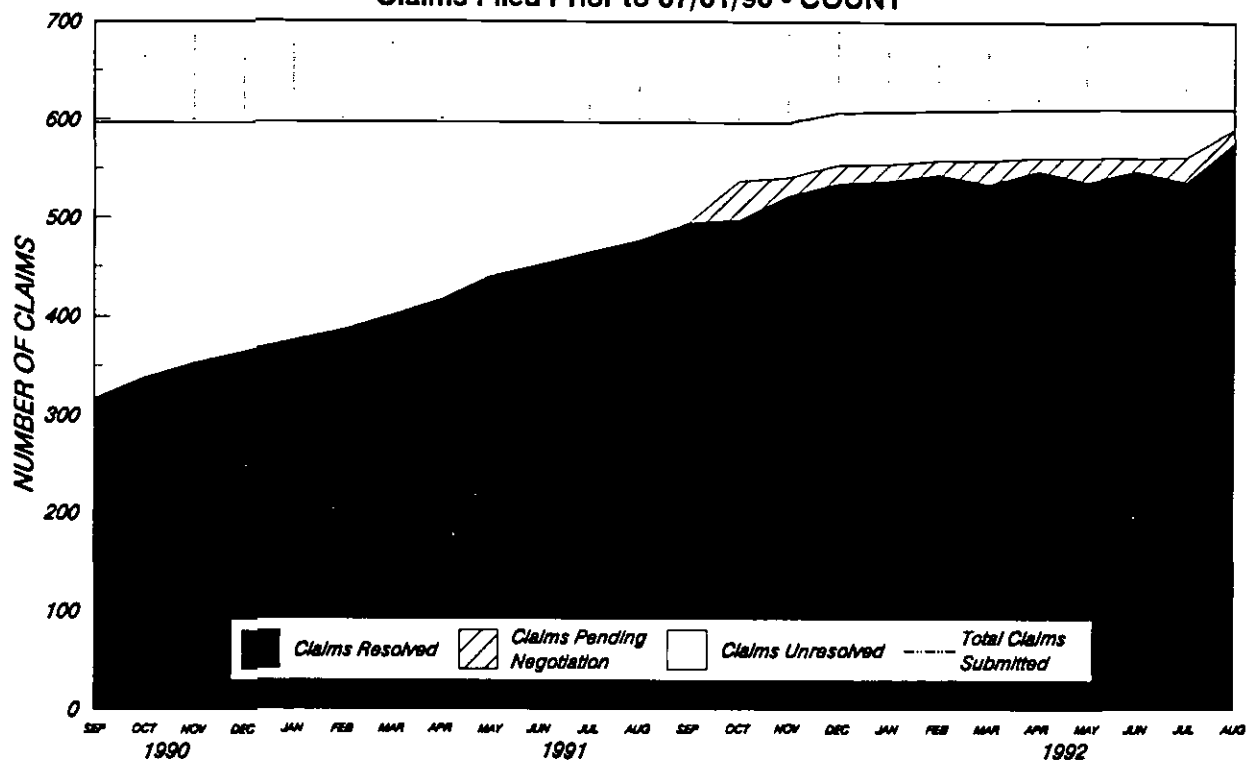
1580	37.3%		WORK SCOPE CHANGES
141	3.3%		SCHEDULE CHANGES
495	11.7%		DIFFERING CONDITIONS
146	3.4%		ADMINISTRATIVE
1680	39.6%		DESIGN CHANGES
31	0.7%		MANAGEMENT ISSUES
168	4.0%		UNASSIGNED



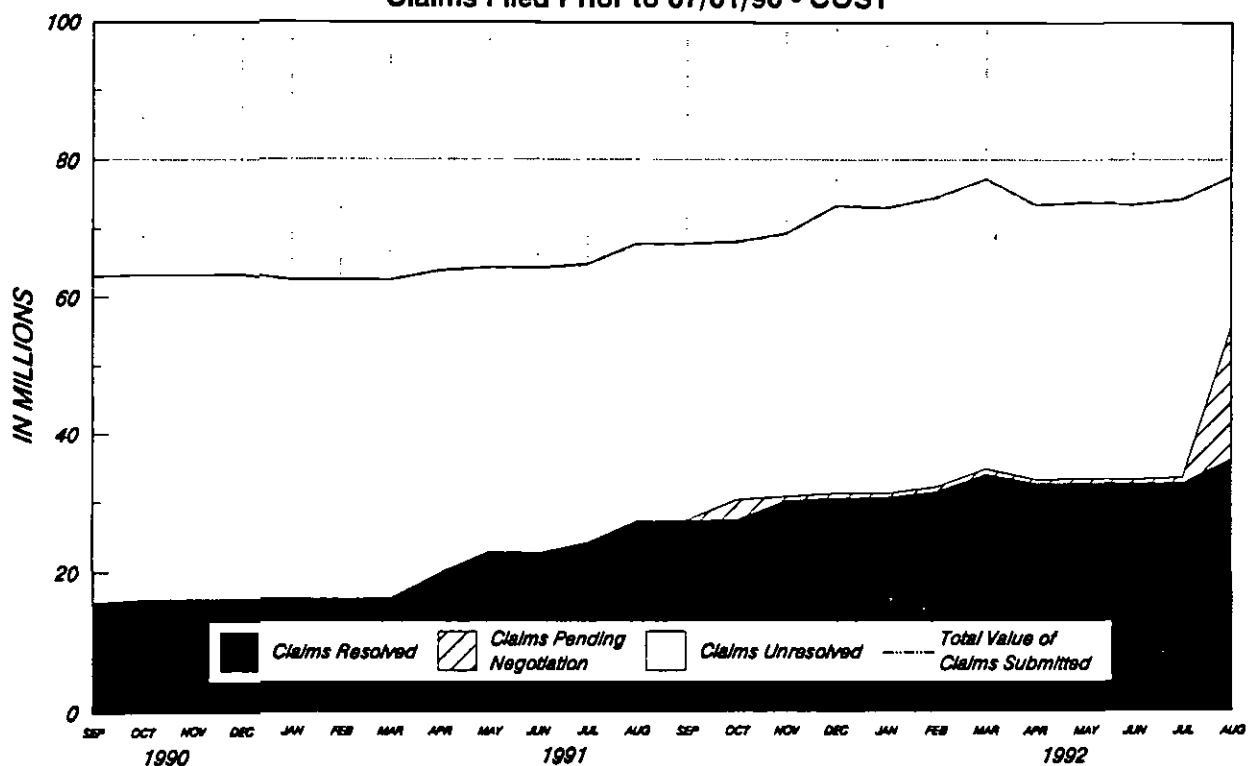
CHANGE BASIS COST
TOTAL COST: \$141,077,451

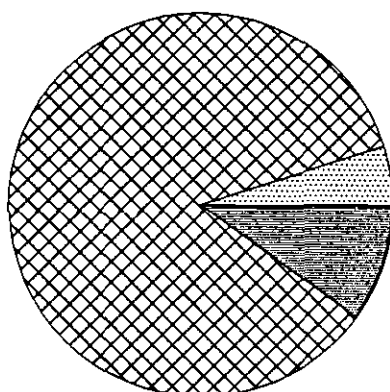
\$55,922,602	39.6%		WORK SCOPE CHANGES
\$23,830,608	16.9%		SCHEDULE CHANGES
\$8,824,756	6.3%		DIFFERING CONDITIONS
\$2,304,448	1.6%		ADMINISTRATIVE
\$33,124,603	23.5%		DESIGN CHANGES
\$11,862,698	8.4%		MANAGEMENT ISSUES
\$5,207,736	3.7%		UNASSIGNED

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Claims Filed Prior to 07/01/90 - COUNT



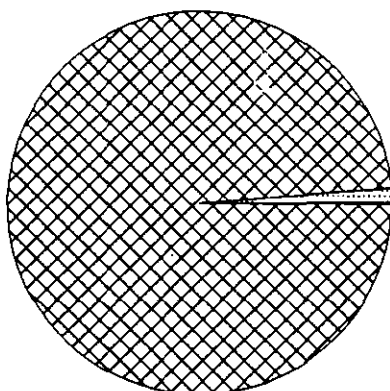
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Claims Filed Prior to 07/01/90 - COST



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed Prior to 07/01/90 as of 08/28/92**

COUNT
TOTAL = 20

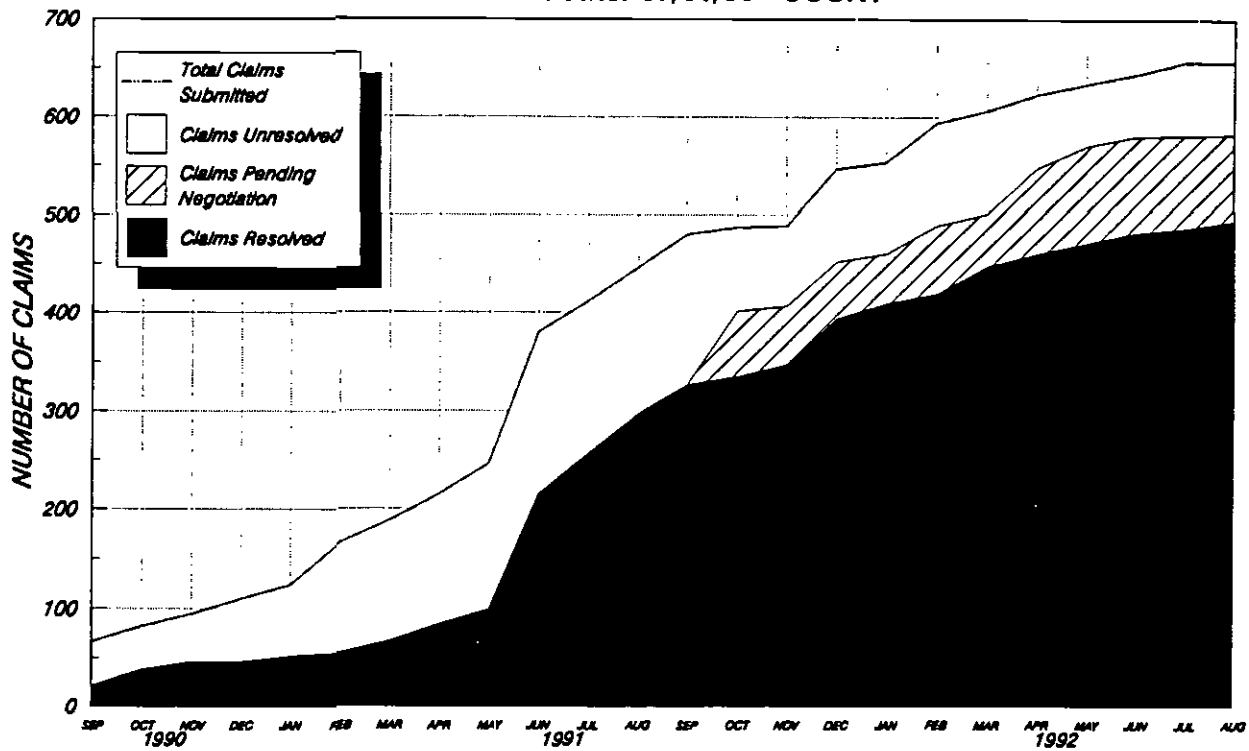
0	0.0%		Litigation
0	0.0%		Closed
1	5.0%		Rejected
17	85.0%		Pending Merit
2	10.0%		In Dispute



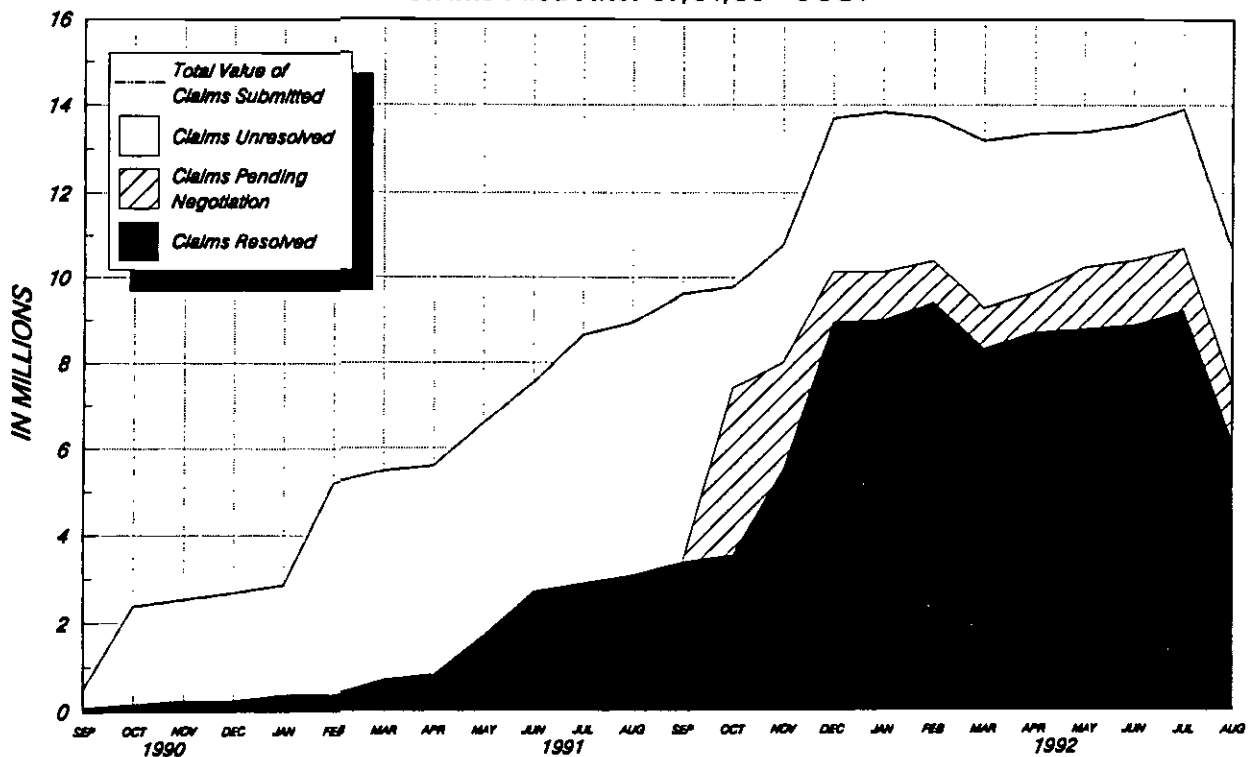
COST
TOTAL = \$22,003,816

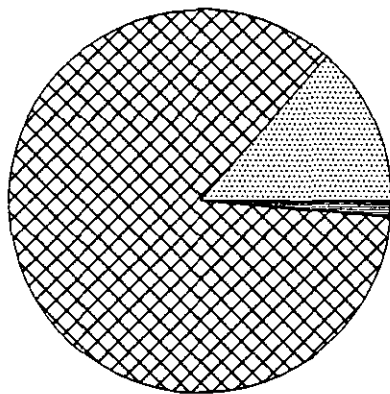
\$0	0.0%		Litigation
\$0	0.0%		Closed
\$272,774	1.2%		Rejected
\$21,707,716	98.7%		Pending Merit
\$23,325	0.1%		In Dispute

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COUNT

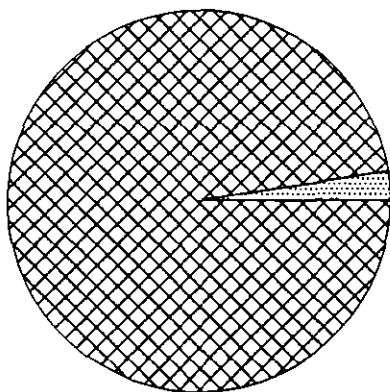


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COST

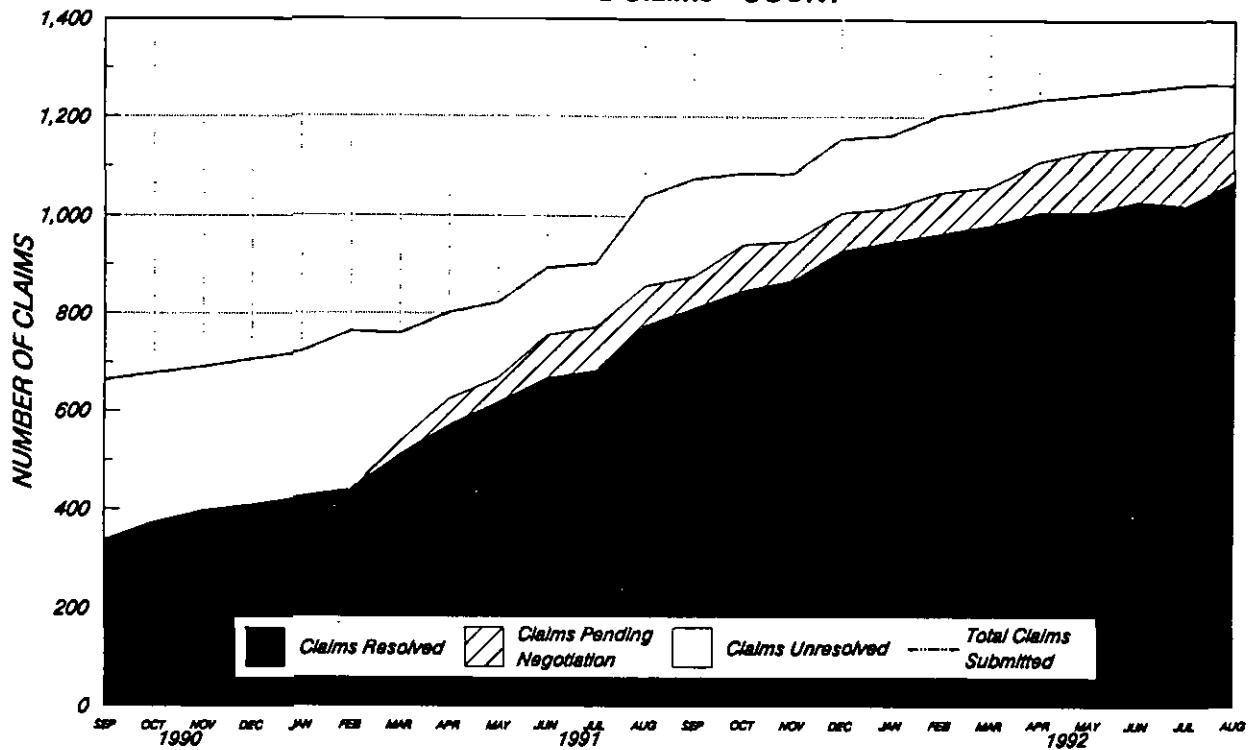
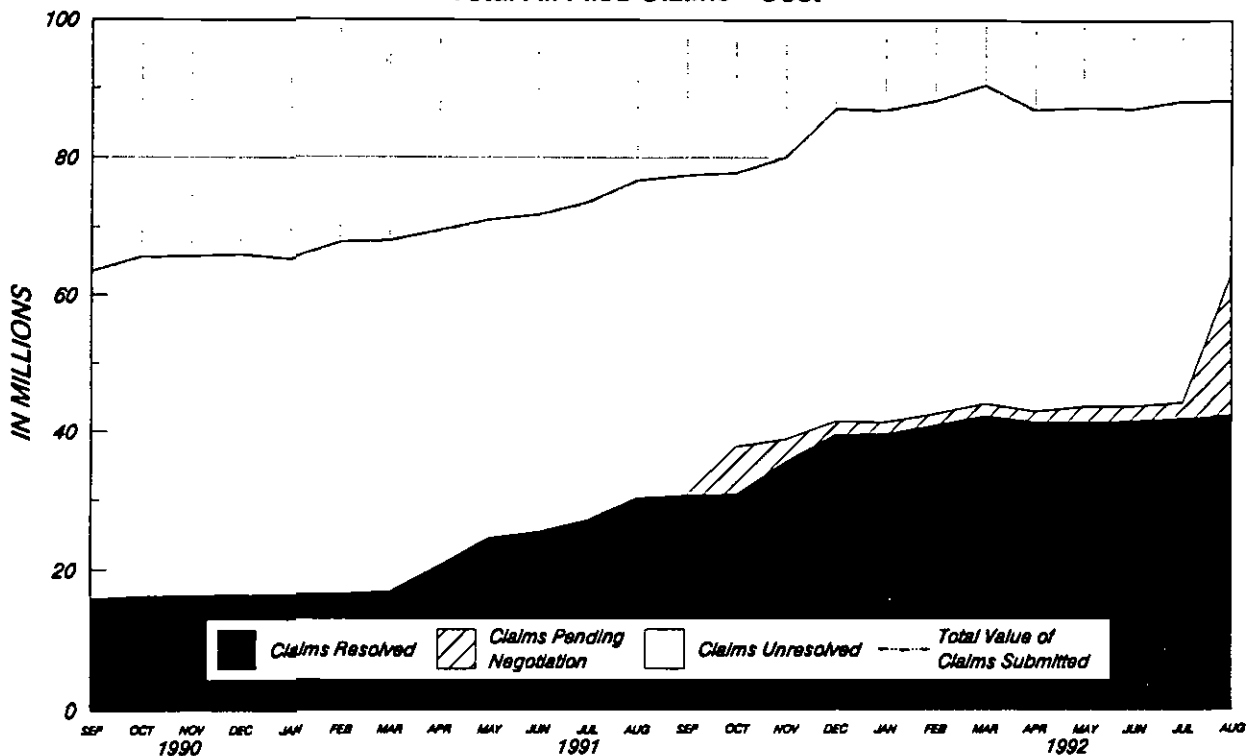


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 08/28/92**

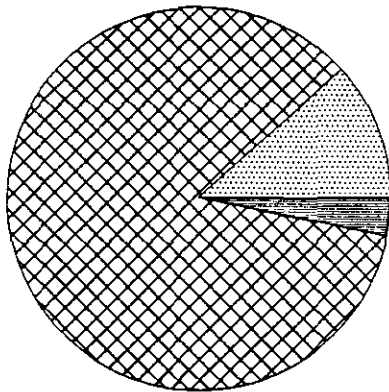
COUNT
TOTAL = 74



COST
TOTAL = \$3,195,120

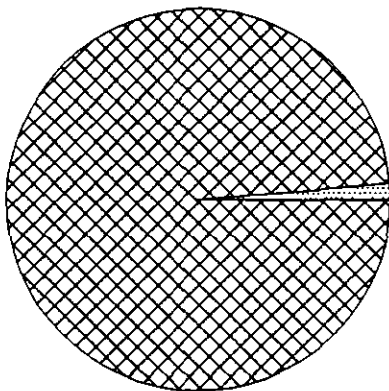
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT**CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**
Total All Filed Claims - Cost

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Total All Filed Claims as of 08/28/92



COUNT
TOTAL = 94

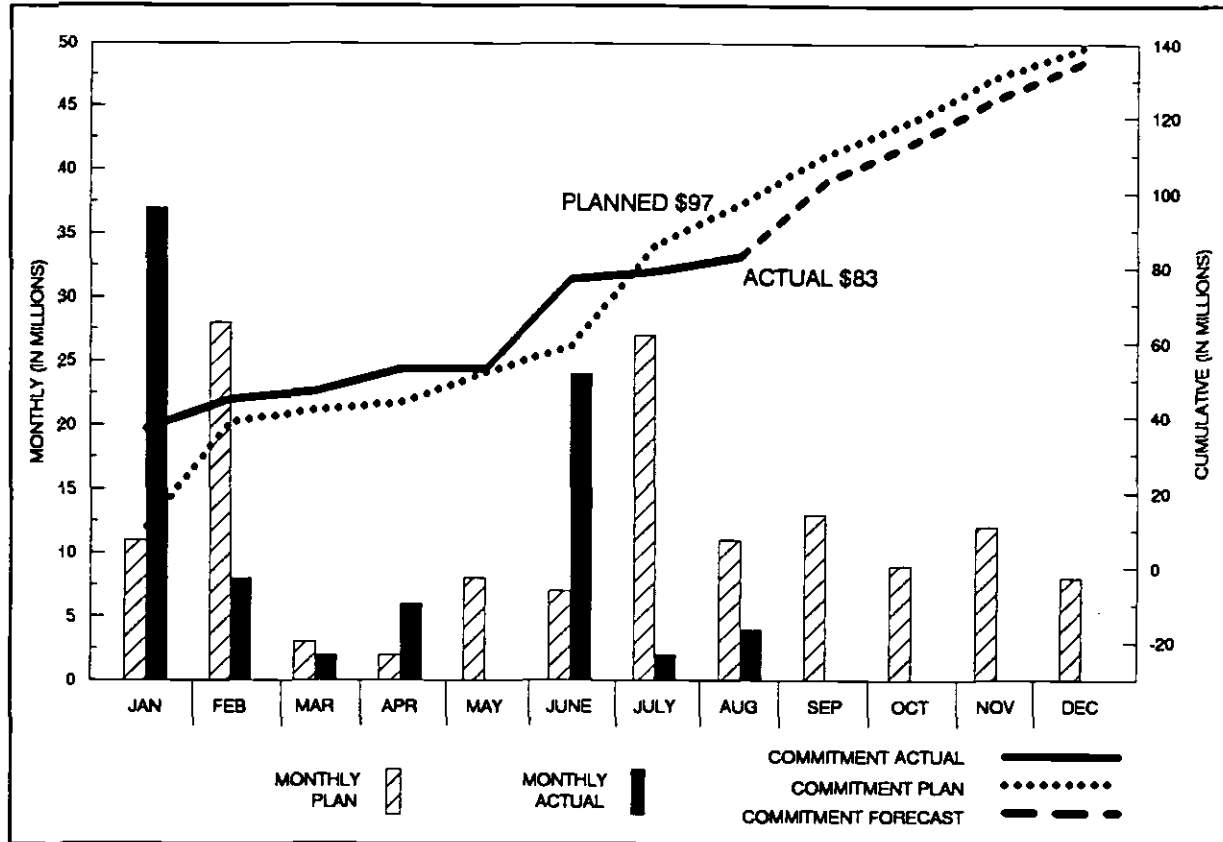
0	0.0%		<i>Litigation</i>
0	0.0%		<i>Closed</i>
11	11.7%		<i>Rejected</i>
80	85.1%		<i>Pending Merit</i>
3	3.2%		<i>In Dispute</i>



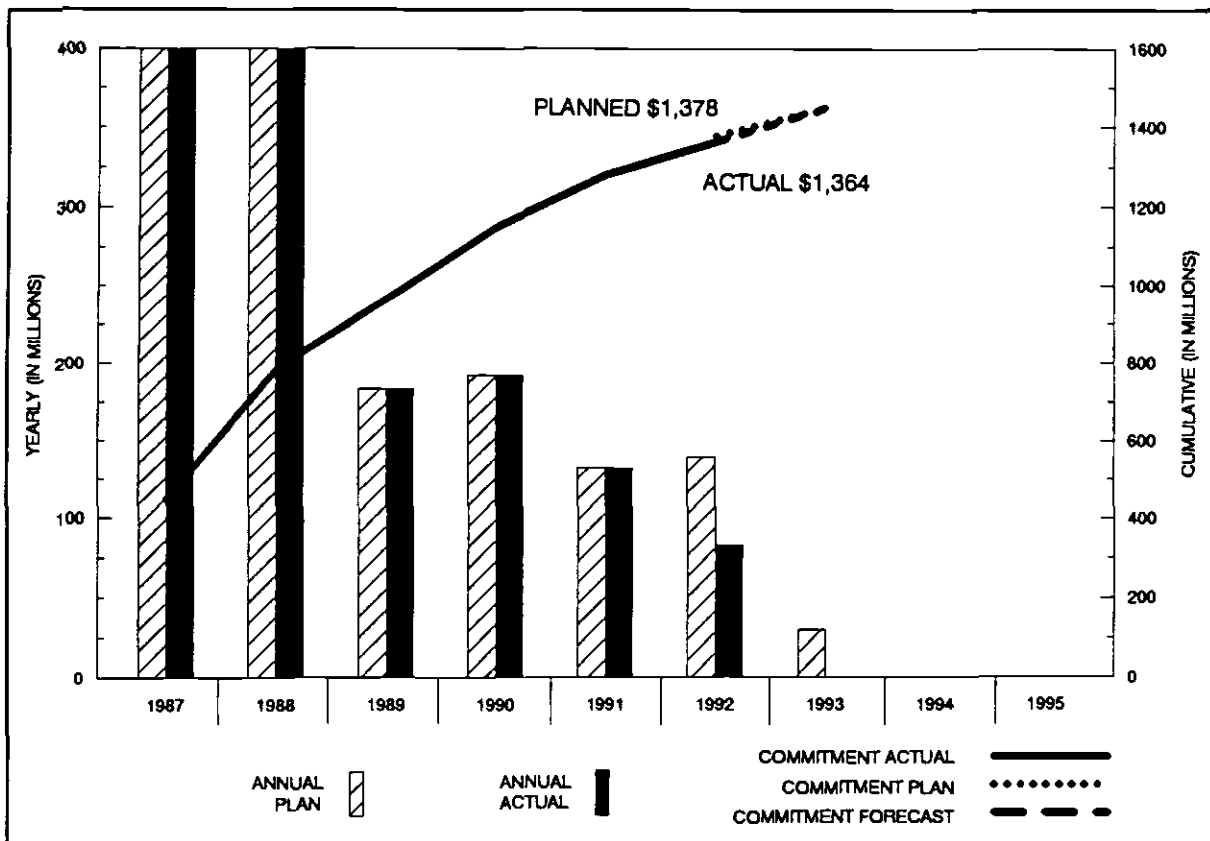
COST
TOTAL = \$25,198,935

\$0	0.0%		<i>Litigation</i>
\$0	0.0%		<i>Closed</i>
\$351,912	1.4%		<i>Rejected</i>
\$24,823,698	98.5%		<i>Pending Merit</i>
\$23,325	0.1%		<i>In Dispute</i>

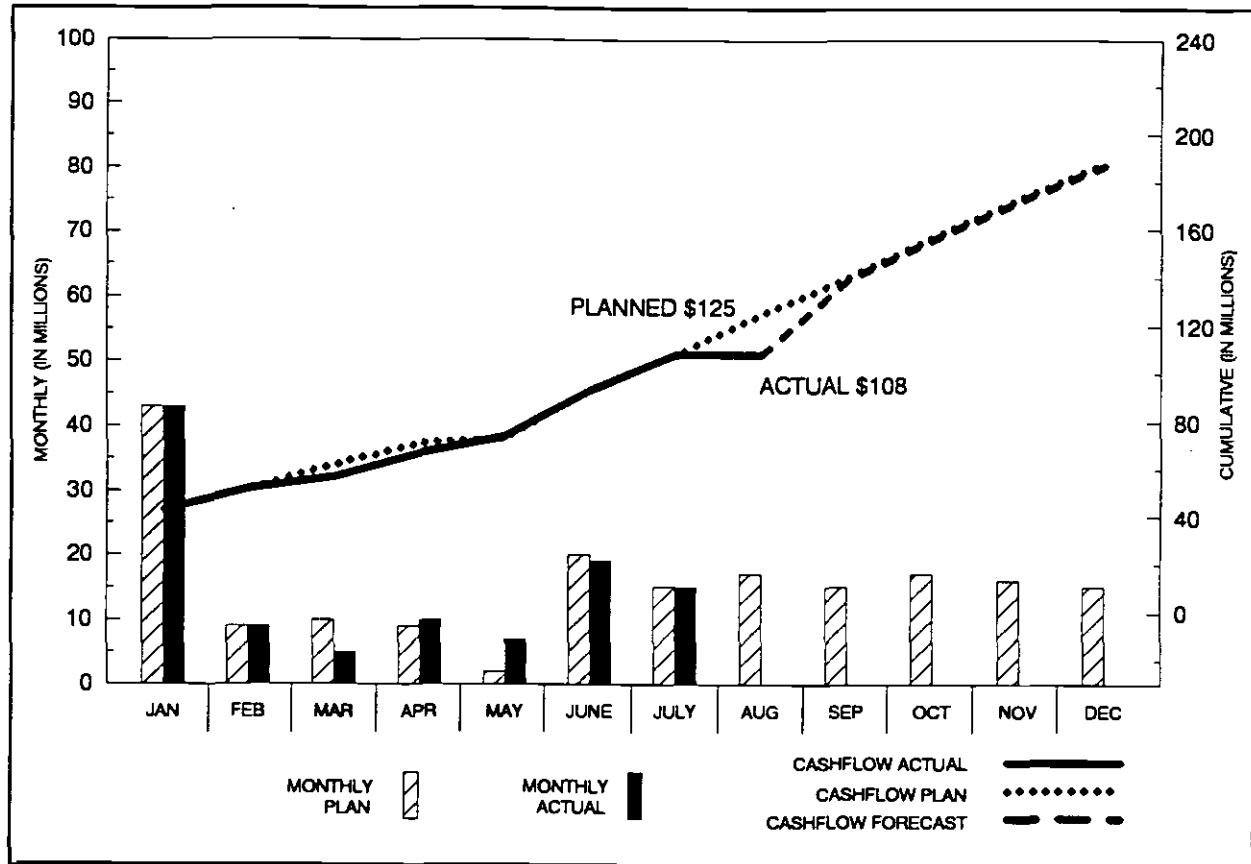
PROJECT COMMITMENTS -- ANNUAL



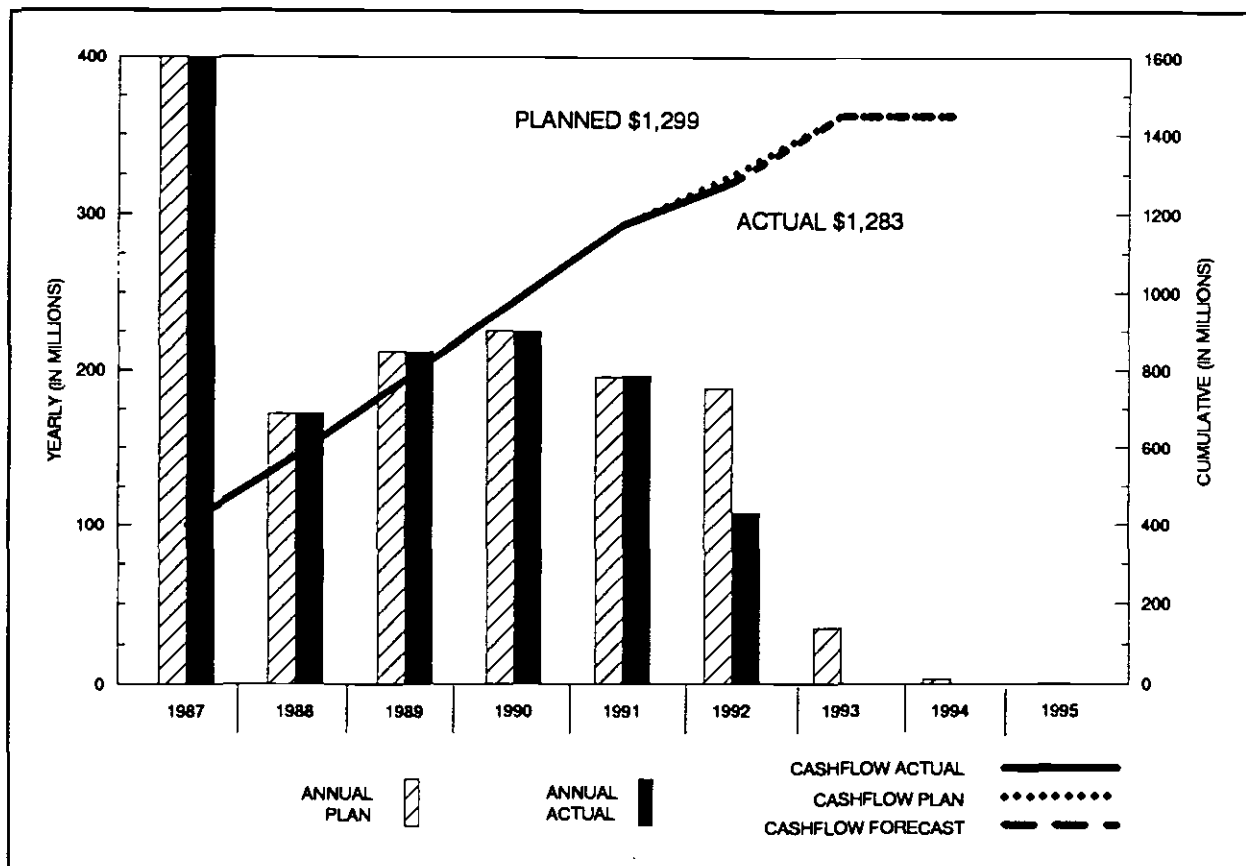
PROJECT COMMITMENTS -- PROJECT



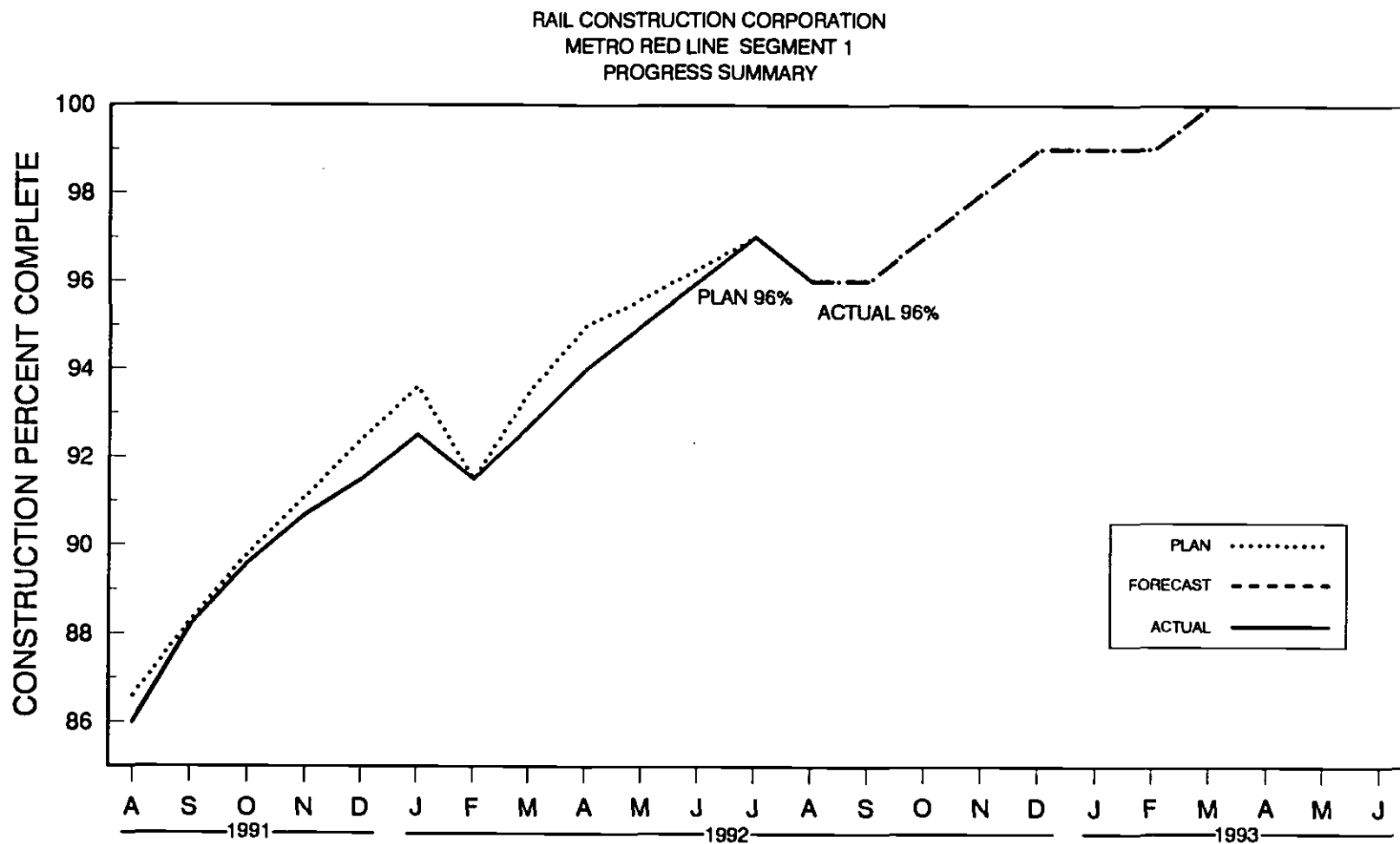
PROJECT CASH FLOW -- ANNUAL



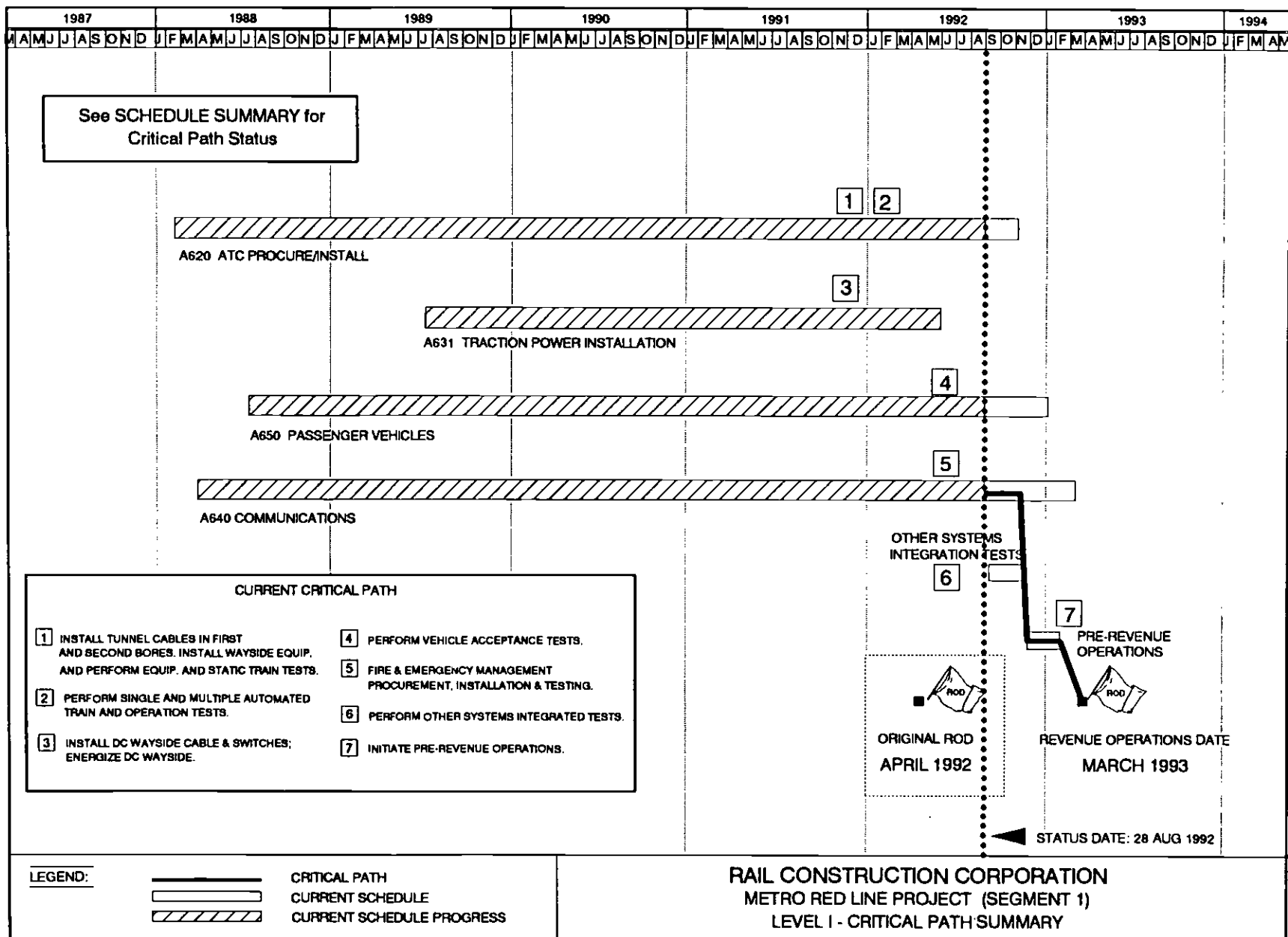
PROJECT CASH FLOW -- PROJECT



NOTE: AUGUST ACTUAL IS ZERO DUE TO A CHANGE IN THE REPORTING PROCEDURE



NOTE: BASELINE WAS ADJUSTED TO REFLECT CHANGES TO THE AUGUST 1992 COST FORECAST VALUES AND TO REFLECT AUGUST SCHEDULE ADJUSTMENTS.



Safety graphs have been removed pending audit of safety progress statistics.

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.		
A130	Yard Lead Transfer Zone	O	O	O	O	O	Outstanding claims. Package delivery Sept 92.	Oct 92
A135	Union Station Stage I	O	O	O	O	O	Outstanding claims. Package delivery Nov 92.	Nov 92
A136	Union Station Stage II	O	O	O	O	O	Outstanding claims to be resolved.	Nov 92
A141	U/S - 5 & Hill Tunnels	O	O	O	O	O	Outstanding claims to be resolved.	Nov 92
A144	Op. Water Plant U/S	O	O	O	O	O	Expect package delivery Aug 92.	Nov 92
A145	Pershing Square Stage I	O	O	O	O	O	Package delivered. RCC reviewing close-out.	Oct 92
A147/A157	Pershing Square/Civic Cntr	O	O	O	O	O	Grouting/epoxy for water leaks continuing.	Nov 92
A165	7th & Flower Station Stage I	O	O	O	O	O	RCC meeting with Granite to discuss settlement	Oct 92
A167	7th & Flower Station Stage II	O	O	O	O	O	Parsons-Dillingham 3 weeks behind schedule.	Nov 92
A187	Wilshire/Alvar Stat. Stage II	O	O	O	O	O	Expect package delivery Sept 92.	Nov 92
A610/115	Track Installation	O	O	O	O	O	Package delivered. RCC reviewing close-out.	Oct 92

INVOICE PROCESSING

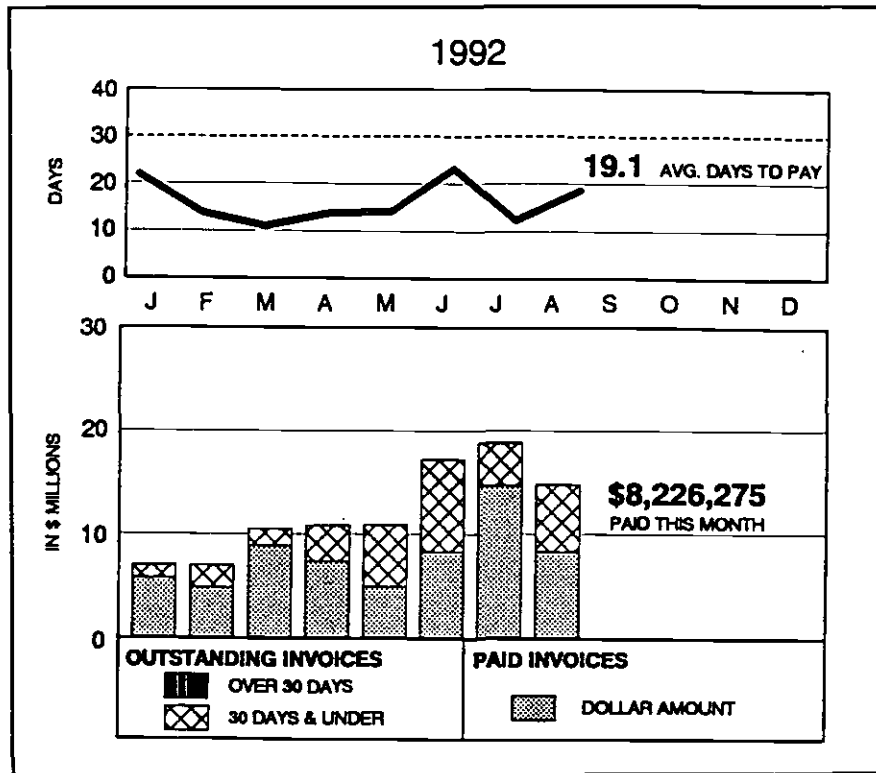
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.1 days.

• 25 invoices were paid for a total value of \$ 8,226,275.

• There were 27 outstanding Construction/ or Procurement invoices under 30 days old for \$ 6,415,822.

• There was 1 outstanding Construction or Procurement invoices over 30 days old for \$ 6,609.

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
APR 1992	12	3,401,258	0	0	15	2,717,095	7	1,181,178
MAY 1992	18	5,930,887	2	96,797	18	2,257,948	3	921,181
JUN 1992	10	8,814,433	0	0	24	1,364,108	4	878,023
JUL 1992	10	4,044,540	1	77,413	57	6,219,425	4	807,593
AUG 1992	27	6,415,822	1	6,609	14	2,752,384	13	1,251,852

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The direct cost increased by \$33,041,000. There were increases to Contract B611, Running Rail Procurement, Prefinal Estimate; Contract B612, Contact Rail & Coverboard, In-Progress Estimate; Contract B616, Direct Fixation Rail Fasteners, In-Progress Estimate; Contract B630, Traction Power System, Prefinal Estimate; Contract B261, Vermont/Sunset Station, In-Progress Estimate; Contract MY01, General & Administrative, Forecast Increase; and three of the Awarded Contracts' Forecast Changes, for a cumulative increase of \$33,839,000. There were decreases to Contract B614, Specialty Rail Procurement, In-Progress Estimate; Contract B211, Western/Vermont Station, Forecast Changes; and Utilities Contracts Forecast Revisions; for a cumulative decrease of \$798,000.

SCHEDULE STATUS

- Current Revenue Operation Date

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

- Plan	83%
- Actual	81%

Planned progress dropped from 84% in July to 83% in August due to the replanning of the communications contracts. This replanning was done to allow the installation contract to be split into two separate contracts (one for the Wilshire Line and one for the Vermont/Hollywood Corridor). This contracting strategy avoids the problem of one contractor being idle for approximately a year between communications installation in the two corridors.

The design planned vs. the actual progress variance of 2% is mainly comprised of the ADA implementation by the Section Designer contracts.

- Construction Progress
 - Plan 14%
 - Actual 12%

The variance between actual and planned progress is due to the extension of the Notice-to-Proceed date for Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line and Contract B211, Wilshire/Vermont Station, Stage I.

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	75	39	21	15	82
LAST MONTH	74	39	27	8	163

- There are 75 parcels of land required for the Segment 2 Project. A parcel was added to Contract B281 this month. The acquisition breakdown is as follows: 30 full takes, 44 subsurface easements, and one temporary construction easement.
- To date, there have been 39 parcels acquired. Twenty-five of these parcels were acquired through condemnation, and fourteen were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: There are 15 parcels which may not be available by their scheduled need dates. This number has increased by seven since last month.

Of the 15 parcels showing a negative float, condemnation has been filed on six, creating a negative float of 11 days on four parcels, and nine days on two parcels. Five parcels were late certifications caused by design changes, two other parcels were delayed for Environmental Studies. Two remaining parcels have negative float of one day and seven days, respectively.

Action: Maintain schedule to avoid negative float.

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

Blast Relief Shafts Relocation

Concern: In August 1991, the City of Los Angeles required that the Under Platform Exhaust (UPE) and Blast Relief Shafts (BRS) penetrate the surface at locations away from the traveled (vehicle and pedestrian) way.

Action: Continue to work with the City Bureau of Engineers and Department of Transportation to find the most cost effective solution to the City's concerns.

Status: Vermont/Hollywood Stations UPE and BRS are still being analyzed and studied for placement on adjacent sidewalks, streets, or private properties. This effort is being coordinated with LACTC Real Estate, RCC and Parsons Brinckerhoff/DMJM Project Managers, and Parsons Brinckerhoff/DMJM Estimating Department.

Noise Mitigation

Concern: The noise level of construction work at Contract B221 continues to be a source of citizen complaint. Without the implementation of noise mitigation measures, construction work could be held up, resulting in possible delays to the contract.

Action: A meeting between the Los Angeles Police Department, the Los Angeles Department of Transportation, the Rail Construction Corporation, Parsons-Dillingham, and Tutor-Saliba was held on August 28, 1992, in an effort to resolve the noise level problem. Authorization to retain a noise mitigation specialist has been granted. The representative of the Los Angeles Police Department is cooperating with public relations efforts to inform members of the local community that extensive efforts are being made to reduce noise levels.

Status: Although noise levels are currently within the contractual limits, they are still unacceptable. The current situation has resulted in rescheduling or precluding construction work during specific hours (work is presently restricted to daylight hours). A subcontractor ready to commence concrete placement in the near future has requested permission to work between the hours of 10:00 p.m. and 6:00 a.m. A specialist has been hired and is actively involved in a study that will result in proposed noise attenuation procedures. Noise monitoring continues to be conducted on a daily basis.

Contract B251, Vermont/Hollywood Line

Concern: Continued delays in securing Real Estate Parcels B2-226 and B2-227 could impact construction on this Project.

Action: A formal request for the procurement of parcels B2-226 and B2-227 by November of 1992 has been forwarded to the Rail Construction Corporation.

Status: The Construction Manager, Parsons Dillingham, has given this matter top priority. The Rail Construction Corporation has commissioned an environmental evaluation which is ongoing. Because Contract B251 is on the critical path, significant cost and day-for-day schedule impact may accrue to the Project as a result of delayed parcel availability.

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

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

ONGOING

April 1992

Quality Assurance

Concern: The EMC has not completed the internal QA procedures.

Action: The EMC is incorporating comments on the draft document.

Status: The completed document is scheduled for release early September.

NEW

NONE

RESOLVED

NONE

KEY ACTIVITIES - AUGUST

- Coordinated and facilitated handling of contaminated soils, continued pocket track structure concrete, commenced retaining wall concrete around the lake and began left alignment tunnel excavation at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continued station vault excavation/support at Contract B211, Wilshire/Vermont Station.
- Continued turnout structure excavation, vertical cross-passage excavation, station vault excavation, and installation of soldier piles for appurtenant structures at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Completed soldier pile installation for station entrance, continued station vault excavation and commenced station concrete at Contract B231, Wilshire/Western Station and Crossover.
- Conducted initial construction and safety meetings for Contract B251, Vermont/Hollywood Tunnel.
- Issued Prefinal Estimate for Contract B611, Running Rail Procurement, and In-Progress Estimates for Contract B612, Contact Rail and Coverboard, Contract B614, Specialty Rail Procurement, and Contract B616, Direct Fixation Rail Fasteners.
- Advertised Contract B630, Traction Power Equipment, on August 10, 1992, and held the Pre-bid meeting on August 18, 1992.
- Awarded Contract B740, Ventilation Equipment, and Contract B745, Air Handling Equipment.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Complete excavation of left alignment tunnel and continue pocket track concrete and retaining wall concrete at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continue station vault excavation at Contract B211, Wilshire/Vermont Station, Stage I.
- Continue station vault vertical cross-passages and turnout structure excavation and commence station concrete and left alignment tunnel excavation at Contract B221, Wilshire/ Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Continue station concrete and complete station excavation at Contract B231, Wilshire/Western Station.
- Continue constructibility appraisals of Segment 2 contracts.
- Review pre-construction submittals and conduct Value Engineering/Cost Saving Seminar for Contract B251, Vermont/Hollywood Tunnels.
- Final Design Submittals are expected for Contract B611, Running Rail Procurement, and Contract B710, Escalators and Elevators, Procure and Install.
- Prefinal Design Submittals are planned for Contract B612, Contact Rail and Coverboard, Contract B614, Specialty Rail Procurement, and Contract B631, Traction Power Installation.
- The In-Progress Submittal for Contract B647, Gas Monitoring, is anticipated.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

Period: 01-Aug-92 to 28-Aug-92
Run Date: 08-Sep-92
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	130,348	440,617	10,326	136,532	7,045	118,400	14,421	991,920	86,090
S Professional Services	289,150	0	297,844	168	287,095	2,237	106,259	1,857	93,997	12,587	356,536	58,692
R Real Estate	79,827	0	76,567	(144)	52,296	324	49,628	324	49,628	0	103,375	26,808
F Utility/Agency Force Account	36,668	0	18,404	4,210	9,179	367	2,128	367	2,128	(467)	27,095	8,691
D Special Programs	2,044	0	2,044	0	637	15	222	15	222	0	9,763	7,719
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(33,041)	31,176	(114,567)
A Project Revenue	0	0	0	0	0	(2)	(175)	(2)	(175)	6,500	(73,433)	(73,433)
Project Grand Total:	1,446,432	0	1,446,432	134,580	789,824	13,267	294,594	9,606	264,200	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

* EXPENDITURES ARE FOR THE PERIOD OF 27-JUNE 92 TO 31-JULY-92

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES*		BILLED TO SOURCE *	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$342,719	51%	\$94,275	14%	\$79,079	12%
STATE	\$185,985	\$27,000	\$106,724	57%	\$40,550	22%	\$27,000	15%
LACTC	\$439,447	\$97,856	\$268,745	61%	\$95,797	22%	\$95,875	22%
CITY OF L.A.	\$96,000	\$21,400	\$58,993	61%	\$20,935	22%	\$20,000	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$12,643	22%	\$12,643	22%	\$0	0%
COST OVERRUN ACCOUNT (1)	\$0	\$5,208	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESSMENT SHORTFALL (2)	\$0	\$0	\$0	0%	\$0	0%	\$12,643	
TOTAL	\$1,446,432	\$630,382	\$789,824	55%	\$264,200	18%	\$234,597	16%

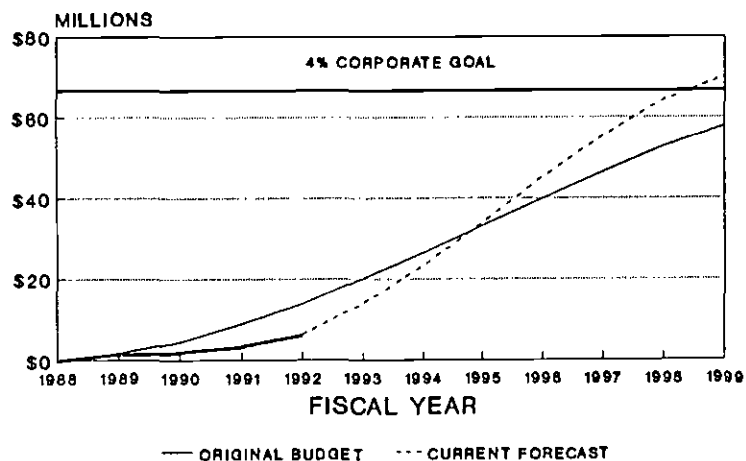
NOTES:

* EXPENDITURES AND BILLED TO SOURCE AMOUNTS ARE AS OF JULY 1992.

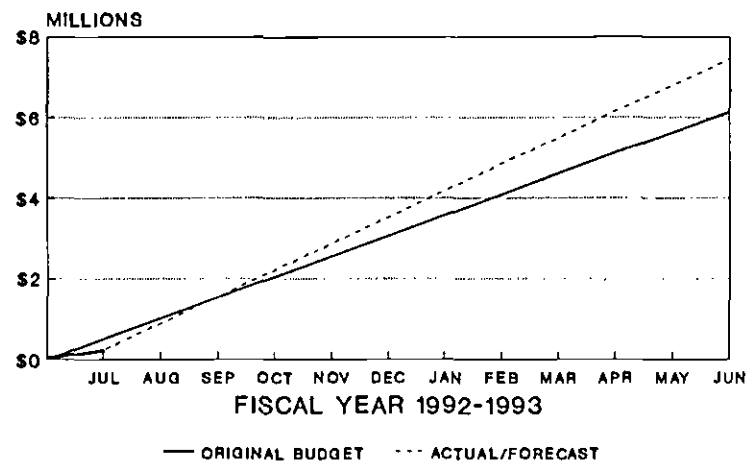
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(2) THE CURRENT BENEFIT ASSESSMENT DISTRICT REVENUE SHORTFALL IS BEING FUNDED BY LACTC.

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 2



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

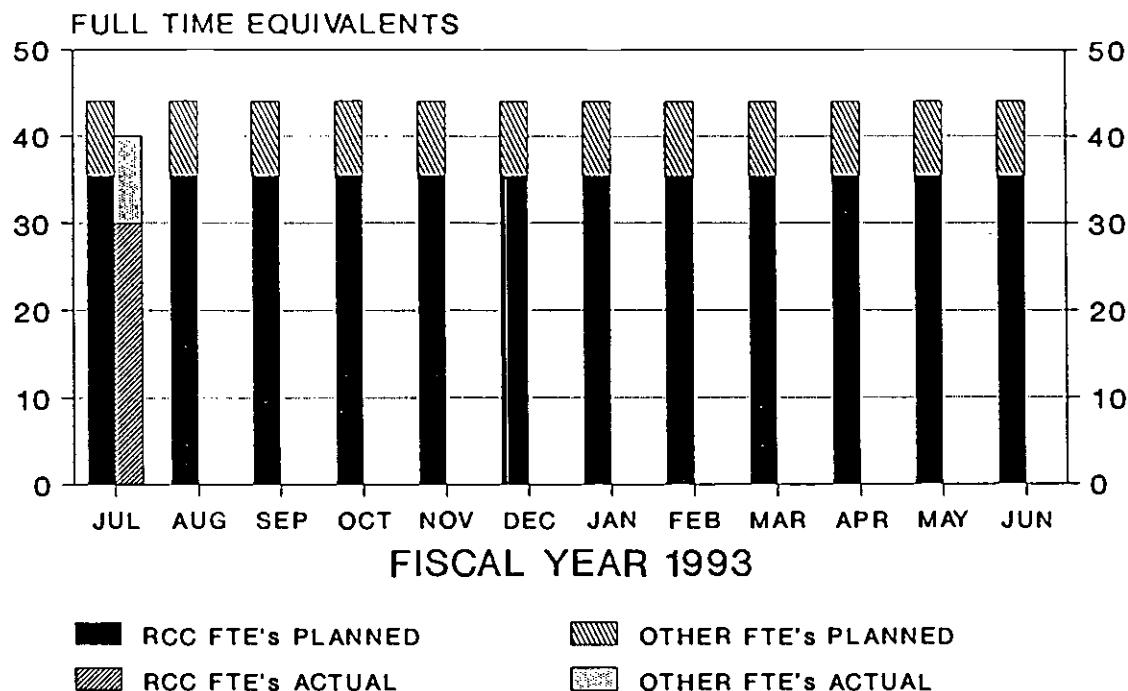
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$70,128
FORECAST % OF TOTAL PROJECT	4.8%

FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

ORIGINAL BUDGET	\$6,131
CURRENT FORECAST	\$7,462
ACTUAL TO DATE	\$ 244

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



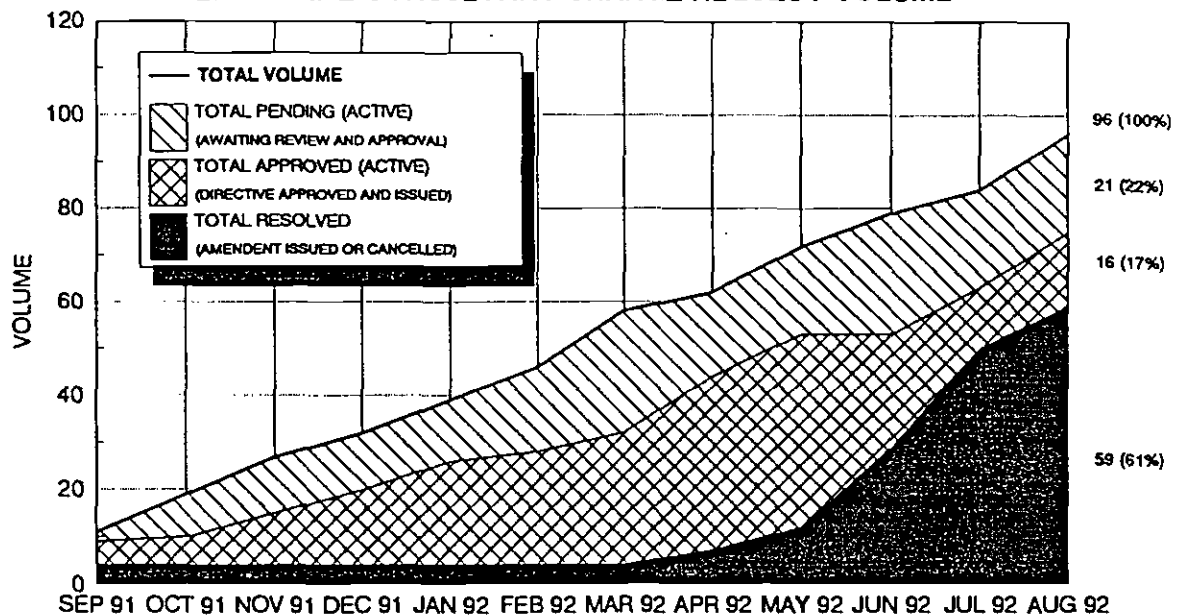
FY'93 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$36
RCC FTE's PLANNED	35
RCC FTE's ACTUAL	30
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	10
TOTAL FTE's PLANNED	44
TOTAL FTE's ACTUAL	40

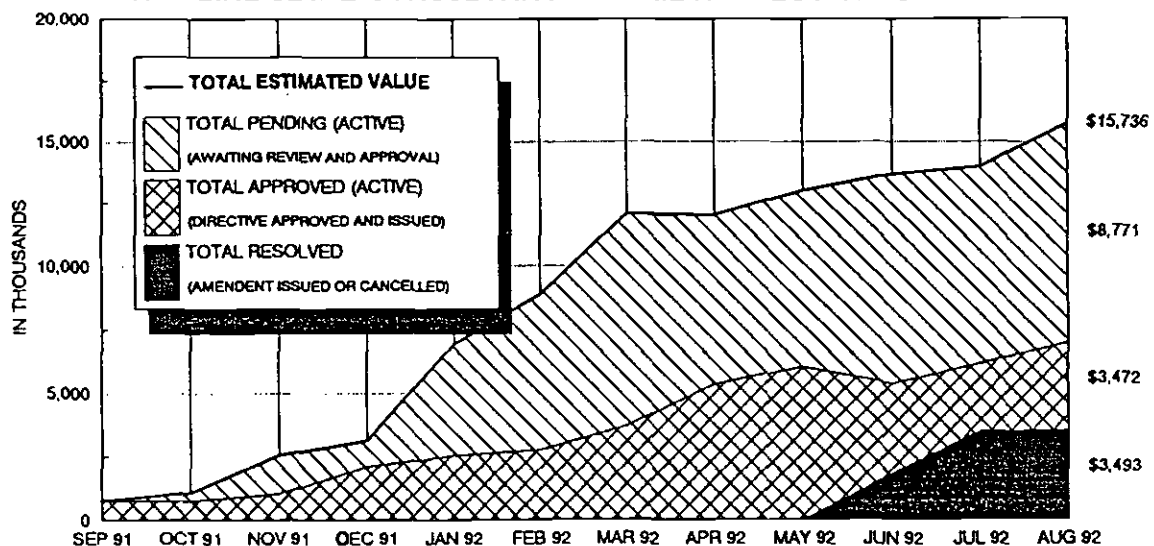
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

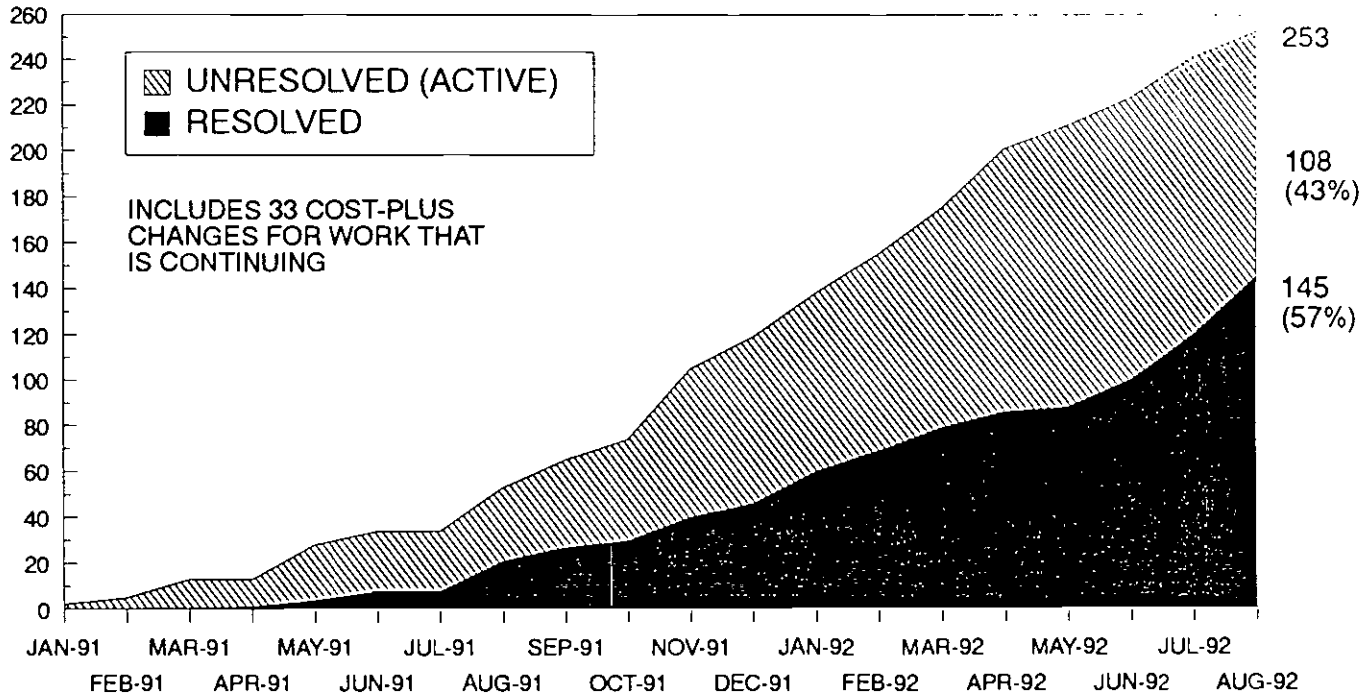
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	4	4	17	37
PERCENT	32%	11%	11%	46%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE RESOLUTION

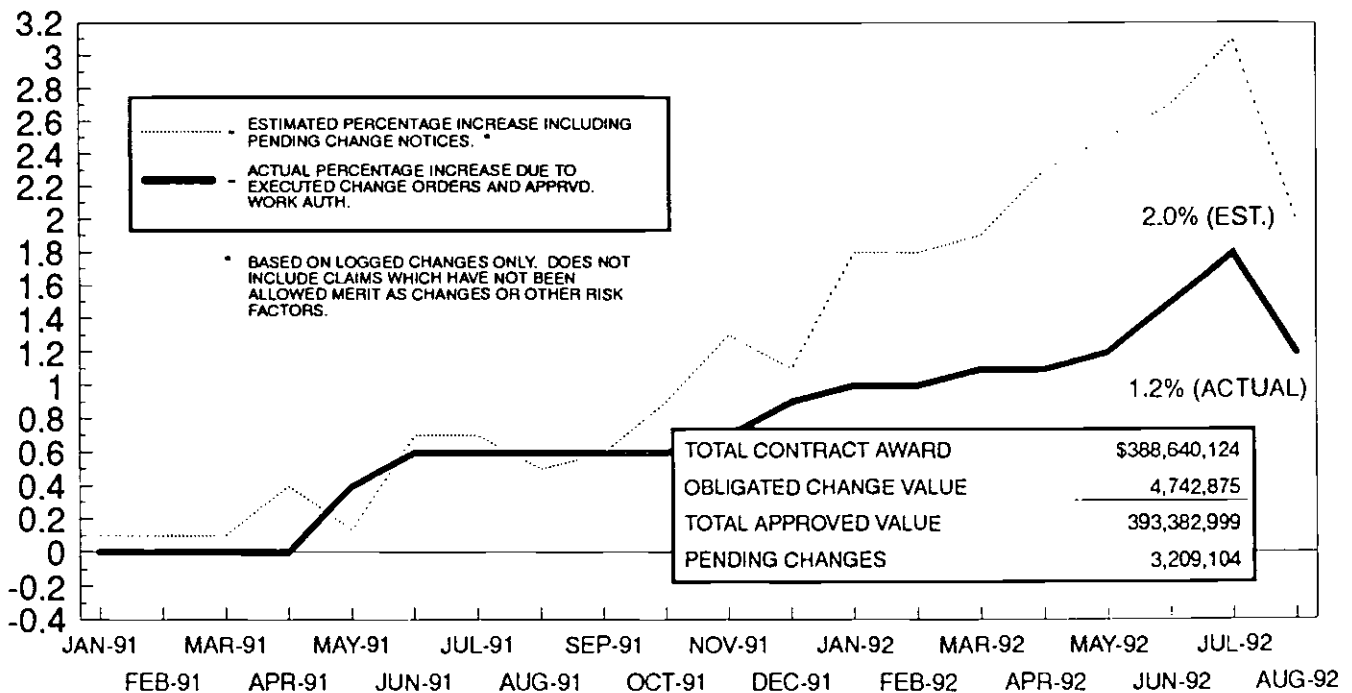


AGE OF UNRESOLVED CHANGES

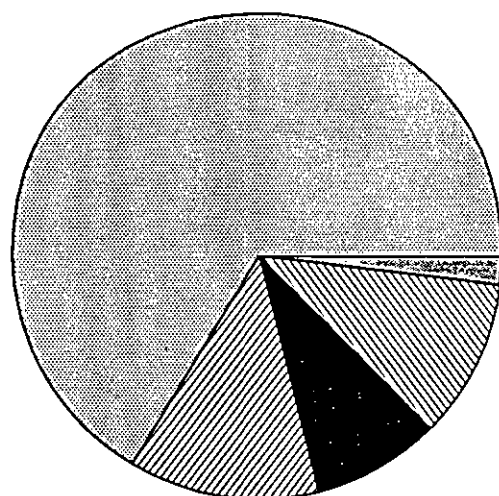
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	38	6	5	59	108
PERCENT	35%	5%	5%	55%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD









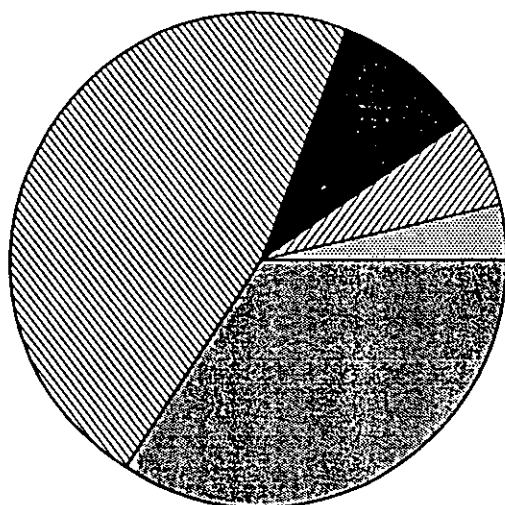
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 08/28/92









CHANGE VOLUME
TOTAL VOLUME: 104 CN'S

ABSOLUTE VALUES

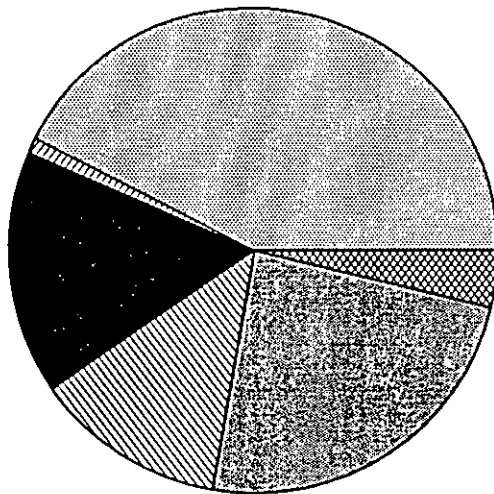
69	66.4%		< \$10,000
13	12.5%		< \$25,000
9	8.6%		< \$50,000
11	10.6%		< \$200,000
2	1.9%		> \$200,000
0	0.0%		> \$1,000,000










CHANGE COST
TOTAL COST: \$3,367,542

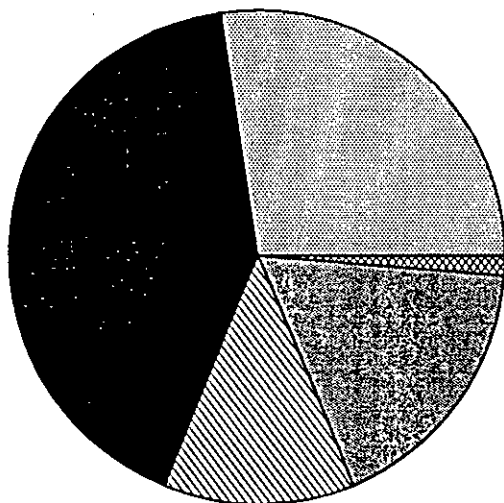
\$120,794	3.6%		< \$10,000
\$198,157	5.9%		< \$25,000
\$334,261	9.9%		< \$50,000
\$1,561,900	46.4%		< \$200,000
\$1,152,430	34.2%		> \$200,000
\$0	0.0%		> \$1,000,000

CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 08/28/92










CHANGE BASIS VOLUME
TOTAL VOLUME: 104 CN'S (84 CO'S)

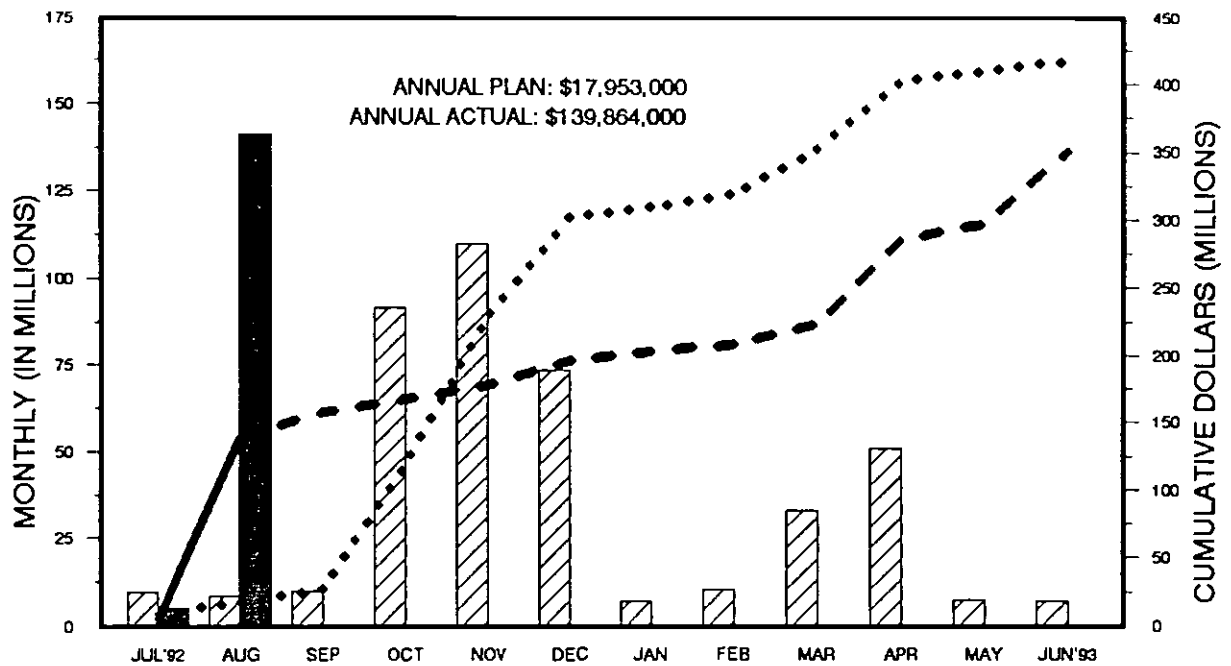
44	42.3%		WORK SCOPE CHANGES
1	1.0%		SCHEDULE CHANGES
17	16.4%		DIFFERING CONDITIONS
13	12.5%		ADMINISTRATIVE
25	24.0%		DESIGN CHANGES
4	3.8%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



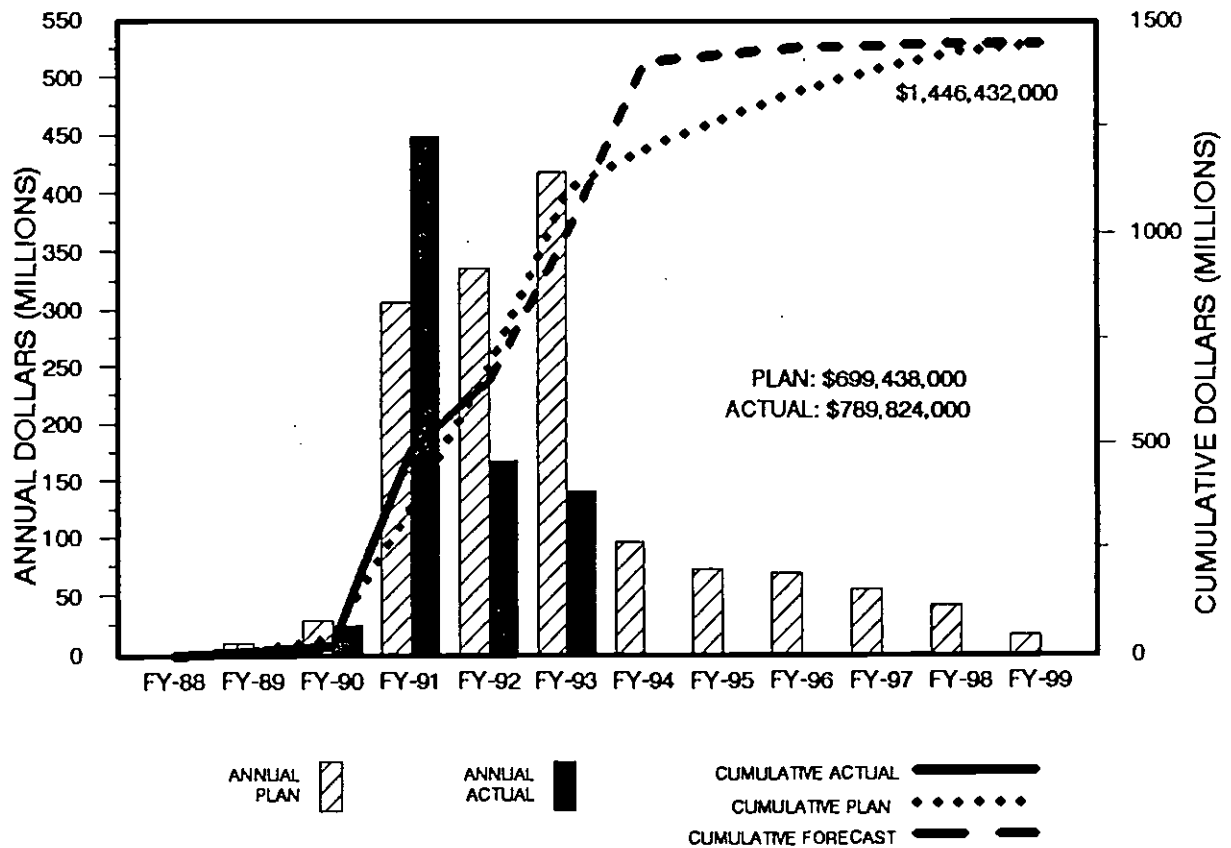
CHANGE BASIS COST
TOTAL COST: \$3,367,542

\$917,669	27.3%		WORK SCOPE CHANGES
\$3,405	0.1%		SCHEDULE CHANGES
\$1,394,214	41.4%		DIFFERING CONDITIONS
\$418,590	12.4%		ADMINISTRATIVE
\$588,664	17.5%		DESIGN CHANGES
\$45,000	1.3%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

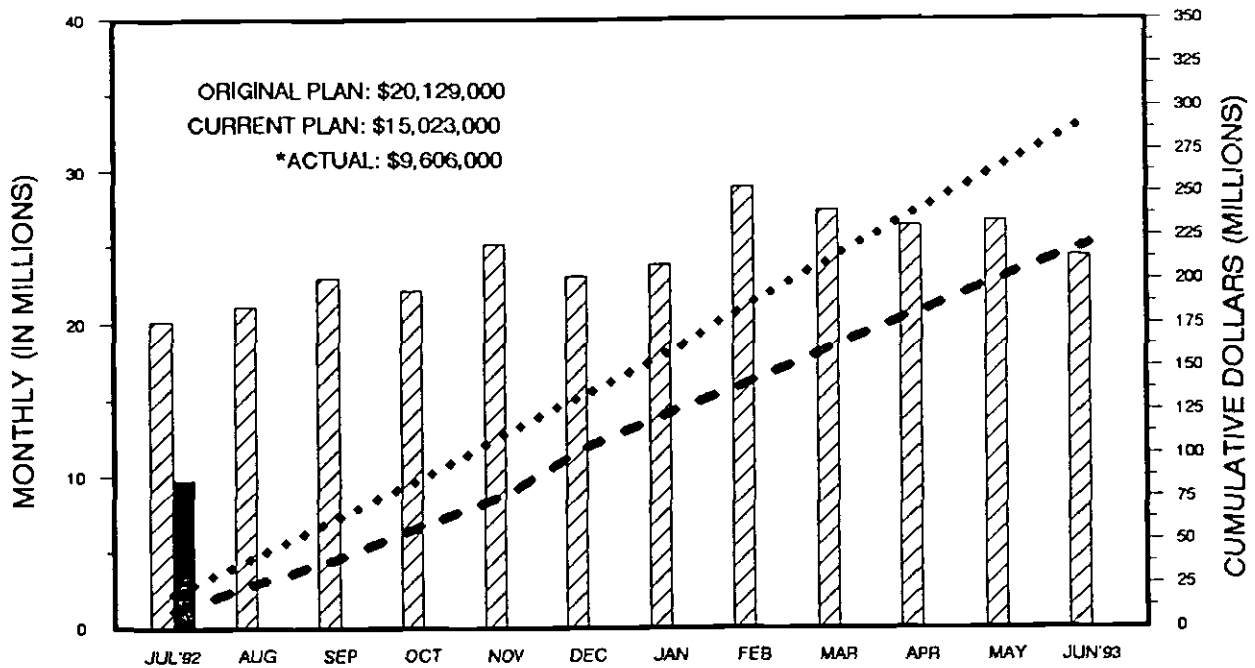
ANNUAL PROJECT COMMITMENTS (FY '93)



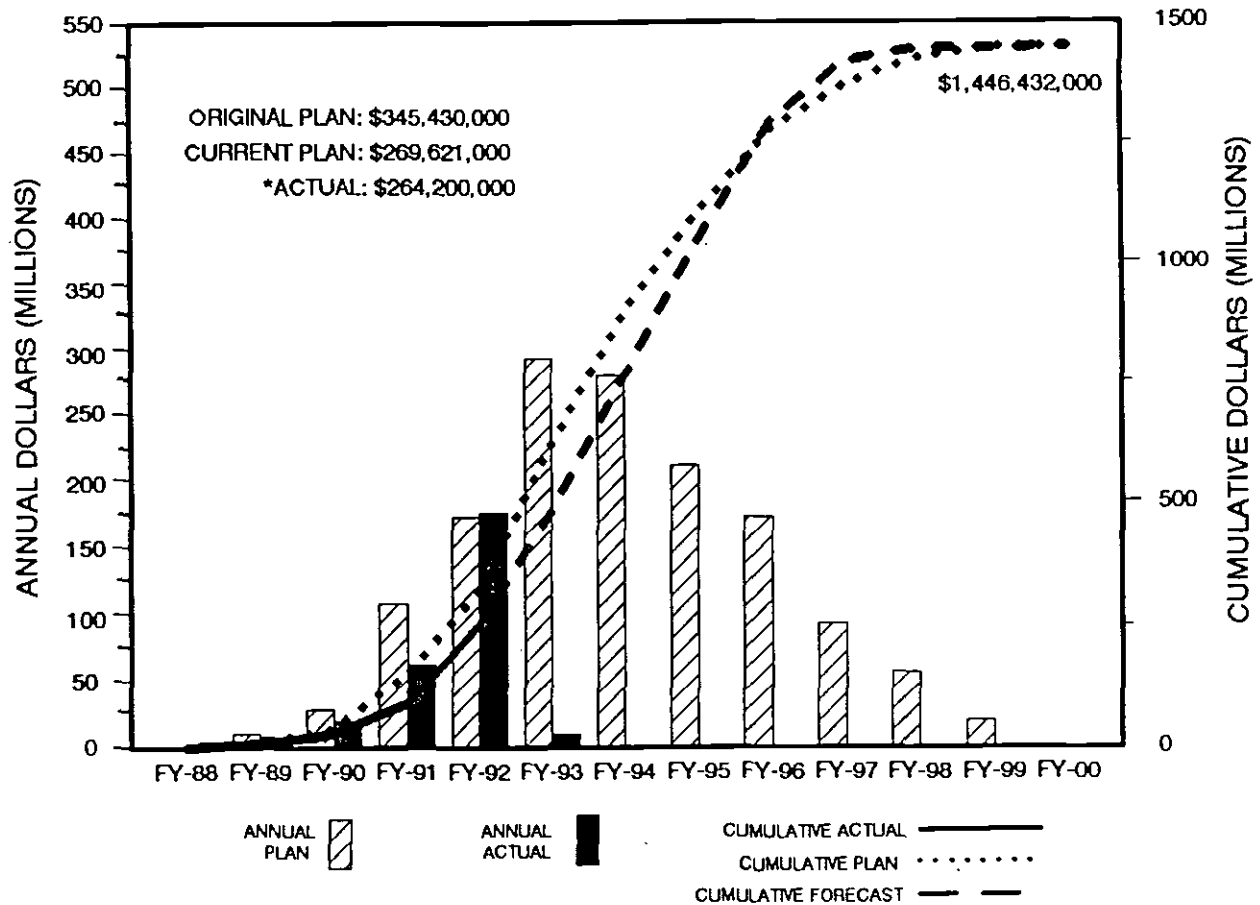
TOTAL PROJECT COMMITMENTS



ANNUAL PROJECT CASHFLOW (FY '93)

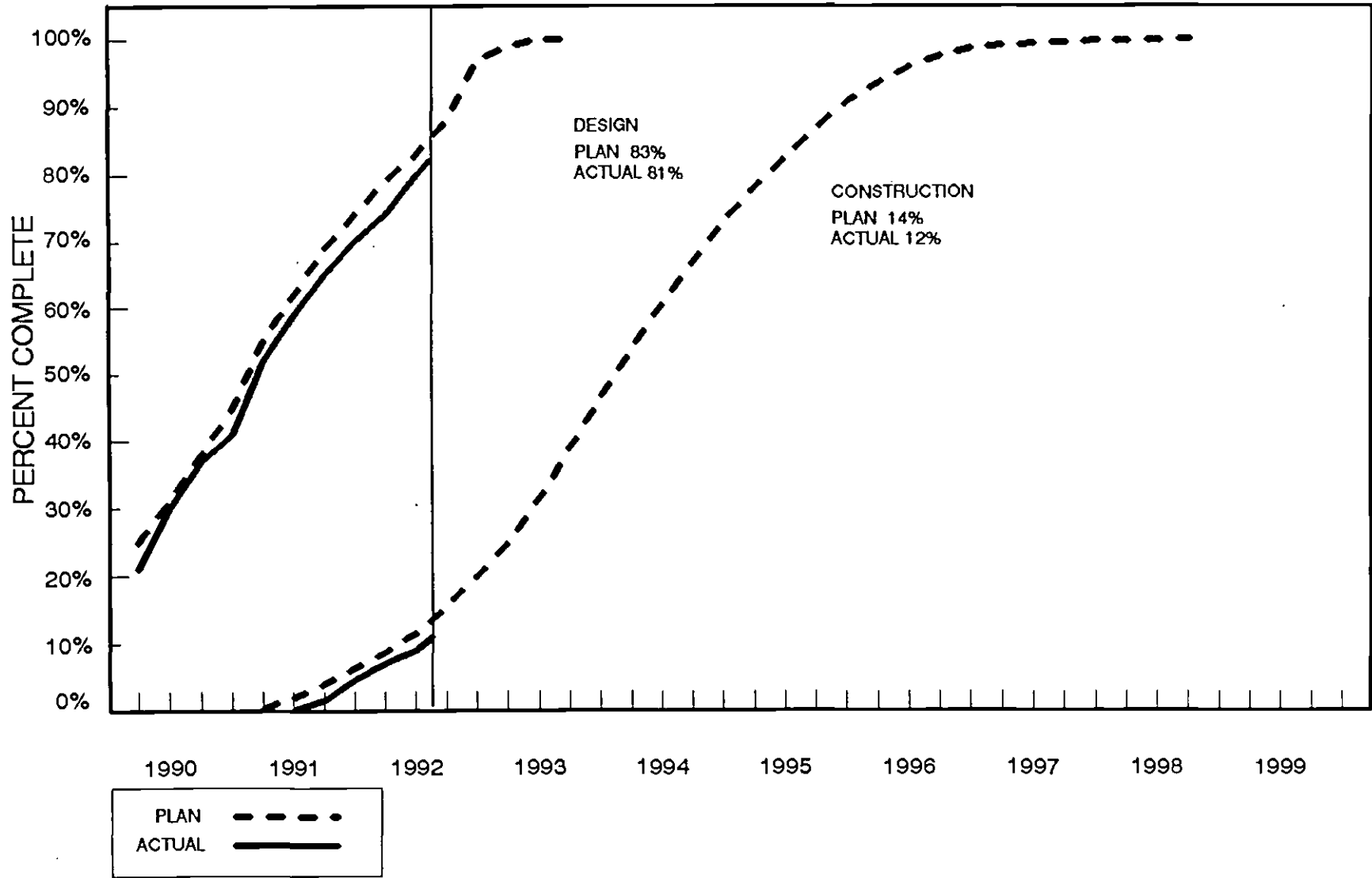


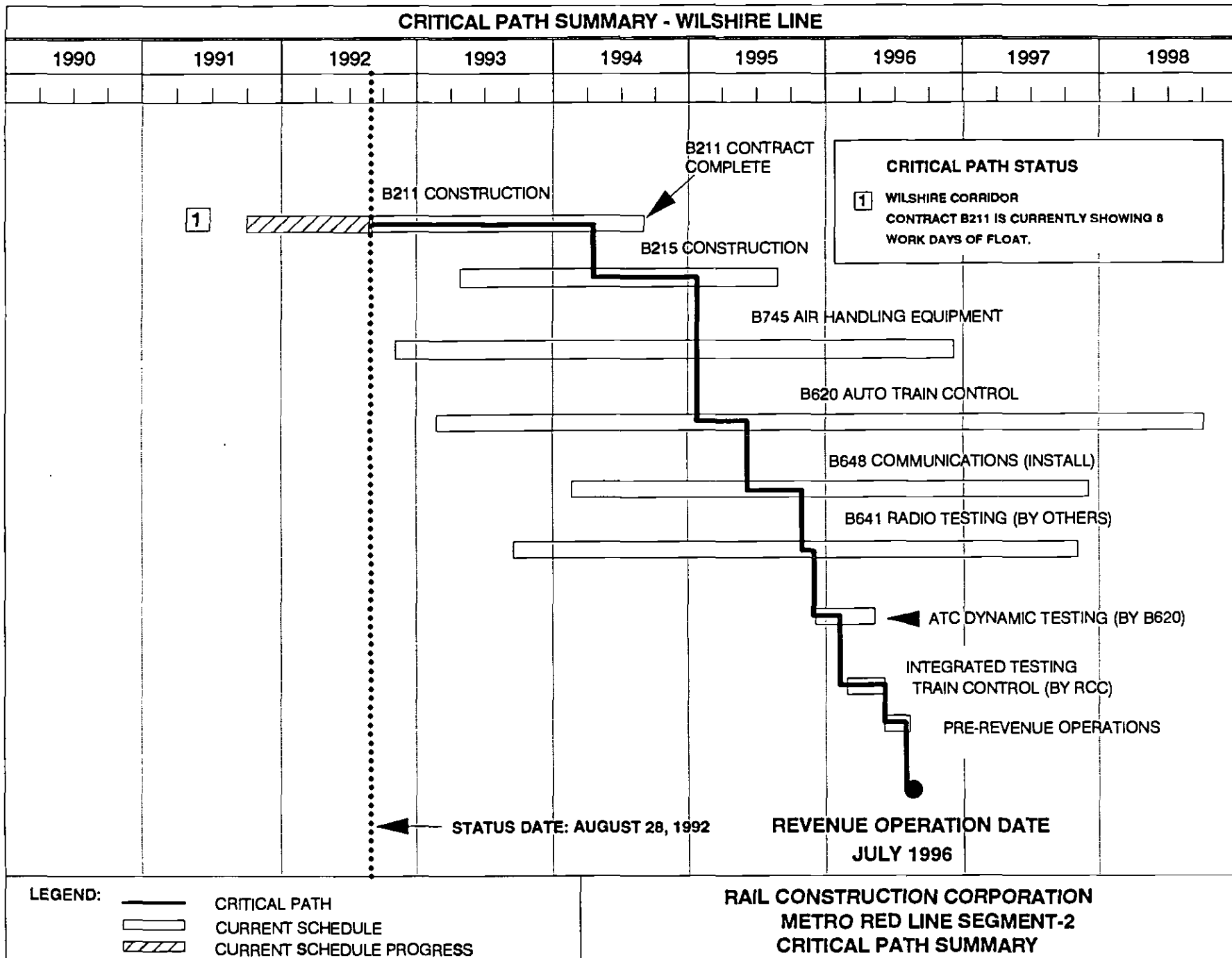
TOTAL PROJECT CASHFLOW



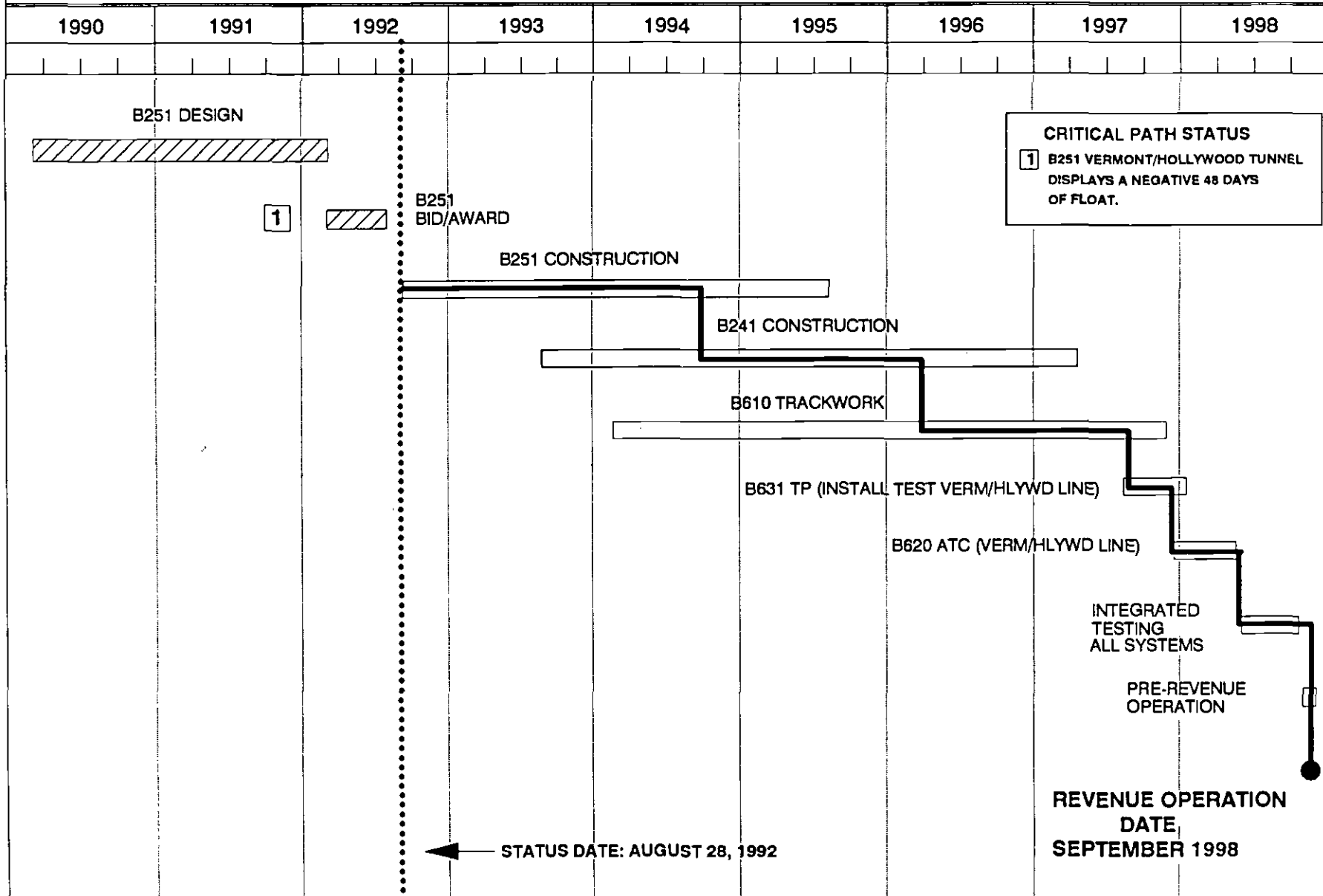
* EXPENDITURES ARE THROUGH 31-JULY-92

RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY





CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



Safety graphs have been removed pending audit of safety progress statistics.

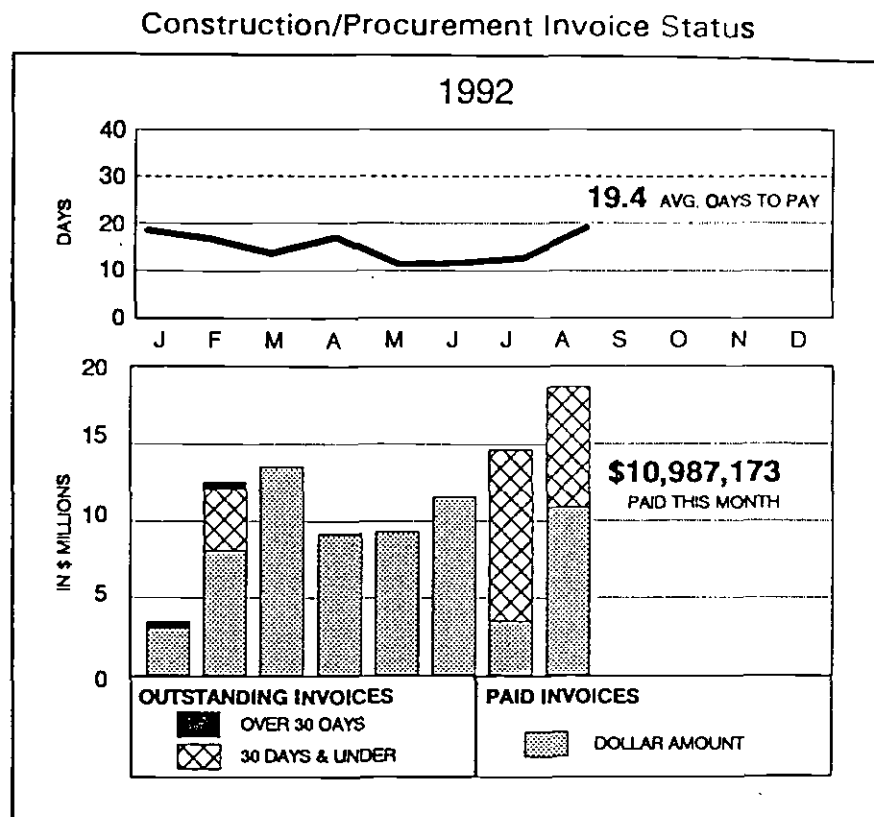
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.4 days.

- 16 invoices were paid for a total value of \$ 10,987,173.

- There were 19 outstanding Construction or Procurement invoices under 30 days old for \$ 7,881,268.

- There were no outstanding Construction or Procurement invoices over 30 days old.



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
APR 1992	1	1,383	1	69,660	25	1,522,257	8	63,434
MAY 1992	0	0	0	0	32	989,296	8	74,848
JUN 1992	1	7,088	0	0	29	1,624,615	8	84,557
JUL 1992	22	11,221,289	0	0	39	2,672,310	14	122,873
AUG 1992	19	7,881,268	0	0	13	793,536	15	850,530