

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	97%
Original	April 1992	Actual	97%
Forecast	March 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	264,345	Plan	84%
Current Budget	1,446,432	Actual	78%
Schedule Status		Construction:	
ROD:	Wilshire	Plan	13%
	Vermont/Hlywd	Actual	11%
Original	Jul '96		
Forecast	Jul '96		
	Sep '98		
	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	216,122	Plan	100%
Current Budget	722,402	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	36%
Original	October 1994	Actual	29%
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	67%
Original	October 1992	Actual	62%
Forecast	October 1992		
Forecast(Union Pac)	April 1993		

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

STATUS DATE 07/24/92

(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	13,009	1,937,169	30,223	1,484,068	25,629	1,452,330	2,959,502	124,891
PROFESSIONAL SERVICES	916,961	1,056,181	4,309	1,052,318	11,962	819,468	8,788	800,637	1,169,688	113,507
REAL ESTATE	247,495	301,211	1,069	251,422	649	248,996	648	246,905	327,878	26,667
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	140	84,196	594	68,264	527	67,744	97,458	9,036
SPECIAL PROGRAMS	7,668	14,110	0	2,519	58	1,117	59	1,037	21,805	7,695
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	116,969	(128,296)
PROJECT REVENUE	(18,115)	(43,675)	0	(8,225)	(2)	(6,377)	(5)	(7,618)	(123,759)	(80,084)
PROJECT GRAND TOTAL	4,138,684	4,496,125	18,527	3,319,399	43,484	2,613,536	35,646	2,561,035	4,569,541	73,416

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

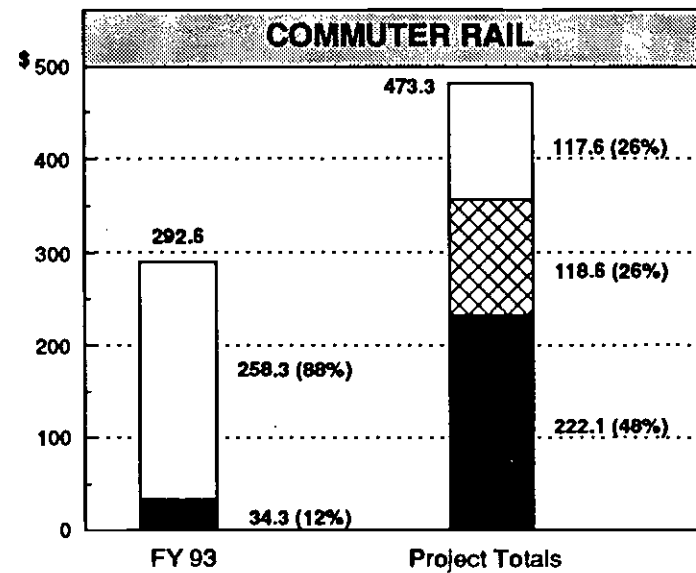
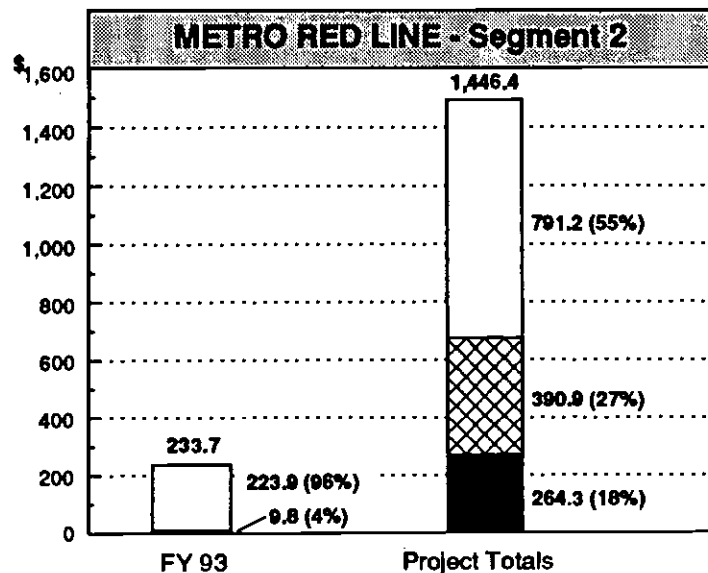
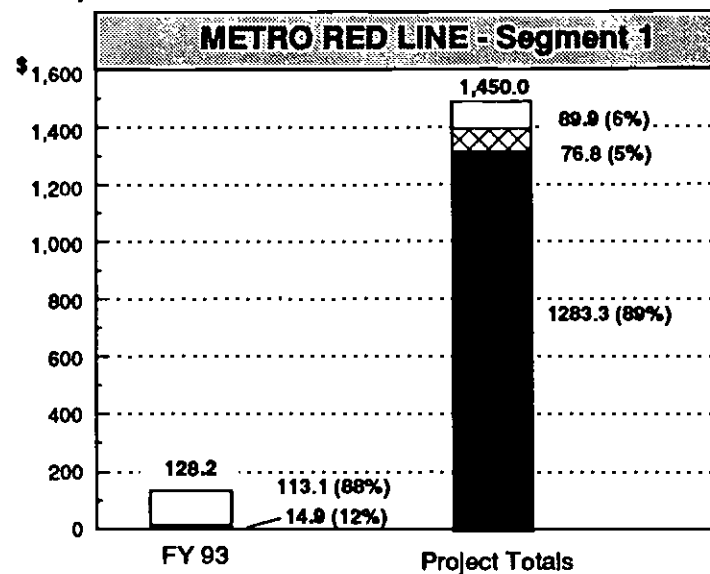
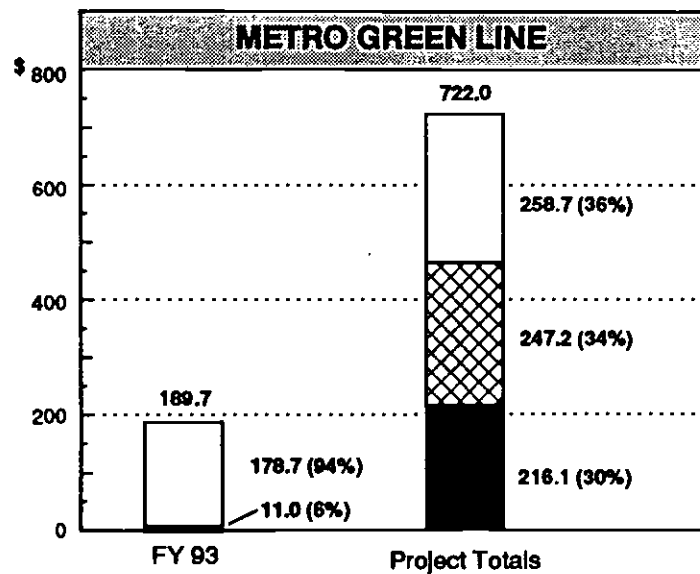


Figure 1 - Rail Construction Plan

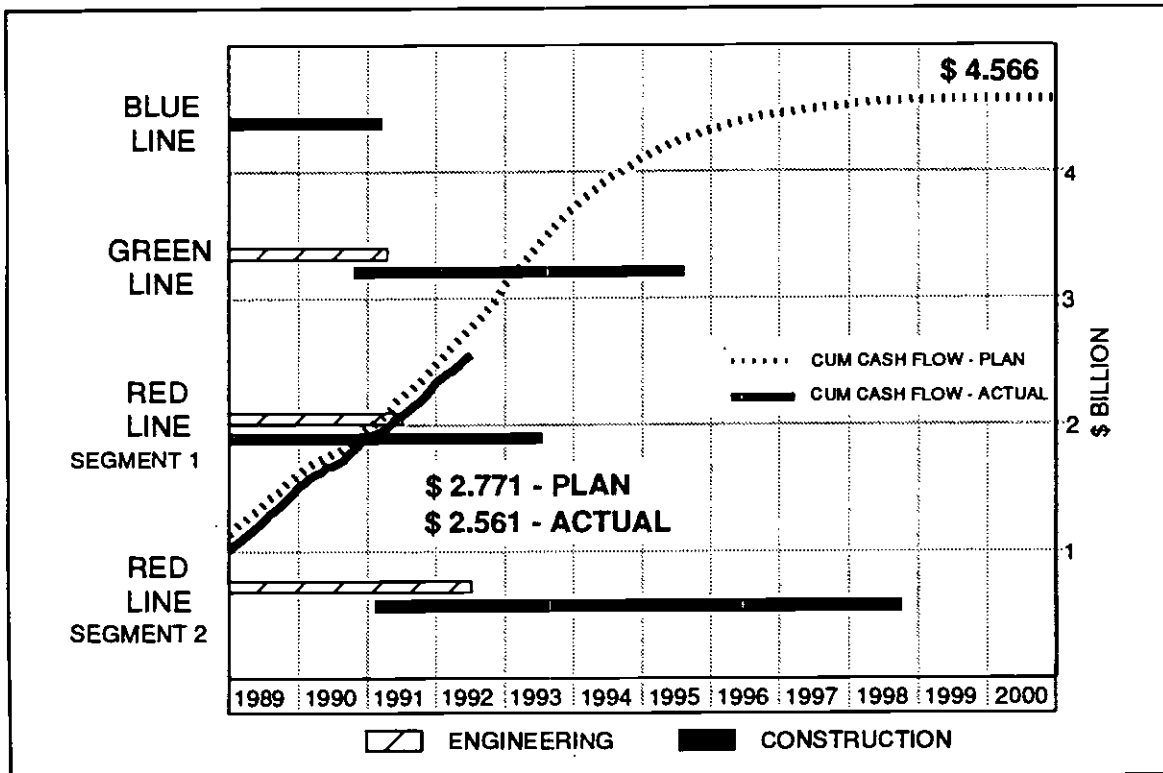


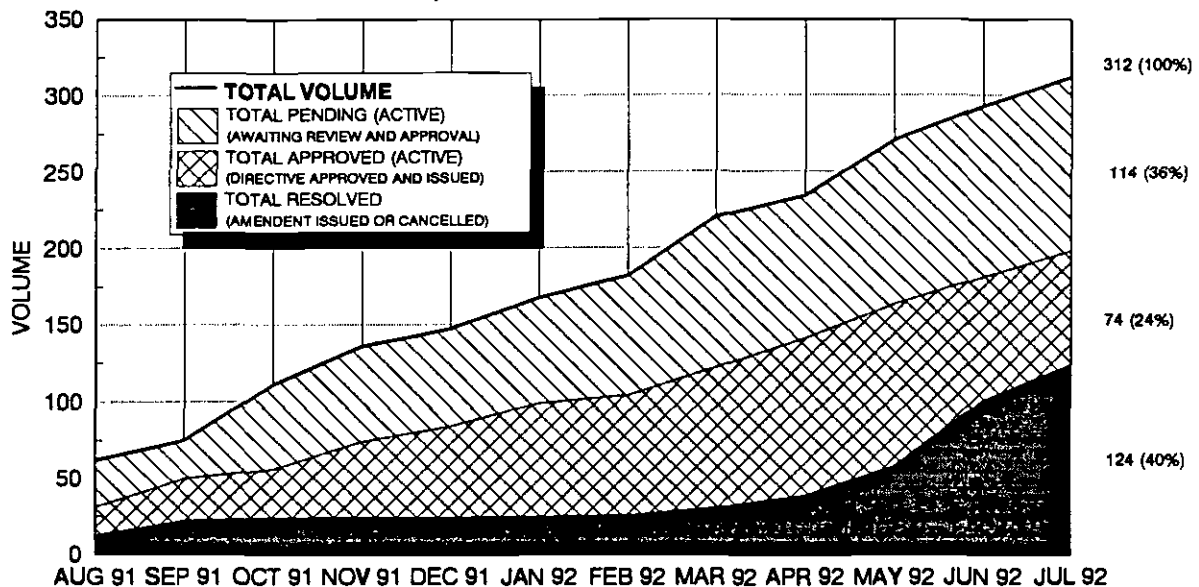
Figure 2 - Rail Construction Funding Sources

(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.

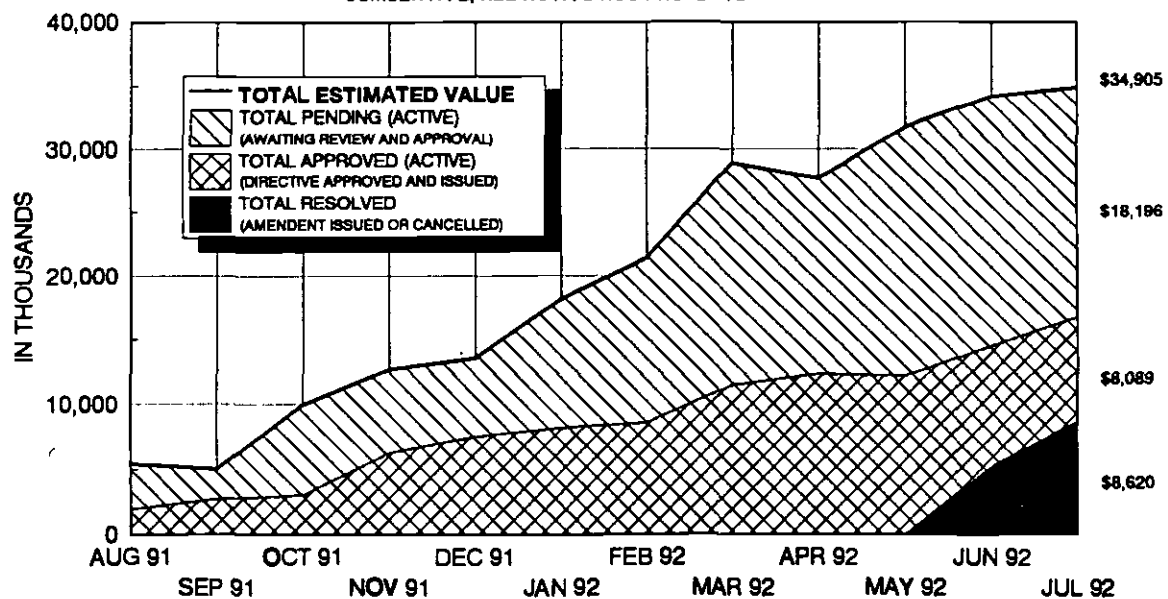
**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE, ALL ACTIVE RCC PROJECTS**



AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	14	17	21	136	188
PERCENT	8%	9%	11%	72%	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 07/31/92

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		PB/DMJM: 2997/E0002/ E0070		PD: 3369		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
R01: BLUE LINE	9	1,438							3	125	12	1,563	10	1,470	2	93
R05: PASADENA LINE			2	14					2	26	4	40	2	14	2	26
R23: GREEN LINE	73	4,508					22	1,523	3	42	98	6,073	97	6,142	1	(69)
R80: RED LINE SEGMENT 1			9	548	84	8,622					93	9,170	92	10,880	1	(1,710)
R81: RED LINE SEGMENT 2			49	8,295	34	5,885			1	0	84	14,180	79	13,680	5	500
R82: RED LINE SEGMENT 3			13	2,017							13	2,017	13	2,037	0	(20)
SYSTEMWIDE & OTHER					8	1,862					8	1,862	0	0	8	1,862
CONTRACT TOTAL	82	5,946	73	10,874	126	16,369	22	1,523	9	193	312	34,905	COMMENTS: NEW CATEGORY ADDED FOR SYSTEMWIDE & OTHER (INCLUDES SECURITY, COMMUTER RAIL, ETC.).			
LAST MONTH	82	5,946	69	10,104	116	16,307	22	1,523	4	343	293	34,223				
VARIANCE	0	0	4	770	10	62	0	0	5	(150)	19	682				

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	74	39	27	8	163

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 164 positions are filled with regular full time staff and 25 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

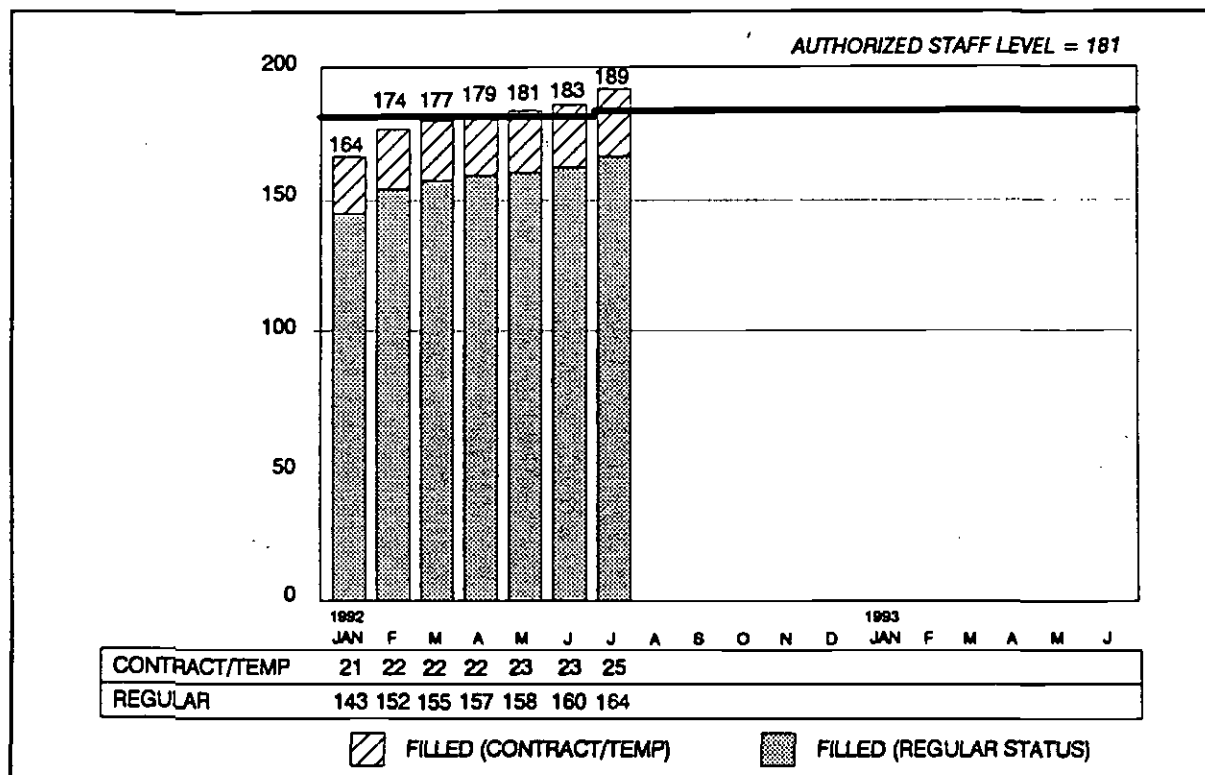
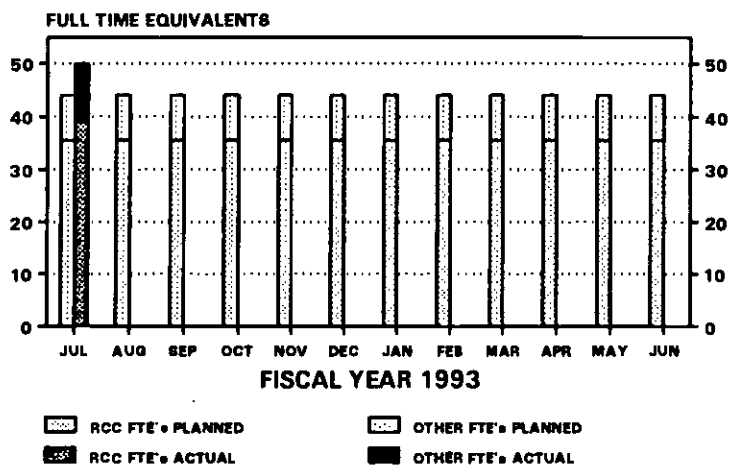


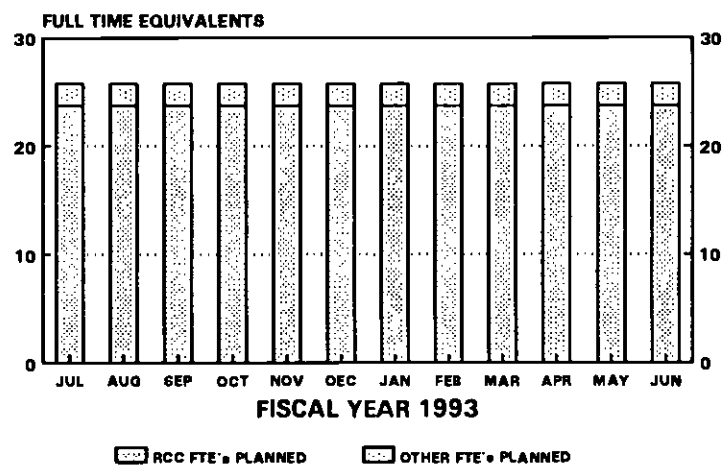
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



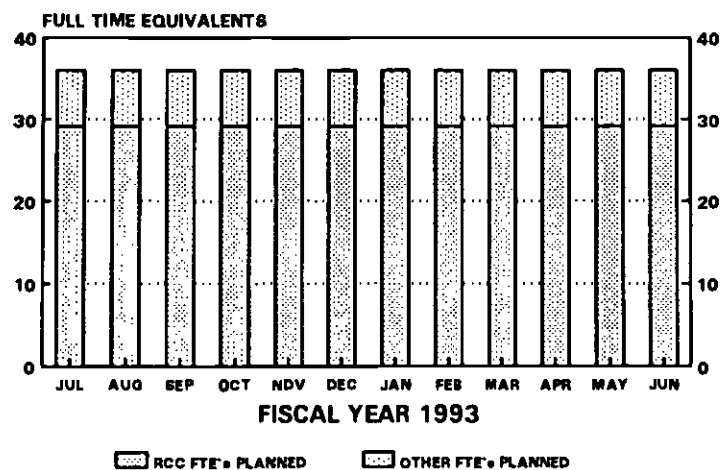
FY'93 Budget

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



FY'93 Budget

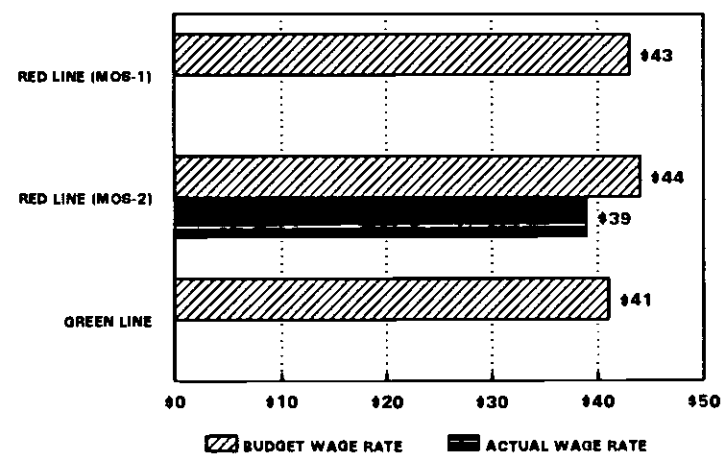
STAFFING PLAN VS. ACTUAL GREEN LINE



FY'93 Budget

July actuals are not available. Seg 2 reflects June actuals.

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



*Salary and Fringe Benefits Only



RAIL CONSTRUCTION CORPORATION
EXECUTIVE SUMMARY LABOR DISTRIBUTION REPORT
 For Period: June 1992
 (All Figures in FTE Person Months)

Page: 1
 Date: 7/28/92
 Time: 1:51 pm

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	11.4	1.8	9.2	0.0	18.9	1.4	10.1	4.1	25.7	2.4	12.3	10.5	87.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.5	87.5	87.5
Area Teams	ACTUAL	1.1	13.3	.3	2.5	3.2	31.5	1.2	9.7	2.3	16.6	0.0	.2	8.1	73.7										8.1	73.7	
FAST	BUDGET	0.0	.6	1.6	9.6	0.0	4.2	.2	3.2	.1	5.1	1.1	8.3	2.9	31.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.9	31.0	31.0
	ACTUAL	0.0	1.2	.1	6.7	.0	4.3	.0	2.6	1.2	14.0	1.4	10.8	2.8	39.6										2.8	39.6	
Commuter Rail	BUDGET	1.4	9.1	2.4	12.9	1.8	23.1	1.1	14.3	6.8	71.9	6.3	15.3	19.8	146.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19.8	146.7	146.7
	ACTUAL	.3	6.1	.4	4.8	1.2	20.4	.5	14.5	6.8	75.7	.6	2.9	10.0	124.4										10.0	124.4	
Rail Construction Corporation	BUDGET	0.0	.7	0.0	0.0	0.0	.3	0.0	.2	0.0	2.1	0.0	0.0	0.0	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	3.4	3.4
	ACTUAL	0.0	0.0	0.0	0.0	0.0	.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.3										0.0	.3	
COMMISSION TOTAL	BUDGET	.5	19.0	13.6	80.6	30.9	314.1	24.7	266.4	34.4	329.1	2.4	20.1	106.3	1029.3	3.3	33.8	2.4	81.5	43.3	210.4	18.8	326.0	67.8	651.7	174.0	1681.0
	ACTUAL	1.6	25.7	7.1	41.7	25.7	292.1	22.5	259.2	30.4	301.3	2.8	25.5	90.1	945.5	0.0	28.8	3.4	90.4	20.6	77.5	36.1	431.4	60.1	628.1	150.3	1573.6
ANNUAL BUDGET	BUDGET	2.6	40.8	19.4	112.2	32.6	360.6	27.3	294.2	45.3	434.0	12.2	56.0	139.5	1297.8	3.3	33.8	2.4	81.5	43.3	210.4	18.8	326.0	67.8	651.7	207.2	1949.5
	ACTUAL	3.0	46.3	8.0	55.7	30.1	348.7	24.2	285.9	40.8	407.5	4.9	39.3	111.0	1183.5	0.0	28.8	3.4	90.4	20.6	77.5	36.1	431.4	60.1	628.1	171.2	1811.6
ANNUAL BUDGET			40.8		112.2		360.6		294.2		434.0		56.0			33.8	81.5		210.4		326.0						1949.5

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 26.1% which exceeds the corporate goal by 6.1%. 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 4.3% 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%	574,102	72.14%	820,310	56.45%	1,005,061	69.49%	3,056,960	66.85%	
REAL ESTATE	55,592	6.34%	29,232	3.67%	139,679	9.61%	103,375	7.15%	327,878	7.17%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	76,492	9.61%	217,418	14.96%	137,312	9.49%	500,809	10.95%	
CONSTR MGMT.	91,642	10.45%	72,889	9.16%	141,234	9.72%	131,790	9.11%	437,555	9.57%	
STAFF	17,655	2.01%	21,390	2.69%	99,273	6.83%	57,541	3.98%	195,859	4.28%	4%
OTHER	14,222	1.62%	15,056	1.89%	924	0.06%	27,069	1.87%	57,271	1.25%	
SUBTOTAL	193,106	22.01%	185,827	23.35%	458,849	31.57%	353,712	24.45%	1,191,494	26.06%	20%
CONTINGENCY	963	0.11%	20,620	2.59%	34,418	2.37%	64,217	4.44%	120,218	2.63%	
PROJECT REVENUE	(29,877)	-3.41%	(13,949)	-1.75%	0	0.00%	(79,933)	-5.53%	(123,759)	-2.71%	
GRAND TOTAL	877,271	100.00%	795,832	100.00%	1,453,256	100.00%	1,446,432	100.00%	4,572,791	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

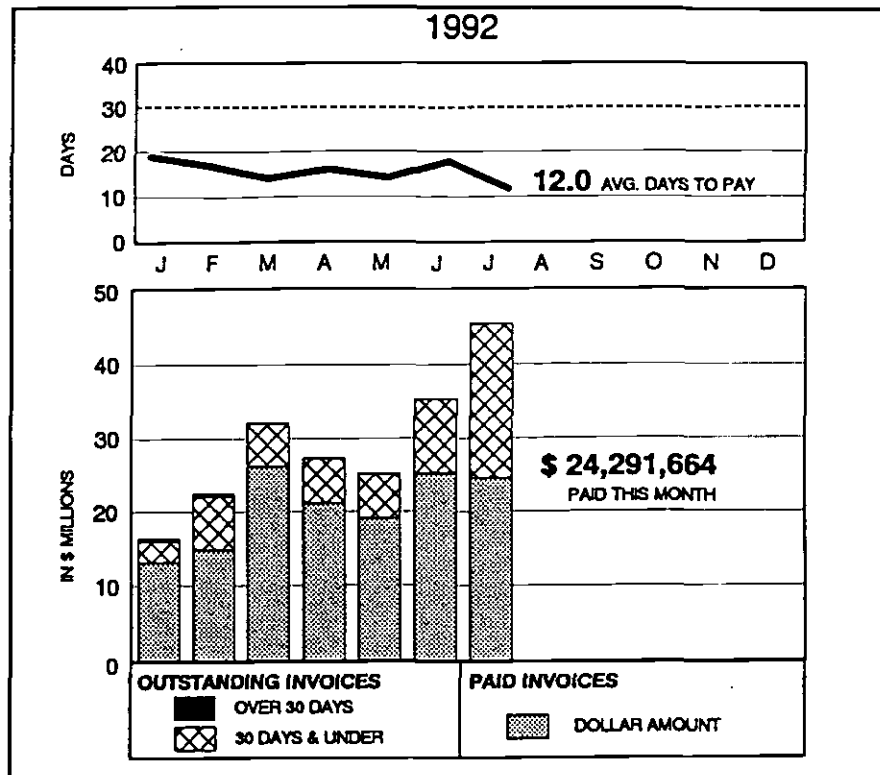
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.0 days.

• 60 invoices were paid this month for a total value of \$ 24,291,664.

• There were 75 outstanding Construction or Procurement invoices under 30 days old for \$ 20,501,228.

• There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 77,413.

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

METROLINK - COMMUTER RAIL

JUNE 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**JUNE 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 (F59PH) 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: 2

UPDATE:04-Aug-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
MS021	FIELD ENGINEERING SERVICES	T&M		07/28/92	07/29/92	08/05/92	08/17/92	09/03/92		09/11/92	LOTTERMAN \
MS022	ENGINEERING DESIGN SERVICES	T&M		07/28/92	07/29/92	08/05/92	08/17/92	09/03/92		09/11/92	LOTTERMAN \
MS023	VEGETATION CONTROL	T&M		08/14/92	08/17/92	08/26/92	09/10/92	10/02/92		10/09/92	LOTTERMAN \
MS024	ENVIRONMENTAL DOCUMENTS AND ST	T&M		08/14/92	08/17/92	08/26/92	09/10/92	10/02/92		10/09/92	LOTTERMAN \
MS025	BRIDGE INSPECTION SERVICES	T&M		08/14/92	08/17/92	08/26/92	09/10/92	10/02/92		10/09/92	LOTTERMAN \
MS026	TRACK GEOMETRY REPORTING	T&M		08/14/92	08/17/92	08/26/92	09/10/92	10/02/92		10/09/92	LOTTERMAN \
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	SPV EAST - WEST ADVANCED RAIL				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
TBD	UNION STATION UPGRADE			07/10/92	07/13/92	07/20/92	08/05/92	08/07/92	08/14/92		TBD \TBD \

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						5 Manuals Resubmitted for Final Approval	Sept 92

**METRO PASADENA PROJECT
JULY 1992 STATUS REPORT****EXECUTIVE SUMMARY**

Preliminary Engineering for the entire alignment is now underway. Aerial mapping for the alignment east of the L.A. River is being completed in segments and Bridge drawings have been obtained from Santa Fe Railroad. A supplemental Environmental Impact Report (SEIR) for three Yard and Shops locations is in the community review phase and the final report will be completed in January 1993. The Project team continues to hold meetings with the Metrolink staff as well as interested third parties (Catellus), the cities of Los Angeles, Pasadena, and South Pasadena, and community groups) in an effort to identify and solve all potential issues which might impact the project.

AREAS OF CONCERN**ONGOING****Yard Site Location**

Concern: Neither the Cornfield 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 SEIR has been through the review process and the Area Teams will revise and resubmit the draft for further review and comment. The SEIR will be presented to the Planning Mobility Improvement Committee in August and final approvals from PMIC and LACTC are scheduled for January 1993.

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.

Santa Fe has requested approximately \$10.0 million to accelerate refurbishment of their alternate route along the San Bernardino subdivision in order to abandon the Pasadena alignment by January 1994. A decision must be reached before the end of August or the term sheet for the overall Santa Fe purchase will expire.

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

Status: A meeting was be held with the interested parties during the month of July. The Pasadena team presented the Light Rail interface within and around LAUPT and the Terminal Annex. An alignment review is in progress to determine the potential for shifting the LRT route to the center of Vignes St.

KEY ACTIVITIES - JULY

- The mathematized alignment from LAUPT to the Cornfield Yard was submitted by the EMC on 7/16.
- EMC submitted a baseline schedule for Phase II Preliminary Engineering on 7/31.
- RCC obtained Santa Fe As-Built drawings for the L.A. River Bridge. These drawings are being reviewed to determine the feasibility of using the existing bridge and or piers. If the bridge structure cannot meet structural and seismic requirements, a method for demolition will be determined.
- The basis for design for the Traction Power Supply System and the Overhead Contact System was submitted for RCC review on 7/15.
- Existing Utility Drawings from Union Station to the L.A. River Bridge were submitted to the RCC and Agencies for review and comment on 7/10.
- NTP for geotechnical investigation for the Phase II alignment was given to the selected subconsultant on 7/24.
- The control survey and aerial photography for the full alignment was completed on 7/24.

KEY ACTIVITIES - PLANNED FOR AUGUST

- EMC will present the revised Contract Unit Descriptions (CUD's) for RCC review - 8/31.
- The EMC will present the Pasadena Project Schedule to the RCC for review 8/3.

- Yard and Shops drawings will be delivered for RCC/SCRTD approval.
- The environmental study for the Cornfield yard will be completed by 8/17.
- The EMC will complete an alternate bridge construction study for the L.A. River bridge on 8/31. This will assist in the assessment of an acceleration of the Santa Fe refurbishment of the San Bernardino subdivision (forecasted impact to the RCC budget of \$10.0 million).
- The environmental audit for the balance of the alignment will begin by month end. Firms have been shortlisted and a recommendation will be submitted to the board at the 8/17 RCC meeting.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 722
- Current Forecast 796

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 36%
 - Actual 29%
- Issued Notice to Proceed for Contract C0610 (El Segundo Trackwork Installation) on June 8, 1992.
- Awarded Contract H0900 (Safety and Security Communications Systems).
- Advertised Contract P2000 (Rail Transit Vehicles) on July 1, 1992.

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. It 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. The first requirement was for Contract C0600 (Century Trackwork Installation).

Action: The full permits for Contracts C0600 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.

Status: RCC will apply for additional and remaining contract permits as necessary.

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 expected September 15, 1992 as currently forecast.

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 anticipated revised construction schedule has been initiated as part of the LRT facilities change order. The contractor is working towards 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 contracts. 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: Corrections are being made to Project CT047 bent anchor bolts and the corrections are expected to be completed by the end of August, 1992. Caltrans electrical personnel have been informed of the deficient grounding of OCS anchors and are to make appropriate corrections. All corrections are to take place prior to final acceptance of the LRT facilities supplied by Caltrans.

RESOLVED**Potential Changes to Contract P1800 (Special Trackwork Procurement)**

- Concern:** Shop drawing processing delays, comments and modifications may have significant schedule and cost impacts to Contract P1800. Design modifications increased rail lengths to 60 feet causing availability, handling, engineering, and transportation problems. The contractor for P1800, Bethlehem Steel, is presently incorporating the above modifications.
- Action:** Re-evaluation by the designer, PB/DMJM, of previous design comments and modifications to shop drawings will enable OKA to better mediate the issue. The contractor is to provide justification and back-up for potential cost increases.
- Status:** Preliminary cost data from OKA has been forwarded to PB/DMJM for use in its evaluations. Schedule impacts are being evaluated.

Systems Contracts Modifications

- Concern:** The intent to delete the east end of the non-revenue connector complex may necessitate the preparation of changes and negotiations with the following systems contracts: P1800 (Special Trackwork Procurement), CO600 (Century Trackwork Installation), H1100 (Automatic Train Control), H1200 (Traction Power Supply System), and H1400 (Overhead Contact System). The schedule, cost and operational impacts need to be analyzed.
- Action:** The designer, PB/DMJM, is to complete the processing of these change notices.
- Status:** Change technical evaluations for Contracts CO600, H1100 and P1800 were performed by PB/DMJM and OKA. It was determined that a change was not warranted for Contract H1400 and that there would be no impact to Contract H1200.

KEY ACTIVITIES – JULY

- Issued Notice to Proceed on Contract C0610 (El Segundo Trackwork Installation).
- Awarded Contract H0900 (Safety and Security Communication Systems).
- Field construction activities commenced on Contract H1200 (Traction Power Supply Systems).
- Issued Request For Proposals for Contract P2000 (Rail Transit Vehicles).

KEY ACTIVITIES – PLANNED FOR AUGUST

- Advertise Contract H0888 (Light Rail Radio System) for bid.
- Issue Notice to Proceed for Contract H0900 (Safety and Security Communications Systems).

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

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	470,192	567,950	10,035	304,460	5,345	106,978	6,380	99,202	563,602	(4,347)
S Professional Services	108,562	109,629	248	133,555	4,732	96,561	4,308	92,041	181,036	71,408
R Real Estate	36,927	29,232	439	24,014	181	23,021	180	23,020	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	140	8,947	184	2,224	117	2,224	10,500	0
O Special Programs	4,676	4,790	0	1,035	6	294	7	214	4,790	0
C Contingency	59,613	14,100	0	0	0	0	0	0	20,608	6,508
A Project Revenue	(16,626)	(13,798)	0	(8,669)	0	(579)	0	(579)	(13,949)	(151)
Project Grand Total :	671,000	722,402	10,861	463,343	10,448	228,499	10,994	216,122	795,819	73,417

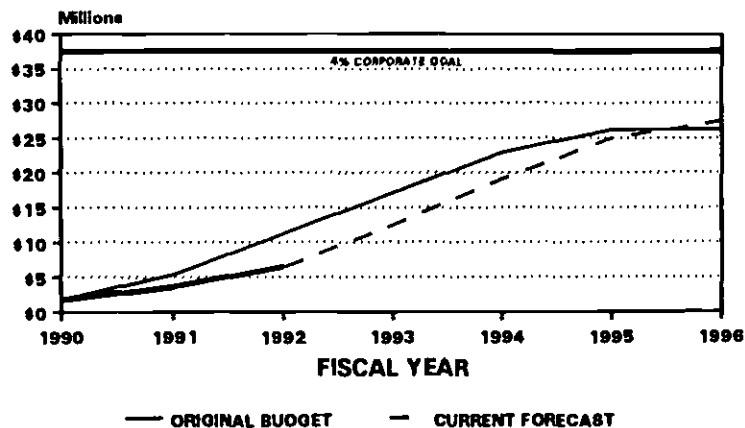
RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)

JULY 92

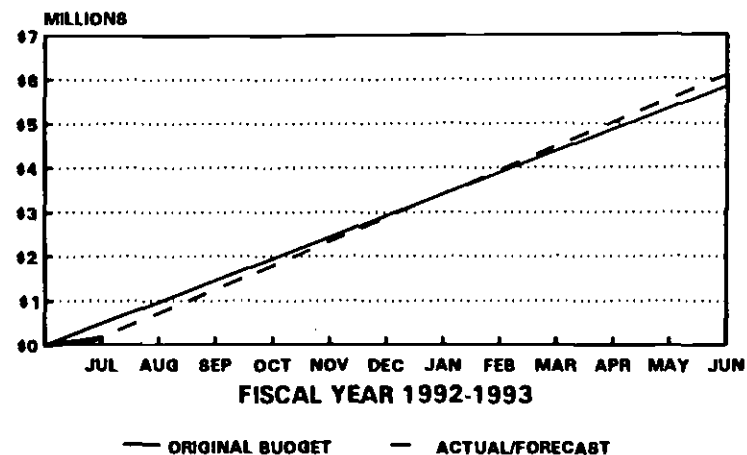
STATUS OF FUNDS BY SOURCE

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



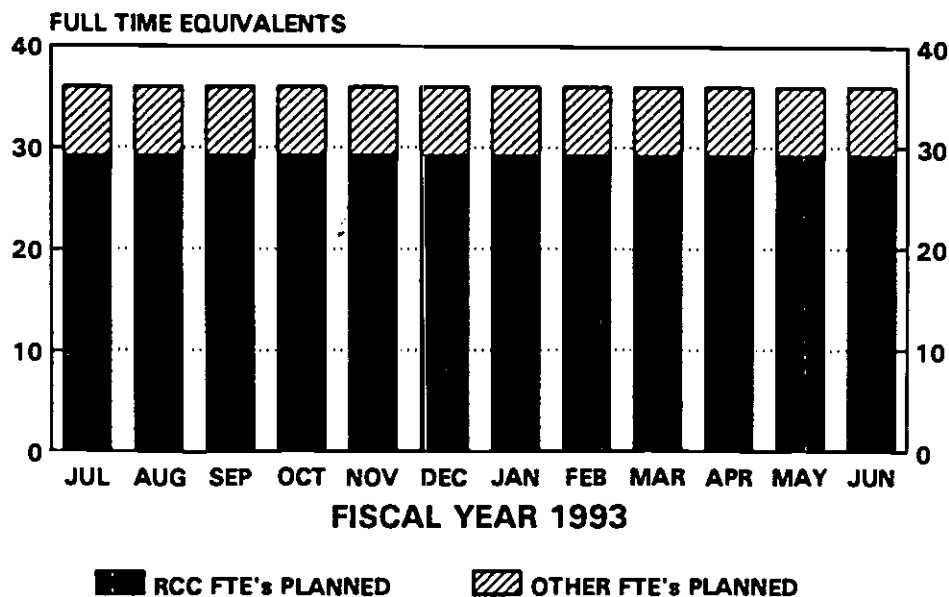
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$8,099
ACTUAL \$ TO DATE	\$ 178

STAFFING PLAN VS. ACTUAL GREEN LINE



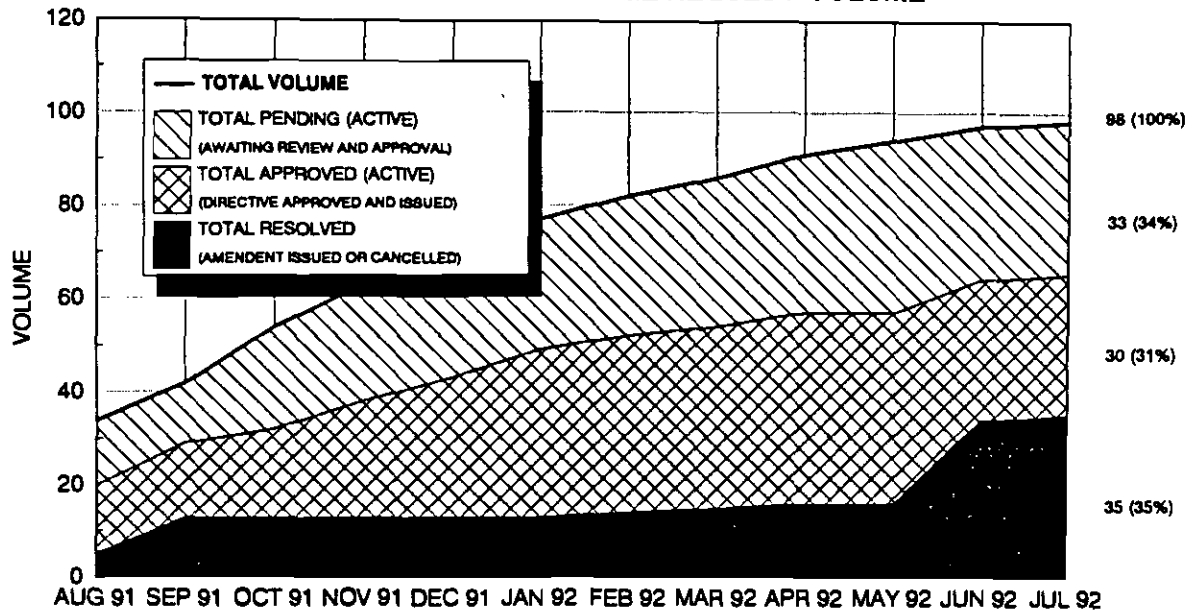
FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

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

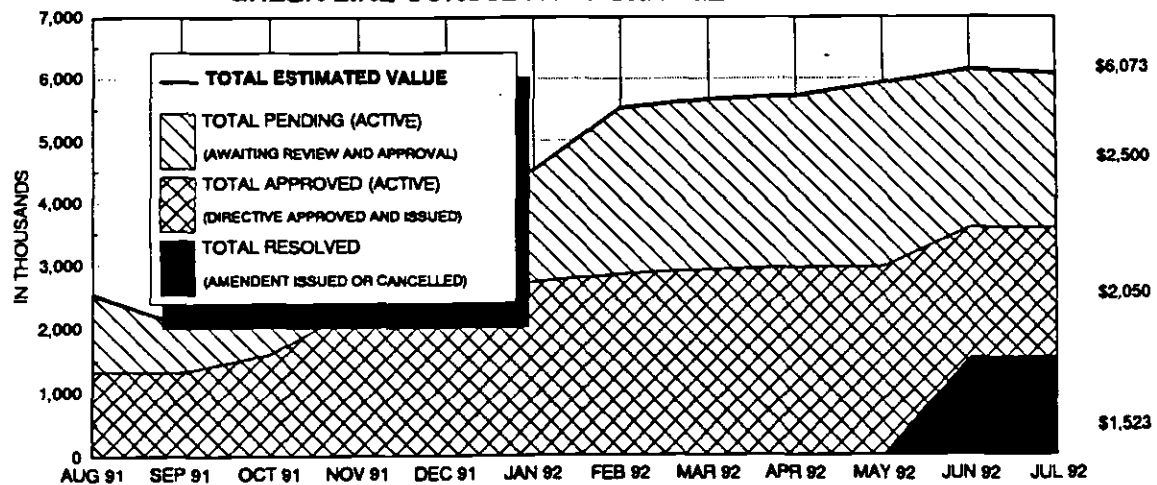
JULY ACTUALS NOT AVAILABLE UNTIL NEXT MONTH

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



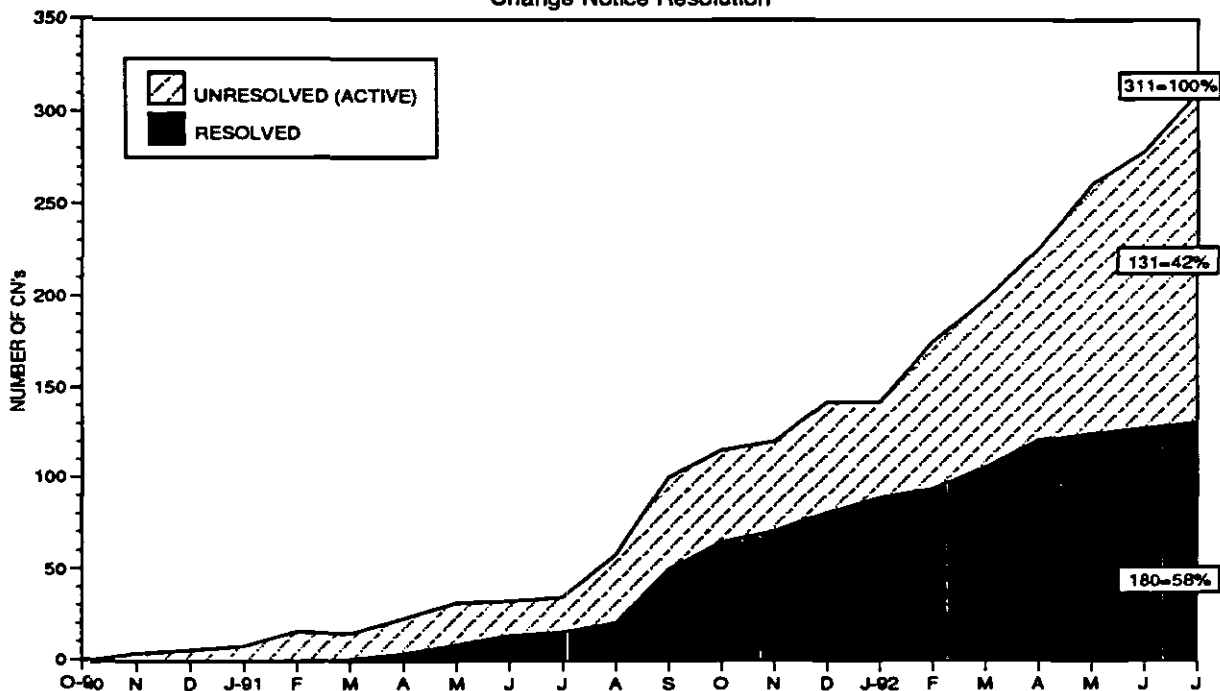
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	4	4	55	63
PERCENT	0%	6%	6%	88%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

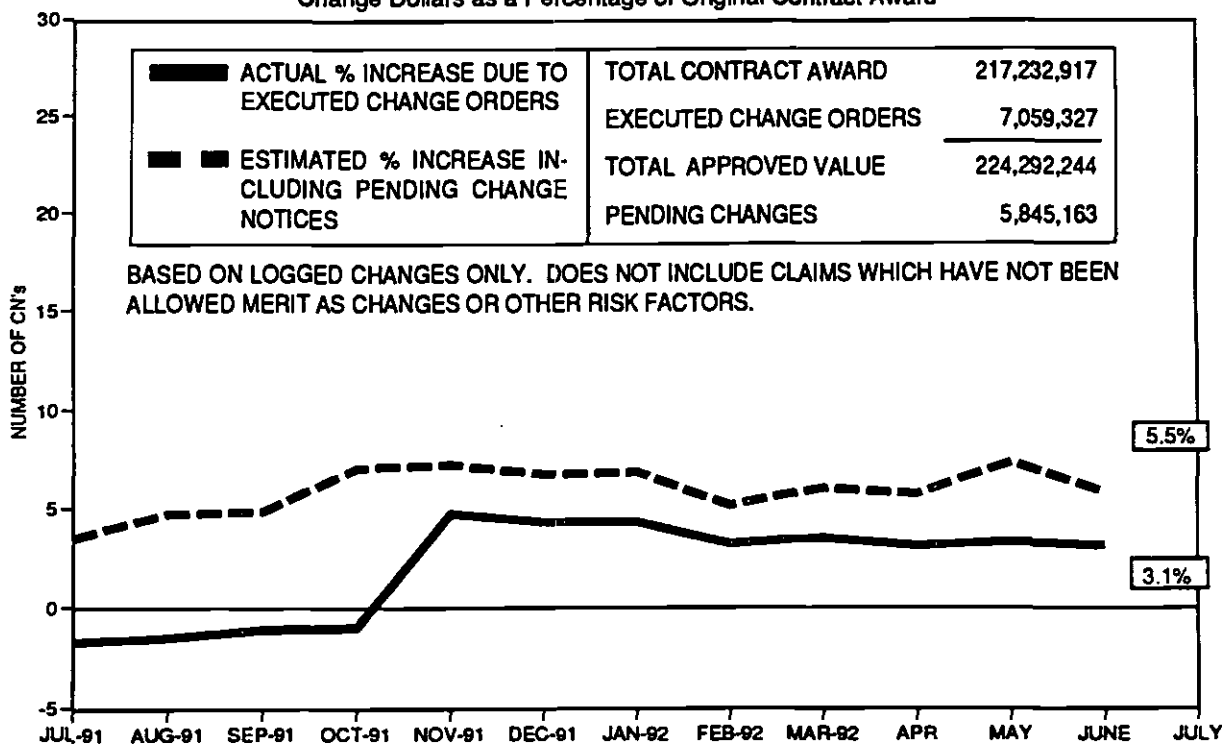
Change Notice Resolution



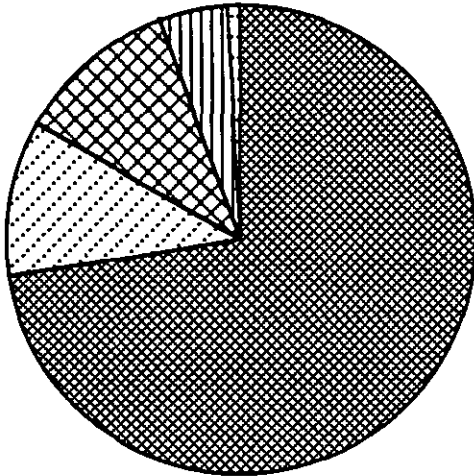
AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	10	19	16	36	131
PERCENT	46%	15%	12%	27%	100%

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 7/31/92








CHANGE VOLUME
 BY CHANGE VALUE
 TOTAL AS OF 7/31/92 = 127

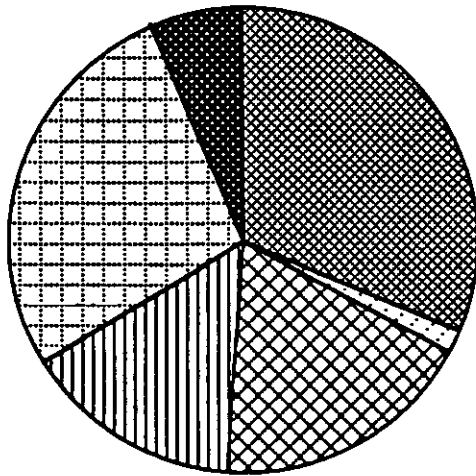
CHANGE VOLUME
 ABSOLUTE VALUES

92	72.44%		<25,000
14	11.02%		<50,000
14	11.02%		<200,000
6	4.72%		>200,000
1	0.79%		>1,000,000

CHANGE COST
 ABSOLUTE VALUES

\$515,496.72		<25,000
\$200,714.68		<50,000
\$1,255,505.00		<200,000
(\$594, 847.11)		>200,000
\$5,788,000.00		>1,000,000

CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 7/31/92



CHANGE BASIS VOLUME
 TOTAL 7/31/92 = 127

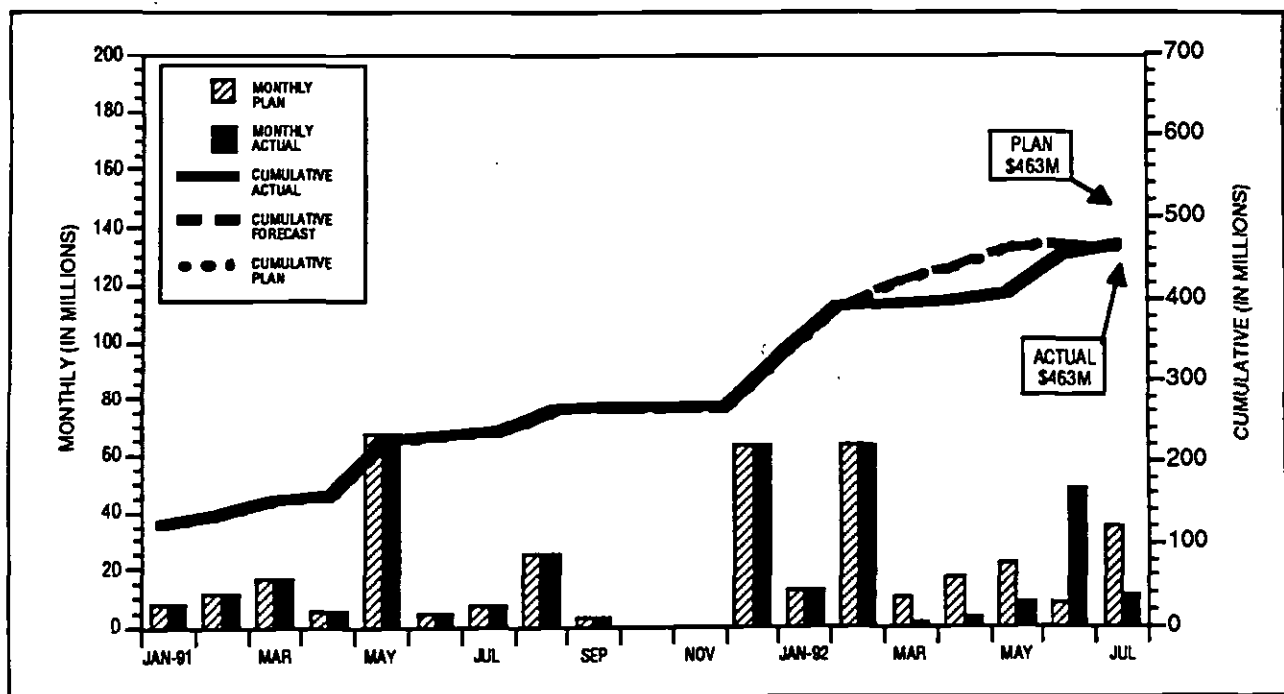
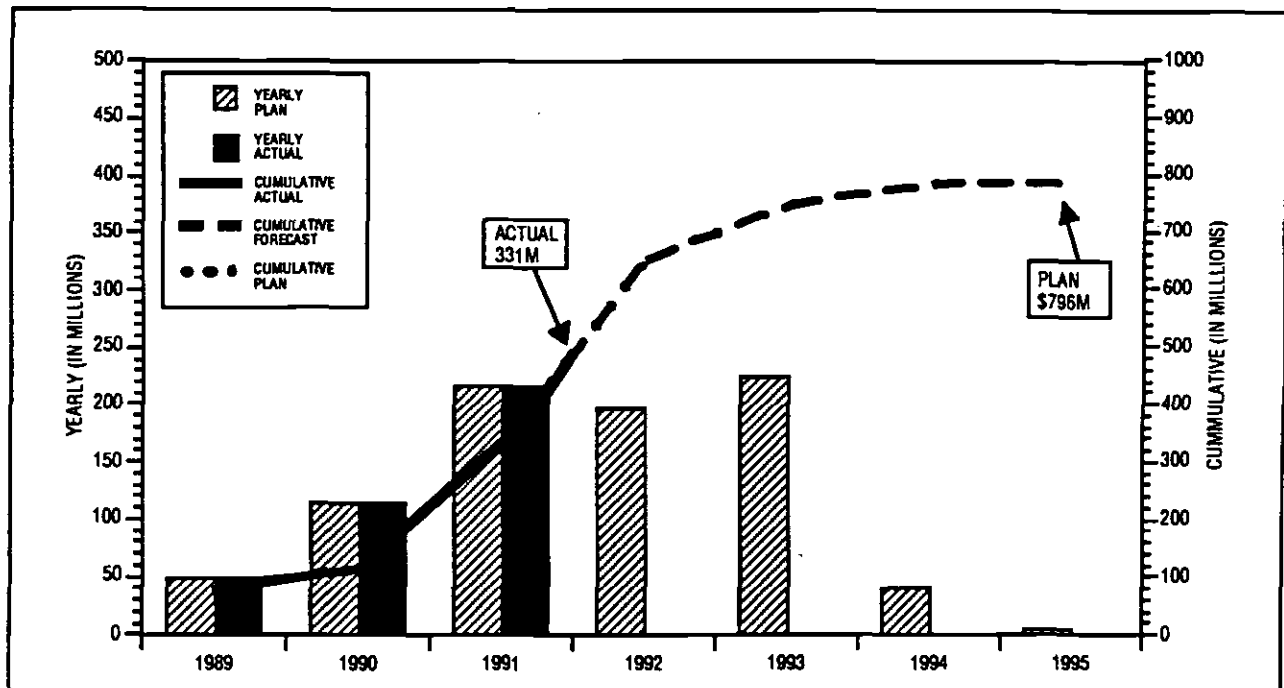
**CHANGE BASIS VOLUME
 ABSOLUTE VALUES**

40	31.49%		Work Scope Changes
2	1.57%		Schedule Changes
23	18.11%		Differing Conditions
19	14.96%		Administrative Changes
35	27.55%		Design Changes
8	6.29%		Other

**CHANGE BASIS COST
 ABSOLUTE VALUES**

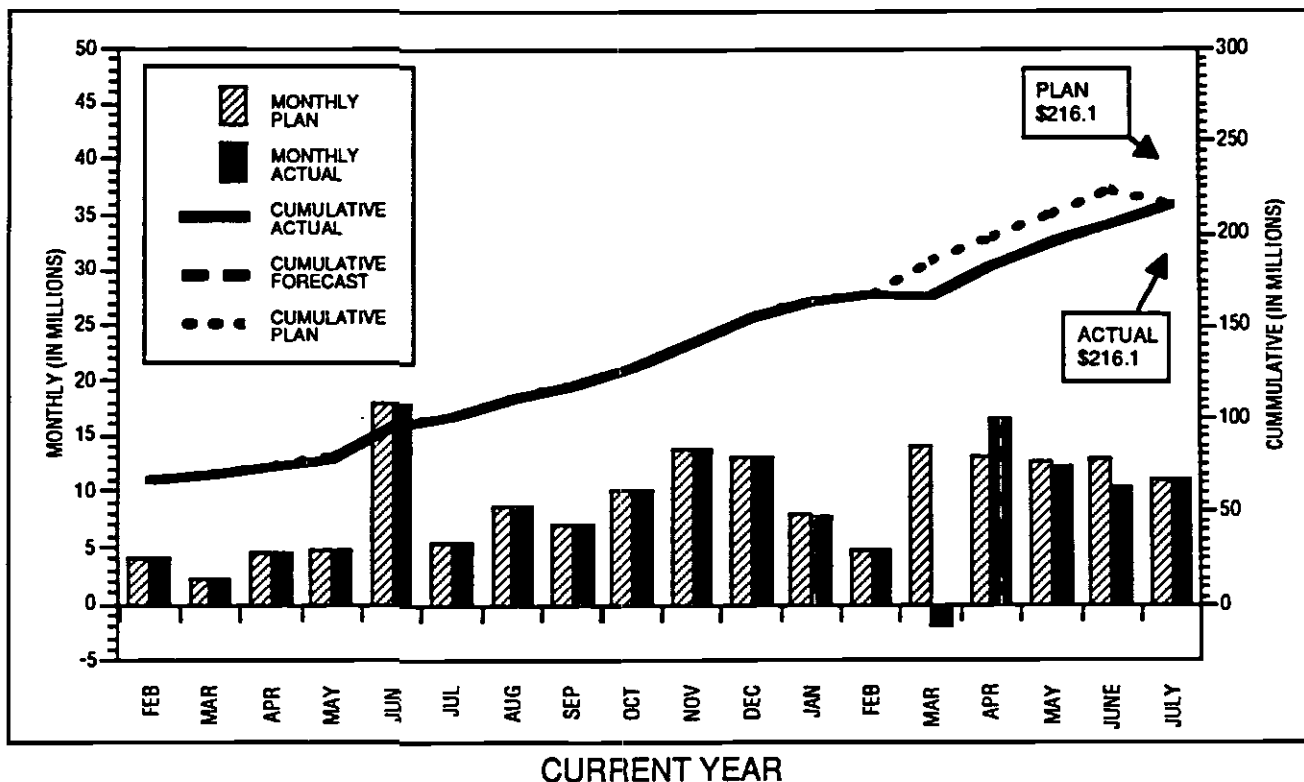
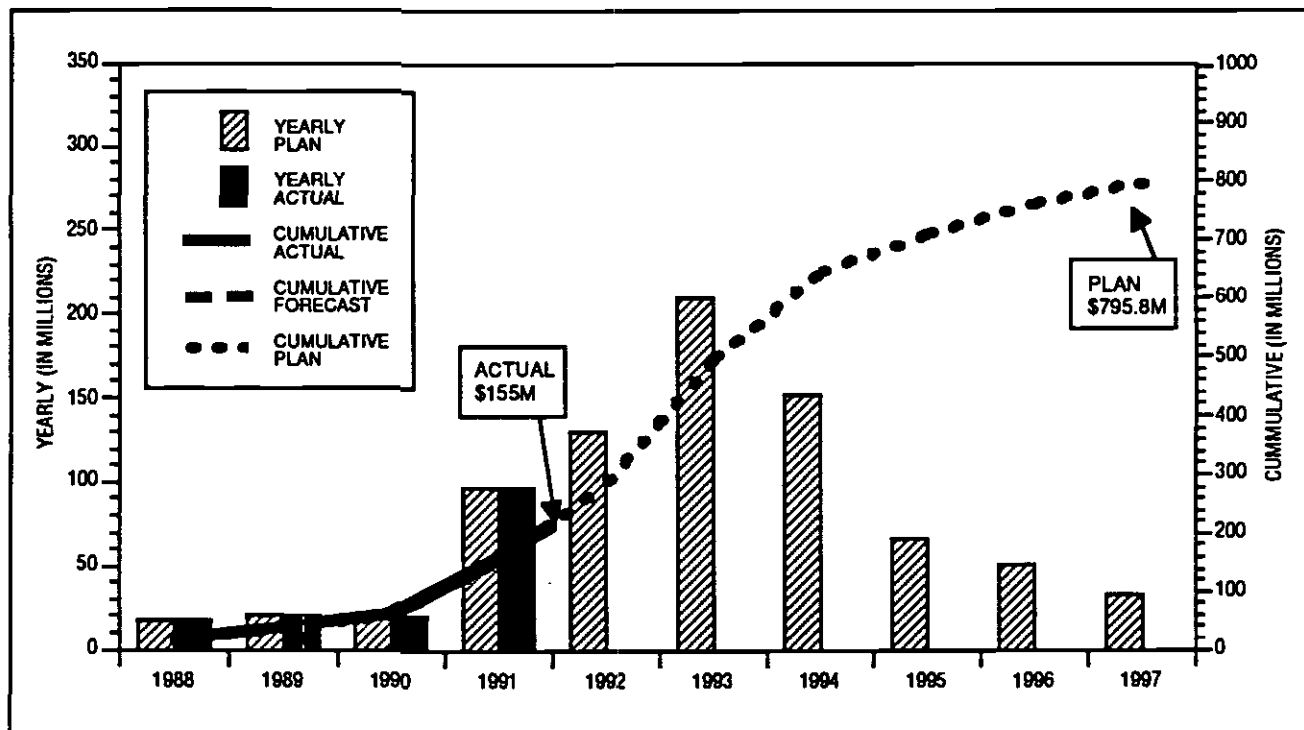
\$298,115.83		Work Scope Changes
\$10,685		Schedule Changes
\$6,425,613.00		Differing Conditions
\$151,774.29		Administrative Changes
(\$739,950.19)		Design Changes
\$1,018,630.42		Other

PROJECT COMMITMENTS

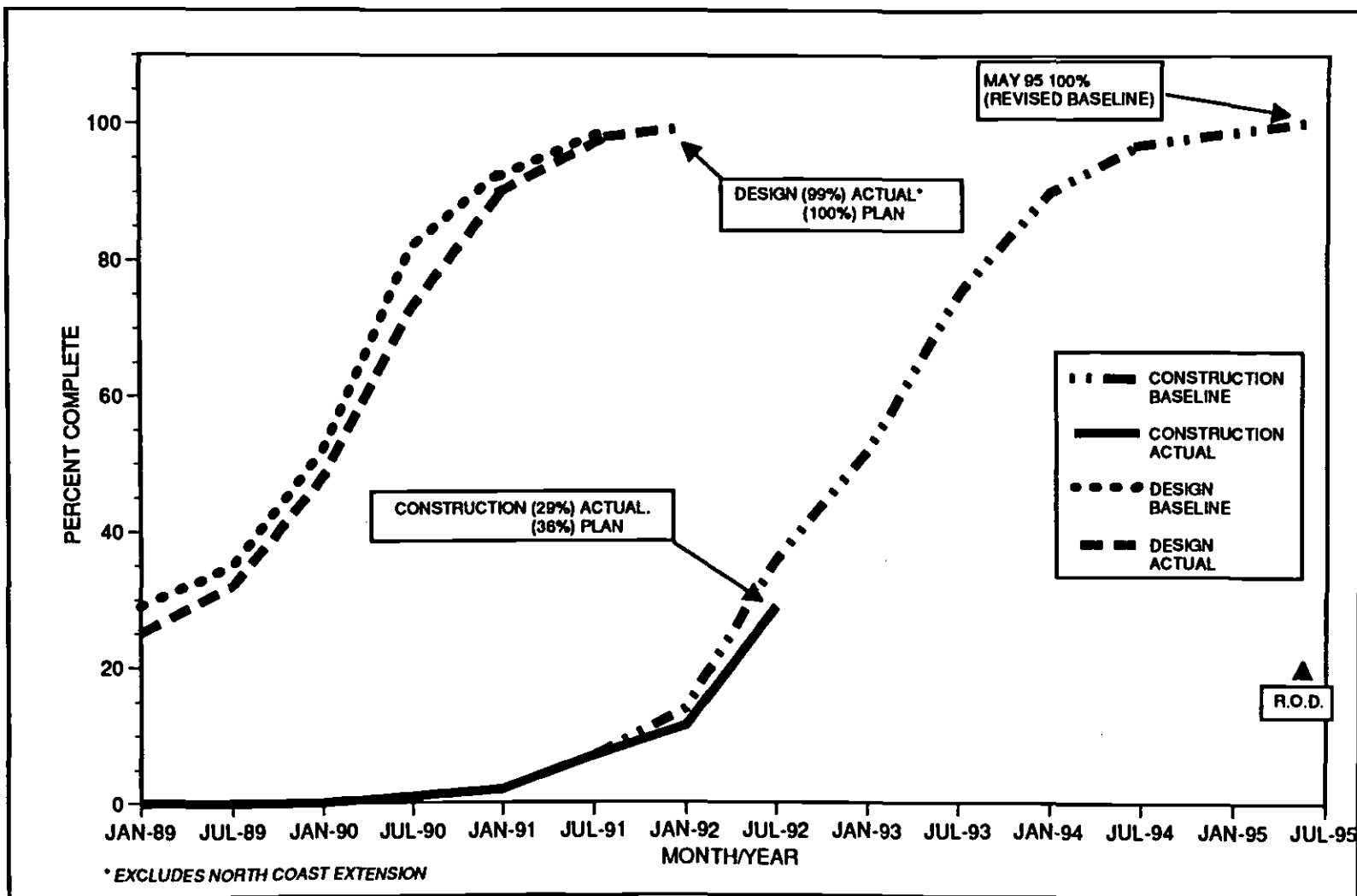


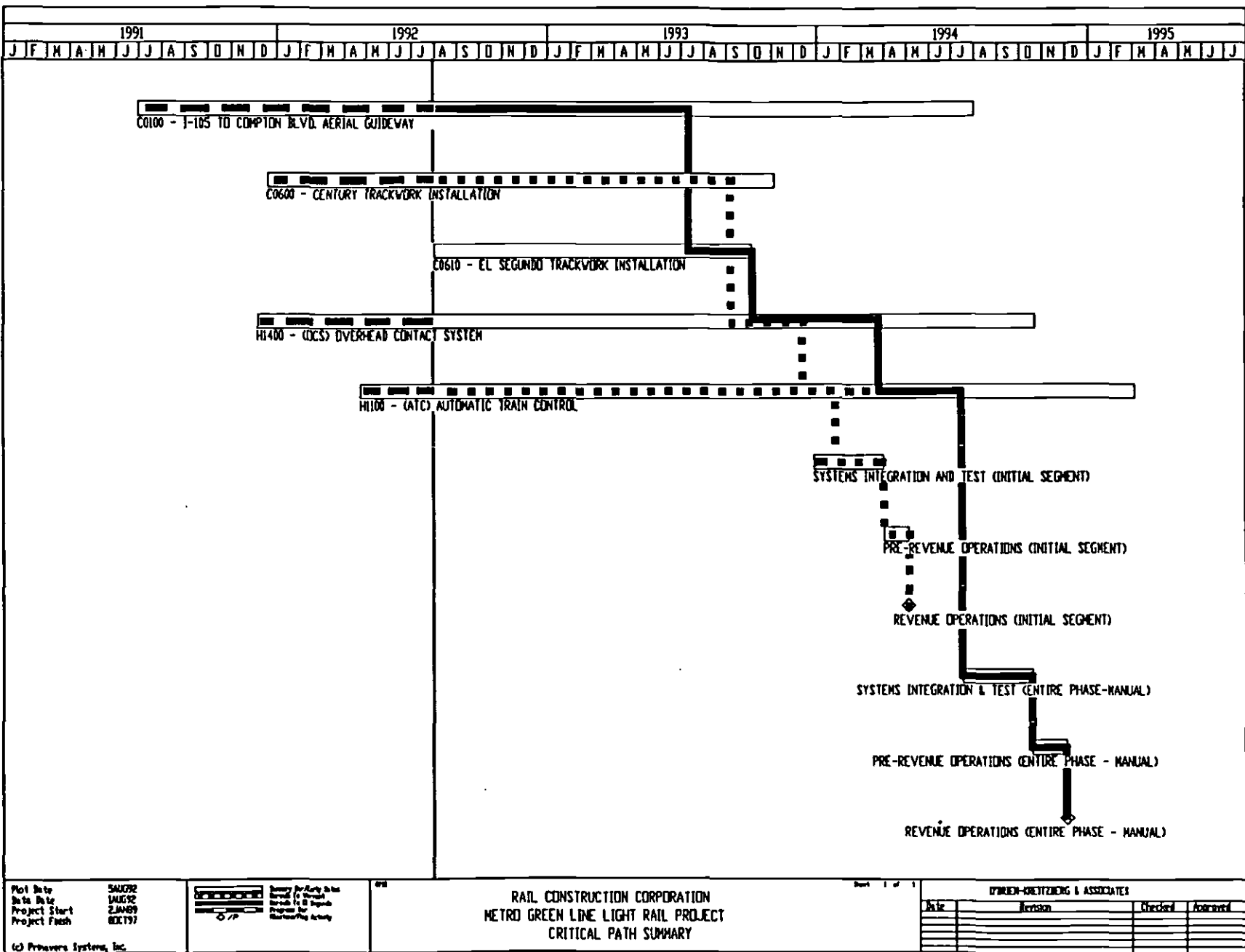
CURRENT YEAR

PROJECT CASH FLOW



PROGRESS SUMMARY



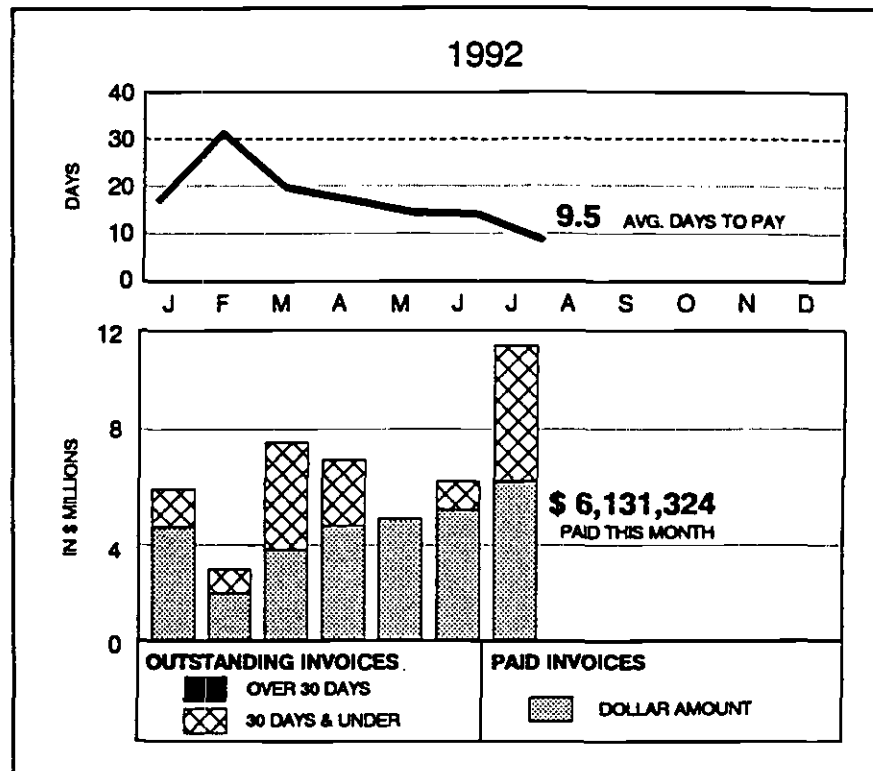


SAFETY GRAPHS ARE UNDER REVISION

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 9.5 days.
- 21 invoices were paid for a total value of \$ 6,131,324.
- There were 21 outstanding Construction or Procurement invoices under 30 days old for \$ 5,235,399.
- 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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The July Construction Forecast increased primarily as a result of the additional work scope awarded to Contract A147 for the grouting of water leaks in the stations and the application of wall coatings where seepage has occurred. The Construction Forecast was also impacted by additional Task Orders identified for Contract A190; an increase in Contract A650 due to a change in the California State Sales Tax which occurred after the contract had been awarded; Contract A640 for additional Change Notices and Contract A136 for a reconciliation of Cost-Plus Change Notices (CPCN's).

SCHEDULE STATUS

- Current Revenue Operations Date March 1993
- Construction Progress
 - Plan 97%
 - Actual 97%
- The A640 contract schedule incorporating Fire & Emergency Management (F & EM) system re-configuration (CN 224) shows an expected finish date of December 3, 1992. The ROD of March 1993 is supported and there are 30 days of total float in the Project Schedule.

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 2,100 Project personnel have received Rail Activation Safety training. In addition, Safety staff participate in weekly Resident Engineer's meetings and monthly progress meetings.

EXECUTIVE SUMMARY (CON'T)

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, two parcels are 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 July, the activities of the Rail Activation Group included the following:

- Continued review of training schedule and availability of associated materials.
- Continued research and development of equipment operation training program.
- Assigned task order to contract A190 for facility maintenance support.
- Supported acceptance testing with Breda passenger vehicles.
- Supported delivery of Breda passenger vehicles 507 and 510.
- Successfully conducted two emergency response drills in support of Revenue Operations: "Fire in Shop Building Requiring Evacuation" and "De-rail in Yard with No Injuries."

Future activities will focus on:

- Further support of delivery and testing of Breda passenger vehicles.
- Continue refinement of the recruitment and training plan to ensure support of Project requirements.
- Continue review and integration of the Breda/BAH Delivery, testing and training schedule into the Project Schedule.

EXECUTIVE SUMMARY (CON'T)

- Submit plans for the safe exercise of Emergency Response Drills in accordance with the Test Integration Schedule.
- Continue exercising Beneficial Occupancy; focusing on equipment and the systems and subsystems necessary for train testing.
- Continue Preliminary Integrated Testing in support of train testing.
- Continue refinement of the test integration schedule.

AREAS OF CONCERN

ONGOING

Contract A640, Communications

Concern: LAPD radio requirements have not been incorporated into the radio system due to lack of agreement on number of frequencies and interface.

Action: Reach agreements with LAPD so that cost and potential schedule impacts can be determined.

Status: LAPD has not responded to requests for meetings. A technical proposal has been sent to LAPD and we are awaiting response to parameters provided in the proposal.

Contingency Drawdown Rate

Concern: The rate of contingency drawdown is an on-going concern as a result of projections based on the current rate indicating a possible depletion of the contingency fund prior to 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.

AREAS OF CONCERN (CON'T)

Status: The cost exposure associated with pending claims is the single greatest factor potentially affecting the Project Contingency. Efforts continue to bring claims issues to a positive conclusion. The Construction Manager has completed an extensive review and identified potential construction contract backcharges. Staff has been analyzing individual Change Notices and Change Orders for cost recovery potential. This analysis is complete. All contract backcharges with recovery potential have been identified. Negotiations with contractors regarding backchargeable items have been scheduled throughout the month of August.

All individual Change Notices and Change Orders identified as having cost recovery potential have been reviewed and analyzed for merit. Six contracts have been determined to have no recoverable backcharges, negotiations have been completed recovering \$41.1-thousand on Contract A165 and four contracts remain to be negotiated with a potential recovery of \$714.5-thousand. Additional potential recovery of \$1.2-million from insurance has been identified. Contract A141 Backcharges are close to being finalized. Awaiting RCC authorization to write a Change Order for the \$41.1-thousand recovery on Contract A165.

Increase in Change Notice Backlog

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

Action: Identify all issues associated with Change Notices and Cost-Plus Change Notices and establish forecast as to the maximum exposure. Additional staff has been assigned to reduce the backlog.

Status: Initial review of all Change Orders and Change Notices complete. Lump Sum bid packages have been developed and issued for significant efforts that were previously being performed on a Cost-Plus basis. Finalization of open Change Notices in progress.

AREAS OF CONCERN (CON'T)

RESOLVED

Contract A650, Vehicles (Booz Allen Hamilton)

- Concern:** Booz Allen Hamilton is forecasting that subsequent passenger vehicle deliveries will be late to the contract schedule and may not support testing of the train control system.
- Action:** Provisions have been made through a Change Order with the A620 contractor to configure the Metro-Dade Transit vehicles (two married pairs) to support the first series of train control tests. Contract A620 testing using Metro-Dade vehicles has begun.
- Status:** Ten Breda vehicles have been delivered to Los Angeles and are currently undergoing acceptance testing. Two more Breda vehicles are forecast to arrive in August. These deliveries, together with use of the Metro-Dade vehicles should provide an adequate vehicle fleet to support integrated testing without impact to the ROD. Continued monitoring of status is required.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the June 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:** Waiting for FTA review of response.

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

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: This plan is currently being drafted. SCRTD has not identified a forecast completion date.

NEW **NONE**

RESOLVED **NONE**

KEY ACTIVITIES - JULY

- Completed installation of SCADA central configuration at Contract A640, Communications.
- 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 punchlist items at Contracts A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; and A187, Westlake/MacArthur Station.
- Closed Resident Engineer offices at Contracts A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; and A187, Westlake/MacArthur Station and moved contract completion activities to the Project office.
- Commenced safe braking distance brake calibration runs in the Yard and tunnel, Contract A620, Automatic Train Control.

KEY ACTIVITIES - PLANNED FOR AUGUST

- 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, Westlake/MacArthur Station.
- Continue support of Breda vehicle arrival and testing.
- Complete installation and testing for the Metro Red Line Station and Change Order and close-out activities on Contract A136, Union Station.
- Complete trackyard restoration at Union Station, Contract A136.
- Complete wheel press testing and training, Contract A732, Wheel Truing Machine.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

STATUS PERIOD: JUNE 27, 1992 TO JULY 31, 1992
 STATUS DATE : JULY 31, 1992
 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	686,158	0	751,972	2,381	769,413	17,756	718,608	12,058	712,041	3,237	808,282	58,320
S	PROFESSIONAL SERVICES	397,755	0	461,930	0	451,832	2,768	436,973	2,768	436,973	0	457,925	(4,005)
R	REAL ESTATE	90,894	0	139,820	0	126,237	0	126,237	0	126,237	0	139,679	(141)
F	UTILITY RELOCATIONS	10,820	0	12,140	0	12,018	43	8,702	43	8,702	0	12,018	(122)
D	SPECIAL PROGRAMS	948	0	948	0	847	37	601	37	601	0	924	(24)
C	PROJECT CONTINGENCY	53,225	0	83,209	0	0	0	0	0	0	(3,237)	31,181	(52,028)
A	PROJECT REVENUE	0	0	0	0	0	0	0	(3)	(1,241)	0	0	0
PROJECT GRAND TOTAL		1,249,900	0	1,450,019	2,381	1,380,147	20,604	1,291,121	14,803	1,283,313	0	1,450,019	0

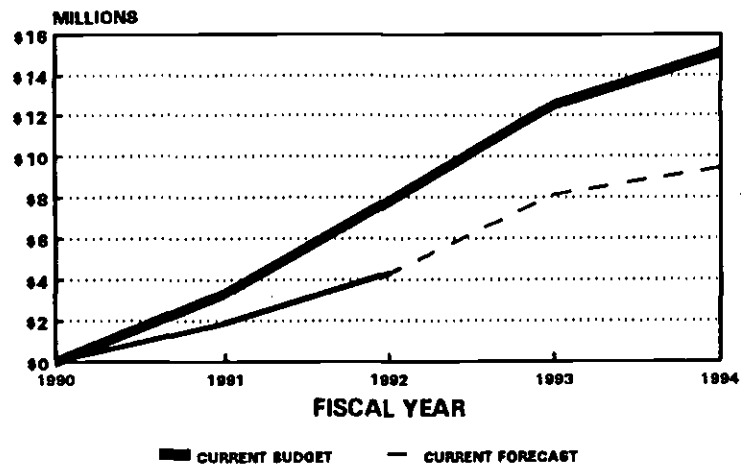
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

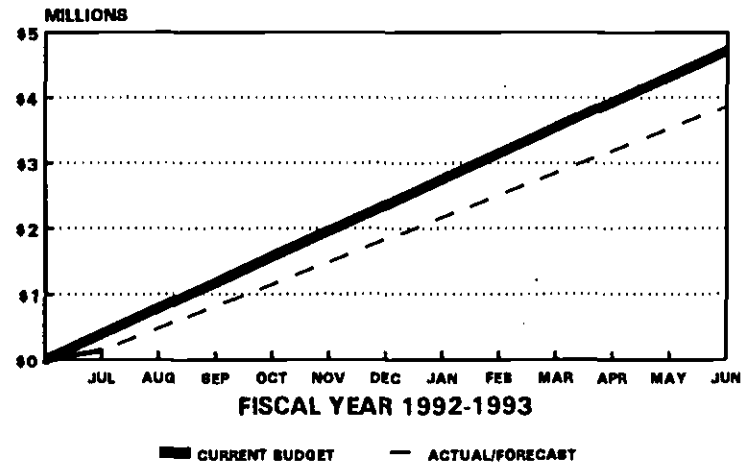
STATUS OF FUNDS BY SOURCE

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%	\$86,510	96%	\$79,280	88%
STATE	\$213,076	\$214,016	\$210,083	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	\$34,816	\$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

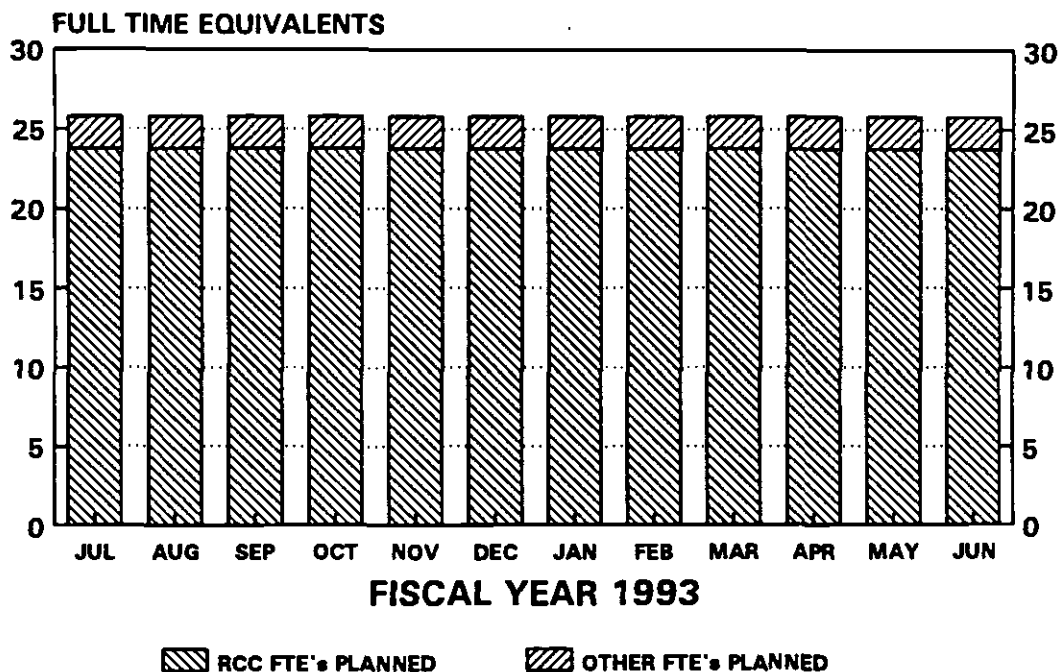
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

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

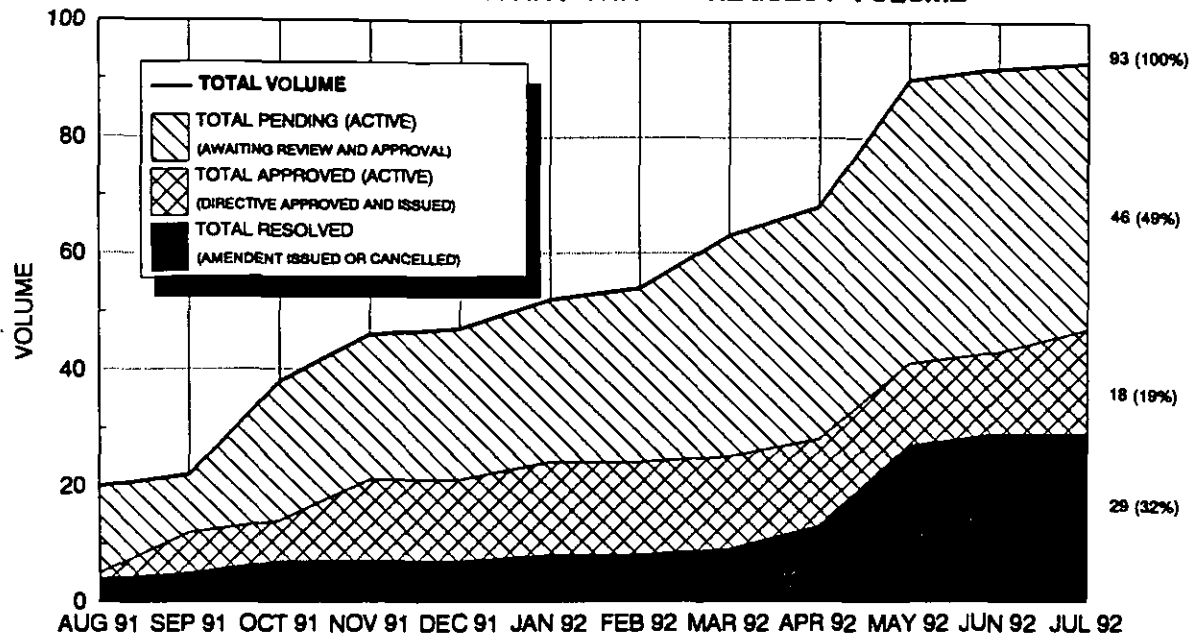
RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1993

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

JULY ACTUALS NOT AVAILABLE UNTIL NEXT MONTH

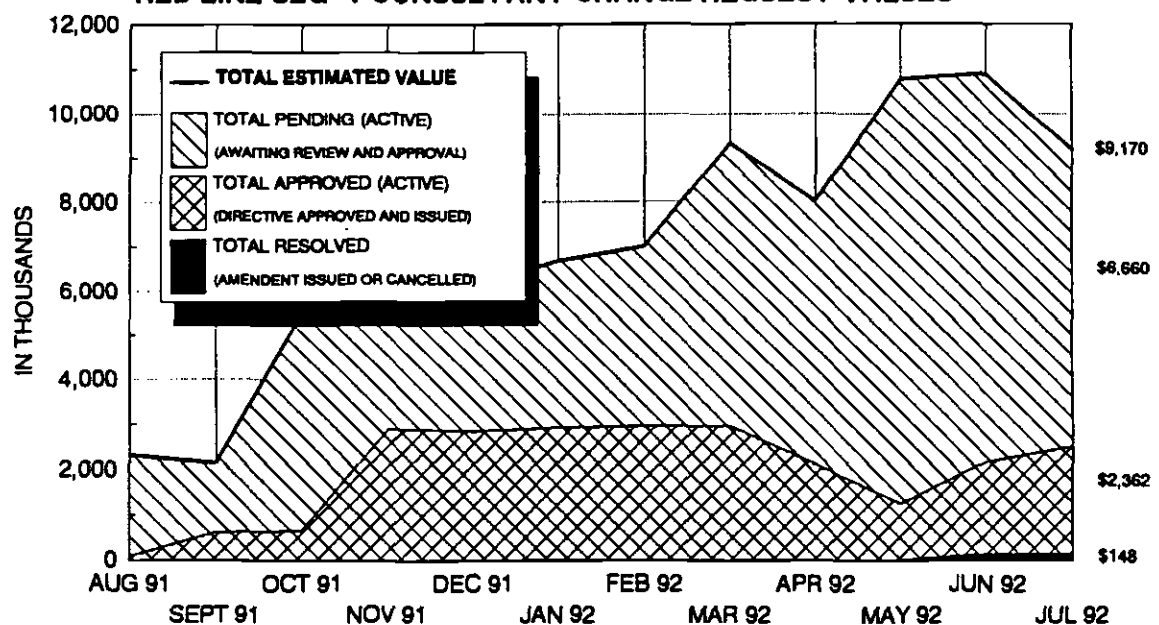
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VOLUME**



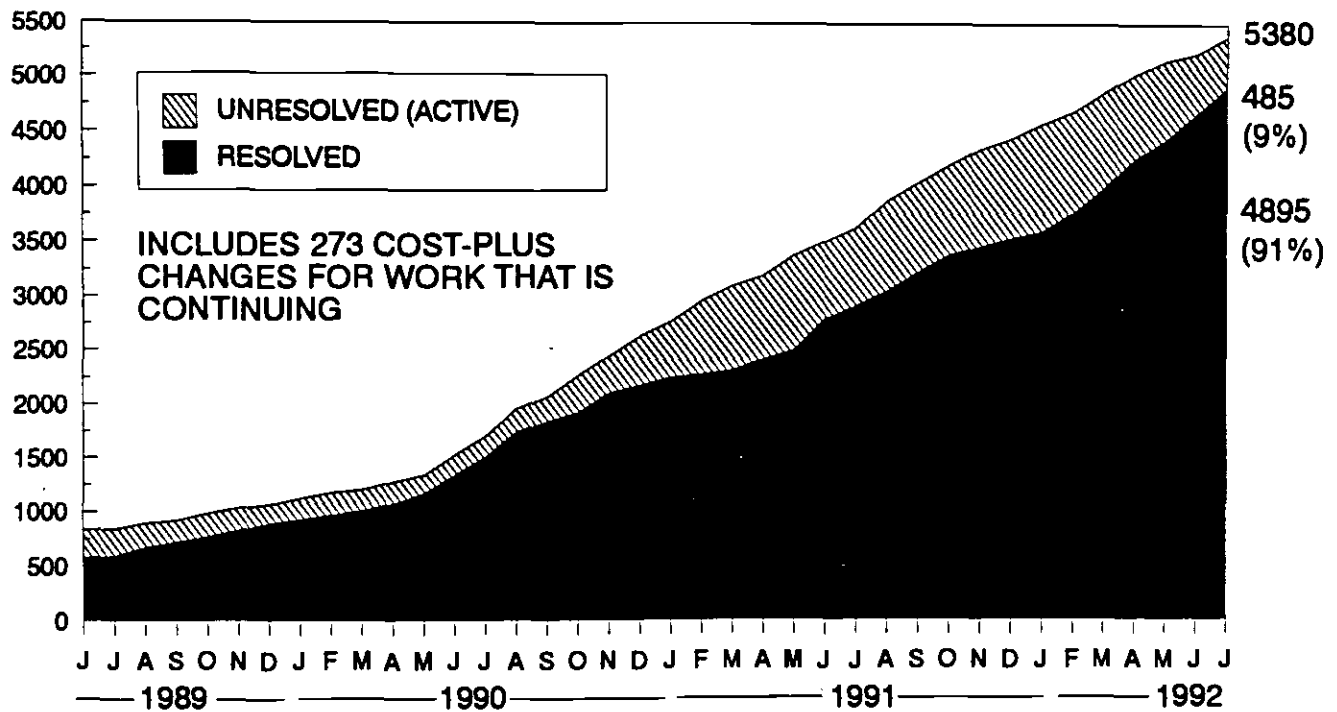
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	6	2	12	44	64
PERCENT	9%	3%	19%	69%	100%

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



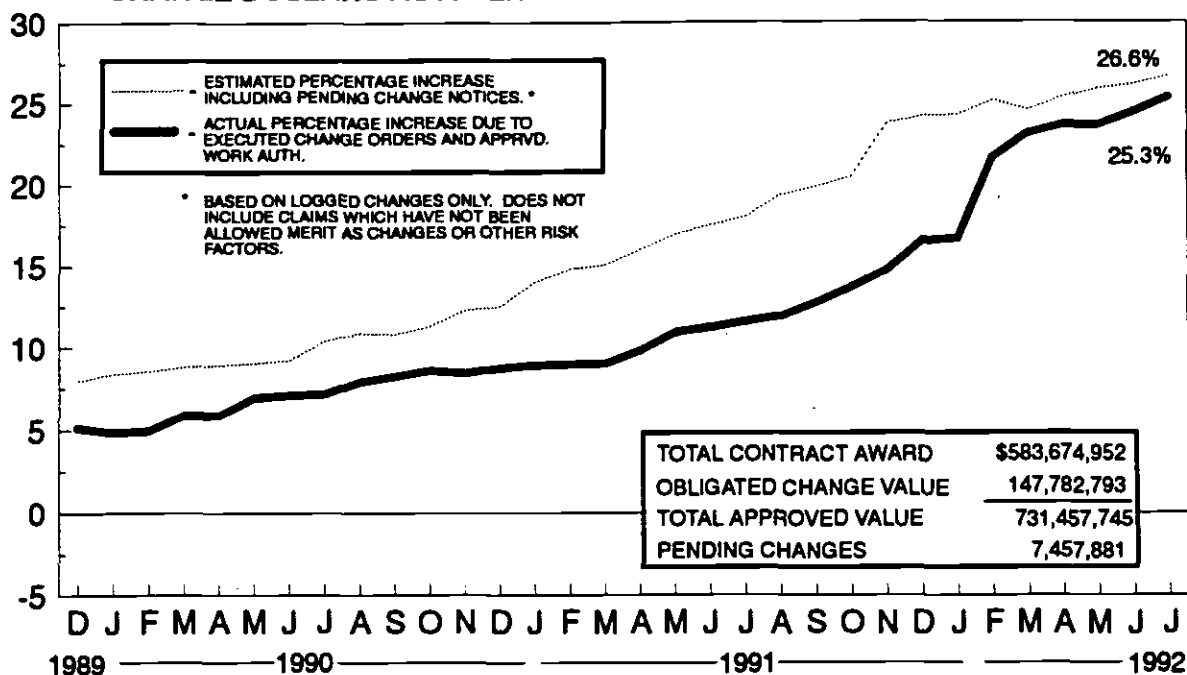
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



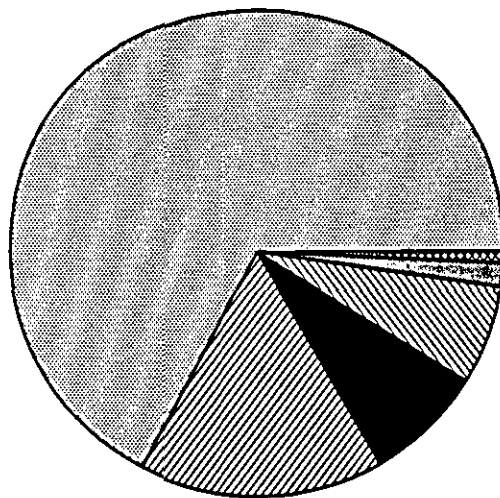
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	69	40	47	329	485
PERCENT	14%	8%	10%	68%	100%

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









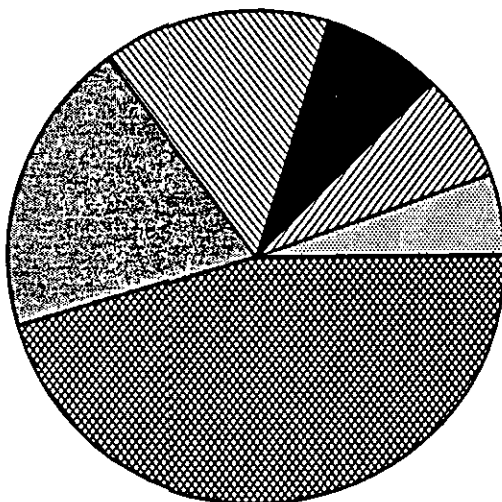
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 07/31/92**









CHANGE VOLUME
TOTAL VOLUME: 4101 CN'S

ABSOLUTE VALUES

2744	67.0%		< \$10,000
661	16.1%		< \$25,000
325	7.9%		< \$50,000
271	6.6%		< \$200,000
66	1.6%		> \$200,000
34	0.8%		> \$1,000,000

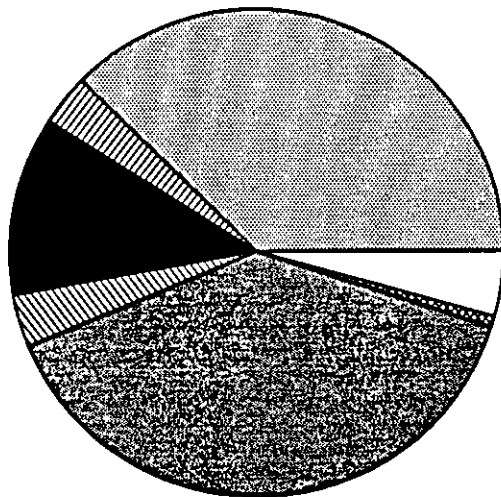


CHANGE COST
TOTAL COST: \$137,463,204








\$7,233,072	5.3%		< \$10,000
\$9,666,852	7.0%		< \$25,000
\$10,830,600	7.9%		< \$50,000
\$20,532,318	14.9%		< \$200,000
\$26,658,525	19.4%		> \$200,000
\$62,541,837	45.5%		> \$1,000,000

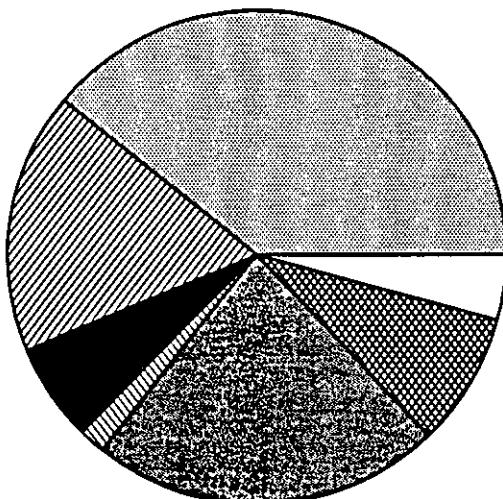
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 07/31/92**










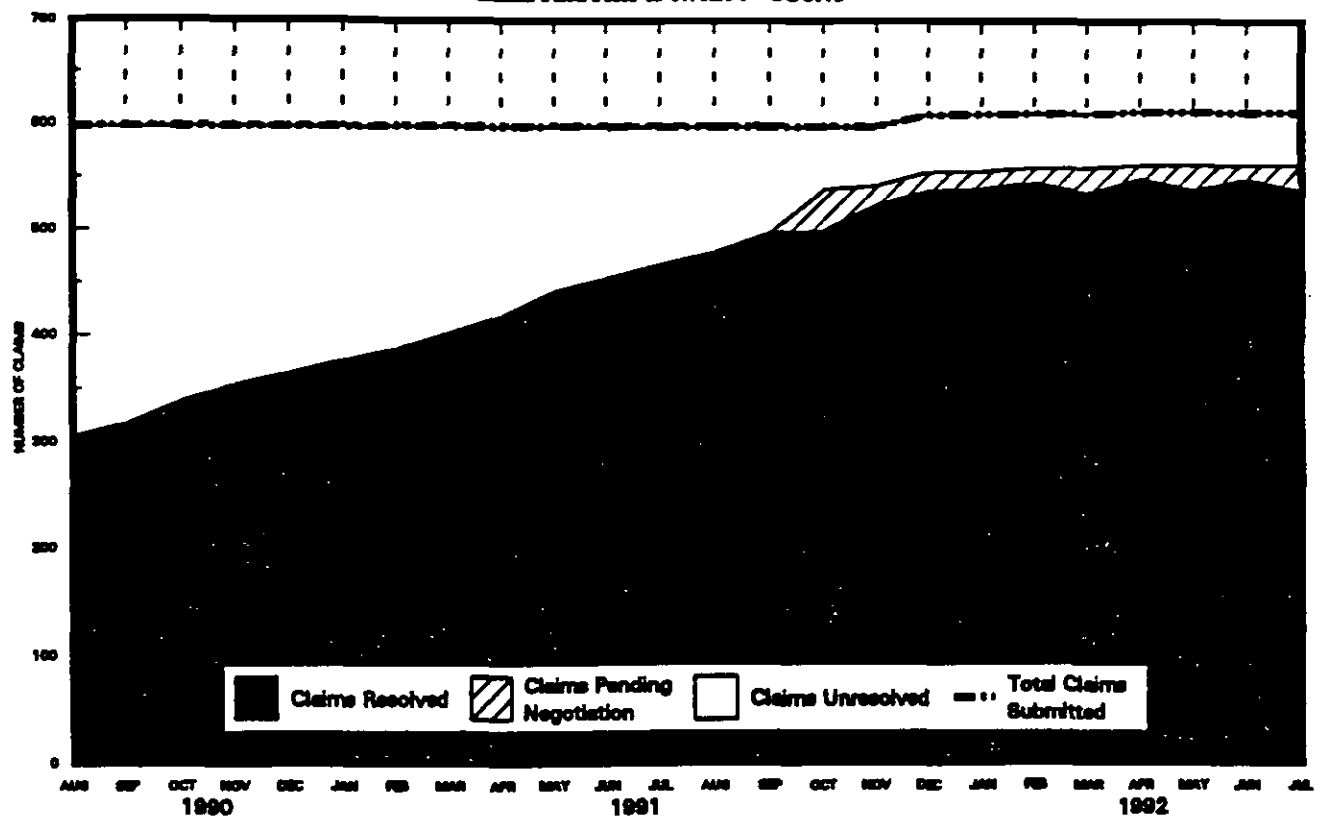
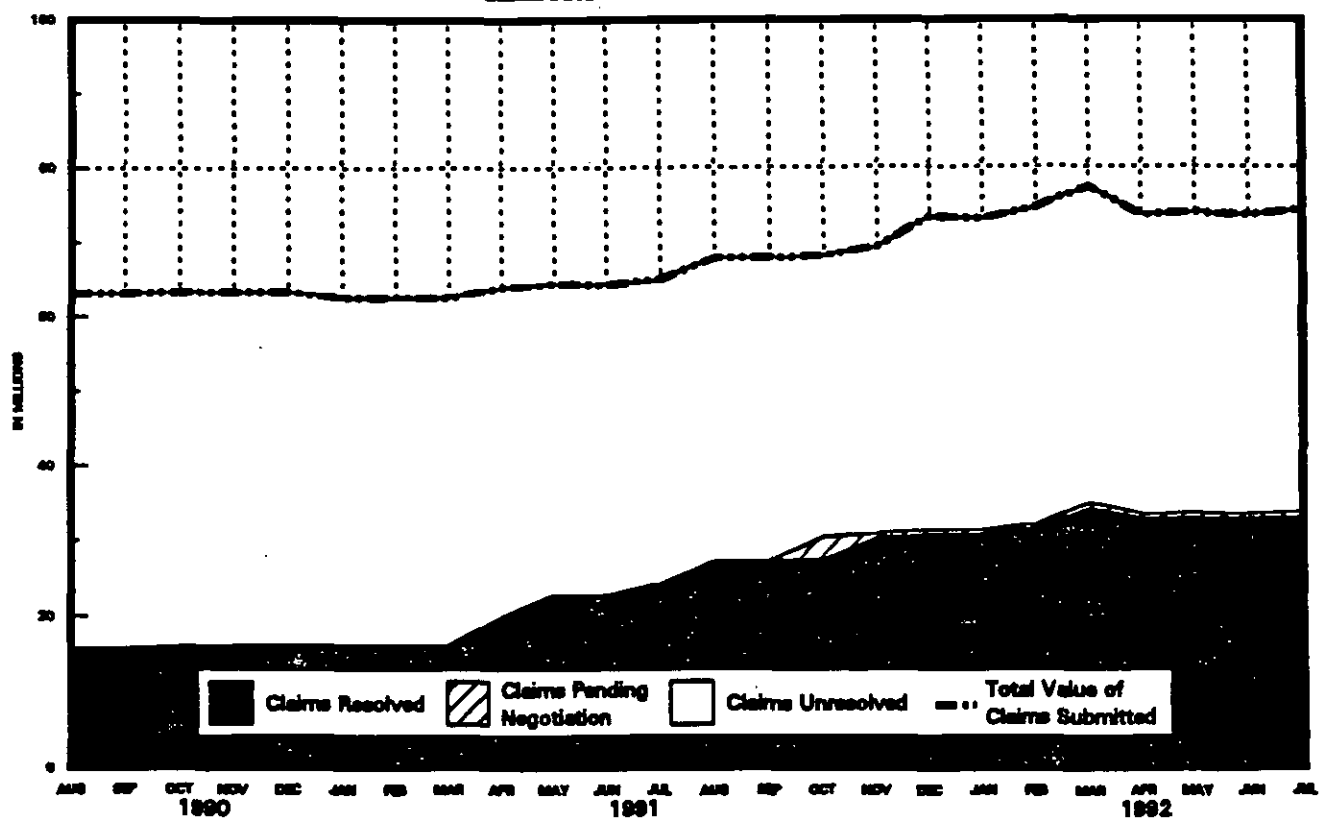
CHANGE BASIS VOLUME
TOTAL VOLUME: 4101 CN'S (2352 CO'S)

1541	37.6%		WORK SCOPE CHANGES
137	3.4%		SCHEDULE CHANGES
492	12.0%		DIFFERING CONDITIONS
145	3.5%		ADMINISTRATIVE
1590	38.8%		DESIGN CHANGES
30	0.7%		MANAGEMENT ISSUES
166	4.0%		UNASSIGNED

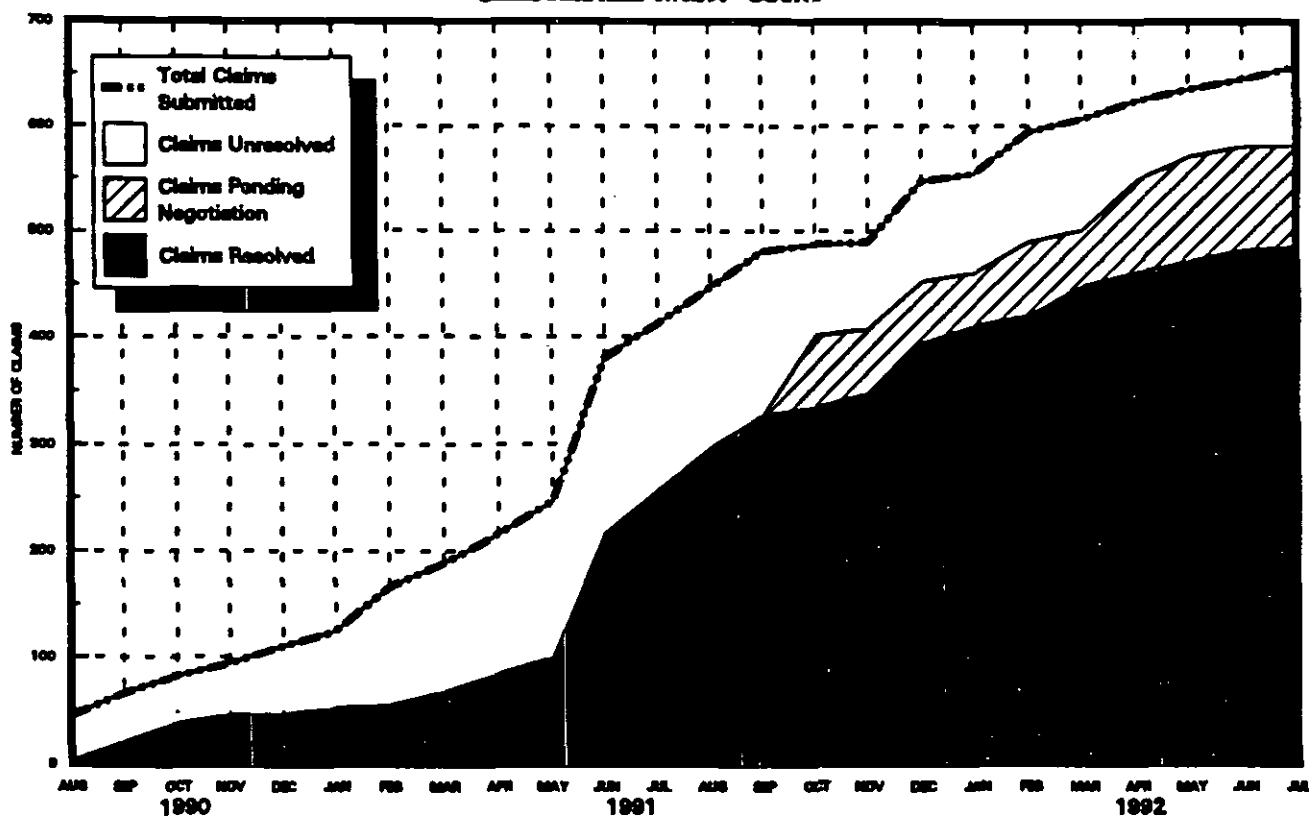


CHANGE BASIS COST
TOTAL COST: \$137,463,204

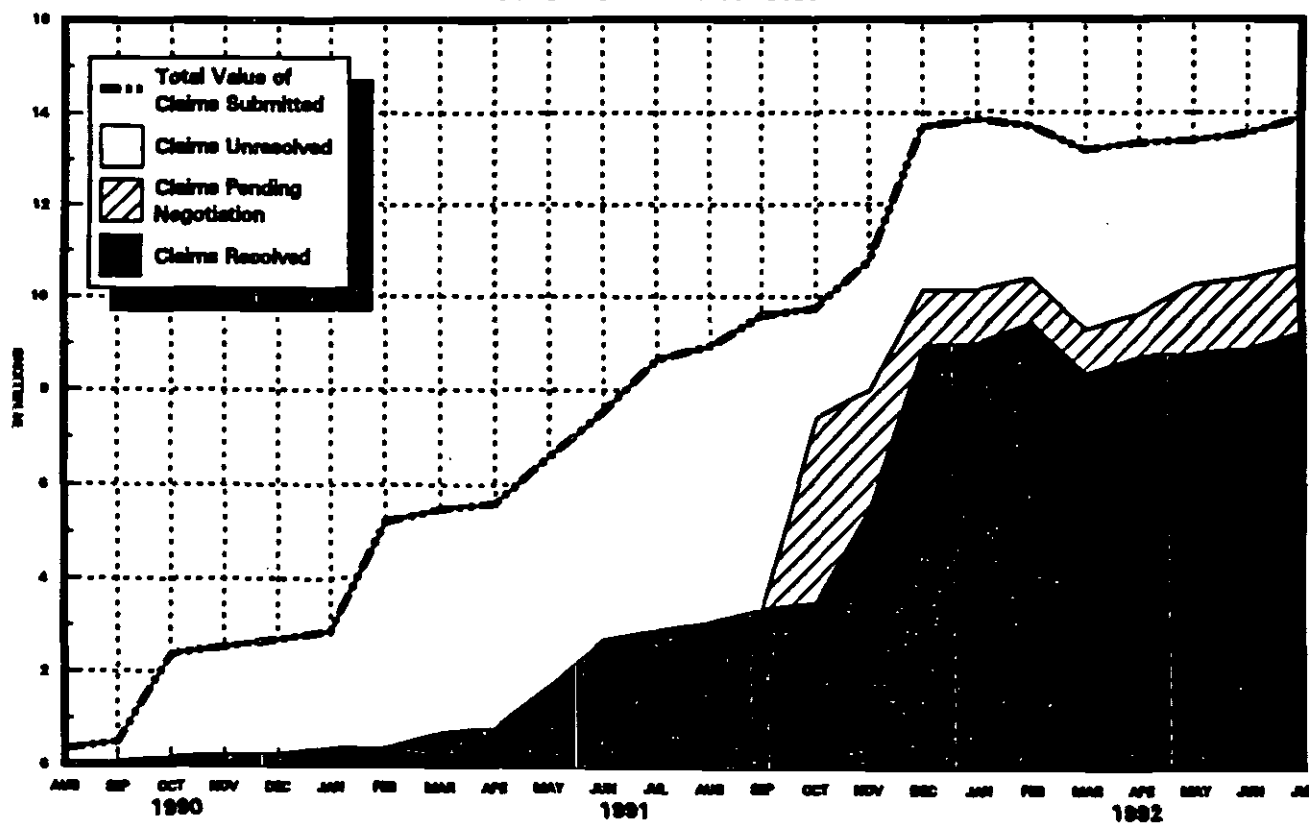
\$53,612,081	39.0%		WORK SCOPE CHANGES
\$23,723,732	17.3%		SCHEDULE CHANGES
\$8,681,798	6.3%		DIFFERING CONDITIONS
\$2,304,448	1.7%		ADMINISTRATIVE
\$31,355,655	22.8%		DESIGN CHANGES
\$11,854,112	8.6%		MANAGEMENT ISSUES
\$5,931,378	4.3%		UNASSIGNED

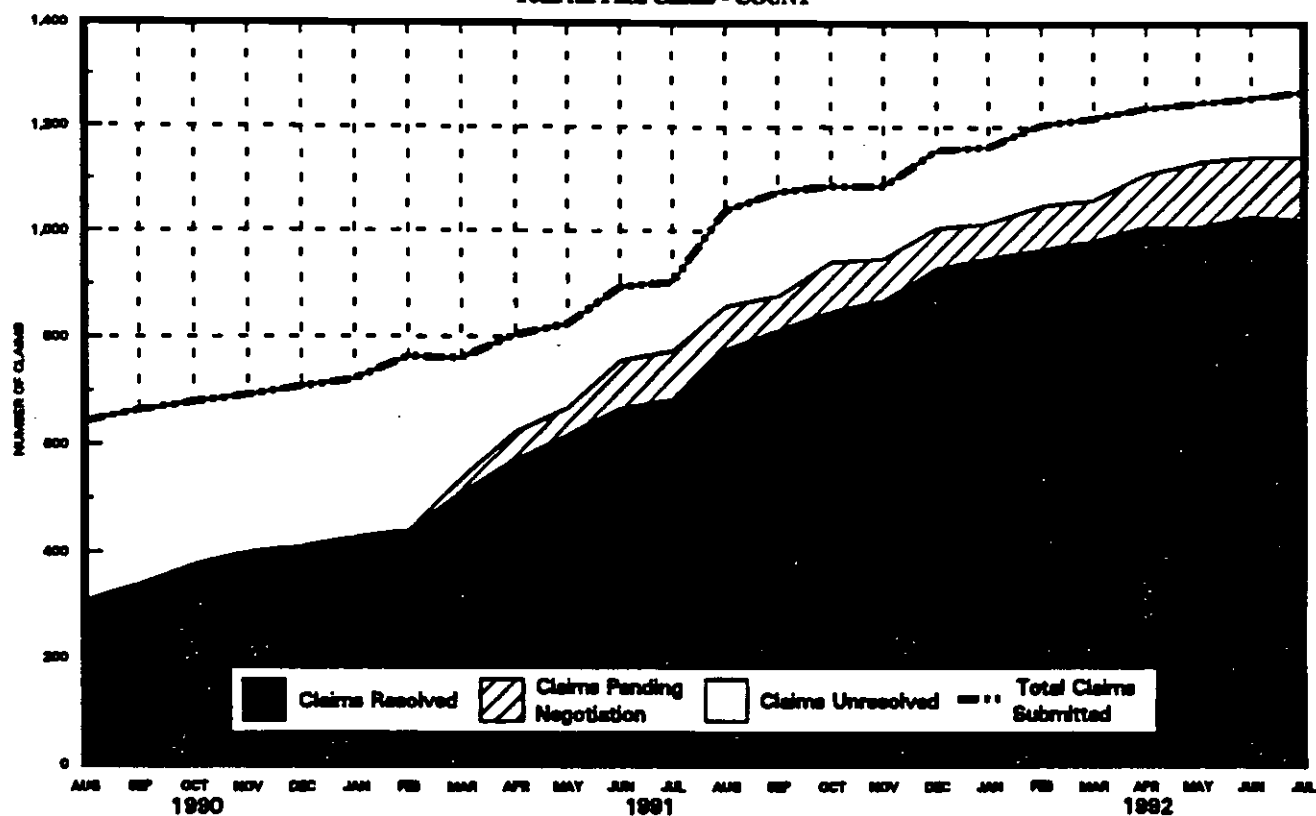
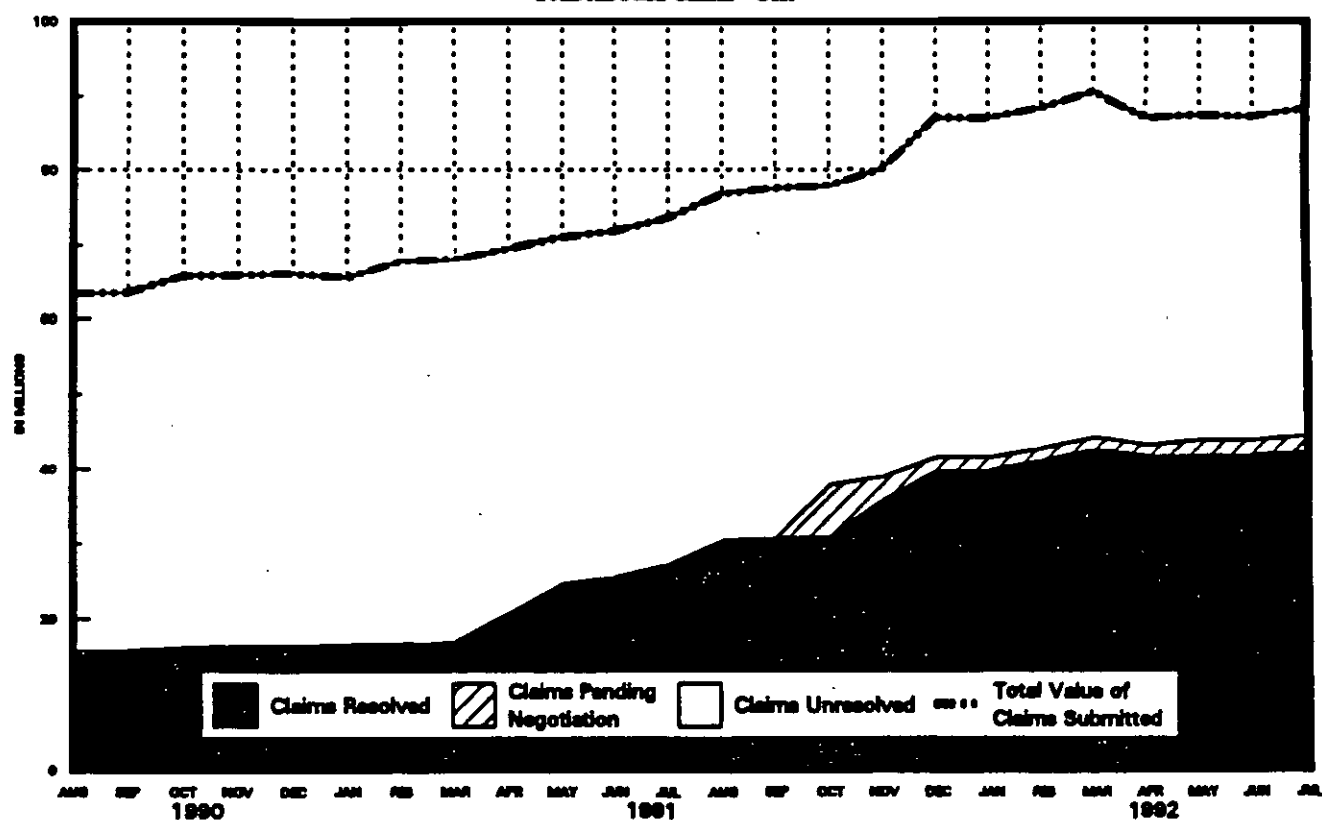
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COUNT**CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**
Claims Filed Prior to 07/01/90 - COST

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

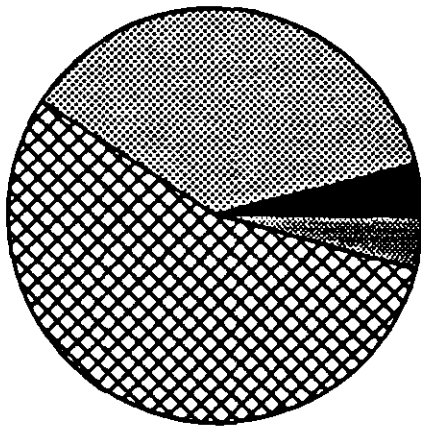


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COST








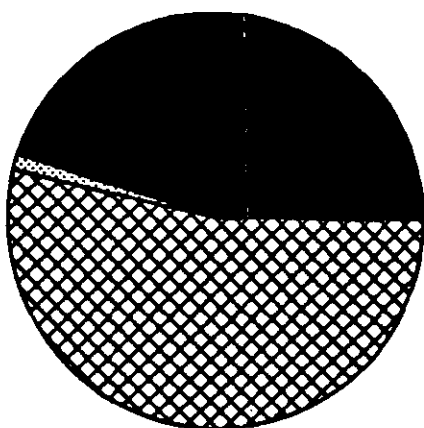
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT**CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**
Total All Filed Claims - Cost

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Claims Filed Prior to 07/01/90 as of 07/31/92








COUNT
TOTAL = 49

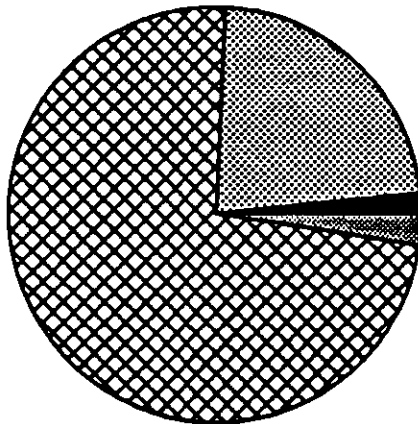
2	4.1%		Litigation
0	0.0%		Closed
18	36.7%		Rejected
27	55.1%		Pending Merit
2	4.1%		In Dispute








COST
TOTAL = \$40,806,573

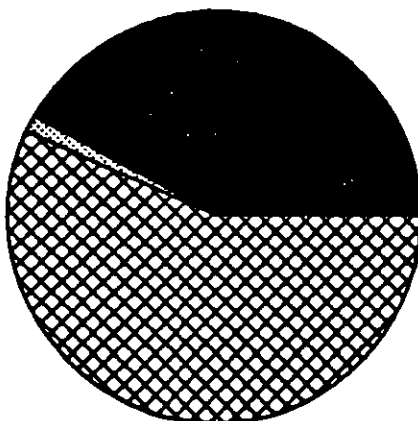
\$18,450,223	45.2%		Litigation
\$0	0.0%		Closed
\$501,719	1.2%		Rejected
\$21,831,235	53.5%		Pending Merit
\$23,396	0.1%		In Dispute

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Total All Filed Claims as of 07/31/92








COUNT
TOTAL = 124

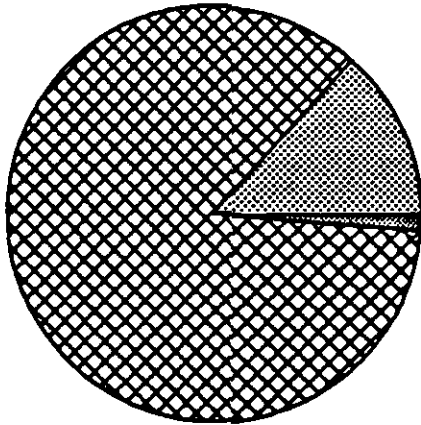
2	1.6%		Litigation
0	0.0%		Closed
28	22.6%		Rejected
91	73.4%		Pending Merit
3	2.4%		In Dispute



COST
TOTAL = \$44,014,414

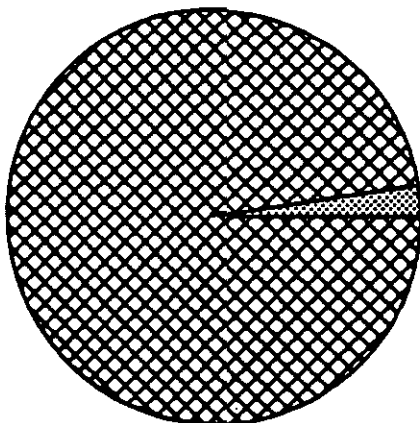
\$18,450,223	41.9%		Litigation
\$0	0.0%		Closed
\$581,098	1.3%		Rejected
\$24,959,697	56.7%		Pending Merit
\$23,396	0.1%		In Dispute

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Claims Filed After 07/01/90 as of 07/31/92



COUNT
TOTAL = 75

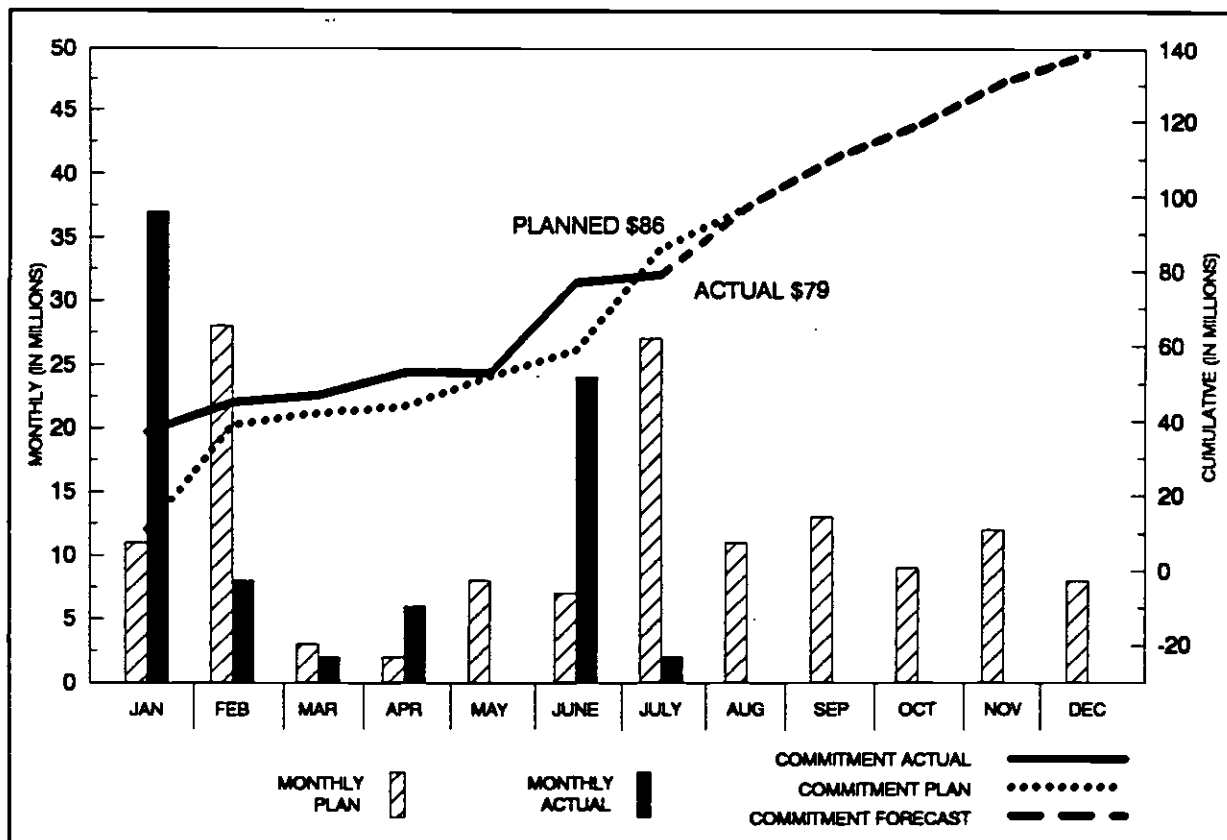
0	0.0%		Litigation
0	0.0%		Closed
10	13.3%		Rejected
64	85.4%		Pending Merit
1	1.3%		In Dispute



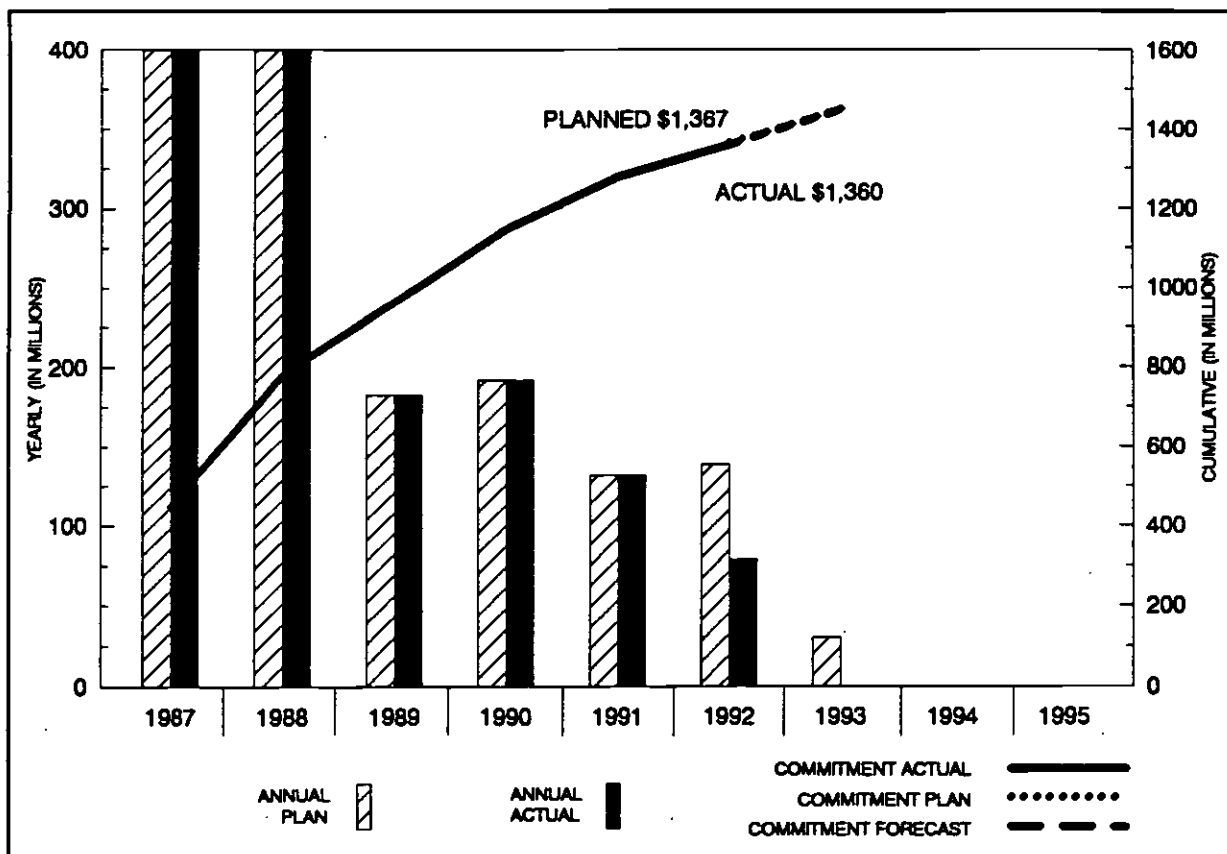
COST
TOTAL = \$3,207,841

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$79,379	2.5%		Rejected
\$3,128,462	97.5%		Pending Merit
\$0	0.0%		In Dispute

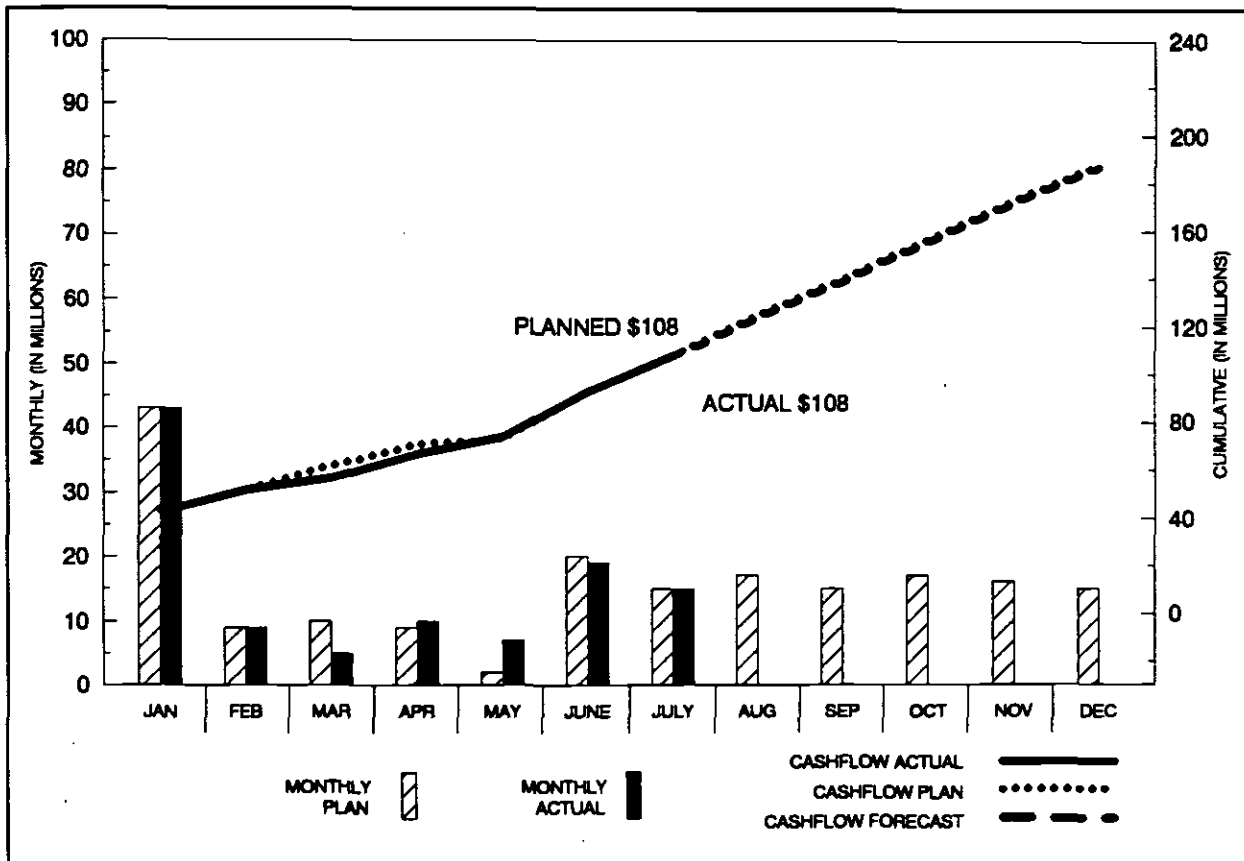
PROJECT COMMITMENTS – ANNUAL



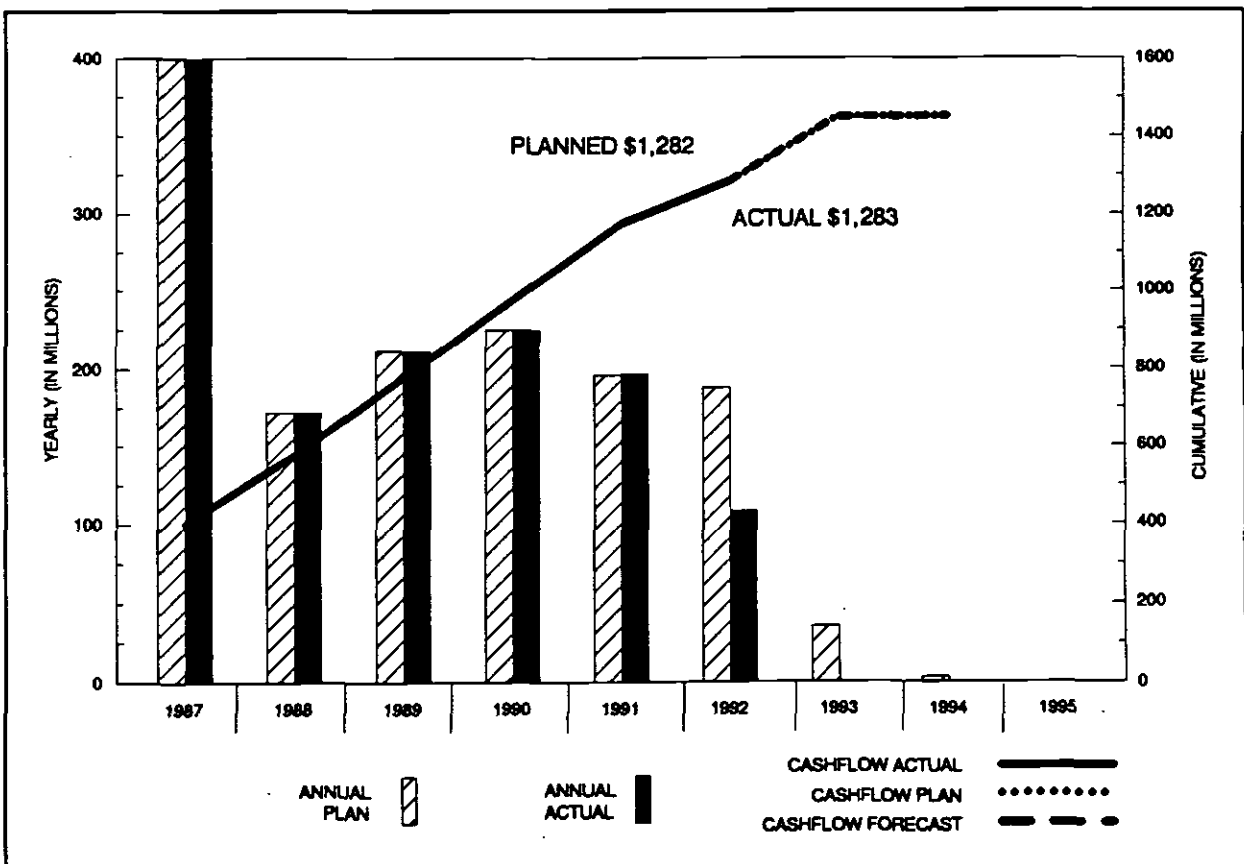
PROJECT COMMITMENTS – PROJECT

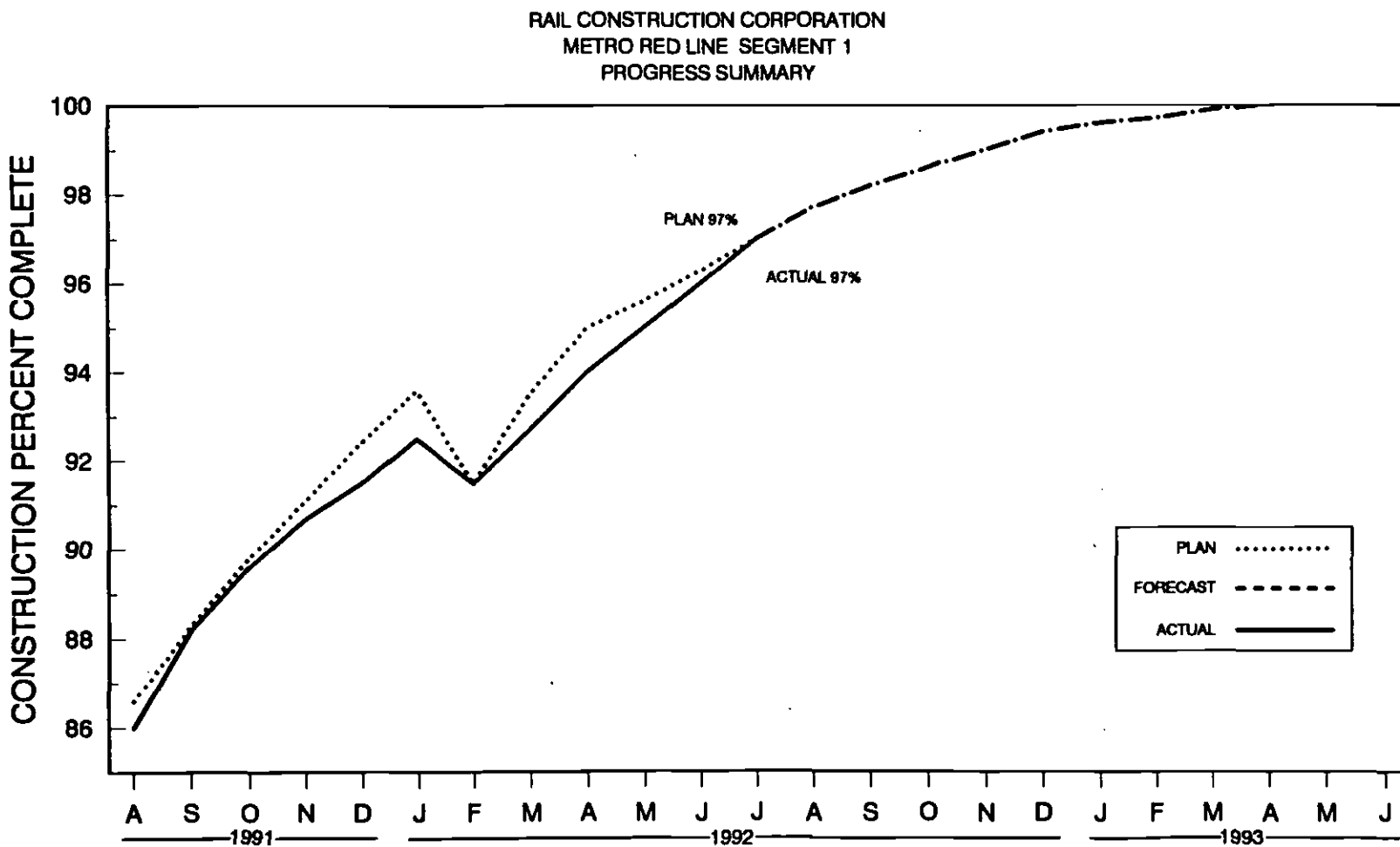


PROJECT CASH FLOW -- ANNUAL

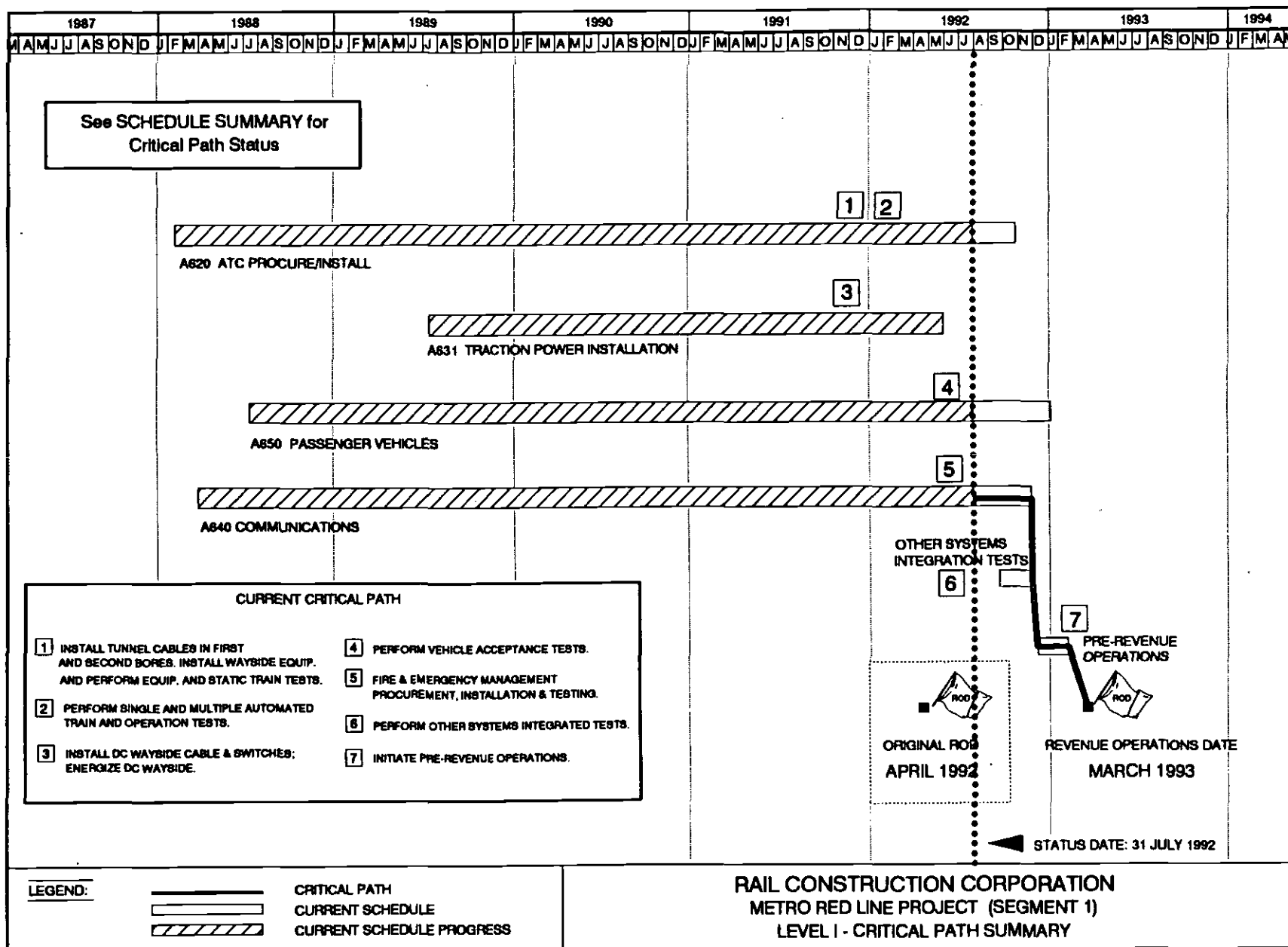


PROJECT CASH FLOW -- PROJECT





NOTE: BASELINE WAS ADJUSTED TO REFLECT AN INCREASE TO THE FEBRUARY 1992 COST FORECAST VALUES AND TO REFLECT FEBRUARY 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.	Sept 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.	Aug 92
A145	Pershing Square Stage I	O	O	O	O	O	Package delivered. RCC reviewing close-out.	Sept 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 I	O	O	O	O	O	Parsons-Dillingham 3 weeks behind schedule.	Sept 92
A187	Wilshire/Alvar Stat. Stage II	O	O	O	O	O	Expect package delivery Sept 92.	Sept 92
A610/115	Track Installation	O	O	O	O	O	Package delivered. RCC reviewing close-out.	Oct 92

INVOICE PROCESSING

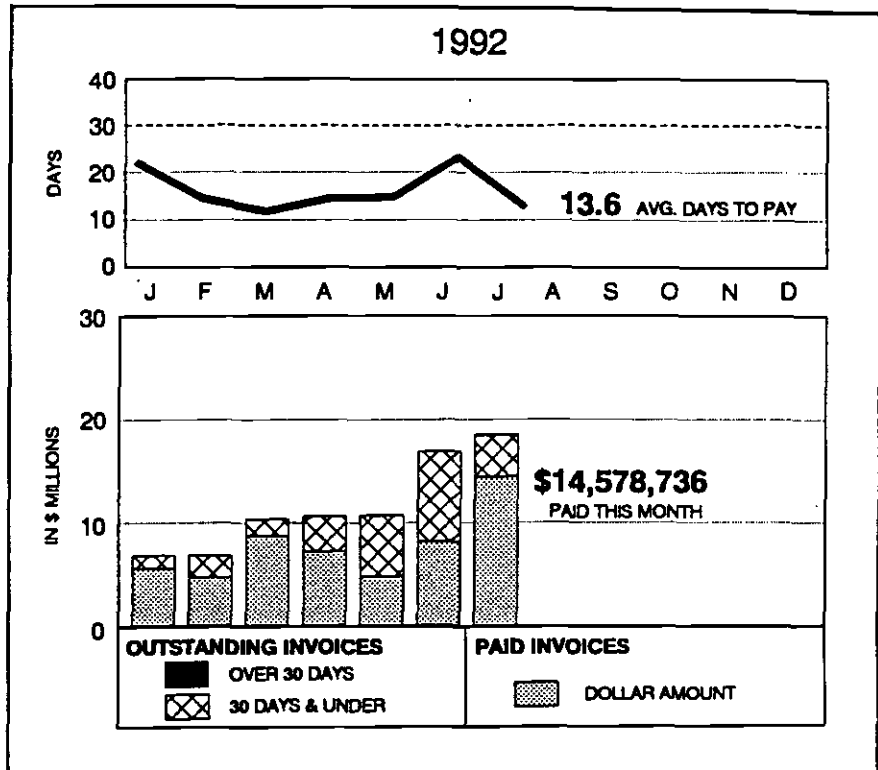
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.6 days.

- 32 invoices were paid for a total value of \$14,578,736.

- There were 10 outstanding Construction/ or Procurement invoices under 30 days old for \$ 4,044,540.

- There was 1 outstanding Construction or Procurement invoices over 30 days old for \$ 77,413.

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

EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,446.4
• Current Forecast	\$1,446.4
• The direct cost increased by \$2,676,000. There were increases to Contract B611, Running Rail Procurement, In-Progress Estimate; Contract B252, Vermont/Santa Monica Station, Re-issue Prefinal Estimate; Contract B645, SCADA, Forecast Revision; Awarded Contracts Forecast Changes; and Estimate Status Revision #9 Update of \$3,831,000. There were decreases to Contract H840, Fare Collection Equipment, Forecast Revision; Contract B241, Vermont/Beverly Station, Re-issue Prefinal Estimate; and Contract B650, Passenger Vehicle Procurement, Forecast Revisions of \$1,155,000.	

SCHEDULE STATUS

• Current Revenue Operation Date		
	Wilshire Corridor	July 1996
	Vermont/Hollywood Corridor	September 1998
• Design Progress	- Plan	84%
	- Actual	78%
• Actual design progress percent complete decreased this month by a net of 2%. This decrease is due to reassessment of progress by the Section Designers to implement the ADA Program and Option 1 Station Enhancements.		
• Construction Progress	- Plan	13%
	- Actual	11%
• Metro Red Line Segment 2 overall percent complete is 11% actual versus 13% planned based on an early start curve. The variance between actual and planned is due to the extension of the Notice to Proceed dates for Contract B201- Wilshire/Alvarado to Wilshire/Vermont Line and Contract B211 - Wilshire/Vermont Station, Stage I. A small portion of the variance can also be attributed to lower overall excavation rates for the station boxes along Wilshire Boulevard.		

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	74	39	27	8	163
LAST MONTH	72	37	31	4	190

- There are 74 parcels of land required for the Segment 2 Project. A parcel was added to both Contract B241 and Contract B252 this month. The acquisition breakdown is as follows: 29 full takes, 44 subsurface easements, and one temporary construction easement.
- To date, there have been 39 parcels acquired. Twenty-four of these parcels were acquired through condemnation, and fifteen were negotiated acquisitions.

AREAS OF CONCERN**ONGOING****Delay in Real Estate Acquisitions**

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

Of the eight parcels, two parcels were delayed for Environmental Studies. Three others were late certifications caused by design changes.

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 caused complaints from the local community. 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. No major construction work will be performed at Normandie Station during the hours of 10 p.m. to 6 a.m. A limited scope of work can be performed at night beneath the decking. Noise monitoring is conducted on a daily basis.
- Status:** Noise mitigation measures continue to be implemented to reduce the level of construction noise to limits specified under the contract. Although noise levels are generally within the contract limits, noise complaints from the public are still being received. This has resulted in rescheduling or preventing construction work during specific hours. The frequency of the noise complaints is dependent upon the type of construction activity or operation performed. Studies continue to be performed to determine if additional specific mitigation measures for a particular construction activity or operation can be employed to reduce the noise to a publicly acceptable level.

Contract B251, Vermont/Hollywood Line

Concern: Delays in securing Real Estate Parcels B2-226 and B2-227 could impact construction on this Project. The parcels are for the lay-down yard and haul route for this contract, and will not be available until seven months after Notice-to-Proceed (February 10, 1993). Further delay may impact the Revenue Operations Date.

Action: Expedite procurement of Parcels B2-226 and B2-227.

Status: The Construction Manager, Parsons Dillingham, is currently investigating possible work-around plans.

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

The following items reflect action requirements identified in the June 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: RCC needs to complete its review of the final draft of the procedures.

Status: The RCC is reviewing the final draft of the QA procedures.

NEW**NONE****RESOLVED****February 1992****Project Management Plan**

Concern: Progress in revising the PMP has been too slow.

Action: Complete typing and release.

Status: **RESOLVED** - Final version in wordprocessing.

KEY ACTIVITIES - JULY

- Continued pocket track structure concrete and began turn-under for 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, station vault excavation, installation of soldier piles for appurtenant structures, completed utility support at station at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Completed soldier pile installation for appurtenant structures and utility excavation/support at station and continue station vault excavation at Contract B231, Wilshire/Western Station and Crossover.
- Commission Notice to Proceed for Contract B251, Vermont/Hollywood Tunnel issued on July 16, 1992.
- Commenced Final Design on Option 1 Station Entrance Enhancements for Contract B241, Vermont/Beverly Station, Contract B252, Vermont/Santa Monica Station, and Contract B261, Vermont/Sunset Station.
- Bid openings were held on July 30, 1992, for Contract B740, Ventilation Equipment, and Contract B745, Air Handling Equipment, with Notice-to-Proceed planned for September 14, 1992.
- The In-Progress Estimate was issued for Contract B611, Running Rail Procurement.

KEY ACTIVITIES - PLANNED FOR AUGUST

- Continue excavation of left alignment tunnel and pocket track 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 and turnout structure excavation at Contract B221, Wilshire/ Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Begin station invert concrete and continue station excavation at Contract B231, Wilshire/Western Station.
- Conduct initial construction meeting and review site and traffic plan at Contract B251, Vermont/Hollywood Tunnels.
- Issuance of In-Progress Estimates for Trackwork Contract B612, Contact Rail, Contract B614, Specialty Rail, and Contract B616, Direct Fixation Rail Fasteners.
- Issuance of Final Estimate for Contract B630, Traction Power System.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

Period: 27-Jun-92 to 31-Jul-92
Run Date: 18-Aug-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	593	310,269	7,122	126,356	7,191	118,546	2,676	977,499	71,669
S Professional Services	289,150	0	297,844	4,081	286,929	4,462	105,734	1,712	93,852	0	343,949	46,105
R Real Estate	79,827	0	76,567	630	52,440	468	49,772	468	49,772	0	103,375	26,808
F Utility/Agency Force Account	36,668	0	18,404	0	4,969	367	2,128	367	2,128	0	27,662	9,158
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	(2,676)	64,217	(81,526)
A Project Revenue	0	0	0	0	0	(2)	(175)	(2)	(175)	0	(79,933)	(79,933)
Project Grand Total:	1,446,432	0	1,446,432	5,284	655,244	12,432	284,037	9,751	264,345	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

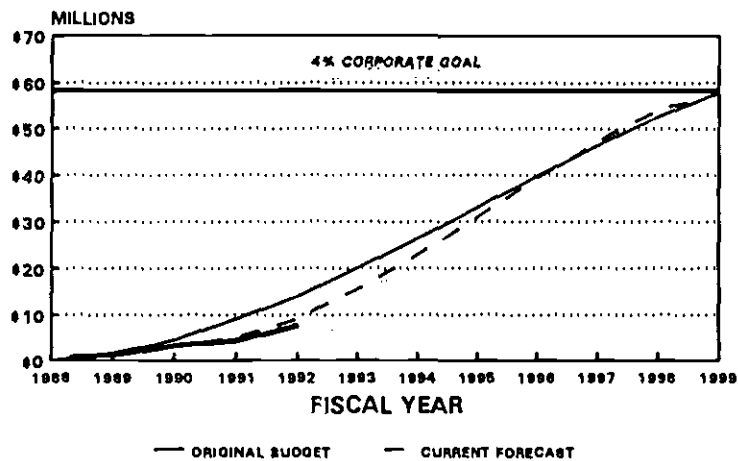
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$242,102	36%	\$94,282	14%	\$79,079	12%
STATE	\$185,985	\$27,000	\$98,753	53%	\$40,583	22%	\$27,000	15%
LACTC	\$439,447	\$97,856	\$247,891	56%	\$95,875	22%	\$95,875	22%
CITY OF L.A.	\$96,000	\$21,400	\$54,415	57%	\$20,952	22%	\$20,000	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$12,653	22%	\$12,653	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	\$12,653	
TOTAL	\$1,446,432	\$630,382	\$655,814	45%	\$264,345	18%	\$234,607	16%

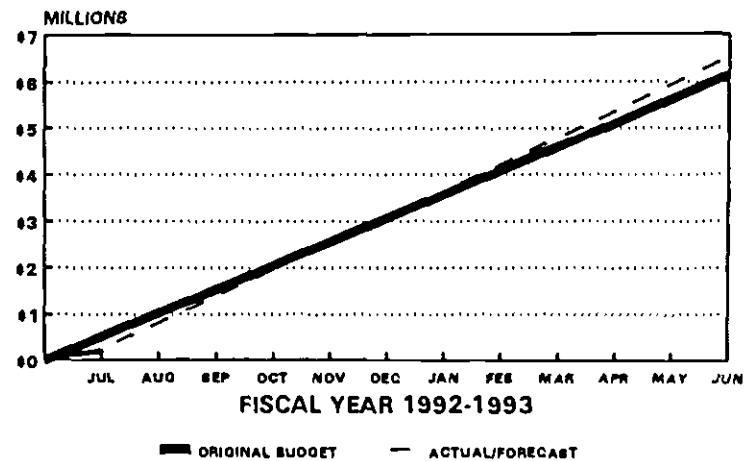
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(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)

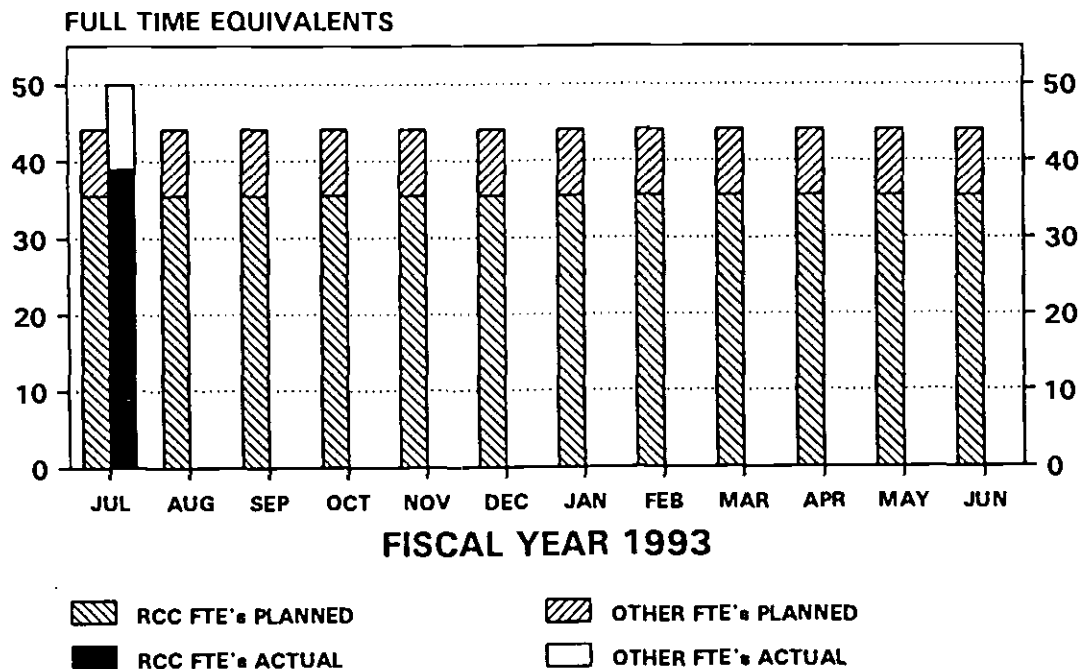
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$57,541
FORECAST % OF TOTAL PROJECT	4.0%

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

ORIGINAL BUDGET	\$6,131
CURRENT FORECAST	\$6,509
ACTUAL TO DATE	\$ 244

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'93 Budget

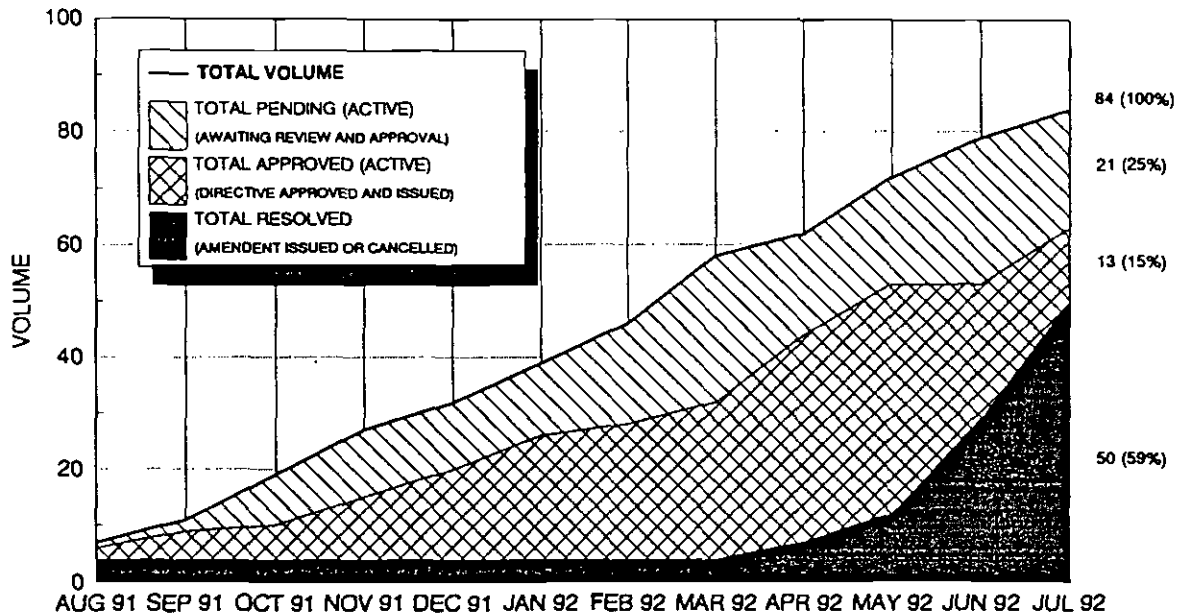
RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$44
ACTUAL WAGE RATE (\$/HOUR)	\$39
RCC FTE's PLANNED	35
RCC FTE's ACTUAL	39
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	11
TOTAL FTE's PLANNED	44
TOTAL FTE's ACTUAL	51

ACTUAL DATA THROUGH JUNE 1992

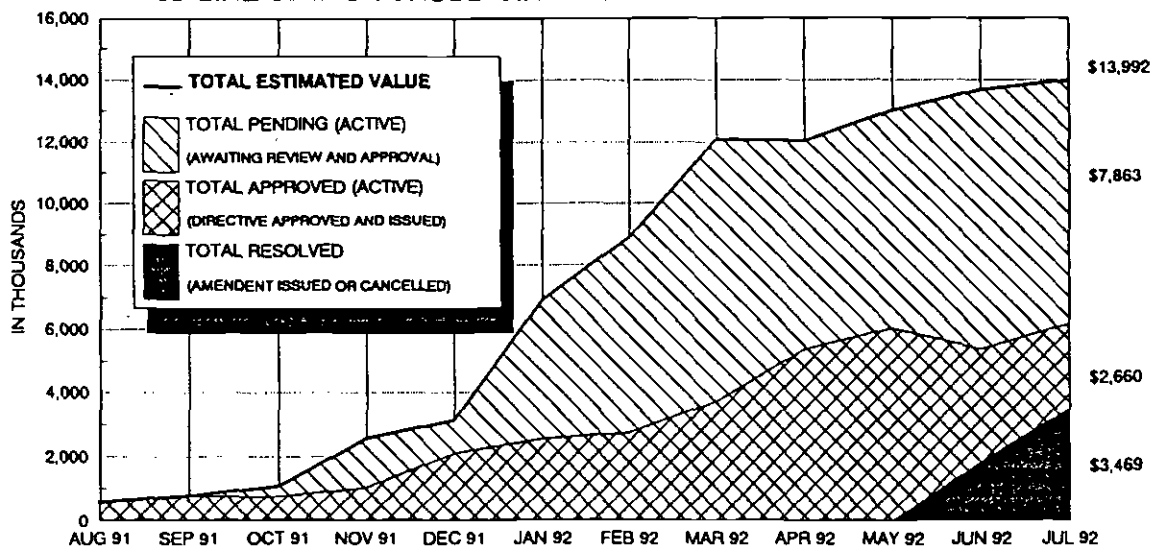
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME**



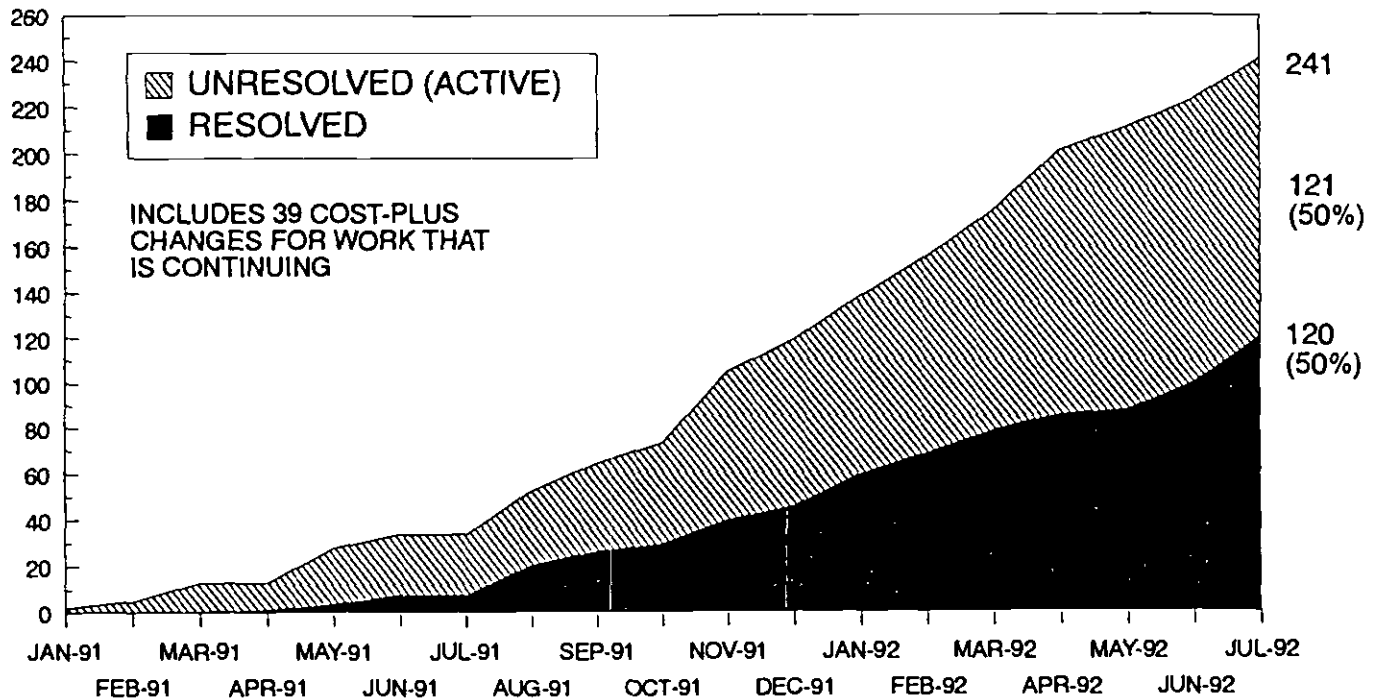
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	6	7	10	11	34
PERCENT	18%	21%	29%	32%	100%

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



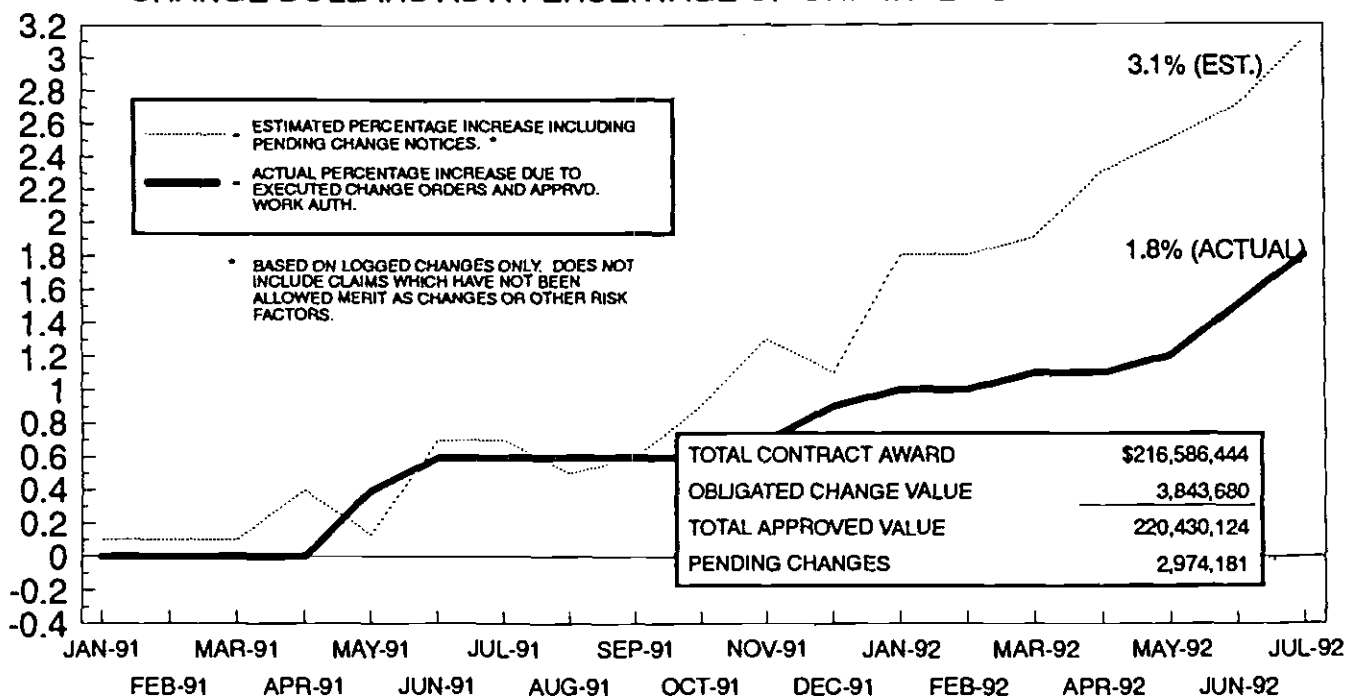
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



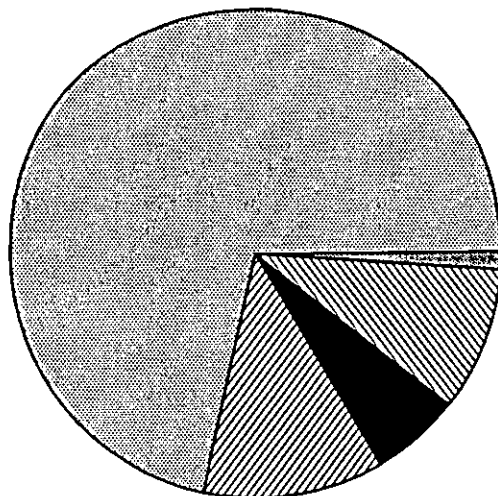
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	35	7	9	70	121
PERCENT	29%	6%	7%	58%	100%

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









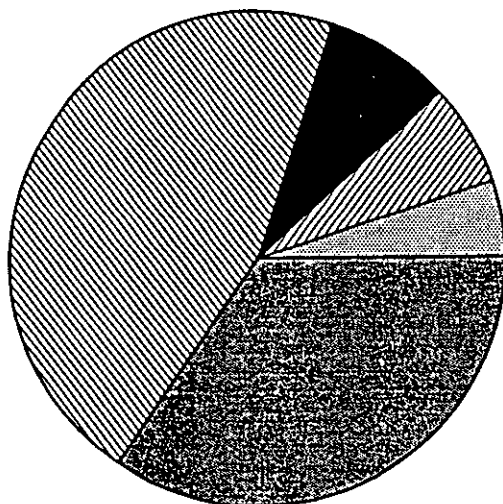
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 07/31/92









CHANGE VOLUME
TOTAL VOLUME: 84 CN'S

ABSOLUTE VALUES

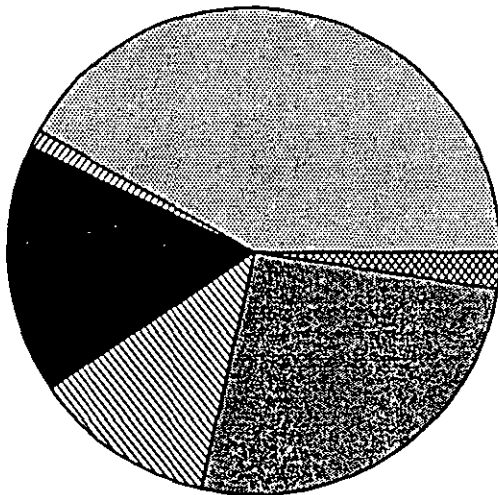
60	71.4%		< \$10,000
10	11.9%		< \$25,000
5	6.0%		< \$50,000
8	9.5%		< \$200,000
1	1.2%		> \$200,000
0	0.0%		> \$1,000,000










CHANGE COST
TOTAL COST: \$2,233,518

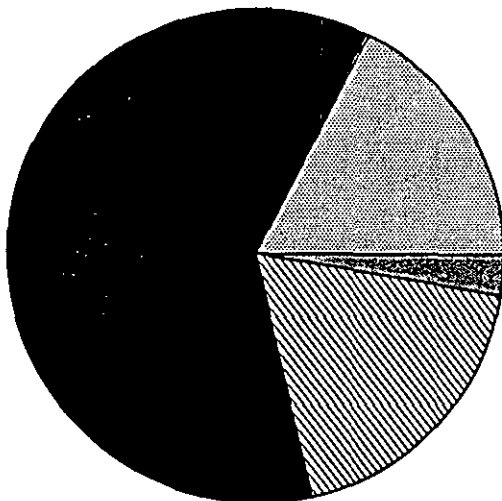
\$112,085	5.0%		< \$10,000
\$148,835	6.7%		< \$25,000
\$185,198	8.3%		< \$50,000
\$1,012,400	45.3%		< \$200,000
\$775,000	34.7%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 07/31/92**










CHANGE BASIS VOLUME
TOTAL VOLUME: 84 CN'S (71 CO'S)

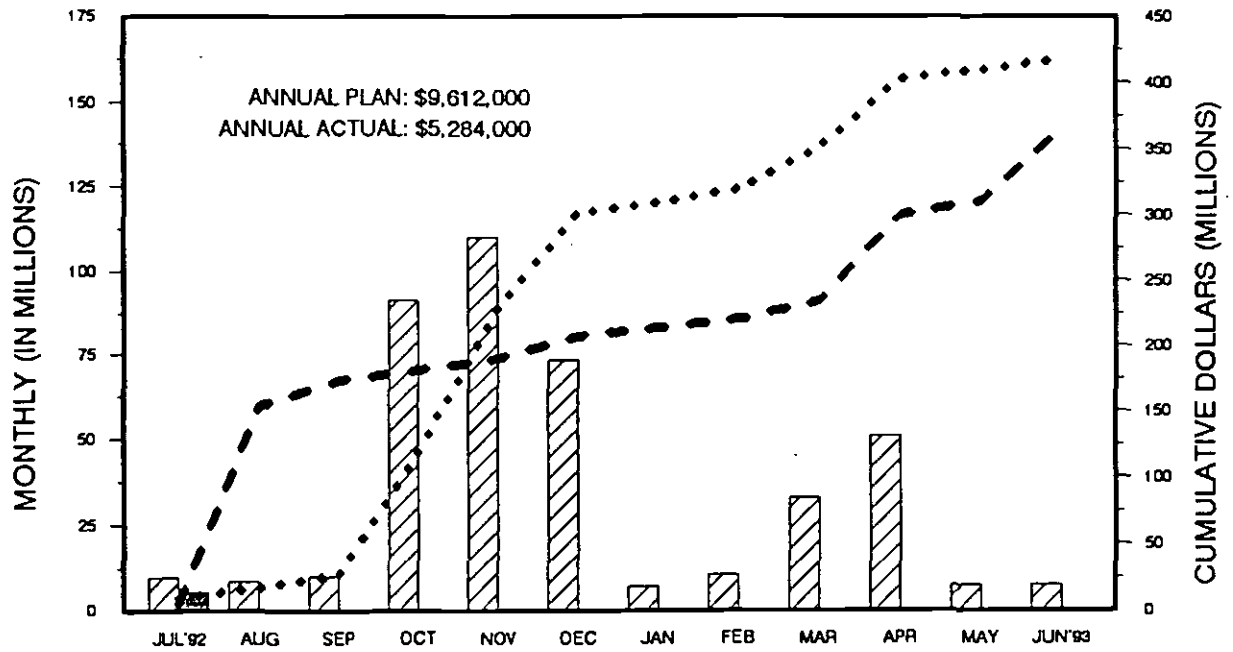
35	41.7%		WORK SCOPE CHANGES
1	1.2%		SCHEDULE CHANGES
14	16.7%		DIFFERING CONDITIONS
10	11.9%		ADMINISTRATIVE
22	26.2%		DESIGN CHANGES
2	2.4%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



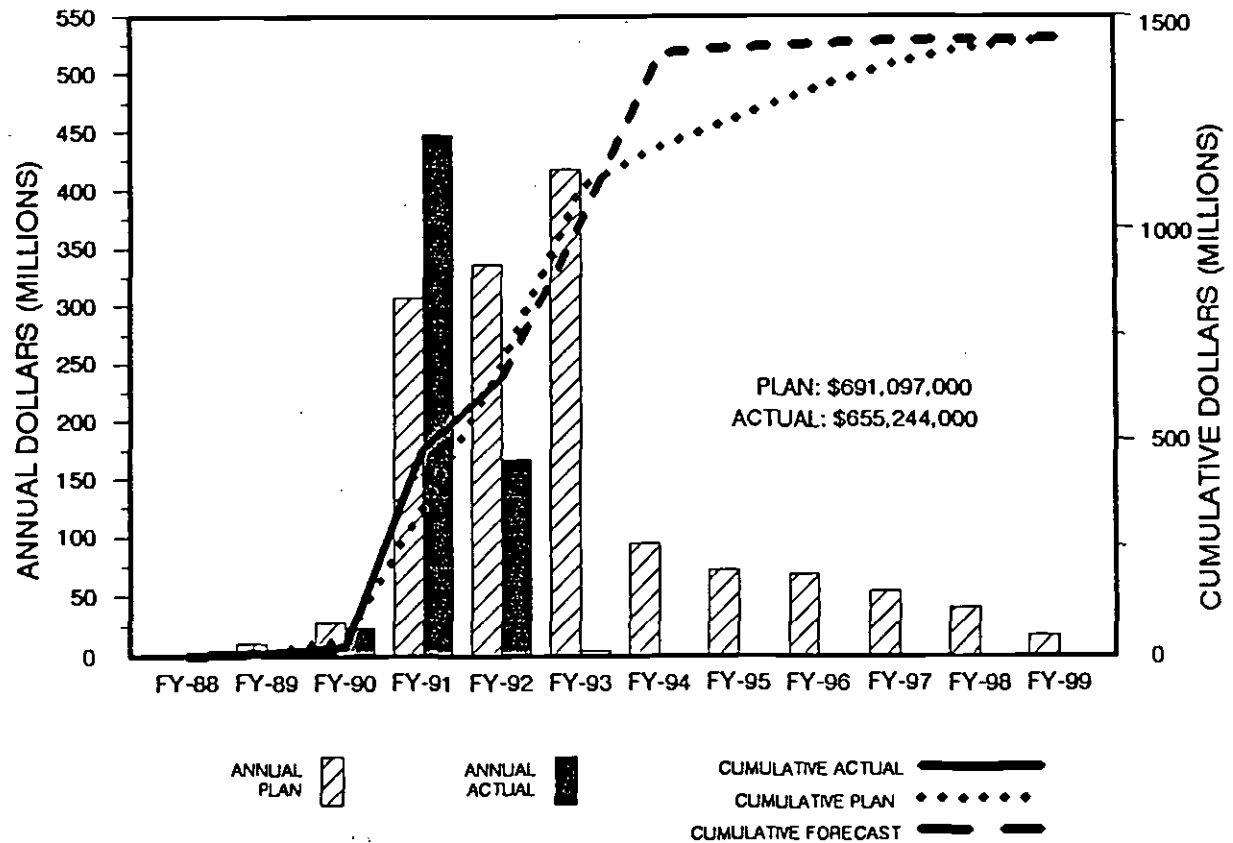
CHANGE BASIS COST
TOTAL COST: \$2,233,518

\$390,480	17.5%		WORK SCOPE CHANGES
\$3,405	0.2%		SCHEDULE CHANGES
\$1,359,809	60.9%		DIFFERING CONDITIONS
\$418,590	18.7%		ADMINISTRATIVE
\$61,234	2.7%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

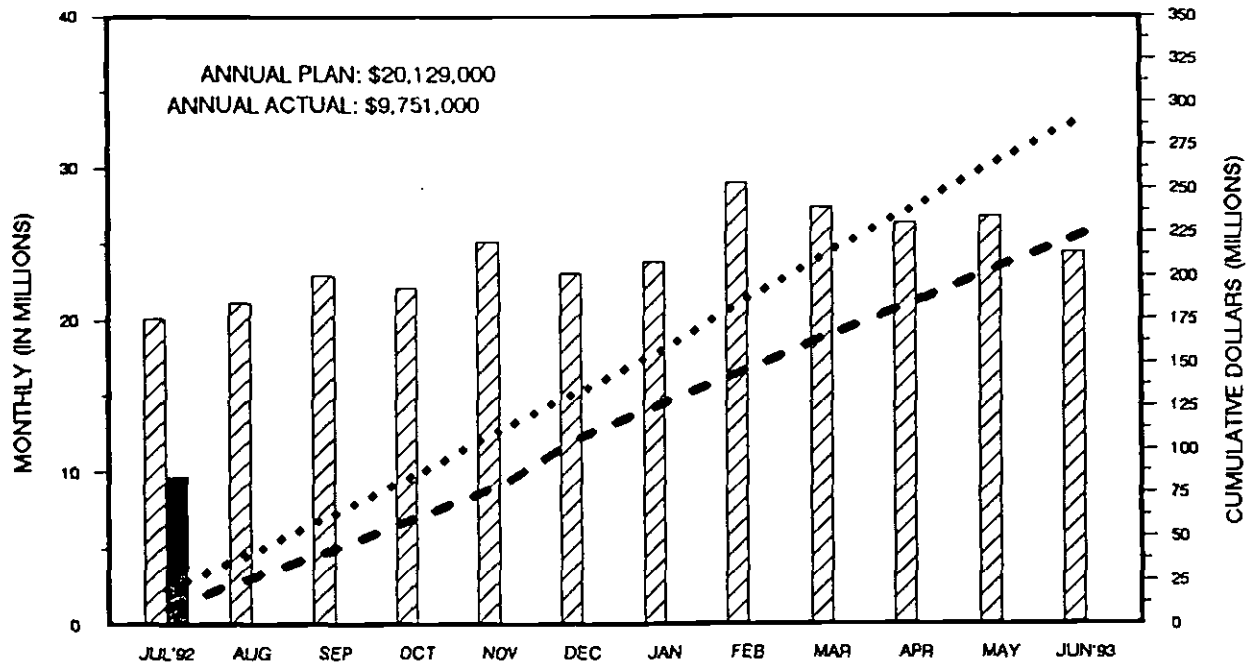
ANNUAL PROJECT COMMITMENTS (FY '93)



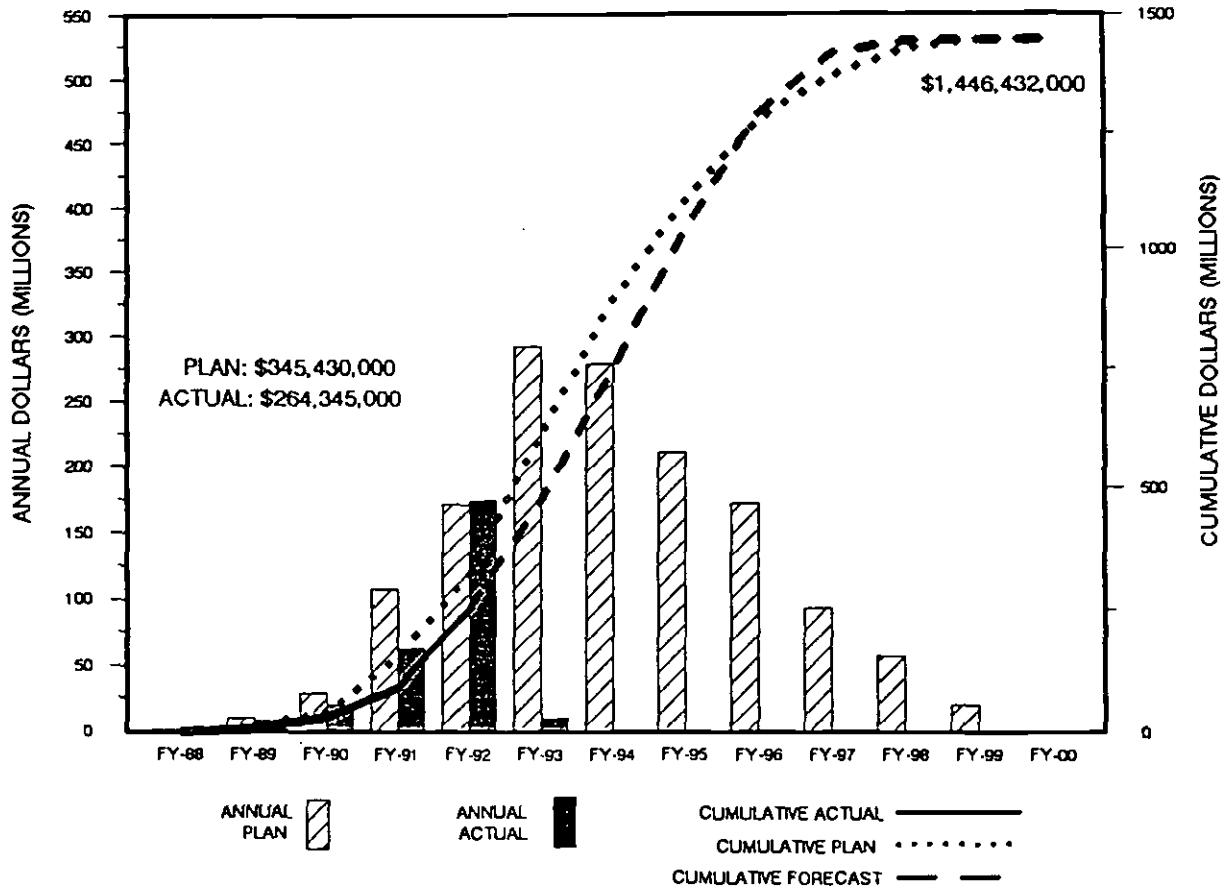
TOTAL PROJECT COMMITMENTS



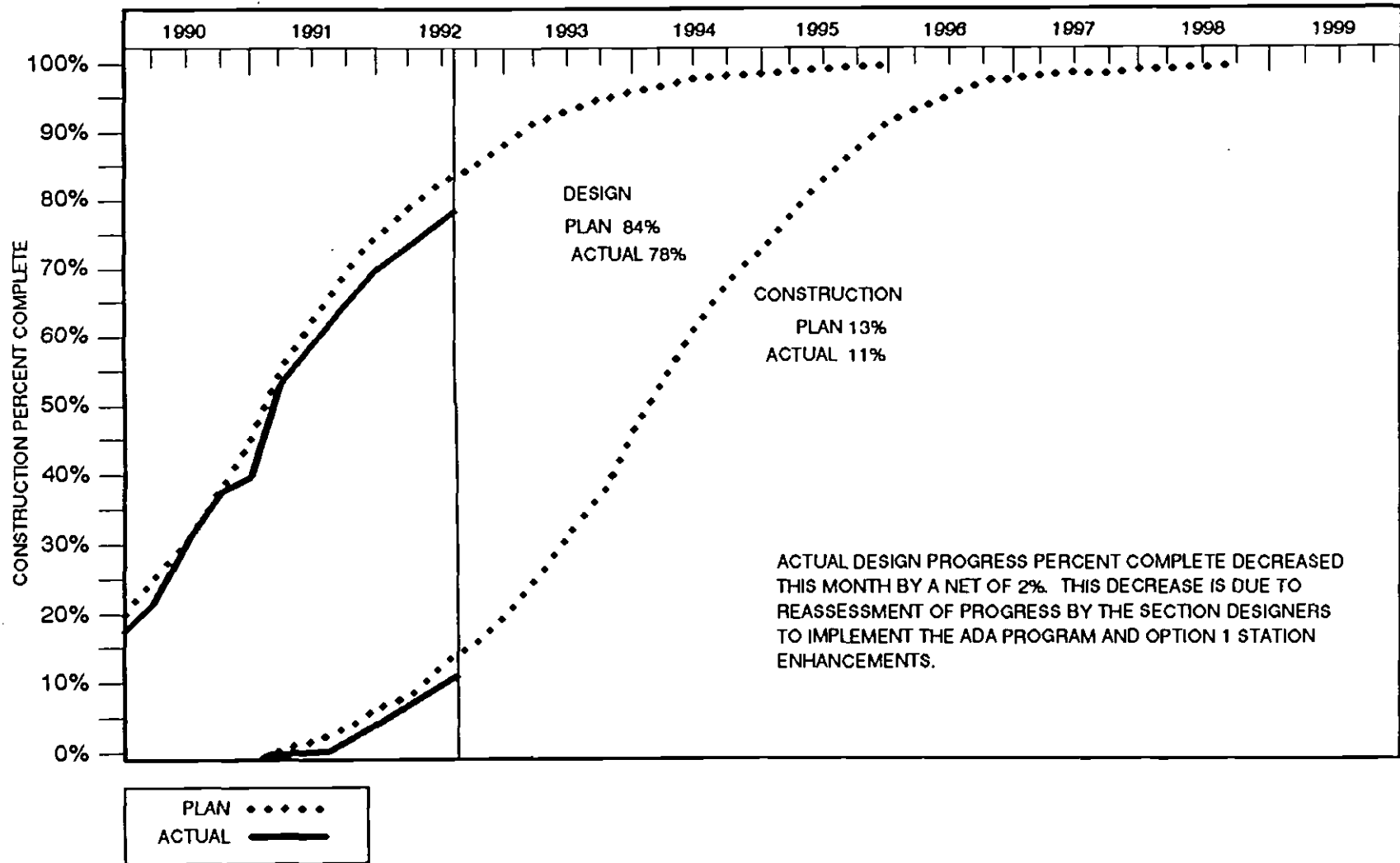
ANNUAL PROJECT CASHFLOW (FY '93)

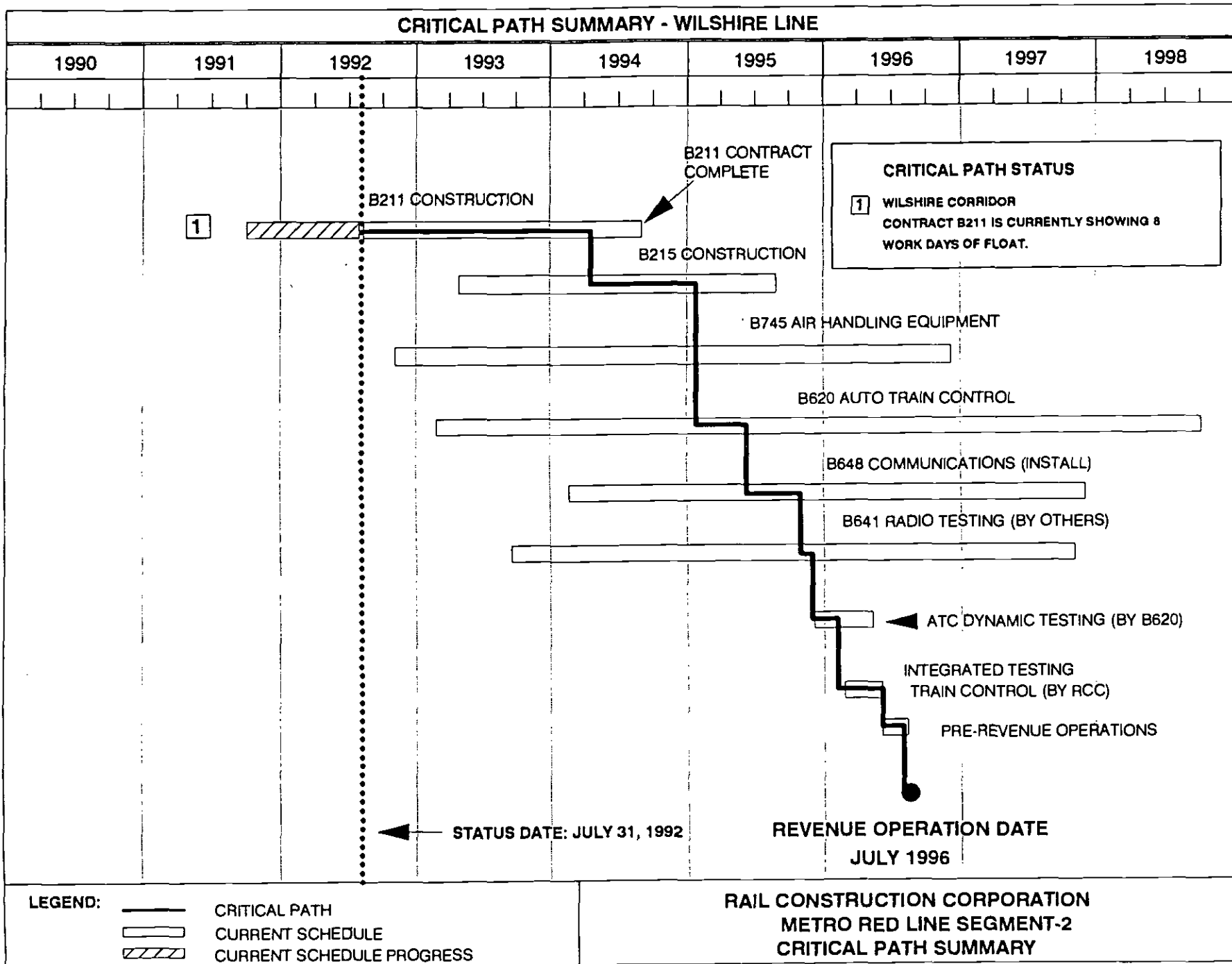


TOTAL PROJECT CASHFLOW

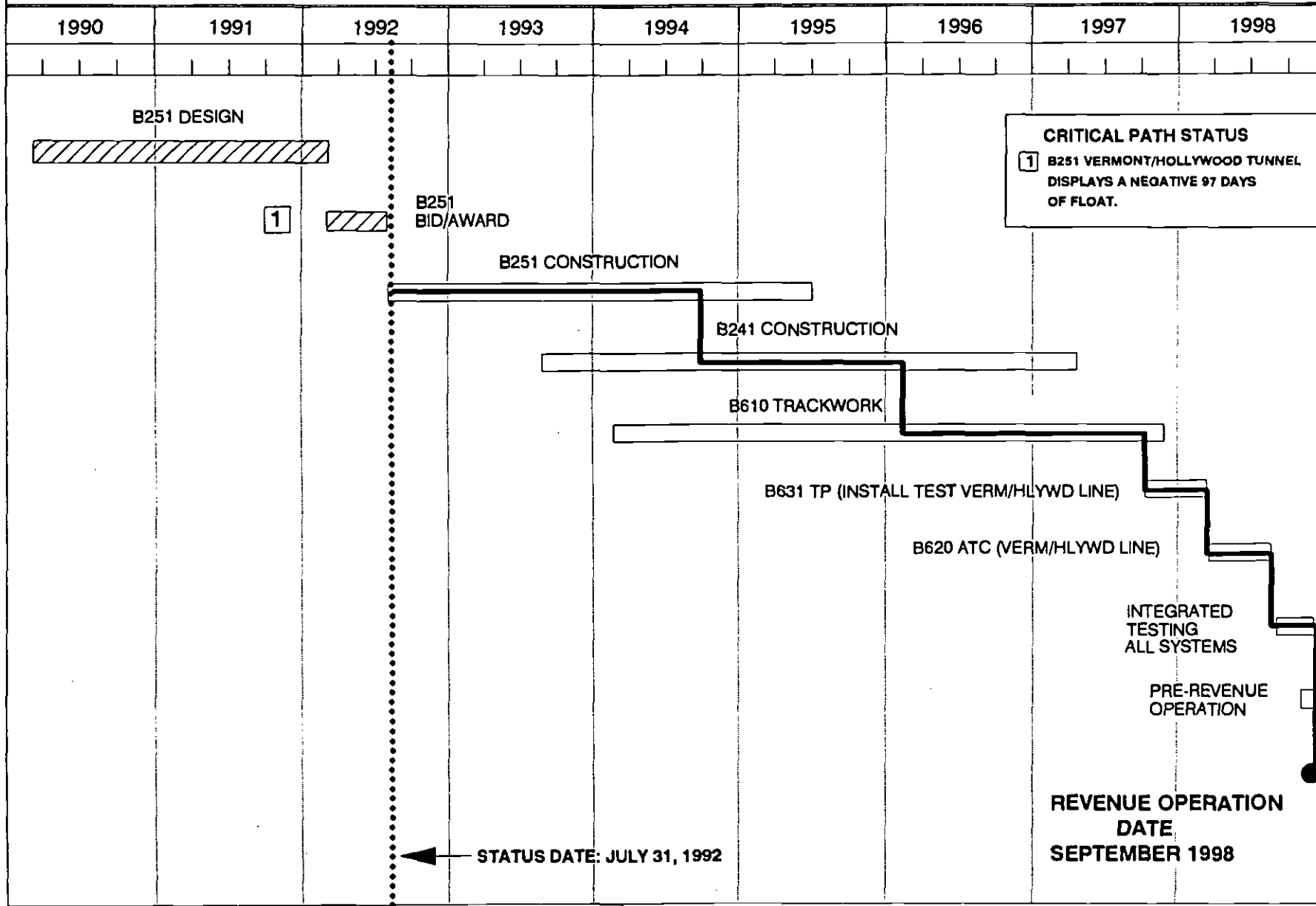


RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY

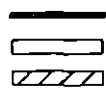




CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



LEGEND:



CRITICAL PATH

CURRENT SCHEDULE

CURRENT SCHEDULE PROGRESS

RAIL CONSTRUCTION CORPORATION
 METRO RED LINE SEGMENT-2
 CRITICAL PATH SUMMARY

METRO RED LINE SEGMENT 2

JULY 1992

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

INVOICE PROCESSING

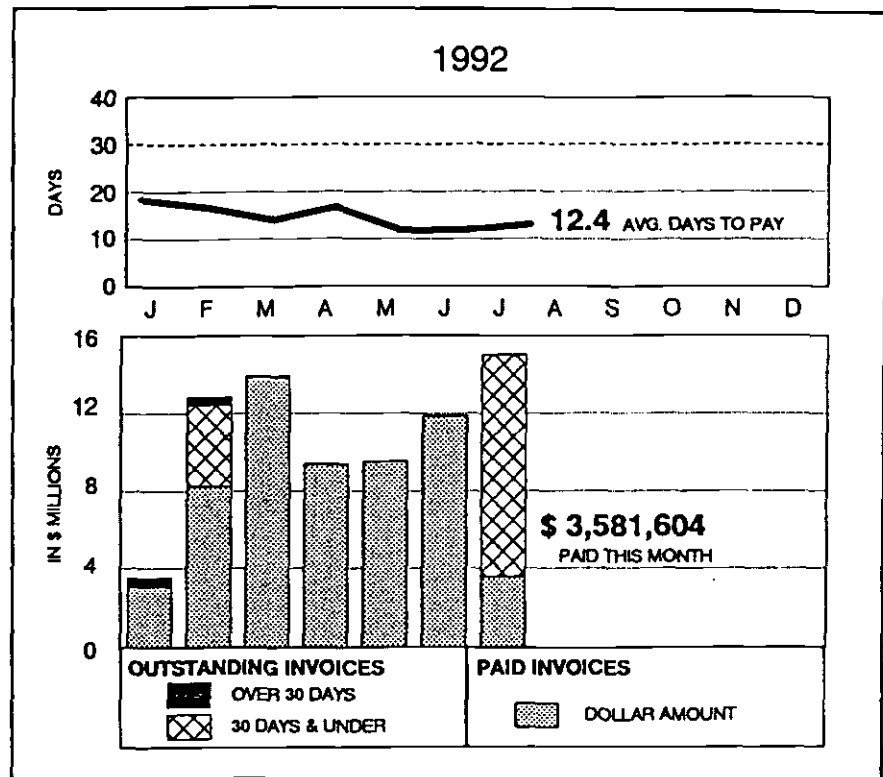
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.4 days.

- 7 invoices were paid for a total value of \$ 3,581,604.

- There were 22 outstanding Construction or Procurement invoices under 30 days old for \$ 11,221,289.

- 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	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