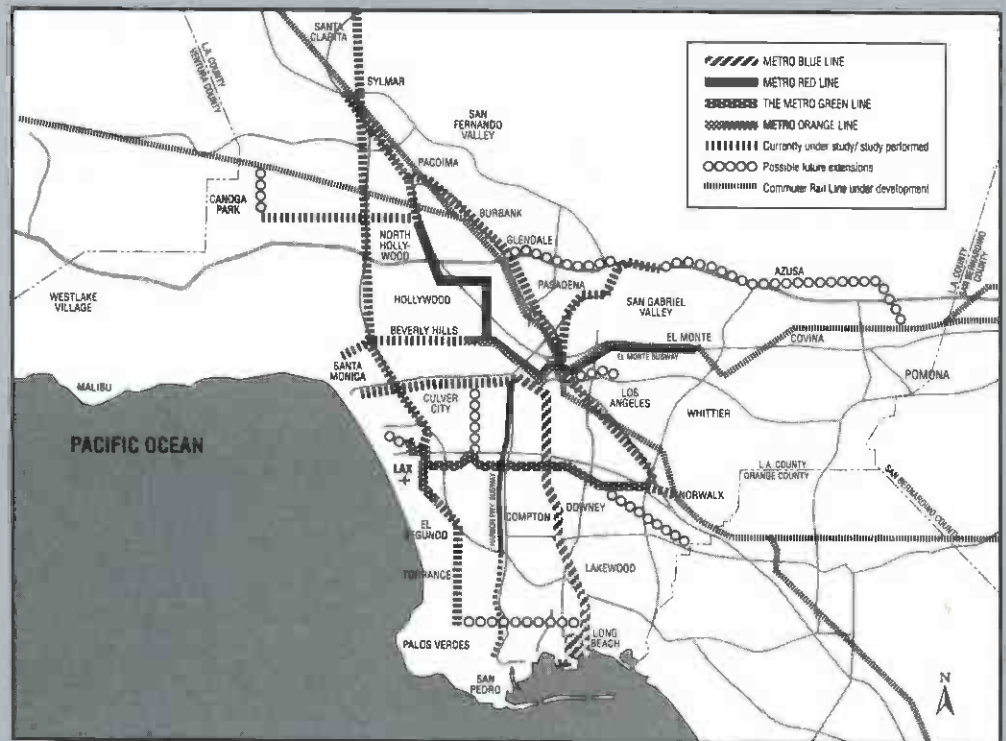


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**



A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

| | | | |
|--------------------------|------------|-------------------------|------|
| Cost Status | (\$000) | Project Progress | |
| Original Budget | 1,249,900 | Design: | |
| Expended to Date | 1,314,421 | Plan | 100% |
| Current Budget | 1,450,019 | Actual | 99% |
| Schedule Status | | Construction: | |
| Revenue Operations Date: | | Plan | 98% |
| Original | April 1992 | Actual | 98% |
| Forecast | March 1993 | | |

Metro Red Line Segment 2

| | | | |
|-----------------------------|-----------|-------------------------|-----|
| Cost Status | (\$000) | Project Progress | |
| Original Budget | 1,446,432 | Design: | |
| Expended to Date | 317,375 | Plan | 88% |
| Current Budget | 1,446,432 | Actual | 85% |
| Schedule Status | | Construction: | |
| ROD: Wilshire Vermont/Hlywd | | Plan | 18% |
| Original Jul '96 Sep '98 | | Actual | 16% |
| 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 | 244,028 | Plan | 100% |
| Current Budget | 722,402 | Actual | 99% |
| Schedule Status | | Construction: | |
| Revenue Operations Date: | | Plan | 47% |
| Original | October 1994 | Actual | 39% |
| 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 | 277,364 | Plan | 100% |
| Current Budget | 473,262 | Actual | 100% |
| Schedule Status | | Construction: | |
| Revenue Operations Date for 3 lines: | | Plan | 94% |
| Original | October 1992 | Actual | 92% |
| Forecast | October 1992 | | |
| Forecast(Union Pac) | April 1993 | | |

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

STATUS DATE: 11/30/92

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

| DESCRIPTION | BUDGET | | COMMITMENTS | | INCURRED COST | | EXPENDITURES | | CURRENT FORECAST (9) | VARIANCE (9-2) (10) |
|----------------------------------|-----------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|----------------------------|---------------------------|
| | ORIGINAL (1) | CURRENT (2) | PERIOD (3) | TO DATE (4) | PERIOD (5) | TO DATE (6) | PERIOD (7) | TO DATE (8) | | |
| CONSTRUCTION | 2,556,544 | 2,838,787 | 53,668 | 2,167,433 | 26,096 | 1,584,987 | 23,271 | 1,528,865 | 2,887,721 | 48,934 |
| PROFESSIONAL SERVICES | 916,961 | 1,073,181 | 1,032 | 1,059,909 | 8,545 | 847,278 | 11,001 | 830,665 | 1,179,370 | 106,190 |
| REAL ESTATE | 247,495 | 301,211 | 1,868 | 257,294 | 2,041 | 253,472 | 2,051 | 252,141 | 312,503 | 11,282 |
| UTILITY/AGENCY FORCE ACCOUNTS | 105,421 | 88,791 | 0 | 87,669 | 214 | 69,299 | 213 | 68,778 | 95,985 | 7,194 |
| SPECIAL PROGRAMS | 7,668 | 14,110 | 11 | 2,327 | (1) | 1,108 | (1) | 1,025 | 19,712 | 5,602 |
| CONTINGENCY | 322,710 | 223,720 | 0 | 0 | 0 | 0 | 0 | 0 | 81,358 | (142,385) |
| PROJECT REVENUE | (18,115) | (43,675) | 7,428 | (806) | (5) | (6,393) | (5) | (6,393) | (36,695) | 6,980 |
| PROJECT GRAND TOTAL | 4,138,684 | 4,496,125 | 64,003 | 3,573,628 | 36,890 | 2,749,751 | 36,530 | 2,673,081 | 4,539,952 | 43,827 |

BUDGET STATUS - NOVEMBER 27, 1992
(in \$ Millions)

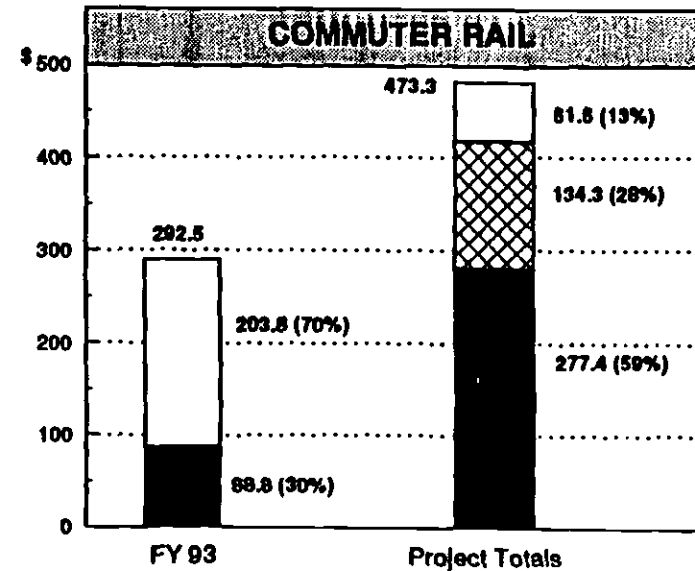
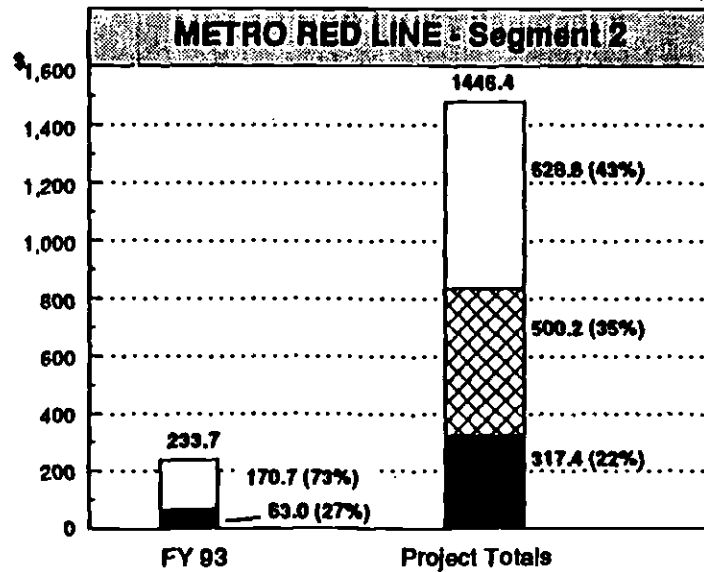
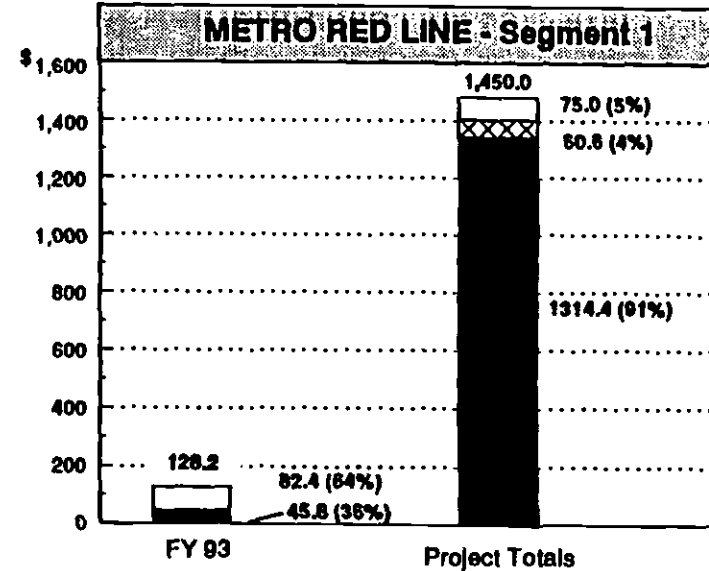
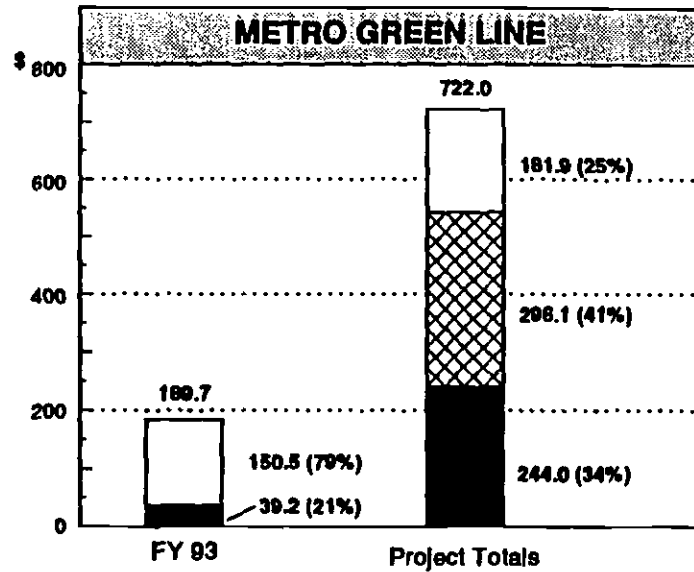


Figure 1 - Rail Construction Plan

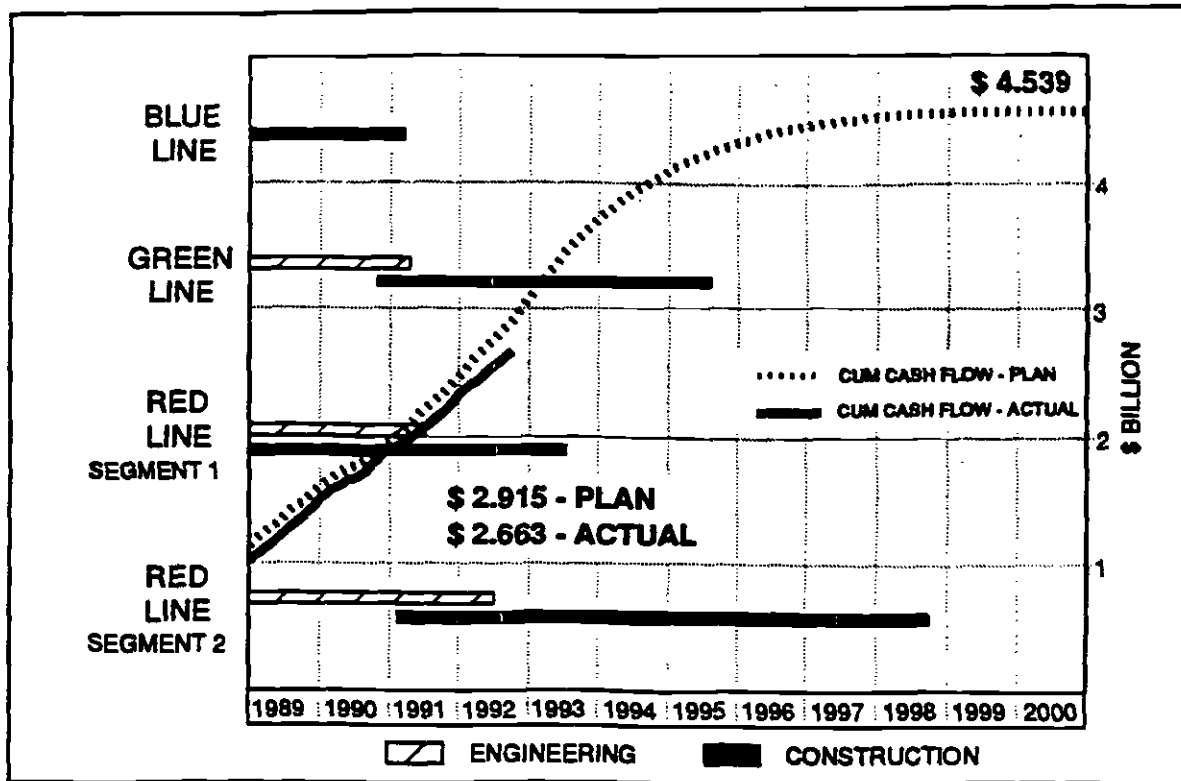


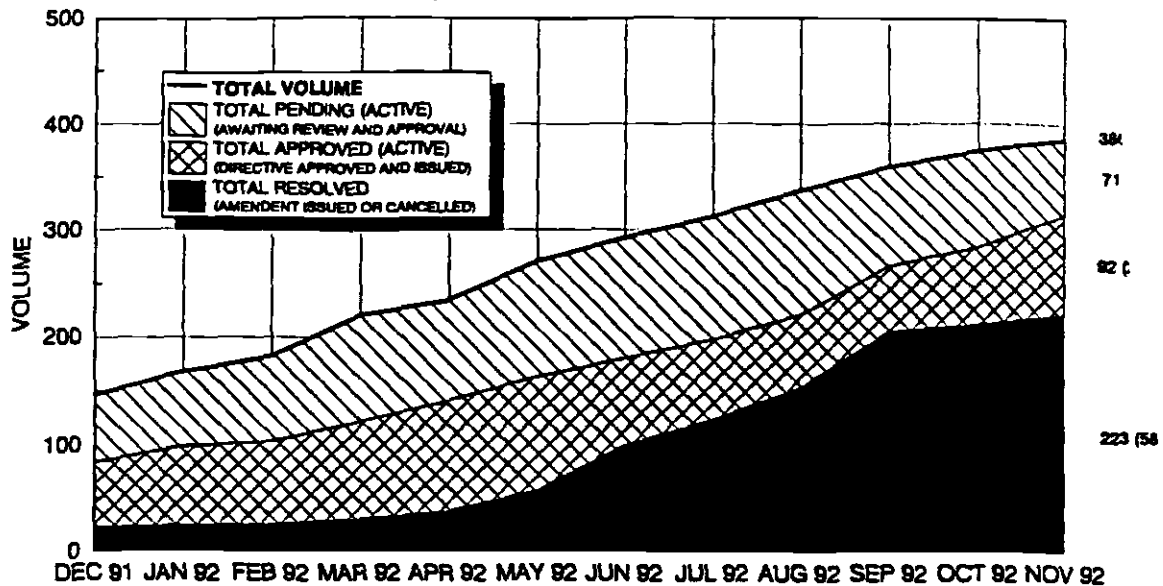
Figure 2 - Rail Construction Funding Sources

(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 | | | | | 210.3 | 15 | 186.0 | 13 | 396.3 | 9 |
| LOCAL (PROP A) | 877.2 | 100 | 738.0 | 100 | 179.4 | 12 | 439.4 | 30 | 2234.0 | 50 |
| CITY OF LA. | | | | | 34.0 | 2 | 96.0 | 7 | 130.0 | 3 |
| BENEFIT ASSES | | | | | 130.3 | 9 | 58.0 | 4 | 188.3 | 4 |
| FORECAST | | | | | 200.1 | 14 | | | 200.1 | 4 |
| TOTAL | 877.2 | 100 | 738.0 | 100 | 1450.0 | 100 | 1446.4 | 100 | 4511.6 | 100 |

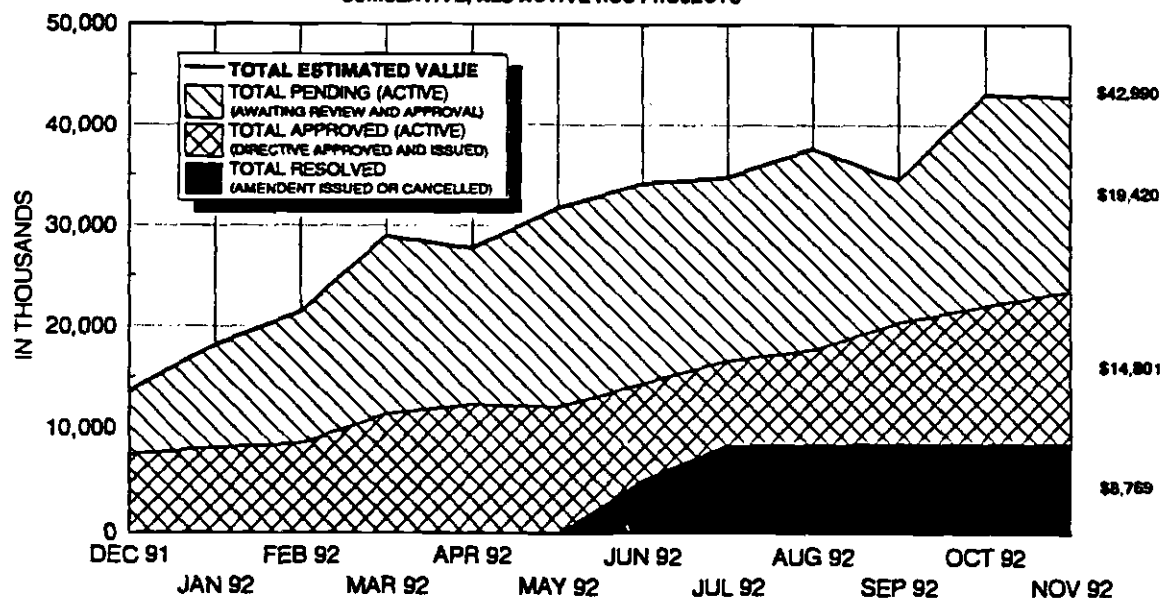
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**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 | 4 | 19 | 12 | 128 | 163 |
| PERCENT | 2% | 12% | 7% | 79% | 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 11/27/92

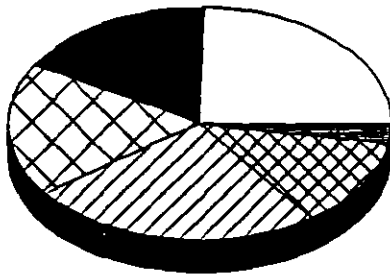
(\$ = THOUSANDS)

| CONSULTANT CONTRACTS | TRANSCAL: E2301/MC005 | | PB/DMJM: 2997/E0002/ E0070 | | PD: 3369 | | OKA: MC008 | | OTHER | | PROJECT TOTAL | | LAST MONTH | | VARIANCE | |
|-------------------------|--------------------------|-------|----------------------------------|--------|-------------|--------|---------------|-------|-------|-------|------------------|--------|------------|--------|----------|-------|
| | # | \$ | # | \$ | # | \$ | # | \$ | # | \$ | # | \$ | # | \$ | # | \$ |
| R01: BLUE LINE | 9 | 464 | | | | | | | 5 | 585 | 14 | 1,049 | 14 | 1,049 | 0 | 0 |
| R05: PASADENA LINE | | | 2 | 0 | | | | | | | 2 | 0 | 4 | 26 | (2) | (26) |
| R23: GREEN LINE | 73 | 3,699 | | | | | 22 | 1,523 | 4 | 42 | 99 | 5,264 | 99 | 5,264 | 0 | 0 |
| R80: RED LINE SEGMENT 1 | | | 14 | 1,608 | 96 | 5,217 | | | 5 | 582 | 116 | 7,387 | 114 | 7,266 | 1 | 121 |
| R81: RED LINE SEGMENT 2 | | | 72 | 12,091 | 48 | 11,997 | | | 1 | 0 | 121 | 24,088 | 109 | 24,067 | 12 | 21 |
| R82: RED LINE SEGMENT 3 | | | 19 | 2,701 | | | | | | | 19 | 2,701 | 20 | 2,998 | (1) | (297) |
| SYSTEMWIDE & OTHER | | | 3 | 220 | 11 | 2,246 | | | | | 14 | 2,466 | 14 | 2,437 | 0 | 29 |
| CONTRACT TOTAL | 82 | 4,163 | 110 | 18,620 | 155 | 19,460 | 22 | 1,523 | 15 | 1,189 | 384 | 42,955 | COMMENTS: | | | |
| LAST MONTH | 82 | 4,163 | 104 | 16,983 | 150 | 19,344 | 22 | 1,523 | 16 | 1,094 | 374 | 43,107 | | | | |
| VARIANCE | 0 | 0 | 6 | (383) | 5 | 116 | 0 | 0 | (1) | 95 | 10 | (152) | | | | |







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

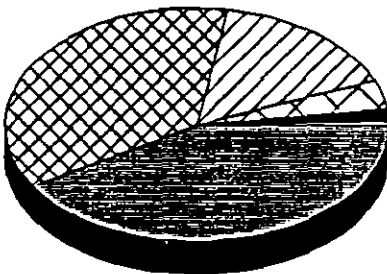
* DOES NOT INCLUDE AMENDMENTS PRIOR TO 05/01/91

METRO PROGRAM CHANGE VOLUME AND COST BREAKDOWN CONSULTANT CONTRACT CHANGES









CHANGE VOLUME
TOTAL CCR'S: 252

| | | | |
|----|-----|---|-------------|
| 62 | 25% |  | 0-10K |
| 43 | 17% |  | 10-25K |
| 47 | 18% |  | 25-50K |
| 62 | 25% |  | 50-200K |
| 31 | 12% |  | 200K-1 MIL |
| 7 | 3% |  | ABOVE 1 MIL |

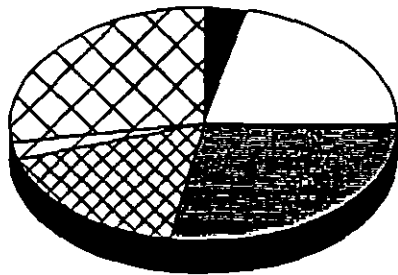


CHANGE COST ESTIMATE
TOTAL COST: \$43 MILLION







| | | | |
|--------------|-------|---|-------------|
| \$186,433 | .3% |  | 0-10K |
| \$771,501 | 1.77% |  | 10-25K |
| \$1,686,722 | 4% |  | 25-50K |
| \$6,998,641 | 16% |  | 50-200K |
| \$15,670,778 | 37% |  | 200K-1 MIL |
| \$17,678,044 | 41% |  | ABOVE 1 MIL |

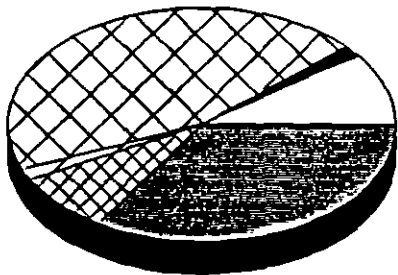
DATA AS OF 11/27/92
REQUESTED CHANGES SINCE 05/01/91 ONLY

METRO PROGRAM CHANGE VOLUME AND COST BY BASIS CONSULTANT CONTRACT CHANGES









**CHANGE BASIS VOLUME
TOTAL CCR'S: 252**

| | | | |
|----|-----|---|--------------------|
| 54 | 21% |  | OTHER AGENCIES |
| 9 | 4% |  | SCHEDULE REVISION |
| 69 | 27% |  | CONTRACT CHANGES |
| 6 | 2% |  | CLAIMS/DISRUPTIONS |
| 44 | 18% |  | SPECIAL STUDIES |
| 70 | 28% |  | STAFFING/EQUIPMENT |



**CHANGE COST ESTIMATE
TOTAL COST: \$43 MILLION**

| | | | |
|--------------|-----|---|--------------------|
| \$4,292,922 | 10% |  | OTHER AGENCIES |
| \$762,598 | 2% |  | SCHEDULE REVISION |
| \$19,234,777 | 45% |  | CONTRACT CHANGES |
| \$640,616 | 1% |  | CLAIMS/DISRUPTIONS |
| \$3,496,450 | 8% |  | SPECIAL STUDIES |
| \$14,563,756 | 34% |  | STAFFING/EQUIPMENT |

DATA AS OF 11/27/92

REQUESTED CHANGES SINCE 05/01/91 ONLY

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 | 77 | 51 | 19 | 7 | 63 |

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 173 positions are filled with regular full time staff and 25 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

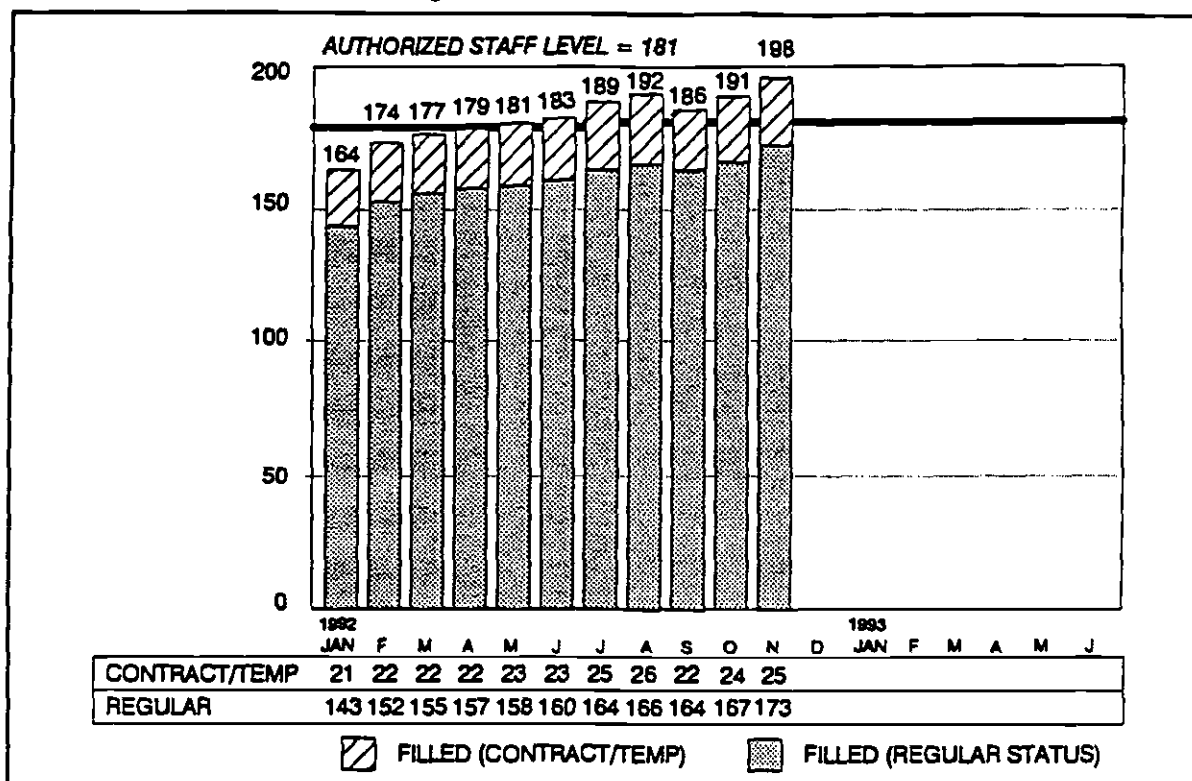
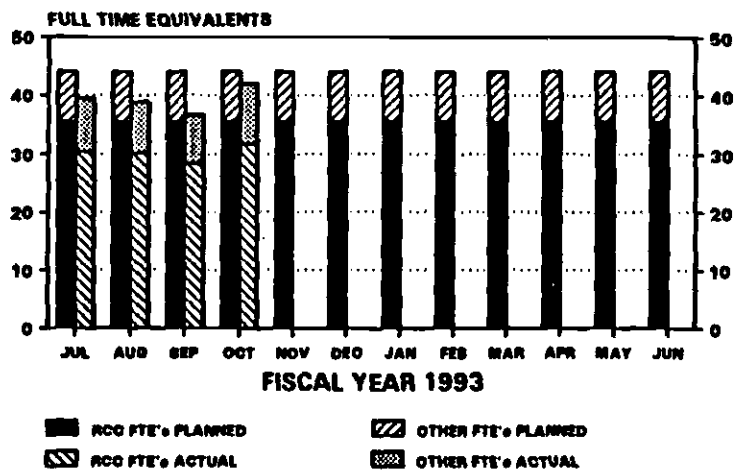


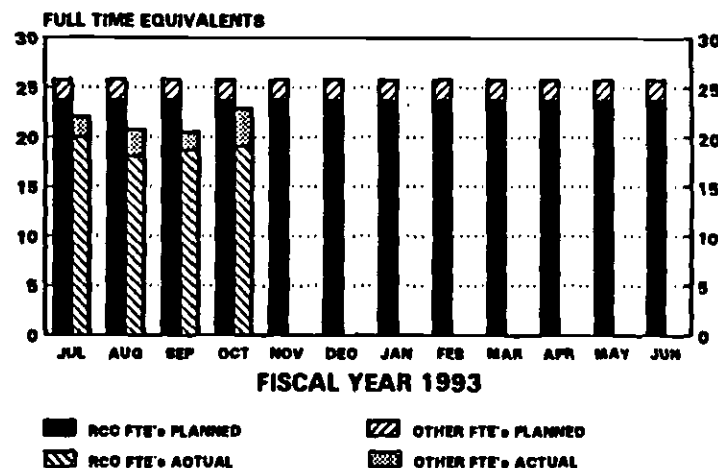
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



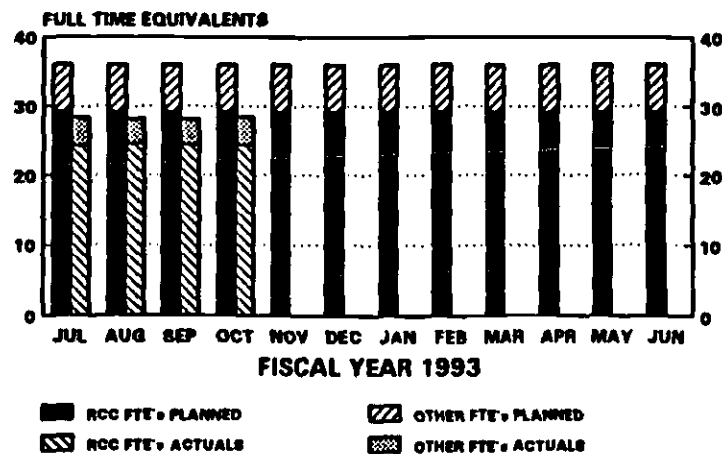
FY'93 Budget

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



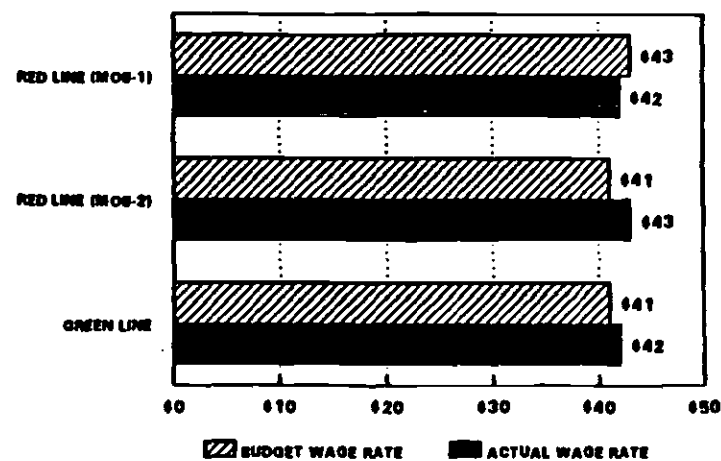
FY'93 Budget

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'93 BUDGET

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



* Salary and Fringe Benefits Only

Figure 5



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

Page: 1
 Date: 11/19/92
 Time: 10:31 am

| DIVISION | | R01 Blue Line | | R05 Pasadena | | R23 Green Line | | R80 Red Seg 1 | | R81 Red Seg 2 | | R82 Red Seg 3 | | Sub Total | | R6x/7x 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 | |
| Executive | BUDGET | .0 | 3.2 | .5 | 1.0 | 1.0 | 3.8 | .7 | 2.8 | .8 | 3.2 | .1 | .2 | 3.6 | 14.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 3.4 | 11.3 | 42.6 |
| | ACTUAL | 1.1 | 3.7 | .5 | 1.2 | 1.2 | 4.2 | 2.1 | 5.6 | 1.2 | 3.7 | 0.0 | .1 | 3.1 | 10.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 4.1 | 14.5 | |
| Area Teams | BUDGET | 0.0 | 0.0 | 1.5 | 5.2 | .5 | 1.2 | .2 | .6 | .1 | .2 | 1.1 | 4.5 | 2.3 | 9.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 2.9 | 11.3 | 34.9 |
| | ACTUAL | .0 | .0 | .5 | 1.5 | .1 | .1 | 0.0 | .2 | .4 | 1.6 | 1.3 | 5.8 | 2.2 | 9.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 2.2 | 9.2 | |
| | BUDGET | .5 | 2.0 | .5 | 2.0 | 1.8 | 4.0 | 1.4 | 5.6 | 1.3 | 5.0 | .2 | .6 | 3.3 | 13.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 1.8 | 11.2 | 57.6 |
| | ACTUAL | .2 | .2 | .2 | .2 | .5 | .5 | .9 | 2.2 | .7 | 2.0 | .2 | .2 | 2.3 | 9.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 2.6 | 9.2 | |
| ATO | BUDGET | .9 | 3.7 | 3.2 | 12.7 | 4.1 | 16.4 | .6 | 2.4 | 6.4 | 25.6 | 5.7 | 22.8 | 20.9 | 83.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 20.9 | 83.8 | 250.8 |
| | ACTUAL | .8 | 3.2 | 1.0 | 2.8 | 2.4 | 10.7 | .9 | 2.4 | 8.1 | 29.1 | 2.3 | 6.0 | 15.4 | 54.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 15.4 | 54.2 | |
| 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 | .1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | .1 | 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 | .1 | |
| RCZ | BUDGET | .5 | 1.8 | 14.5 | 55.8 | 28.6 | 114.2 | 25.8 | 95.2 | 55.5 | 142.8 | 2.5 | 9.8 | 105.9 | 418.8 | 5.5 | 21.8 | 3.9 | 15.4 | 44.1 | 175.4 | 14.5 | 58.0 | 67.9 | 268.8 | 175.1 | 607.4 | 2092.2 |
| | ACTUAL | .7 | 3.0 | 7.2 | 28.5 | 24.4 | 97.7 | 19.1 | 75.8 | 31.7 | 120.7 | 4.5 | 22.2 | 81.4 | 325.9 | 6.5 | 17.2 | 3.0 | 10.4 | 32.8 | 110.1 | 17.0 | 132.7 | 59.1 | 270.4 | 148.7 | 618.2 | |
| COMMISSION TOTAL | | 2.2 | | 19.5 | | 34.9 | | 28.5 | | 63.0 | | 8.5 | | 137.4 | | 5.5 | | 3.9 | | 44.1 | | 14.5 | | 67.9 | | 205.5 | | |
| BUDGET | | 2.2 | | 19.5 | | 34.9 | | 28.5 | | 63.0 | | 8.5 | | 137.4 | | 5.5 | | 3.9 | | 44.1 | | 14.5 | | 67.9 | | 205.5 | | |
| ACTUAL | | 2.0 | | 9.2 | | 28.5 | | 22.9 | | 32.0 | | 6.8 | | 116.0 | | 6.5 | | 3.0 | | 32.8 | | 17.0 | | 59.1 | | 175.1 | | |
| ANNUAL BUDGET | | 32.2 | | 234.5 | | 426.9 | | 319.1 | | 527.9 | | 113.8 | | | | 62.4 | | 49.2 | | 530.2 | | 182.0 | | | | | | 2478.1 |

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 4.5% 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% | 505,330 | 68.47% | 820,345 | 56.57% | 1,000,544 | 67.85% | 2,983,706 | 65.72% | |
| REAL ESTATE | 55,592 | 6.34% | 28,523 | 3.86% | 138,088 | 9.52% | 90,300 | 6.12% | 312,503 | 6.88% | |
| PROFESSIONAL SERVICES: | | | | | | | | | | | |
| ENGINEERING/DES | 69,587 | 7.93% | 73,140 | 9.91% | 218,218 | 15.05% | 138,487 | 9.39% | 499,432 | 11.00% | |
| CONSTR MGMT. | 91,642 | 10.45% | 66,985 | 9.08% | 141,734 | 9.77% | 131,090 | 8.89% | 431,451 | 9.50% | |
| STAFF | 17,655 | 2.01% | 27,607 | 3.74% | 97,273 | 6.71% | 70,237 | 4.76% | 212,772 | 4.69% | 4% |
| OTHER | 14,222 | 1.62% | 17,657 | 2.39% | 871 | 0.06% | 22,677 | 1.54% | 55,427 | 1.22% | |
| SUBTOTAL | 193,106 | 22.01% | 185,389 | 25.12% | 458,096 | 31.59% | 362,491 | 24.58% | 1,199,082 | 26.41% | 20% |
| CONTINGENCY | 963 | 0.11% | 25,277 | 3.43% | 33,480 | 2.31% | 21,626 | 1.47% | 81,356 | 1.79% | |
| PROJECT REVENUE | (28,877) | -3.41% | (6,518) | -0.88% | 0 | 0.00% | (300) | -0.02% | (38,695) | -0.81% | |
| GRAND TOTAL | 877,271 | 100.00% | 738,001 | 100.00% | 1,450,019 | 100.00% | 1,474,661 | 100.00% | 4,539,952 | 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.

PUBLIC AFFAIRS SUMMARY

Public Affairs continued to manage mitigation measures along all corridors. The following is a summary of the major issues and/or activities for November:

METRO GREEN LINE

- Conducted construction update presentation for El Segundo Chamber of Commerce.
- Conducted tour of Contract C0600 rail laying activities for local newspaper.
- Issued construction notices for lane closures on Contract C0100/C0110.
- Issued notices regarding joint security project with Caltrans.
- Conducted construction mitigation meetings with El Segundo business leaders.

METRO RED LINE SEGMENT 1

- Finalized event planning for Segment 1 Employee Recognition Day.
- Notified local communities on pre-revenue emergency drills.
- Continued preparations for Segment 1 Grand Opening.

METRO RED LINE SEGMENT 2

- Wilshire Corridor - Conducted tours for local merchants, building managers, and the Community Redevelopment Agency. Developed a corridor communications plan. Prepared a construction progress report for local community newsletter. Issued construction notice regarding storm drain work near MacArthur Park.
- Vermont Corridor - Conducted meetings on baseline medical testing for Barnsdall Park school children. Began baseline medical testing at the Los Feliz Elementary School. Held public meetings on construction progress activities.
- Hollywood Corridor - Conducted presentations for the Hollywood Chamber of Commerce, Hollywood/Highland property owners, and the Economic Development and Transportation Committee on station construction methodology. Continued negotiations for leasing office space for proposed field office. Finalized specifications for the Walk of Fame star removal test.

METRO ACCIDENT GRAMS

November 1992

Accident Grams received during November 1992 reporting the following safety violations:

Incident: Employee installing rail clip was injured when clip flew out and hit him in forehead.

Recommendation:

- *Rail clips need to be properly placed and secured before striking.*
- *Employer should properly supervise employee to prevent further occurrences and provide appropriate protective equipment to personnel.*

Incident: Crane tipped over and came to rest against building awning in high pedestrian area. A mechanic's examination revealed that the crane stabilizer system was not operating properly, allowing the crane to become unstable.

Recommendation:

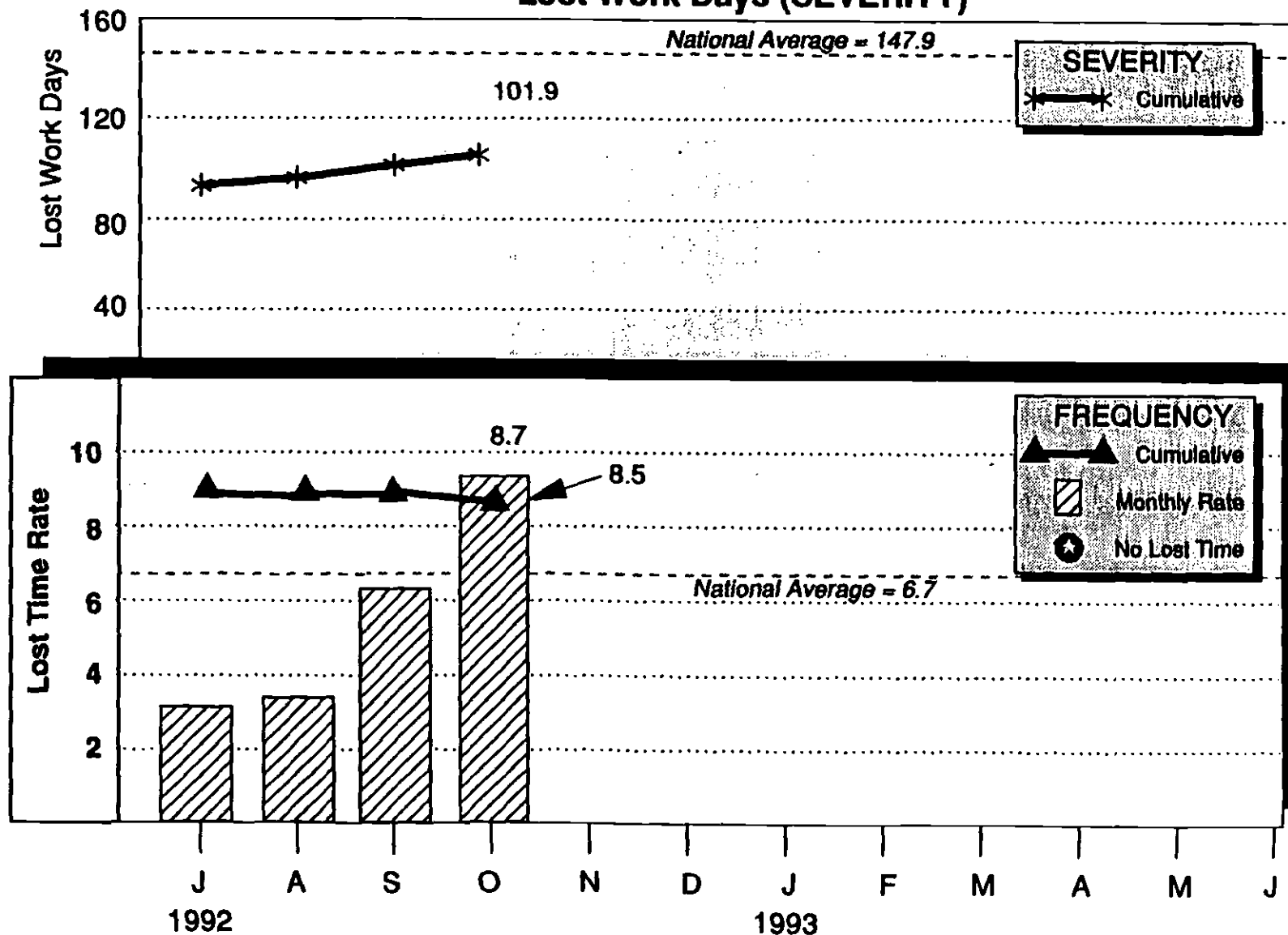
- *Outriggers should be used whenever possible with special emphasis in high pedestrian traffic areas and near property that can be damaged.*
- *Cranes shall be inspected in accordance with Cal-OSHA regulations, contract specifications and manufacturer's recommendations.*
- *Complete load assessment must be determined prior to any lift, and must include the weight of object lifted plus all rigging.*
- *A load rating chart must be posted at a location readily visible to the operator, and must be used to ensure that the weights are within the limits of the chart.*

Incident: An increase in reported incidents of flash burns on Metro Red Line construction sites.

Recommendation:

- *Employees shall be instructed to use proper personal protection equipment when performing any welding activity.*
- *When working in a congested area, employee must have a protective screen in place before performing welding.*

TOTAL PROGRAM **Summary of Lost Time Accidents (FREQUENCY) and** **Lost Work Days (SEVERITY)**



Data for Metro Red Line Segment 1 (from 7/90 to current), Segment 2, and Metro Green Line.

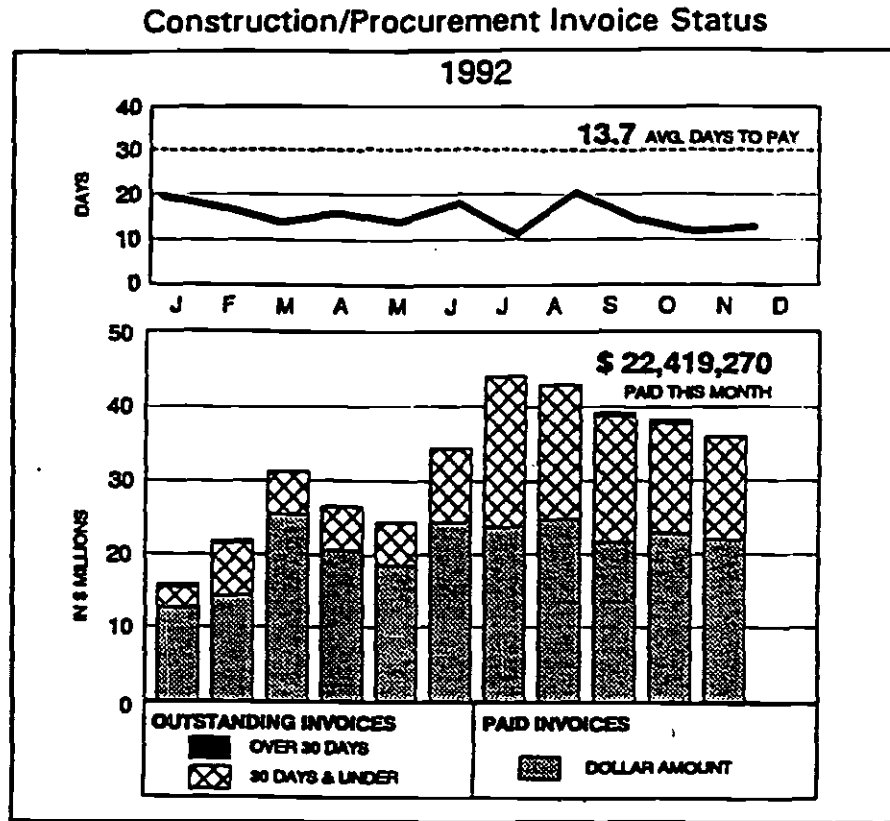
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.7 days.

• 51 invoices were paid this month for a total value of \$ 22,419,270.

• There were 32 outstanding Construction or Procurement invoices under 30 days old for \$ 14,103,060.

• There were no outstanding Construction or Procurement invoice 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 |
| JUL 1992 | 75 | 20,501,228 | 1 | 77,413 | 103 | 9,162,051 | 25 | 1,019,011 |
| AUG 1992 | 63 | 18,419,416 | 1 | 6,609 | 44 | 7,354,593 | 37 | 2,300,032 |
| SEP 1992 | 49 | 17,278,089 | 2 | 619,666 | 66 | 11,681,964 | 26 | 1,975,988 |
| OCT 1992 | 45 | 15,026,900 | 1 | 574,379 | 77 | 8,750,757 | 25 | 4,268,765 |
| NOV 1992 | 32 | 14,103,060 | 0 | 0 | 52 | 5,408,308 | 17 | 2,974,820 |

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

- Fifty-two cars (15 cabs-37 trailers) are presently in Midway Yard. Cars accepted: 47 conditional; 0 final.
- Production rate of one vehicle per week will start November 1, and will continue through September 1993.
- Car #69 in "splice", subsections for car #75 are positioned in assembly fixtures on the shop floor.
- Change order for an additional 17 cars (total quantity of 87, 56 trailers and 31 cabs) has been issued.
- A letter of intent for the purchase of seven additional trailer cars has been transmitted to Bombardier bringing the total quantity of cars to 94 (31 cabs and 63 trailers).

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Change orders for spare parts for Option A and B cars are in negotiations.
- Issuance of Change Order for 7 additional trailer cars.

CRITICAL NEEDS:

- None

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

- The quantity of additional option locomotives required for expanded service was established at eight above the base order of 17 plus 2 experimental units. We are now proceeding with the ordering of four locomotives (numbers 20, 21, 22 and 23) subject to negotiating reasonable price and delivery schedules.
- Seventeen locomotives are presently at Midway Yard. Locomotives accepted; 16 conditionally; 0 final.
- Total quantity of locomotives remains at nineteen - Base Order (17) plus Option (2).

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Issuance of a Change Order to GM to design and install a low temperature after cooling system on the primary traction engine of one locomotive (unit #19) as part of our on-going reduced emissions/NOx study program.

CRITICAL NEEDS:

- Inability to pay General Motors on payment schedule because of late receipt of funds may impact total cost.

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

Page: 1

UPDATE:30-Nov-92

| Cont. No. | Contractor/Description | Contract Type | 85% Design Approval | IFB/RFP Ready | Advertise Date | Pre-Bld Meeting | Bld Opening | Bld Report Complete | RCC Board Approval | Comm. Approval | Contracts Lead\Engineering Lead\Project Controls L |
|-----------|------------------------------------|---------------|---------------------|---------------|----------------|-----------------|-------------|---------------------|--------------------|----------------|--|
| 930 | | | | | | | | | | | \ |
| C621 | | | | | | | | | | | \ |
| C6210 | SYLMAR STATION | FP | | 11/06/92 | 11/10/92 | 11/24/92 | 12/09/92 | 12/21/92 | | | METOYER \CRARY \FERGUSON |
| C6220 | SYSTEM STANDARD PLATFORM CONST | FP | | | | | | | | | \ |
| C6230 | LA RIVER TRACK IMPROVEMENTS | FP | | 09/25/92 | 09/28/92 | 10/06/92 | 10/30/92 | 11/06/92 | | 11/13/92 | SECHLER \MCGINLEY \FERGUSON |
| C6240 | LAUPT TRACKWORK | FP | | | | | | | | | \ |
| C6250 | LOS ANGELES RIVER BRIDGE | FP | | 09/28/92 | 09/30/92 | 10/28/92 | 11/24/92 | 12/04/92 | | 12/11/92 | METOYER \MCGINLEY \FERGUSON |
| 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 | | | | | | | | | \ |
| C6340 | RIVERSIDE STATION PLATFORMS | FP | | 11/23/92 | 11/19/92 | 12/01/92 | 12/23/92 | 12/30/92 | | 01/06/93 | MCNEIL-KAKARIS\SHAH \FERGUSON |
| C6710 | WEST BANK S DBL TRACK | | | | 01/02/93 | | | | | 03/01/93 | SECHLER \ |
| C6720 | CAL STATE LA STATION | FP | | | | | | | | | SECHLER \ |
| C6730 | REDONDO JUNCTION - HOBART | | | | 12/03/93 | | | | | 03/03/93 | SECHLER \ |
| C6740 | FULLERTON 3RD TRACK | FP | | | | | | | | | SECHLER \ |
| C6750 | FIVE NEW CROSSOVERS | FP | | | 12/01/92 | | | | | 04/27/93 | SECHLER \ |
| C6760 | HOBART CROSSOVER | FP | | | 02/01/93 | | | | | 06/28/93 | SECHLER \ |
| C6780 | SANTA ANA RIVER BRIDGE/ANAHEIM-O | FP | | | 07/01/93 | | | | | 11/01/93 | SECHLER \ |

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

Page: 2

UPDATE:30-Nov-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 |
|-----------|-------------------------------------|---------------|---------------------|---------------|----------------|-----------------|-------------|---------------------|--------------------|----------------|----------------|------------------|--------------------|
| C6790 | SANTOAGP CR/ BRIDGE | FP | | | 06/01/93 | | | | | 09/01/93 | SECHLER | \ | \ |
| C6800 | SANTA ANA (ALISO)-GALVAN DBL. TRK | FP | | | 05/01/93 | | | | | 08/01/93 | SECHLER | \ | \ |
| C6810 | SANTA ANA (ALISO) - GALVAN DBL. TRK | FP | | | 05/01/93 | | | | | 08/01/93 | SECHLER | \ | \ |
| C6820 | ORANGE - SANTA ANA DBL TRK | FP | | | 07/01/93 | | | | | 10/01/94 | SECHLER | \ | \ |
| C6830 | SAN JUAN CAPISTRANO LINE CHANGE | FP | | | 01/01/94 | | | | | 01/04/94 | SECHLER | \ | \ |
| C6840 | SAN JUAN CAPISTRANO - SERRA DBL T | FP | | | 08/01/93 | | | | | 11/01/93 | SECHLER | \ | \ |
| C6850 | MISSION TOWER AND WEST BANK | | | | 07/01/93 | | | | | 10/01/93 | SECHLER | \ | \ |
| C6860 | MISSION TOWER AND WEST BANK | | | | 07/01/93 | | | | | 10/01/93 | SECHLER | \ | \ |
| C6870 | MISSION TOWER AND WEST BANK | | | | 07/01/93 | | | | | 10/01/93 | SECHLER | \ | \ |
| C6880 | MISSION TOWER TO SOTO STREET | FP | | | 09/01/92 | | | | | 12/01/92 | SECHLER | \ | \ |
| C6890 | RIVERSIDE LAYOVER FACILITY | FP | | | | | | | | | SECHLER | \ | \ |
| C6900 | SIDINGS RIALTO - RANCHO CUCAMONG | FP | | | 11/01/93 | | | | | 03/01/94 | SECHLER | \ | \ |
| C6910 | UPGRADE TRK LA VERNE - SAN BERNAR | FP | | | 11/01/93 | | | | | 03/01/94 | SECHLER | \ | \ |
| C6920 | UPGRADE SIGNALLING LA VERNE-SAN B | FP | | | 01/06/93 | | | | | 06/02/93 | SECHLER | \ | \ |
| C6930 | PASADENA CONNECTION (CLAREMONT | FP | | | | | | | | 01/09/93 | SECHLER | \ | \ |
| C6940 | SAN BERNARDINO LAYOVER (INITIAL) | FP | | | 12/01/92 | | | | | 01/15/93 | SECHLER | \ | \ |
| C6950 | SAN BERNARDINO LAYOVER (COMPLET | FP | | | 07/01/93 | | | | | 09/30/93 | SECHLER | \ | \ |
| C6960 | ARLINGTON - PROPHRY | FP | | | | | | | | | SECHLER | \ | \ |
| C6970 | PROPHRY - PRADO DAM | FP | | | | | | | | | SECHLER | \ | \ |
| C6980 | LAMBERT - ESPERANZA | FP | | | | | | | | | SECHLER | \ | \ |
| C6990 | UPGRADE AND EXTEND SAUGUS SIDIN | FP | | | 04/30/93 | | | | | 07/01/93 | SECHLER | \ | \ |
| C7000 | SIDING AT SUN VALLEY | FP | | | 04/30/93 | | | | | 07/01/93 | SECHLER | \ | \ |

Page 20

RAIL PROGRAM STATUS SUMMARY

NOVEMBER 1992

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

Page: 3

UPDATE:30-Nov-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 |
|-----------|------------------------------------|---------------|---------------------|---------------|----------------|-----------------|-------------|---------------------|--------------------|----------------|--|
| C7010 | CTC STRATHERN - MOORPARK | FP | | | | | | | | | SECHLER \ |
| C7020 | UPGRADE CHATSWORTH SIDING | FP | | | 03/31/93 | | | | 05/28/93 | | SECHLER \ |
| C7030 | EAST SIMI SIDING (NO CTC) | FP | | | 03/31/93 | | | | 05/28/93 | | SECHLER \ |
| C7040 | CTC RAYMER- STRATHERN | FP | | | 02/26/93 | | | | 07/30/93 | | SECHLER \ |
| C7050 | CTC MOORPARK - GOLETA | FP | | | 03/01/93 | | | | 01/03/94 | | SECHLER \ |
| C7060 | SIDINGS CAMERILLO, CARPENTERIA | FP | | | 03/01/93 | | | | 05/26/93 | | SECHLER \ |
| C7070 | TRK IMPROV. LAUPT BURKBK JUCT. TAY | FP | | | 03/01/93 | | | | 05/28/93 | | SECHLER \ |
| C7080 | SIDINGS, VENTURA, SEACLIFF, GOLETA | FP | | | 03/01/93 | | | | 05/28/93 | | SECHLER \ |
| C7090 | SAN CLEMENTE STATION | FP | | | 05/01/93 | | | | 08/01/93 | | SECHLER \ |
| C7100 | SAN JUAN CAP. - NORTH PLATFORM | FP | | | 04/01/93 | | | | 08/01/93 | | SECHLER \ |
| C7110 | SAN JUAN CAP. - SOUTH PLATFORM | FP | | | | | | | 12/01/93 | | SECHLER \ |
| C7120 | SOUTH COUNTY (MISSION VIEJO) STATI | FP | | | 04/01/93 | | | | 07/01/93 | | SECHLER \ |
| C7130 | IRVINE STATION | FP | | | 04/01/93 | | | | 07/01/93 | | SECHLER \ |
| C7140 | TUSTIN/NORTH IRVINE STATION | FP | | | 09/01/93 | | | | 12/01/93 | | SECHLER \ |
| C7150 | SANTA ANA STATION | FP | | | 04/01/93 | | | | 07/01/93 | | SECHLER \ |
| C7160 | CITY OF ORANGE STATION | FP | | | 03/01/93 | | | | 08/01/93 | | SECHLER \ |
| C7170 | ANAHEIM STATION | FP | | | 04/01/93 | | | | 07/01/93 | | SECHLER \ |
| C7180 | FULLERTON STATION | FP | | | | | | | | | SECHLER \ |
| C7190 | BUENA PARK STATION | FP | | | 07/01/94 | | | | 10/01/94 | | SECHLER \ |
| H2100 | LAUPT MOBILITY AID DEVICES | | | | 08/26/92 | | 11/15/92 | 12/04/92 | 12/11/92 | | SECHLER \SOLOW \FERGUSON |

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 | | | | | | Contract closed in November. | Nov 92 |

** All Metro Blue Line contracts are closed.

**METRO PASADENA PROJECT
NOVEMBER 1992 STATUS REPORT**

EXECUTIVE SUMMARY

The EMC again reported a 10% gain in production during the month and has prepared a completion plan identifying the activities and resources required to complete the Preliminary Engineering Scope in time for Project Adoption.

Public Affairs continues its community outreach program and has conducted meetings with the communities of Highland Park, Chinatown, South Pasadena, and Pasadena. This strategy is clearing a path for future coordination and cooperation with the communities that will be a part of this project. The TOP program has been implemented in Franklin High School and will officially kick-off in January 1993.

As of month-end November, Preliminary Engineering was 60% complete with a forecasted completion by the end of the 1st quarter, 1993.

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: The Cornfield Site, West Bank Site, and the Taylor Yard are in the SEIR process. A location for the eventual yard site has yet to be determined.

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

Status: The draft SEIR was approved by the Commission and released for public review. Certification of the SEIR is still targeted for January 1993. Manuel Padron has prepared a study on the Maintenance Yard Operations. The Cornfield Site has been recommended from an operational, as well as cost, basis.

Catellus/Ratkovitch Interface At LAUPT

Concern: Location of the LRT terminus station at Union Station involves interface with Catellus Corporation. The alignment also crosses Ratkovitch 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: 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 - NOVEMBER

- Geotechnical and Environmental reports for the Del Mar to Sierra Madre Villa segment are in process. These should be finalized sometime in January 1993.
- Completed studies for Marmion/Fig. Aerial and Station on 11/06.
- Submitted Union Station to L.A. River utility plans for RCC review on 11/06.
- Obtained RCC Board approval to negotiate and award contracts for design support services at 11/09 meeting.
- MCA signing ceremony with the City of Pasadena was held during the RCC Board Meeting on 11/09.
- Finalized Systems/Structural data for input to estimate on 11/13.
- The bridge structures study and report were submitted by EMC on 11/13, except for the L.A. River bridge report. This was submitted on 11/20.
- Held "Team Alignment" Workshop (11/17 & 11/18) for Metro Pasadena Project personnel. Key accomplishments were: development of mission/vision statements; identification of potential barriers to success, as well as defining a "Path Forward" to focus on achievement of team goals.
- The draft Design Criteria Manual was submitted the week of 11/20 to RCC for comment. When approved, it will form the standard for all future LRT design.
- Completed Plan & Profile to Sierra Madre Villa on 11/20.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- Brief Executive Director as to budget/scope concerns for Pasadena project during first week of December.
- Review Project Schedule on 12/02 and 12/03. Incorporate comments, deliver revised baseline Schedule by 12/09.
- Issue final Contract Unit Description documentation by 12/07.
- Complete negotiations with the top-rated firms on the first four design packages (Yards & Shops Facility, L.A. River Bridge, Arroyo Seco Bridge, and Chinatown Aerial Structure).
- Receive responses to EMC RFQ's from section designers for the four line segments of the alignment.
- Complete RCC input to EMC for Capital Budget planning by 12/15.
- Finalize/Resolve "Team Alignment" action items by 12/15. This includes establishment of "KEY RESULT AREAS" and identification of Customer/Supplier requirements.
- Begin advance planning for CALTRANS Bridgework along the I-210 Freeway. The report should be submitted in January 1993.
- Begin preparation of the Project Adoption package; issue targeted for 01/93.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 722
- Current Forecast 738

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 47%*
 - Actual 39%

* plan percentage reflects the current target schedule

REAL ESTATE STATUS

| 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****Contract C0100 (Aerial Guideways) Schedule Impacts to Contract C0610 (El Segundo Trackwork Installation) and the November 1994 Revenue Operations Date (ROD)**

Concern: The Contract C0100 schedule may impact Contract C0610 access dates with potential impact to the November 1994 ROD upon final resolution of outstanding delay and impact issues such as delayed contract access due to Chevron interface and the El Segundo Station re-design for additional stairs.

Action: Issuance of a unilateral change order and interface with the Contract C0610 contractor to mitigate possible future impacts is in progress. The possibility and associated costs of a 60 day delay to Contract C0610 is also being evaluated.

Status: A preliminary briefing is scheduled for early December 1992 to completely identify cost and schedule impacts.

Caltrans Project CT033 (Wilton to Vermont)/Contract C0600 (Century Trackwork Installation) Access Date Conflict

Concern: Site access for Century trackwork installation originally scheduled November 1, 1992 has been withheld until the contract milestone is satisfied and construction is completed. Complete access is forecasted for September 1, 1993. This will have a negative impact to the November 1994 ROD by approximately two months. Several systems contracts may also be affected.

Action: Caltrans is working aggressively with its contractor, Ball, Ball & Brosamer to overcome problems associated with soil exportation and has requested the contractor to produce a schedule with a target completion date of late August 1993.

Status: Caltrans has arranged for the disposal of contaminated material and the contractor has re-mobilized for its removal. Complete access is forecast for September 1, 1993.

Contract C0501 (Systems Facilities Sites) Schedule Delays

Concern: Inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting the segmental ROD and Contract H1200 (Traction Power Supply System) interface dates by approximately one month.

- Action:** An effort is being made to assist contractor in expediting submittals and working to a schedule. The contractor's latest schedule narrative indicates seven day work weeks as a remedial work plan.
- Status:** The OKA Resident Engineer and staff are working on a daily basis with the contractor to implement a contract schedule which meets project goals. The contractor has scheduled seven day work weeks with ten hour days during the month of December 1992. Site work has been accelerated by using pre-cast manholes instead of cast-in-place manholes.

Caltrans Project CT043-2 (I-105 to Studebaker)/Contract C0600 (Century Trackwork Installation) Access Dates

- Concern:** Later than anticipated LRT access date to this segment may have significant cost impact to some follow-on systems contracts and minor schedule impact to the segmental ROD by approximately one week.
- Action:** Workaround scenarios to expedite turnover to the Contract C0600 contractor have been developed.
- Status:** The contractor's initial cost proposal to expedite turnover was unacceptable. Additional meetings are being held with the contractor, Griffith Co., to explore an earlier turnover.

ONGOING

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 awaiting 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 scheduled for advertisement in December 1992.

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

Concern: Site access for Century trackwork installation originally scheduled May 1, 1992 will be withheld until the contract milestone is satisfied and construction is completed. Complete access was 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. Although the ballast section was scheduled for turnover in early November 1992, the walk-through indicated additional work needs to be completed before turnover can take place.

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. 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 – NOVEMBER 1992

- Opened bids for Contract C0095 (Wayside Intrusion Detection System).
- Opened bids for Contract H0888 (Light Rail Radio System).
- Opened bids for Contract H0901 (Platform Intrusion Detection System).

KEY ACTIVITIES – PLANNED FOR DECEMBER 1992

- Advertise Contract H1300 (Signage and Graphics) for bid.
- Award Contract C0095 (Wayside Intrusion Detection System).
- Award Contract H0888 (Light Rail Radio System).
- Award Contract H0901 (Platform Intrusion Detection System).

(\$ x 100's)

| Description | ----- Budget ----- | | --- Commitments --- | | -- Incurred Cost -- | | --- Expenditures --- | | Current | |
|---------------------------------|--------------------|----------------|---------------------|----------------|---------------------|----------------|----------------------|----------------|-----------------|--------------------|
| | Original (1) | Current (2) | Period (3) | In Rpts (4) | Period (5) | In Rpts (6) | Period (7) | In Rpts (8) | Incurred (9) | Variance (10-9) |
| F Construction | 470,192 | 567,950 | 50,606 | 360,512 | 3,009 | 132,201 | 3,410 | 110,432 | 494,830 | (73,120) |
| G Professional Services | 100,562 | 109,629 | 949 | 130,594 | 2,344 | 106,465 | 2,363 | 100,500 | 100,599 | 70,971 |
| H Real Estate | 30,927 | 29,232 | 1 | 24,915 | 60 | 23,005 | 70 | 23,005 | 20,523 | (709) |
| F Utility/Agency Force Accounts | 7,654 | 10,500 | 0 | 9,197 | 17 | 2,376 | 16 | 2,375 | 10,500 | 0 |
| D Special Programs | 4,676 | 4,790 | (17) | 1,910 | (2) | 292 | (2) | 209 | 4,790 | 0 |
| C Contingency | 59,613 | 14,100 | 0 | 0 | 0 | 0 | 0 | 0 | 25,277 | 11,176 |
| A Project Revenue | 116,626 | (13,798) | 7,420 | (1,250) | (3) | (591) | (3) | (591) | (6,518) | 7,280 |
| Project Grand Total : | 671,000 | 722,402 | 58,967 | 540,864 | 5,967 | 263,820 | 0,061 | 244,020 | 730,000 | 15,590 |

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

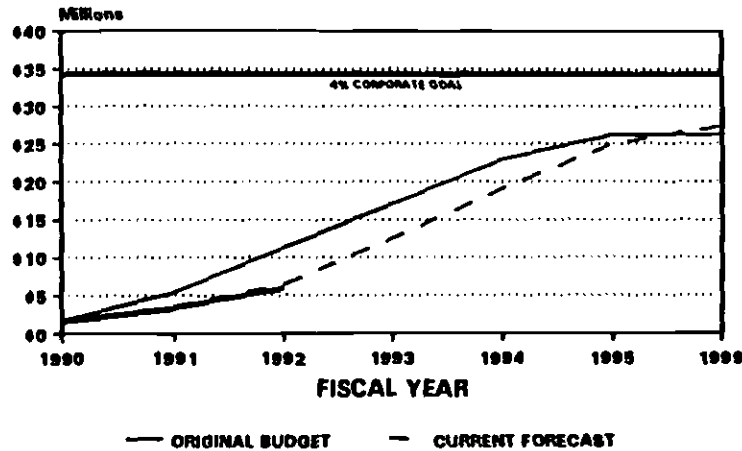
OCTOBER 92

STATUS OF FUNDS BY SOURCE

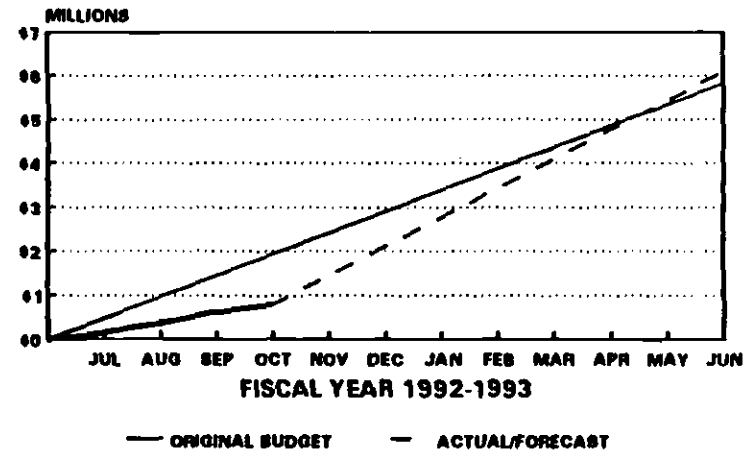
| SOURCE | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
|--------------|-------------------------|-----------------------|-------------|------|--------------|------|------------------|------|
| | | | \$ | % | \$ | % | \$ | % |
| LACTC PROP A | \$205,136 | \$205,136 | \$205,136 | 100% | \$205,136 | 100% | \$205,136 | 100% |
| LACTC PROP C | \$532,664 | \$189,700 | \$334,950 | 63% | \$38,892 | 7% | \$38,892 | 7% |
| TOTAL | \$738,000 | \$394,836 | \$540,086 | 73% | \$244,028 | 33% | \$244,028 | 33% |

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS - EXPENDITURES LAG ONE MONTH

AGENCY COST GREEN LINE



FISCAL 1993 AGENCY COSTS GREEN LINE



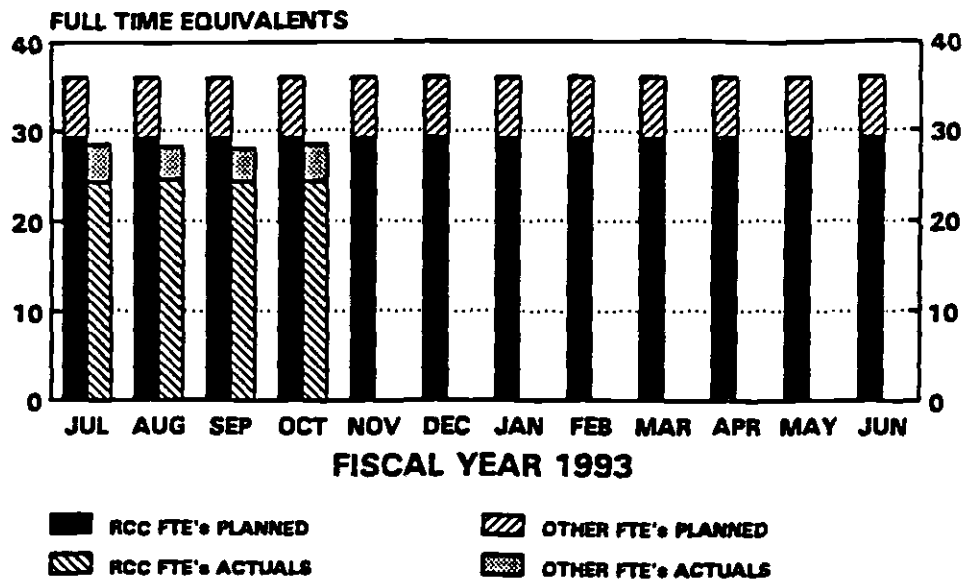
PROJECT AGENCY COSTS GREEN LINE (\$000)

| | |
|-----------------------------|-----------|
| 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 | \$791 |

STAFFING PLAN VS. ACTUAL GREEN LINE

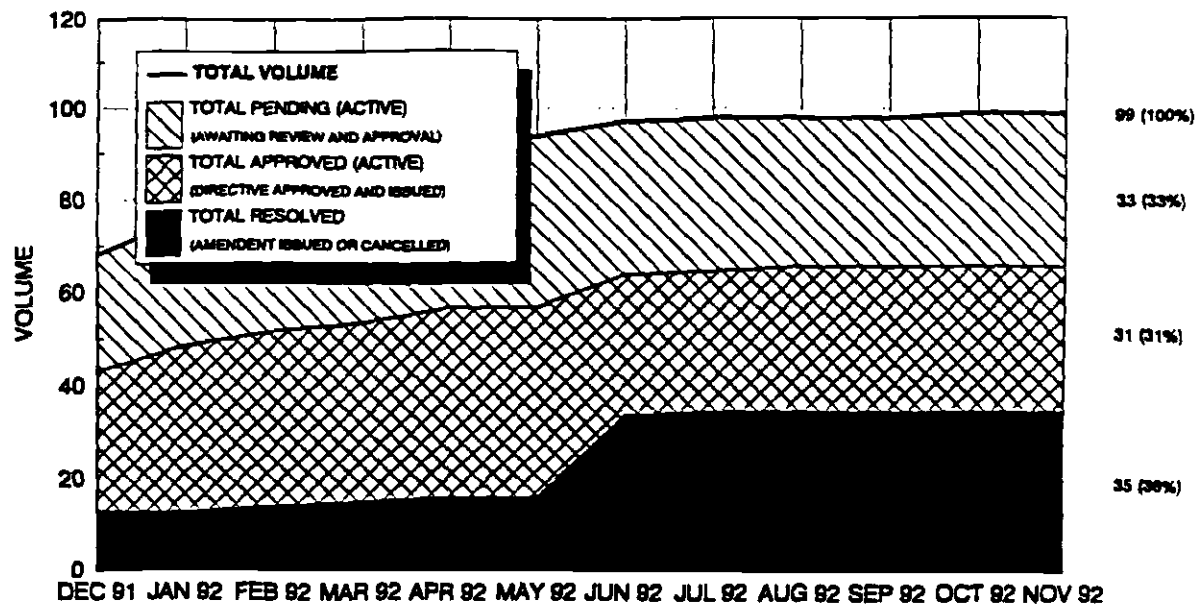


FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

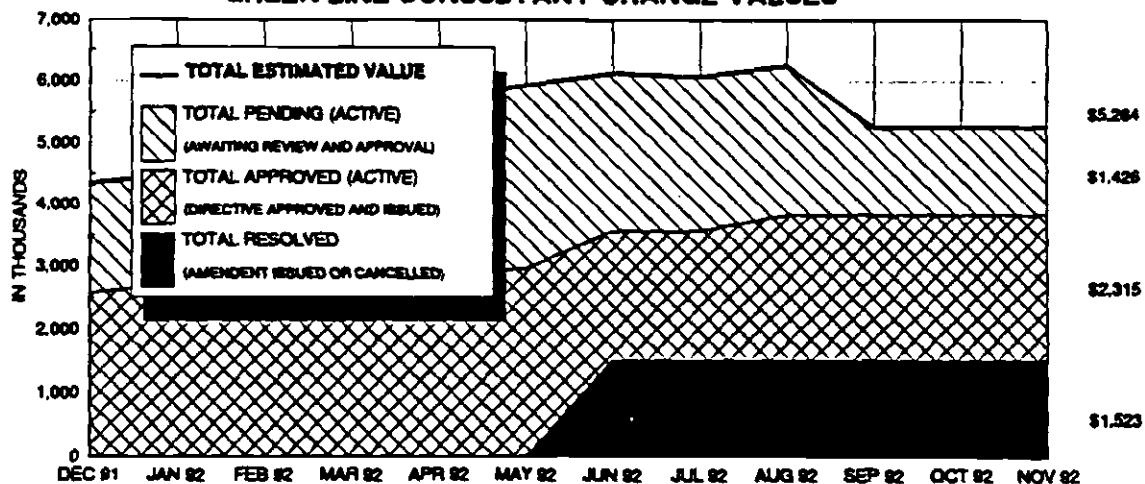
| | |
|----------------------------|------|
| BUDGET WAGE RATE (\$/HOUR) | \$41 |
| ACTUAL WAGE RATE (\$/HOUR) | \$42 |
| RCC FTE's PLANNED | 29 |
| RCC FTE's ACTUAL | 24 |
| OTHER FTE's PLANNED | 7 |
| OTHER FTE's ACTUAL | 5 |
| TOTAL FTE's PLANNED | 36 |
| TOTAL FTE's ACTUAL | 29 |

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

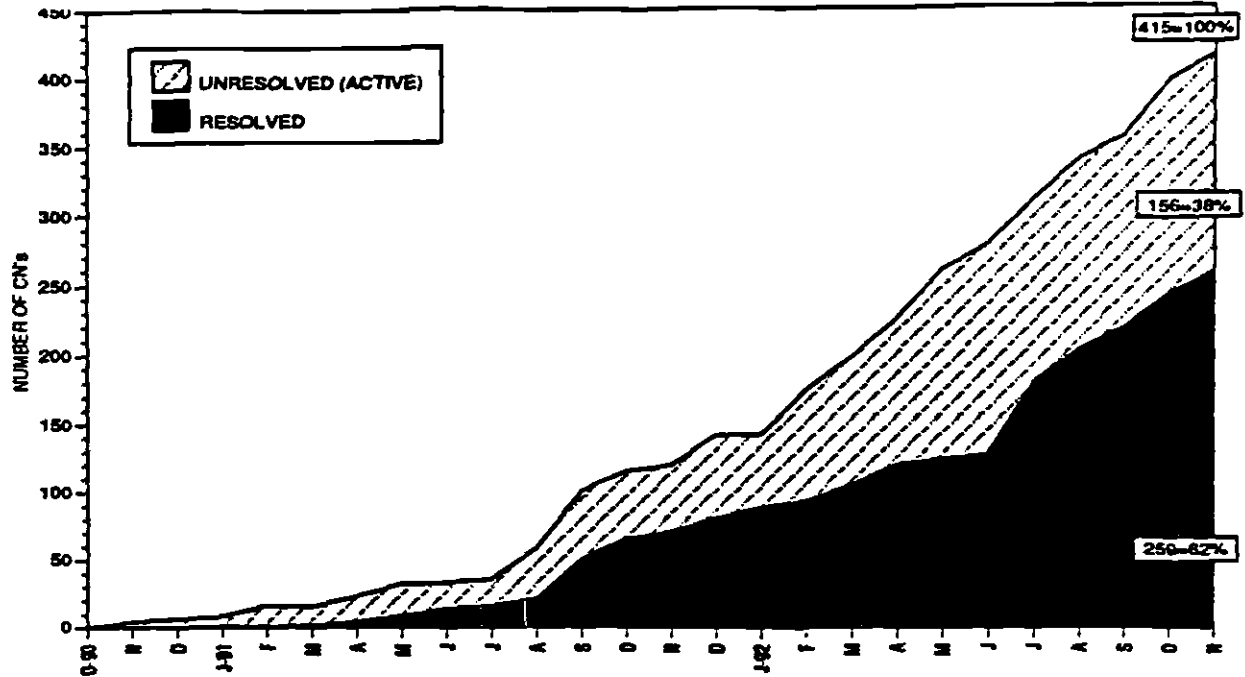


| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 0 | 1 | 0 | 63 | 64 |
| PERCENT | 0% | 2% | 0% | 98% | 100% |

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

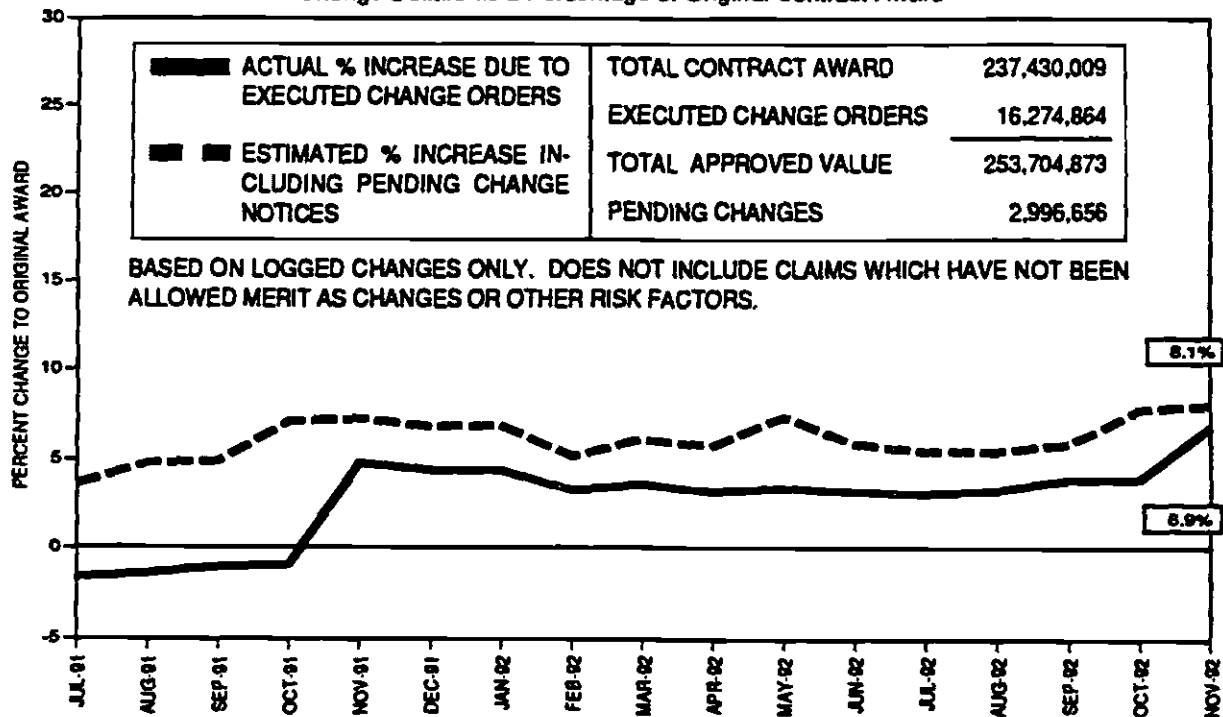


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

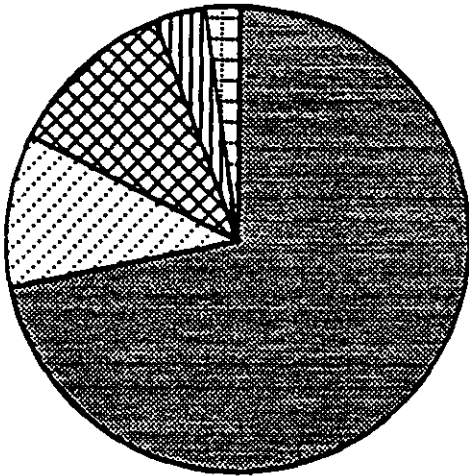


| AGE OF UNRESOLVED CHANGES | | | | | |
|---------------------------|-----------|-------|-------|-----|--------------|
| TIME | 0-30 days | 31-60 | 61-90 | 90+ | TOTAL ACTIVE |
| VOLUME | 27 | 31 | 23 | 75 | 156 |
| PERCENT | 17% | 20% | 15% | 48% | 100% |

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 11/30/92



**CHANGE VOLUME
 BY CHANGE VALUE**
 TOTAL AS OF 11/30/92 = 170

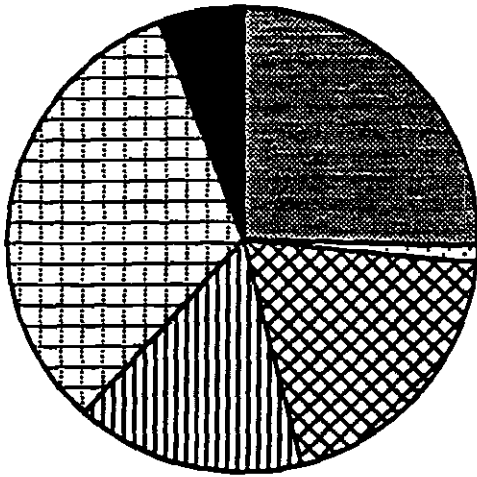
**CHANGE VOLUME
 ABSOLUTE VALUES**

| | | | |
|-----|--------|--|------------|
| 122 | 71.77% | | <25,000 |
| 18 | 10.97% | | <50,000 |
| 20 | 11.77% | | <200,000 |
| 6 | 3.53% | | >200,000 |
| 4 | 2.35% | | >1,000,000 |

**CHANGE COST
 ABSOLUTE VALUES**

| | | |
|-----------------|--|------------|
| \$604,920.07 | | <25,000 |
| \$194,882.68 | | <50,000 |
| \$2,033,796.00 | | <200,000 |
| (\$594,847.11) | | >200,000 |
| \$14,036,112.00 | | >1,000,000 |

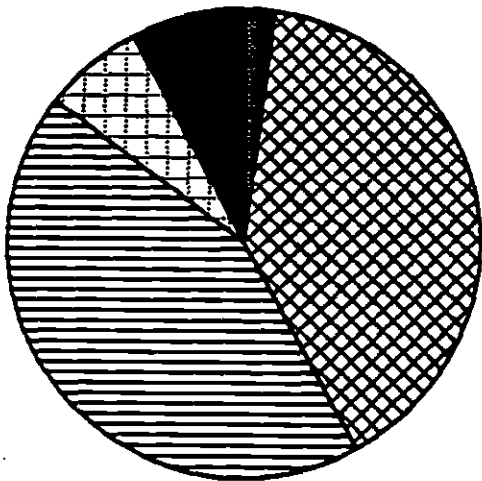
CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 11/30/92



CHANGE BASIS VOLUME
TOTAL 11/30/92 = 170

CHANGE BASIS VOLUME
ABSOLUTE VALUES

| | | | |
|----|--------|--|------------------------|
| 43 | 25.29% | | Work Scope Changes |
| 2 | 1.18% | | Schedule Changes |
| 33 | 19.41% | | Differing Conditions |
| 27 | 15.88% | | Administrative Changes |
| 55 | 32.35% | | Design Changes |
| 10 | 5.88% | | Other |

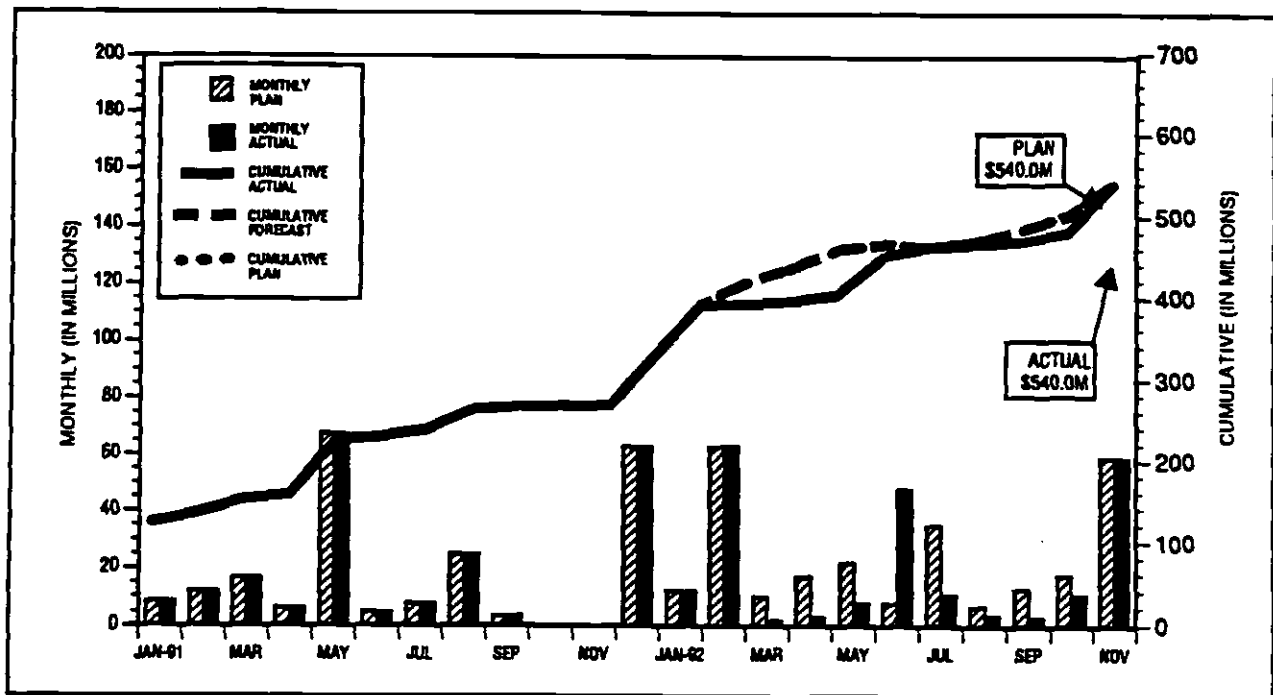
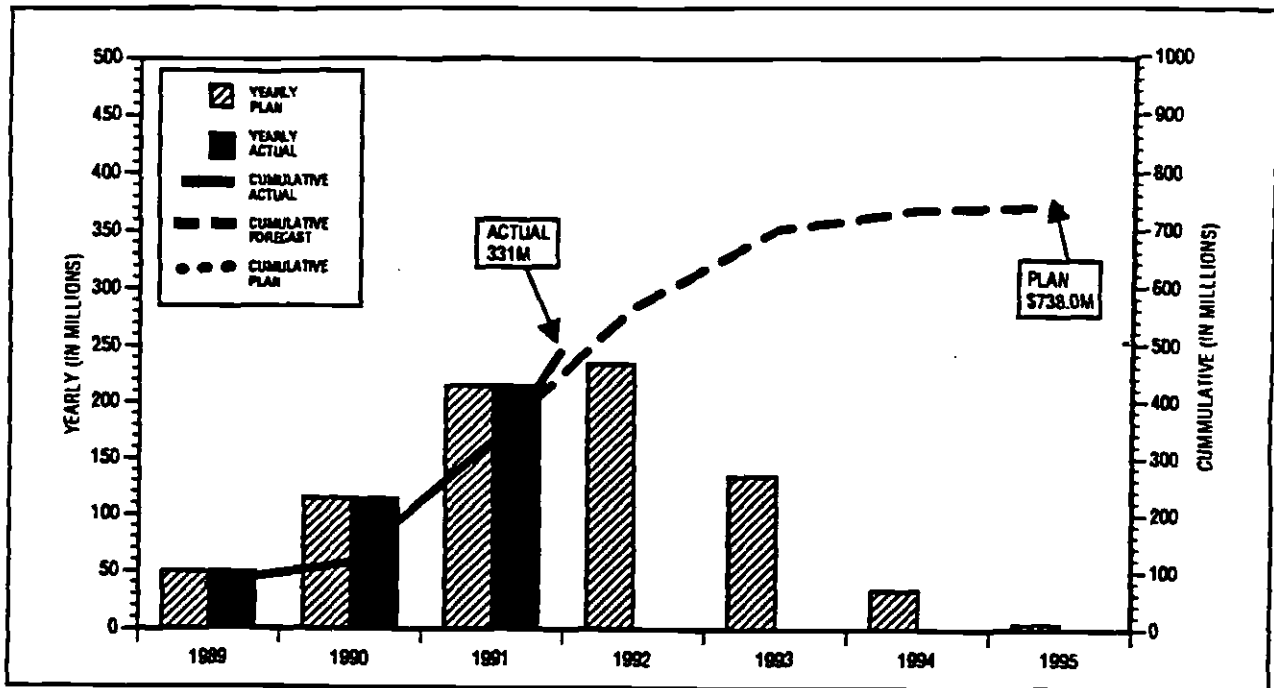


CHANGE BASIS COST
TOTAL 11/30/92 = 170

CHANGE BASIS COST
ABSOLUTE VALUES

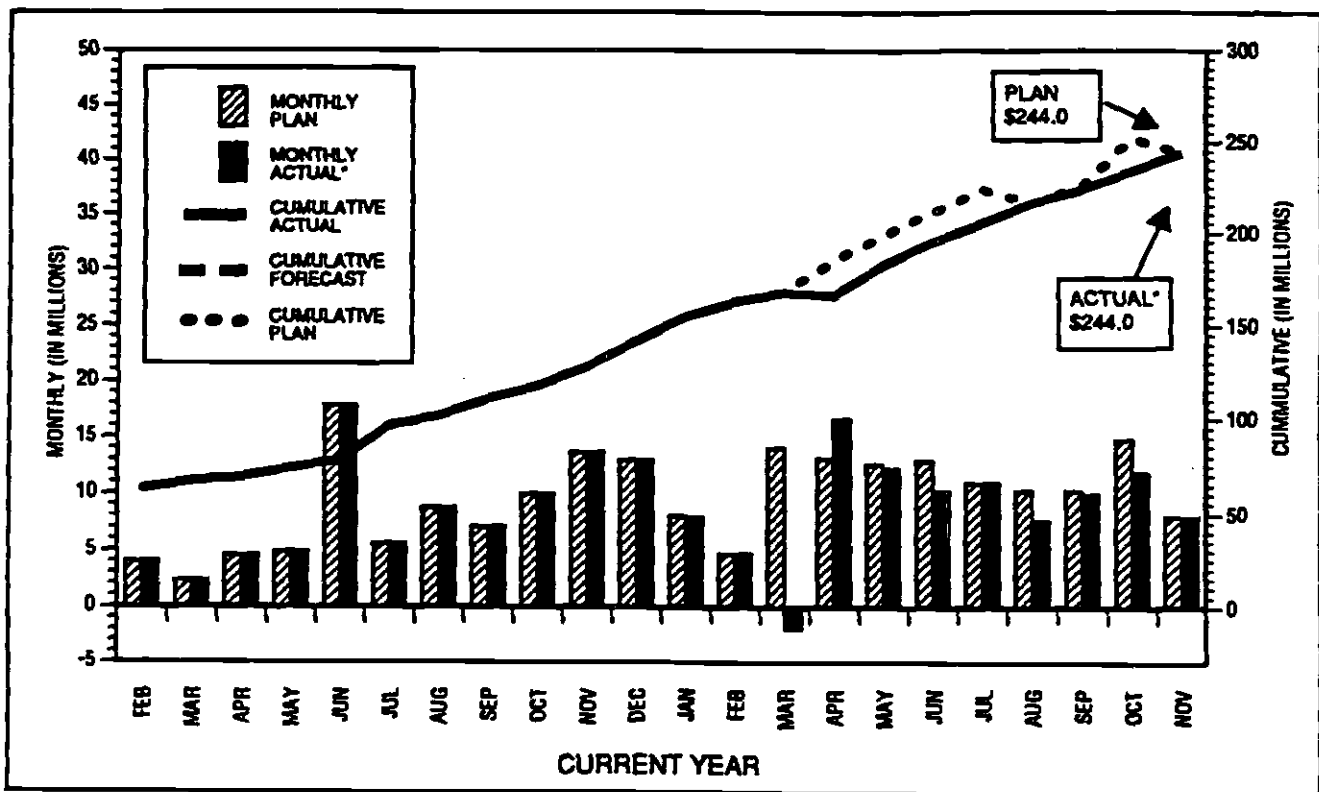
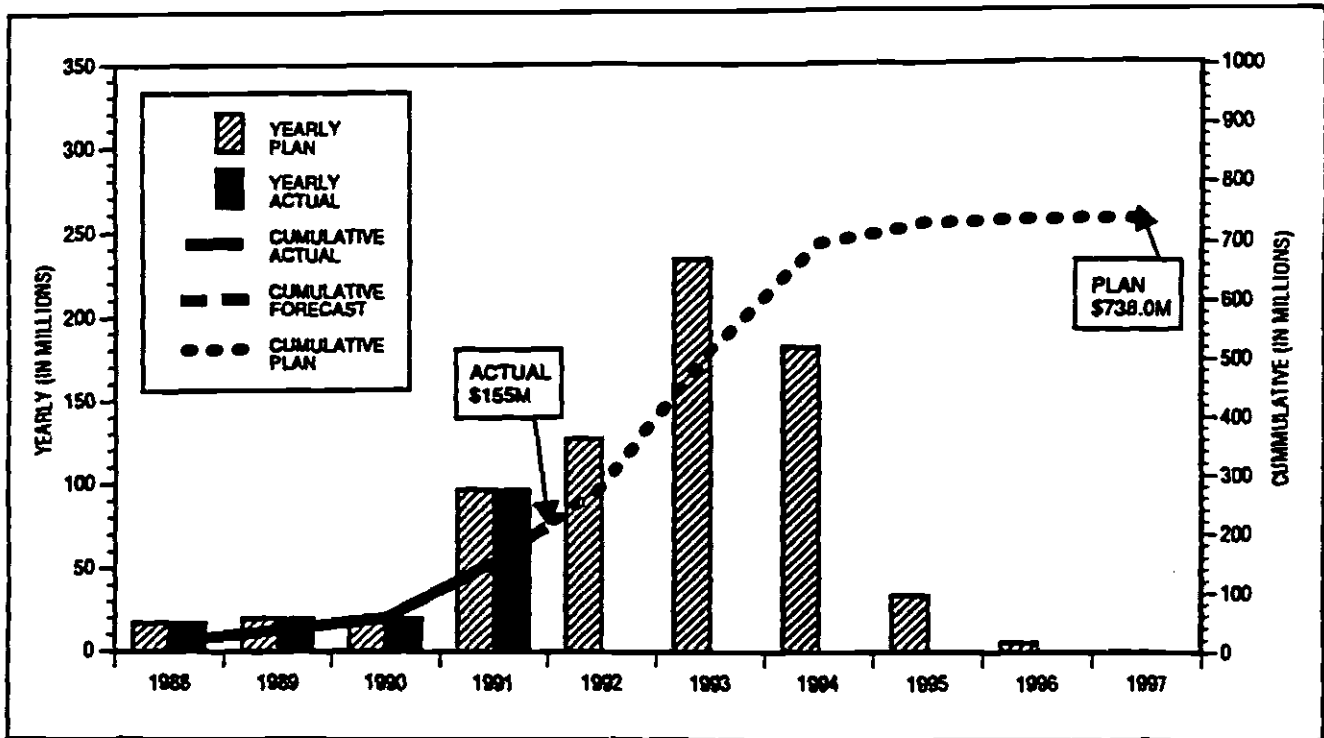
| | | |
|----------------|--|------------------------|
| \$329,096.83 | | Work Scope Changes |
| \$10,685.00 | | Schedule Changes |
| \$6,492,785.38 | | Differing Conditions |
| \$7,059,427.29 | | Administrative Changes |
| \$1,097,174.72 | | Design Changes |
| \$1,285,694.42 | | Other |

PROJECT COMMITMENTS



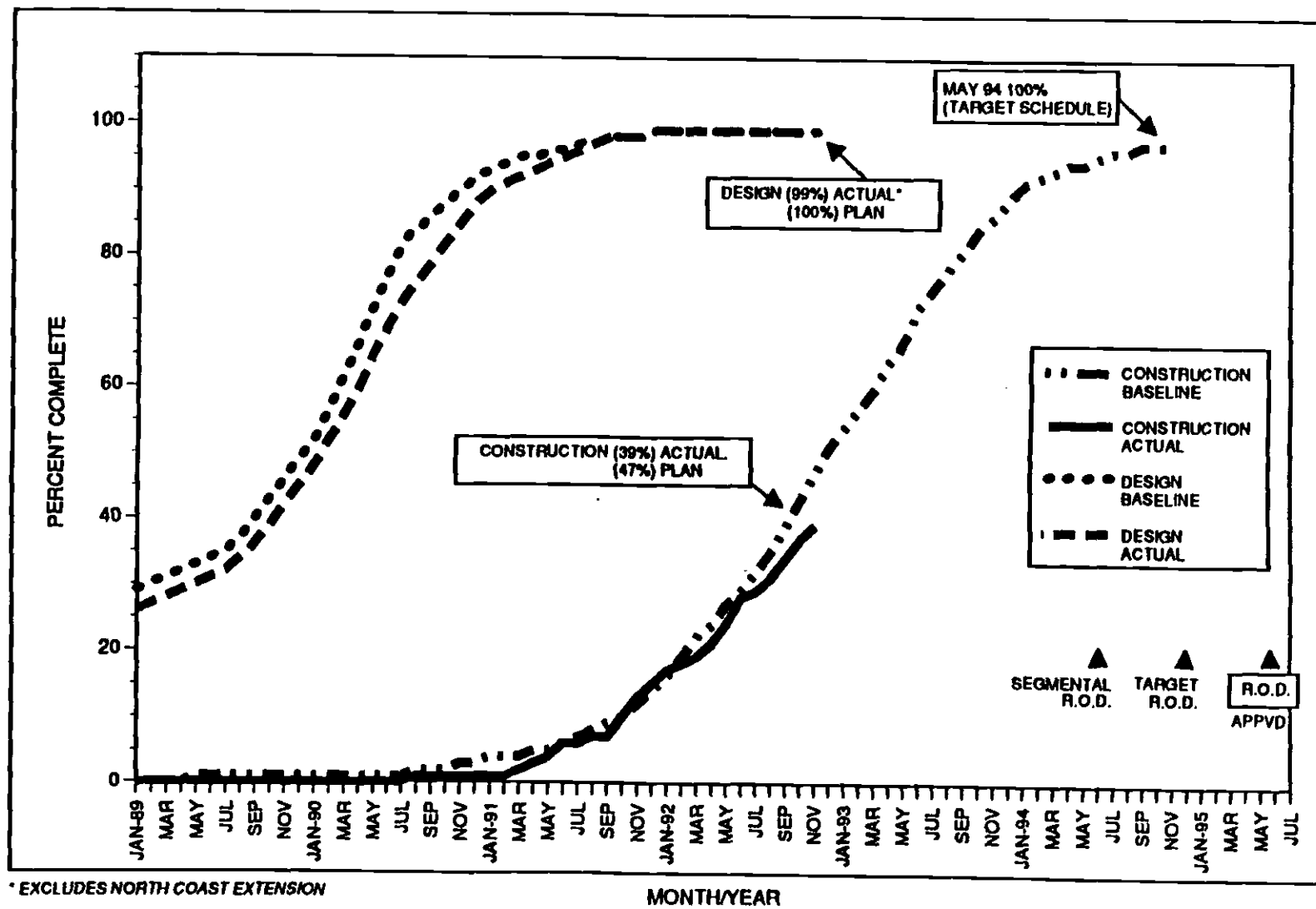
CURRENT YEAR

PROJECT CASH FLOW



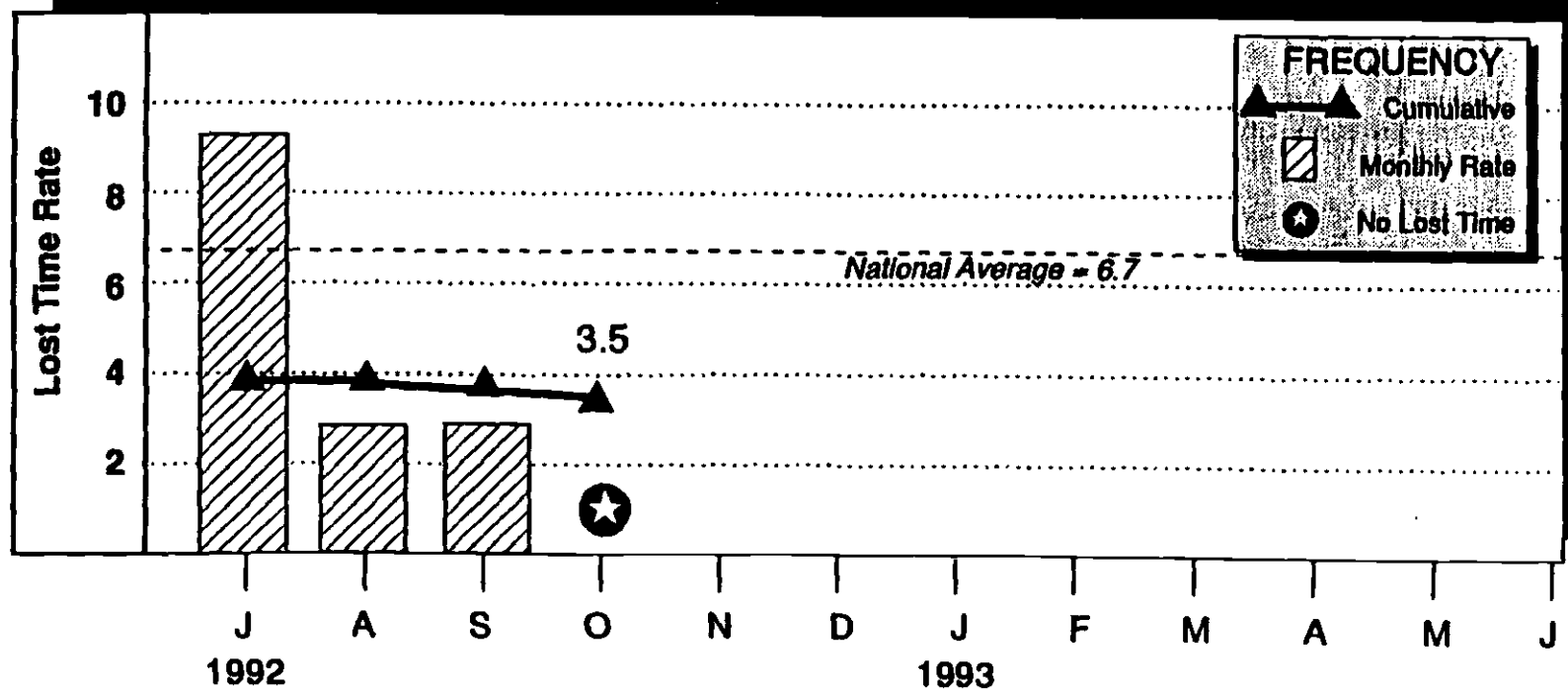
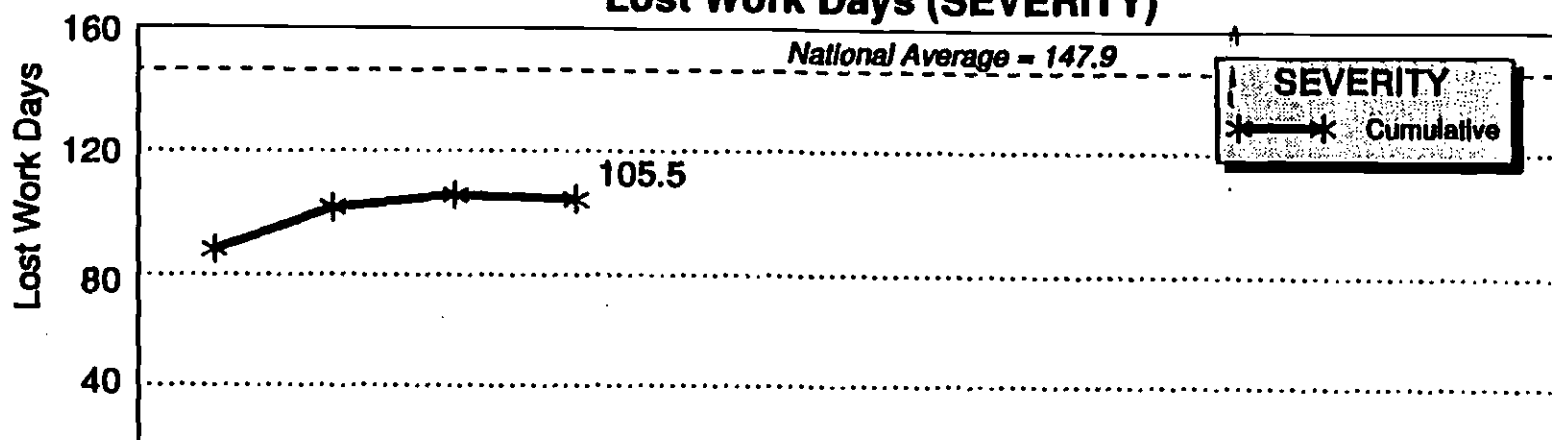
* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



METRO GREEN LINE

Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



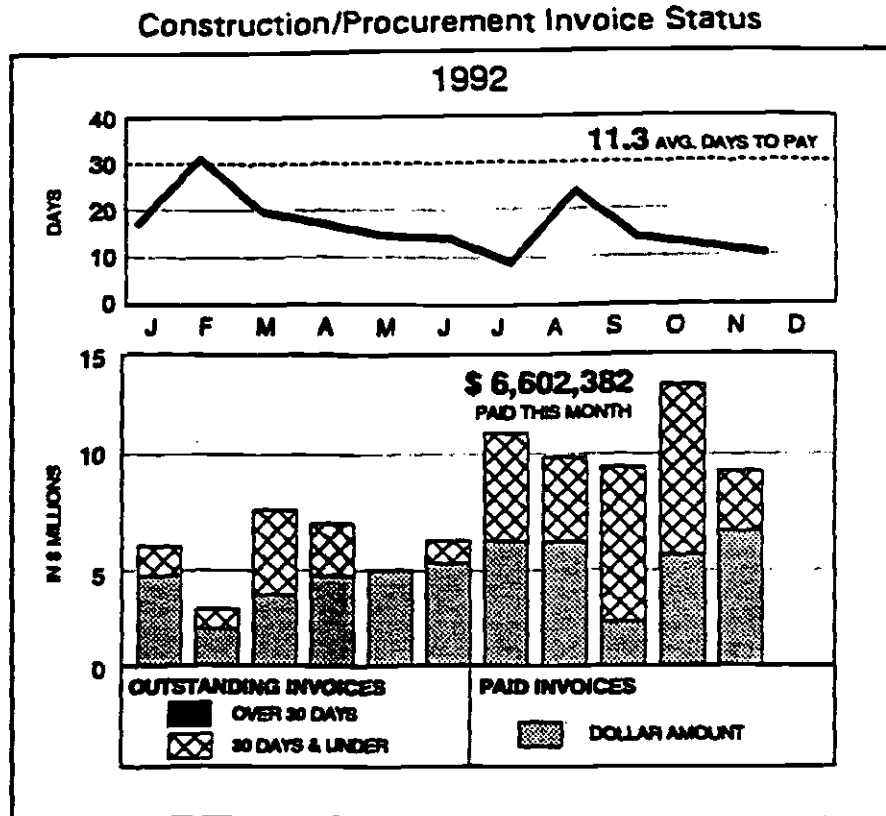
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.3 days.

• 17 invoices were paid for a total value of \$ 6,602,382.

• There were 10 outstanding Construction or Procurement invoices under 30 days old for \$ 2,921,509.

• 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 ¹ | Number of Invoices | Dollar Value |
| 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 |
| SEP 1992 | 18 | 7,529,547 | 1 | 45,287 | 18 | 4,933,602 | 11 | 108,847 |
| OCT 1992 | 17 | 8,251,294 | 0 | 0 | 23 | 2,455,148 | 5 | 1,982,568 |
| NOV 1992 | 10 | 2,921,509 | 0 | 0 | 13 | 1,495,399 | 4 | 1,980,273 |

EXECUTIVE SUMMARY

GRANT TRANSFER

- FTA Grant Transfer activities are effecting a smooth transition of responsibilities from RTD to the LACTC. The Commission is now the Grantee of Record and possesses full drawdown capability. A grant close-out plan is being developed.

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The November Forecast decreased primarily due to a reduction in the forecast cost associated with testing and operations escalation, a reduction in forecast cost associated with fiber optic cable installation for the Red Line (Contract H832), and a reduction in the anticipated final costs to close-out Contract A141.

These decreases were partially offset by increases in Contract A147 for work on the Union Station entrance and Contract A640 in support of Rail Activation activities and procurement of spare parts.

SCHEDULE STATUS

- Current Revenue Operations Date March 1993
- Construction Progress - Plan 98%
- Actual 98%
- The A640 Communications Contract schedule shows an expected completion date of December 10, 1992 for interface testing and pre-revenue operations is forecast to conclude on January 11, 1993. The ROD of March 1993 continues to be supported with 56 days of total float in the Project Schedule. An early opening date of January 1993 is now targeted.

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. Mr. Gary Buffington assumed the duties of Manager of Safety and Security at Parsons-Dillingham. The Safety staff continues to participate 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.

START-UP TEAM

The Start-up Team (formerly Rail Activation Group) continued coordination and management activities related to systems integration, testing and commissioning activities for the Metro Red Line.

Activities

During November, the activities of the Start-up team included the following:

- Ongoing review of training schedule and availability of associated materials.
- Completion of training program to recover training on operationally required equipment not originally listed in Facility contracts.
- Support of acceptance testing with Breda vehicles.
- Continued support of integrated testing.

Future activities will focus on:

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

EXECUTIVE SUMMARY (CON'T)

- Provide planning for the safe conduct of Emergency Response Drills in accordance with the Test Integration Schedule.
- Support of SCRTD Pre-Revenue Operations, Training and Drills.
- Continue exercising Beneficial Occupancy, focusing on equipment, systems and subsystems necessary for train operations.
- Continue fully integrated testing schedule in support of the earliest possible Revenue Operations Date.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the November 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.

ITEMS FOR LACTC/RCC ACTION

Action: There are four issues outstanding that will be taken over by the LACTC/RCC with the grant transfer.

Status: The LACTC/RCC is addressing the remaining issues that relate to the LACTC/RCC and are within their scope of operations.

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: With the transfer of the grant to the LACTC/RCC, LACTC/RCC needs to prepare a grant close-out plan.

Status: The LACTC/RCC is preparing to close out the grant and will develop a grant close-out plan.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - NOVEMBER

- Continued resolution of warranty and punchlist work at Contracts A136, Union Station; A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; and A187, Wilshire/Alvarado Station.
- Completed supplemental training for RTD staff in the operation and maintenance of facility equipment.
- Completed Beneficial Occupancy transfer for gas analyzer system to RTD.
- System contractors continued to provide support to system integration and start-up team.
- Vehicles 507-510 and 513-514 were accepted by the RCC.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- 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; A165, 7th/Metro Station; A610, Trackwork Installation; A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; A187, Wilshire/Alvarado Station; A630, Traction Power Equipment; A631, Traction Power Installation; A795, Uninterruptible Power Supply.
- Continue support of Breda vehicle arrival, testing and acceptance of three additional vehicles.
- Complete A185 activities (i.e., building parking lot, plaza and landscaping) and installation of station pylons.
- Start day time pre-revenue operations on actual planned revenue schedule.
- Continue all Facility and System Safety Certification.
- Complete LAFD Occupancy Permit Inspection.

**RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT**

STATUS PERIOD: OCT 31, 1992 TO NOV 27, 1992
STATUS DATE : NOVEMBER 27, 1992
UNITS : DOLLARS IN THOUSANDS

PROJECT : R00 METRO RAIL RED LINE SEGMENT 1

| ELEMENT | DESCRIPTION | ORIGINAL BUDGET | FFBA BUDGET | CURRENT BUDGET | | COMMITMENTS | | INCURRED COST | | EXPENDITURES | | CURRENT FORECAST | | VARIANCE (12-4) |
|----------------------------|-----------------------|--------------------|------------------|----------------|------------------|---------------|------------------|---------------|------------------|---------------|------------------|------------------|------------------|--------------------|
| | | (1) | (2) | PERIOD (3) | TO DATE (4) | PERIOD (5) | TO DATE (6) | PERIOD (7) | TO DATE (8) | PERIOD (9) | TO DATE (10) | PERIOD (11) | TO DATE (12) | (13) |
| T | CONSTRUCTION | 886,158 | 751,872 | 0 | 751,872 | 2,888 | 784,580 | 8,385 | 749,877 | 7,789 | 738,023 | (2,183) | 809,338 | 57,384 |
| S | PROFESSIONAL SERVICES | 387,755 | 481,830 | 0 | 481,830 | 0 | 452,778 | 2,778 | 443,781 | 2,778 | 443,781 | 0 | 457,225 | (4,705) |
| R | REAL ESTATE | 80,884 | 138,820 | 0 | 138,820 | 0 | 128,237 | 0 | 128,237 | 0 | 124,888 | 0 | 138,088 | (1,732) |
| F | UTILITY RELOCATIONS | 10,820 | 12,140 | 0 | 12,140 | 0 | 11,009 | 20 | 8,019 | 20 | 8,019 | 0 | 11,009 | (1,131) |
| D | SPECIAL PROGRAMS | 948 | 948 | 0 | 948 | 28 | 875 | 1 | 802 | 1 | 802 | 0 | 871 | (77) |
| C | PROJECT CONTINGENCY | 53,225 | 83,208 | 0 | 83,208 | 0 | 0 | 0 | 0 | 0 | 0 | 2,183 | 33,480 | (48,718) |
| A | PROJECT REVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROJECT GRAND TOTAL | | 1,348,880 | 1,450,018 | 0 | 1,450,018 | 3,024 | 1,375,488 | 11,182 | 1,328,816 | 10,588 | 1,314,421 | 0 | 1,450,018 | 0 |

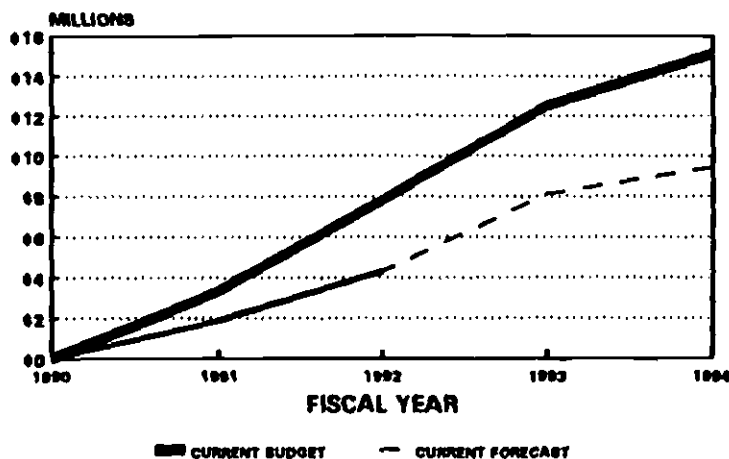
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

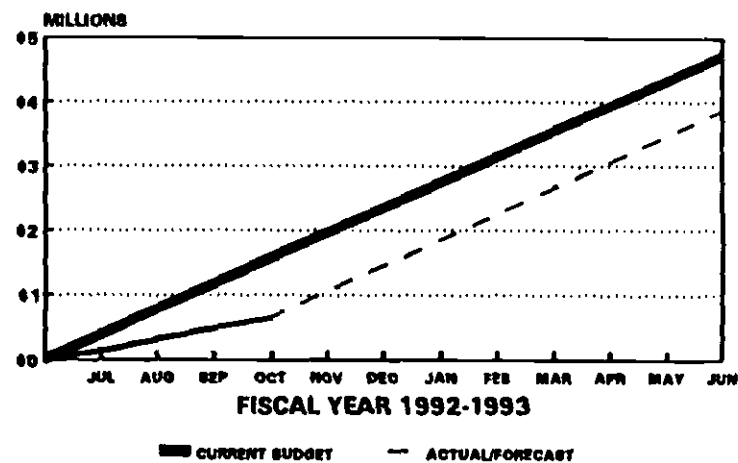
STATUS OF FUNDS BY SOURCE

| SOURCE | TOTAL FUNDS ANTICIPATED | * TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
|---|-------------------------------|-------------------------------|--------------------|------------|--------------------|------------|--------------------|------------|
| | | | \$ | % | \$ | % | \$ | % |
| FTA-SECTION 3 | \$805,300 | \$805,300 | \$805,300 | 100% | \$583,909 | 98% | \$573,609 | 98% |
| FTA-SECTION 9 | \$80,584 | \$80,584 | \$80,584 | 100% | \$82,372 | 91% | \$78,263 | 88% |
| STATE | \$210,288 | \$210,288 | \$185,978 | 88% | \$185,803 | 93% | \$208,638 | 98% |
| LACTC | \$179,448 | \$179,448 | \$179,448 | 100% | \$179,448 | 100% | \$177,391 | 98% |
| CITY OF LA. | \$34,000 | \$34,000 | \$34,000 | 100% | \$34,000 | 100% | \$33,307 | 98% |
| BENEFIT ASSESS. | \$130,300 | \$18,082 | \$130,300 | 100% | \$130,300 | 100% | \$130,300 | 100% |
| (1) COST OVERRUN ACCOUNT | \$200,119 | \$34,818 | \$110,281 | 55% | \$108,510 | 55% | \$108,510 | 55% |
| TOTAL | \$1,450,019 | \$1,173,500 | \$1,345,872 | 93% | \$1,315,342 | 91% | \$1,310,218 | 90% |
| NOTES: | | | | | | | | |
| (1) The Cost Overrun Account includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns | | | | | | | | |
| • 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 * | \$9,438 |

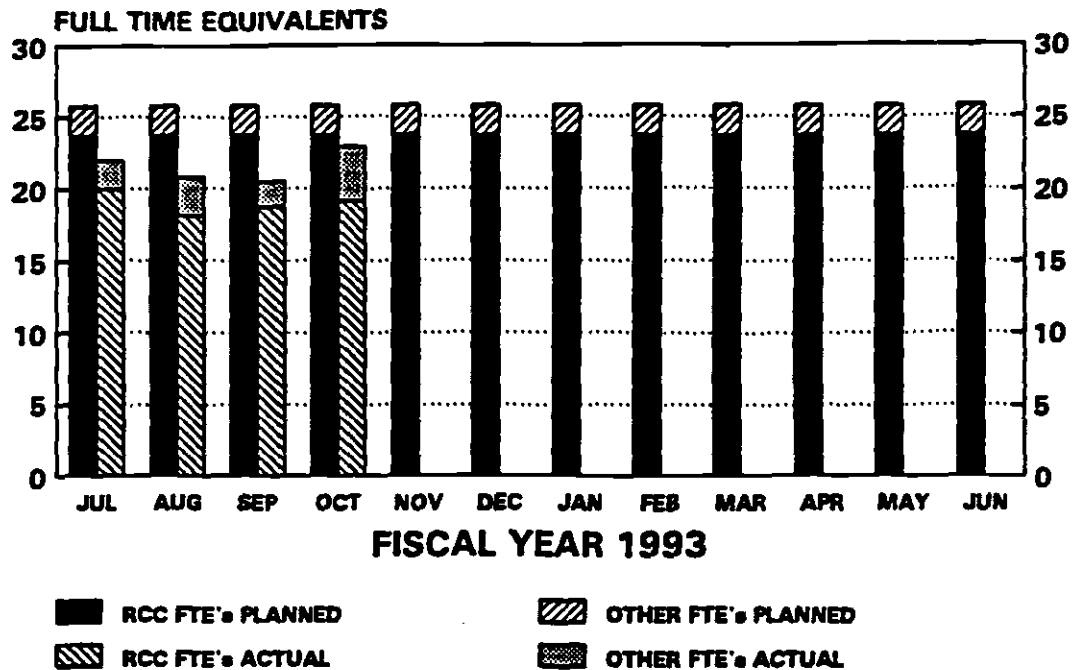
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

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

| | |
|------------------|---------|
| CURRENT BUDGET | \$4,722 |
| CURRENT FORECAST | \$3,868 |
| ACTUAL TO DATE | \$ 665 |

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



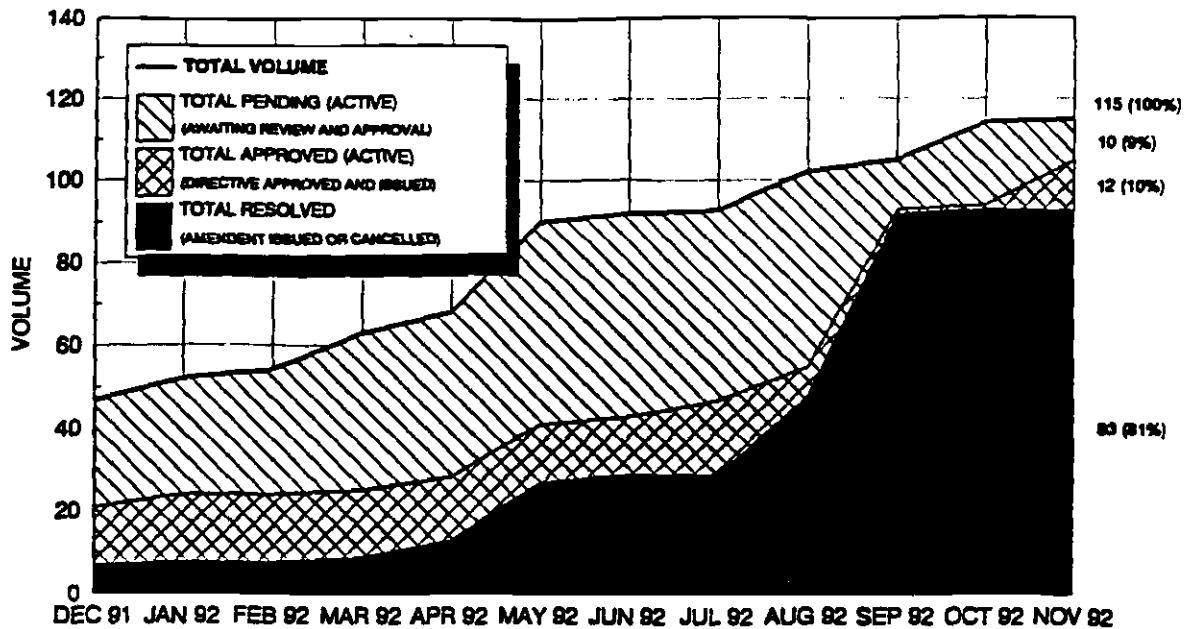
FY'93 Budget

RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1993

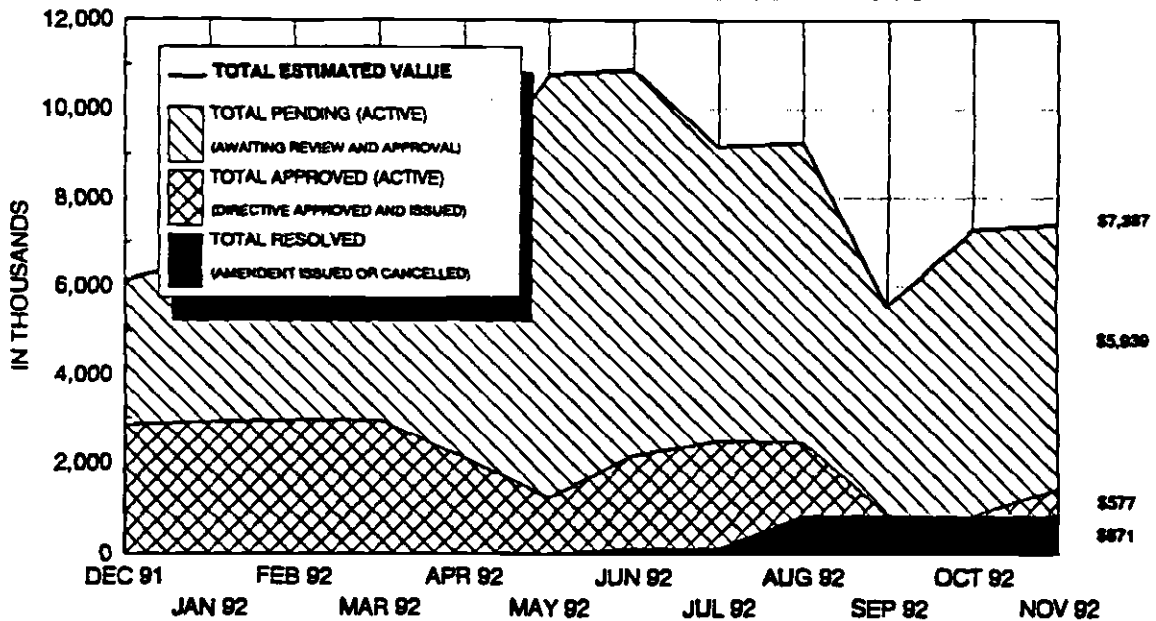
| | |
|----------------------------|------|
| BUDGET WAGE RATE (\$/HOUR) | \$43 |
| ACTUAL WAGE RATE (\$/HOUR) | \$42 |
| RCC FTE's PLANNED | 24 |
| RCC FTE's ACTUAL | 19 |
| OTHER FTE's PLANNED | 2 |
| OTHER FTE's ACTUAL | 4 |
| TOTAL FTE's PLANNED | 26 |
| TOTAL FTE's ACTUAL | 23 |

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

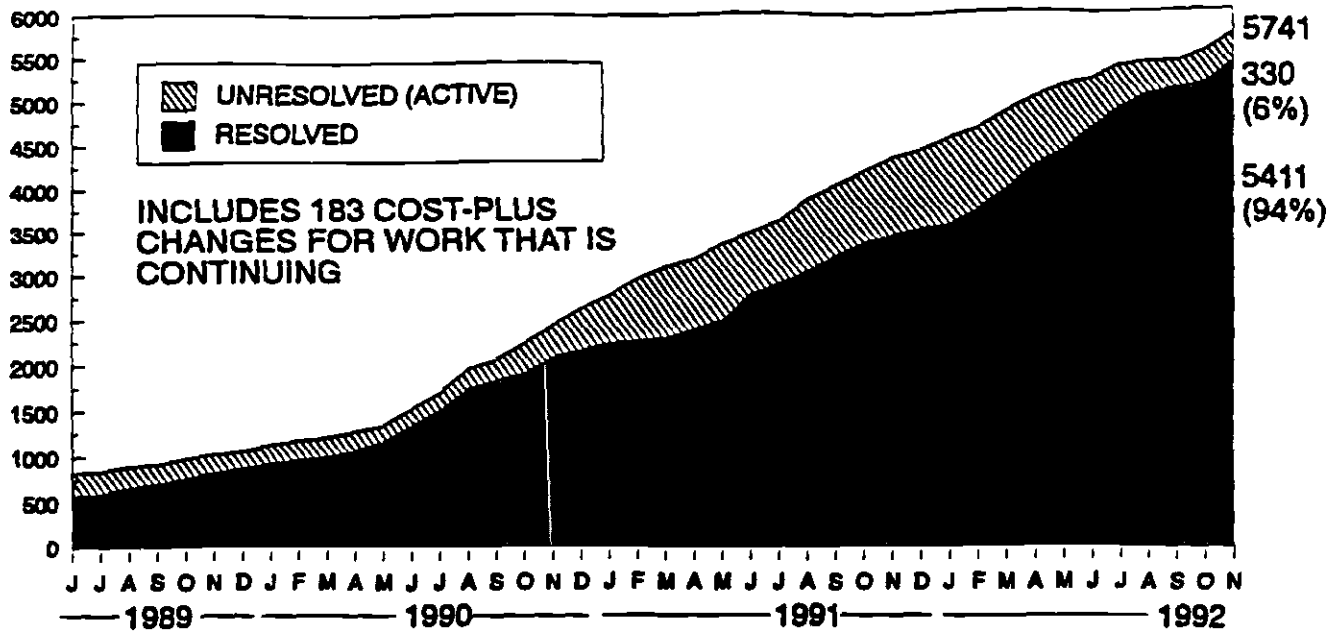


| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 1 | 8 | 4 | 9 | 22 |
| PERCENT | 5% | 36% | 18% | 41% | 100% |

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

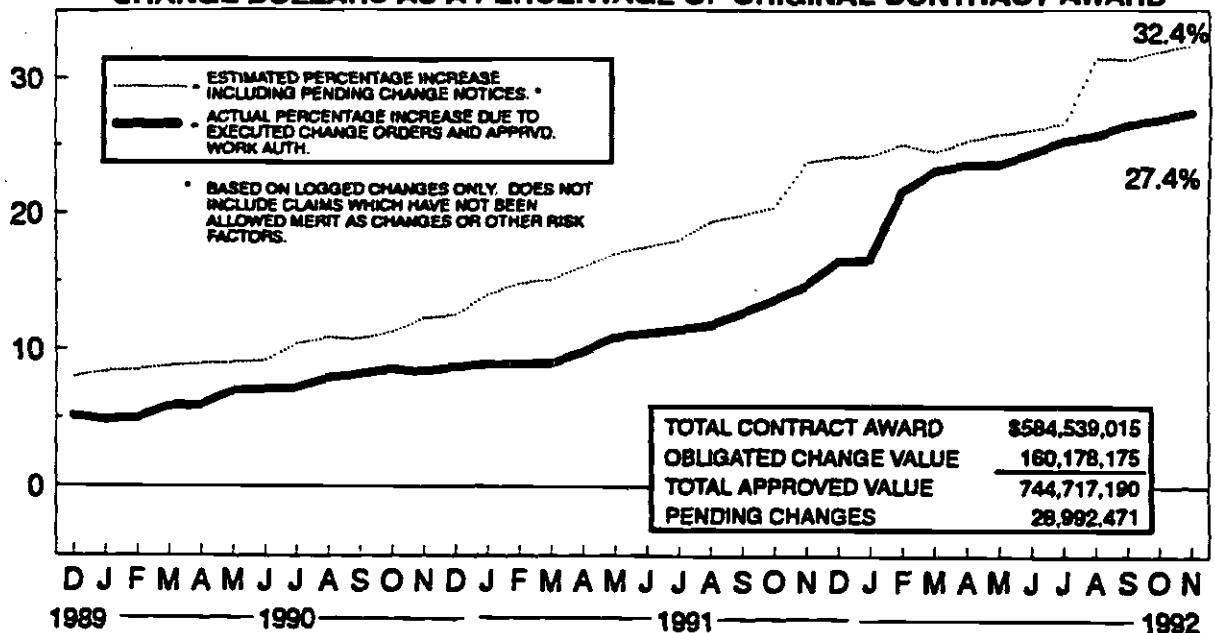


**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE NOTICE RESOLUTION**

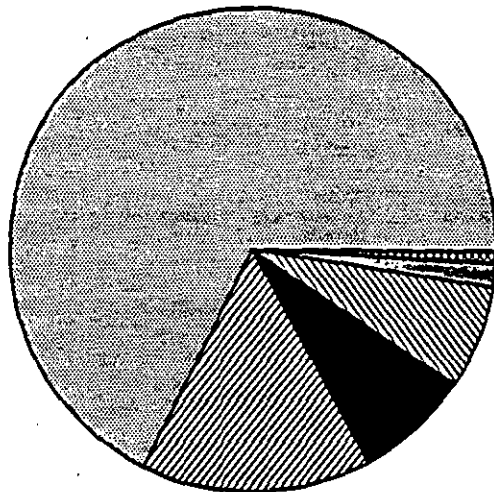


| AGE OF UNRESOLVED CHANGES | | | | | |
|---------------------------|-----------|-------|-------|---------|--------------|
| TIME | 0-30 DAYS | 31-60 | 61-90 | OVER 90 | TOTAL ACTIVE |
| VOLUME | 89 | 39 | 24 | 178 | 330 |
| PERCENT | 27% | 12% | 7% | 54% | 100% |

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



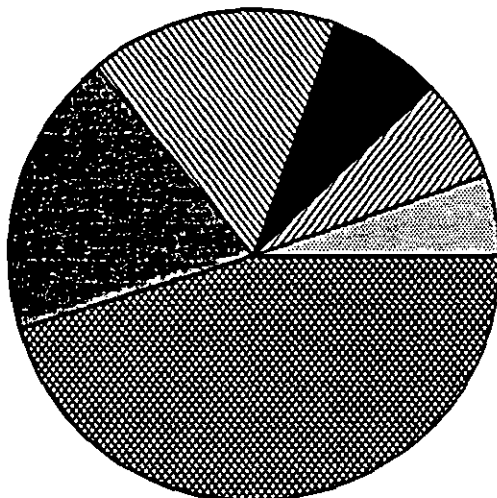
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 11/27/92**



CHANGE VOLUME
TOTAL VOLUME: 4571 CN'S

ABSOLUTE VALUES

| | | | |
|------|-------|--|---------------|
| 3089 | 67.6% | | < \$10,000 |
| 700 | 15.3% | | < \$25,000 |
| 356 | 7.8% | | < \$50,000 |
| 318 | 6.9% | | < \$200,000 |
| 72 | 1.6% | | > \$200,000 |
| 36 | 0.8% | | > \$1,000,000 |

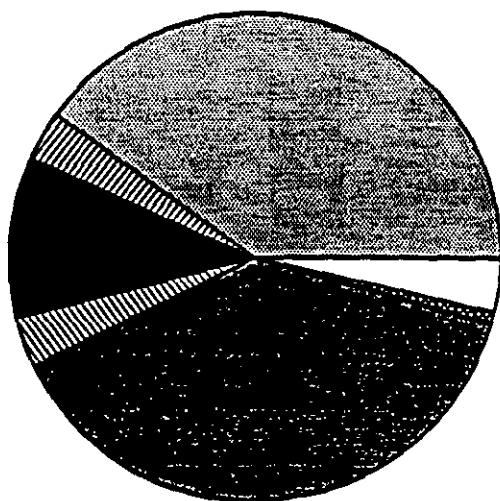


CHANGE COST
TOTAL COST: \$155,856,605

| | | | |
|--------------|-------|--|---------------|
| \$8,293,099 | 5.3% | | < \$10,000 |
| \$10,363,250 | 6.7% | | < \$25,000 |
| \$11,898,547 | 7.6% | | < \$50,000 |
| \$25,575,196 | 16.4% | | < \$200,000 |
| \$29,364,676 | 18.8% | | > \$200,000 |
| \$70,361,837 | 45.2% | | > \$1,000,000 |

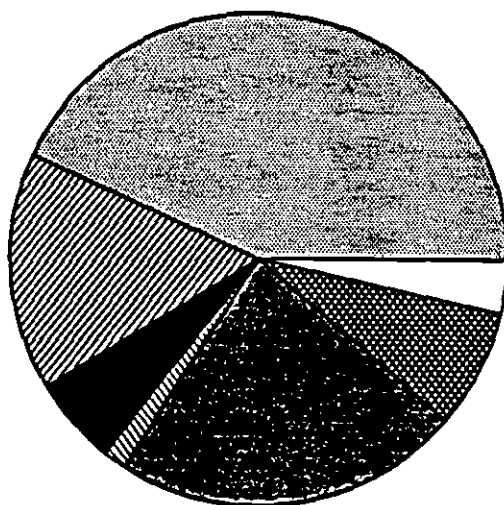
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 11/27/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 4571 CN'S (2476 CO'S)

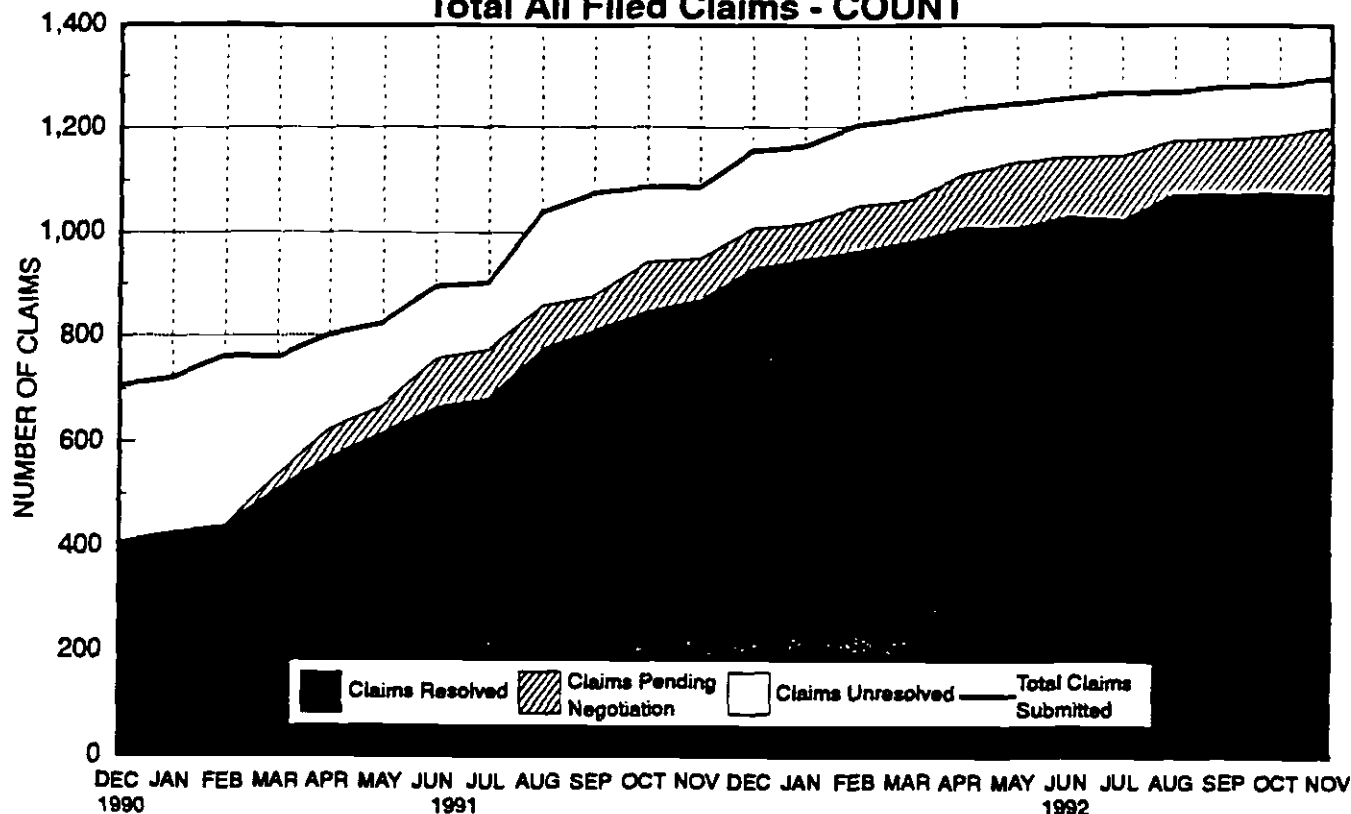
| | | | |
|------|-------|--|----------------------|
| 1822 | 39.9% | | WORK SCOPE CHANGES |
| 151 | 3.3% | | SCHEDULE CHANGES |
| 500 | 10.9% | | DIFFERING CONDITIONS |
| 153 | 3.4% | | ADMINISTRATIVE |
| 1742 | 38.1% | | DESIGN CHANGES |
| 37 | 0.8% | | MANAGEMENT ISSUES |
| 166 | 3.6% | | UNASSIGNED |



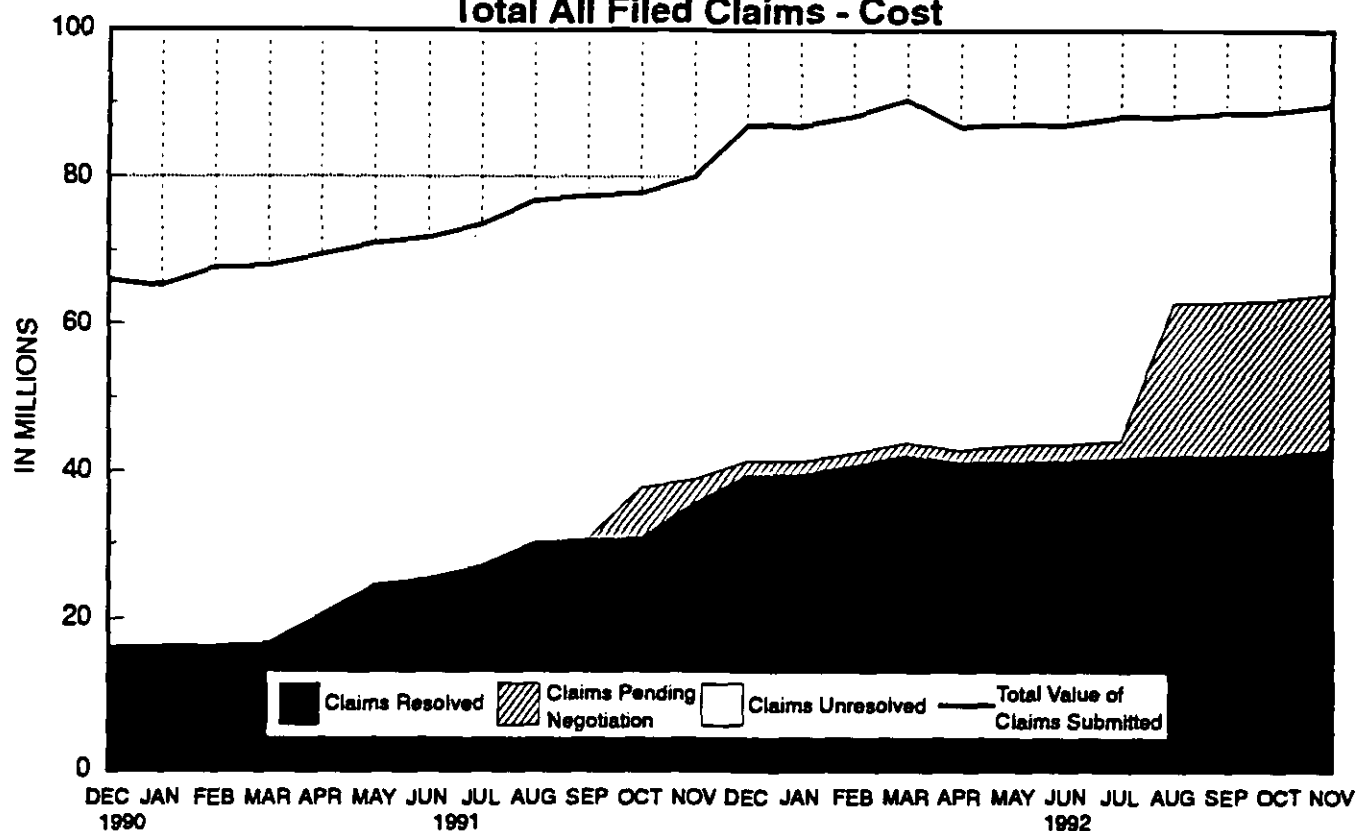
CHANGE BASIS COST
TOTAL COST: \$155,856,605

| | | | |
|--------------|-------|--|----------------------|
| \$67,140,456 | 43.1% | | WORK SCOPE CHANGES |
| \$24,702,656 | 15.8% | | SCHEDULE CHANGES |
| \$8,856,864 | 5.7% | | DIFFERING CONDITIONS |
| \$2,321,394 | 1.5% | | ADMINISTRATIVE |
| \$35,212,865 | 22.6% | | DESIGN CHANGES |
| \$12,116,223 | 7.8% | | MANAGEMENT ISSUES |
| \$5,506,147 | 3.5% | | UNASSIGNED |

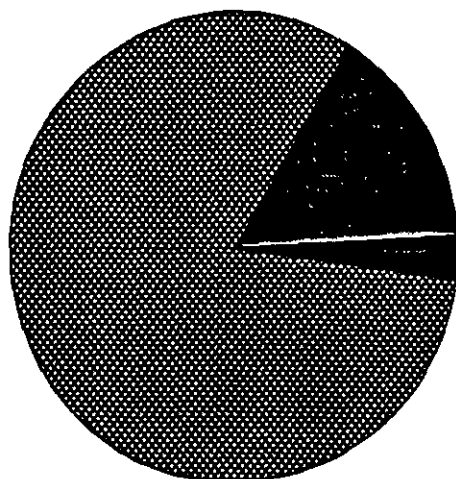
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Total All Filed Claims - COUNT








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Total All Filed Claims - Cost

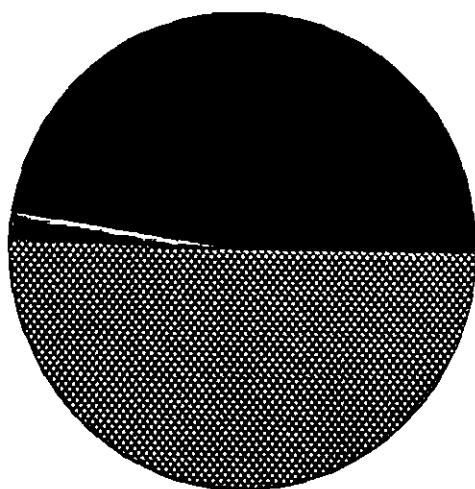


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Total All Filed Claims as of 11/25/92








COUNT
TOTAL = 97

| | | |
|----|-------|---|
| 1 | 1.0% |  Litigation |
| 0 | 0.0% |  Closed |
| 15 | 15.5% |  Rejected |
| 79 | 81.4% |  Pending Merit |
| 2 | 2.1% |  In Dispute |

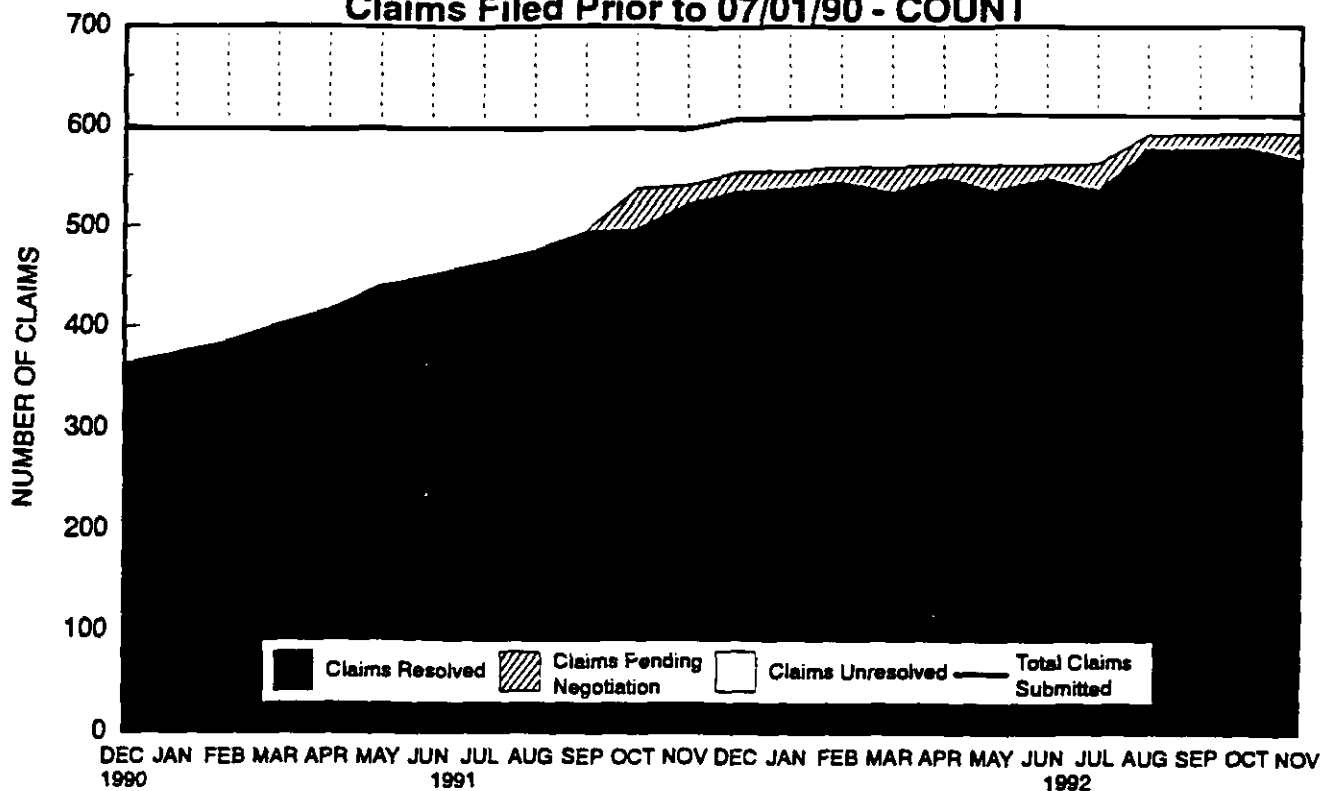


COST
TOTAL = \$25,620,659

| | | |
|--------------|-------|---|
| \$12,176,493 | 47.5% |  Litigation |
| \$0 | 0.0% |  Closed |
| \$473,128 | 1.8% |  Rejected |
| \$12,947,559 | 50.6% |  Pending Merit |
| \$23,479 | 0.1% |  In Dispute |

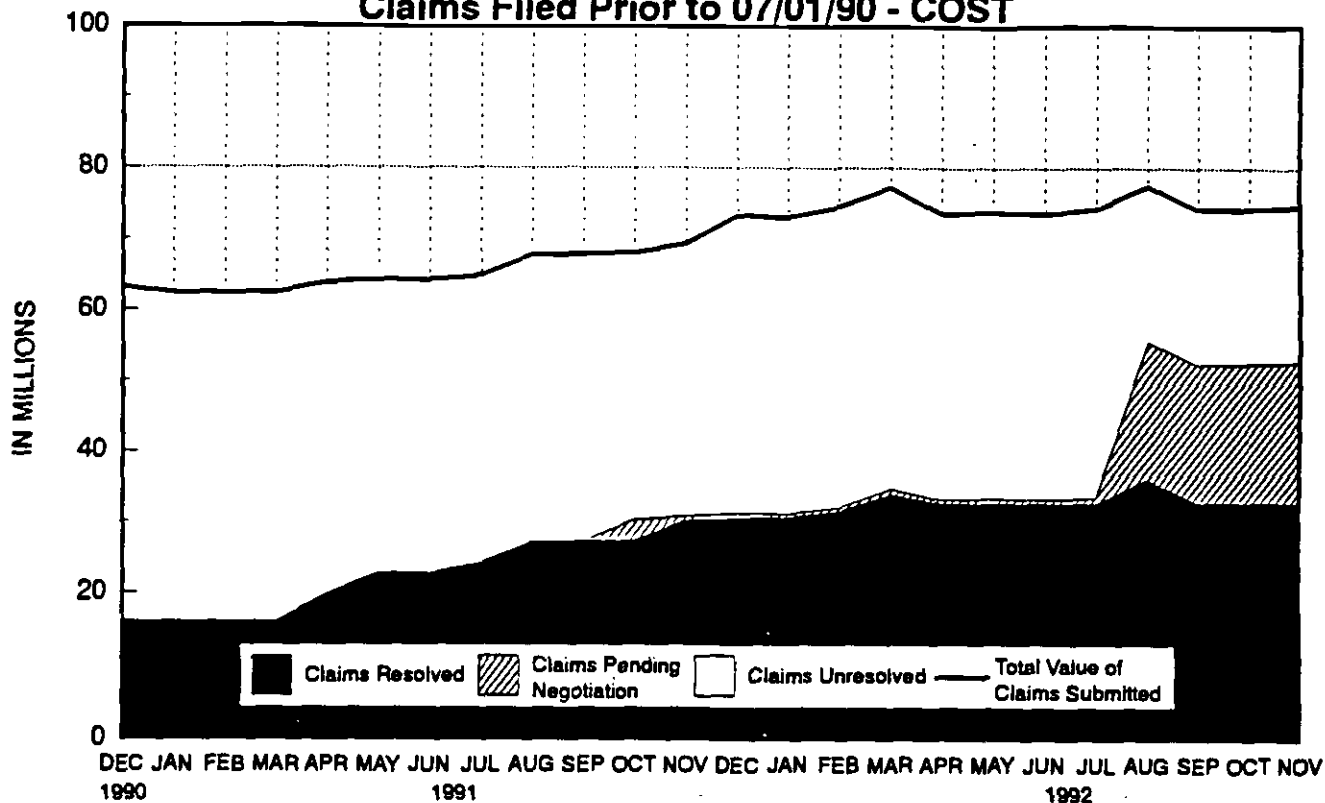
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

Claims Filed Prior to 07/01/90 - COUNT



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

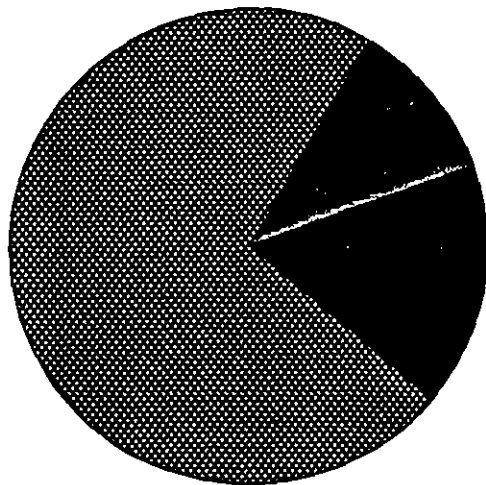
Claims Filed Prior to 07/01/90 - COST



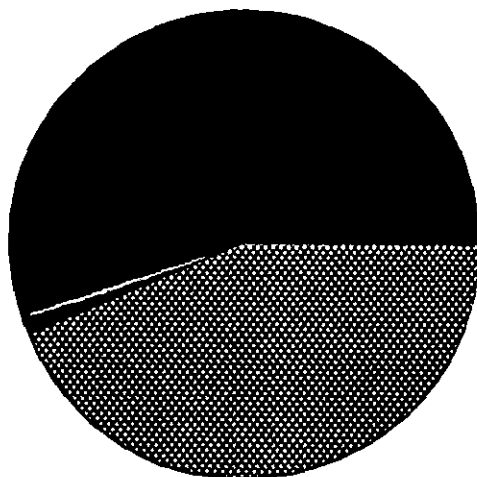
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

Unresolved Claims Distribution Chart

Claims Filed Prior to 07/01/90 as of 11/25/92



COUNT
TOTAL = 18

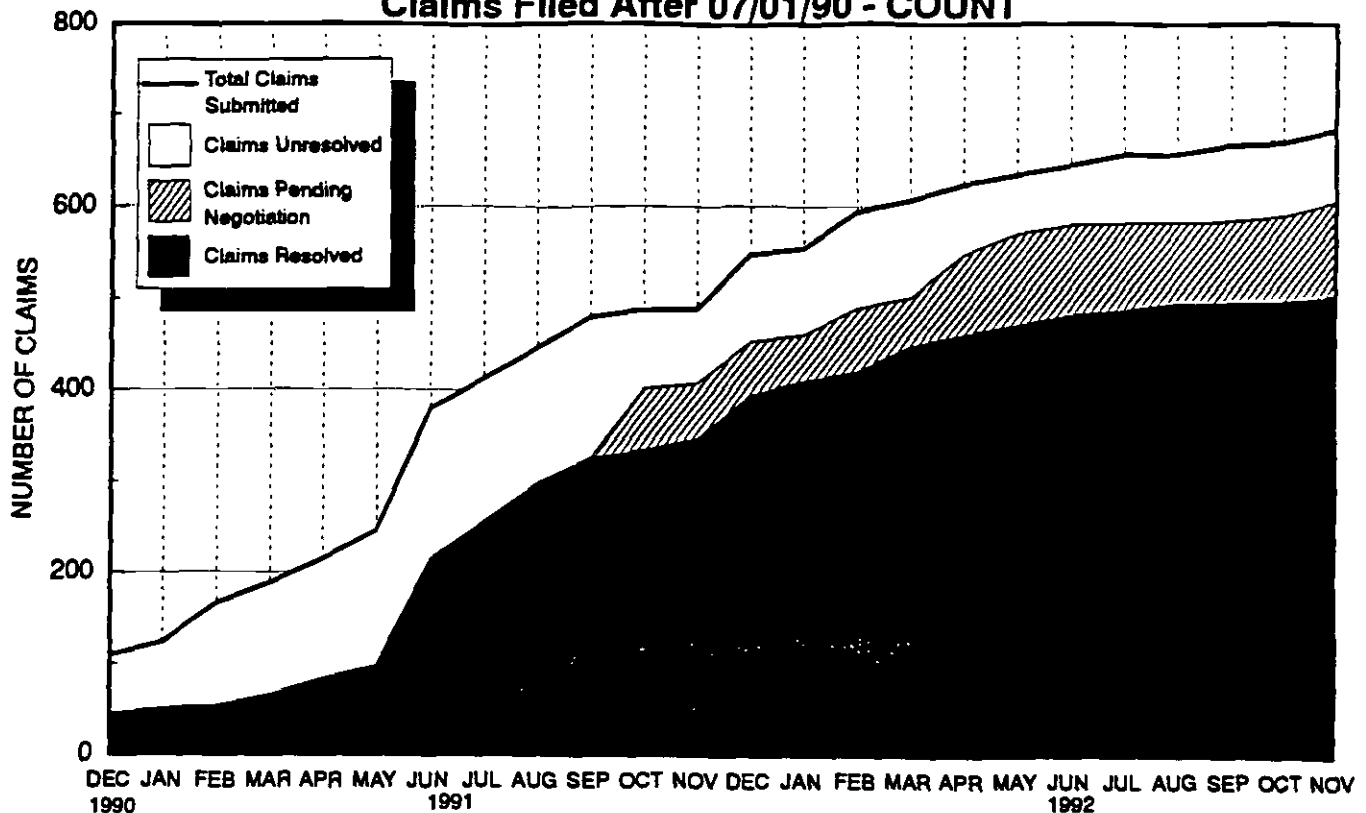


COST
TOTAL = \$22,077,555

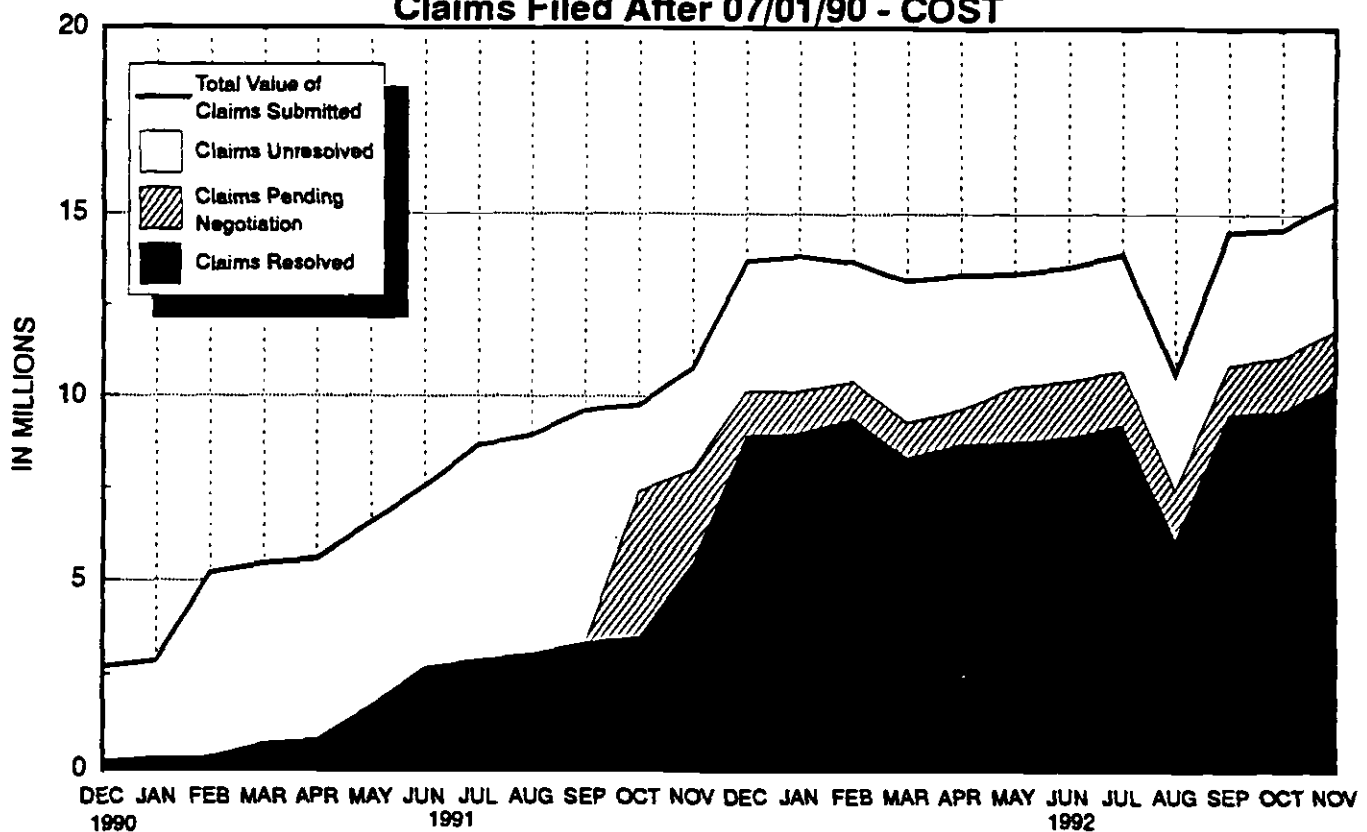
| | | |
|----|-------|---------------|
| 1 | 5.6% | Litigation |
| 0 | 0.0% | Closed |
| 2 | 11.1% | Rejected |
| 13 | 72.2% | Pending Merit |
| 2 | 11.1% | In Dispute |

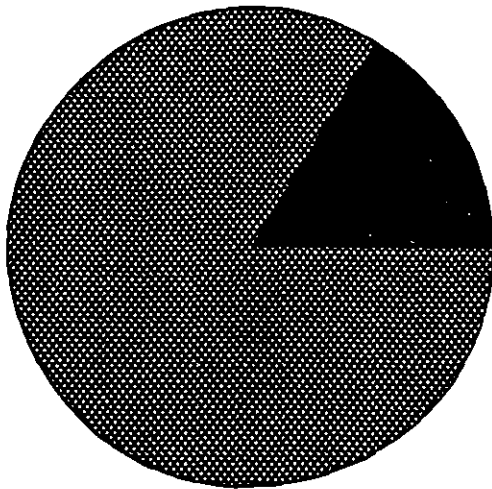
| | | |
|--------------|-------|---------------|
| \$12,176,493 | 55.1% | Litigation |
| \$0 | 0.0% | Closed |
| \$299,292 | 1.4% | Rejected |
| \$9,578,291 | 43.4% | Pending Merit |
| \$23,479 | 0.1% | In Dispute |

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








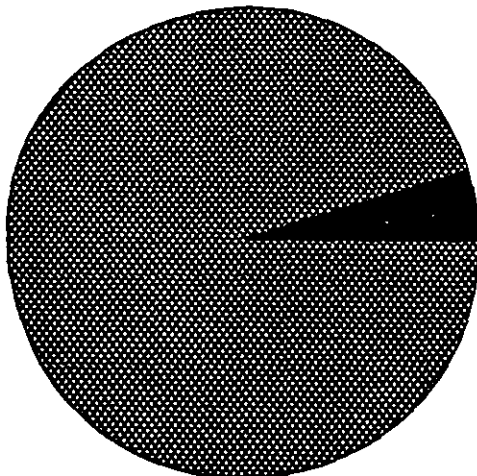
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Claims Filed After 07/01/90 - COST








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 11/25/92**

COUNT
TOTAL = 79

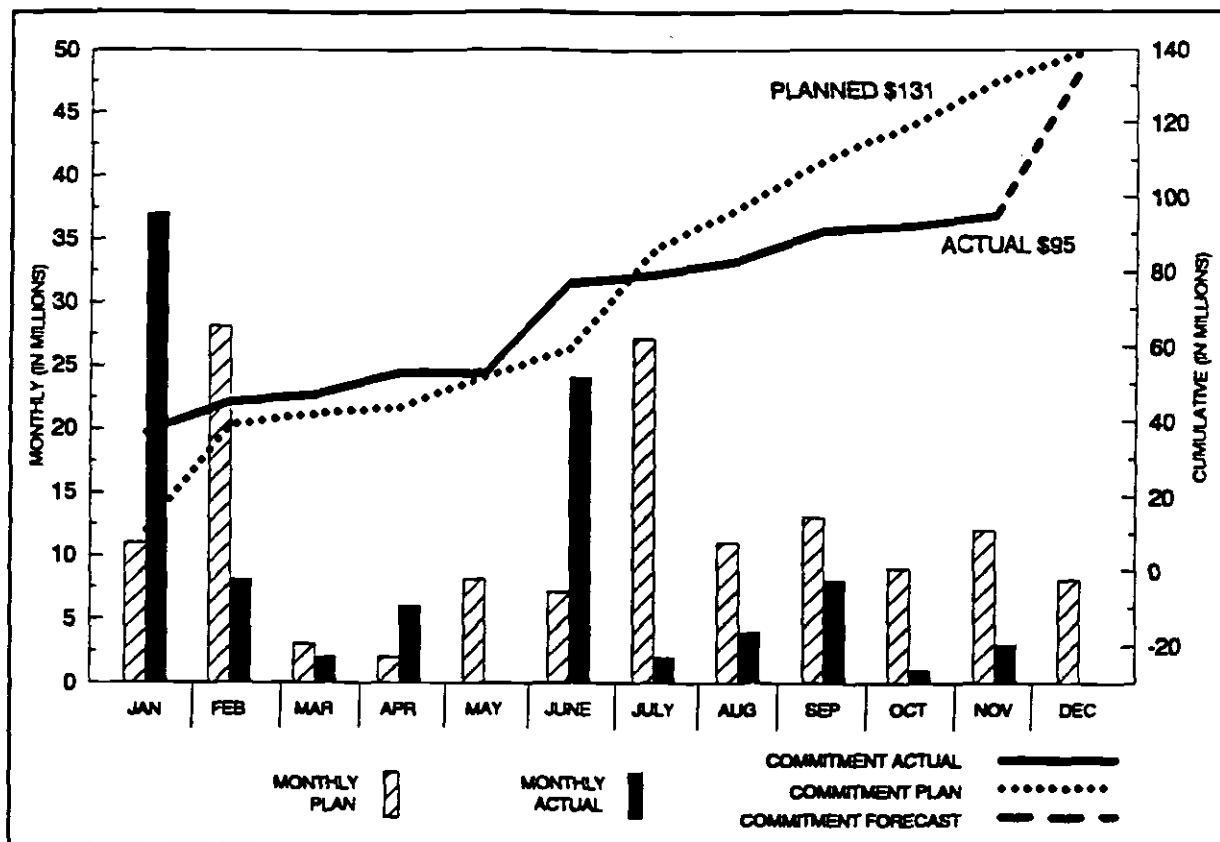
| | | | |
|----|-------|--|---------------|
| 0 | 0.0% |  | Litigation |
| 0 | 0.0% |  | Closed |
| 13 | 16.5% |  | Rejected |
| 66 | 83.5% |  | Pending Merit |
| 0 | 0.0% |  | In Dispute |



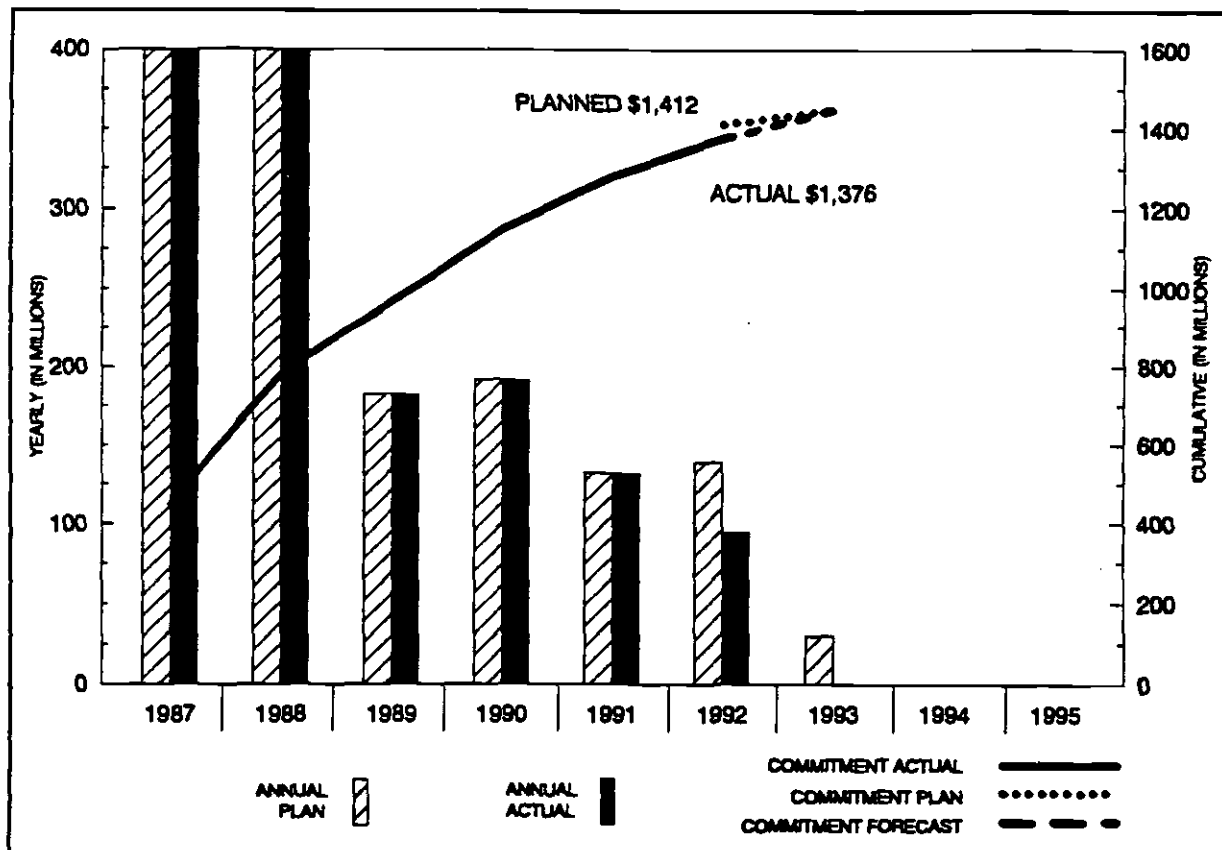
COST
TOTAL = \$3,543,104

| | | | |
|-------------|-------|---|---------------|
| \$0 | 0.0% |  | Litigation |
| \$0 | 0.0% |  | Closed |
| \$173,835 | 4.9% |  | Rejected |
| \$3,369,268 | 95.1% |  | Pending Merit |
| \$0 | 0.0% |  | In Dispute |

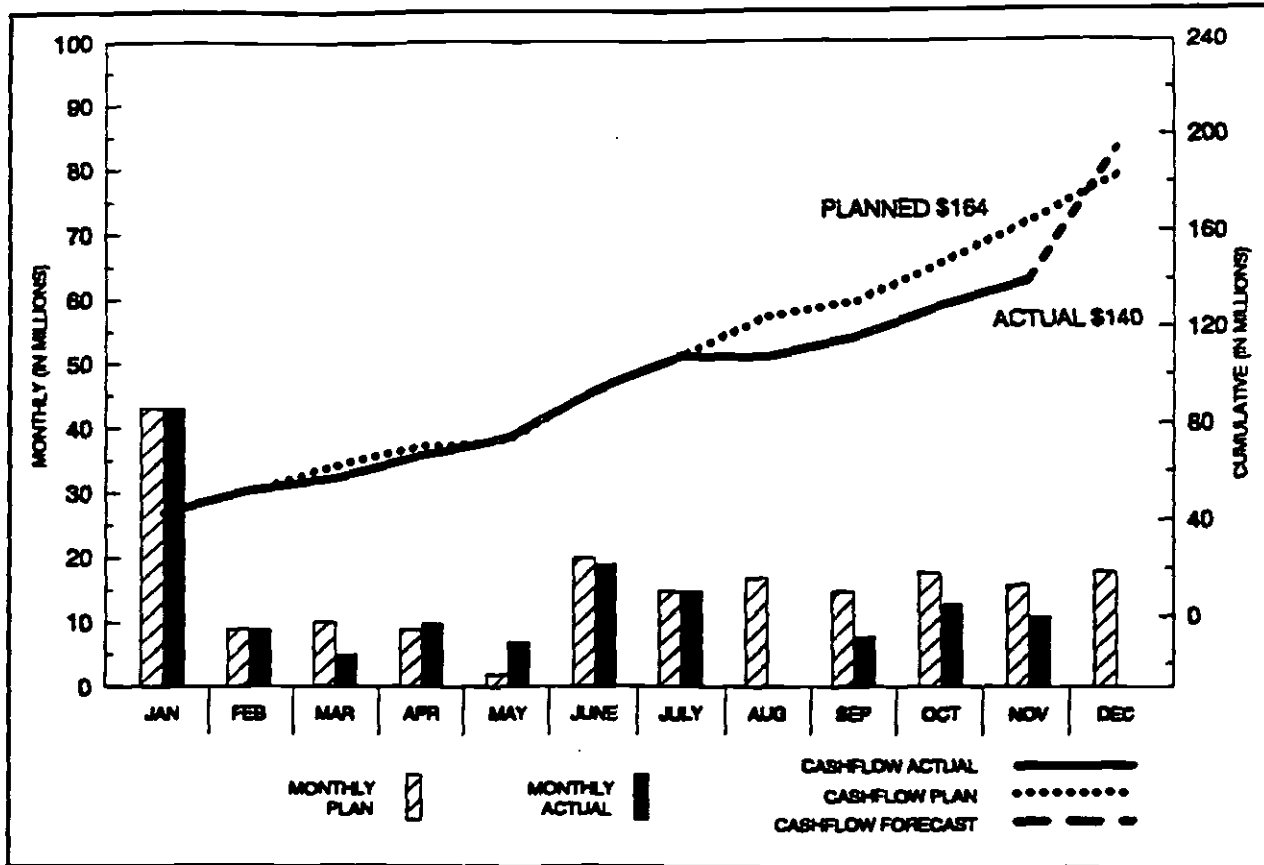
PROJECT COMMITMENTS – ANNUAL



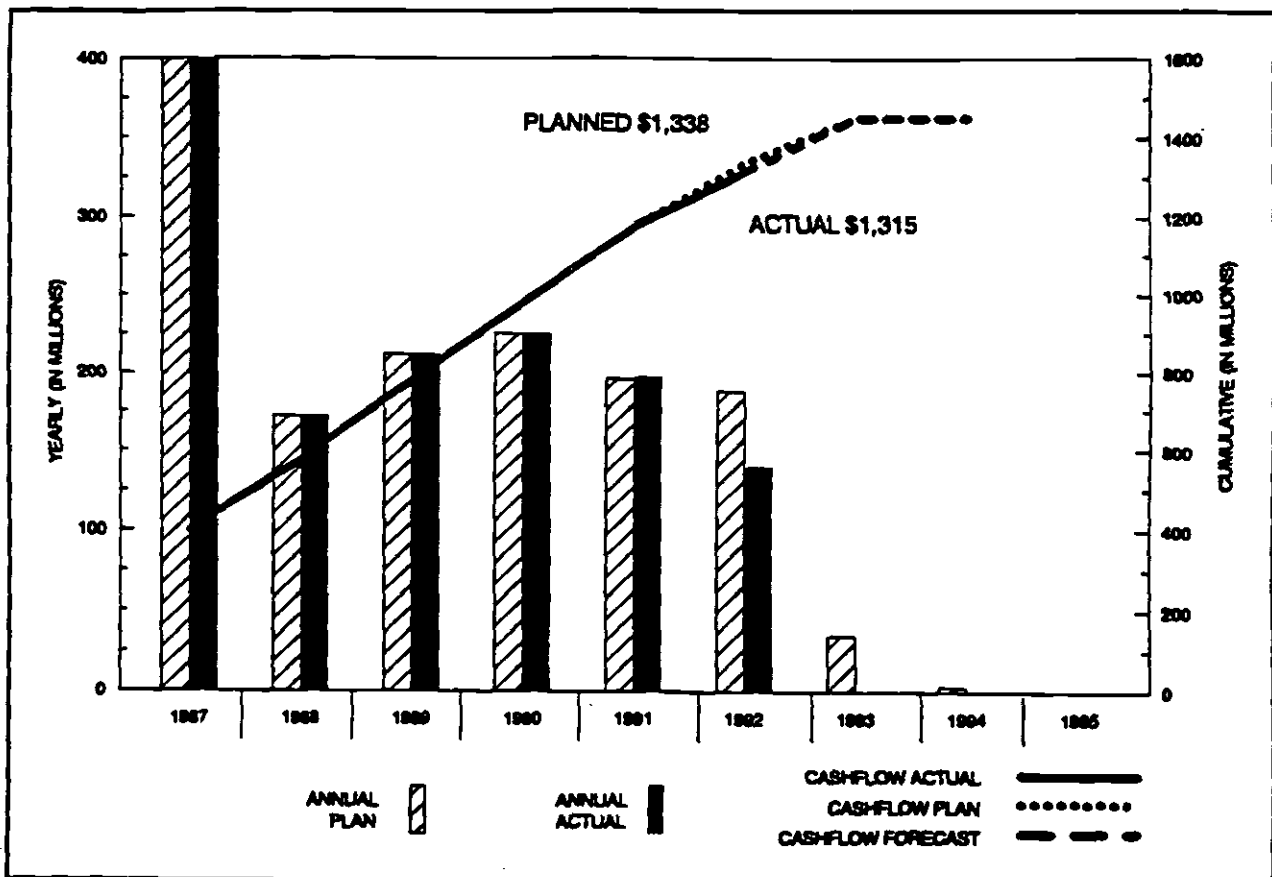
PROJECT COMMITMENTS – PROJECT



PROJECT CASH FLOW - ANNUAL

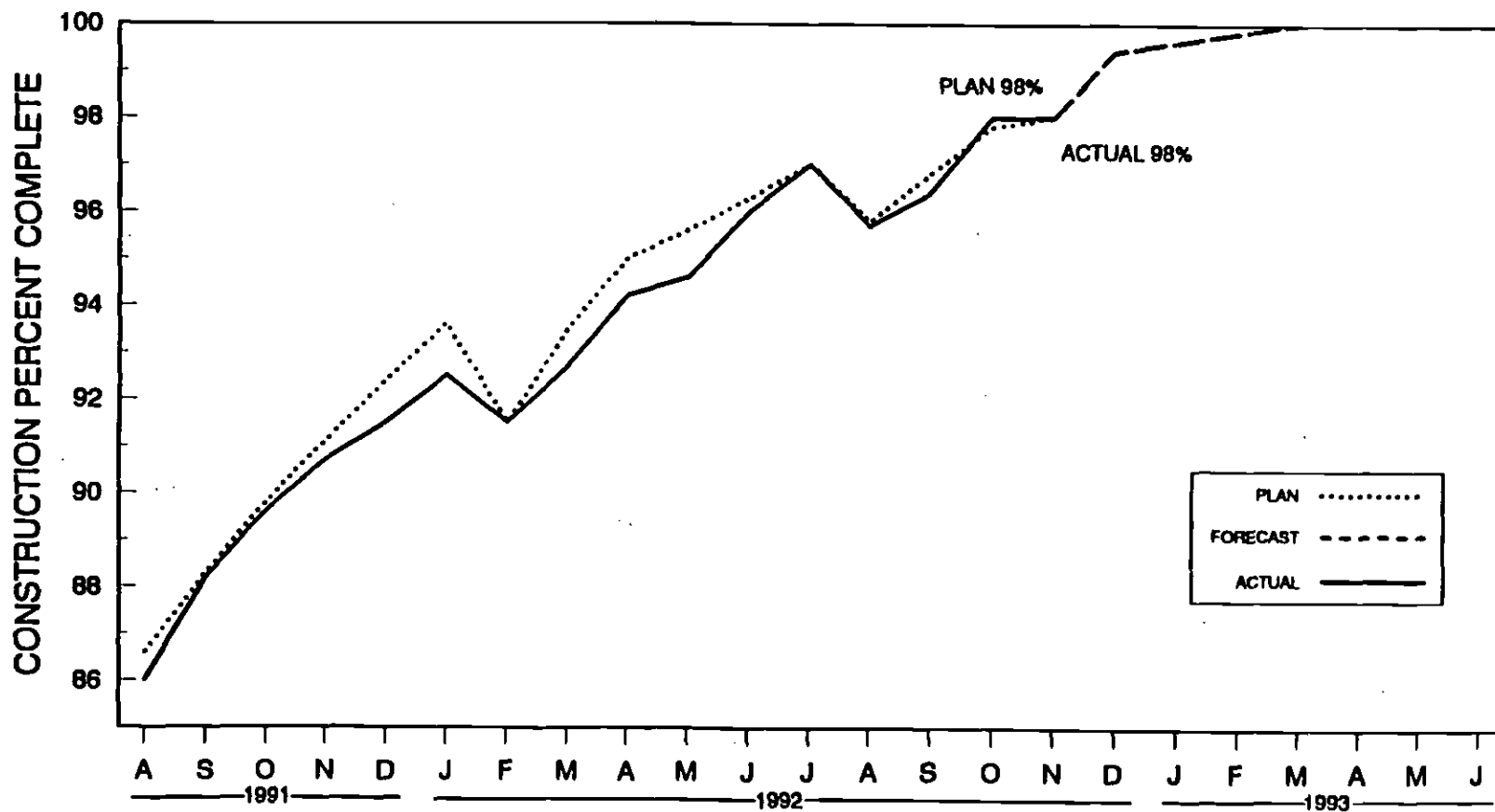


PROJECT CASH FLOW - PROJECT

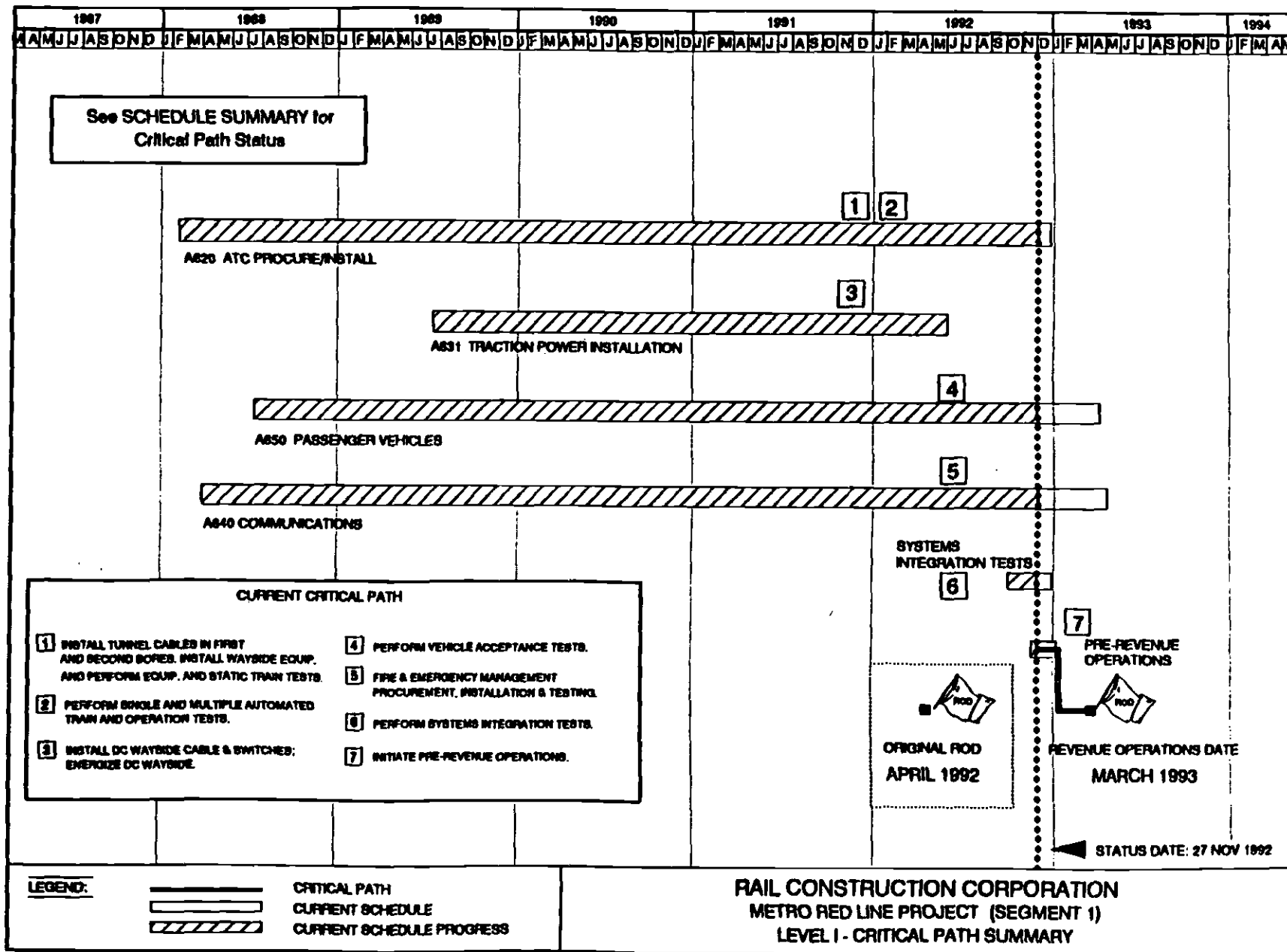


NOTE: AUGUST ACTUAL IS ZERO DUE TO A CHANGE IN THE REPORTING PROCEDURE

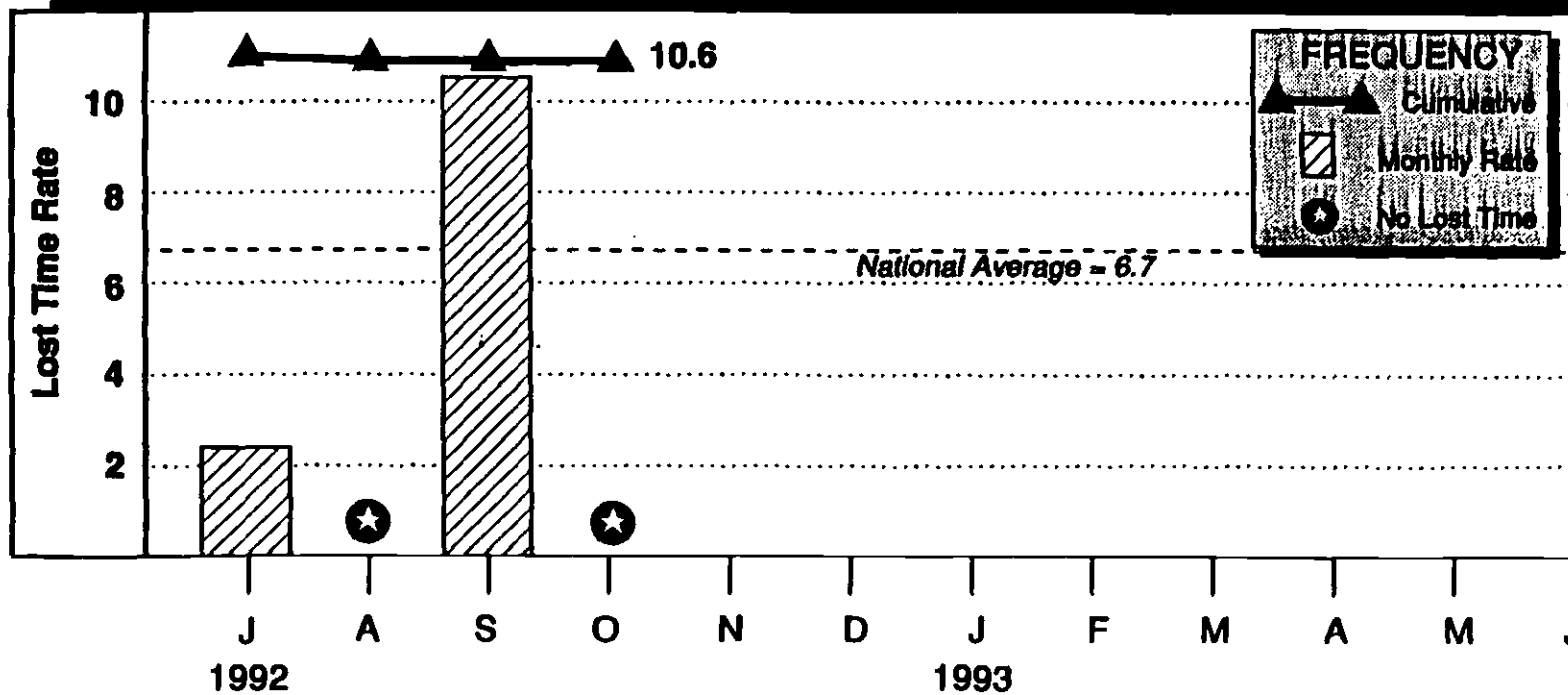
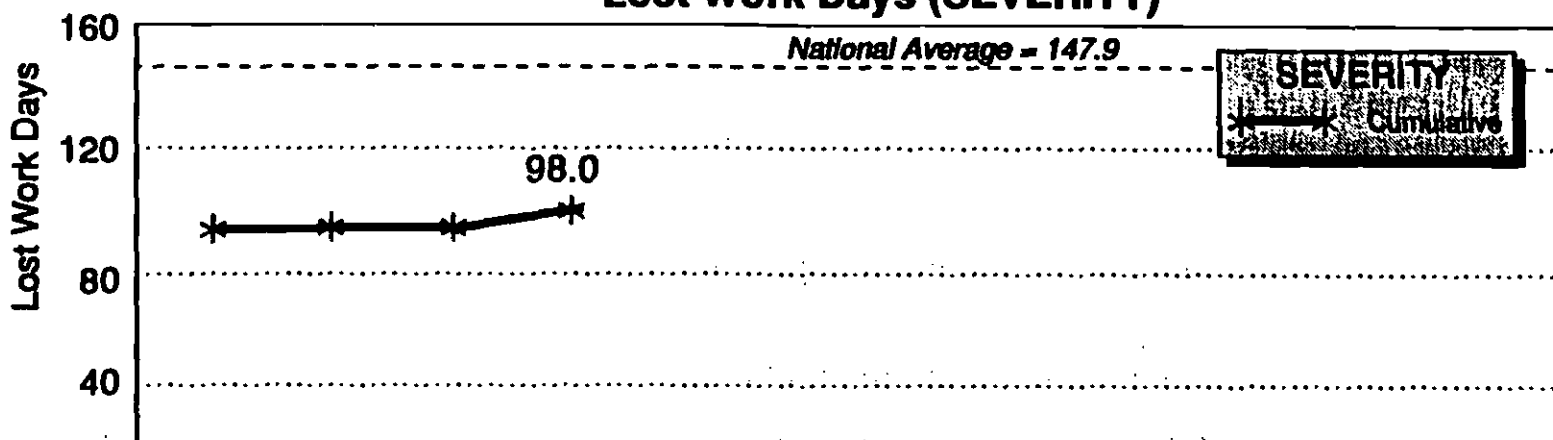
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 1
PROGRESS SUMMARY



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



METRO RED LINE SEGMENT 1 Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



LEGEND

| | |
|---|------------------------------|
| 0 | 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. | | |
| A117 | Systemwide Yard Lighting | | | | | | Contract closed in November. | Nov 92 |
| A130 | Yard Lead Transfer Zone | 0 | 0 | 0 | 0 | 0 | Outstanding claims to be resolved. | Feb 93 |
| A135 | Union Station Stage I | 0 | 0 | 0 | 0 | 0 | Outstanding claims to be resolved. | Jan 93 |
| A136 | Union Station Stage II | 0 | 0 | 0 | 0 | 0 | Additional work in progress for Metrolink. | Mar 93 |
| A141 | U/S - 5 & Hill Tunnels | 0 | 0 | 0 | 0 | 0 | Work in progress. | Feb 93 |
| A144 | Op. Water Plant U/S | | | | | | Contract closed in November. | Nov 92 |
| A145 | Pershing Square Stage I | | | | | | Contract closed in November. | Nov 92 |
| A147/A157 | Pershing Square/Civic Cntr | 0 | 0 | 0 | 0 | 0 | Finalizing closeout package. | Mar 93 |
| A165 | 7th & Flower Station Stage I | 0 | 0 | 0 | 0 | 0 | Final closeout pending claims litigation. | TBD |
| A167 | 7th & Flower Station Stage I | 0 | 0 | 0 | 0 | 0 | Finalizing contract closeout package. | Jan 93 |
| A185 | Landscaping & Pylon Install | 0 | 0 | 0 | 0 | 0 | Work in progress. | Apr 93 |
| A187 | Wilshire/Alvar Stat. Stage II | 0 | 0 | 0 | 0 | 0 | Finalizing contract closeout package. | Feb 93 |
| A190 | Misc. Constr/Ancillary Serv. | 0 | 0 | 0 | 0 | 0 | Work in progress. | Apr 93 |
| A610/115 | Track Installation | 0 | 0 | 0 | 0 | 0 | Finalizing contract closeout package. | Jan 93 |

INVOICE PROCESSING

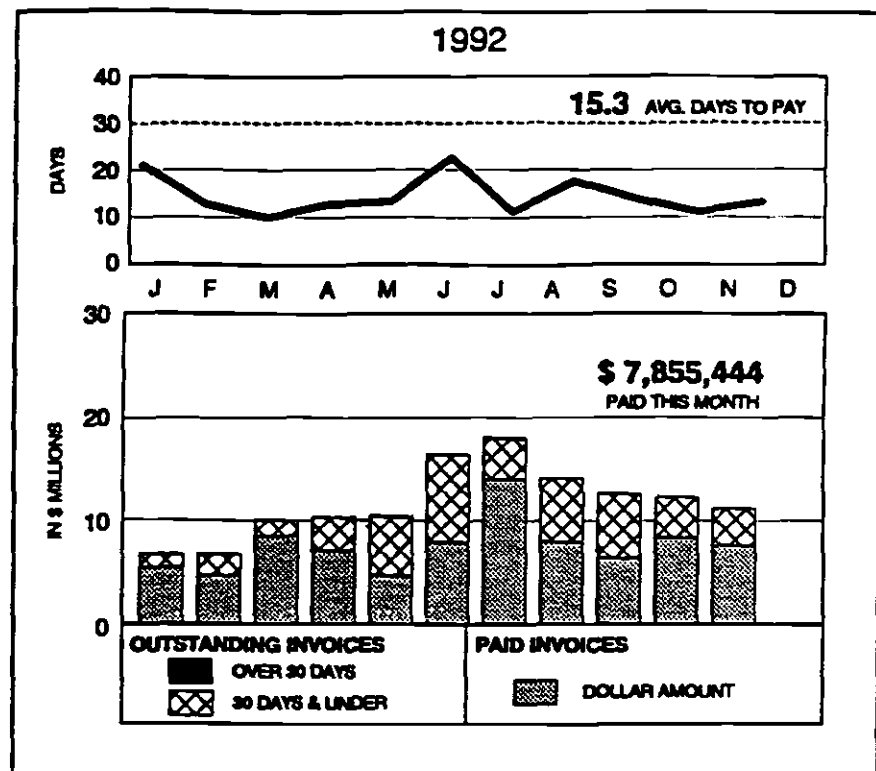
• The average time taken to pay invoices for Construction and Procurement contracts (including insurance) was 15.3 days.

• 23 invoices were paid for a total value of \$ 7,855,444.

• There were 13 outstanding Construction/ or Procurement invoices under 30 days old for \$ 3,742,157.

• 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 |
| 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 |
| SEP 1992 | 16 | 6,465,086 | 0 | 0 | 20 | 3,409,027 | 4 | 950,556 |
| OCT 1992 | 18 | 4,135,280 | 0 | 0 | 23 | 2,221,084 | 6 | 817,861 |
| NOV 1992 | 13 | 3,742,157 | 0 | 0 | 14 | 1,895,560 | 3 | 801,000 |

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,474.6

The forecast exceeds the budget by \$28,229,000 because of the estimated cost to incorporate The Americans with Disabilities Act of 1990 items for all eight stations, and to include enhanced entrances at four of the five Vermont/Hollywood Corridor stations.

- The forecast decreased a net of \$2,583,000 this month primarily due to revision/updates to various estimates and changes to the awarded contracts.

SCHEDULE STATUS

- Current Revenue Operation Date

| | | |
|----------------------------|-----------|------|
| Wilshire Corridor | July | 1996 |
| Vermont/Hollywood Corridor | September | 1998 |

- Design Progress

| | |
|----------|-----|
| - Plan | 88% |
| - Actual | 85% |
- Construction Progress

| | |
|----------|-----|
| - Plan | 18% |
| - Actual | 16% |

The variance between planned and actual is due to later Notice-to-Proceed Dates for Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, Contract B211, Wilshire/Vermont Station, Stage I, and Contract B251, Vermont/Hollywood Tunnel.

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 | 77 | 51 | 19 | 7 | 63 |
| LAST MONTH | 77 | 48 | 23 | 6 | 78 |

- There are 77 parcels required for the Segment 2 Project. The acquisition breakdown is as follows: 30 full takes, 44 subsurface easements, and three temporary construction easements.
- To date, there have been 51 parcels acquired. Thirty-eight of these parcels were acquired through condemnation, and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- A Wilshire Corridor communications plan was outlined, and a brief written summary of construction progress was distributed to property managers and Wilshire community groups for incorporation into their newsletters. Testing was started at the Los Feliz Elementary School and the nearby child care center, which are perceived as being potentially affected by Contract B251 construction activities. Presentations were given to the Hollywood Chamber of Commerce, Hollywood/Highland property owners, and the CRA's Economic Development and Transportation Committee on the issue of station construction methodology.

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

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

Of the seven parcels showing a negative float, four parcels were late certifications, two were delayed in the appraisal process, and one was delayed in the condemnation process.

Action: Maintain schedule to avoid negative float.

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

Noise Mitigation

Concern: The noise level at Contract B221 is a source of citizen complaint. Without implementation of noise mitigation measures, construction work could be impacted resulting in increased costs and schedule delays. Although the contractor is able to maintain noise emissions below the required level, a re-establishment of the ambient noise level has affected the contractor's ability to perform nighttime construction operations.

Action: Currently, no action is required; desired noise levels are being maintained.

Status: Noise monitoring continues; any future nighttime construction operations will be separately evaluated and established as necessary.

RESOLVED

Blast Relief Shaft 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.

Status: The UPE and BRS ground penetrations at the five Vermont/Hollywood Corridor stations are being made at locations that are in compliance with the August 1991 City of Los Angeles request.

Contract B251, Vermont/Hollywood Line

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

Status: Access to both parcels occurred on November 4, 1992.

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

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

ONGOING NONE

NEW NONE

RESOLVED

April 1992 Quality Assurance

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

Action: No further action is required.

Status: The EMC has issued the Design Quality Manual.

KEY ACTIVITIES - NOVEMBER

- Continued pocket track structure concrete operations, excavation and backfill of MacArthur Park Lake bottom; and concrete placement in crosspassages and AL tunnel invert at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continued removal of tunnel segments and station excavation and began preparation for station concrete work at Contract B211, Wilshire/Vermont Station.
- Completed south exterior wall pours, walked the tunnel machine through the station, and began excavation of the BL tunnel between Wilshire/Normandie and Wilshire/Western at Contract B221.
- Continued concreting of interior and exterior walls, mezzanine slabs and columns at Contract B231, Wilshire/Western Station.
- Concluded site clearing and retaining wall construction, established the Resident Engineer's office, concluded equipment mobilization onto site, commenced pile installation for access shaft, and continued installation of geotechnical instrumentation at Contract B251, Vermont/Hollywood Tunnel.
- Issued Final Estimates for Contract B616, Direct Fixation Rail Fasteners, and Contract B710, Escalators and Elevators; issued In-Progress Estimates for Contract B647, Gas Monitoring, and Contract B610, Trackwork Installation.
- Issued Reconfigured Prefinal Design Submittal for Contract B252, Vermont/Santa Monica Station and Crossover.
- Began design on Contract B288, Building Demolition & Site Clearing for Contract B281.
- Advertised Contract B611, Running Rail Procurement, Contract B616, Direct Fixation Rail Fasteners, and Contract B710, Escalators and Elevators.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- Continue pocket track concrete activities, perimeter walkway concrete, excavation and backfill in the lake area, installation of drainage systems, crosspassage concrete and tunnel invert concrete placement at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Begin placement of base slab concrete at Contract B211, Wilshire/Vermont Station.
- Complete BL tunnel excavation, continue station concrete and commence vertical crosspassage concrete work at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to the Wilshire/Western Line.
- Continue station concreting at Contract B231, Wilshire/Western Station.
- Complete installation of soldier piles and commence excavation for tunnel access shaft at Contract B251, Vermont/Hollywood Tunnel.
- Issue In-Progress Estimates for Contract B641, Radio, and Contract B646, Fire and Emergency Management Equipment; issue Prefinal Estimate for Contract B795, Uninterruptible Power Supplies; issue Revised Prefinal Estimate for Contract B252, Vermont/Santa Monica Station and Crossover.
- Issue Final Design Submittals for Contract B271, Hollywood/Western Station, Contract B281, Hollywood/Vine Station and Crossover, Contract B612, Contact Rail and Coverboard, Contract B620, Procure and Install Automatic Train Control, Contract B631, Install Traction Power, Contract B643, Procure Closed Circuit Television, Contract B645, SCADA, Contract B646, Fire and Emergency Management, and Contract B647, Gas Monitoring.
- Issue In-Progress Submittals for Contract B760, Signs and Graphics, and Contract B761, Illuminated Signs and Edgelights.

RAIL CONSTRUCTION CORPORATION PROJECT COST REPORT COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

 Period: 31-Oct-92 to 27-Nov-92
 Run Date: 16-Oct-92
 Units: Dollars in Thousands

| ELEMENT / DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | | COMMITMENTS | | INCURRED COSTS | | EXPENDITURES * | | CURRENT | FORECAST | FORECAST |
|----------------------------------|-----------------|----------------|-----------|-------------|---------|----------------|---------|----------------|---------|---------|-----------|-----------|
| | | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | VARIANCE |
| T Construction | 883,000 | 02,380 | 910,008 | 04 | 481,304 | 14,842 | 171,833 | 10,084 | 148,848 | 2,885 | 973,446 | 83,440 |
| E Professional Services | 288,160 | 0 | 314,844 | 03 | 288,336 | 3,423 | 118,832 | 8,882 | 108,833 | 0 | 384,788 | 38,924 |
| R Rail Costs | 78,827 | 3,280 | 78,842 | 1,885 | 68,311 | 1,881 | 68,284 | 1,381 | 68,284 | 0 | 80,300 | 13,733 |
| F Utility/Agency Fees Account | 34,888 | 0 | 18,773 | 0 | 8,302 | 177 | 2,884 | 177 | 2,884 | 0 | 27,888 | 8,325 |
| D Special Programs | 2,844 | 0 | 2,844 | 0 | 433 | 0 | 214 | 0 | 214 | 0 | 7,723 | 5,878 |
| C Contingency | 145,743 | 0 | 134,188 | 0 | 0 | 0 | 0 | 0 | 0 | (2,883) | 21,828 | (102,572) |
| A Project Revenue | 0 | 0 | 0 | 0 | 0 | (2) | (178) | (2) | (178) | 0 | (300) | (300) |
| Project Total | 1,448,432 | 0 | 1,448,432 | 2,812 | 817,885 | 20,221 | 347,428 | 17,882 | 317,375 | 82 | 1,474,981 | 26,229 |
| Less New Scope | | | | | | | | | | | | |
| Federally Mandated | 0 | | | | | | | | | (5,076) | (5,076) | (5,076) |
| State Mandated | 0 | | | | | | | | | 0 | 0 | 0 |
| City Mandated | 0 | | | | | | | | | 0 | 0 | 0 |
| LACTC Mandated | 0 | | | | | | | | | 4,883 | (23,164) | (23,164) |
| New Scope Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (82) | (28,228) | (28,228) |
| Original Scope Total | 1,448,432 | 0 | 1,448,432 | 2,812 | 817,885 | 20,221 | 347,428 | 17,882 | 317,375 | 0 | 1,448,432 | 0 |

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

* EXPENDITURES ARE FOR THE PERIOD OF 28-SEPT-92 TO 30-OCT-92

STATUS OF FUNDS BY SOURCE

| SOURCE | TOTAL FUND ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES* | | BILLED TO SOURCE | |
|-------------------------------------|------------------------|-----------------------|-------------|-----|---------------|-----|------------------|-----|
| | | | \$ | % | \$ | % | \$ | % |
| FTA-SECTION 3 | 887,000 | 9478,818 | 6380,188 | 84% | 8130,837 | 18% | 8104,882 | 18% |
| STATE | 8185,885 | 827,000 | 8108,185 | 98% | 8417,883 | 25% | 827,000 | 15% |
| LACTC | 8438,447 | 887,884 | 8272,810 | 82% | 8111,251 | 28% | 8108,343 | 24% |
| CITY OF LA. | 898,000 | 821,400 | 880,838 | 83% | 824,312 | 25% | 820,800 | 21% |
| BENEFIT ASSESSMENT | 868,000 | 80 | 814,882 | 26% | 814,882 | 28% | 80 | 0% |
| COST OVERRUN ACCOUNT (1) | 80 | 88,308 | 80 | 0% | 80 | 0% | 80 | 0% |
| BENEFIT ASSESSMENT SHORTFALL (2) | 80 | 80 | 80 | 0% | 80 | 0% | 813,802 | |
| TOTAL | 81,448,432 | 84830,382 | 8817,885 | 87% | 8817,375 | 22% | 8270,327 | 18% |
| PROP C: AMERICAN DISABILITY ACT | 85,887 | 80 | 80 | 0% | 80 | 0% | 80 | 0% |
| PROP A: TRANSIT ENHANCEMENTS | 827,800 | 80 | 80 | 0% | 80 | 0% | 80 | 0% |
| GRAND TOTAL | 81,479,929 | 84830,382 | 8817,885 | 86% | 8817,375 | 21% | 8270,327 | 18% |

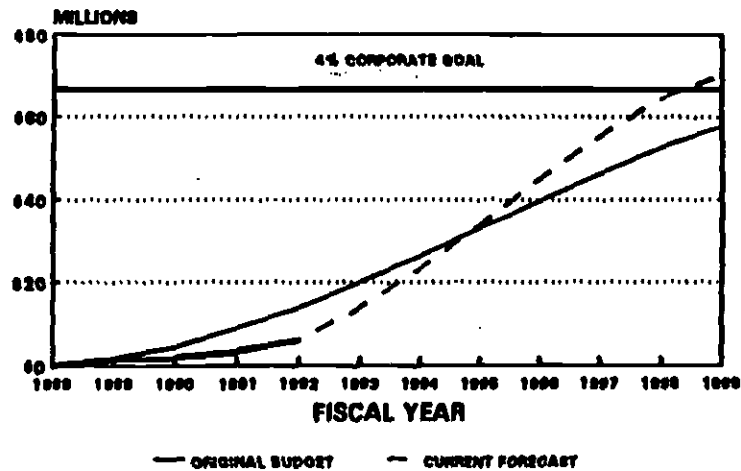
NOTES:

* EXPENDITURES AND BILLED TO SOURCE AMOUNTS ARE AS OF OCTOBER 30, 1992.

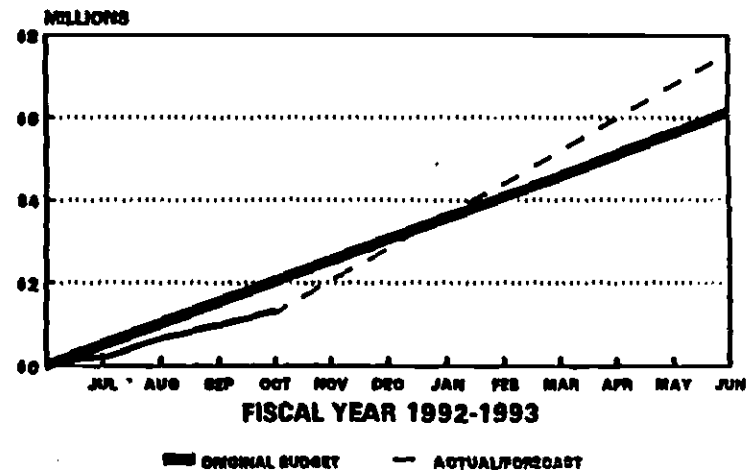
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(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)**

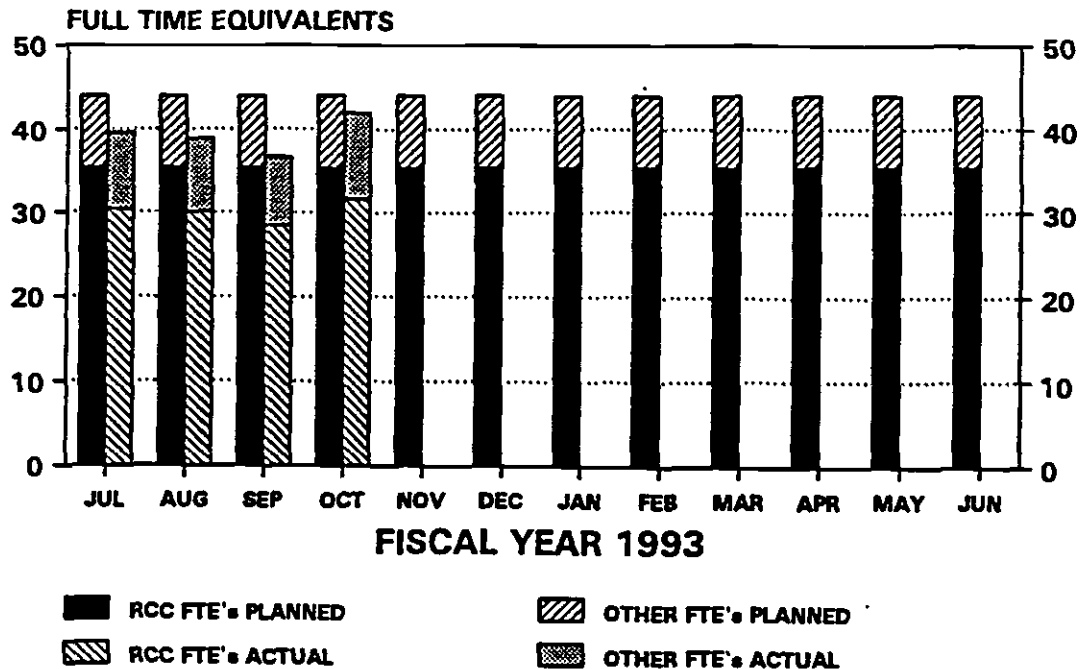
| | |
|------------------------------------|--------------------|
| TOTAL PROJECT BUDGET | \$1,446,432 |
| ORIGINAL BUDGET | \$57,840 |
| BUDGET % OF TOTAL PROJECT | 4.0% |
| CURRENT FORECAST | \$70,237 |
| FORECAST % OF TOTAL PROJECT | 4.9% |

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

| | |
|-------------------------|----------------|
| ORIGINAL BUDGET | \$6,131 |
| CURRENT FORECAST | \$7,571 |
| ACTUAL TO DATE | \$1,283 |

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



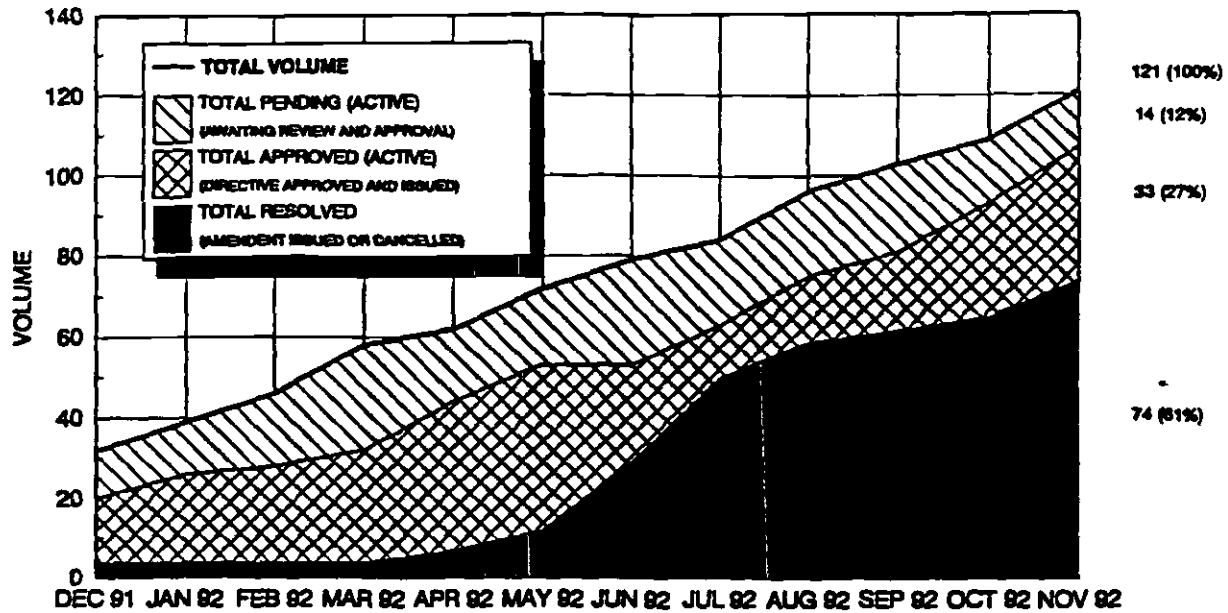
FY'93 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1993

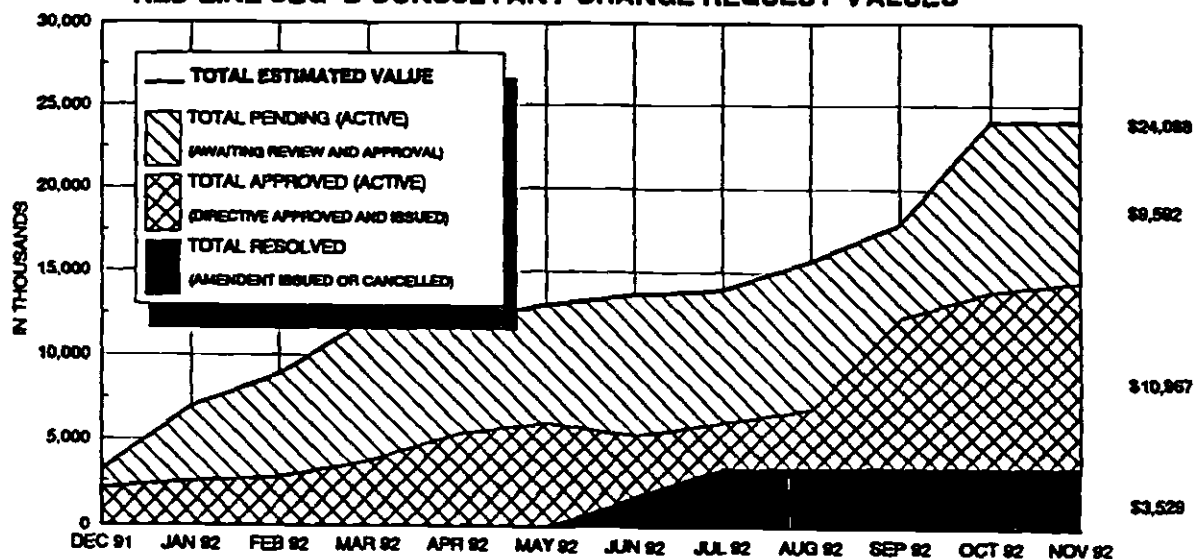
| | |
|----------------------------|------|
| BUDGET WAGE RATE (\$/HOUR) | \$41 |
| ACTUAL WAGE RATE (\$/HOUR) | \$43 |
| RCC FTE's PLANNED | 35 |
| RCC FTE's ACTUAL | 32 |
| OTHER FTE's PLANNED | 9 |
| OTHER FTE's ACTUAL | 11 |
| TOTAL FTE's PLANNED | 44 |
| TOTAL FTE's ACTUAL | 43 |

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

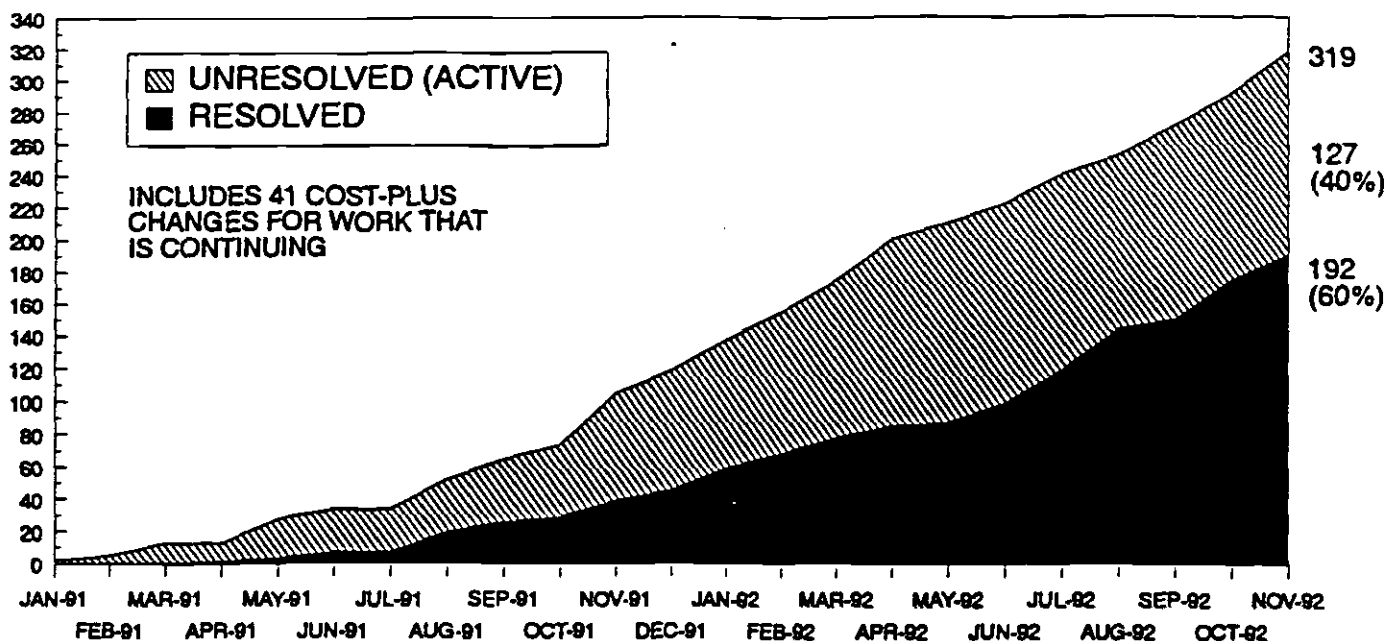


| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 3 | 6 | 6 | 32 | 47 |
| PERCENT | 6% | 13% | 13% | 68% | 100% |

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

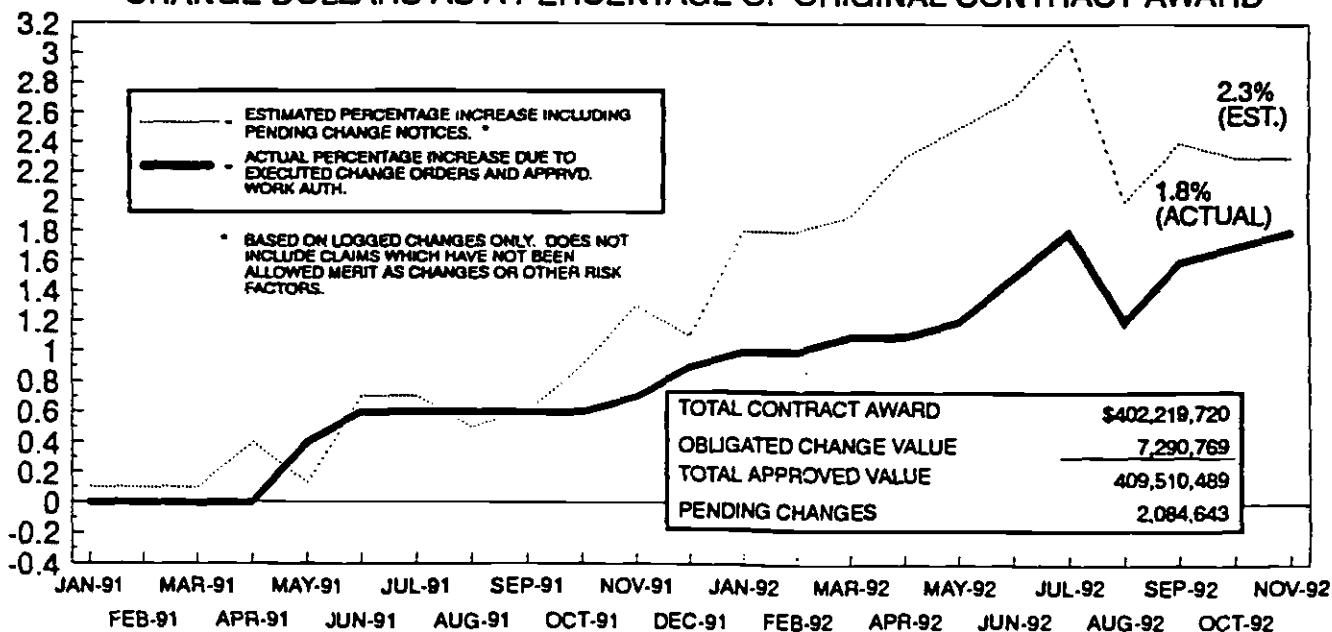


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION

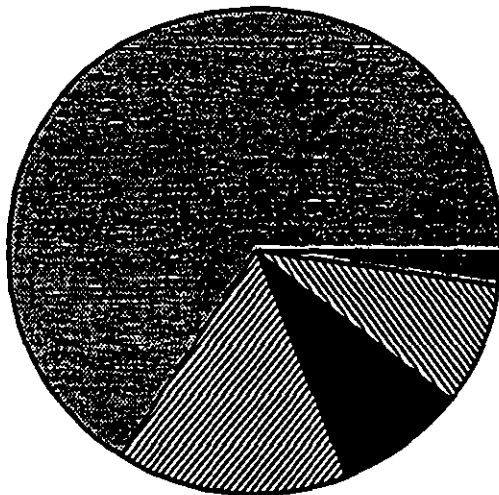


| AGE OF UNRESOLVED CHANGES | | | | | |
|---------------------------|-----------|-------|-------|---------|--------------|
| TIME | 0-30 DAYS | 31-60 | 61-90 | OVER 90 | TOTAL ACTIVE |
| VOLUME | 48 | 3 | 18 | 58 | 127 |
| PERCENT | 38% | 2% | 14% | 46% | 100% |

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



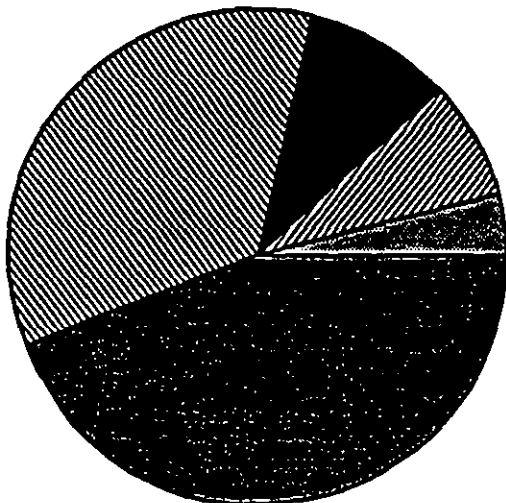
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 11/27/92



CHANGE VOLUME
TOTAL VOLUME: 138 CWS

ABSOLUTE VALUES

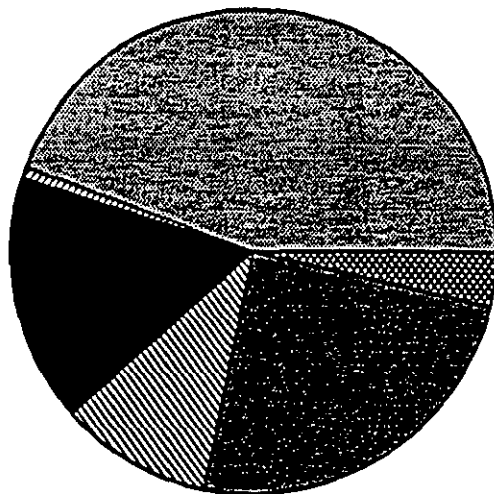
| | | | |
|----|-------|--|---------------|
| 91 | 65.9% | | < \$10,000 |
| 21 | 15.2% | | < \$25,000 |
| 12 | 8.7% | | < \$50,000 |
| 11 | 8.0% | | < \$200,000 |
| 3 | 2.2% | | > \$200,000 |
| 0 | 0.0% | | > \$1,000,000 |










CHANGE COST
TOTAL COST: \$4,511,641

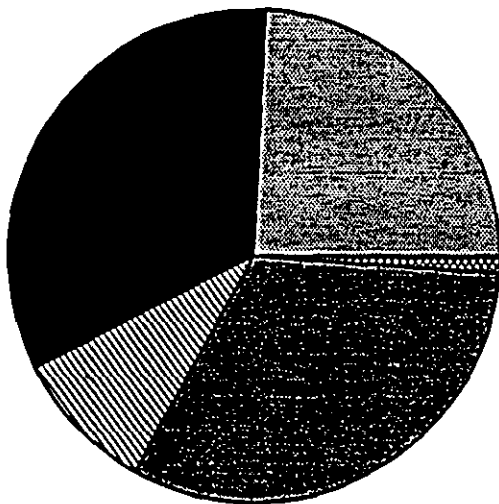
| | | | |
|-------------|-------|--|---------------|
| \$184,181 | 4.1% | | < \$10,000 |
| \$352,792 | 7.8% | | < \$25,000 |
| \$435,712 | 9.7% | | < \$50,000 |
| \$1,561,900 | 34.6% | | < \$200,000 |
| \$1,977,056 | 43.8% | | > \$200,000 |
| \$0 | 0.0% | | > \$1,000,000 |

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 11/27/92**










CHANGE BASIS VOLUME
TOTAL VOLUME: 138 CN'S (115 CO'S)

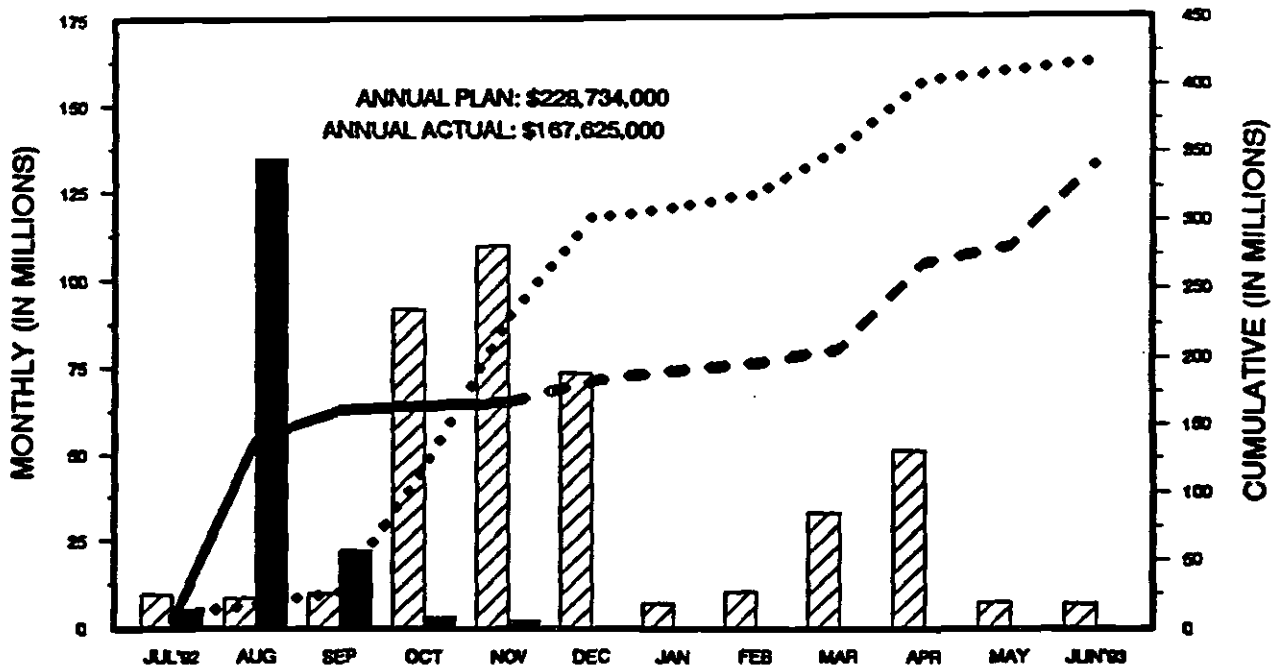
| | | | |
|----|-------|--|----------------------|
| 61 | 44.3% |  | WORK SCOPE CHANGES |
| 1 | 0.7% |  | SCHEDULE CHANGES |
| 23 | 16.7% |  | DIFFERING CONDITIONS |
| 14 | 10.1% |  | ADMINISTRATIVE |
| 34 | 24.6% |  | DESIGN CHANGES |
| 5 | 3.6% |  | MANAGEMENT ISSUES |
| 0 | 0% |  | UNASSIGNED |



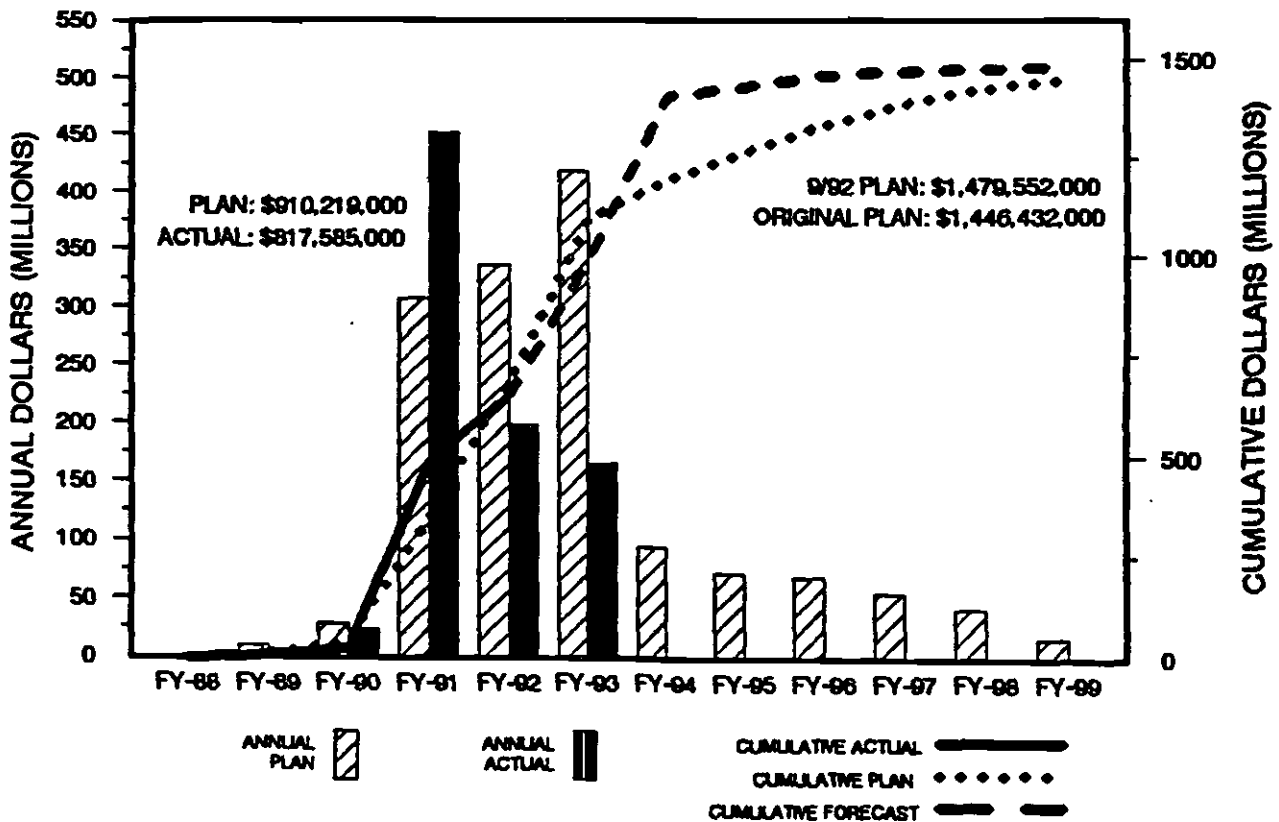
CHANGE BASIS COST
TOTAL COST: \$4,511,641

| | | | |
|-------------|-------|---|----------------------|
| \$1,094,264 | 24.2% |  | WORK SCOPE CHANGES |
| \$3,405 | 0.1% |  | SCHEDULE CHANGES |
| \$1,503,681 | 33.3% |  | DIFFERING CONDITIONS |
| \$423,512 | 9.4% |  | ADMINISTRATIVE |
| \$1,438,083 | 31.9% |  | DESIGN CHANGES |
| \$48,696 | 1.1% |  | MANAGEMENT ISSUES |
| \$0 | 0% |  | UNASSIGNED |

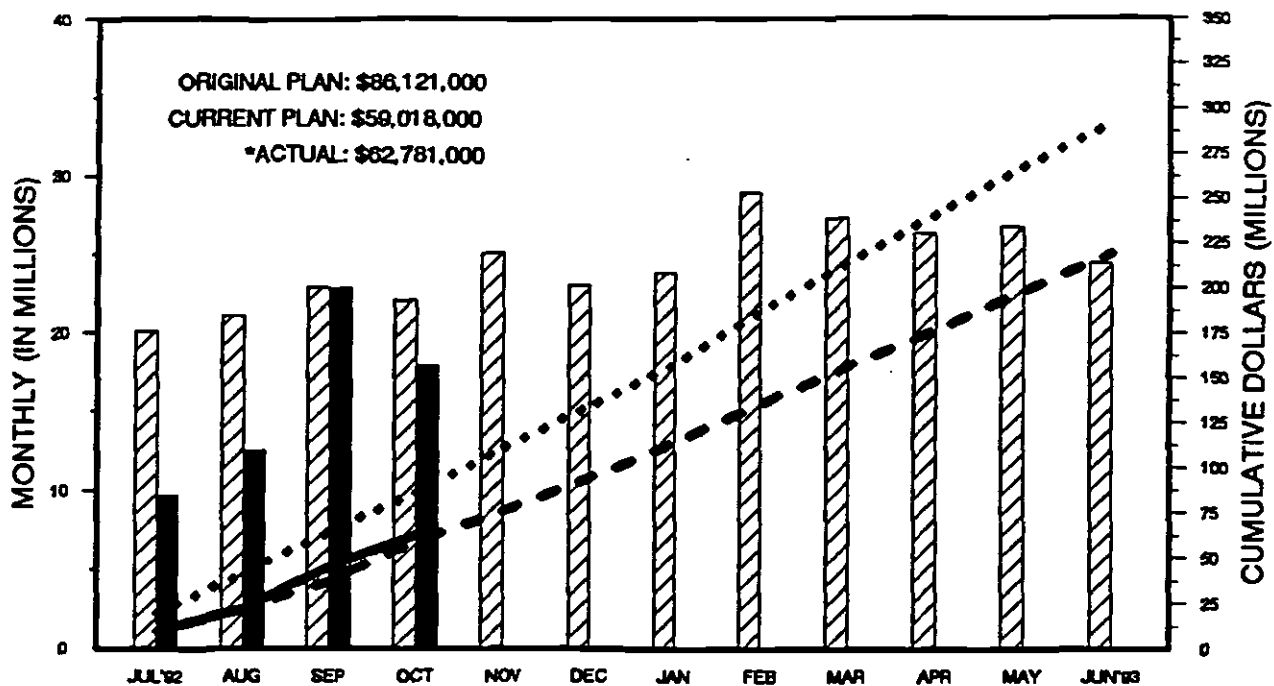
ANNUAL PROJECT COMMITMENTS (FY '93)



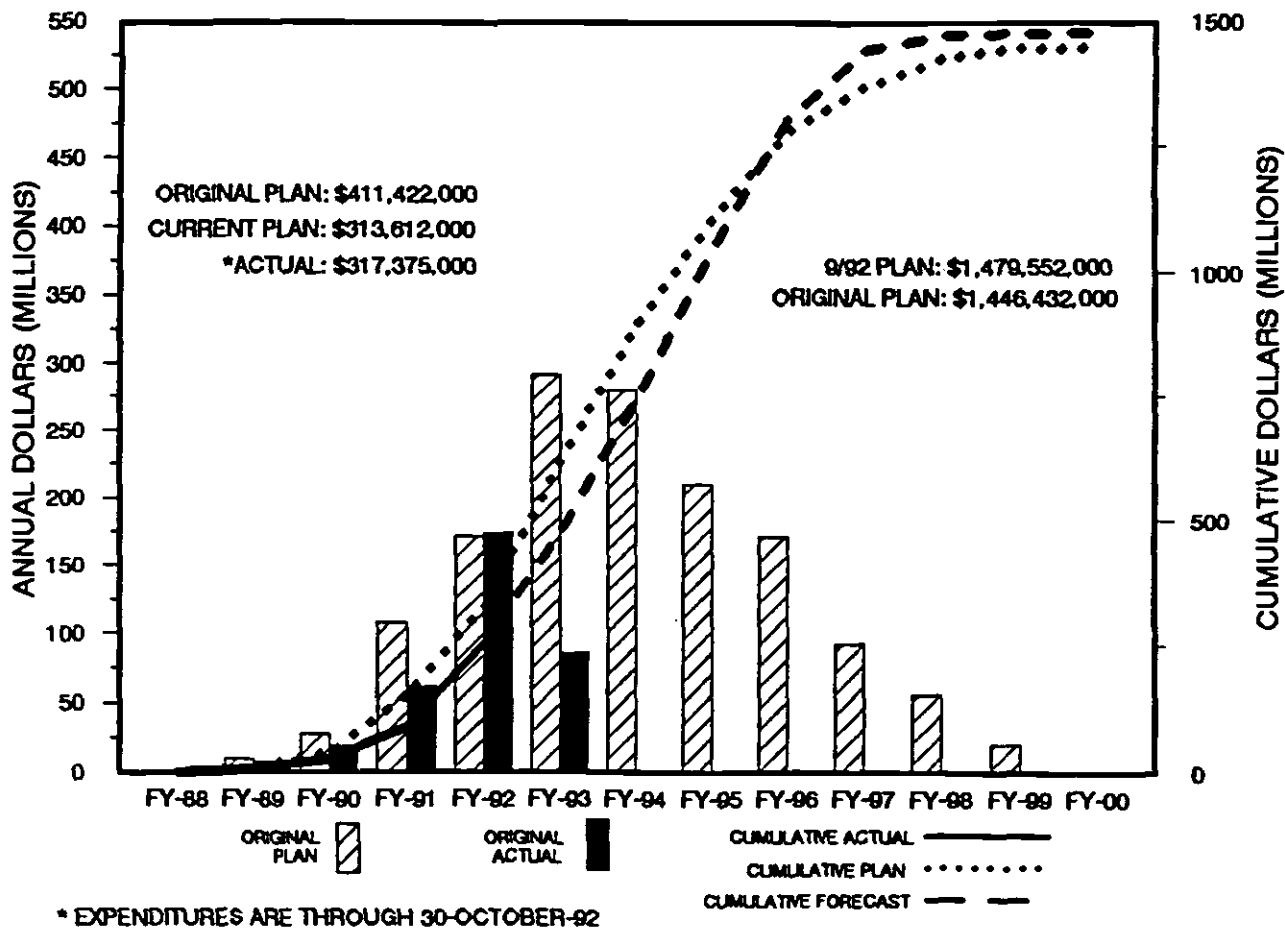
TOTAL PROJECT COMMITMENTS



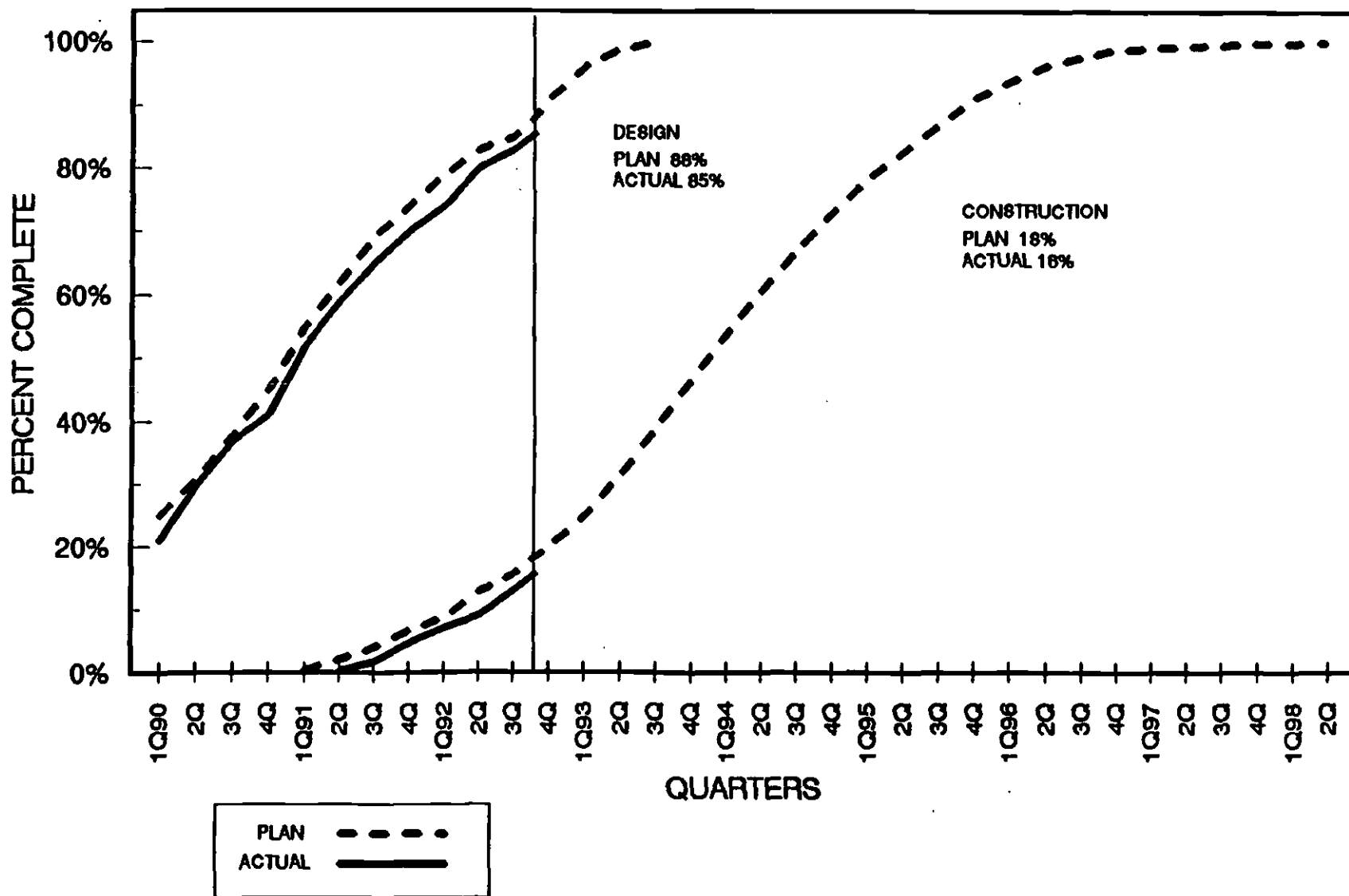
ANNUAL PROJECT CASHFLOW (FY '93)

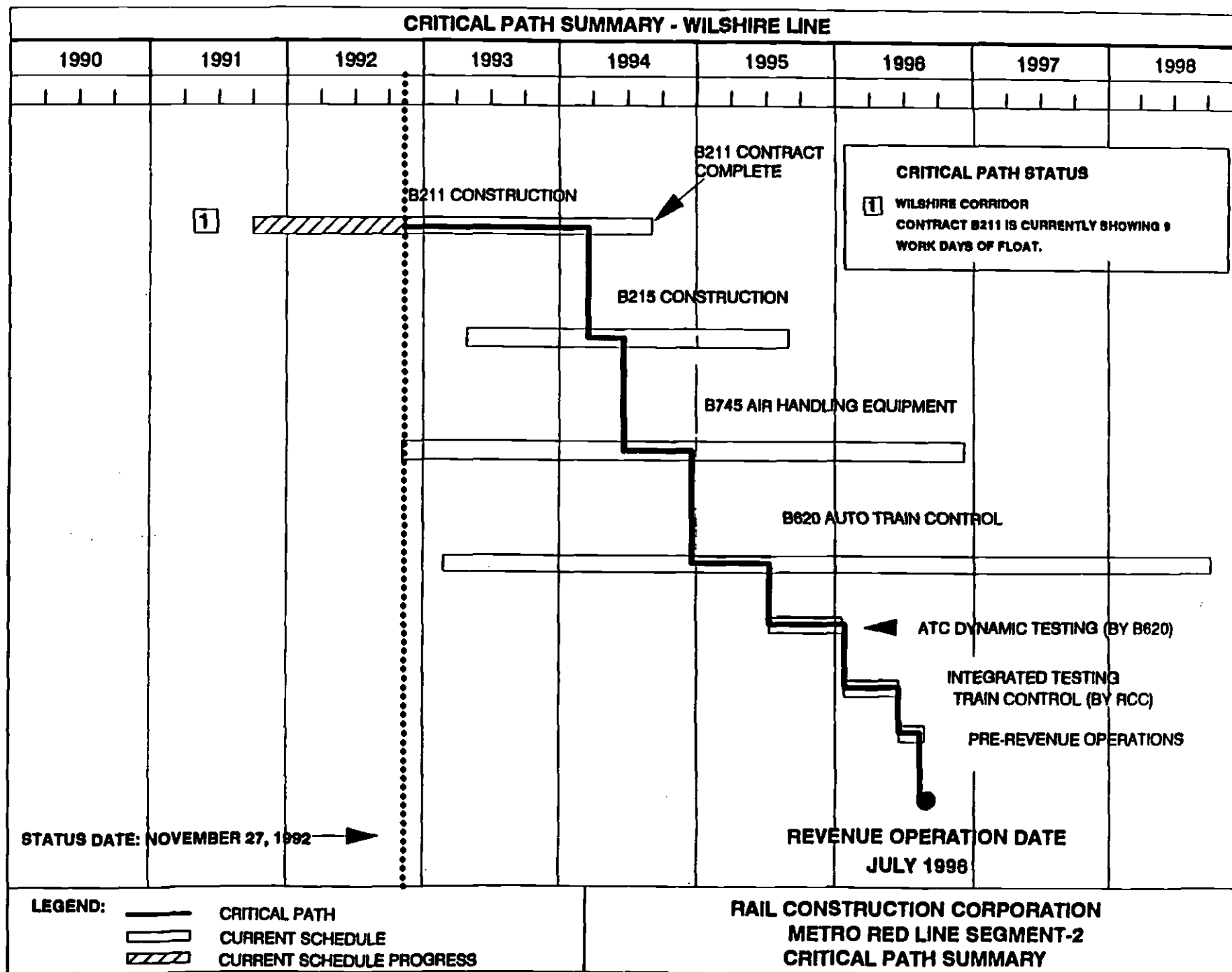


TOTAL PROJECT CASHFLOW

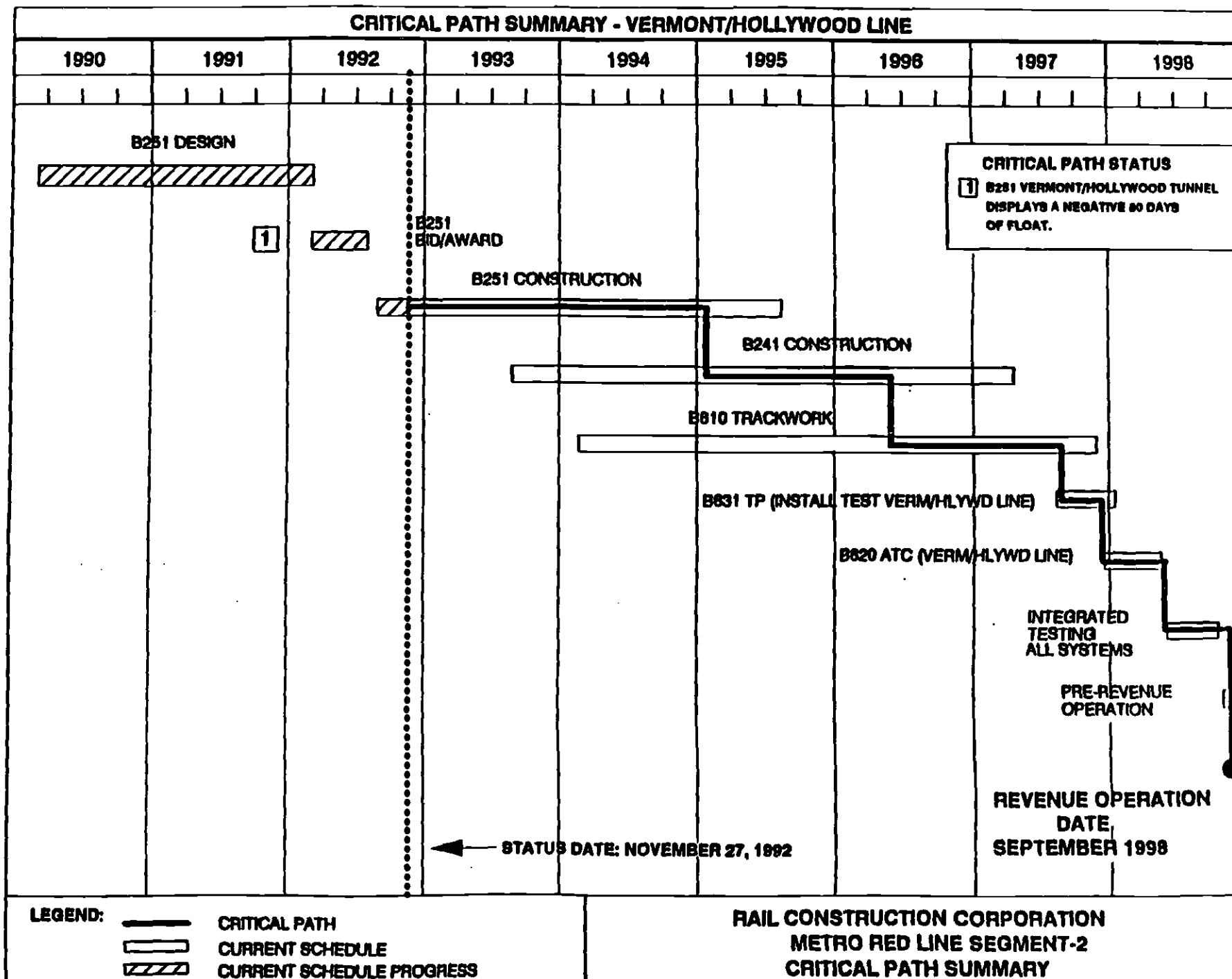


RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



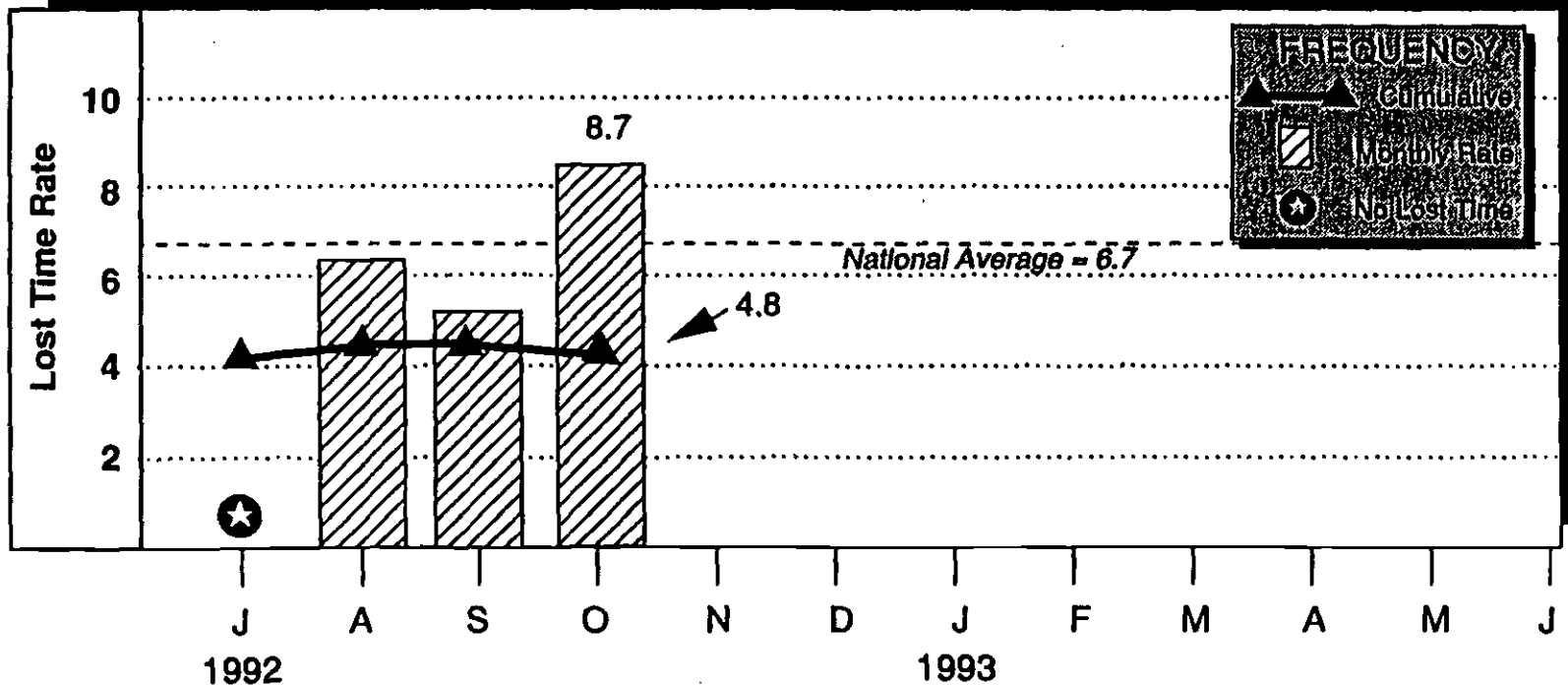
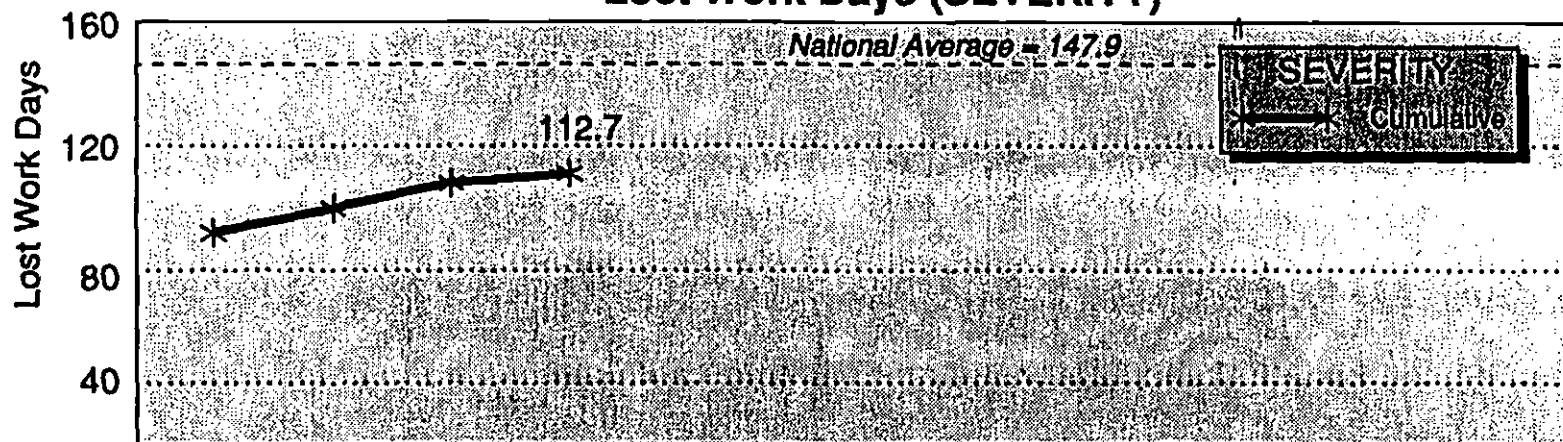


CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



METRO RED LINE SEGMENT 2

Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

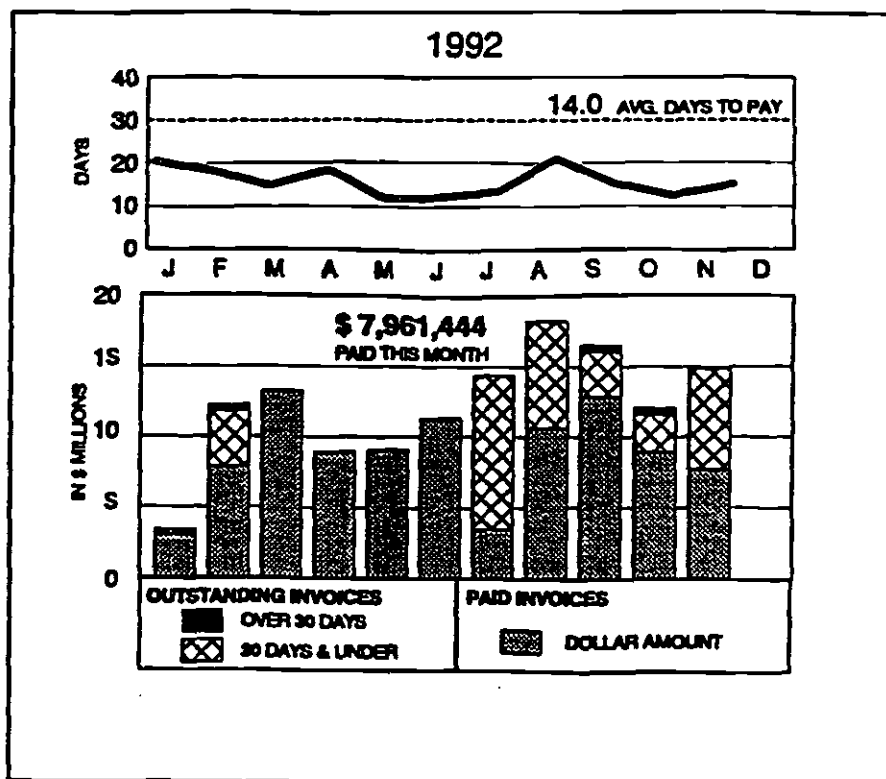
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 14.0 days.

- 11 invoices were paid for a total value of \$ 7,961,444.

- There were 9 outstanding Construction or Procurement invoices under 30 days old for \$ 7,439,394.

- 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 |
| 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 |
| SEP 1992 | 15 | 3,283,456 | 1 | 574,379 | 28 | 3,339,335 | 11 | 916,585 |
| OCT 1992 | 10 | 2,640,326 | 1 | 574,379 | 31 | 4,074,525 | 14 | 1,468,336 |
| NOV 1992 | 9 | 7,439,394 | 0 | 0 | 25 | 2,017,349 | 10 | 193,547 |