

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	1,303,855	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	299,473	Plan	87%
Current Budget	1,446,432	Actual	84%
Schedule Status		Construction:	
ROD: Wilshire Vermont/Hlywd		Plan	17%
Original Jul '96 Sep '98		Actual	14%
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	235,968	Plan	100%
Current Budget	722,402	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	43%
Original	October 1994	Actual	37%
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	357,022	Plan	100%
Current Budget	473,262	Actual	100%
Schedule Status		Construction:	
Revenue Operations Date for 3 lines:		Plan	83%
Original	October 1992	Actual	80%
Forecast	October 1992		
Forecast(Union Pac)	April 1993		

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

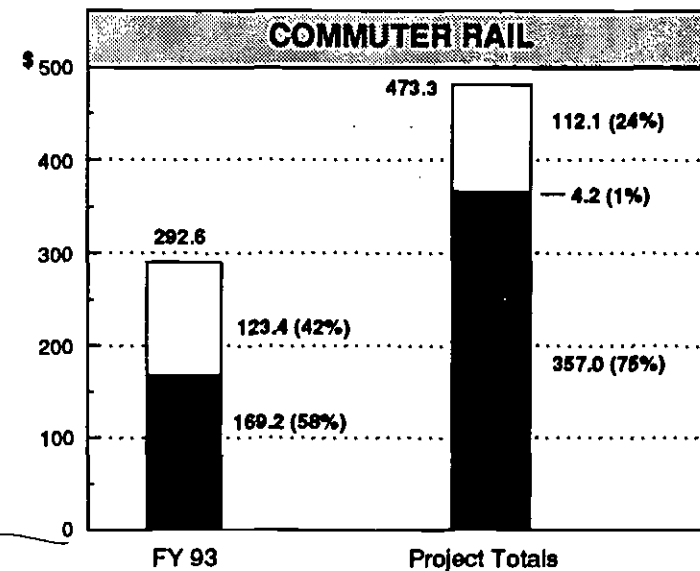
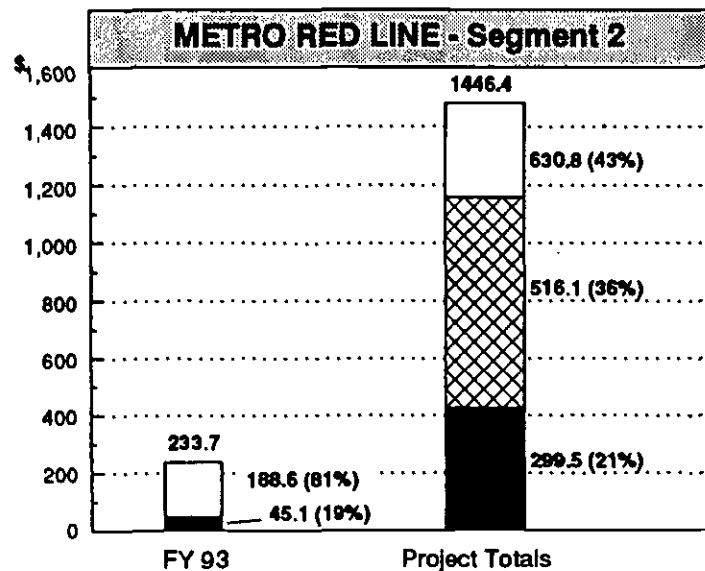
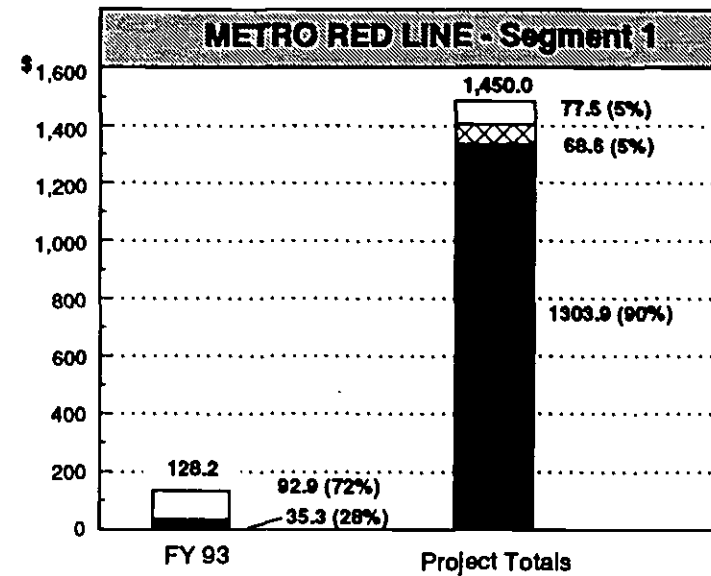
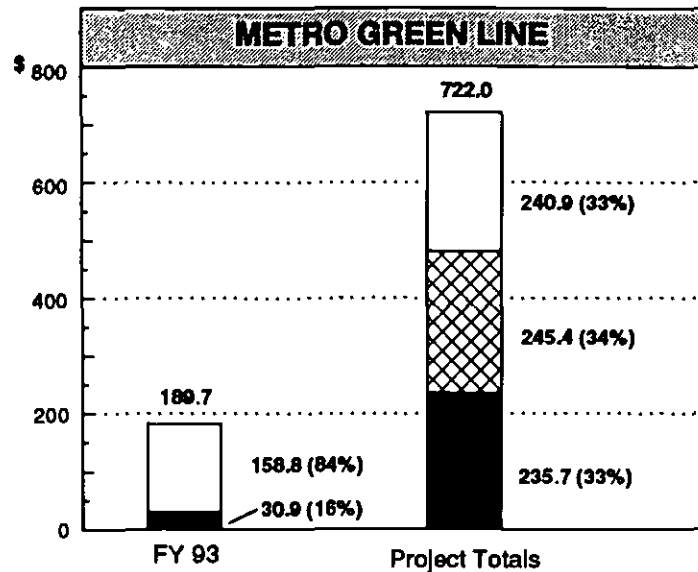
STATUS DATE: 10/31/92

(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	2,842,047	10,169	2,113,767	32,216	1,559,890	33,301	1,503,594	2,959,991	117,944
PROFESSIONAL SERVICES	916,961	1,073,181	810	1,058,878	8,305	838,733	9,981	819,664	1,179,807	106,626
REAL ESTATE	247,495	297,951	3,697	255,428	3,572	251,431	3,562	250,090	313,212	15,261
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,791	0	87,670	476	69,085	477	68,565	95,985	7,194
SPECIAL PROGRAMS	7,668	14,110	(174)	2,315	(8)	1,109	(8)	1,026	19,712	5,602
CONTINGENCY	322,710	223,720	0	0	0	0	0	0	76,667	(147,053)
PROJECT REVENUE	(18,115)	(43,675)	(3)	(8,231)	(3)	(6,388)	(3)	(6,388)	(44,126)	(451)
PROJECT GRAND TOTAL	4,138,684	4,496,125	14,499	3,509,827	44,558	2,713,860	47,310	2,636,551	4,573,101	76,976

BUDGET STATUS - OCTOBER 30, 1992
(in \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan

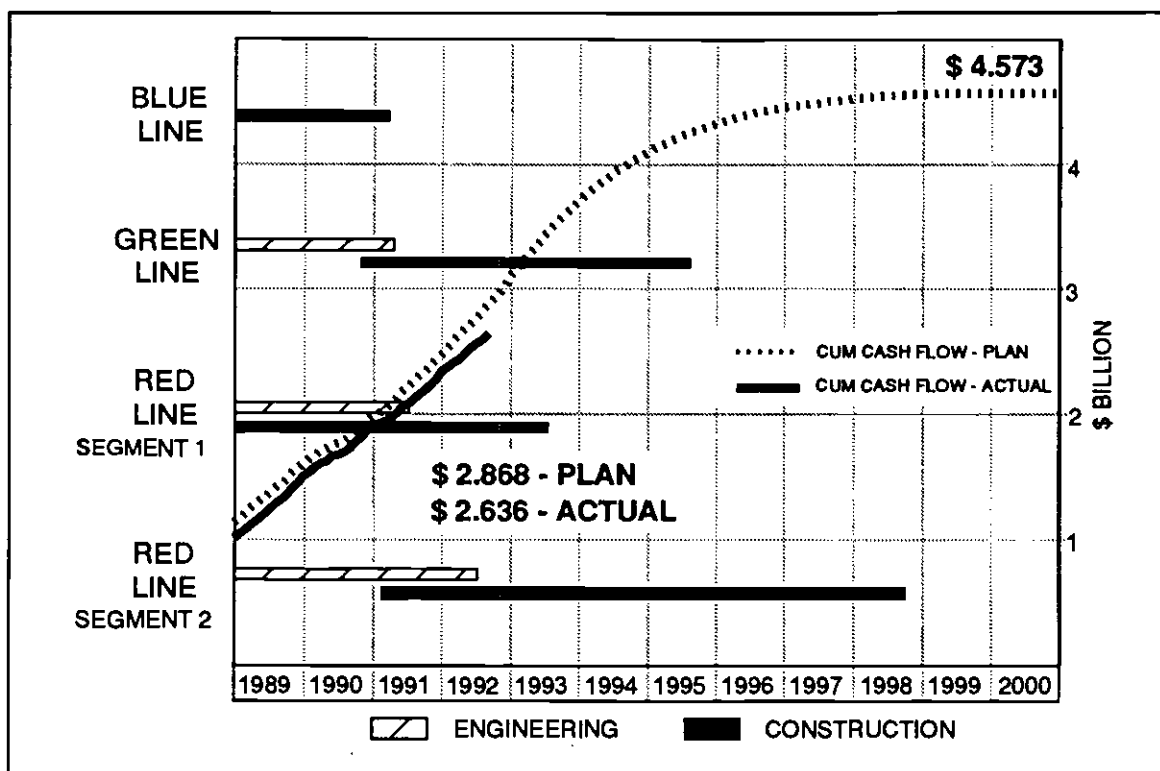


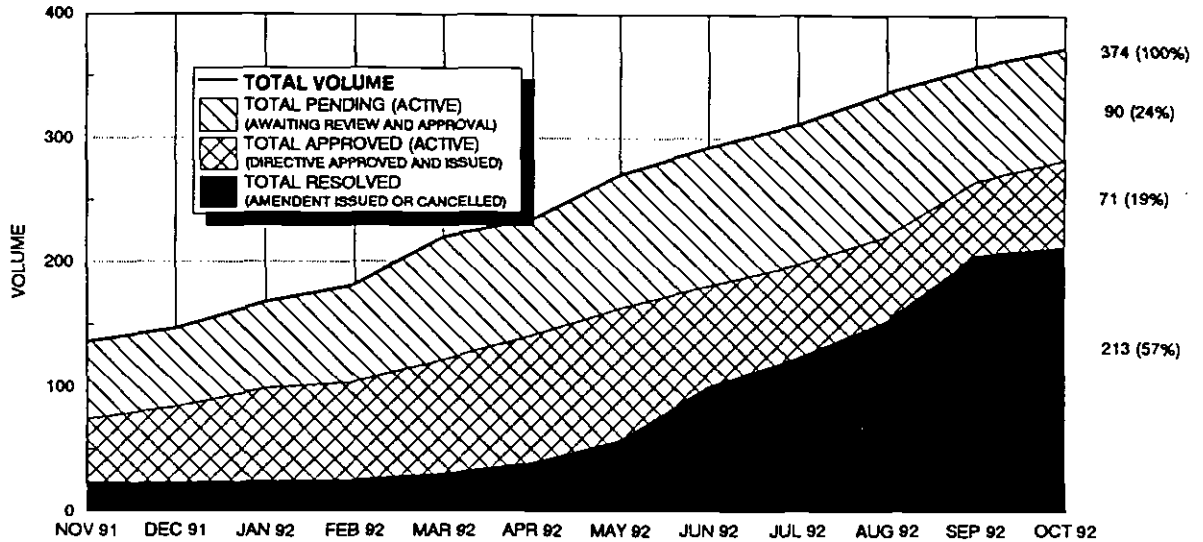
Figure 2 - Rail Construction Funding Sources

(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	799.4	100	179.4	12	439.4	30	2295.4	50
CITY OF L.A.					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	799.4	100	1450.0	100	1446.4	100	4573.0	100

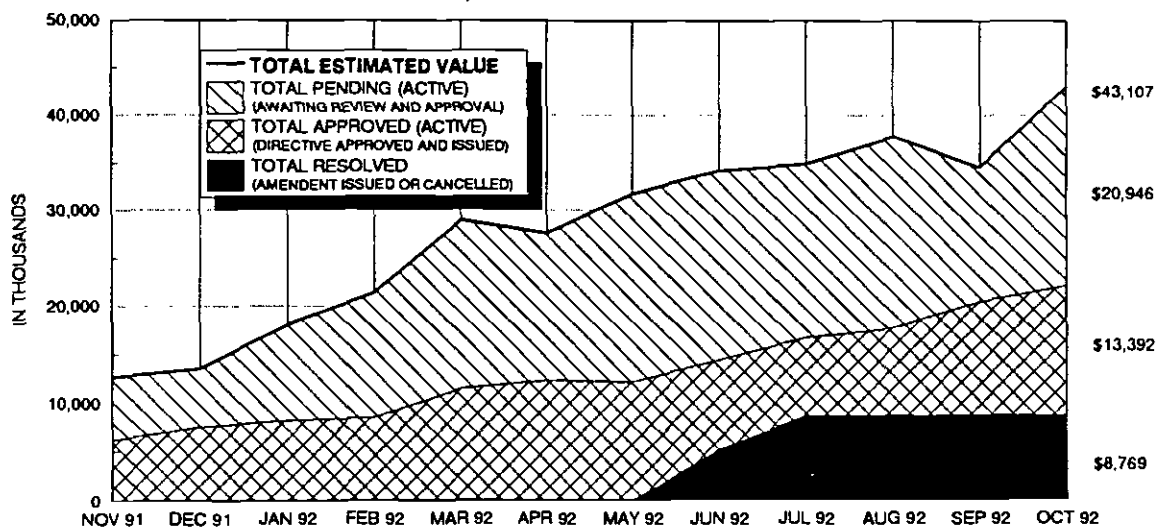
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

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	20	13	10	118	161
PERCENT	12%	8%	6%	74%	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 10/30/92**

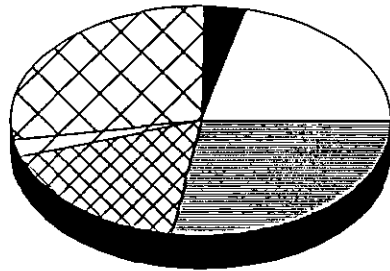
(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		PB/DMJM: 2997/E0002/E0 070		PD: 3369		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
R01: BLUE LINE	9	464							5	585	14	1,049	13	873	1	176
R05: PASADENA LINE			2	0					2	26	4	26	4	26	0	0
R23: GREEN LINE	73	3,699					22	1,523	4	42	99	5,264	98	5,264	1	0
R80: RED LINE SEGMENT 1			14	1,608	96	5,217			4	441	114	7,266	105	5,532	9	1,734
R81: RED LINE SEGMENT 2			65	12,157	43	11,910			1	0	109	24,067	103	17,943	6	6,124
R82: RED LINE SEGMENT 3			20	2,998							20	2,998	17	2,702	3	296
SYSTEMWIDE & OTHER			3	220	11	2,217					14	2,437	9	2,256	5	181
CONTRACT TOTAL	82	4,163	104	16,983	150	19,344	22	1,523	16	1,094	374	43,107	CDMMMENTS:			
LAST MONTH	82	4,163	91	15,241	144	13,205	22	1,523	10	464	349	34,596				
VARIANCE	0	0	13	1,742	6	6,139	0	0	6	630	25	8,511				







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

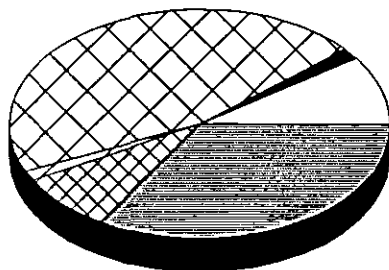
* DOES NOT INCLUDE AMENDMENTS PRIOR TO 05/01/91

METRO PROGRAM CHANGE VOLUME AND COST BY BASIS CONSULTANT CONTRACT CHANGES









CHANGE BASIS VOLUME
TOTAL CCR'S: 250

53	21%		OTHER AGENCIES
9	4%		SCHEDULE REVISION
70	28%		CONTRACT CHANGES
6	2%		CLAIMS/DISRUPTIONS
43	17%		SPECIAL STUDIES
69	28%		STAFFING/EQUIPMENT

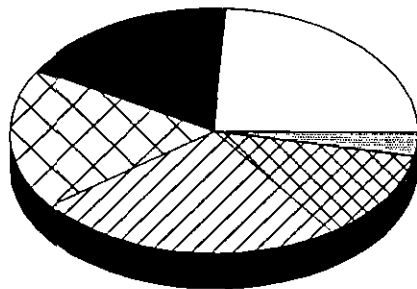


CHANGE COST ESTIMATE
TOTAL COST: \$43.1 MILLION

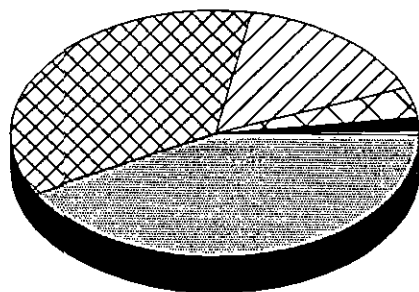
\$4,157,379	10%		OTHER AGENCIES
\$762,598	2%		SCHEDULE REVISION
\$19,527,752	45%		CONTRACT CHANGES
\$640,616	1%		CLAIMS/DISRUPTIONS
\$3,532,744	8%		SPECIAL STUDIES
\$14,486,484	34%		STAFFING/EQUIPMENT

DATA AS OF 10/30/92
REQUESTED CHANGES SINCE 05/01/91 ONLY







METRO PROGRAM CHANGE VOLUME AND COST BREAKDOWN CONSULTANT CONTRACT CHANGES









CHANGE VOLUME
TOTAL CCR'S: 250



CHANGE COST ESTIMATE
TOTAL COST: \$43.1 MILLION

60	24%		0-10K
44	18%		10-25K
47	19%		25-50K
61	24%		50-200K
30	12%		200K-1 MIL
8	3%		ABOVE 1 MIL

\$170,560	.3%		0-10K
\$790,745	1.7%		10-25K
\$1,729,858	4%		25-50K
\$6,889,169	16%		50-200K
\$15,449,197	36%		200K-1 MIL
\$18,078,044	42%		ABOVE 1 MIL

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	48	23	6	78

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 167 positions are filled with regular full time staff and 24 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

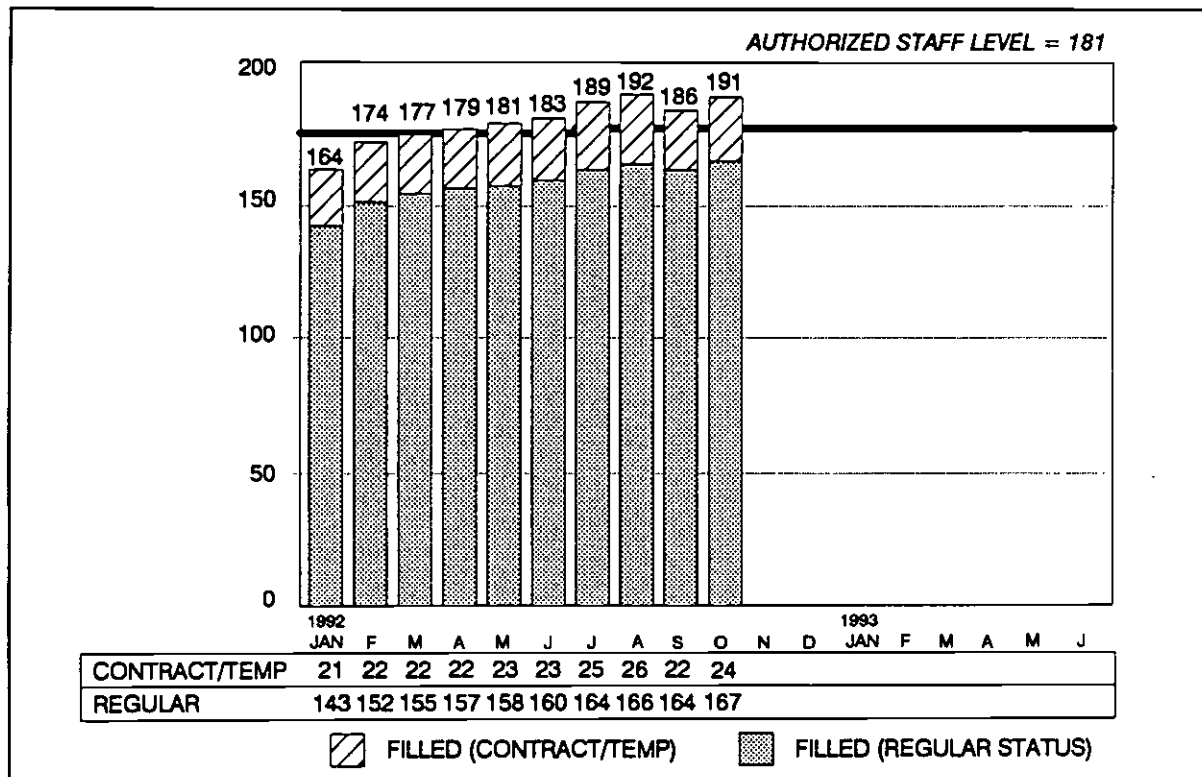
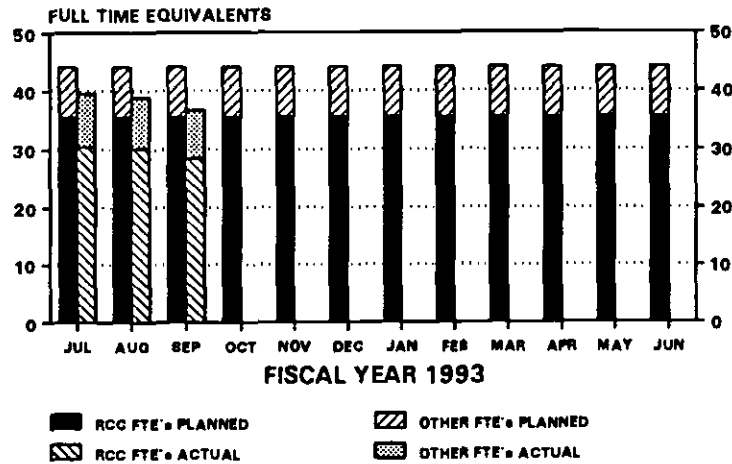


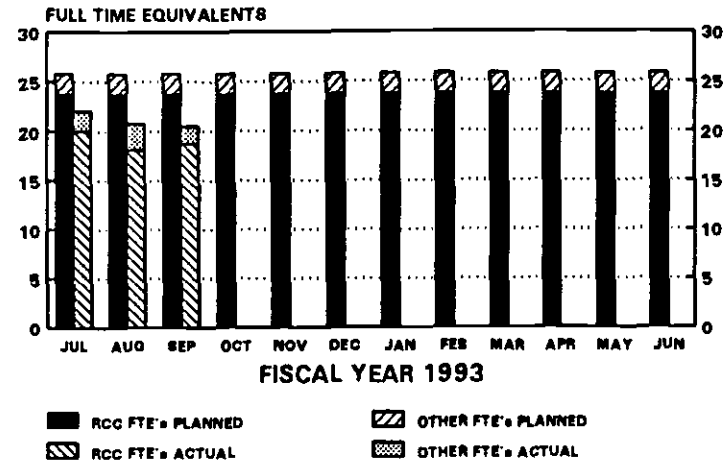
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



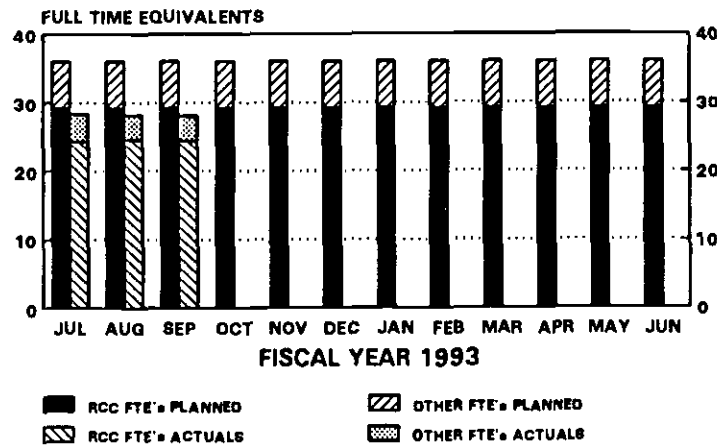
FY'93 Budget

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



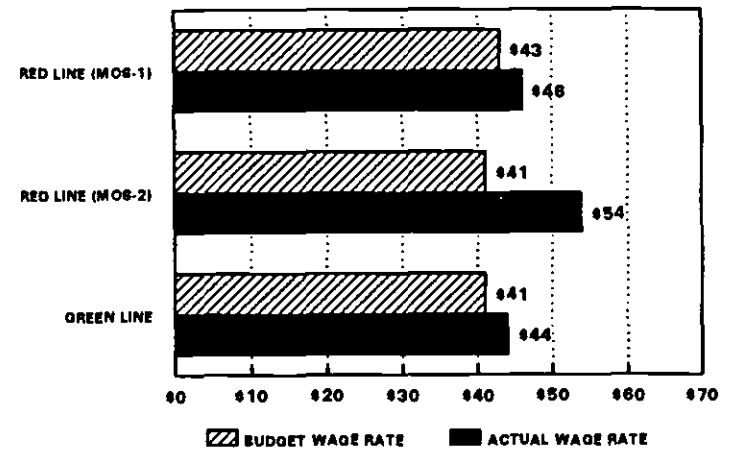
FY'93 Budget

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: September 1992
 (All Figures in FTE Person Months)

Page: 1
 Date: 11/03/92
 Time: 1:51 pm

DIVISION		R01 Blue Line		R05 Pasadena		R23 Green Line		R80 Red Seg 1		R81 Red Seg 2		R82 Red Seg 3		Sub Total		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	.8	2.4	.3	.8	1.0	2.9	.7	2.1	.8	2.4	.1	.2	3.6	10.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.6	10.7	42.6
	ACTUAL	.9	2.6	.3	.7	1.0	3.0	.8	3.5	1.0	2.5	0.0	.1	4.0	12.4										4.0	12.4		
Area Teams	BUDGET	0.0	0.0	1.3	3.9	.3	.9	.2	.5	.1	.2	1.1	3.4	2.9	8.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.9	8.7	34.9
	ACTUAL	0.0	0.0	.4	1.1	.0	.1	0.0	.2	.3	1.2	1.8	4.5	2.5	7.0										2.5	7.0		
	BUDGET	.5	1.5	.5	1.5	1.0	3.0	1.4	4.2	1.3	3.8	.2	.5	4.8	14.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.8	14.4	57.6
	ACTUAL	0.0	0.0	0.0	0.0	0.0	0.0	.4	1.3	.4	1.3	0.0	0.0	.8	2.6										.8	2.6		
ATO	BUDGET	.9	2.8	3.2	9.5	4.1	12.3	.6	1.8	6.4	19.2	5.7	17.1	20.9	62.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	20.9	62.7	250.8
	ACTUAL	.8	2.4	.6	1.9	2.7	8.3	.5	1.5	6.5	21.0	1.2	3.7	12.3	38.7										12.3	38.7		
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	.2										0.0	.2		
RCC	BUDGET	.5	1.4	14.5	41.4	28.6	85.7	25.8	71.4	35.5	106.5	2.5	7.4	105.2	315.6	5.5	16.4	3.9	11.6	43.1	129.3	14.5	43.5	66.9	200.7	172.1	514.3	2092.2
	ACTUAL	1.1	2.3	6.6	21.3	24.4	73.3	18.7	56.7	28.4	89.0	6.6	15.7	85.9	258.3	3.4	10.8	2.9	7.5	24.6	77.3	39.8	115.6	70.7	211.2	156.6	469.5	
COMMISSION TOTAL	BUDGET	2.7	8.0	19.7	57.0	34.9	104.7	26.6	79.9	44.0	132.0	9.5	28.4	137.4	410.1	5.5	16.4	3.9	11.6	43.1	129.3	14.5	43.5	66.9	200.7	204.3	610.8	
	ACTUAL	2.8	7.2	7.9	25.0	28.1	84.7	20.5	63.2	34.7	115.2	9.7	23.9	105.6	319.2	3.4	10.8	2.9	7.5	24.6	77.3	39.8	115.6	70.7	211.2	174.3	530.4	
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%	578,082	72.32%	822,528	56.73%	997,879	67.67%	3,055,978	66.42%	
REAL ESTATE	55,592	6.34%	29,232	3.66%	138,088	9.52%	90,300	6.12%	313,212	6.81%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	76,482	9.57%	218,218	15.05%	138,487	9.39%	502,784	10.93%	
CONSTR MGMT.	91,642	10.45%	72,889	9.12%	141,734	9.77%	131,090	8.89%	437,355	9.51%	
STAFF	17,655	2.01%	21,390	2.68%	97,273	6.71%	70,237	4.76%	206,555	4.49%	4%
OTHER	14,222	1.62%	15,056	1.88%	871	0.06%	22,877	1.54%	52,828	1.15%	
SUBTOTAL	193,106	22.01%	185,827	23.25%	458,096	31.59%	362,491	24.58%	1,199,520	26.07%	20%
CONTINGENCY	963	0.11%	20,188	2.53%	31,307	2.16%	24,209	1.64%	76,667	1.67%	
PROJECT REVENUE	(29,877)	-3.41%	(13,949)	-1.74%	0	0.00%	(300)	-0.02%	(44,126)	-0.96%	
GRAND TOTAL	877,271	100.00%	799,380	100.00%	1,450,019	100.00%	1,474,579	100.00%	4,601,249	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 October:

METRO GREEN LINE

- Organized segmental bridge dedication ceremony at Rosecrans/Aviation.
- Conducted construction update presentation for the Rio Hondo Rotary Club.
- Conducted tours for Taiwan Municipal Public Works Engineers and Californians for Better Transportation.
- Issued bilingual construction notices for Contracts C0501, C0600, C0100 and C0110.
- Resolved complaints on aerial guideways and the Hawthorne Yard and Shops.

METRO RED LINE SEGMENT 1

- Provided train rides for politicians, community groups and local businesses.
- Initiated planning for Segment 1 Employee Recognition Day.
- Issued public notices for weekend emergency drills.
- Conducted presentation for International Facilities Management Association.

METRO RED LINE SEGMENT 2

- **Wilshire Corridor** - Provided train rides on Segment 1 for Wilshire Chamber of Commerce. Conducted tours of Segment 2 construction sites for Los Angeles Parks and Recreation and local businesses. Conducted emergency preparedness drills with the LAFD.
- **Vermont Corridor** - Held public meetings on upcoming construction activities. Placed the Metro Red Line mock-up at the Braille Institute to increase public awareness. Responded to community concerns regarding utility disruptions at Barnsdall Park.
- **Hollywood Corridor** - Refined construction mitigation plans in conjunction with Councilman Woo's office. Developed final forecast for Hollywood mitigation efforts. Continued negotiations for lease on field office.

METRO ACCIDENT GRAMS
October 1992

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

Incident: Employee using hydraulic crane failed to lower the boom of the crane. Crane backed into overhead electrical lines and broke three wires.

Recommendation:

- *Supervisors shall instruct employees daily of known hazards in their work area.*
- *Employee using cranes or other lifting devices should be clear of power lines.*
- *When moving crane or lifting a power device around power lines, have a designated person observe the clearance of the equipment and give timely warning.*

Incident: Employee bending rebar was injured when pry bar slipped and he fell.

Recommendation:

- *Protruding reinforcing steel shall be guarded to eliminate potential hazards. Employees shall be instructed in the proper use of hand tools and their limitations.*

Incident: Employee was injured when handsaw slipped out of his hand.

- *Employees shall be instructed in the proper use of hand tools.*

Incident: Employee using power saw reached for cord stretched over the machine and sliced a finger.

Recommendation:

- *Place cords and materials away from work area and make sure blade has stopped before moving around saw.*

Incident: Beams placed across roadway caused auto accident and injury to employee.

Recommendation:

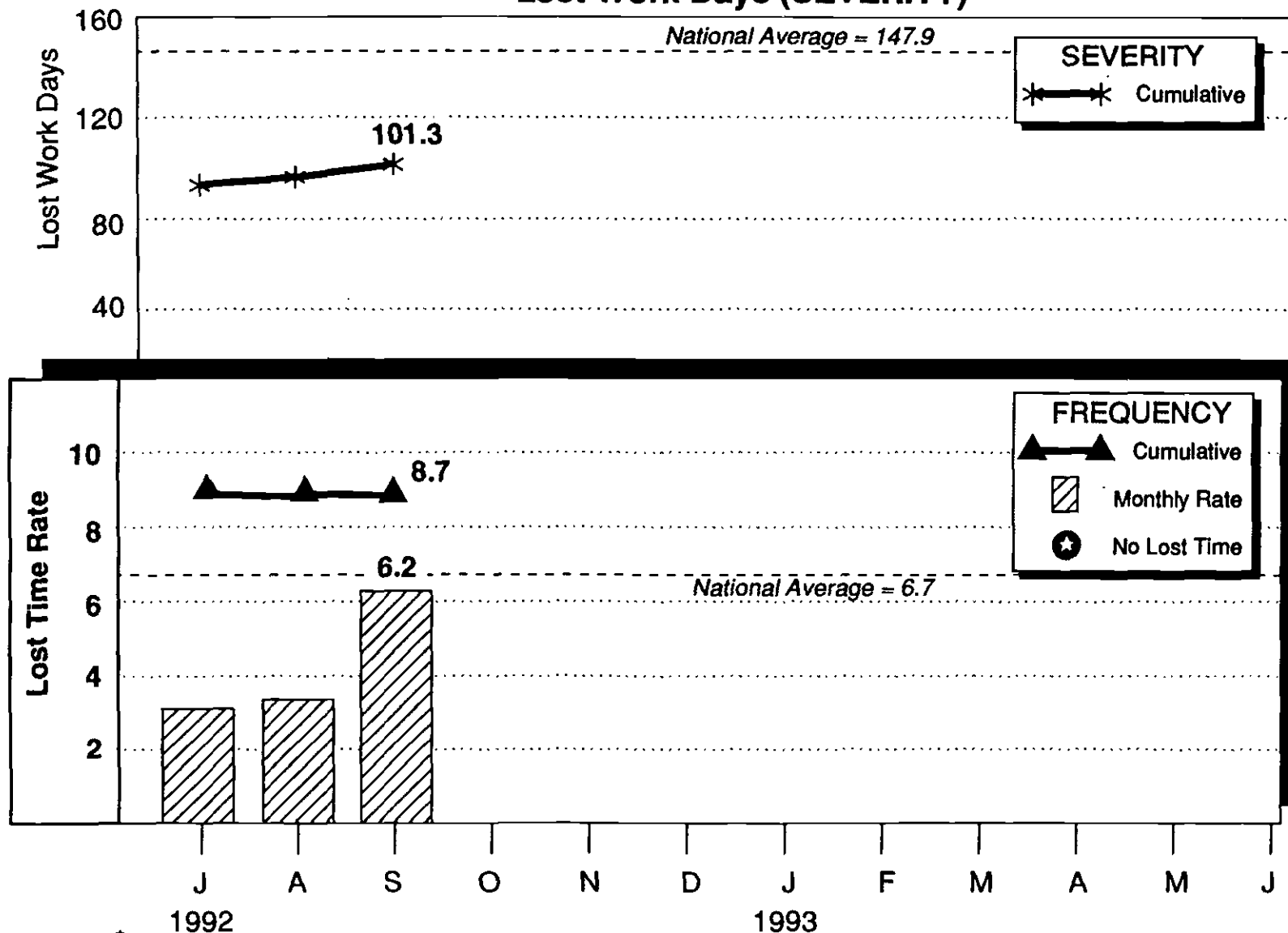
- *Safe driving speeds (30 MPH or less) must be abided in construction zones.*

Incident: Employee using Direct Fixation Form System bruised thumb when he pinched it between two forms.

Recommendation:

- *Employees shall be instructed in the proper use of hand tools.*

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.

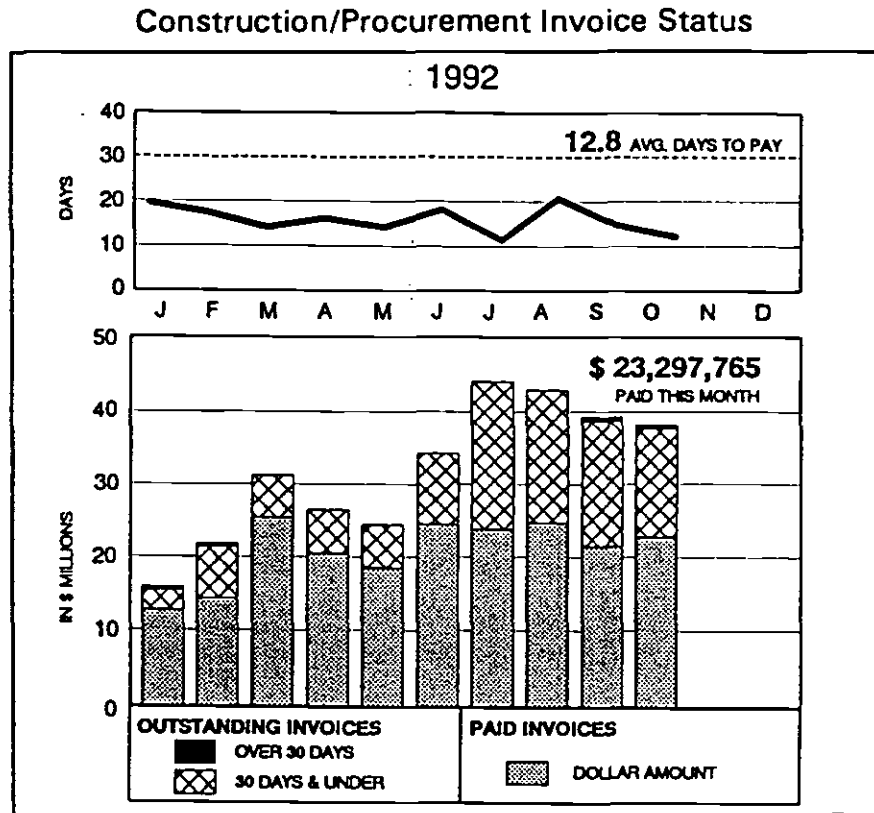
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.8 days.

• 46 invoices were paid this month for a total value of \$ 23,297,765.

• There were 45 outstanding Construction or Procurement invoices under 30 days old for \$ 15,026,900.

• There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 574,379.



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	9,162,351	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

METROLINK - COMMUTER RAIL**OCTOBER 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**OCTOBER 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:02-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
C6210	SYLMAR STATION	FP		11/06/92	11/09/92	11/18/92	12/09/92	01/08/92			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	10/07/92	11/19/92	12/04/92		12/11/92	SECHLER \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									SECHLER \SHAH \FERGUSON
H2100	LAUPT MOBILITY AID DEVICES				06/26/92		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						Final closeout package in process.	Nov 92

**METRO PASADENA PROJECT
OCTOBER 1992 STATUS REPORT**

EXECUTIVE SUMMARY

The EMC reported a 10% gain in production during the month and has begun to prepare a completion plan which will identify 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 October, Preliminary Engineering was 50% complete with a forecasted completion by the end of the 1st quarter, 1993.

AREAS OF CONCERN

ONGOING

Yard Site Location

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

Action: The Area Teams will prepare an 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.

Civic Center West Development

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

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

Status: The RCC and the City of Pasadena have agreed that the location of the Memorial Station will be completely within the proposed Janss development. This item is now closed.

Santa Fe Right Of Way Access

Concern: Access to the Santa Fe Right of Way for construction is required no later than 2/01/94. Failure to meet that date would result in a delay to the project.

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

Status: Agreement has been reached with Santa Fe regarding their abandonment of the Pasadena subdivision by February 1st, 1994. This item is closed.

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 - OCTOBER

- RCC and RTD review comments for the Yard and Shops drawings were received on 9/15. A joint review meeting was held 10/8.
- The system-wide Project Artist was selected after the six finalists made their final presentations on 10/6.
- 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) have begun.
- EMC presented the Systems Engineering basis of design and completion plan on 10/2.
- The Yard and Shop drawings were delivered to the EMC Estimating department on 10/15. This marks the completion of the Yard and Shops design task.
- The Geotechnical and Environmental reports for the entire alignment were delivered to the RCC on 10/30.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Complete studies for Marmion/Fig. Aerial and Station by 11/6.
- Submit Union Station to L.A. River utility plans for RCC review by 11/6.
- Receive RCC Board approval to negotiate and award contracts for design support services at 11/9 meeting.
- MCA signing ceremony with the City of Pasadena to be held during the RCC Board Meeting on 11/9.
- Finalize Systems/Structural data for input to estimate by 11/13.
- The bridge structures study and report will be submitted by EMC on 11/13, except for the L.A. River bridge report. This will be submitted on 11/20.
- Hold "Team Alignment" Workshop (11/17 & 11/18) for Metro Pasadena Project personnel. Key objectives: develop mission/vision statements; identify potential barriers to success.

- The draft Design Criteria Manual will be submitted the week of 11/20 to RCC for comment. When approved, it will form the standard for all future LRT design.
- Complete Plan & Profile to Sierra Madre Villa by 11/20.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 722
- Current Forecast 799

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 43%*
 - Actual 37%

* 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

There are no new areas of concern this reporting period.

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 by November 30, 1992.

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

Concern: Site access for Century trackwork installation scheduled May 1, 1992 will be withheld until the contract milestone is satisfied and construction is completed. Complete access 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. The contractor's revised construction schedule has been initiated as part of the LRT facilities change order. The Caltrans contractor is working toward a completion date which coincides with information given to the Contract C0600 contractor. The ballast section is scheduled for turnover in early November, 1992.

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

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

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

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

RESOLVED

Vehicle Delivery/Integrated Testing Conflict

Concern: The control line testing schedule has been affected by the January 16, 1992 termination of Contract P1900 (High Performance Transit Vehicles) and the creation of a new vehicle design criteria for procurement of Metro Green Line transit vehicles as specified in Contract P2000 (Rail Transit Vehicles). It appears that Metro Green Line vehicles will not be available for systems integrated testing. In addition, driverless vehicles will not be available for operation until 1997.

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

Status: Contract P2000 (Rail Transit Vehicles) will provide two prototype vehicles to be used for driverless, fully automated train control testing. This contract was advertised for bid on July 1, 1992. Contract P2020 (Start-up Light Rail Vehicles), for 15 Metro Blue Line-type vehicles for Metro Green Line use, was awarded to Sumitomo Corporation in October, 1992. These vehicles could be equipped with ATP and will be tested, including integrated testing, in support of the November, 1994 ROD.

KEY ACTIVITIES – OCTOBER

- Poured Rosecrans/Aviation Bridge closure.
- Advertised Contract C0095 (Wayside Intrusion Detection System) for bid.

KEY ACTIVITIES – PLANNED FOR NOVEMBER

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

O'BRIEN-KREITZBERG
RCC
Project: R23

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

Page: 1
Report Date: 11/04/92
Status Date: 10/30/92

[\$ x 000's]

Description		----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance (9-2)
		Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T	Construction	470,192	567,950	8,767	317,906	11,719	129,191	7,942	113,034	567,582	(368)
S	Professional Services	108,562	109,629	2,325	137,646	3,128	104,119	3,881	98,017	181,036	71,408
R	Real Estate	36,927	29,232	0	24,014	0	22,945	(10)	22,935	29,232	0
F	Utility/Agency Force Accounts	7,656	10,500	0	9,197	103	2,359	104	2,359	10,500	0
D	Special Programs	4,676	4,790	0	1,035	0	294	0	211	4,790	0
C	Contingency	59,613	14,100	0	0	0	0	0	0	20,188	6,088
A	Project Revenue	(16,626)	(13,798)	(3)	(8,678)	(3)	(588)	(3)	(588)	(13,949)	(151)
Project Grand Total :		671,000	722,402	11,089	481,119	14,948	258,320	11,915	235,968	799,378	76,976

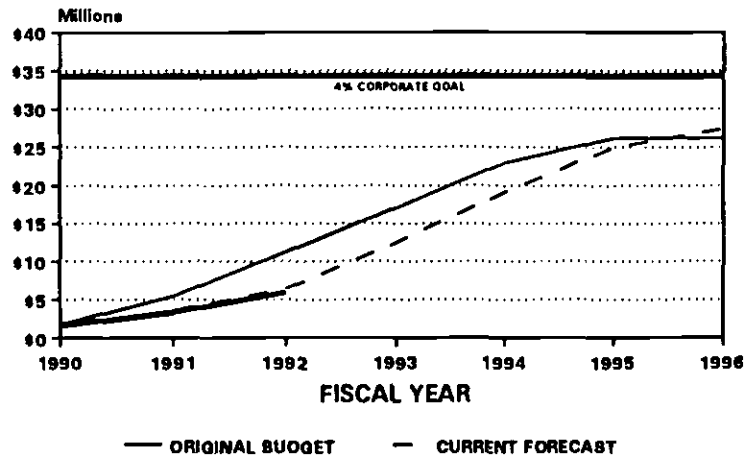
RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)

SEPTEMBER 92

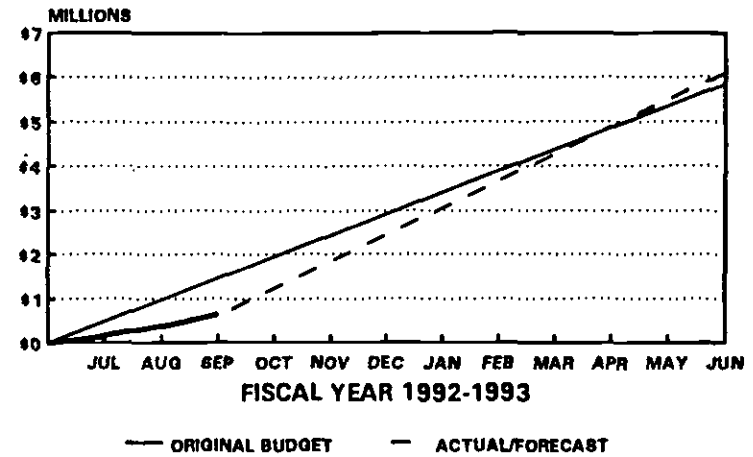
STATUS OF FUNDS BY SOURCE

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	\$594,243	\$189,700	\$275,983	46%	\$30,832	5%	\$30,832	5%
TOTAL	\$799,379	\$394,836	\$481,119	60%	\$235,968	30%	\$235,968	30%

AGENCY COST GREEN LINE



FISCAL 1993 AGENCY COSTS GREEN LINE



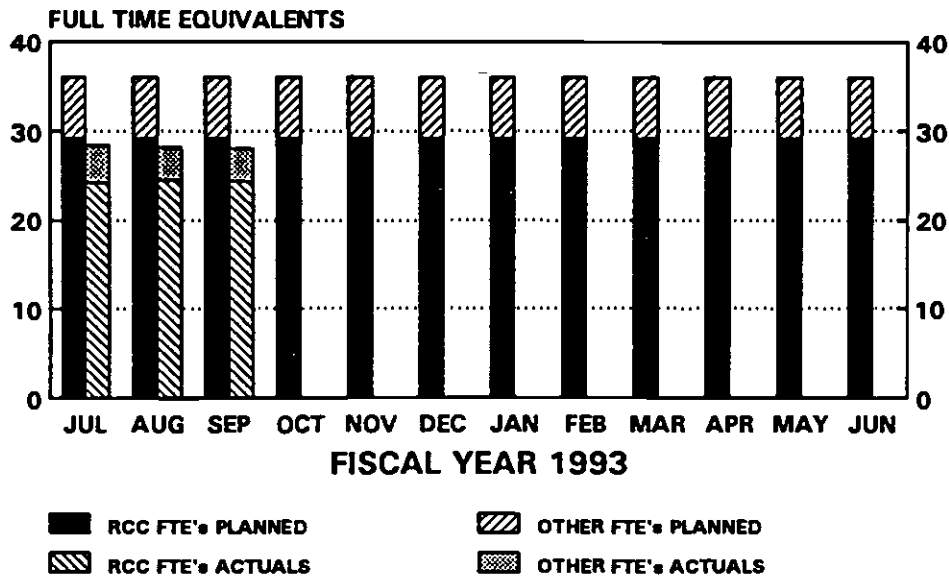
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$ 989

STAFFING PLAN VS. ACTUAL GREEN LINE

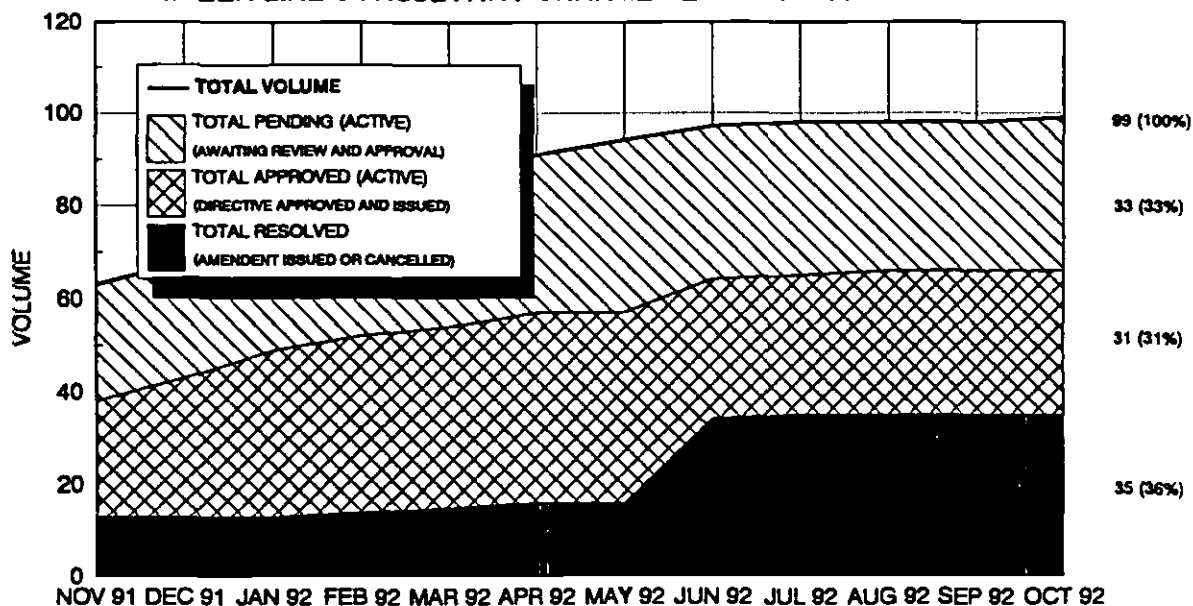


FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

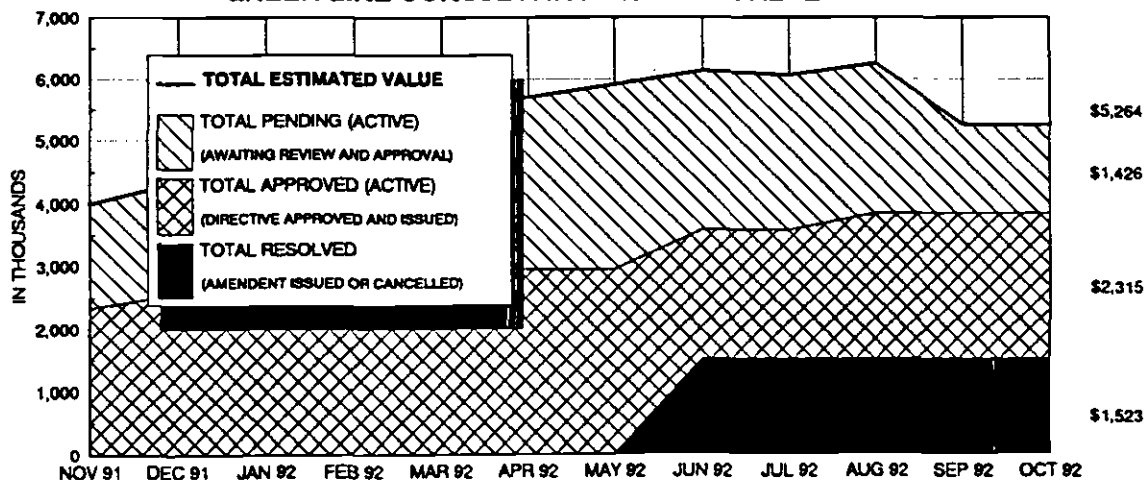
BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$44
RCC FTE's PLANNED	29
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	36
TOTAL FTE's ACTUAL	28

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



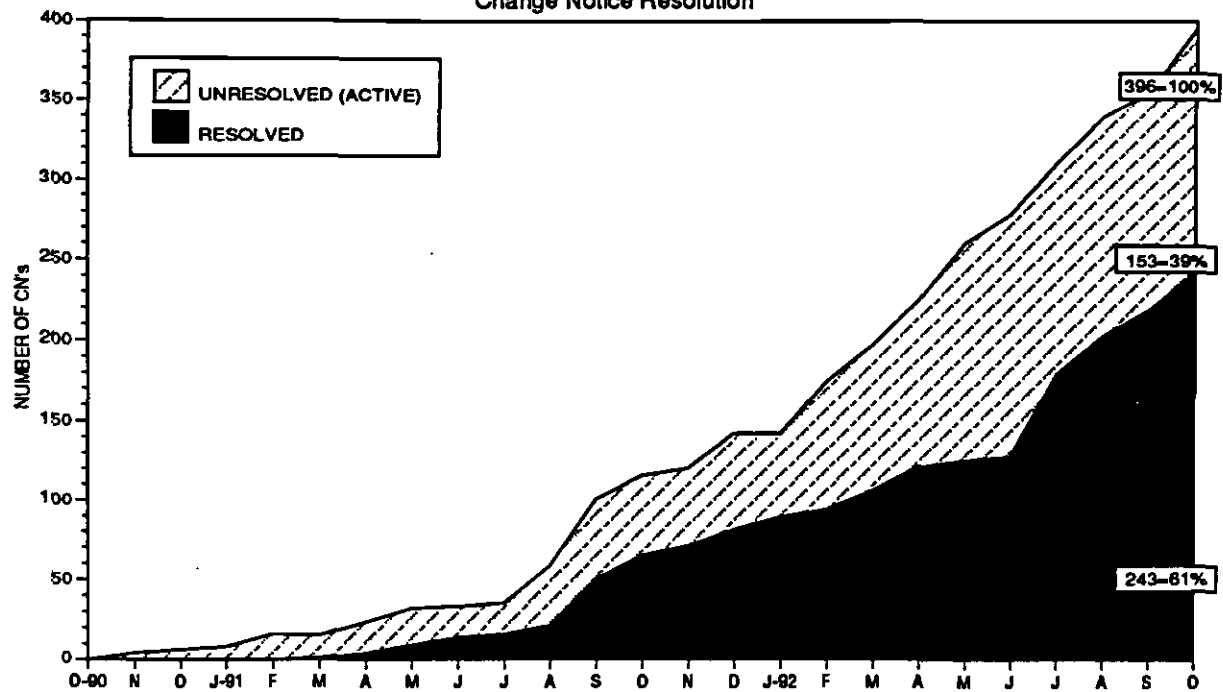
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	0	63	64
PERCENT	2%	0%	0%	98%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

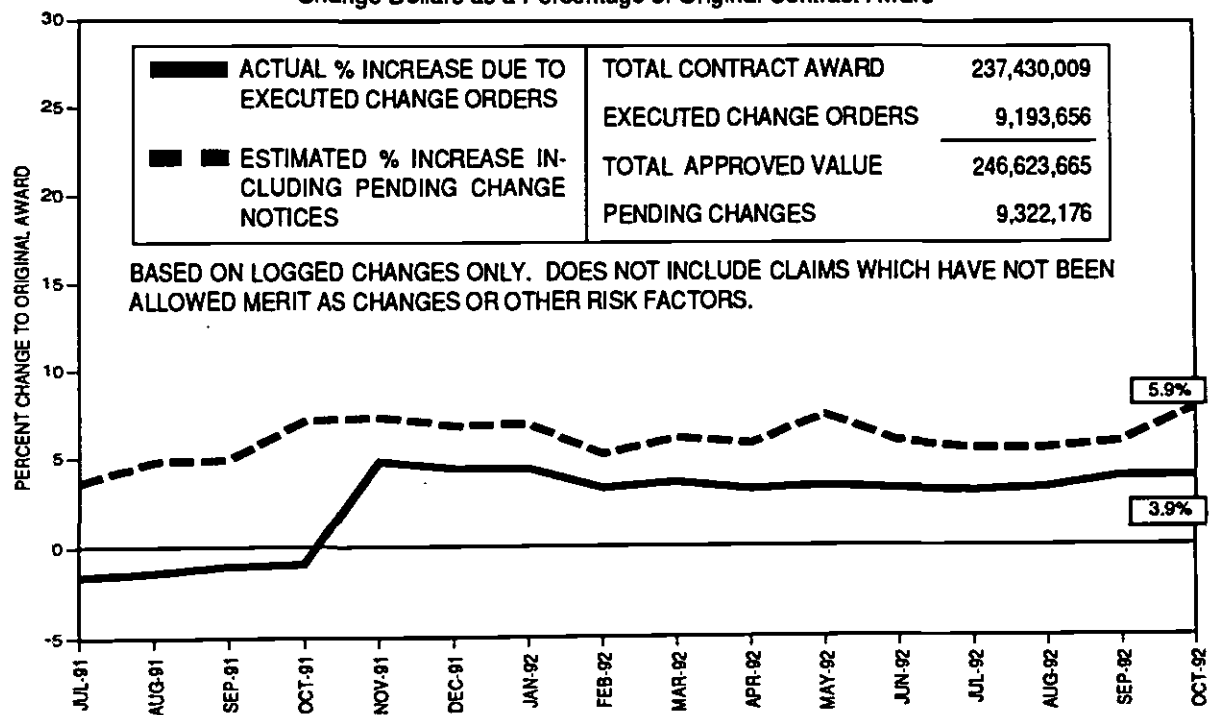
Change Notice Resolution



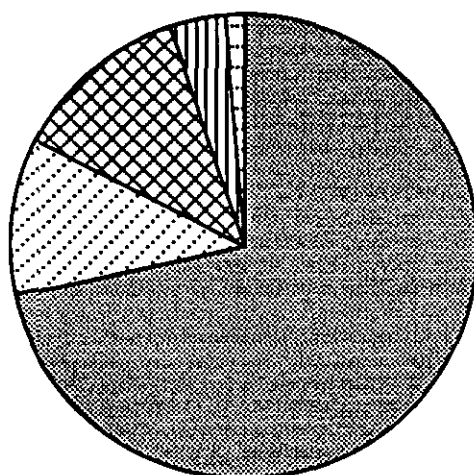
AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	45	22	20	66	153
PERCENT	30%	14%	14%	43%	100%

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 10/30/92



**CHANGE VOLUME
 BY CHANGE VALUE**
 TOTAL AS OF 10/30/92 = 155

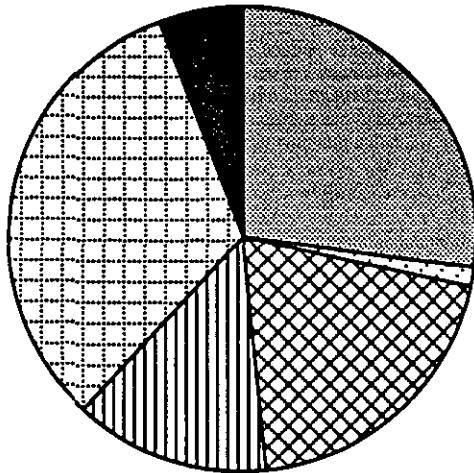
**CHANGE VOLUME
 ABSOLUTE VALUES**

111	71.61%		<25,000
17	10.97%		<50,000
19	12.26%		<200,000
6	3.87%		>200,000
2	1.29%		>1,000,000

**CHANGE COST
 ABSOLUTE VALUES**

\$540,583.72		<25,000
\$239,160.68		<50,000
\$1,878,656.00		<200,000
(\$594,847.11)		>200,000
\$7,130,103.00		>1,000,000

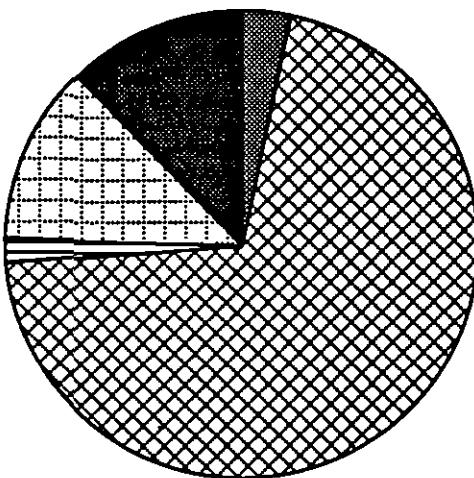
CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 10/30/92



CHANGE BASIS VOLUME
TOTAL 10/30/92 = 155

**CHANGE BASIS VOLUME
ABSOLUTE VALUES**

42	27.10%		Work Scope Changes
2	1.29%		Schedule Changes
31	20.00%		Differing Conditions
21	13.55%		Administrative Changes
50	32.26%		Design Changes
9	5.81%		Other

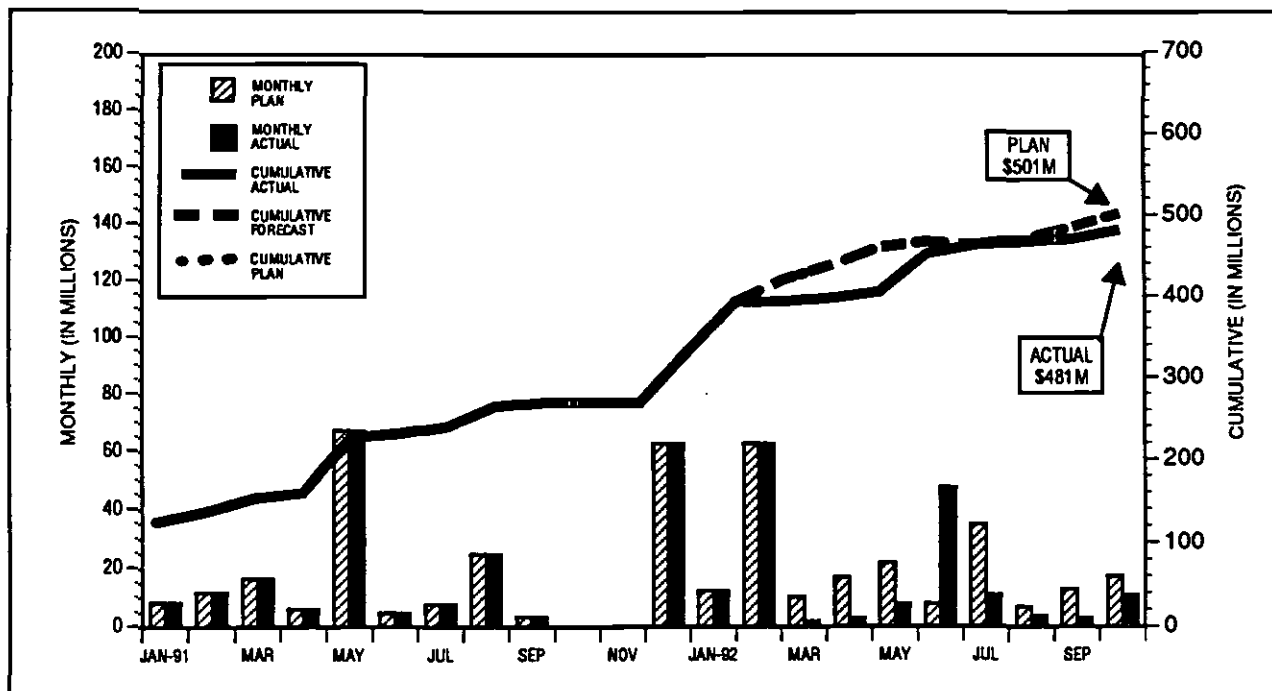
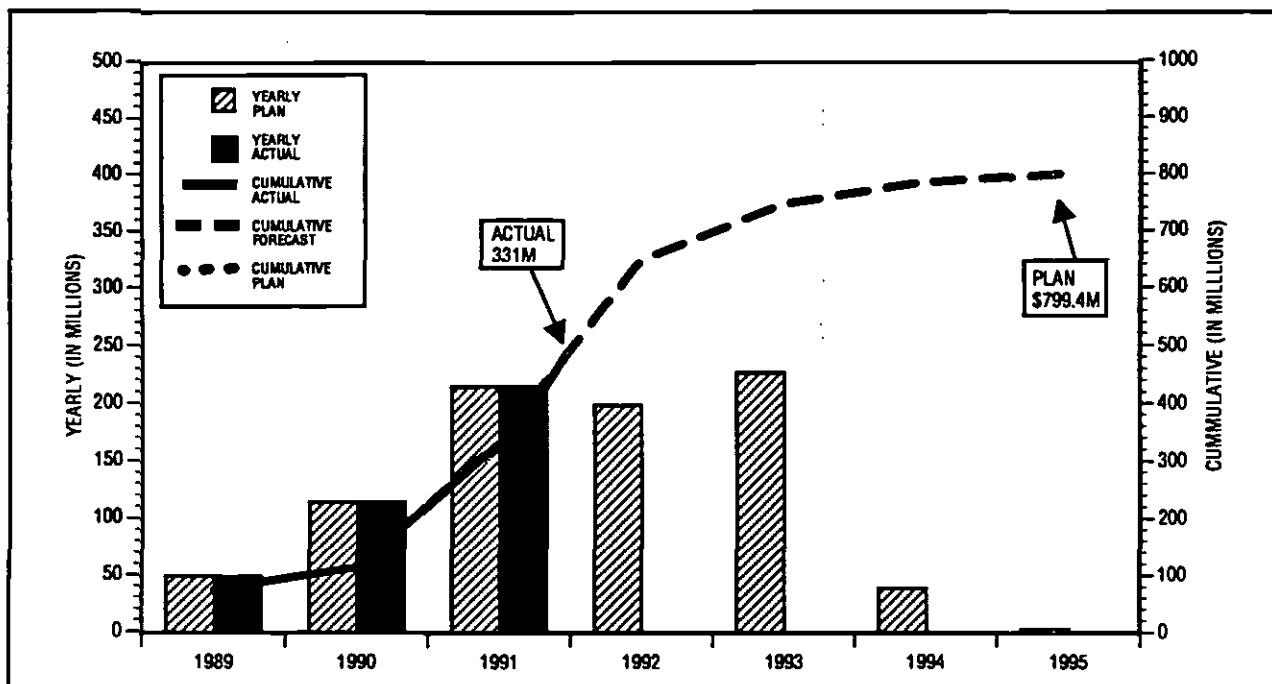


CHANGE BASIS COST
TOTAL 10/30/92 = 155

**CHANGE BASIS COST
ABSOLUTE VALUES**

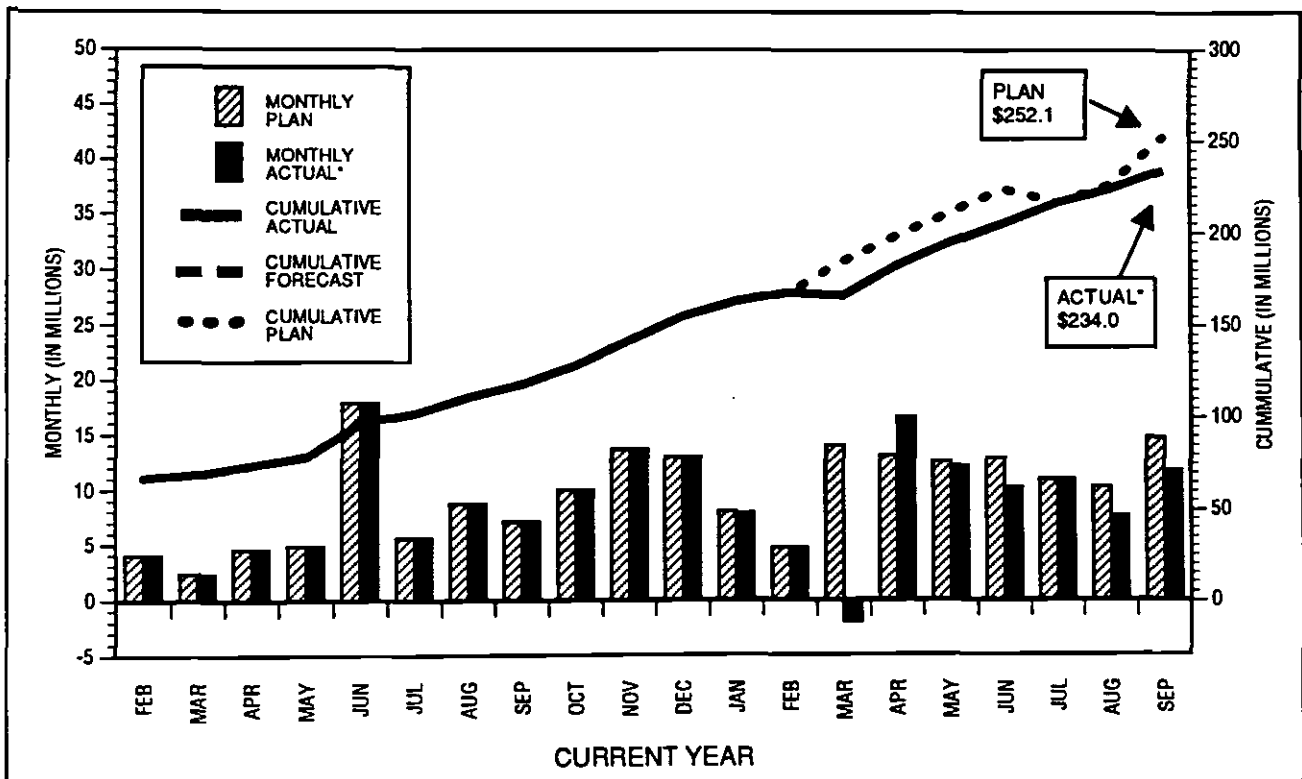
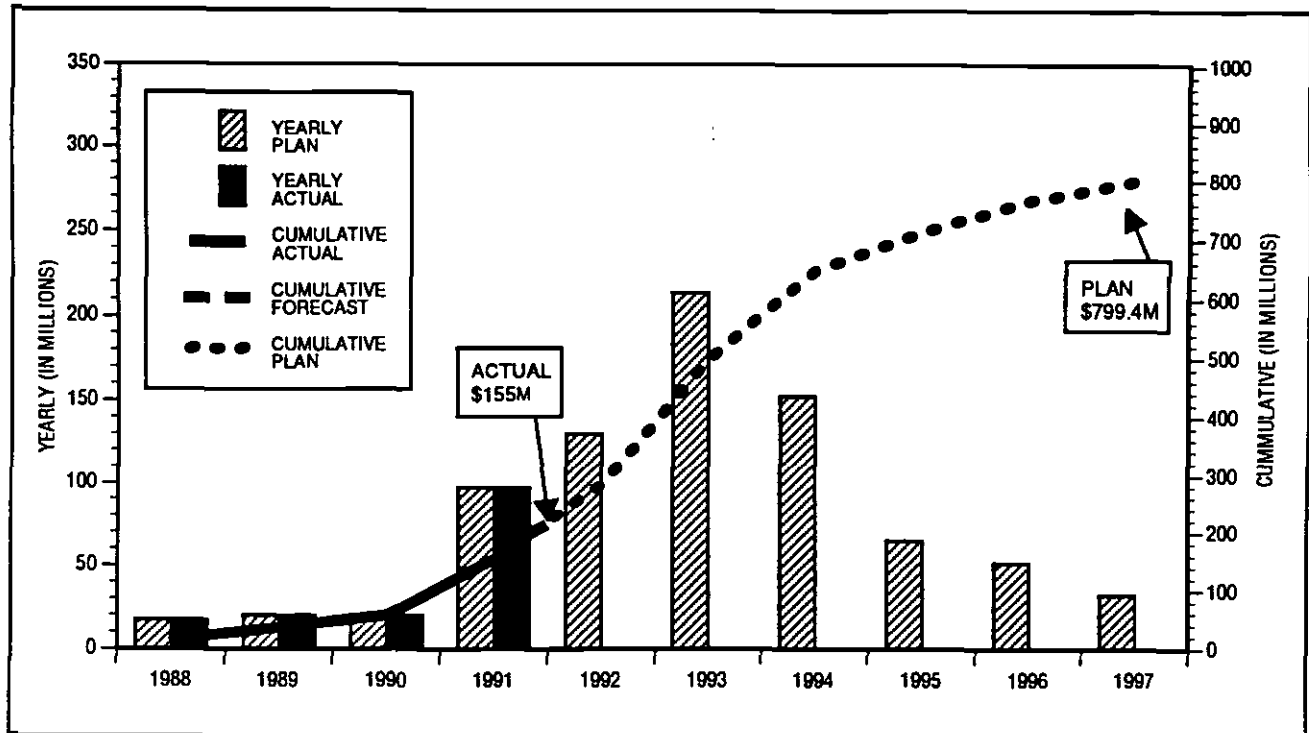
\$298,476.83		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,478,091.94		Differing Conditions
\$151,774.29		Administrative Changes
\$1,122,809.81		Design Changes
\$1,130,554.42		Other

PROJECT COMMITMENTS



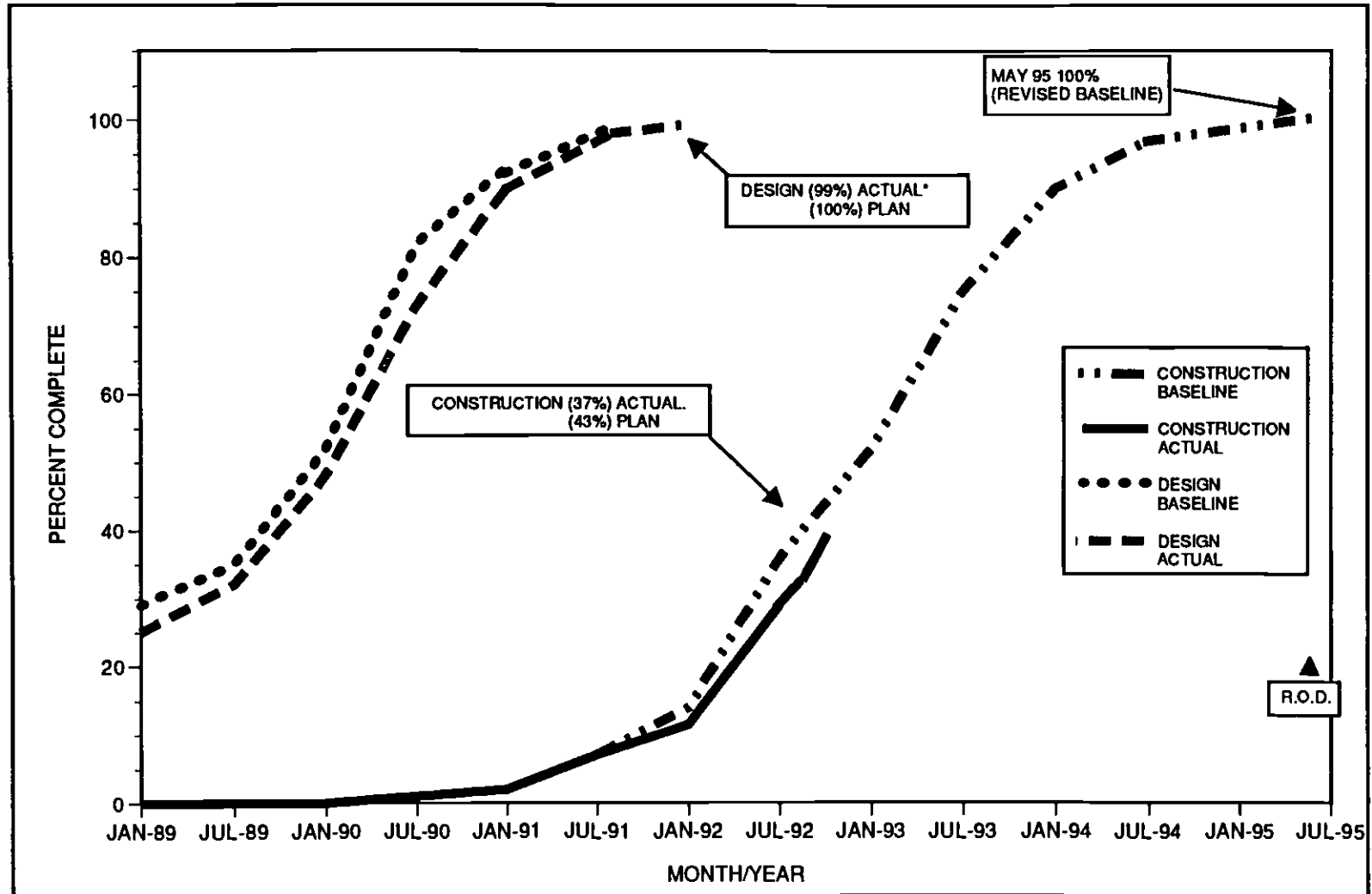
CURRENT YEAR

PROJECT CASH FLOW

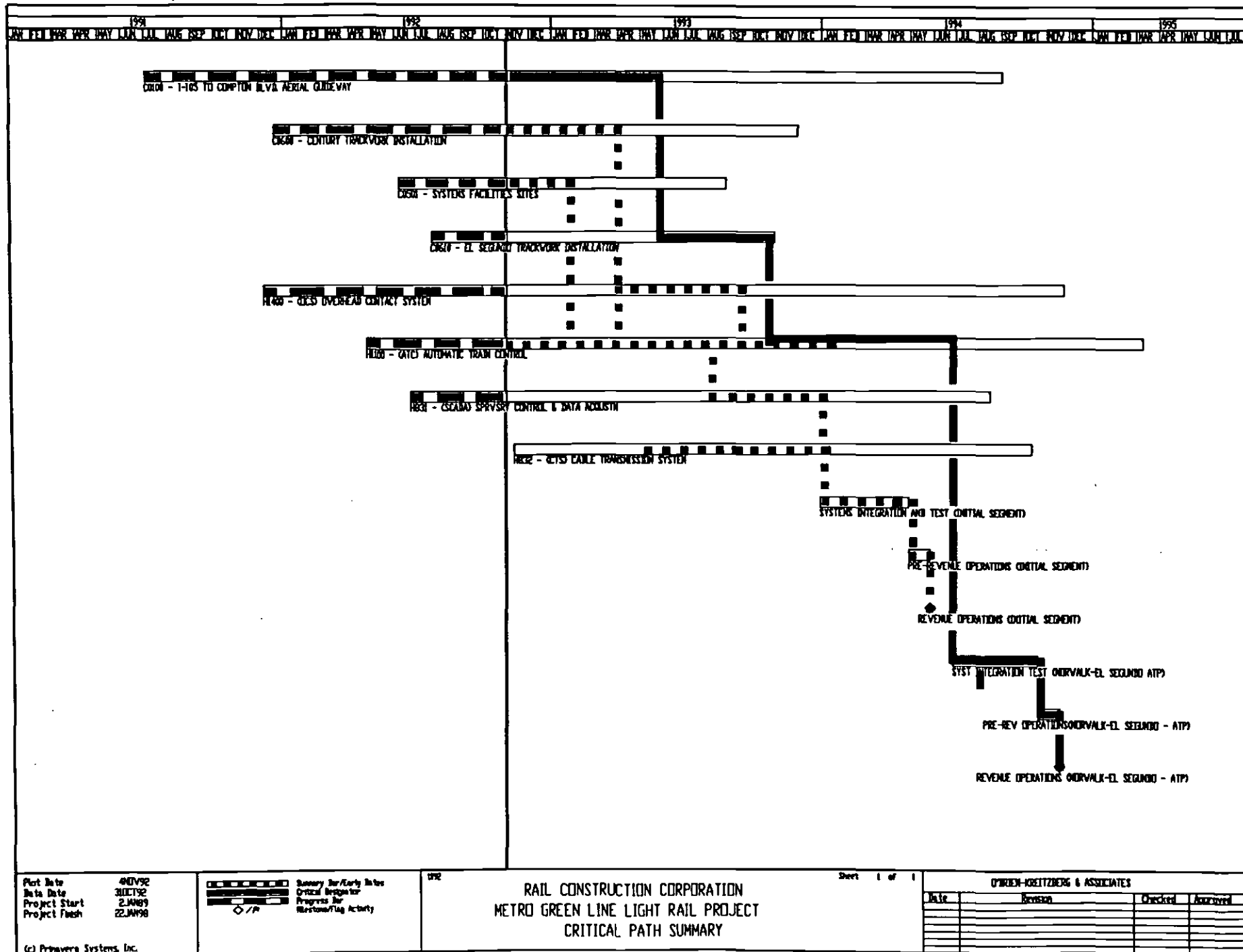


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY

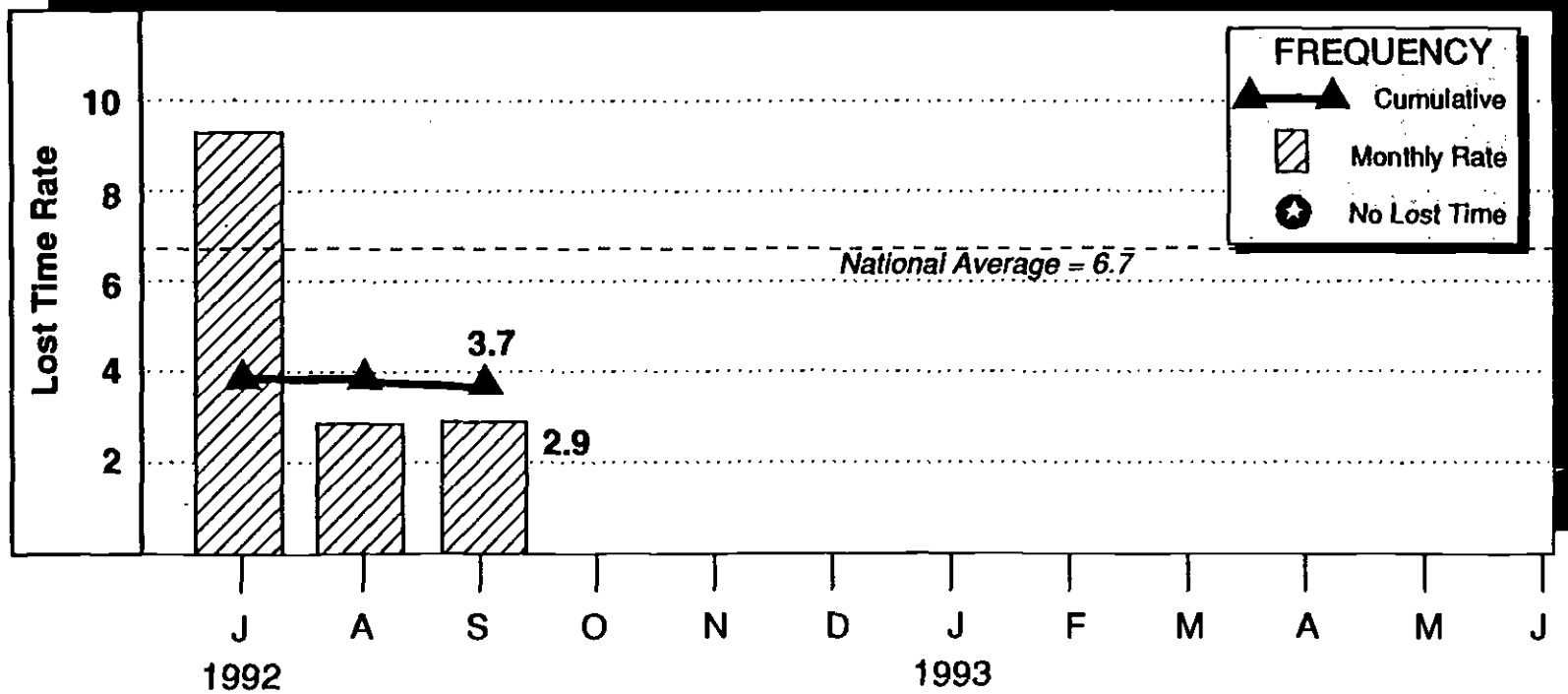
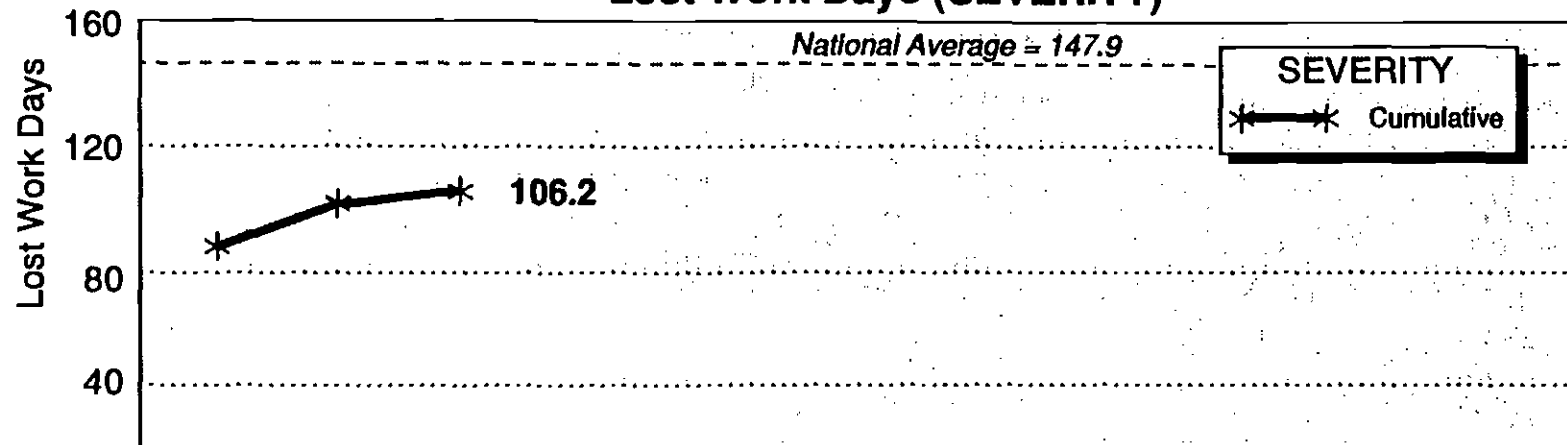


* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE

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



INVOICE PROCESSING

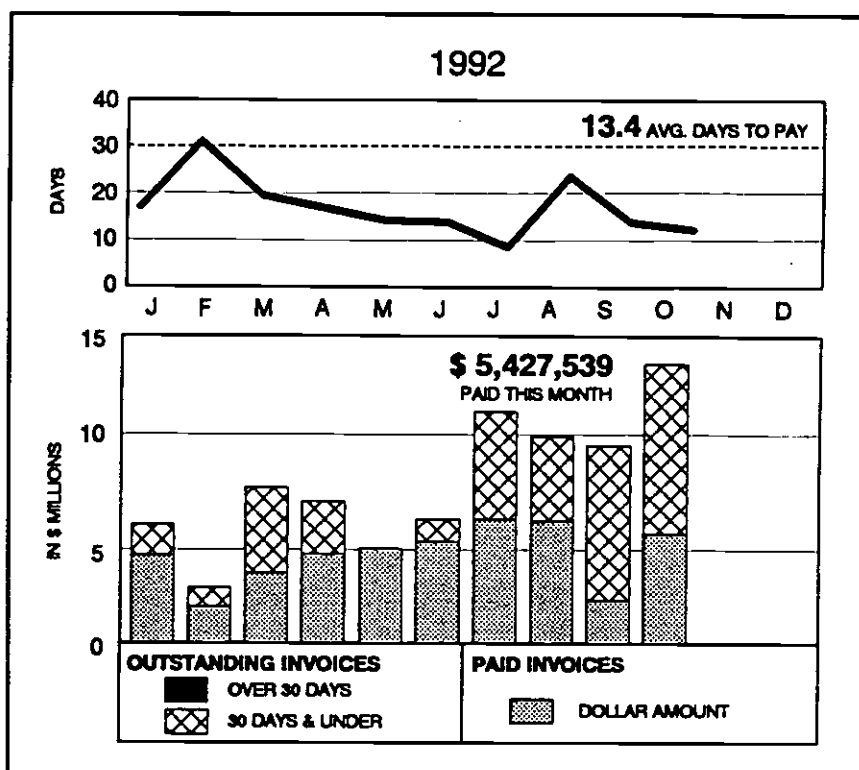
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.4 days.

• 14 invoices were paid for a total value of \$ 5,427,539.

• There were 17 outstanding Construction or Procurement invoices under 30 days old for \$ 8,251,294.

• 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	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

EXECUTIVE SUMMARY

GRANT TRANSFER

- The FTA Grant Transfer from RTD to the LACTC was finalized as a result of legislation. The transitional phase is underway and the grant drawdown and reporting will reside with the LACTC.

COST STATUS

in \$ million

- Current Budget 1,250
- Current Forecast 1,450
- The October Forecast increased primarily due to additional Task Orders which were written for Contract A190, Ancillary Construction and Maintenance. Work associated with the auxiliary power transformers, system troubleshooting, and systemwide integrated testing are typical examples of Task Orders written.

Other increases this period were associated with an increase in the claim amount for Contract A136, Union Station, Stage II and tile remedial work at Contract A147/A157, Civic Center and Pershing Square Stations, Stage II. However, these increases were largely offset by decreases for anticipated liquidated damages recovery at Contract A650, Passenger Vehicle Procurement.

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 17, 1992 for interface testing. The ROD of March 1993 continues to be supported with 50 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. In support of this effort 2,250 Project personnel have received Rail Activation Safety training. In addition, the Safety staff participates in weekly Resident Engineer's meetings and monthly progress meetings.

REAL ESTATE

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

RAIL ACTIVATION

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

Activities

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

- Ongoing review of training schedule and availability of associated materials.
- Began training program to re-cover instruction on operationally required equipment not originally listed in Facility contracts. Station fire protection and ejector pits are the only items remaining.
- Task Orders have been completed by A190 to support Facility maintenance time frames of contract completion.
- As a result of completed Facility training at the Civic Center Station, operations and maintenance responsibility were turned over to SCRTD on October 20, 1992.
- Supported acceptance testing and delivery of Breda vehicles 508 and 509 on October 23, 1992.

EXECUTIVE SUMMARY (CON'T)

- Satisfactorily conducted three Emergency Response Drill in support of Revenue Operations: "Bomb Threat on Train in Tunnel," "Hostage on Moving Train with Weapon Involved," and "Fire and Smoke in Substation Requiring Evacuation of Passenger Station."
- Exercised Beneficial Occupancy for: motorized disconnect switches, Wilshire/Alvarado Station, 7th/Metro Station, Civic Center Station, Emergency Diesel Generator, and uninterruptible power supply system for auxiliary power rooms.

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 incorporation of Breda/BAH delivery, testing and training schedule into the Project schedule.
- Provide planning for the safe conduct of Emergency Response Drills in accordance with the Test Integration Schedule.
- Continue exercising Beneficial Occupancy, focusing on equipment, systems and subsystems necessary for train operations.
- Continue fully integrated testing schedule in support of Revenue Operations Date.

AREAS OF CONCERN

ONGOING

Contingency Drawdown Rate

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

Action: Continue to monitor the Contingency Fund against the Project Estimate at Completion and identify and mitigate cost increases where possible.

AREAS OF CONCERN (CON'T)

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

RESOLVED**Contract A640, Communications**

Concern: LAPD radio requirements - radio system configuration (number of frequencies and interface) have been agreed to by LAPD/RCC.

Action: PB/DMJM met with RCC and LAPD and agreed upon a scope of work.

Status: Additional radio requirements were received from the LAPD. A Change Order will be negotiated in November.

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

The following items reflect action requirements identified in the September monthly Project Report submitted to the 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 needed SCRTD attention.

Action: The RCC will take over the action with their assumption of the grant responsibilities.

Status: Hill will provide the RCC with a copy of their remaining concerns on this issue.

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

May 1992, Grant Close-out Plan

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

Action: The RCC will take over the action with their assumption of the grant responsibilities.

Status: The first draft of the plan has been distributed for comment under the SCRTD. The SCRTD and the RCC had reached agreement on a trial balance. The RCC has assured Hill that this action will receive top priority after the completion of the grant transfer to the RCC.

NEW **NONE**

RESOLVED **NONE**

KEY ACTIVITIES - OCTOBER

- Beneficial Occupancy (with exceptions) for the Pershing Square Station and Union Station along with both the AR and AL tunnels were transferred to the Rail Activation Group.
- 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.
- Continued supplemental training for RTD staff in the operation and maintenance of facility equipment.
- Completed Facility interface test at Contracts A147, Civic Center, A157, Pershing Square, and A167, 7th/Metro.
- Completed Beneficial Occupancy transfer for gas analyzer system at 7th/Flower.
- System contractors continued to provide support to Rail Activation Activities.
- Vehicles 508 and 509 were accepted by the RCC.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- 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.
- Continue A185 activities (i.e., building parking lot, plaza and landscaping) and installation of station pylons.
- Complete training drills, "Train Collision/Derailment with Injuries" and "Train Fire in Tunnel."

KEY ACTIVITIES - PLANNED FOR NOVEMBER (CON'T)

- Start pre-revenue operations.
- Continue all Facility and System Safety Certification finalization.
- Complete the tunnel deluge system and turnover to RTD.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

STATUS PERIOD: SEPT 26, 1992 TO OCT 30, 1992
 STATUS DATE : OCTOBER 30, 1992
 UNITS : DOLLARS IN THOUSANDS

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

ELEMENT	DESCRIPTION	ORIGINAL BUDGET	FFGA BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE
		(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)	(12-4)
T	CONSTRUCTION	696,158	751,972	0	751,872	994	781,594	10,989	741,612	10,859	728,254	867	811,519	59,547
S	PROFESSIONAL SERVICES	397,755	461,830	0	461,830	(1,000)	452,778	1,717	441,005	1,717	441,005	0	457,225	(4,705)
R	REAL ESTATE	80,894	139,820	0	139,820	0	126,237	0	126,237	0	124,996	0	138,088	(1,732)
F	UTILITY RELOCATIONS	10,920	12,140	0	12,140	0	11,009	66	8,999	66	8,999	0	11,009	(1,131)
D	SPECIAL PROGRAMS	948	948	0	948	0	847	0	601	0	601	(53)	871	(77)
C	PROJECT CONTINGENCY	53,225	83,209	0	83,209	0	0	0	0	0	0	(814)	31,307	(51,802)
A	PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0
PROJECT GRAND TOTAL		1,249,800	1,450,018	0	1,450,018	(6)	1,372,465	12,772	1,318,454	12,642	1,303,855	0	1,450,018	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

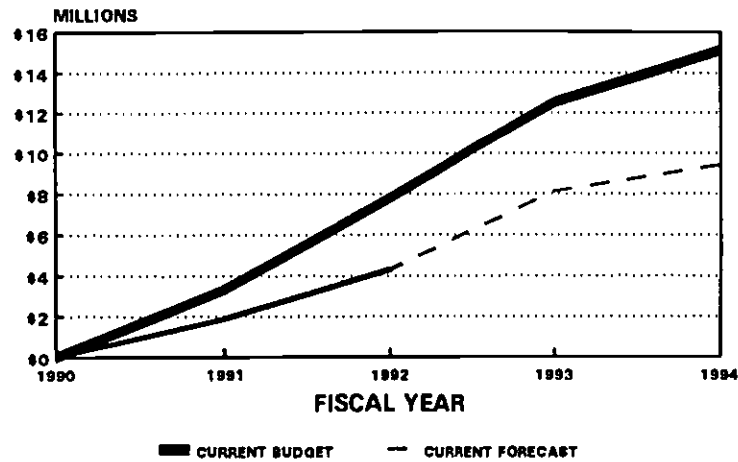
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$605,300	100%	\$582,630	96%	\$573,609	95%
FTA-SECTION 9	\$90,584	\$90,584	\$90,584	100%	\$82,372	91%	\$79,263	88%
STATE	\$210,268	\$210,268	\$196,657	94%	\$194,374	92%	\$206,838	98%
LACTC	\$179,448	\$179,448	\$179,448	100%	\$179,448	100%	\$177,391	99%
CITY OF LA	\$34,000	\$34,000	\$34,000	100%	\$34,000	100%	\$33,307	98%
BENEFIT ASSESS.	\$130,300	\$19,082	\$130,300	100%	\$130,300	100%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$109,589	55%	\$102,042	51%	\$102,042	51%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$116,502	
TOTAL	\$1,450,019	\$1,173,500	\$1,345,878	93%	\$1,305,166	90%	\$1,308,034	90%

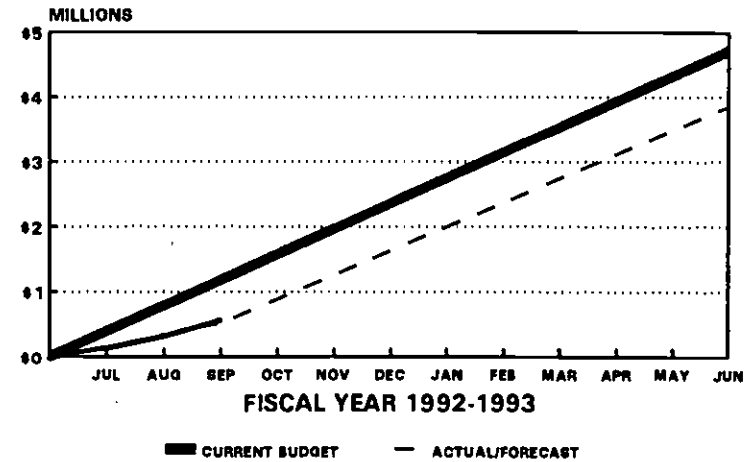
NOTES:

- (1) The Cost Overrun Account includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns
 (2) The current Benefit Assessment District revenue shortfall is being funded by SCRTD and LACTC
 * Fund available are computed on a cumulative basis.

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 1



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

TOTAL PROJECT BUDGET	\$1,450,019
CURRENT BUDGET *	\$15,091
CURRENT FORECAST *	\$9,436

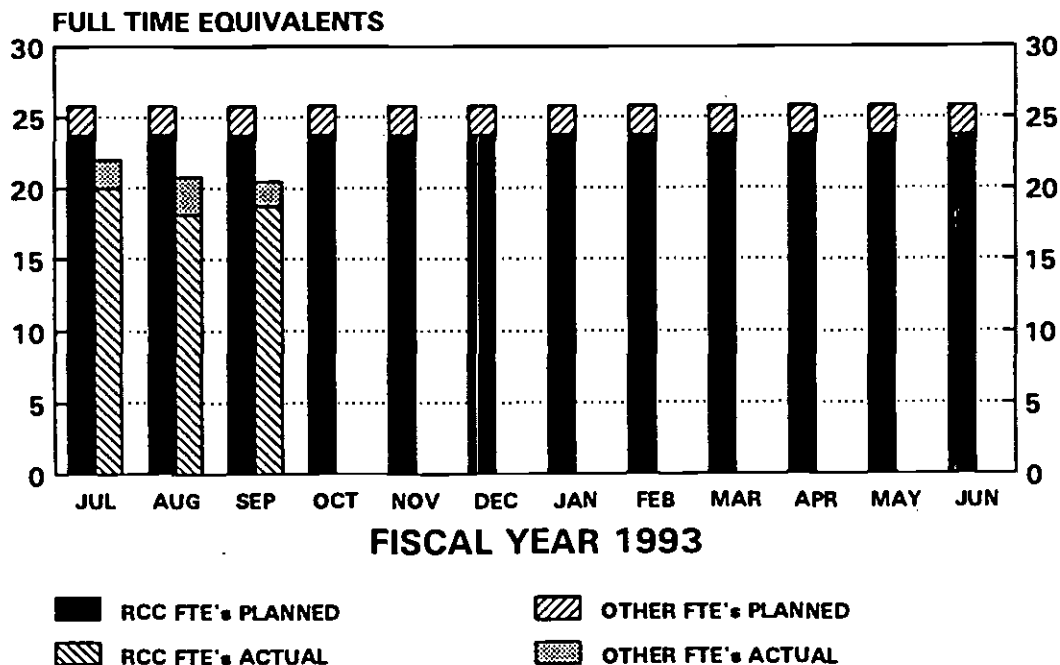
*Does not include \$80,864 in agency costs expended by SCR TD prior to June 30, 1990.

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

CURRENT BUDGET	\$4,722
CURRENT FORECAST	\$3,866
ACTUAL TO DATE	\$ 512

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



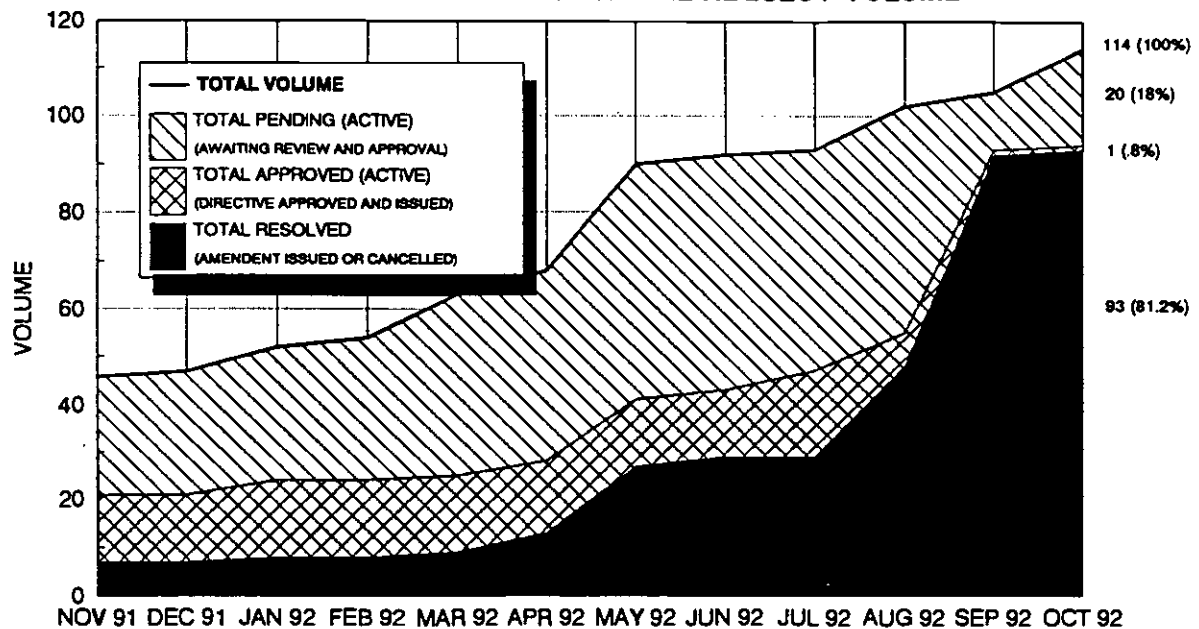
FY'93 Budget

RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$43
ACTUAL WAGE RATE (\$/HOUR)	\$46
RCC FTE's PLANNED	24
RCC FTE's ACTUAL	19
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	26
TOTAL FTE's ACTUAL	21

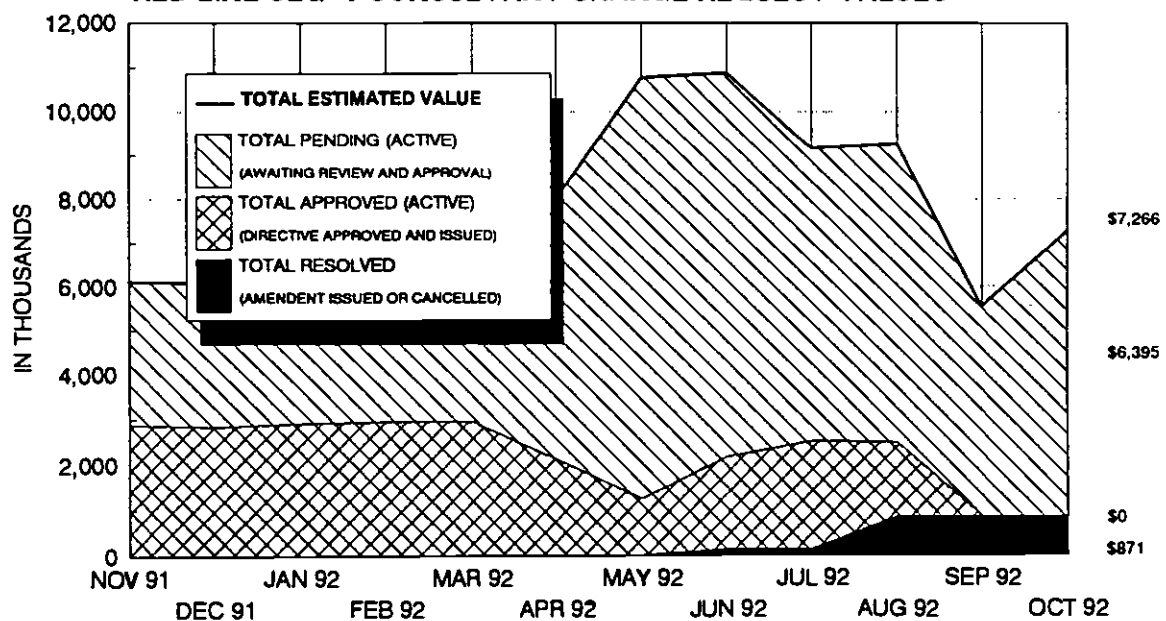
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VOLUME**



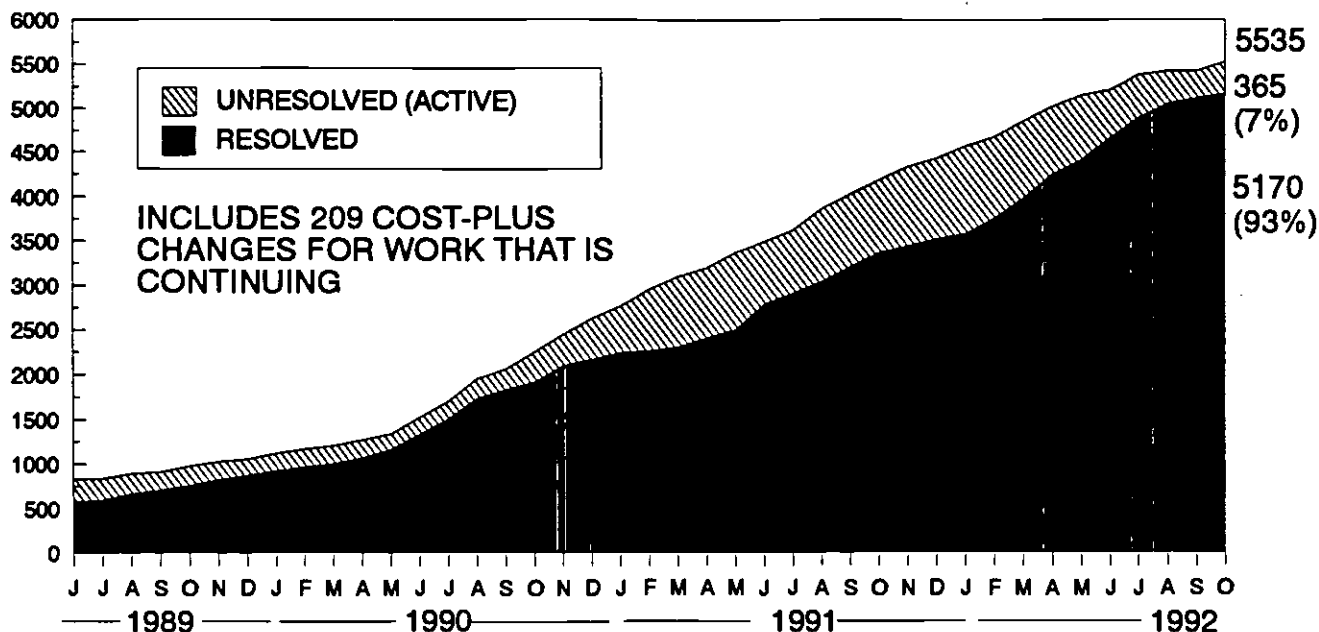
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	4	0	9	21
PERCENT	38%	19%	0%	43%	100%

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



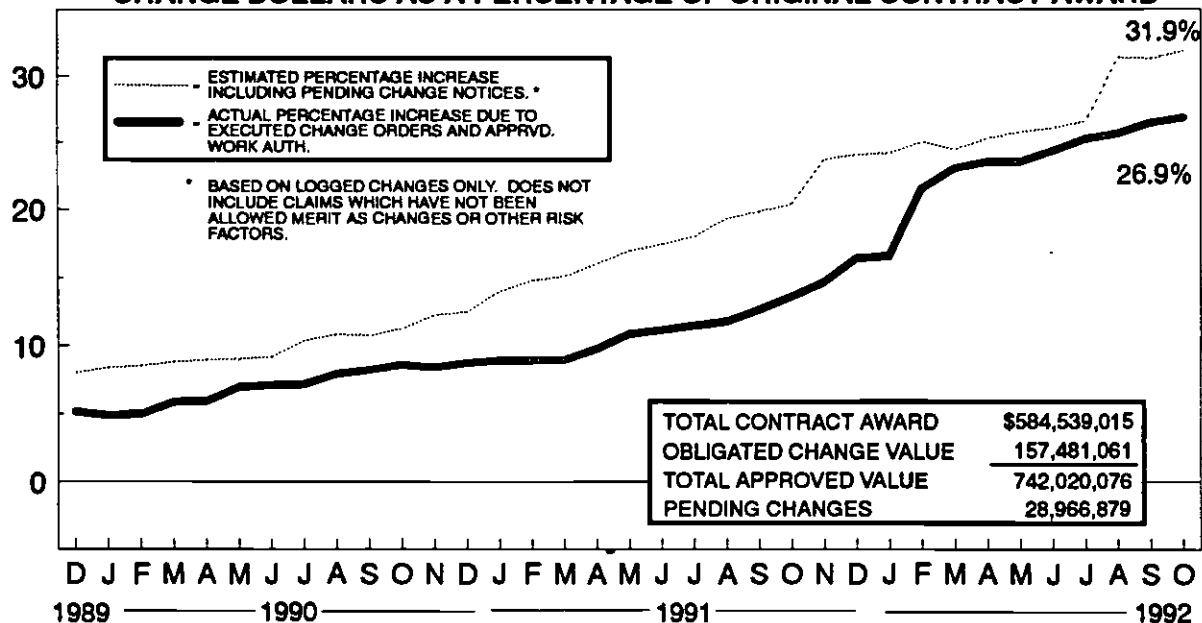
**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE NOTICE RESOLUTION**



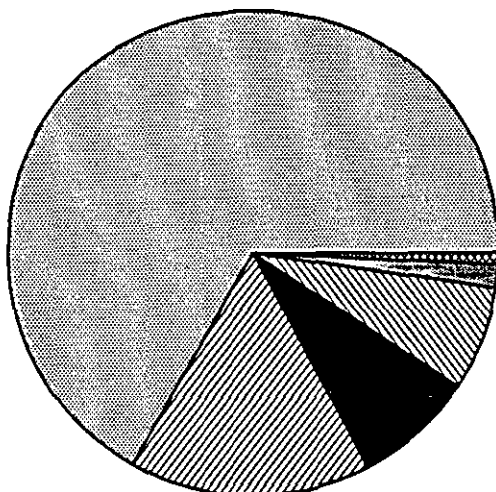
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	119	30	10	206	365
PERCENT	21%	4%	7%	68%	100%

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

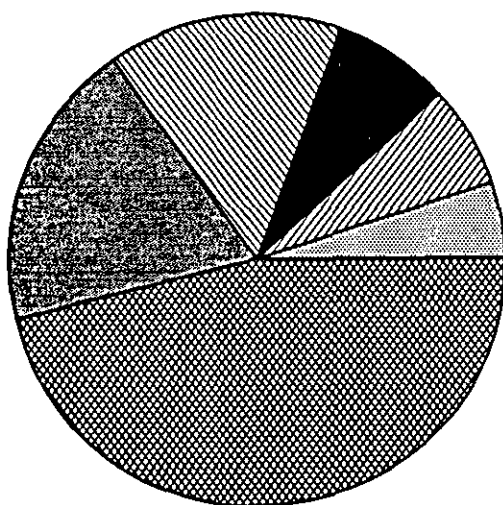


**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 10/30/92**



CHANGE VOLUME
TOTAL VOLUME: 4340 CN'S

ABSOLUTE VALUES		
2893	66.7%	< \$10,000
690	15.9%	< \$25,000
350	8.1%	< \$50,000
300	6.9%	< \$200,000
71	1.6%	> \$200,000
36	0.8%	> \$1,000,000

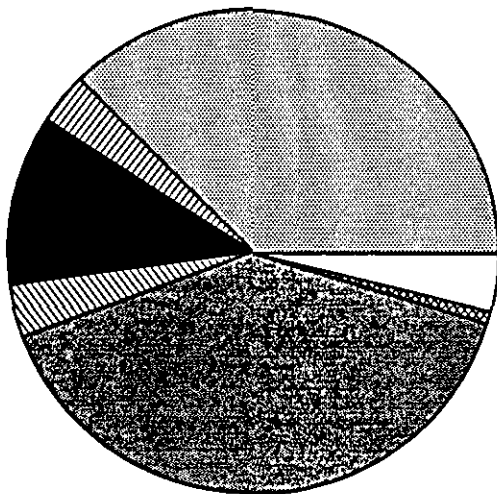


CHANGE COST
TOTAL COST: \$152,271,985

\$7,607,172	5.0%	< \$10,000
\$10,176,024	6.7%	< \$25,000
\$11,766,342	7.7%	< \$50,000
\$23,265,072	15.3%	< \$200,000
\$29,095,538	19.1%	> \$200,000
\$70,361,837	46.2%	> \$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 10/30/92**



CHANGE BASIS VOLUME

TOTAL VOLUME: 4340 CN'S (2444 CO'S)

1623 37.4%



WORK SCOPE CHANGES

149 3.4%



SCHEDULE CHANGES

500 11.5%



DIFFERING CONDITIONS

152 3.5%



ADMINISTRATIVE

1710 39.5%



DESIGN CHANGES

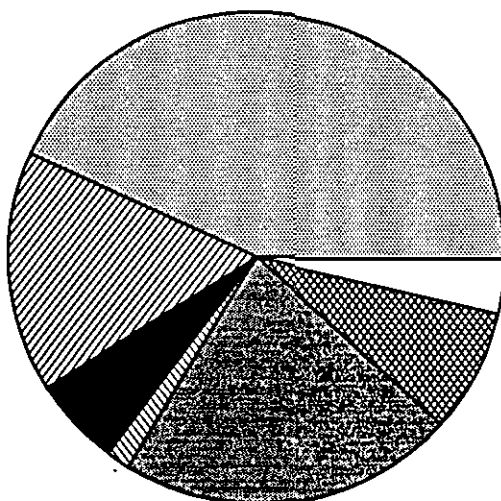
36 0.8%

MANAGEMENT
ISSUES

170 3.9%



UNASSIGNED



CHANGE BASIS COST

TOTAL COST: \$152,271,985

\$65,649,824 43.1%



WORK SCOPE CHANGES

\$24,266,608 15.9%



SCHEDULE CHANGES

\$8,856,864 5.8%



DIFFERING CONDITIONS

\$2,312,344 1.5%



ADMINISTRATIVE

\$33,484,140 22.0%



DESIGN CHANGES

\$12,157,369 8.1%

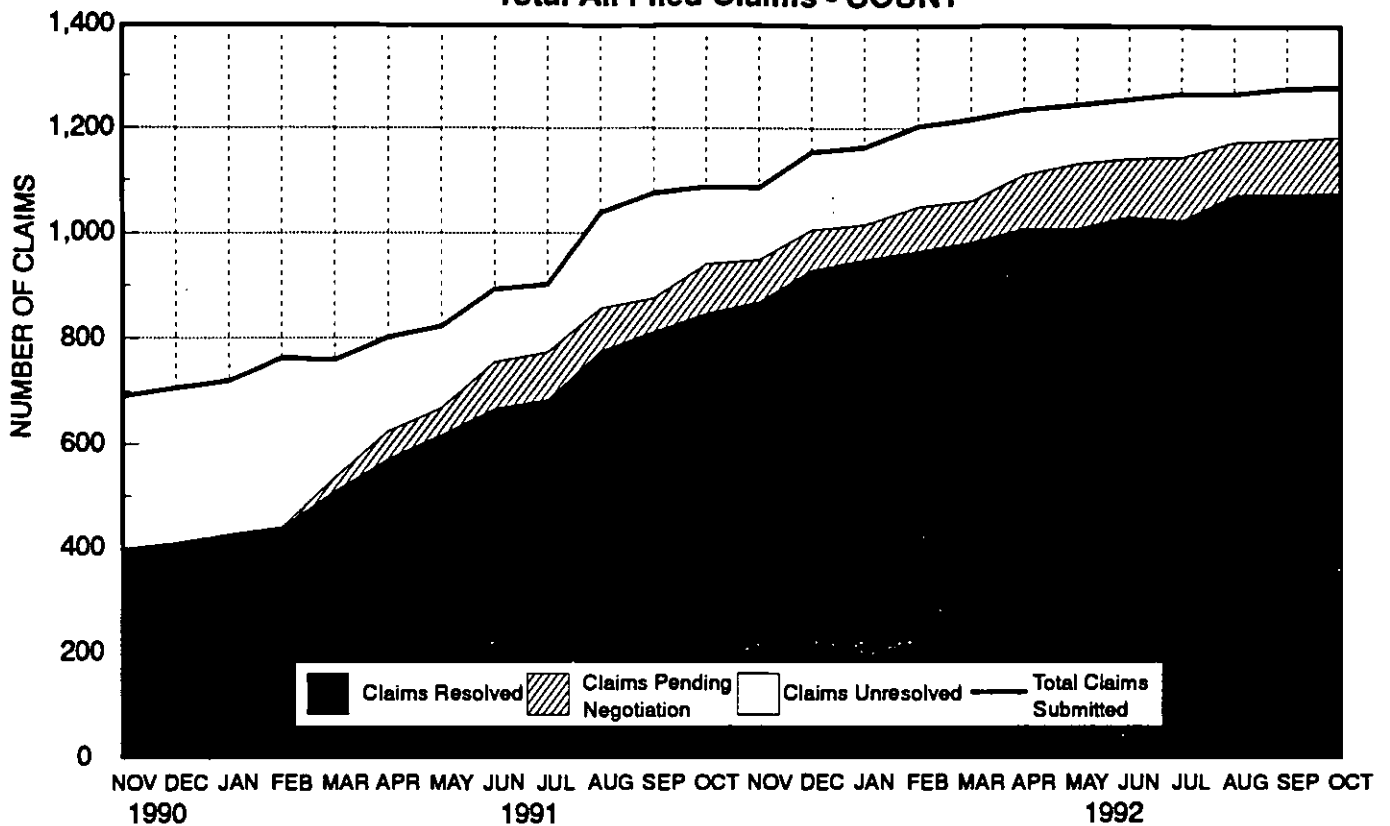
MANAGEMENT
ISSUES

\$5,544,836 3.6%

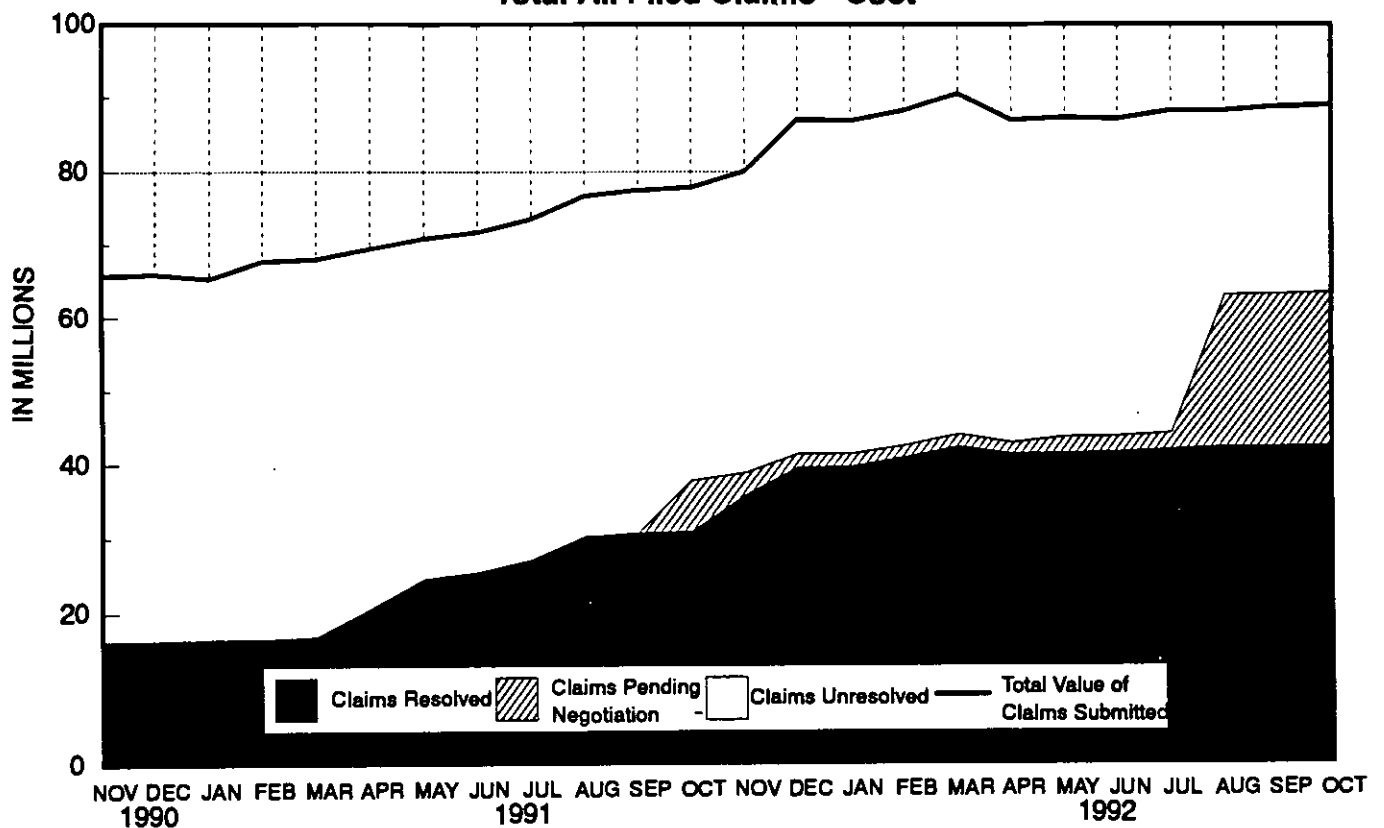


UNASSIGNED

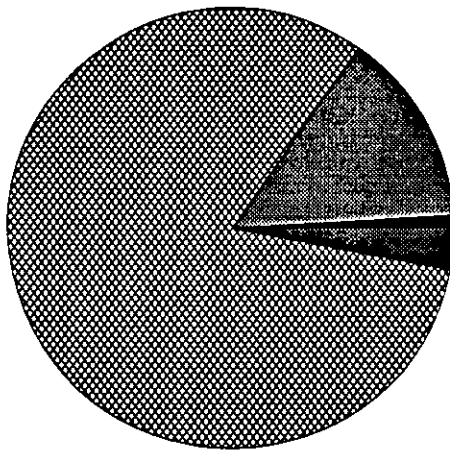
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Total All Filed Claims - COUNT








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Total All Filed Claims - Cost

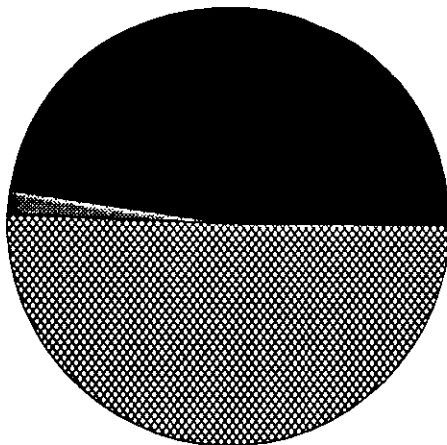


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Total All Filed Claims as of 10/30/92








COUNT
TOTAL = 98

1	1.0%		Litigation
0	0.0%		Closed
14	14.3%		Rejected
80	81.6%		Pending Merit
3	3.1%		In Dispute

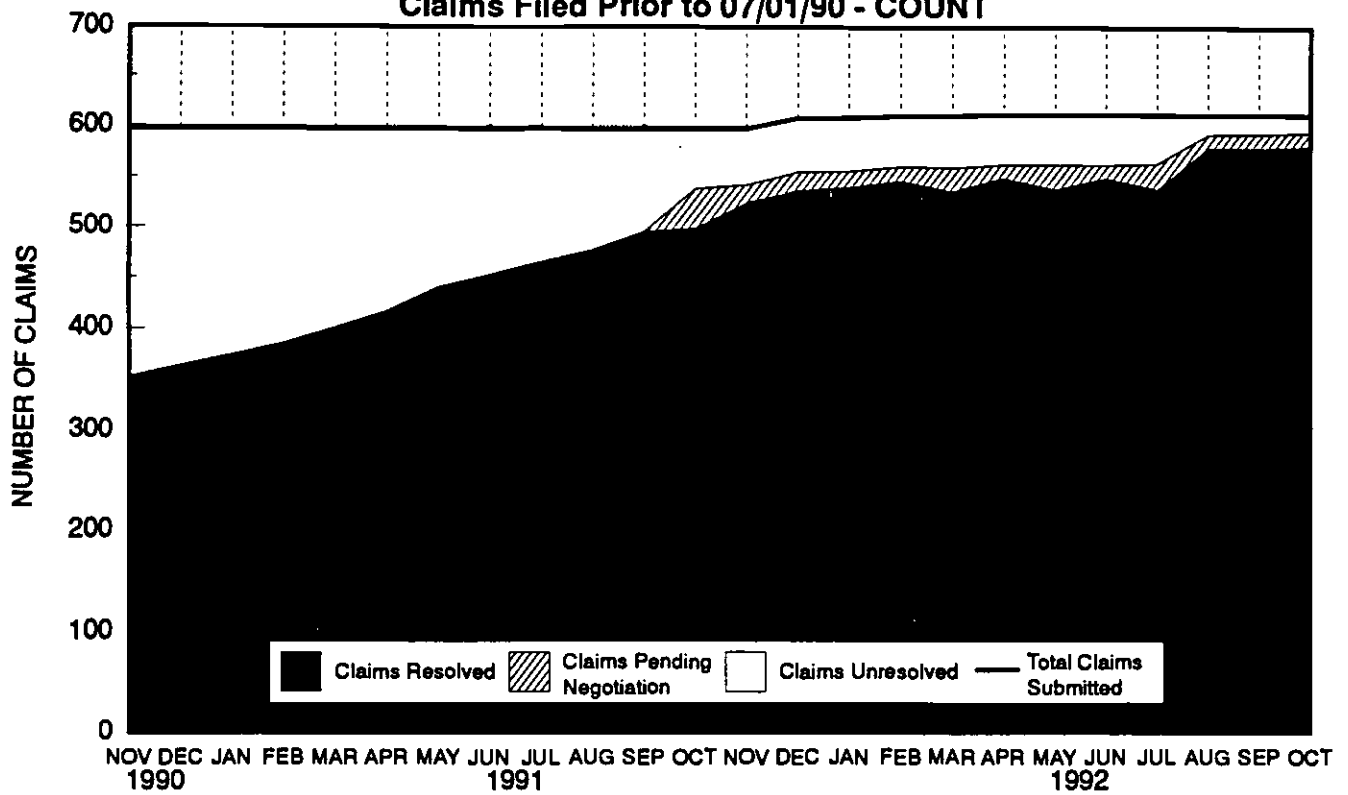


COST
TOTAL = \$25,492,154

\$12,115,420	47.5%		Litigation
\$0	0.0%		Closed
\$446,154	1.8%		Rejected
\$12,907,219	50.6%		Pending Merit
\$23,361	0.1%		In Dispute

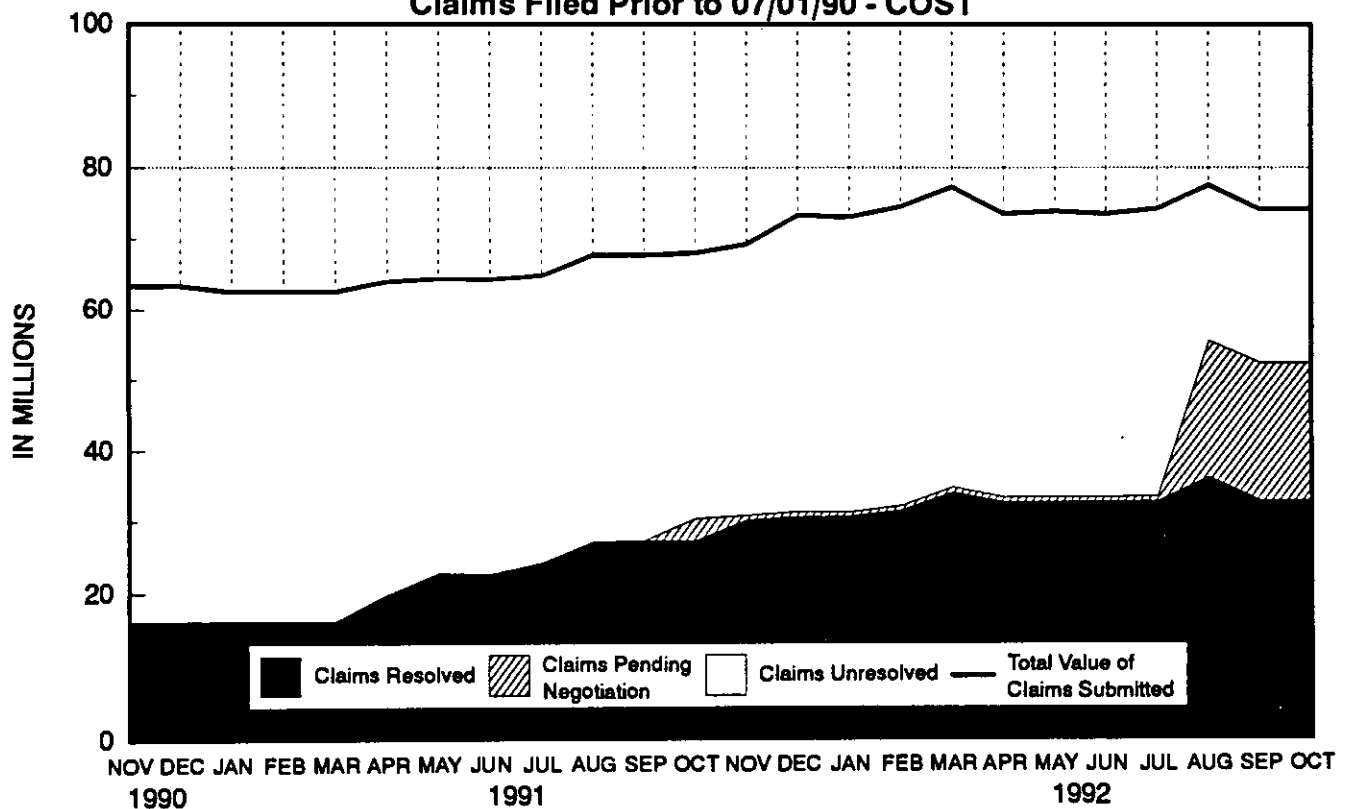
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

Claims Filed Prior to 07/01/90 - COUNT

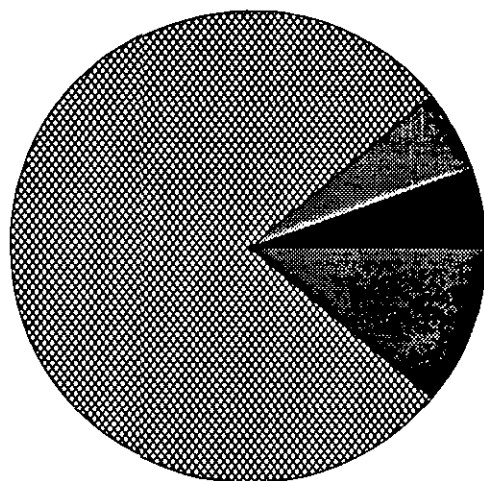


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

Claims Filed Prior to 07/01/90 - COST








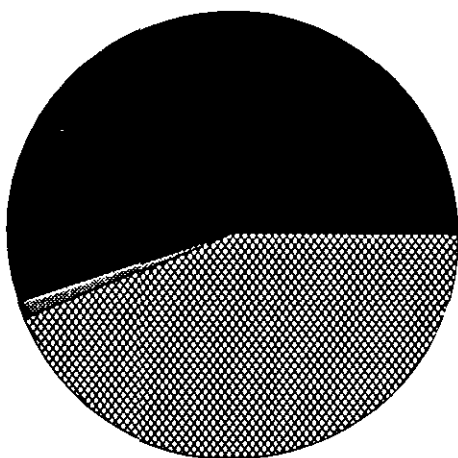
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Claims Filed Prior to 07/01/90 as of 10/30/92



COUNT






TOTAL = 18

1	5.6%		Litigation
0	0.0%		Closed
1	5.6%		Rejected
14	77.8%		Pending Merit
2	11.1%		In Dispute

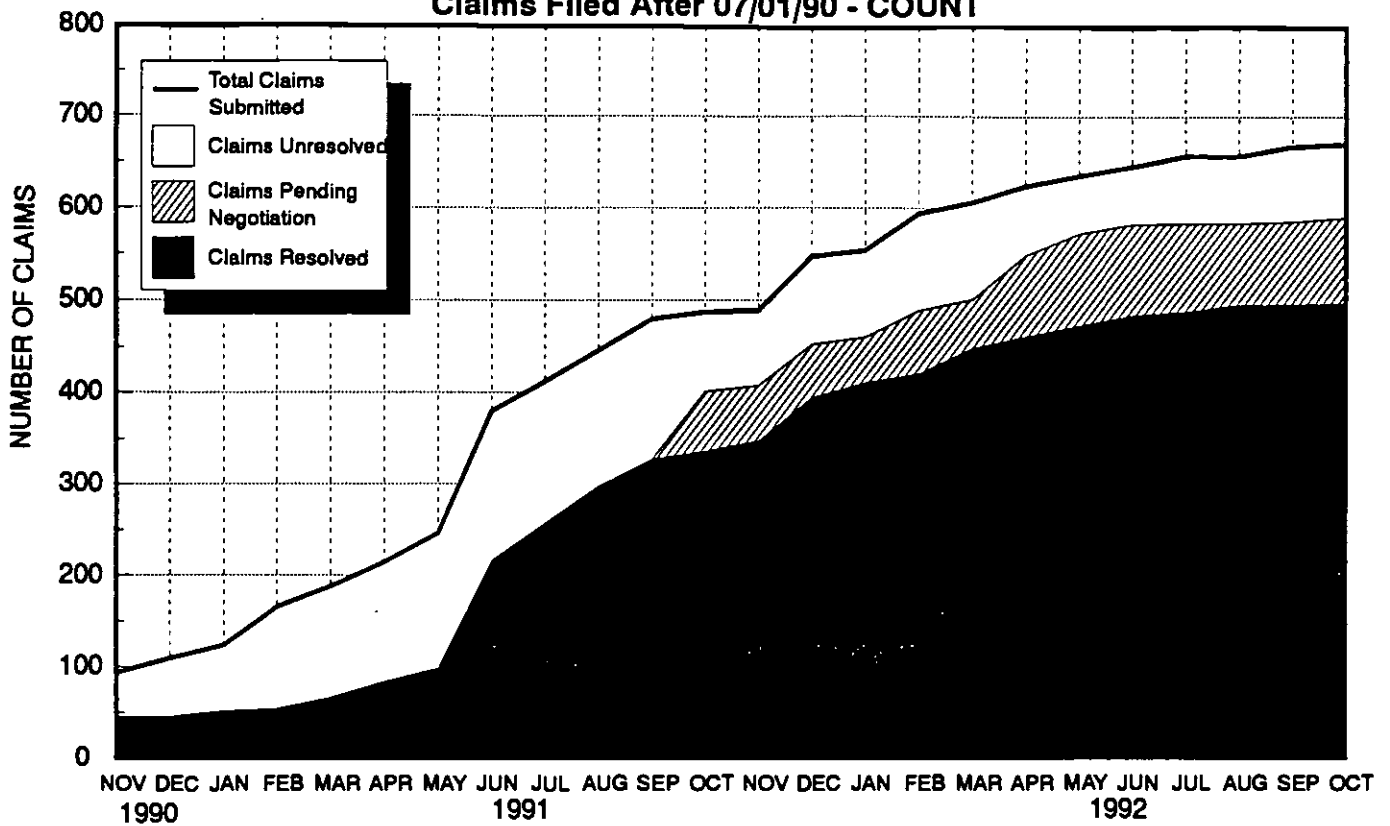


COST

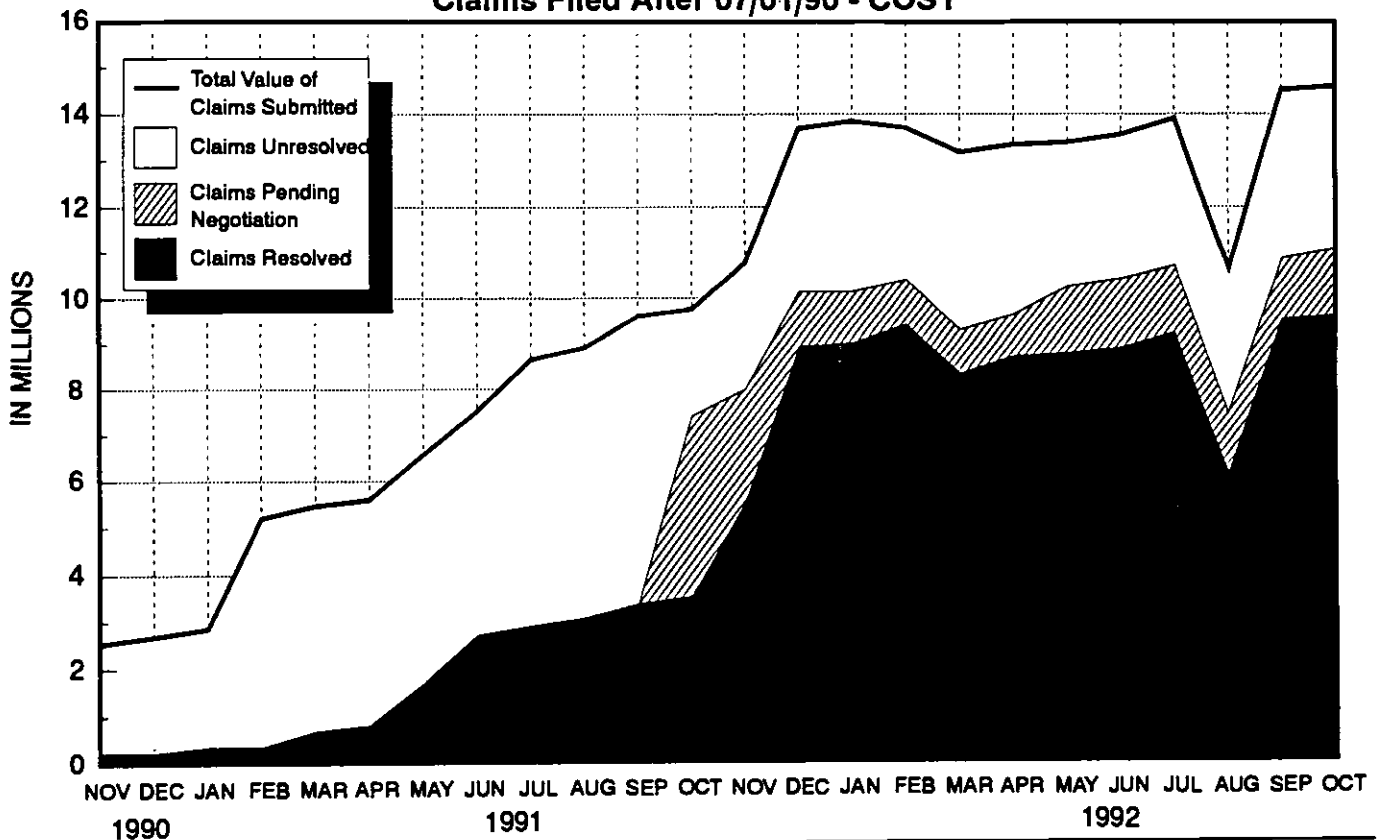
TOTAL = \$21,966,821

\$12,115,420	55.2%		Litigation
\$0	0.0%		Closed
\$273,191	1.2%		Rejected
\$9,554,850	43.5%		Pending Merit
\$23,361	0.1%		In Dispute

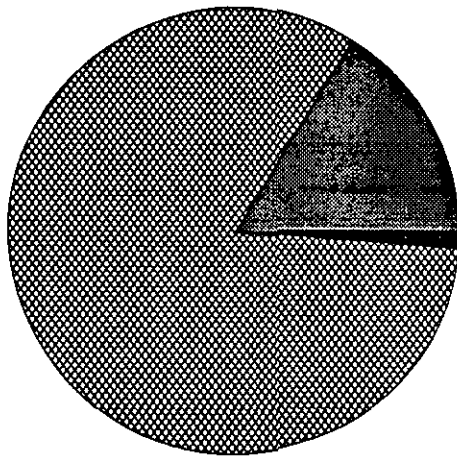
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COUNT








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

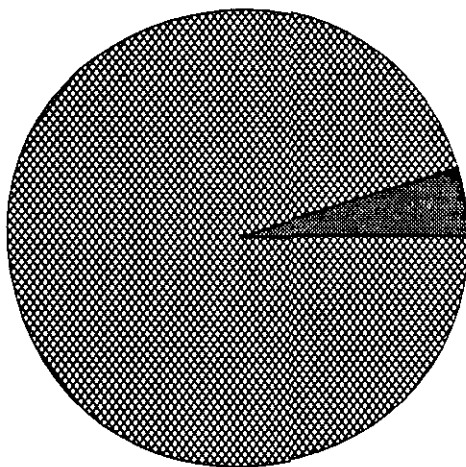


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Claims Filed After 07/01/90 as of 10/30/92








COUNT
TOTAL = 80

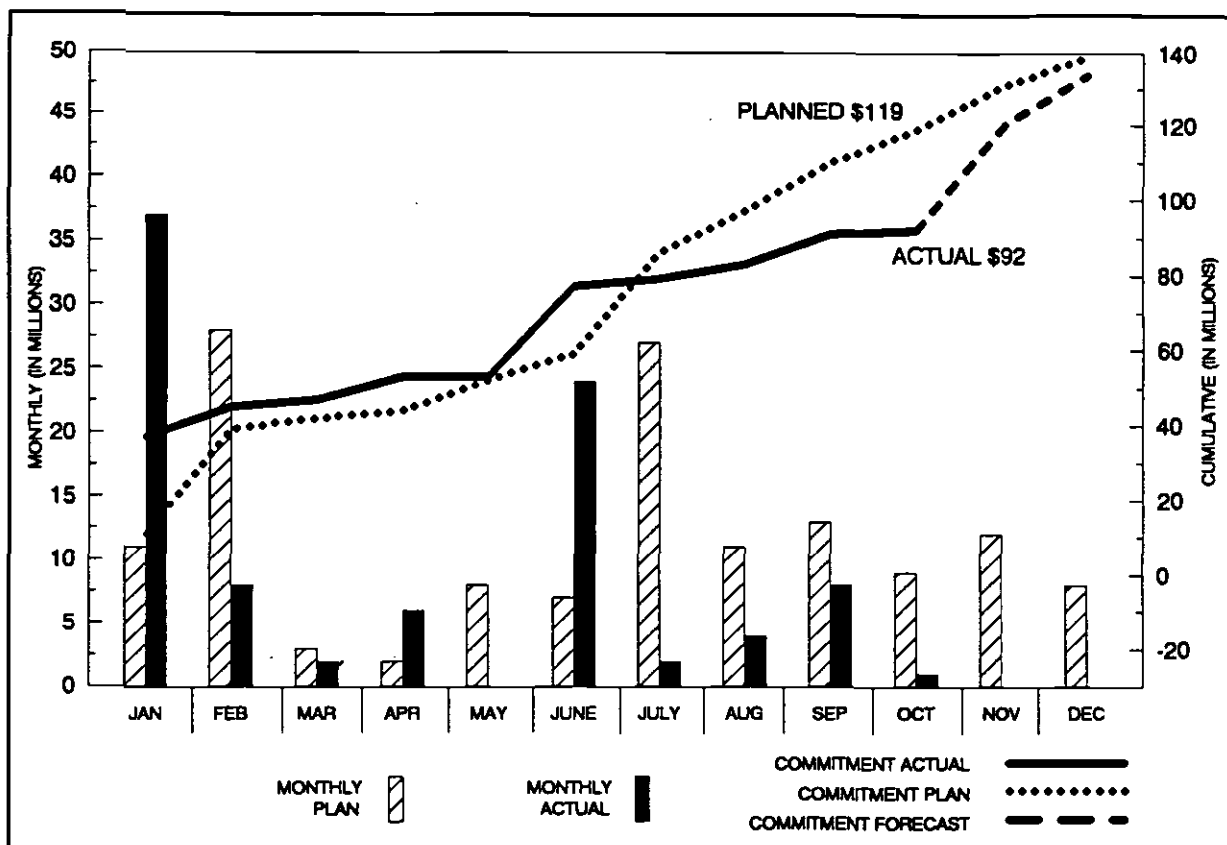
0	0.0%		Litigation
0	0.0%		Closed
13	16.3%		Rejected
66	82.5%		Pending Merit
1	1.3%		In Dispute



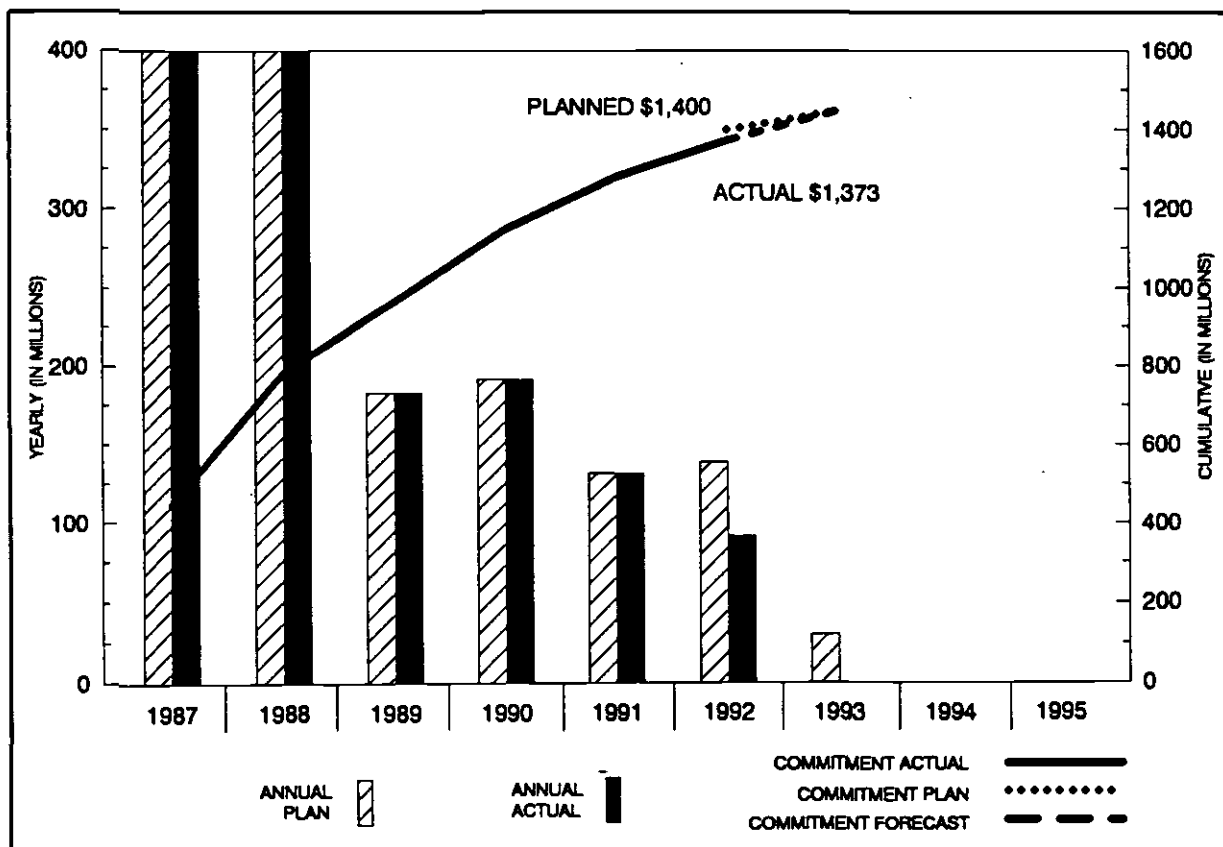
COST
TOTAL = \$3,525,333

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$172,963	4.9%		Rejected
\$3,352,369	95.1%		Pending Merit
\$0	0.0%		In Dispute

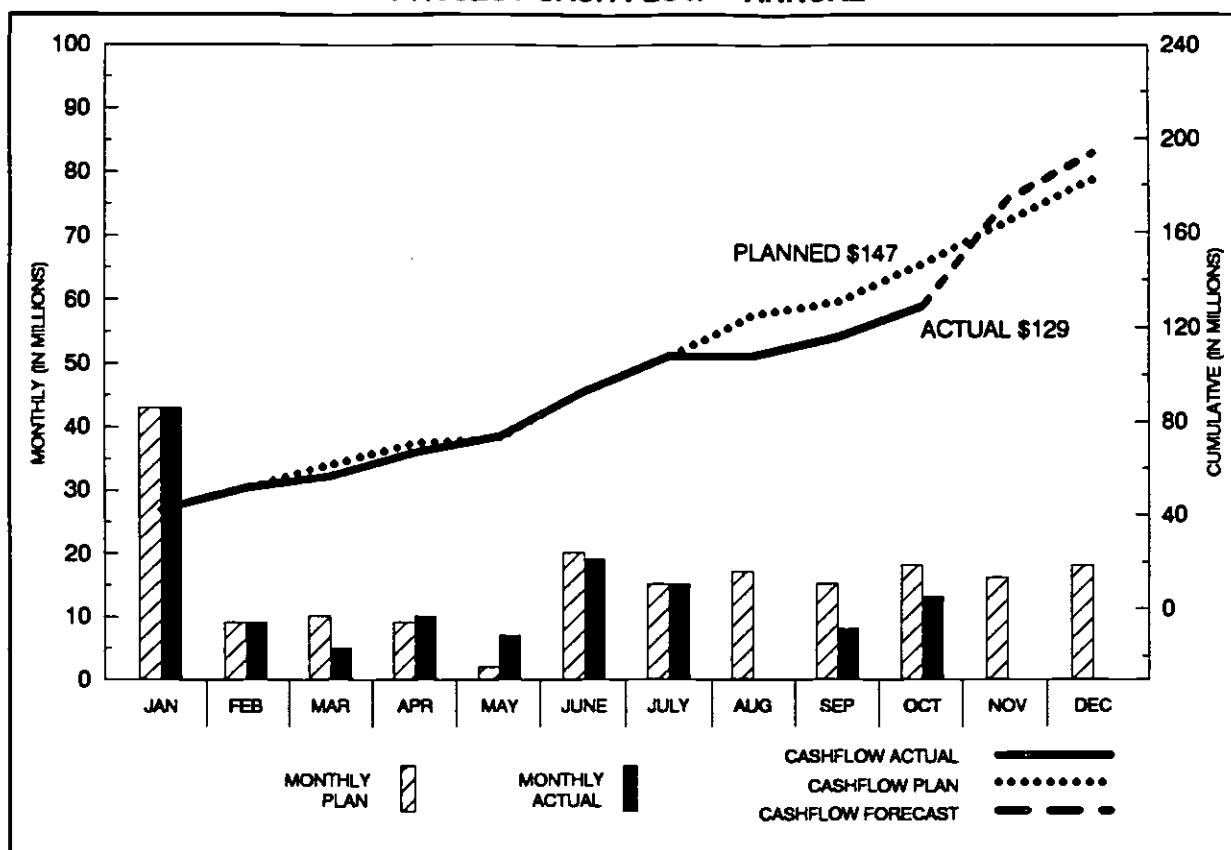
PROJECT COMMITMENTS -- ANNUAL



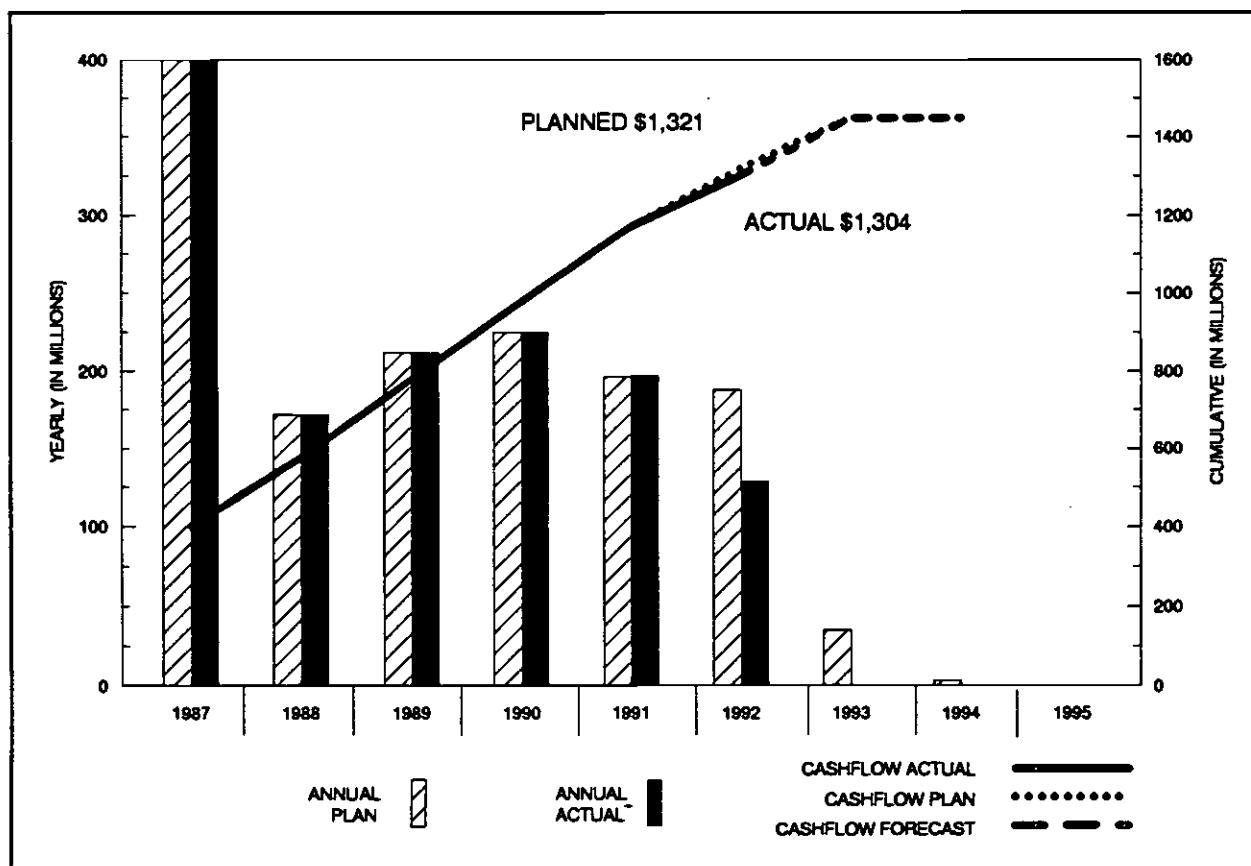
PROJECT COMMITMENTS -- PROJECT



PROJECT CASH FLOW - ANNUAL

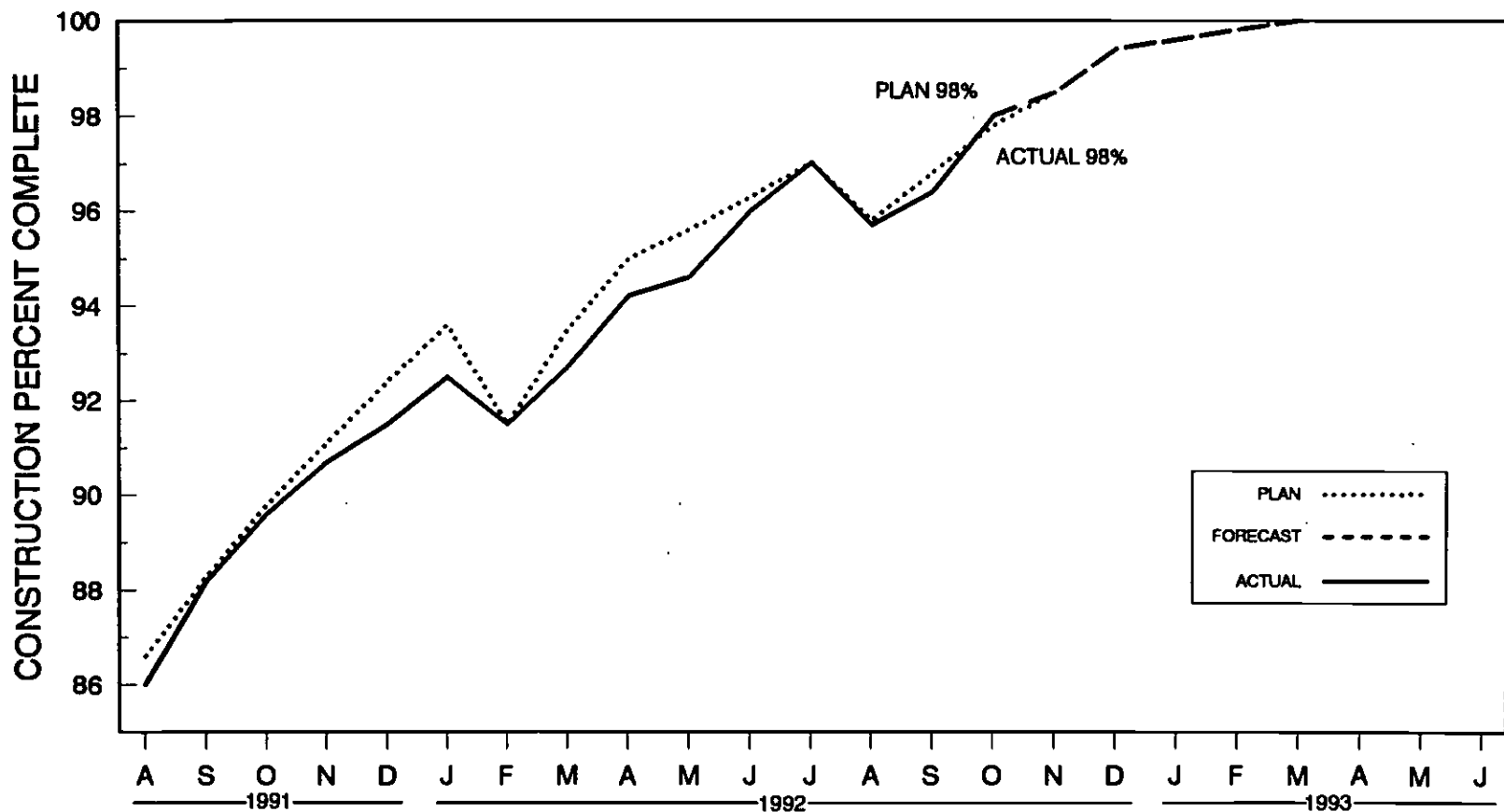


PROJECT CASH FLOW - PROJECT

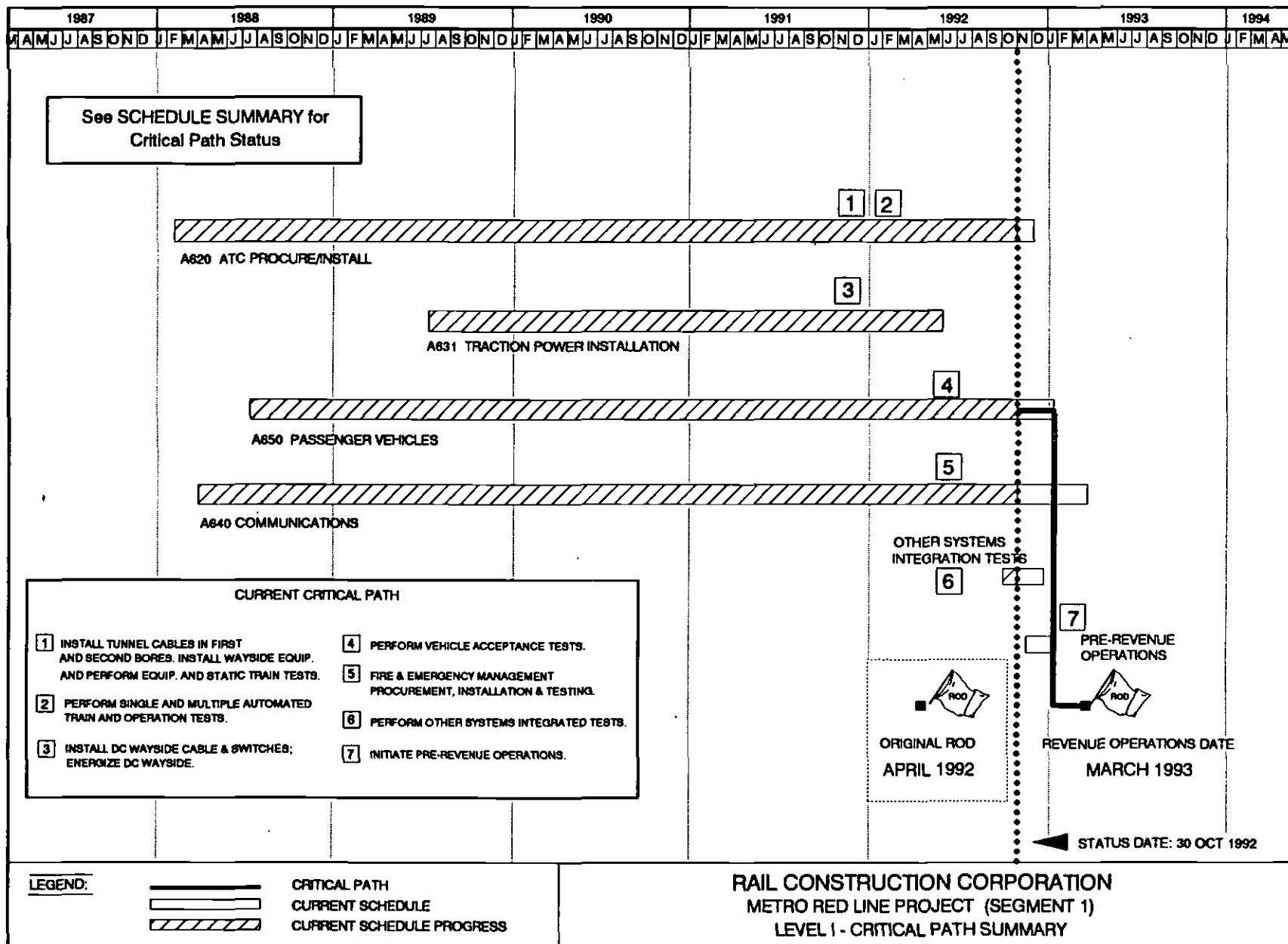


NOTE: AUGUST ACTUAL IS ZERO DUE TO A CHANGE IN THE REPORTING PROCEDURE

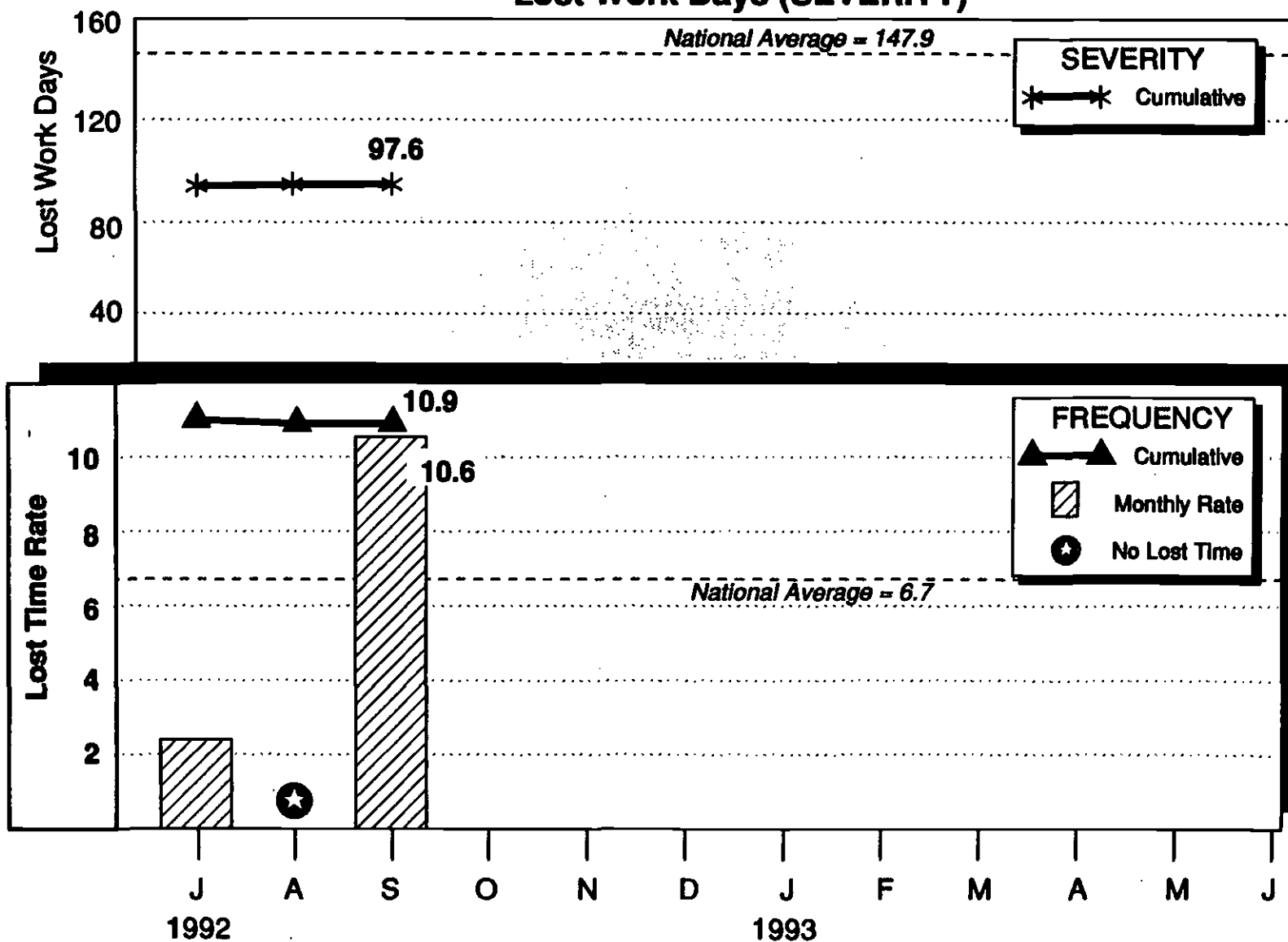
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 1
PROGRESS SUMMARY



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

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A117	Systemwide Yard Lighting	O	O	O	O	O	Closeout pending board approval.	Nov 92
A130	Yard Lead Transfer Zone	O	O	O	O	O	Outstanding claims to be resolved.	Dec 92
A135	Union Station Stage I	O	O	O	O	O	Outstanding claims to be resolved.	Nov 92
A136	Union Station Stage II	O	O	O	O	O	Additional work in progress for Metrolink.	Dec 92
A141	U/S - 5 & Hill Tunnels	O	O	O	O	O	Work in progress.	Dec 92
A144	Op. Water Plant U/S	O	O	O	O	O	Sent to LACTC Board for final approval.	Nov 92
A145	Pershing Square Stage I	O	O	O	O	O	Sent to LACTC Board for final approval.	Nov 92
A147/A157	Pershing Square/Civic Cntr	O	O	O	O	O	Finalizing closeout package.	Nov 92
A165	7th & Flower Station Stage I	O	O	O	O	O	Final closeout pending claims litigation.	TBD
A167	7th & Flower Station Stage I	O	O	O	O	O	Finalizing contract closeout package.	Nov 92
A185	Landscaping & Pylon Install	O	O	O	O	O	Work in progress.	Feb 93
A187	Wilshire/Alvar Stat. Stage II	O	O	O	O	O	Finalizing contract closeout package.	Nov 92
A190	Misc. Constr/Ancillary Serv.	O	O	O	O	O	Work in progress.	Mar 93
A610/115	Track Installation	O	O	O	O	O	Finalizing contract closeout package.	Dec 92

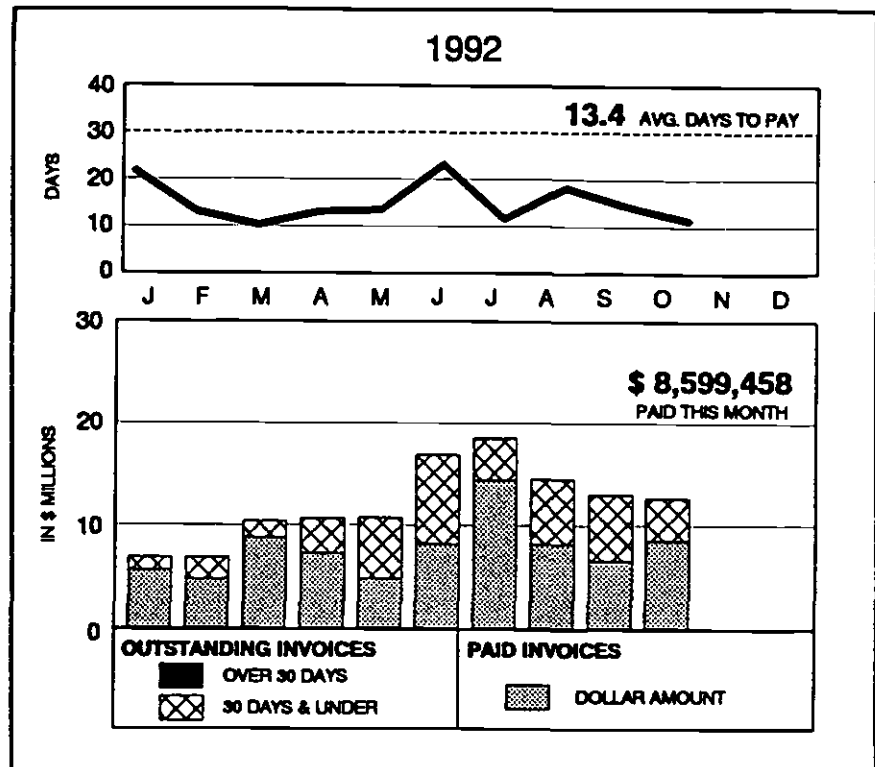
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.4 days.

- 17 invoices were paid for a total value of \$ 8,599,458.

- There were 18 outstanding Construction/ or Procurement invoices under 30 days old for \$ 4,135,280.

- 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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

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

The forecast exceeds the budget by \$28,147,000 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 \$9,109,000 this month primarily due to: revised finishes at Contract B281; deletion of Specialty Professional Services Contracts; and reevaluation of Facility and System Contract Estimates.

SCHEDULE STATUS

- Current Revenue Operation Date

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

- Plan	87%
- Actual	84%
- Construction Progress

- Plan	17%
- Actual	14%

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	48	23	6	78
LAST MONTH	77	40	26	11	124

- 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 48 parcels acquired. Thirty-six of these parcels were acquired through condemnation, and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- Public Affairs worked with Risk Management to ensure timely resolution of construction related claims. Advance notice to the community was made for emergency preparedness drills that were undertaken by the Los Angeles Fire Department on October 24 and 25. Community meetings continued to be held to inform the public about upcoming construction activities in the Vermont/Hollywood Corridor.

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

Concern: There are six parcels which may not be available by their scheduled need dates. This number has decreased by five since last month.

Of the six parcels showing a negative float, five parcels were late certifications and one is delayed in the appraisal 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.

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.

Action: After extensive communication with the City Bureau of Engineers and Department of Transportation, the EMC feels that the justification to locate the UPE and BRS ground penetrations in a center median of Vermont and Hollywood streets with curbs and extensive fire alarm and hazardous material collection systems is insufficient. The EMC recommends that the UPE and BRS be located away from the traveled 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.

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: Parsons-Dillingham, RCC and the contractor have finalized their studies by considering the associated cost and time impacts and have determined that the second measure (weekend work) is the preferred option. Base slabs concrete work will be performed on weekends.

Status: Measures to be implemented for other future nighttime construction operations will be separately evaluated and established.

Contract B251, Vermont/Hollywood Line

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

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

Status: Agreements with the interested parties are nearly complete. The operator of the property should vacate the site in early November, allowing the asbestos work to begin mid-month. The asbestos work should complete in time to allow the contractor to have access to commence demolition activities as scheduled in January 1993.

**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

Status: The EMC has issued the Design Quality Manual.

KEY ACTIVITIES - OCTOBER

- Coordinated and facilitated handling of contaminated soils; continued pocket track structure concrete operations, excavation and backfill of MacArthur Lake bottom; installation of HDPE/bentonite on pocket track roof slabs; and prepared for concrete placement in crosspassages and AL tunnel invert at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Completed station excavation to wale level G and completed excavation support system to wale level E at Contract B211, Wilshire/Vermont Station.
- Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line, main station excavation is complete, while excavation of the BL tunnel continues; E Level struts are being removed in preparation for wall pours.
- Main station excavation is complete, invert slab concrete is 94% complete and concreting of interior and exterior walls continues at Contract B231, Wilshire/Western Station.
- Completed installation of access road retaining wall, Phase 1 concrete block sound wall, and Phase 1 site fencing. Commenced installation of geotechnical instrumentation and continued mobilization of equipment onto site at Contract B251, Vermont/Hollywood Tunnel.
- Issued In-Progress Estimate for Contract B645, SCADA, and Final Estimate for Contract B611, Running Rail Procurement.
- Issued In-Progress Design Submittals for Contract B610, Trackwork Installation, Contract B641, Radio, and Contract B646, Fire and Emergency Management Equipment, and Final Design Submittals for Contract B611, Running Rail Procurement, Contract B616, Direct Fixation Rail Fasteners, and Contract B710, Escalators and Elevators Procure and Install.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Continuation of pocket track concrete activities, perimeter walkway concrete, excavation and backfill in the lake bottom, and installation of drainage systems will continue. Crosspassage concrete will continue and tunnel invert concrete placement will begin at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Remove lower tunnel segments and complete station excavation at Contract B211, Wilshire/Vermont Station.
- Continue BL tunnel excavation; continue removal of struts and walers; and continue wall concrete at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Continue excavation support removal and station concreting at Contract B231, Wilshire/Western Station.
- Complete site clearing west and east of access road and install retaining wall; begin installation of soldier piles for tunnel access shaft; and complete installation of Resident Engineer's field office while RCC subcontractor removes asbestos from car wash site at Contract B251, Vermont/Hollywood Tunnel.
- Issue In-Progress Estimates for Contract B610, Trackwork Installation, Contract B641, Radio, and Contract B647, Gas Monitoring, and Final Estimates for Contract B616, Direct Fixation Rail Fasteners, and Contract B710, Escalators and Elevators Procure and Install.
- Issue In-Progress Design Submittals for Contract B760, Signs and Graphics, and Contract B761, Illuminated Signs and Edgelights. Issue Prefinal Design Submittals for Contract B612, Contact Rail and Coverboard, Contract B631, Traction Power Installation, and Contract B645, SCADA. Issue Final Design Submittal for Contract B614, Specialty Rail Procurement. Issue Camera Ready Submittals for Contract B611, Contract B614, and Contract B616.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

Period: 26-Sep-92 to 30-Oct-92
Run Date: 11-Nov-92
Units: Dollars In Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES *		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	7,805	913,266	408	461,240	9,508	158,961	14,500	139,765	(9,851)	970,781	57,515
S Professional Services	289,150	17,000	314,844	(515)	288,252	3,480	113,409	4,383	102,871	(2,194)	354,766	39,924
R Real Estate	79,827	(3,260)	73,307	3,697	56,446	3,572	64,283	3,572	64,283	0	90,300	16,993
F Utility/Agency Force Account	36,668	0	18,773	0	9,202	307	2,517	307	2,517	3	27,096	8,326
D Special Programs	2,044	0	2,044	(174)	433	(8)	214	(6)	214	(2,040)	7,723	5,879
C Contingency	145,743	(21,545)	124,198	0	0	0	0	0	0	9,109	24,209	(99,989)
A Project Revenue	0	0	0	0	0	0	(177)	0	(177)	0	(300)	(300)
Project Total	1,446,432	0	1,446,432	3,416	815,573	18,839	327,207	22,754	299,473	(4,973)	1,474,579	28,147
Less New Scope												
Federally Mandated	0									0	(4,539)	(4,539)
State Mandated	0									0	0	0
City Mandated	0									0	0	0
LACTC Mandated	0									4,973	(23,608)	(23,608)
New Scope Total	0	0	0	0	0	0	0	0	0	4,973	(28,147)	(28,147)
Original Scope Total	1,446,432	0	1,446,432	3,416	815,573	18,839	327,207	22,754	299,473	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

* EXPENDITURES ARE FOR THE PERIOD OF 29-AUG-92 TO 25-SEPT-92

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES *		BILLED TO SOURCE *	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$359,675	54%	\$111,682	17%	\$104,082	18%
STATE	\$185,985	\$27,000	\$108,823	59%	\$44,787	24%	\$27,000	15%
LACTC	\$439,447	\$97,856	\$273,157	62%	\$105,756	24%	\$97,312	22%
CITY OF L.A.	\$96,000	\$21,400	\$59,961	62%	\$23,111	24%	\$20,000	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$13,957	24%	\$13,957	24%	\$0	0%
COST OVERRUN ACCOUNT (1)	\$0	\$5,208	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESSMENT SHORTFALL (2)	\$0	\$0	\$0	0%	\$0	0%	\$12,842	
TOTAL	\$1,446,432	\$630,362	\$815,573	56%	\$299,473	21%	\$261,236	18%

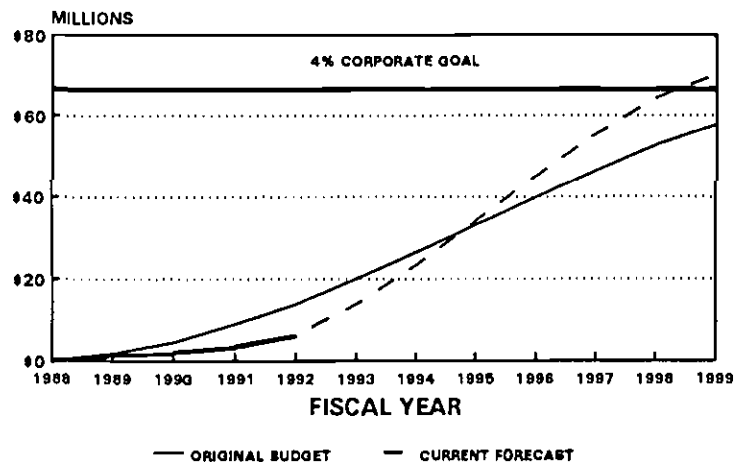
NOTES:

* EXPENDITURES AND BILLED TO SOURCE AMOUNTS ARE AS OF SEPTEMBER 25, 1992.

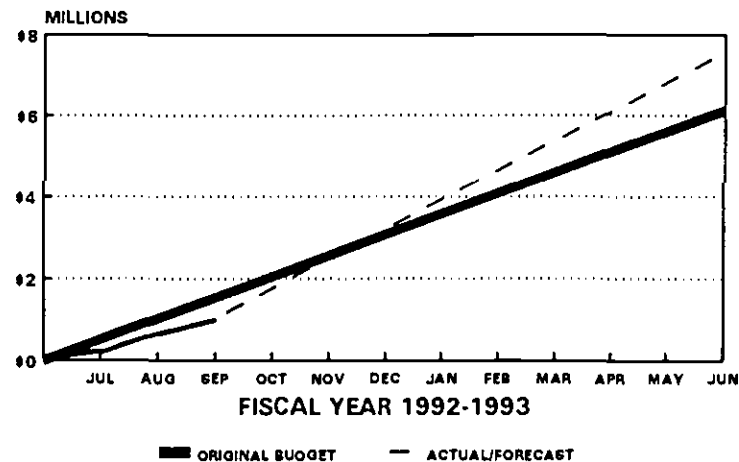
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(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)

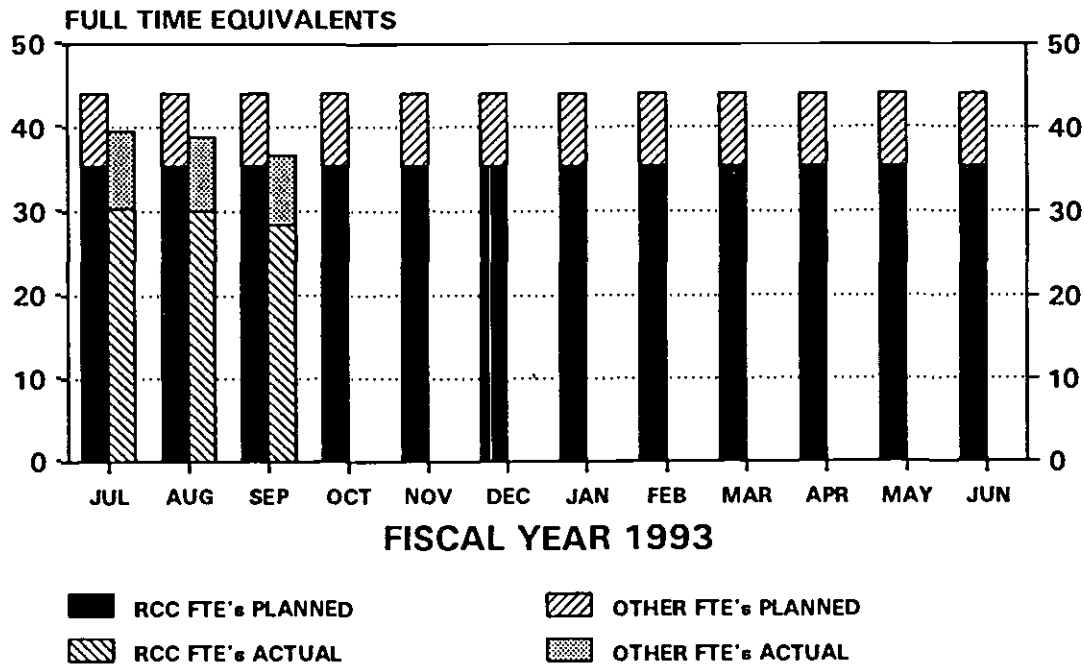
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$70,237
FORECAST % OF TOTAL PROJECT	4.9%

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

ORIGINAL BUDGET	\$6,131
CURRENT FORECAST	\$7,571
ACTUAL TO DATE	\$ 920

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



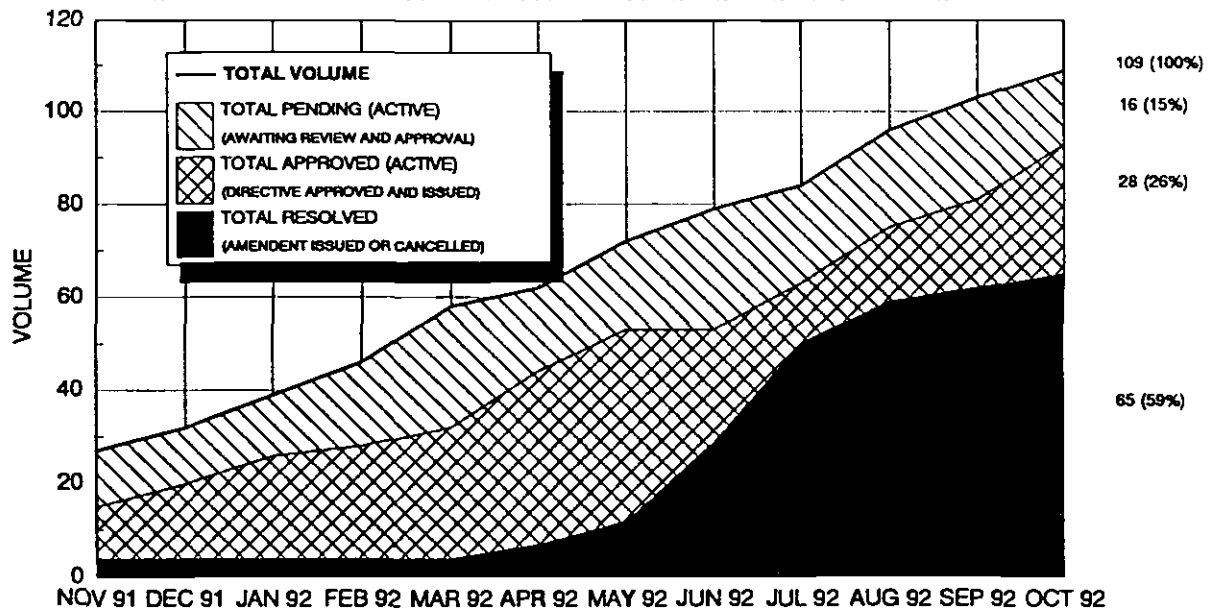
FY'93 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$54
RCC FTE's PLANNED	35
RCC FTE's ACTUAL	28
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	44
TOTAL FTE's ACTUAL	37

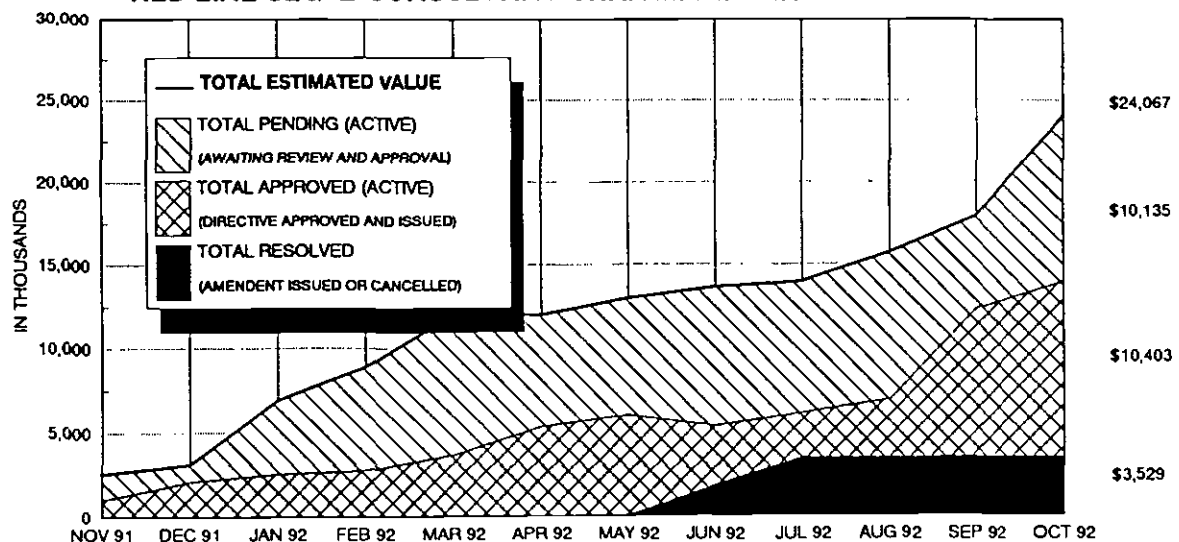
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

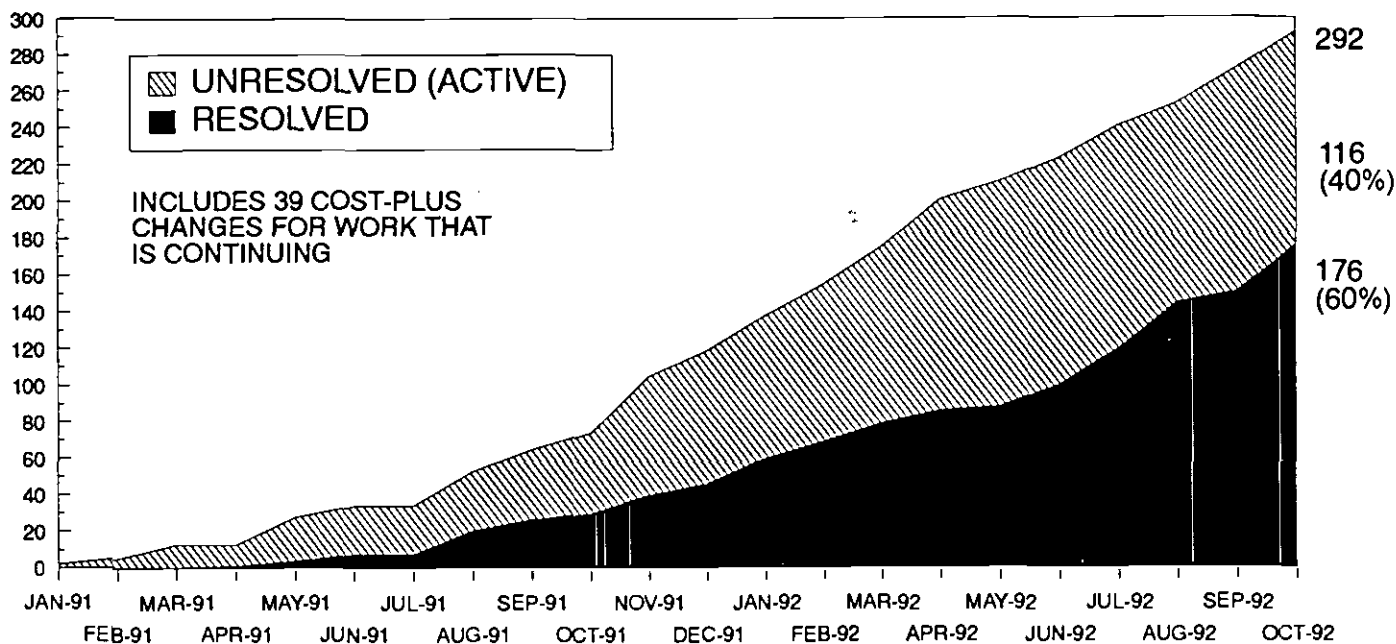
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	7	8	24	44
PERCENT	11%	16%	18%	55%	100%

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



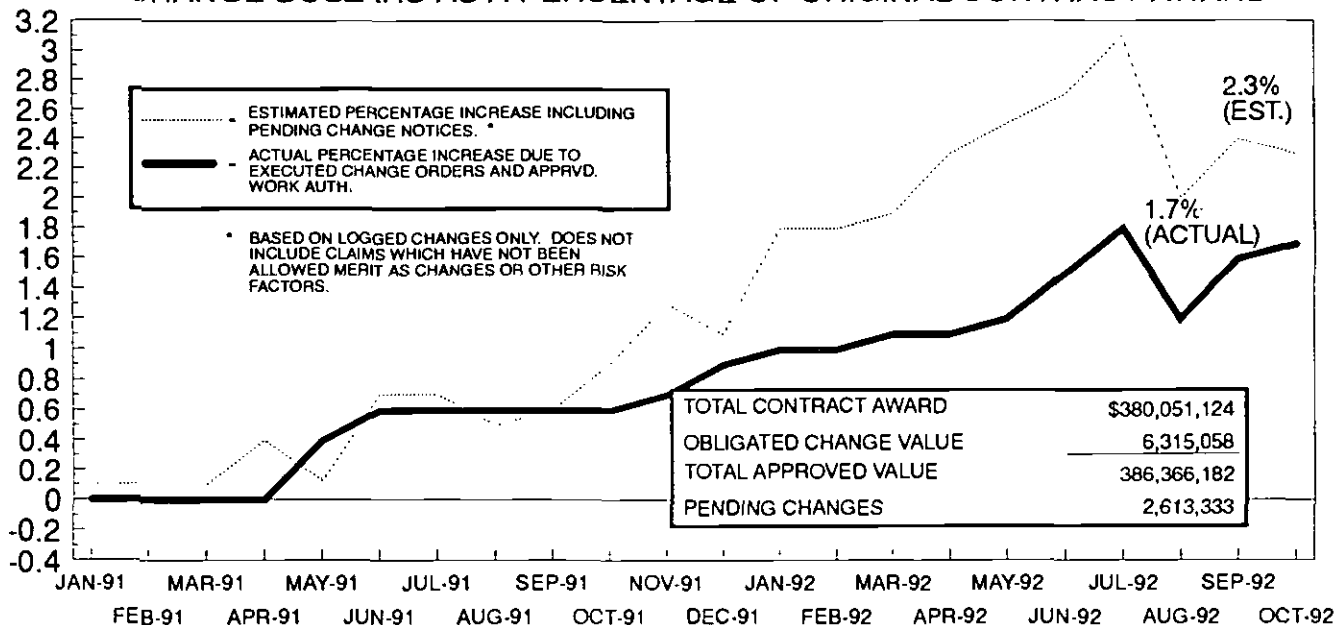
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE RESOLUTION

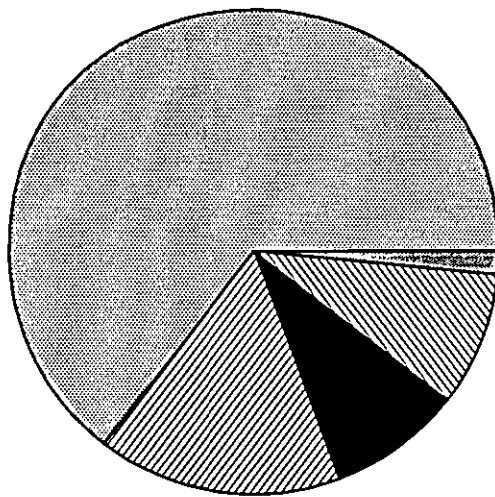


AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	32	18	9	57	116
PERCENT	28%	15%	8%	49%	100%

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









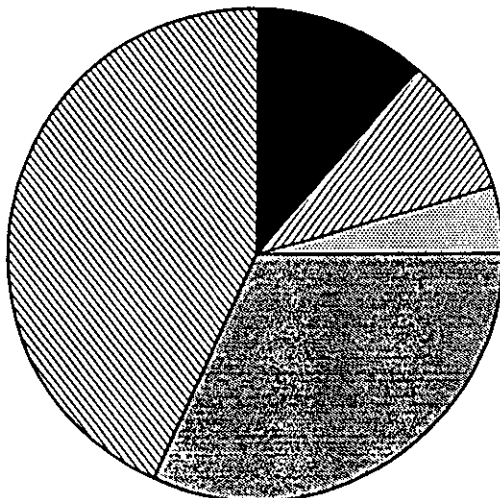
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 10/30/92**









CHANGE VOLUME
TOTAL VOLUME: 124 CN'S

ABSOLUTE VALUES

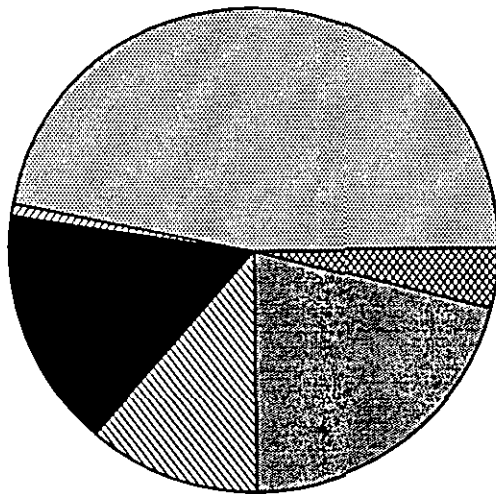
80	64.5%		< \$10,000
20	16.1%		< \$25,000
11	8.9%		< \$50,000
11	8.9%		< \$200,000
2	1.6%		> \$200,000
0	0.0%		> \$1,000,000










CHANGE COST
TOTAL COST: \$3,607,637

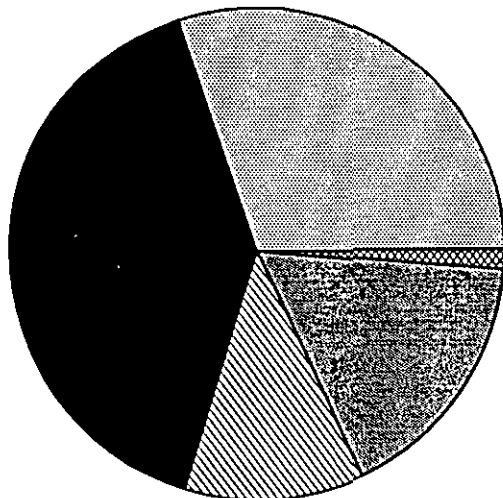
\$157,136	4.4%		< \$10,000
\$330,459	9.1%		< \$25,000
\$405,172	11.3%		< \$50,000
\$1,561,900	43.3%		< \$200,000
\$1,152,430	31.9%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 10/30/92**










CHANGE BASIS VOLUME
TOTAL VOLUME: 124 CN'S (104 CO'S)

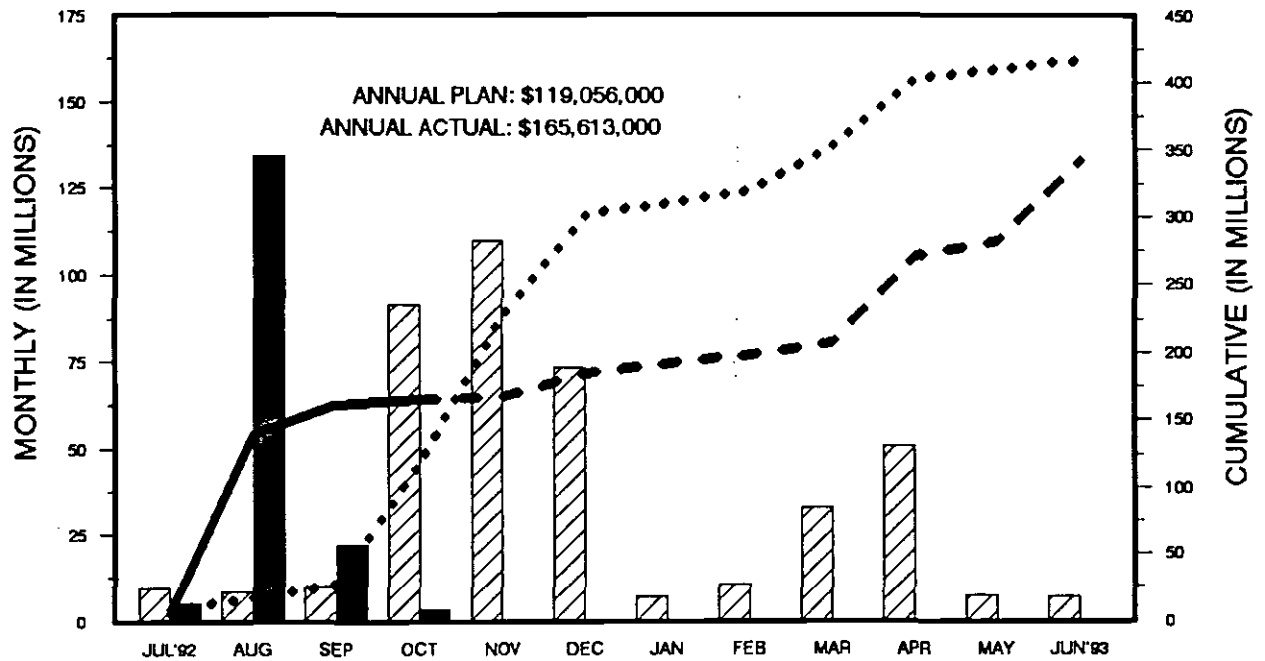
58	46.8%		WORK SCOPE CHANGES
1	0.8%		SCHEDULE CHANGES
20	16.1%		DIFFERING CONDITIONS
14	11.3%		ADMINISTRATIVE
26	21.0%		DESIGN CHANGES
5	4.0%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



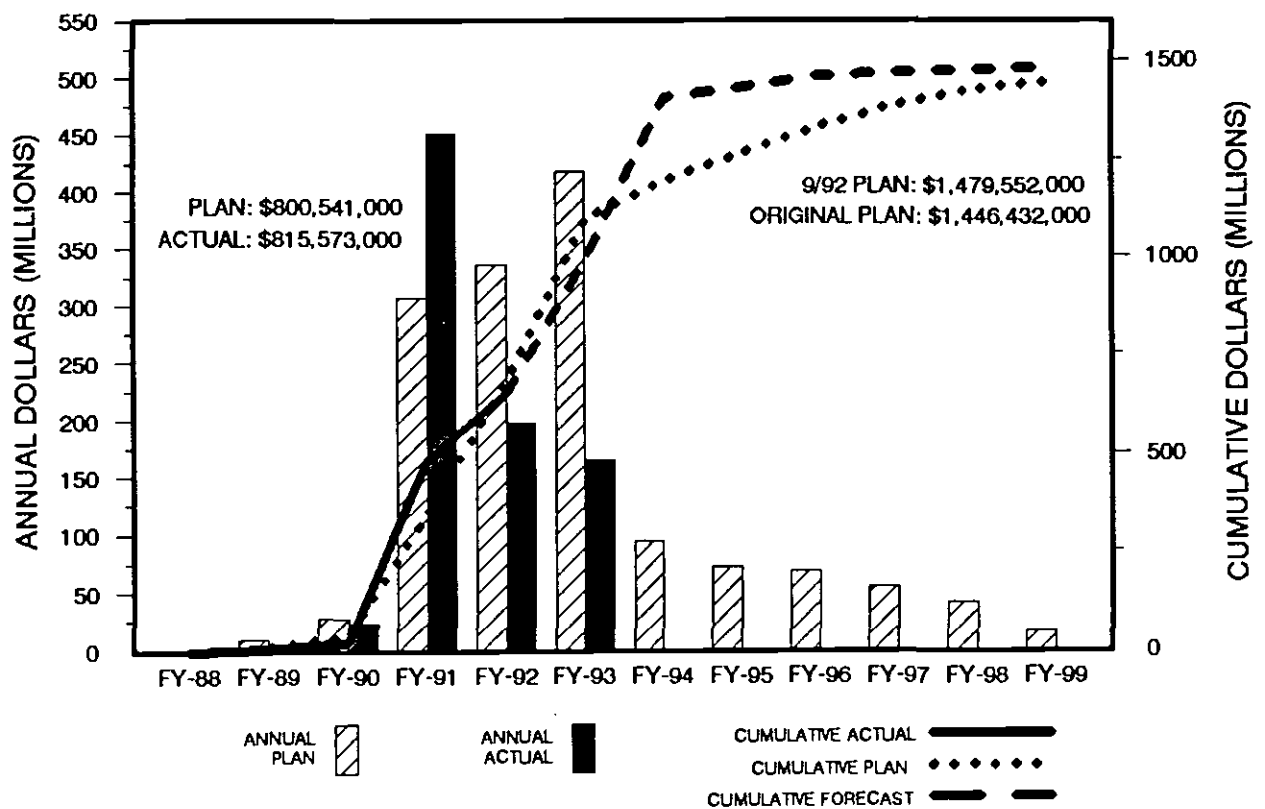
CHANGE BASIS COST
TOTAL COST: \$3,607,637

\$1,080,875	30.0%		WORK SCOPE CHANGES
\$3,405	0.1%		SCHEDULE CHANGES
\$1,446,400	40.1%		DIFFERING CONDITIONS
\$423,512	11.7%		ADMINISTRATIVE
\$604,749	16.8%		DESIGN CHANGES
\$48,696	1.3%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

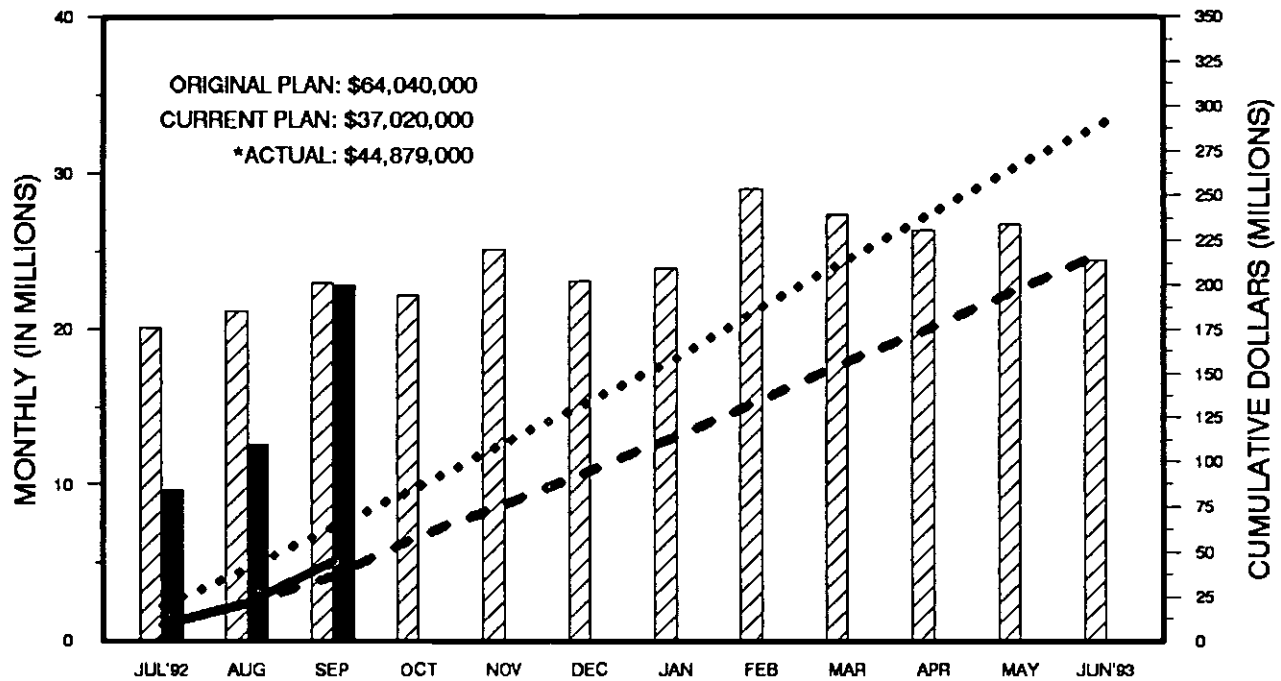
ANNUAL PROJECT COMMITMENTS (FY '93)



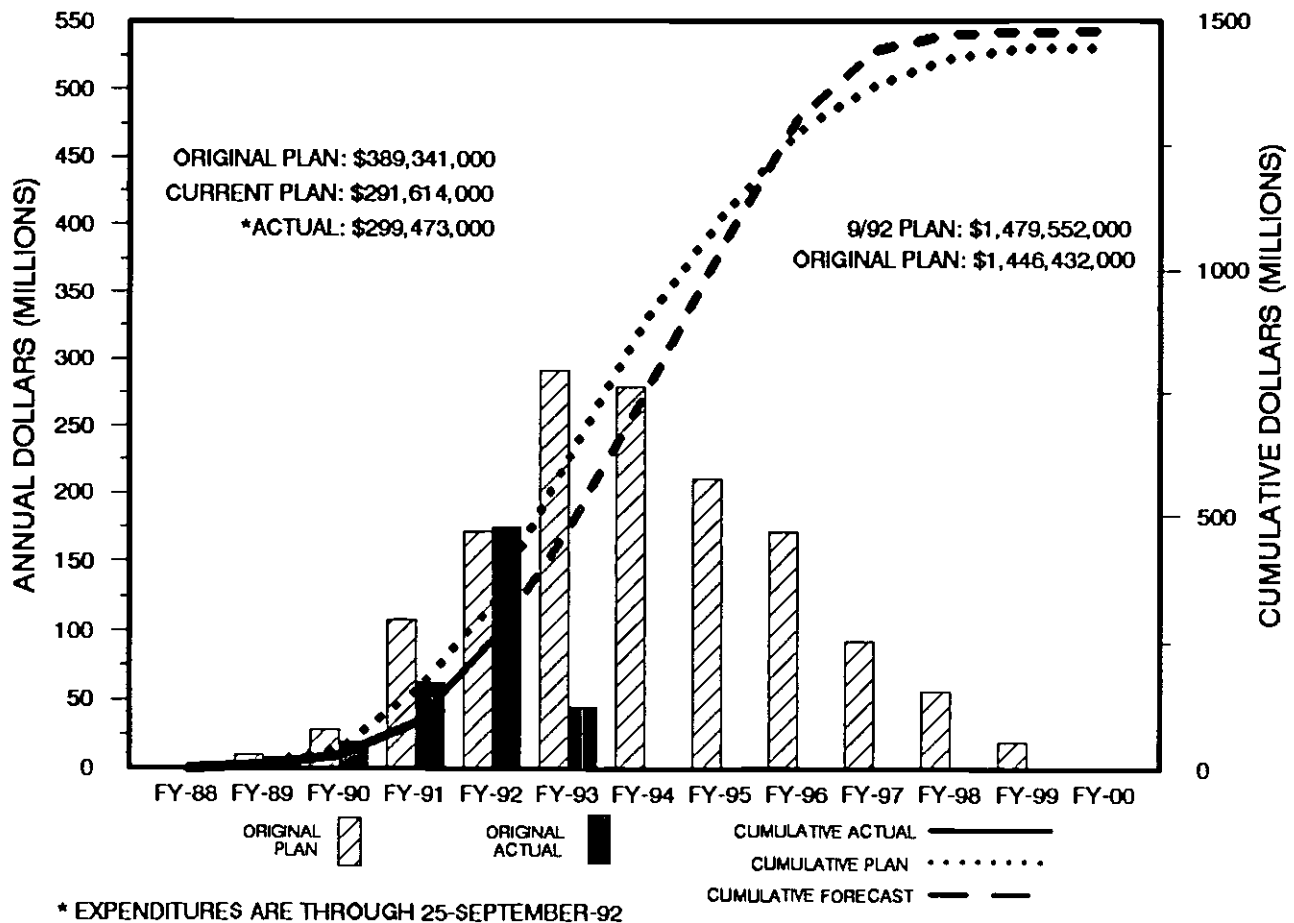
TOTAL PROJECT COMMITMENTS



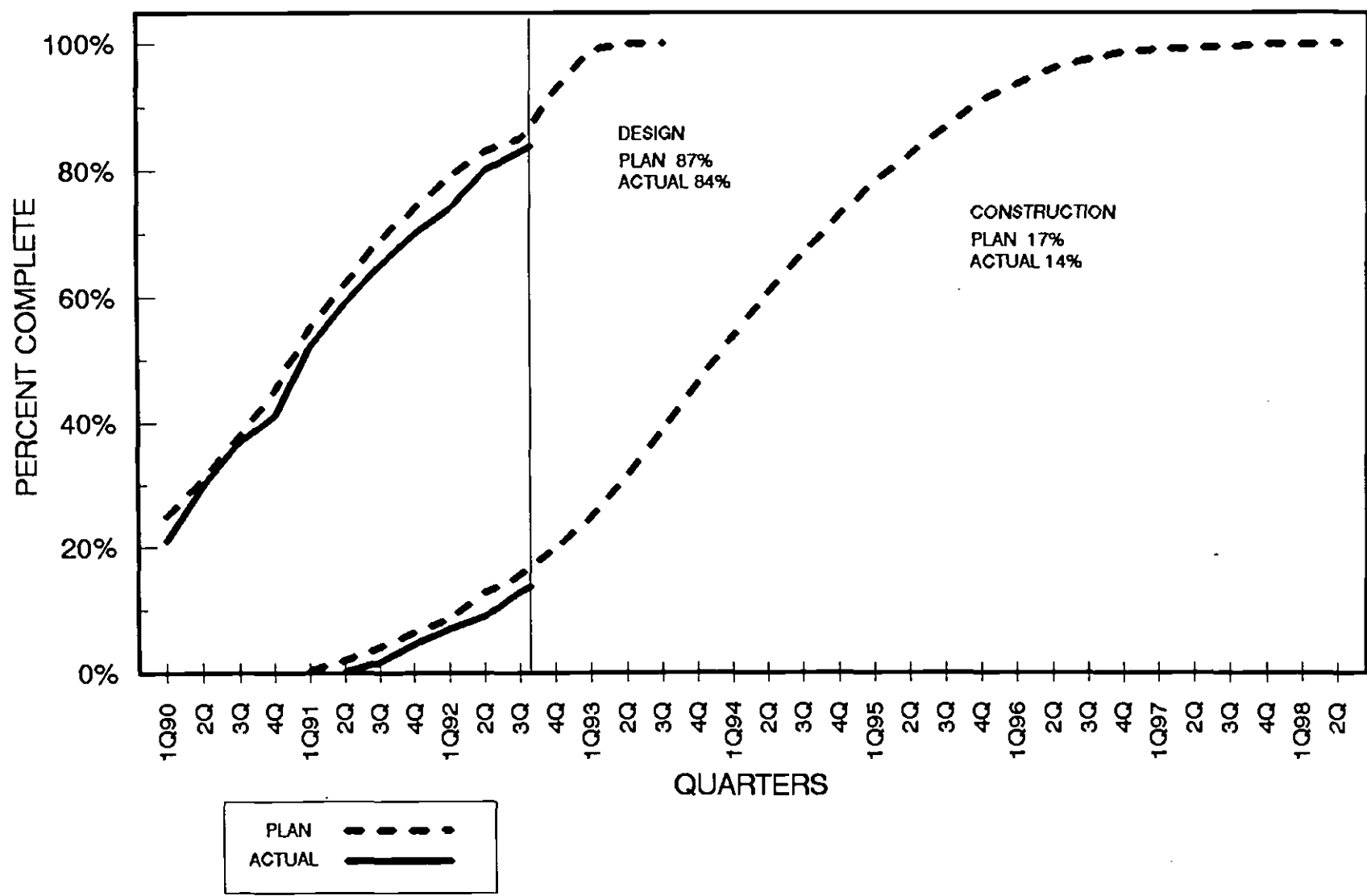
ANNUAL PROJECT CASHFLOW (FY '93)

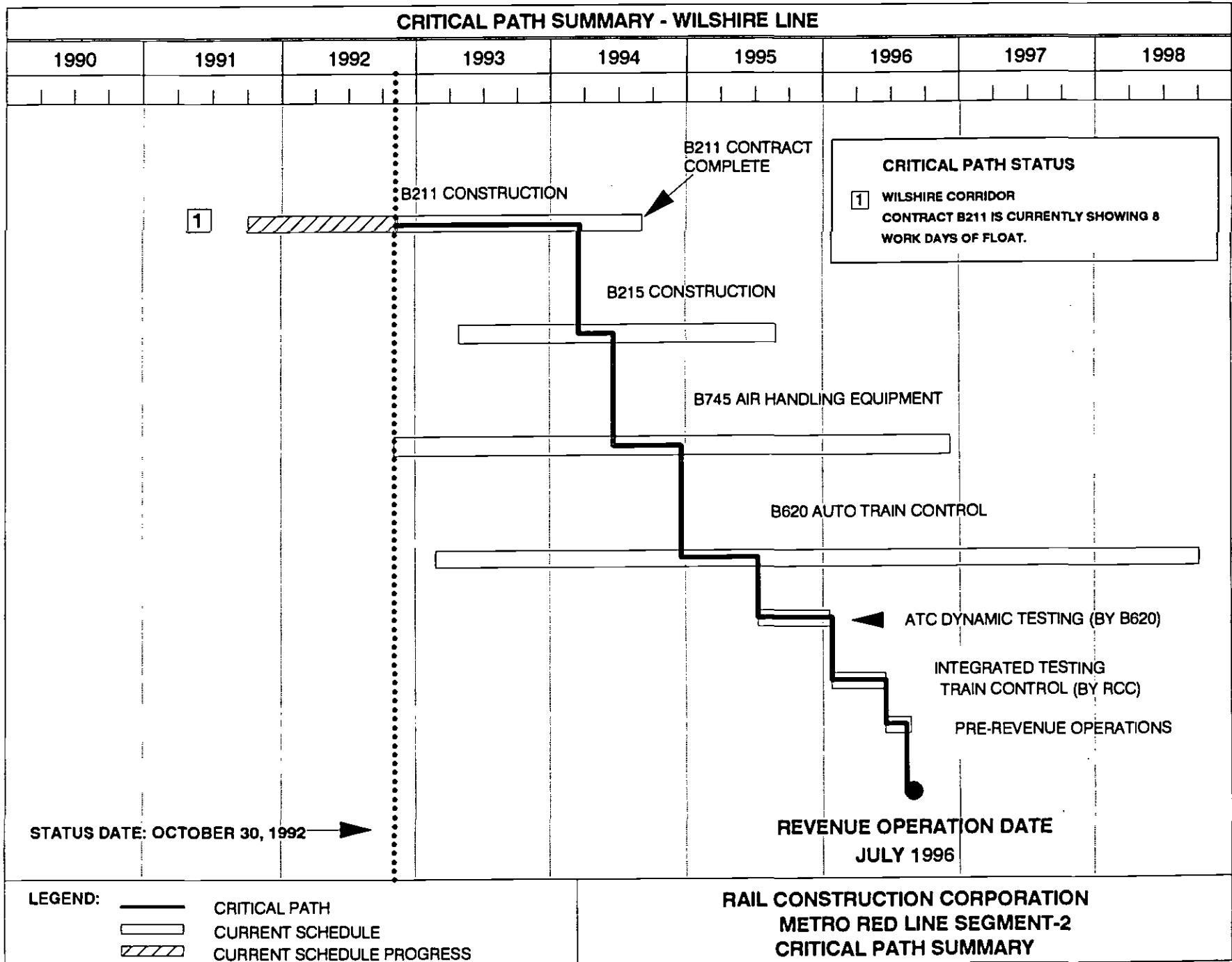


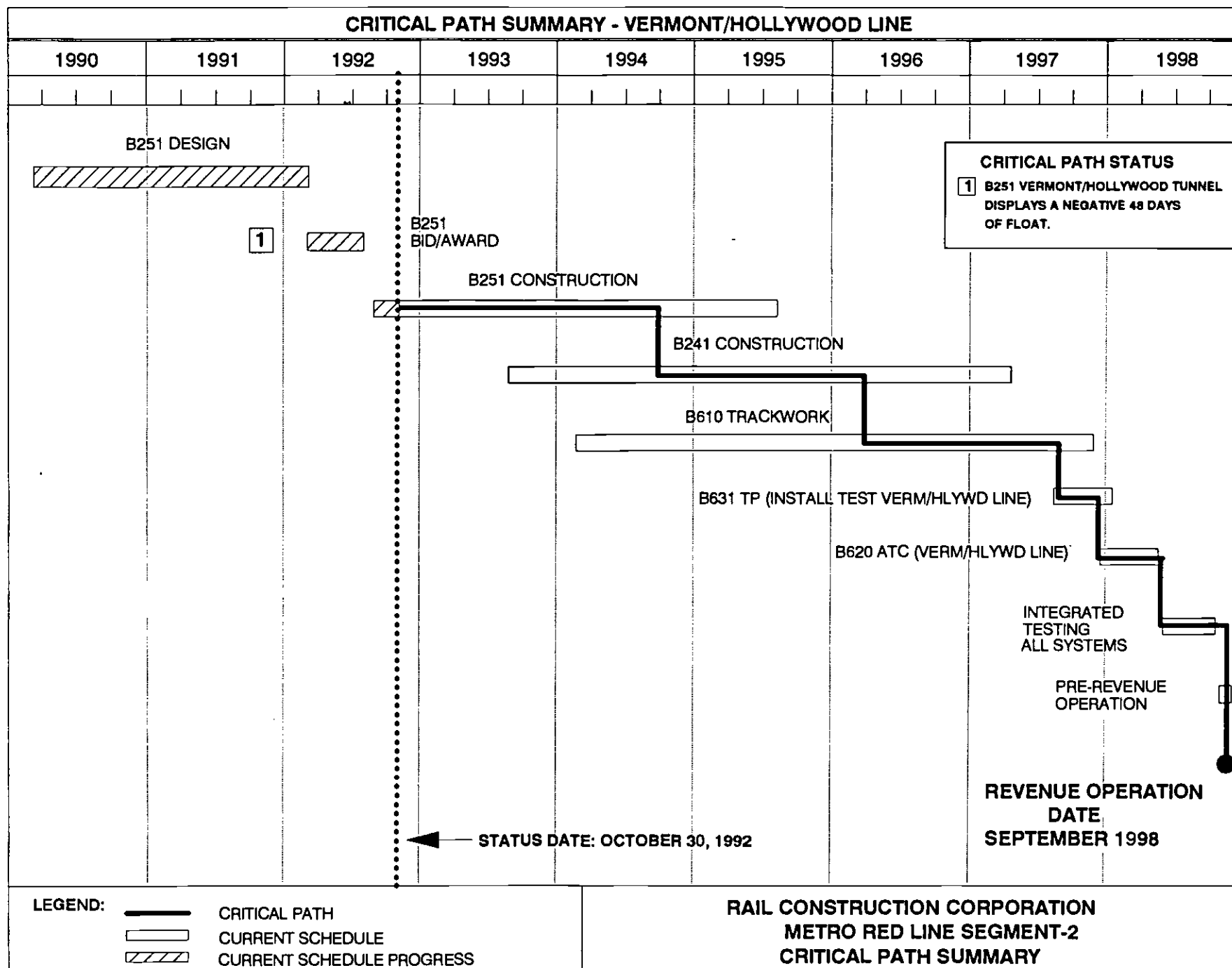
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

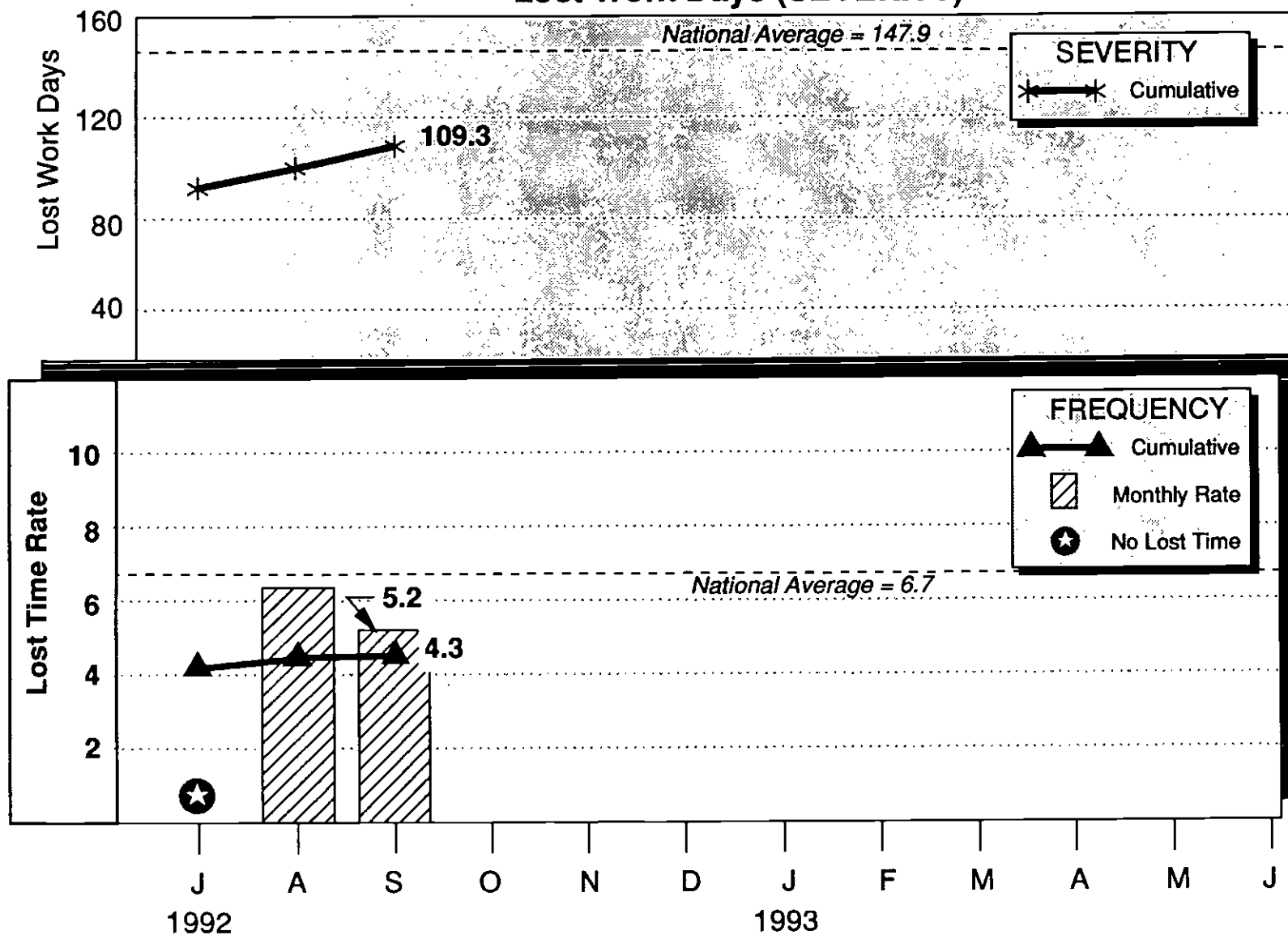






METRO RED LINE SEGMENT 2

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



INVOICE PROCESSING

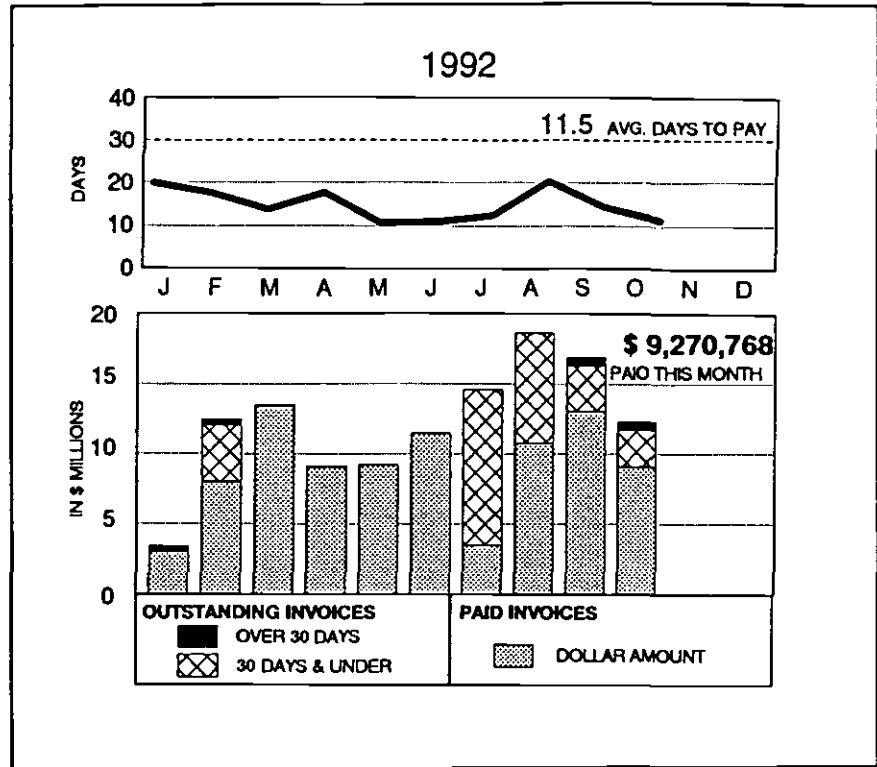
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.5 days.

- 15 invoices were paid for a total value of \$ 9,270,768.

- There were 10 outstanding Construction or Procurement invoices under 30 days old for \$ 2,640,326.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 574,379.

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