

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	1,291,213	Plan	100%
Current Budget	1,450,019	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	97%
Original	April 1992	Actual	96%
Forecast	March 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	276,719	Plan	85%
Current Budget	1,446,432	Actual	83%
Schedule Status		Construction:	
ROD: Wilshire Vermont/Hlywd		Plan	15%
Original Jul '96 Sep '98		Actual	13%
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	224,053	Plan	100%
Current Budget	722,402	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	44%
Original	October 1994	Actual	34%
Forecast	May 1995		

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

Cost Status	(\$000)	Project Progress	
Original Budget	473,262	Design:	
Expended to Date	222,299	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 09/30/92

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST	VARIANCE (9-2)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	(9)	(10)
CONSTRUCTION	2,556,544	2,834,242	30,594	2,103,597	25,575	1,527,674	12,219	1,470,293	2,968,975	134,733
PROFESSIONAL SERVICES	916,961	1,056,181	3,832	1,058,068	7,405	830,427	7,065	809,683	1,182,001	125,820
REAL ESTATE	247,495	301,211	453	251,731	1,083	247,859	1,083	246,527	313,212	12,001
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,791	(986)	87,670	313	68,608	313	68,088	95,982	7,191
SPECIAL PROGRAMS	7,668	14,110	(30)	2,489	0	1,117	0	1,034	21,805	7,695
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	68,372	(176,893)
PROJECT REVENUE	(18,115)	(43,675)	(1)	(8,231)	(3)	(6,385)	(4)	(6,385)	(44,126)	(451)
PROJECT GRAND TOTAL	4,138,684	4,496,125	33,862	3,495,324	34,373	2,669,300	20,676	2,589,240	4,573,101	76,976

BUDGET STATUS - SEPTEMBER 25, 1992
(In \$ Millions)

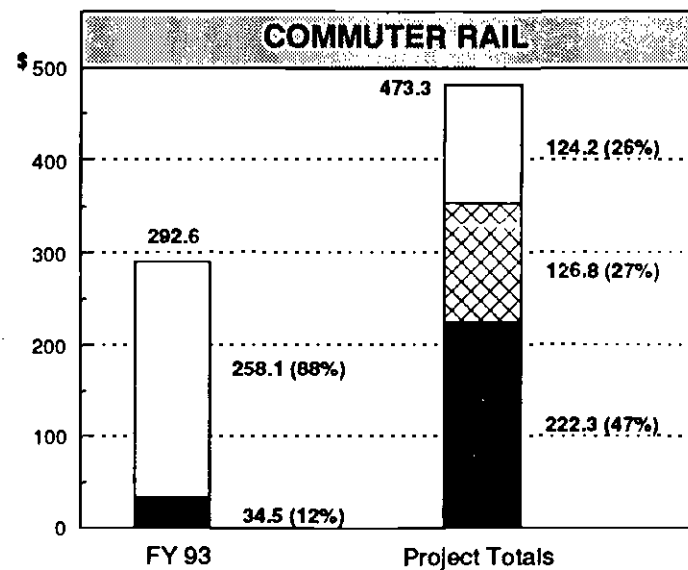
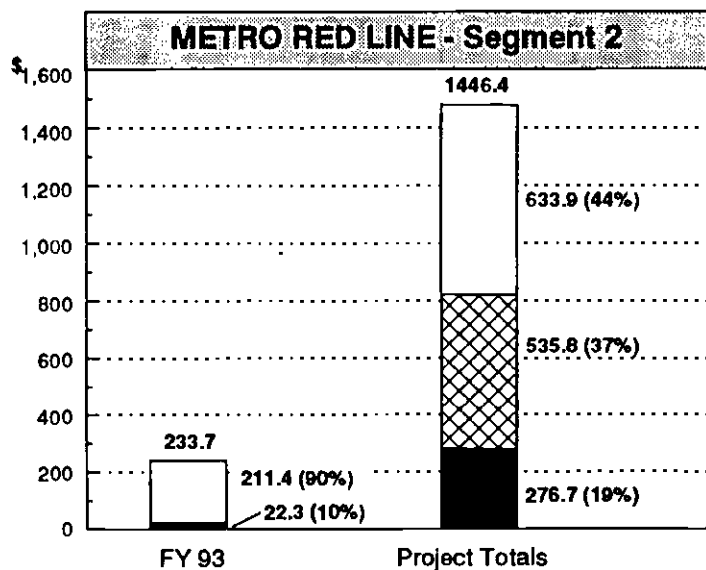
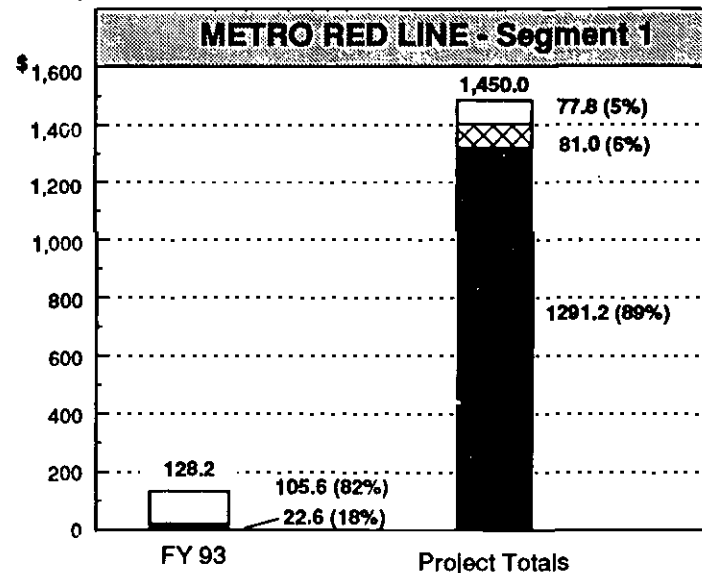
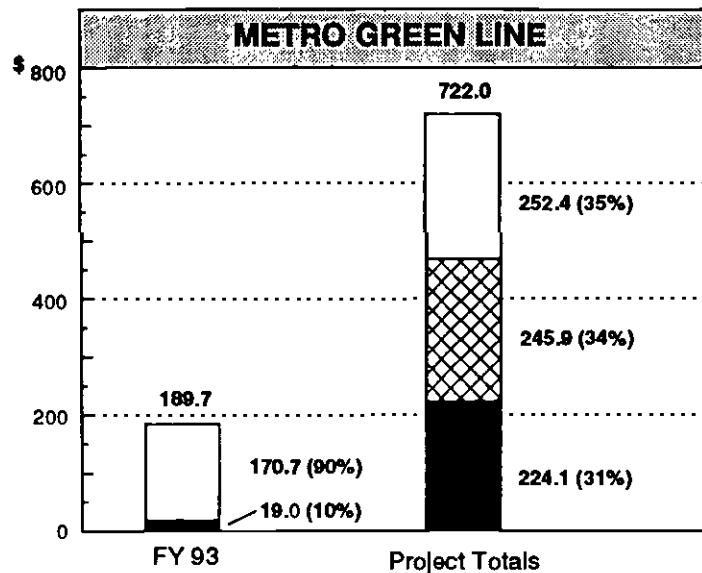


Figure 1 - Rail Construction Plan

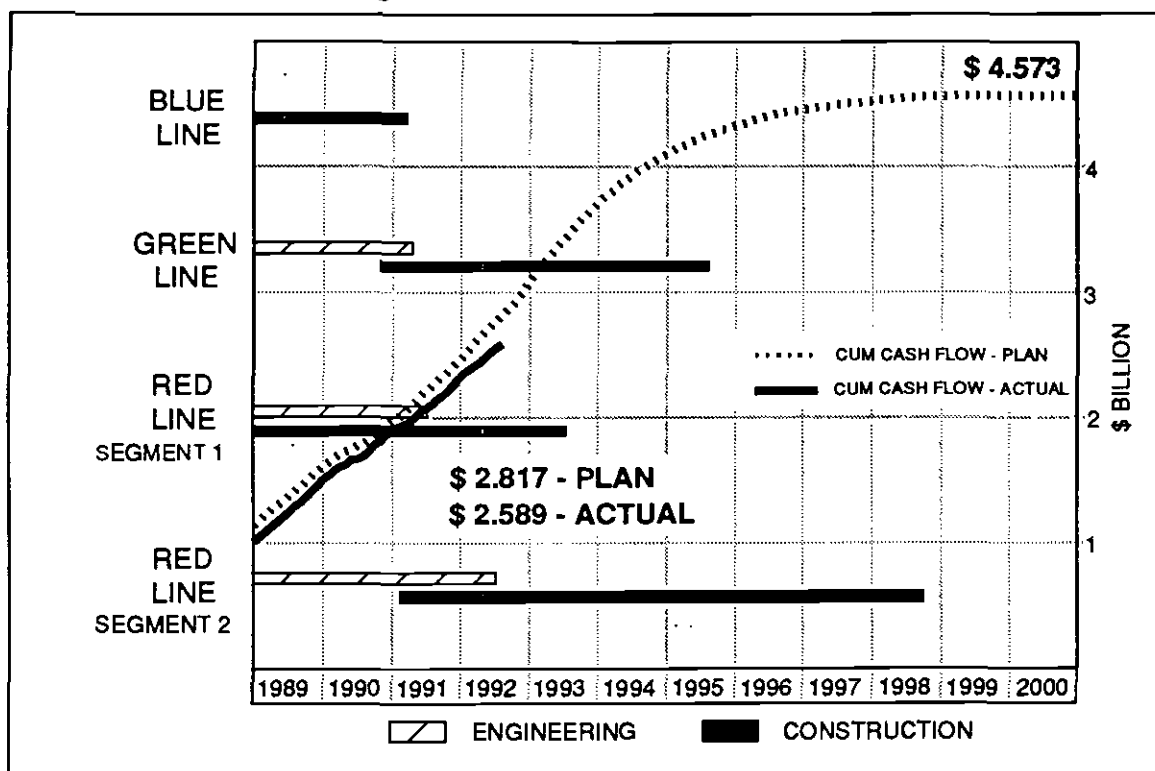


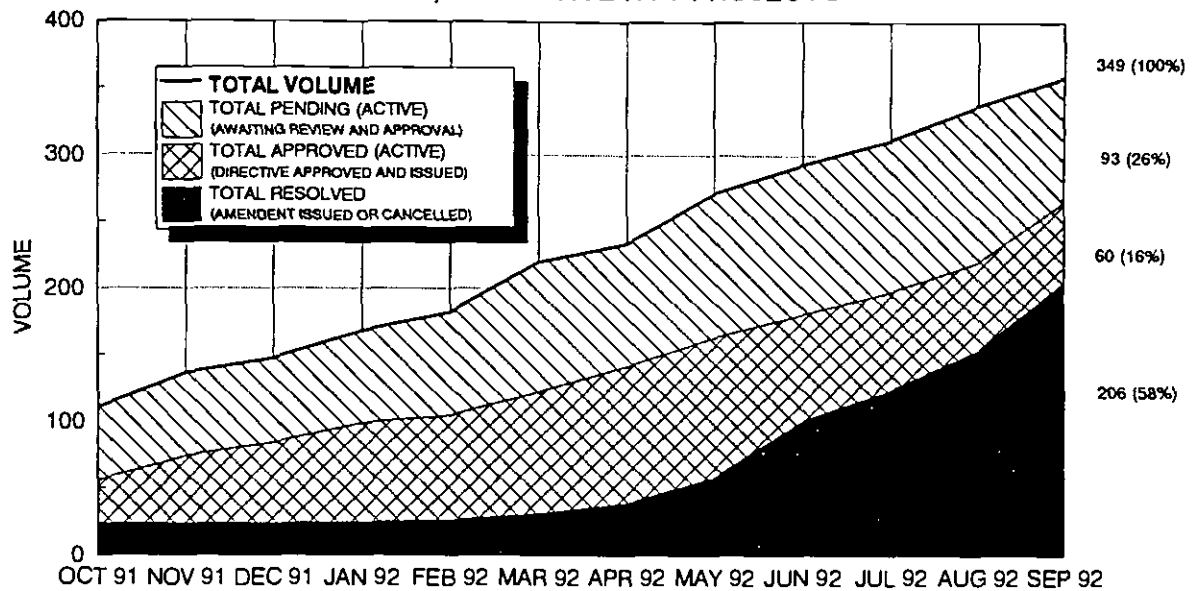
Figure 2 - Rail Construction Funding Sources

(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	799.4	100	179.4	12	439.4	30	2295.4	50
CITY OF LA.					34.0	2	96.0	7	130.0	3
BENEFIT ASSESS					130.3	9	58.0	4	188.3	4
FORECAST					200.1	14			200.1	4
TOTAL	877.2	100	799.4	100	1450.0	100	1446.4	100	4573.0	100

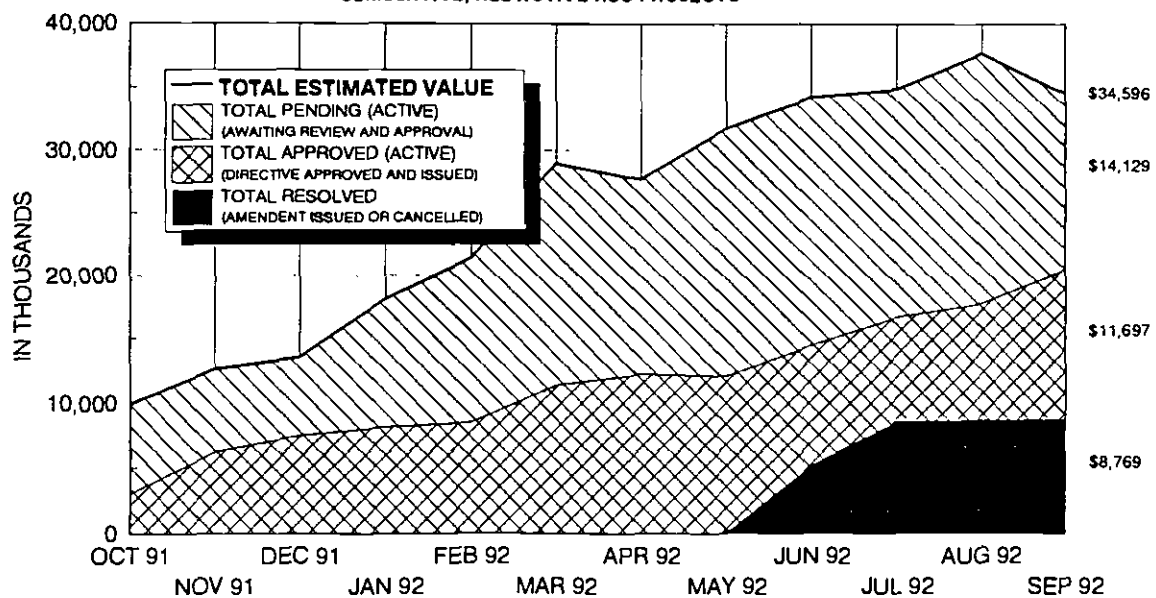
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**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	10	12	7	112	141
PERCENT	7%	9%	5%	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 09/29/92**

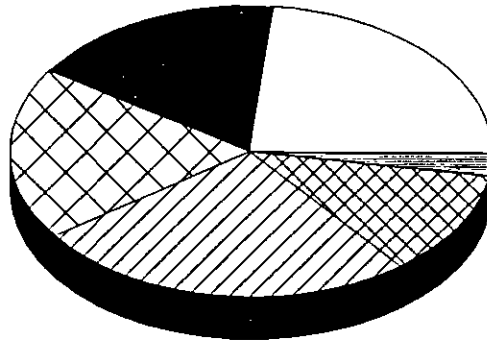
(\$ = THOUSANDS)

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							4	409	13	873	13	1,915	0	(1,042)
R05: PASADENA LINE			2	0					2	26	4	26	4	40	0	(14)
R23: GREEN LINE	73	3,699					22	1,523	3	42	98	5,264	98	6,264	0	(1,000)
R80: RED LINE SEGMENT 1			11	314	94	5,217					105	5,532	102	9,271	3	(3,739)
R81: RED LINE SEGMENT 2			60	12,121	42	5,822			1	0	103	17,943	96	15,736	7	2,207
R82: RED LINE SEGMENT 3			17	2,702							17	2,702	16	2,591	1	111
SYSTEMWIDE & OTHER			1	90	8	2,166					9	2,256	9	1,905	0	351
CONTRACT TOTAL	82	4,163	91	15,241	144	13,205	22	1,523	10	477	349	34,596	COMMENTS:			
LAST MONTH	82	6,137	87	14,707	137	14,810	22	1,523	10	545	338	37,722				
VARIANCE	0	(1,974)	4	534	7	(1,605)	0	0	0	(68)	11	(3,112)				







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

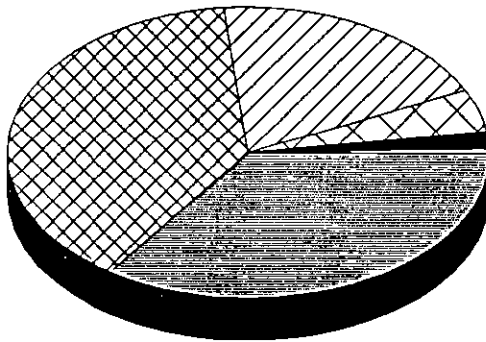
* DOES NOT INCLUDE AMENDMENTS PRIOR TO 05/01/91

METRO PROGRAM CHANGE VOLUME AND COST BREAKDOWN CONSULTANT CONTRACT CHANGES









CHANGE VOLUME
TOTAL CCR'S: 230

54	23%		0-10K
40	17%		10-25K
44	19%		25-50K
59	26%		50-200K
27	12%		200K-1 MIL
6	3%		ABOVE 1 MIL

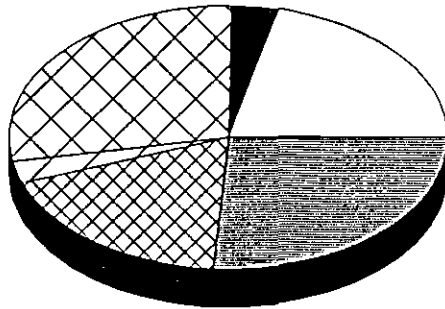


CHANGE COST ESTIMATE
TOTAL COST: \$34.6 MILLION







\$165,678	.5%		0-10K
\$716,503	2%		10-25K
\$1,631,781	5%		25-50K
\$6,705,576	19%		50-200K
\$13,383,164	39%		200K-1 MIL
\$11,991,367	34.5%		ABOVE 1 MIL

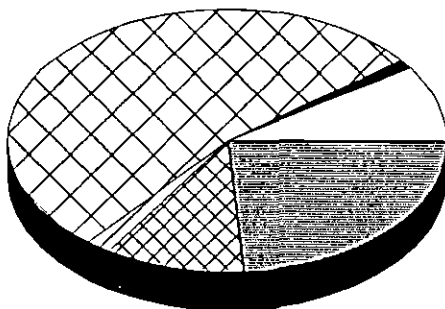
DATA AS OF 09/29/92
REQUESTED CHANGES SINCE 05/01/91 ONLY

METRO PROGRAM CHANGE VOLUME AND COST BY BASIS CONSULTANT CONTRACT CHANGES









CHANGE BASIS VOLUME
TOTAL CCR'S: 230

49	21%		OTHER AGENCIES
8	4%		SCHEDULE REVISION
65	28%		CONTRACT CHANGES
6	3%		CLAIMS/DISRUPTIONS
42	18%		SPECIAL STUDIES
60	26%		STAFFING/EQUIPMENT



CHANGE COST ESTIMATE
TOTAL COST: \$34.6 MILLION

\$3,212,473	9%		OTHER AGENCIES
\$419,598	1%		SCHEDULE REVISION
\$18,552,343	54%		CONTRACT CHANGES
\$640,616	2%		CLAIMS/DISRUPTIONS
\$3,533,091	10%		SPECIAL STUDIES
\$8,235,948	24%		STAFFING/EQUIPMENT

DATA AS OF 09/29/92
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	40	26	11	124

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 164 positions are filled with regular full time staff and 22 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

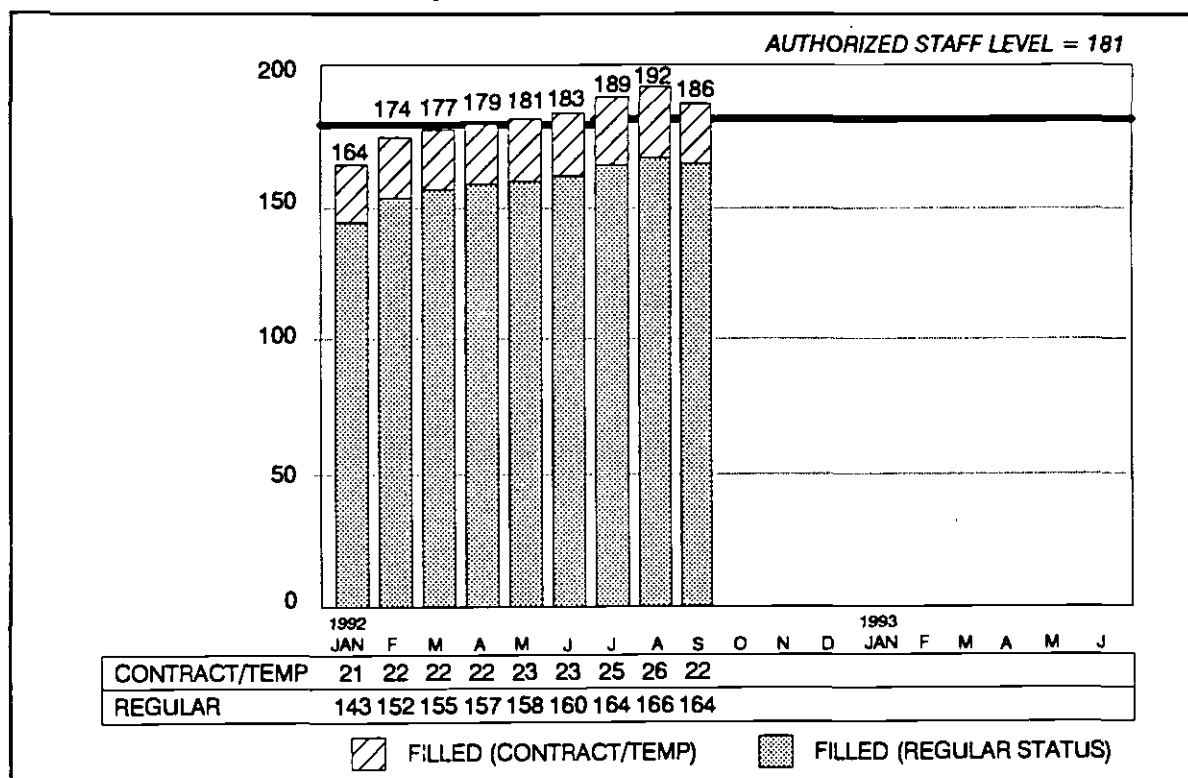
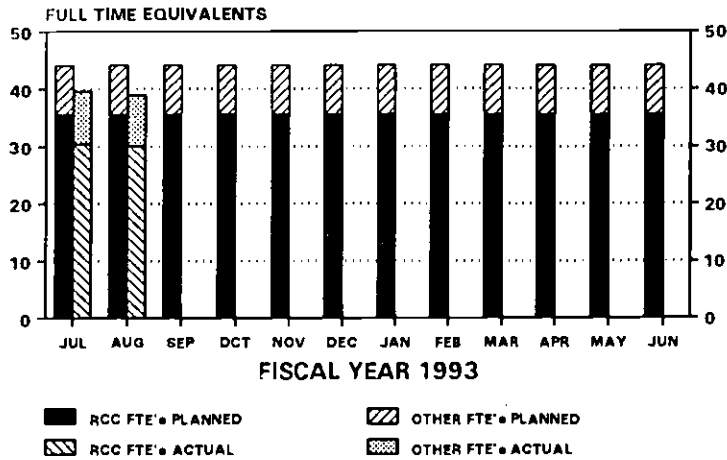


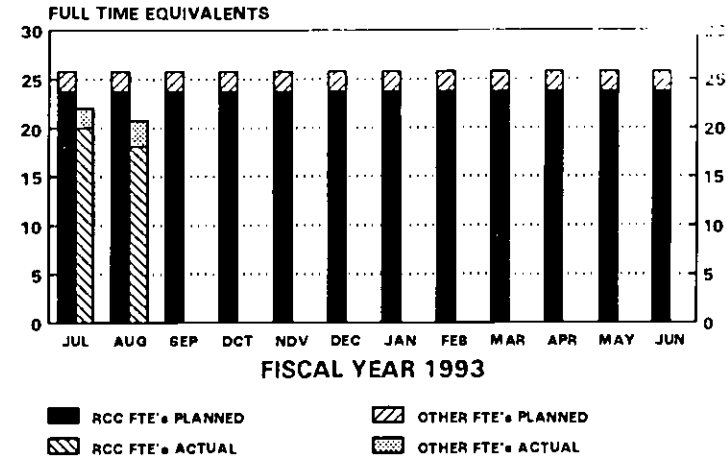
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



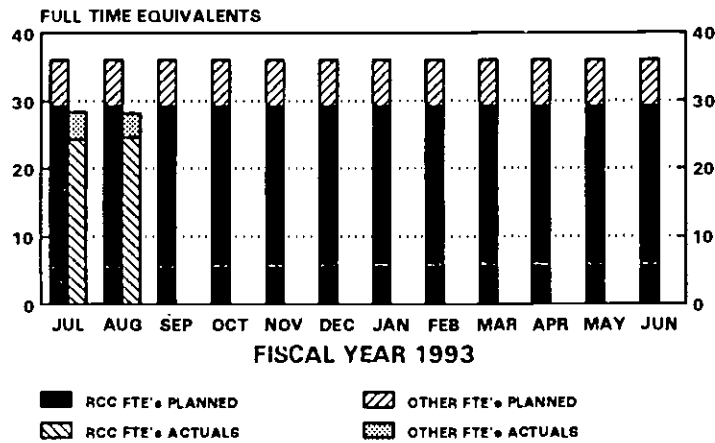
FY'93 Budget

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



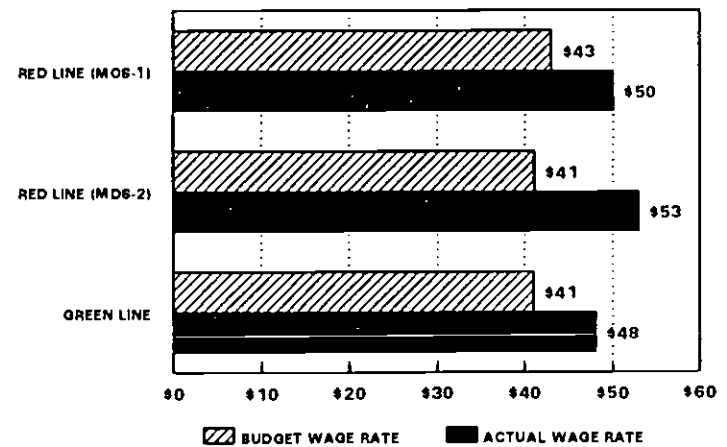
FY'93 Budget

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'93 BUDGET

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



*Salaries and Fringe Benefits Only

Figure 5



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

Page: 1
 Date: 9/17/92
 Time: 11:00 am

DIVISION		R01 Blue Line		R05 Pasadena		R23 Green Line		R80 Red Seg 1		R81 Red Seg 2		R82 Red Seg 3		Sub Total		R60/70 Comm Rail		Rxx Other Proj		R92 System Wide		000 Overhead		Sub Total		Grand Total		ANNUAL BUDGET
		PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	
Strategic Group																												
	BUDGET	.8	1.6	.3	.5	1.0	1.9	.7	1.4	.8	1.6	.1	.1	3.6	7.1													42.6
	ACTUAL	1.1	2.0	.4	.8	1.0	2.3	1.7	2.7	.7	1.6	0.0	.1	5.0	9.4													
Area Teams																												
	BUDGET	0.0	0.0	1.3	2.6	.3	.6	.2	.3	.1	.1	1.1	2.2	2.9	5.8													34.9
	ACTUAL	0.0	0.0	.4	.7	0.0	.1	0.0	.2	.4	.9	1.4	2.6	2.1	4.5													
Administrative Technical Oper																												
	BUDGET	1.4	2.9	3.7	7.3	5.1	10.2	2.0	4.0	7.6	15.3	5.9	11.7	25.7	51.4													308.4
	ACTUAL	.7	1.2	.6	.9	2.6	5.3	1.0	1.8	7.7	15.4	1.6	2.5	14.2	27.1													
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													0.0
	ACTUAL	0.0	0.0	.0	.1	0.0	0.0	0.0	0.0	0.0	.1	0.0	0.0	.0	.2													
Rail Construction Corporation																												
	BUDGET	.5	.9	13.5	26.9	28.6	57.1	23.8	47.6	35.5	71.0	2.5	4.9	104.2	208.4	3.2	6.3	3.9	7.7	43.1	86.2	14.5	29.0	64.6	129.2	168.8	337.6	2064.6
	ACTUAL	.5	1.2	7.8	14.7	24.6	48.9	18.1	38.0	30.1	60.6	5.7	9.0	86.8	172.4	0.0	0.0	2.2	4.5	28.1	52.7	36.5	75.8	66.8	133.0	153.7	305.4	
COMMISSION TOTAL																												
	BUDGET	2.7	5.4	18.7	37.3	34.9	69.8	26.6	53.3	44.0	88.0	9.5	19.0	136.4	272.7	3.2	6.3	3.9	7.7	43.1	86.2	14.5	29.0	64.6	129.2	201.0	401.9	
	ACTUAL	2.4	4.4	9.2	17.1	28.2	56.6	20.8	42.8	38.9	78.5	8.7	14.2	108.1	213.6	0.0	0.0	2.2	4.5	28.1	52.7	36.5	75.8	66.8	133.0	174.9	346.6	
ANNUAL BUDGET			32.2		234.5		426.9		319.1		527.9		113.8			34.8		49.2		530.2		182.0						2450.5

CORPORATE COST TARGETS RELATIVE TO CONSTRUCTION

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

The RCC corporate goal for project administration costs is 20%. The current cost forecast data for project administration costs totals 26.1% 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%	821,661	56.67%	1,007,727	68.11%	3,064,957	66.54%	
REAL ESTATE	55,592	6.34%	29,232	3.66%	138,088	9.52%	90,300	6.10%	313,212	6.80%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	76,492	9.57%	218,218	15.05%	138,487	9.36%	502,784	10.92%	
CONSTR MGMT.	91,642	10.45%	72,889	9.12%	141,734	9.77%	131,090	8.86%	437,355	9.49%	
STAFF	17,655	2.01%	21,390	2.68%	97,273	6.71%	70,128	4.74%	206,446	4.48%	4%
OTHER	14,222	1.62%	15,056	1.88%	924	0.06%	27,020	1.83%	57,222	1.24%	
SUBTOTAL	193,106	22.01%	185,827	23.25%	458,149	31.60%	366,725	24.79%	1,203,807	26.13%	20%
CONTINGENCY	963	0.11%	20,188	2.53%	32,121	2.22%	15,100	1.02%	68,372	1.48%	
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%	1,479,552	100.00%	4,606,222	100.00%	

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 September:

METRO GREEN LINE

- Participated in several rideshare fairs along the corridor.
- Provided Metro Train ride tours for alignment city mayors, council members, the El Segundo Employers Association, and others.
- Started negotiations with Takata Nursery regarding fence relocation and Rockwell Corporation to define a right-of-way issue.
- Responded to complaints regarding Rosecrans/Aviation segmental construction.

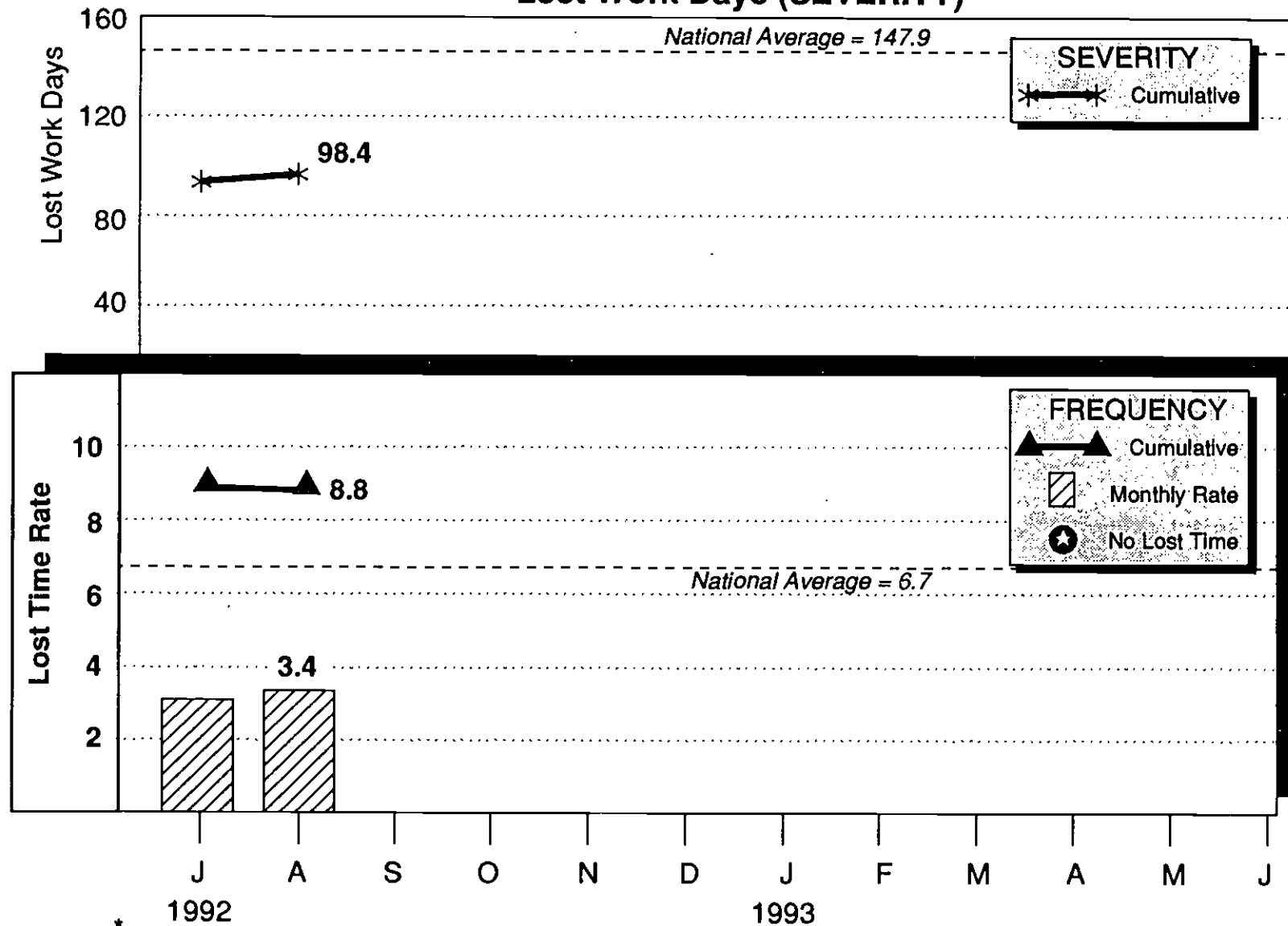
METRO RED LINE SEGMENT 1

- Provided five train ride/tours to more than 500 persons from community groups, elected officials and local businesses.
- Installed promotional pre-opening signage on bus shelters and billboards near stations.
- Participated in a joint public presentation with Metrolink staff.

METRO RED LINE SEGMENT 2

- **Wilshire Corridor** - Worked with construction management and LADOT to resolve traffic impacts on construction. South Ardmore Avenue reopening improved merchant access and visibility issues. Continued discussions regarding noise mitigation measures at the Wilshire/Normandie station. Installed promotional banners in the mid-Wilshire area.
- **Vermont Corridor** - Completed draft Construction Impact Program for the Braille Institute. Continued discussions with Los Angeles Unified School District officials regarding mitigation measures for Barnsdall Park tunneling site. Requested baseline ambient noise level readings from LAPD to develop noise mitigation measures for Barnsdall Park.
- **Hollywood Corridor** - Started work on the second draft of the Hollywood Construction Impact Program. Began developing mitigation budget for Hollywood Boulevard, which includes preservation and restoration of the Hollywood Walk of Fame.

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

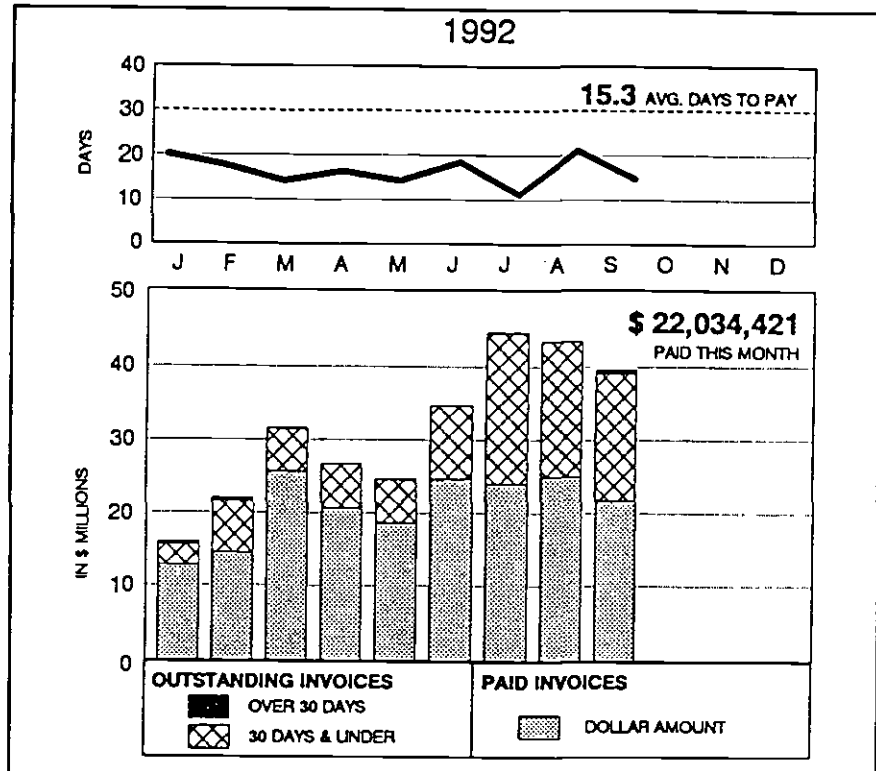
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.3 days.

- 58 invoices were paid this month for a total value of \$ 22,034,421.

- There were 49 outstanding Construction or Procurement invoices under 30 days old for \$ 17,278,089.

- There were 2 outstanding Construction or Procurement invoice over 30 days old for \$ 619,666.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1992	18	5,982,930	1	69,660	56	9,482,166	24	1,333,396
MAY 1992	19	5,941,186	2	96,797	64	4,597,512	18	1,079,030
JUN 1992	14	9,937,533	0	0	60	4,395,685	19	1,051,125
JUL 1992	75	20,501,228	1	77,413	103	9,162,351	25	1,019,011
AUG 1992	63	18,419,416	1	6,609	44	7,354,593	37	2,300,032
SEP 1992	49	17,278,089	2	619,666	66	11,681,964	26	1,975,988

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

- Forty four cars (15 cabs-29 trailers) are presently in Midway Yard. Cars accepted: 39 conditional; 0 final.
- Production rate of two vehicles per week continues for the present.
- Car #63 in "splice", subsections for car #67 are positioned in assembly fixtures on 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 (total 64) has been transmitted to UTDC.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Change orders for spare parts for Option A and B cars are in negotiations.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL**SEPTEMBER 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.
- Fourteen locomotives are presently at Midway Yard. Locomotives accepted; 9 conditionally; 0 final.
- Total quantity of locomotives remains at nineteen - Base Order (17) plus Option (2).
- Note: Five locomotives en route to Los Angeles were part of a multiple car derailment near Utah. These units were railed and diverted to the Salt Lake City locomotive repair facility for complete inspection and repair/replacement of damaged components prior to continuing the journey to SCRRA's Midway Yard. Latest anticipated arrival for all five cars is mid-October.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- None

CRITICAL NEEDS:

- None

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

Page: 1

UPDATE:28-Sep-92

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C6220	SYSTEM STANDARD PLATFORM CONST	FP										\	\
C6230	LA RIVER TRACK IMPROVEMENTS	FP		09/25/92	09/28/92	10/06/92	10/28/92	11/06/92		11/13/92	ORIGEL	\MCGINLEY	\
C6240	LAUPT TRACKWORK	FP										\	\
C6250	LOS ANGELES RIVER BRIDGE	FP		09/28/92	09/30/92	10/07/92	10/29/92	11/06/92		11/13/92	ORIGEL	\MCGINLEY	\
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										\	\
H2100	LAUPT MOBILITY AID DEVICES				06/26/92		11/01/92	11/05/92		11/06/92	ORIGEL	\SOLOW	\
ST007	LAX-PALMDALE ADVANCED RAIL				08/16/91	09/09/92	11/24/92	03/02/95	06/15/93	03/23/95	SECHLER	\SWEDE	\
ST008	SFV EAST-WEST ADVANCED RAIL				08/16/91	09/09/92	11/24/92	03/02/95		03/23/95	SECHLER	\SWEDE	\
ST009	SFV EAST - WEST ADVANCED RAIL				08/16/91	09/09/92	11/24/92	03/02/95		03/23/95	SECHLER	\SWEDE	\

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
H840	Fare Collection						Release of retention received	Nov 92

**METRO PASADENA PROJECT
SEPTEMBER 1992 STATUS REPORT**

EXECUTIVE SUMMARY

Agreement was reached between the L.A. Department of Transportation and the RCC regarding the Alameda house hauling route, eliminating a major cost and schedule impact to the project. The EMC witnessed a strong gain in production during the month and have 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, and interested members of the Bilingual Foundation of the Arts during September. This strategy is clearing a path for future coordination and cooperation with the communities that will be a part of this project.

As of month end September, Preliminary Engineering was 40% complete with a forecasted completion date of 3/97.

AREAS OF CONCERN

ONGOING

Yard Site Location

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

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

Status: The draft SEIR was approved by the Commission and released for public review. Certification of the SEIR is still targeted for January 1993.

Civic Center West Development

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

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

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

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

Santa Fe Right Of Way Access

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

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

Status: Preliminary agreements have been reached with Santa Fe regarding their abandonment of the Pasadena subdivision by February 1st, 1994. The Term Sheet has been finalized and RCC is awaiting ATSF's signature.

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

Catellus Interface At LAUPT

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

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

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

KEY ACTIVITIES - SEPTEMBER

- Revised Contract Unit Descriptions were submitted by the EMC on 9/25.
- Project schedule comments have been submitted to the EMC and a second draft of the project schedule was submitted to the RCC on 9/11.
- RCC and RTD review comments for the Yard and Shops drawings were received on 9/15. A joint review meeting has been set for 10/8.
- The Project Artist selection process continued with presentations given by over seventy bidders. The list has been pared to six finalists who will make their final presentations on 10/6.
- Pre-Qualification meetings were held with document holders for final design for the project. Proposals were submitted on 9/28. Short listing for the first two section design contracts will be completed by mid October.
- The Environmental Study for the Cornfield Yard was submitted to the Real Estate department on 9/25.

KEY ACTIVITIES -PLANNED FOR OCTOBER

- EMC will present the Systems Engineering basis of design and completion plan on 10/2.
- Peer review of the Yard and Shops design will take place on 10/8.
- The bridge structures study and report will be submitted by EMC on 10/30.
- The Yard and Shop drawings will be delivered to the EMC Estimating department on 10/15. This will be the completion of the Yard and Shops design task.
- The Project artist will be selected on October 6.
- The draft Design Criteria manual will be submitted to the RCC for comment on October 14. When approved, it will form the standard for all future LRT design.
- The Geotechnical and Environmental reports for the entire alignment will be delivered to the RCC completing both tasks 10/30.

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 44%
 - Actual 34%

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

Vehicle Delivery/Integrated Testing Conflict

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

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

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

Caltrans Permits

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

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

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

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

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

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

Status: The Contract C0600 contractor will be given access to the structures as soon as they become available. The contractor's revised construction schedule has been initiated as part of the LRT facilities change order. The Caltrans contractor is working toward a completion date of October 30, 1992 which coincides with information given to the Contract C0600 contractor.

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

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

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

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

RESOLVED No areas of concern were resolved this reporting period.

KEY ACTIVITIES -- SEPTEMBER

- Advertised Contract H0901 (Platform Intrusion Detection System) for bid.

KEY ACTIVITIES -- PLANNED FOR OCTOBER

- Open Bids for Contract H0888 (Light Rail Radio System).
- Advertise Contract C0095 (Wayside Intrusion Detection System) for bid.

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

[\$ x 000's]

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T Construction	470,192	567,950	2,616	309,138	2,639	117,472	0	105,092	567,582	(368)
S Professional Services	108,562	109,629	276	135,321	1,400	100,990	259	94,136	181,036	71,408
R Real Estate	36,927	29,232	0	24,014	0	22,945	0	22,944	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	0	9,197	0	2,255	0	2,255	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)	(1)	(8,675)	(1)	(585)	(2)	(585)	(13,949)	(151)
Project Grand Total :	671,000	722,402	2,891	470,030	4,038	243,373	257	224,053	799,378	76,976

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

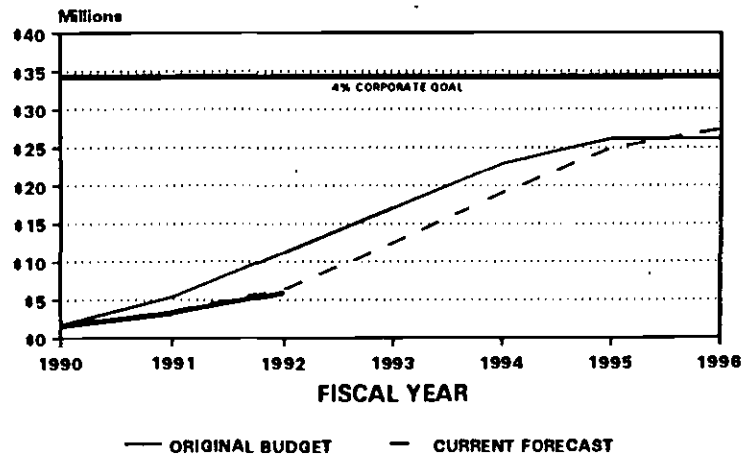
RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)

AUGUST 92

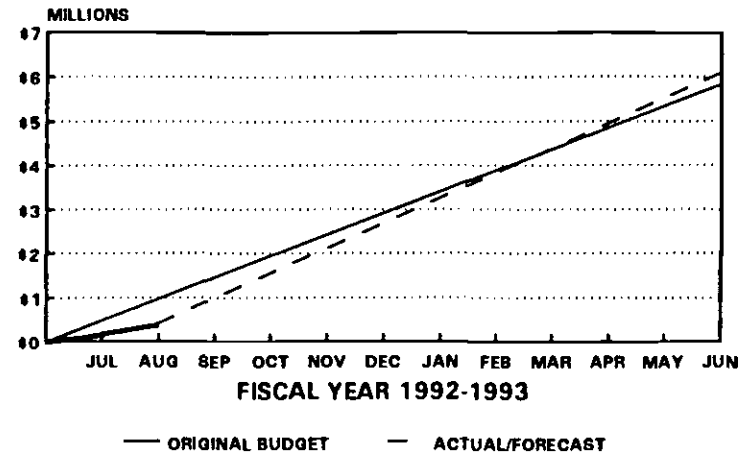
STATUS OF FUNDS BY SOURCE

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	\$594,233	\$189,700	\$264,894	45%	\$18,917	3%	\$18,917	3%
TOTAL	\$799,369	\$394,836	\$470,030	59%	\$224,053	28%	\$224,053	28%

AGENCY COST GREEN LINE



FISCAL 1993 AGENCY COSTS GREEN LINE



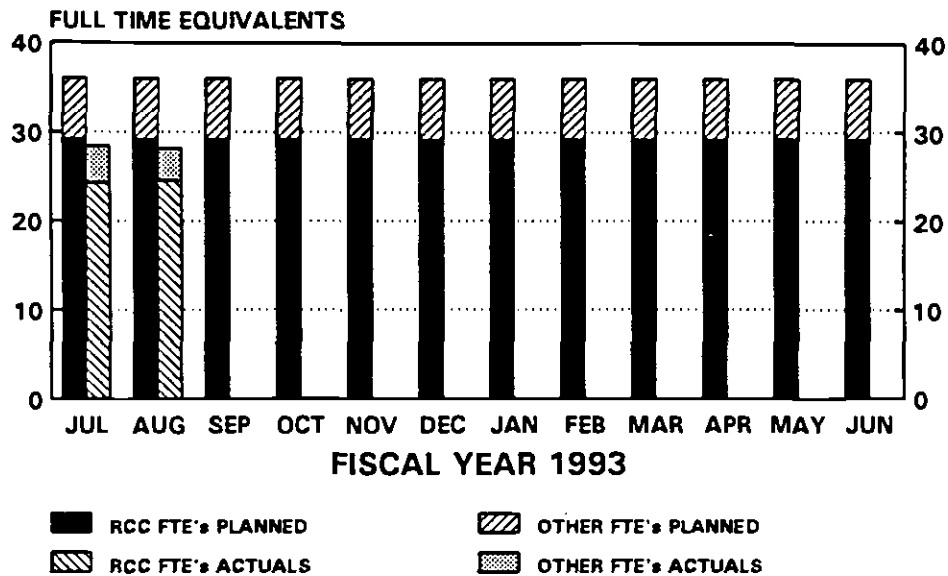
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$ 421

STAFFING PLAN VS. ACTUAL GREEN LINE

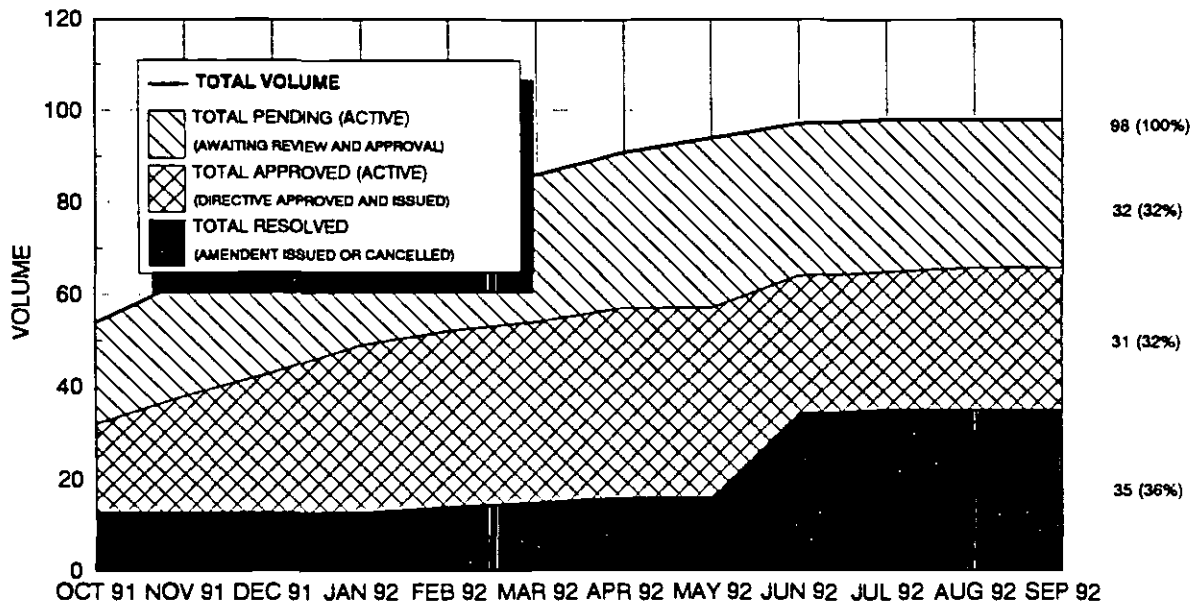


FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$48
RCC FTE's PLANNED	29
RCC FTE's ACTUAL	25
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	36
TOTAL FTE's ACTUAL	28

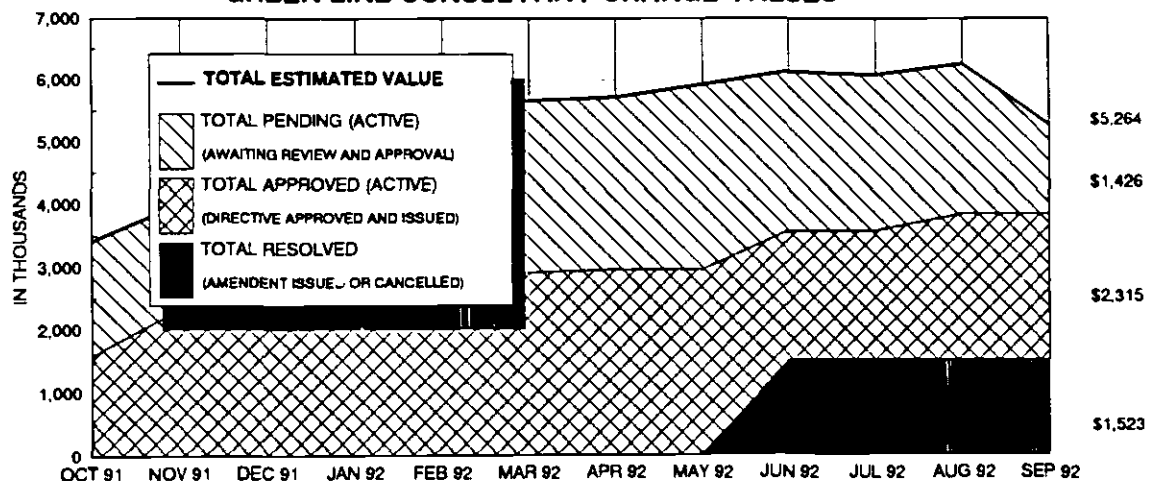
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



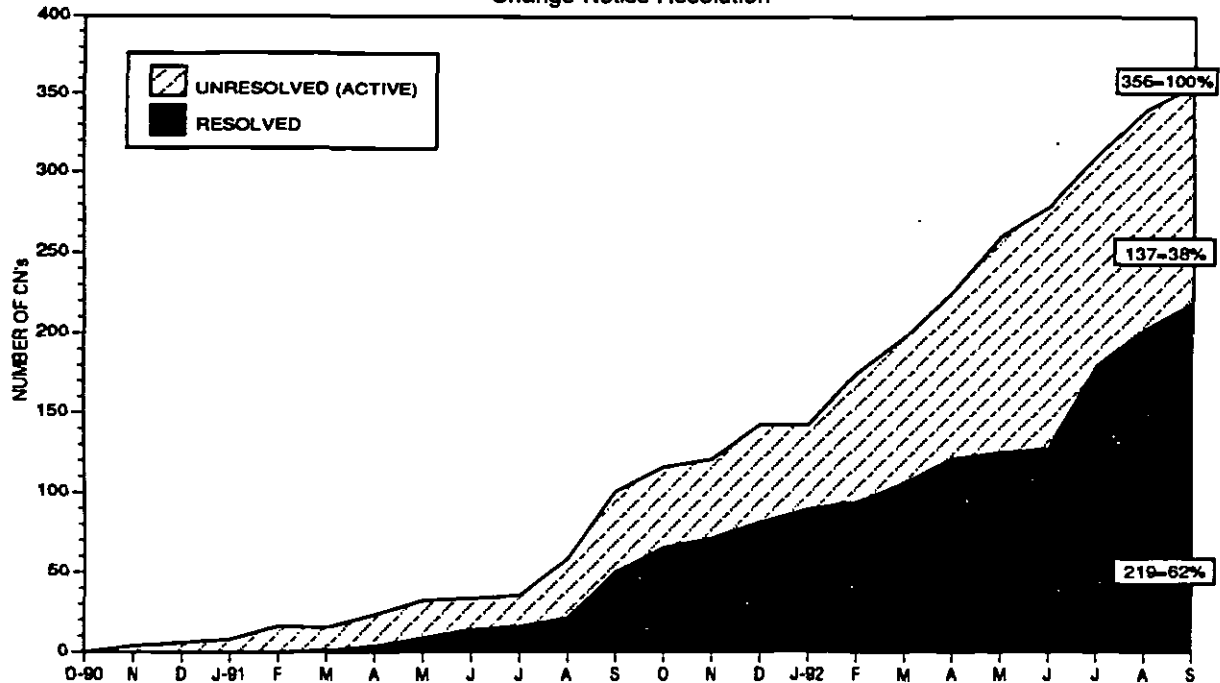
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	63	63
PERCENT	0%	0%	0%	100%	100%

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

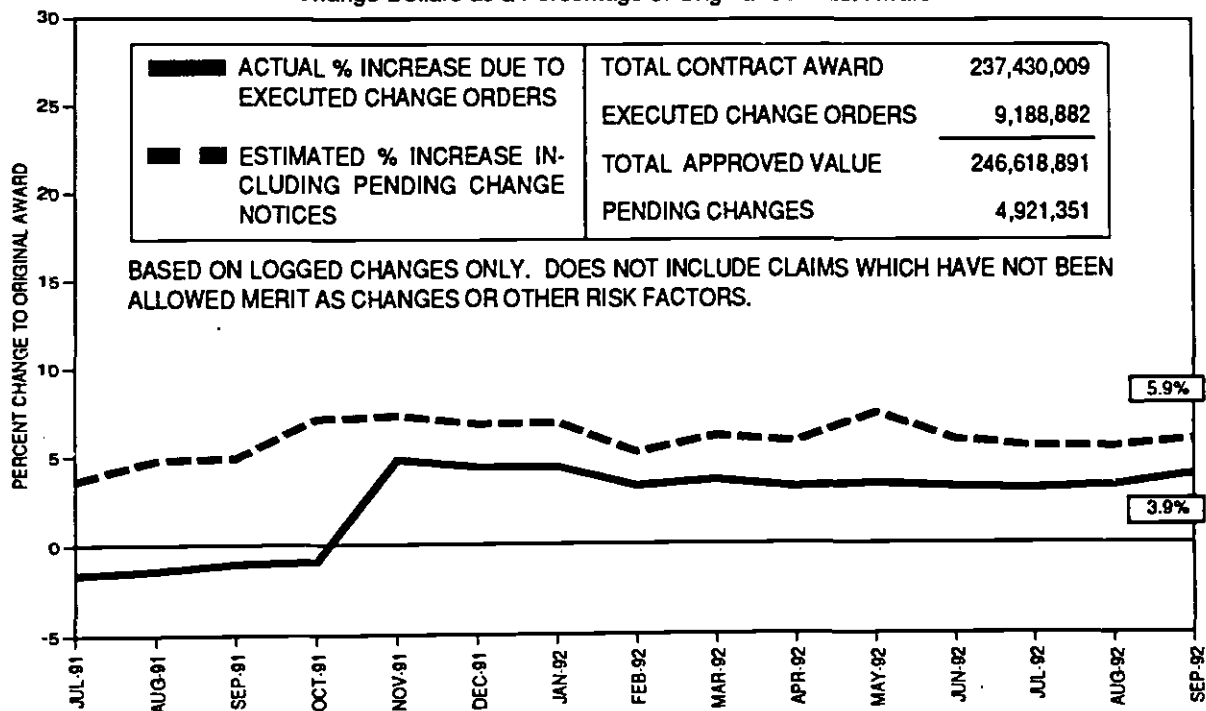


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

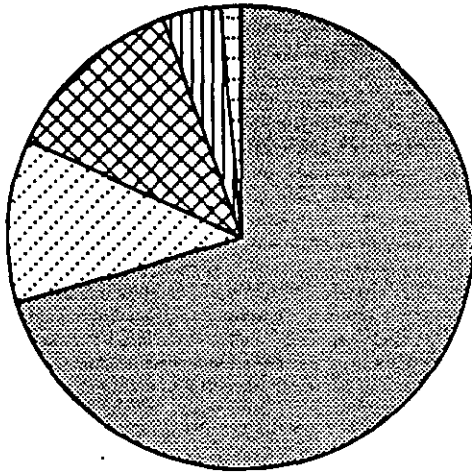


AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	39	30	12	56	137
PERCENT	29%	22%	9%	40%	100%

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 9/25/92



CHANGE VOLUME
 BY CHANGE VALUE
 TOTAL AS OF 9/25/92 = 149

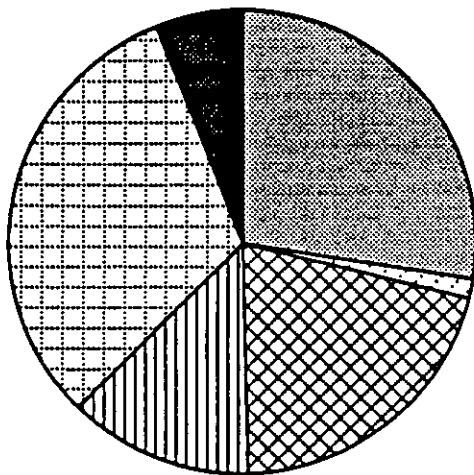
**CHANGE VOLUME
 ABSOLUTE VALUES**

105	70.47%		<25,000
17	11.41%		<50,000
19	12.75%		<200,000
6	4.03%		>200,000
2	1.34%		>1,000,000

**CHANGE COST
 ABSOLUTE VALUES**

\$535,809.72		<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

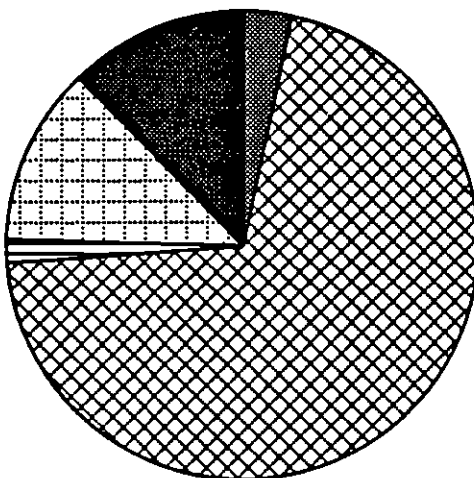
CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 9/25/92



CHANGE BASIS VOLUME
TOTAL 9/25/92 = 149

**CHANGE BASIS VOLUME
ABSOLUTE VALUES**

41	27.52%		Work Scope Changes
2	1.34%		Schedule Changes
31	20.81%		Differing Conditions
19	12.75%		Administrative Changes
47	31.54%		Design Changes
9	6.04%		Other

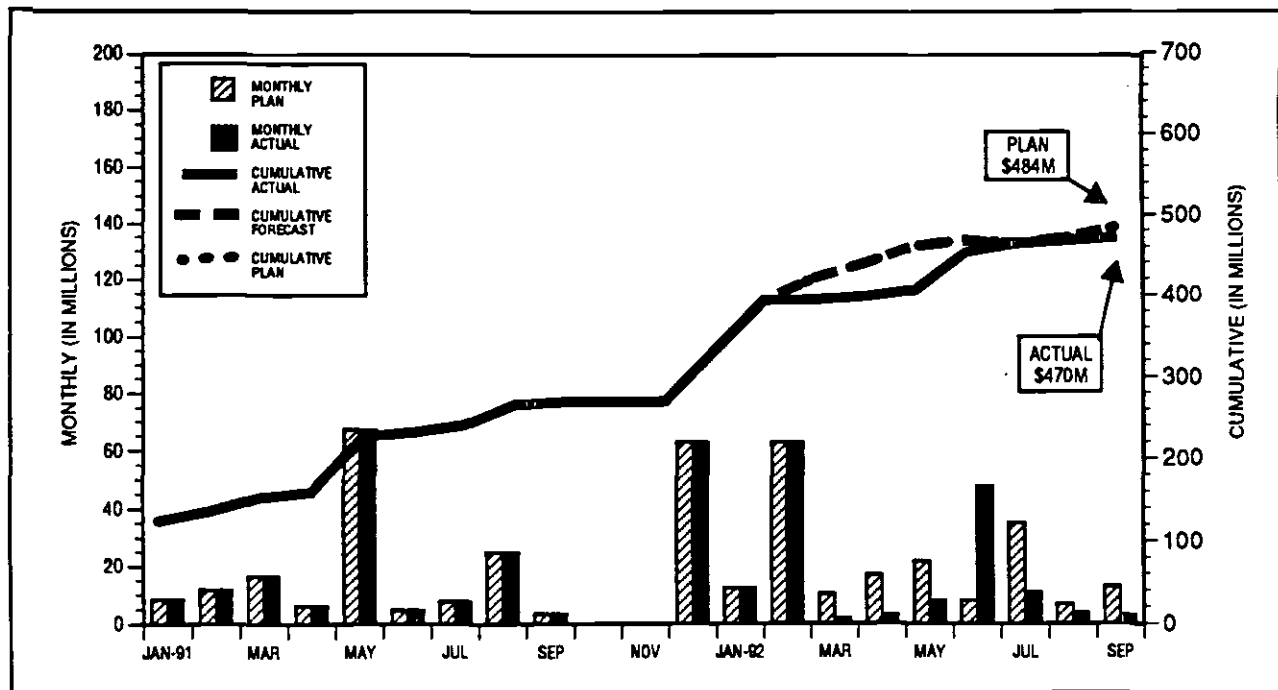
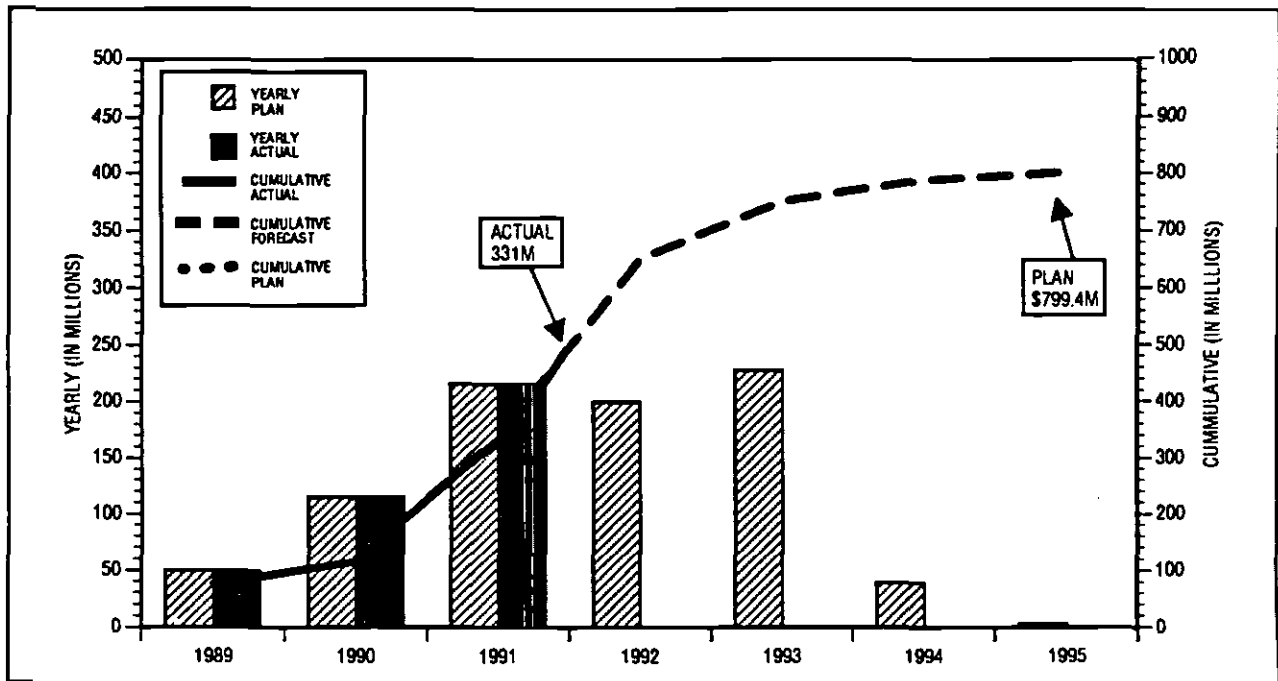


CHANGE BASIS COST
TOTAL 9/25/92 = 149

**CHANGE BASIS COST
ABSOLUTE VALUES**

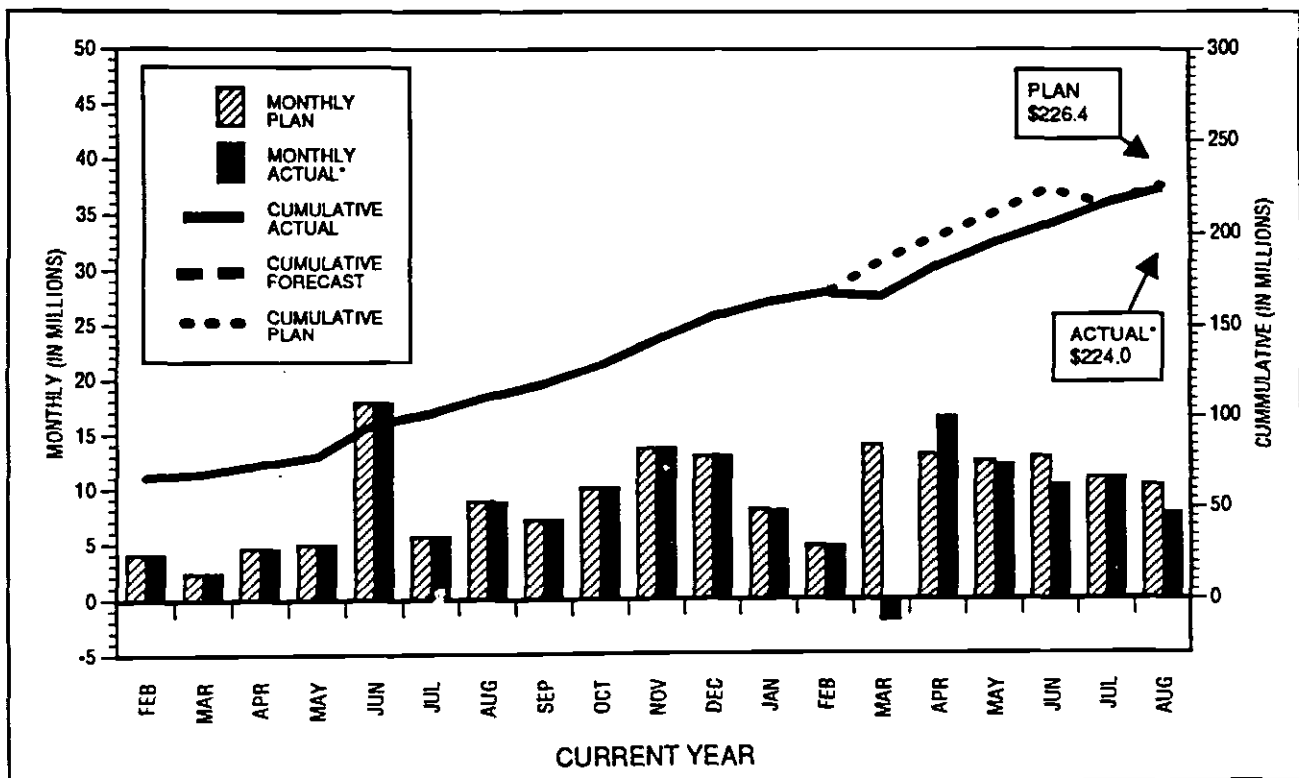
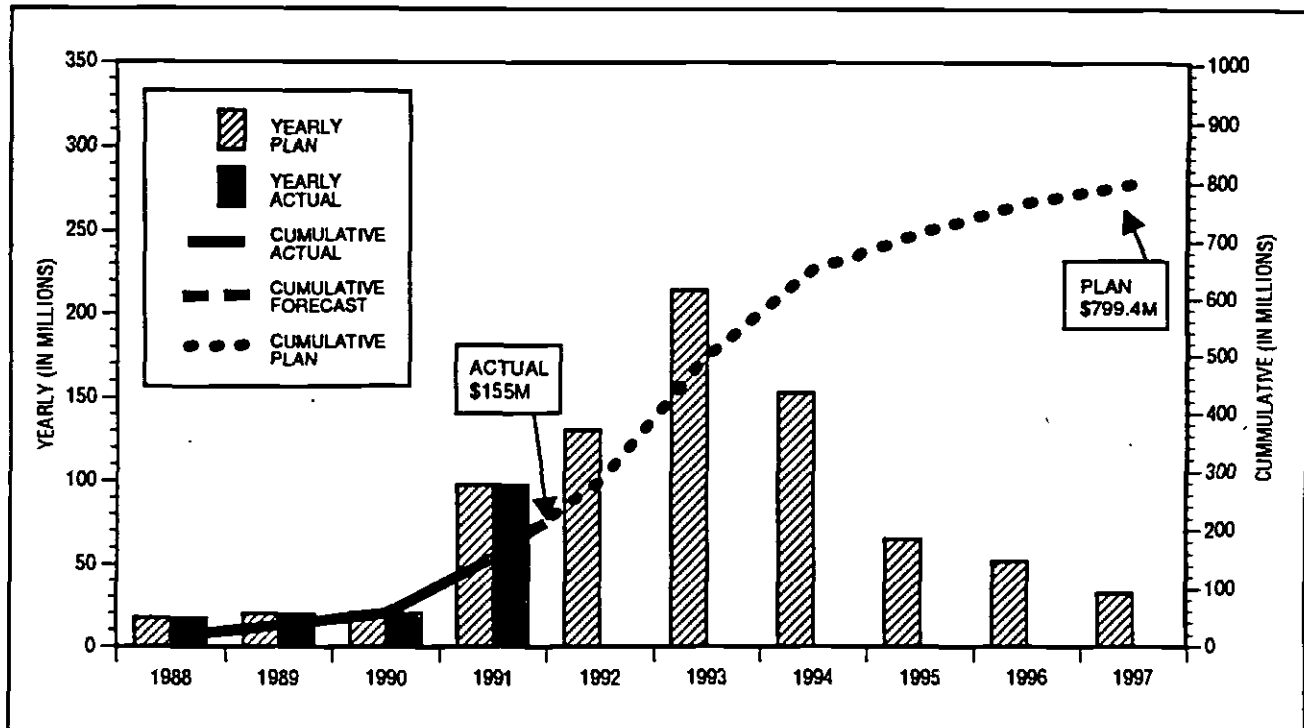
\$298,476.83		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,478,091.94		Differing Conditions
\$151,774.29		Administrative Changes
\$1,119,299.81		Design Changes
\$1,130,554.42		Other

PROJECT COMMITMENTS



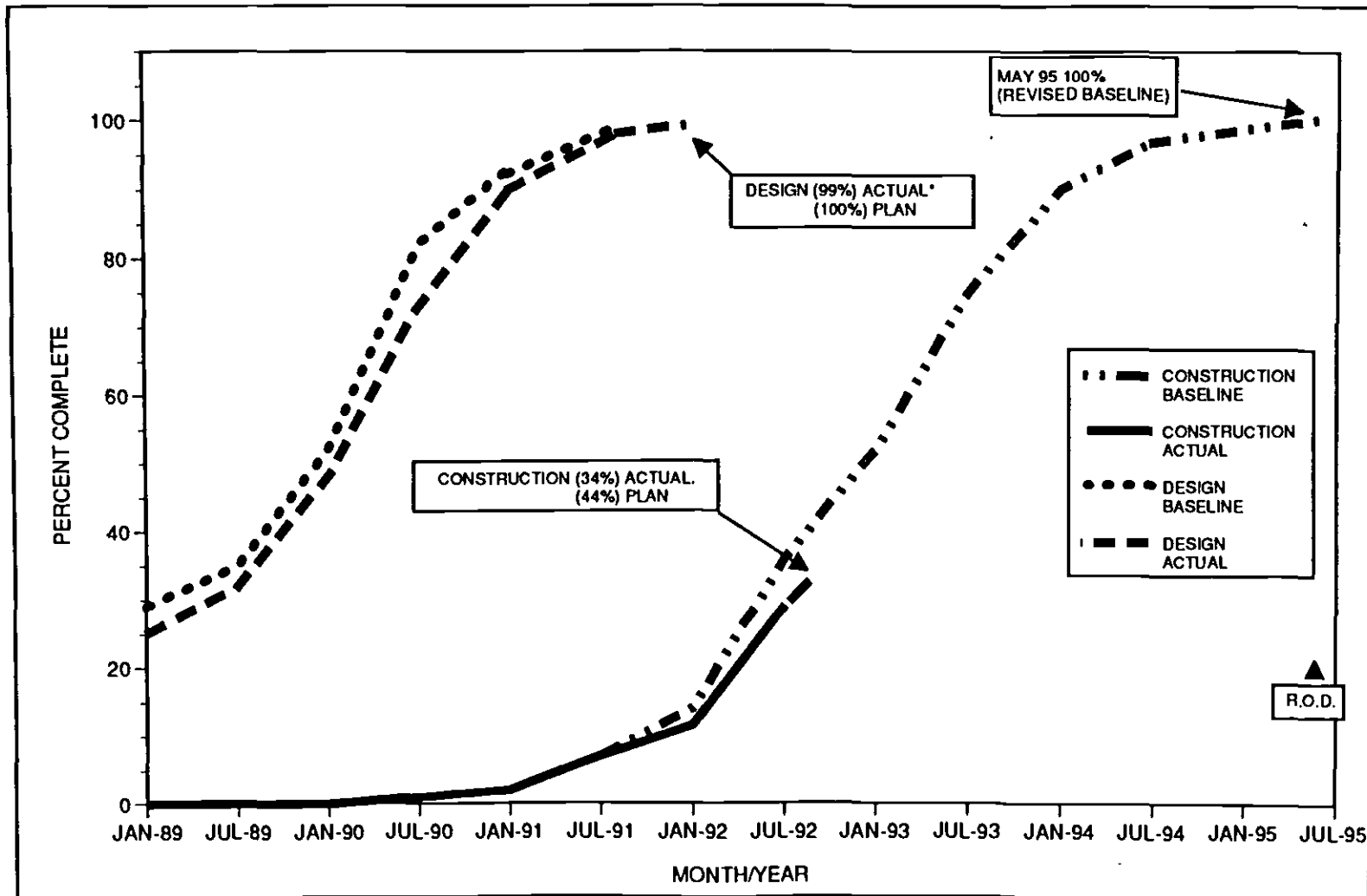
CURRENT YEAR

PROJECT CASH FLOW

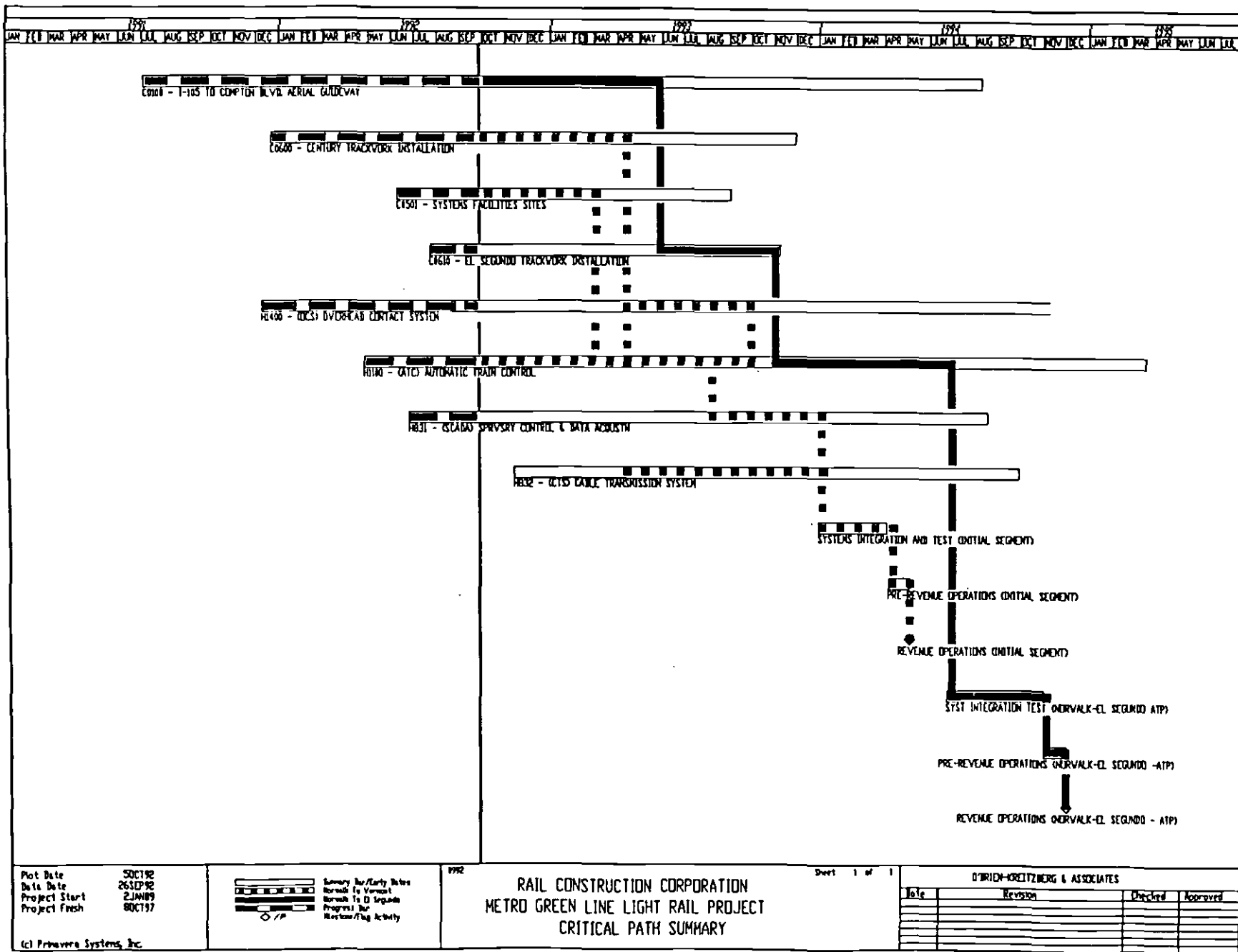


* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY

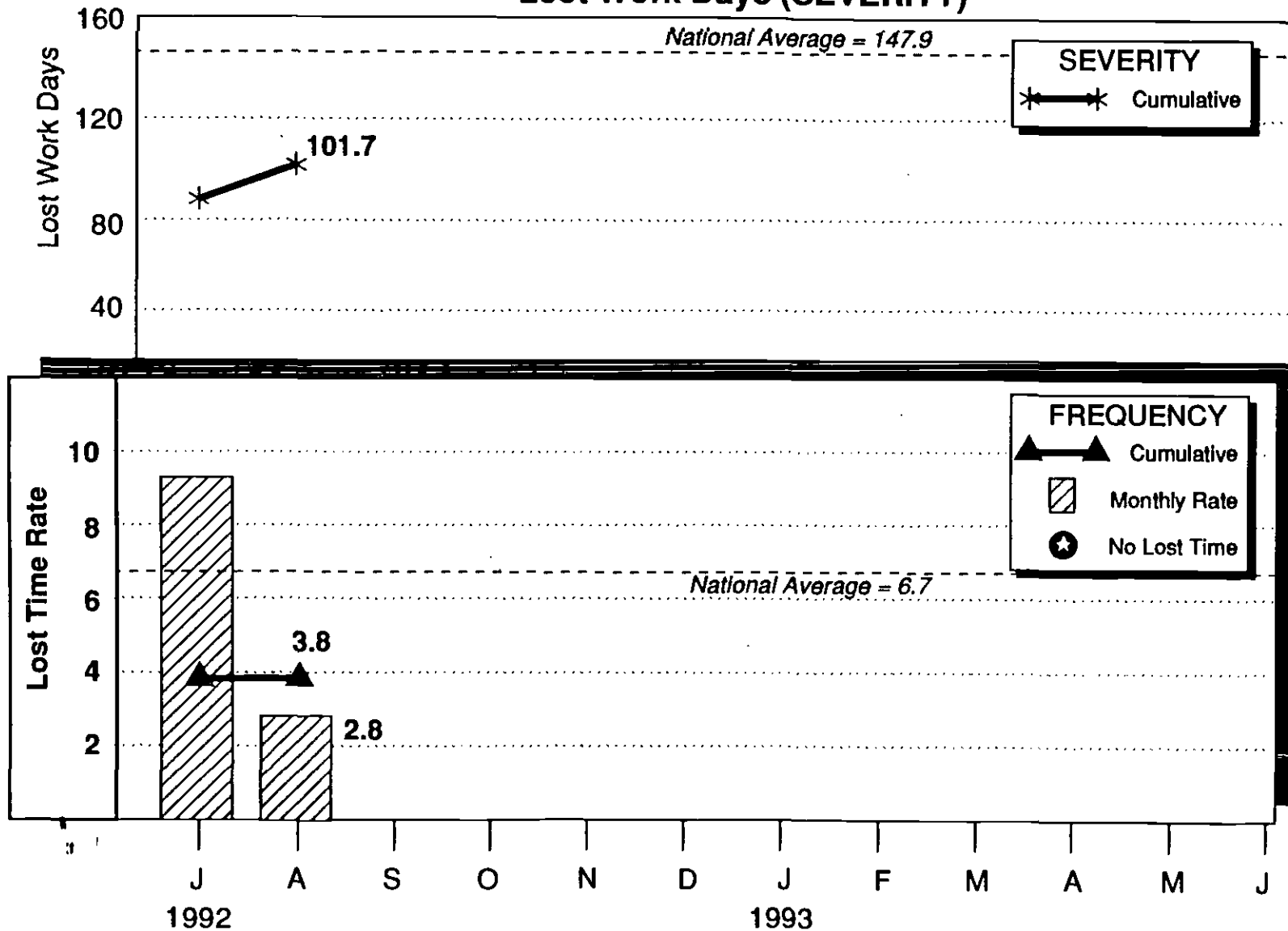


* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE

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



INVOICE PROCESSING

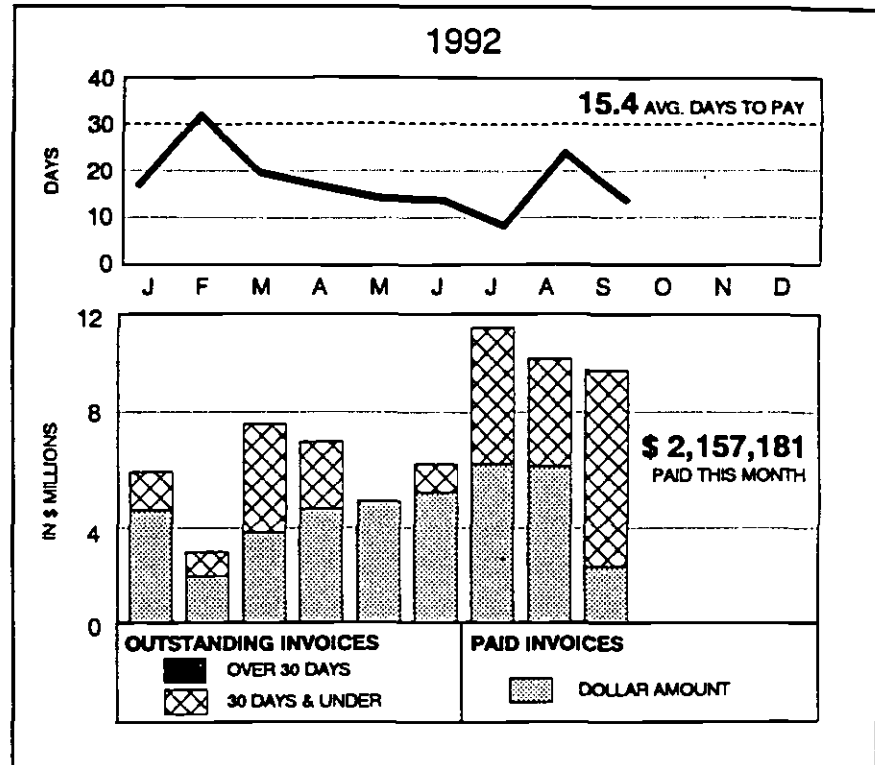
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.4 days.

- 13 invoices were paid for a total value of \$ 2,157,181.

- There were 18 outstanding Construction or Procurement invoices under 30 days old for \$ 7,529,547.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 45,287.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1992	5	2,580,289	0	0	16	5,242,814	9	88,784
MAY 1992	1	10,299	0	0	14	1,350,268	7	83,001
JUN 1992	3	1,116,012	0	0	7	1,406,962	7	88,545
JUL 1992	21	5,235,399	0	0	7	270,616	7	88,545
AUG 1992	17	4,122,326	0	0	17	3,808,673	9	197,650
SEP 1992	18	7,529,547	1	45,287	18	4,933,602	11	108,847

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The September Forecast decreased primarily to reflect reductions in the Professional Services, Real Estate, and Utility Force Accounts cost elements. The major decrease was associated with the transfer of RTD Grants to RCC, resulting in a decrease to the Professional Services category. This decrease was partially offset by increases for the Vehicle Management Consultant due to delayed vehicle delivery and the Engineering Management Consultant to cover costs for the Facility Test Team.

Other significant decreases were due to a reconciliation of the forecast to expenditures for Real Estate and a reconciliation of RTD utility contracts. The decreases caused reductions in the Real Estate and Utility Force Accounts categories, respectively.

An increase in the Construction Forecast resulted from the Catellus Development Corporation claim settlement associated with work at the REA Building. Other significant increases were associated with additional work scope for Contract A190, tile remedial work at Contract A147/A157, and reconciliation of costs for handrail revisions at Contract A136. These increases were partially offset by several decreases. The largest decrease resulted from the claim settlement for the A141 contract.

SCHEDULE STATUS

- Current Revenue Operations Date March 1993
- Construction Progress - Plan 97%
- Actual 96%
- The A640 contract schedule incorporating Fire & Emergency Management (F & EM) system reconfiguration (CN 224) shows an expected finish date for interface testing of December 1, 1992. The ROD of March 1993 is supported.

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 2,200 Project personnel have received Rail Activation Safety training. In addition, the Safety staff participates in weekly Resident Engineer's meetings and monthly progress meetings. The Contractor Safety Audit Program was included in the monitoring efforts for Contracts A147/157 and A185.

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 September, 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.
- Task Orders have been assigned to A190 to support Facility maintenance time frames of the contract and the assumption of maintenance responsibility by SCRTD as a result of successful training program.
- As a result of completed Facility training at the Civic Center Station, operations and maintenance responsibility was turned over to SCRTD on September 14, 1992.

EXECUTIVE SUMMARY (CON'T)

- Supported acceptance testing and delivery of Breda vehicles 513 and 514 on September 28, 1992.
- Satisfactorily conducted one Emergency Response Drill in support of Revenue Operations: "Suicide/Accidental Death in Tunnel Right-Of-Way."

Future activities will focus on:

- Further delivery and testing of Breda vehicles.
- Refinement of training plan to ensure support of Project requirements.
- Continued 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.
- Begin fully integrated testing schedule in support of Revenue Operations.

AREAS OF CONCERN

NEW

Contract A630, Traction Power Equipment

Concern: Four auxiliary 1500 KVA transformers have malfunctioned due to a design/manufacturing defect. This could delay the Revenue Operations Date.

Action: Supplier has agreed to repair defective units.

Status: Rebuilt units will be delivered and installed prior to Revenue Operations Date.

AREAS OF CONCERN (CON'T)**ONGOING****Contract A640, Communications**

- Concern:** LAPD Radio Requirements - Radio System Configuration (number of frequencies and interface) have been agreed to by LAPD/RCC.
- Action:** PB/DMJM met with RCC and LAPD and agreed upon a scope of work.
- Status:** Agreement is being developed with LAPD and a decision will be announced towards the end of October 1992.

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

Increase in Change Notice Backlog

- Concern:** The status of Change Notices and Cost Plus Change Notices related to Contract A136.
- Action:** "Open" unresolved issues associated with Change Notices and Cost-Plus Change Notices have been identified and forecast to indicate maximum exposure. This data is updated on an ongoing basis. Additional staff has been assigned to reduce the backlog.

AREAS OF CONCERN (CON'T)

Status: "Claim Analyses" and initial denials or identification of actions to be resolved through the Change Notice/Change Order process, have been completed for the 20 of 31 "Potential Claims (PCs)" for Contract A136 for which contractor has stated a claim value. Initial review of all Change Orders and Change Notices are completed. Lump Sum bid packages have been developed and issued for efforts that were previously performed on a Cost-Plus basis. Finalization of costs is underway for all remaining identified Change Notices. Additional staff is now processing CPCN "Force Account Record" sheets (to validate "time and material" cost submissions for reimbursement) and CN price proposals prior to incorporation into close-out Change Orders.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

May 1992, Spot Report #15

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

Action: SCRTD has responded to the spot report. In the response SCRTD has committed to delivering expenditure reversal data and an inventory tracking procedure in October.

Status: Hill has discussed the response with the SCRTD and the preliminary response from the FTA will be available at the November quarterly meeting with FTA.

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.

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

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

Status: The first draft of the plan has been distributed for comment. SCRTD is considering the use of a consultant for the close-out plan. The SCRTD and the RCC have reached agreement on a trial balance.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - SEPTEMBER

- Beneficial Occupancy (with exceptions) for the Civic Center and 7th/Flower Stations were transferred to the Rail Activation Group.
- Continued efforts were made toward certification and close-out by the Public Utilities Commission for Contracts A117, Yard Site Lighting; A630, Traction Power Equipment; A631, Traction Power Installation; and A795, Uninterruptible Power Supply.
- Continued resolution of warranty and punchlist work at Contracts A147, Civic Center Station; A157, Pershing Square Station; A167, 7th/Metro Station; and A187, Wilshire/Alvarado Station.
- Continued supplemental training for RTD staff in the operation and maintenance of facility equipment.
- Completed safe braking calibration runs in the Yard and Tunnel using Breda vehicles, Contract A620, Automatic Train Control.
- Completed 6 of the 12 drills.
- Started system cross connects test in 7th/Metro, and completed interface test in Wilshire/Alvarado (completed cutover at 7th/Metro), Contract A640, Communications.
- The A185 contract was given "Notice to Proceed" in September 1992. This contract is responsible for building the station plaza entrance for the Wilshire/Alvarado Station and is expected to last four months. These activities will not impact the Revenue Operation Date.

KEY ACTIVITIES - PLANNED FOR OCTOBER

- 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.
- Continue support of Breda vehicle arrival and testing.
- Continue A185 activities (i.e., building parking lot, plaza and landscaping) Installation of station pylons will commence in October.

KEY ACTIVITIES - PLANNED FOR OCTOBER (CON'T)

- Complete installation and testing at the Metro Red Line Station, Change Order on Contract A136, Union Station.
- Complete system cross connects and interface test in 7th/Metro, Contract A640, Communications.
- Complete signal sighting, cab level runs using Breda vehicles, Contract A620, Automatic Train Control.
- Complete supplemental training for RTD staff.
- Complete system integration tests in Wilshire/Alvarado and 7th/Metro.
- Complete 3 training drills, "Bomb Threat on Train in Tunnel," "Hostage on Moving Train with Weapon Involved," and "Fire/Smoke in Substation Requiring Evacuation of Passenger Station."
- Receive wheel set and complete testing and training for the wheel press, Contract A732.
- Transfer Beneficial Occupancy for Pershing Square and Union Station to the Rail Activation group.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

STATUS PERIOD: AUGUST 29, 1992 TO SEPT 25, 1992
 STATUS DATE : SEPTEMBER 25, 1992
 UNITS : DOLLARS IN THOUSANDS

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	FFGA BUDGET (2)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (12-4)
				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)	
T	CONSTRUCTION	696,158	751,972	0	751,972	7,763	780,600	12,015	730,623	5,354	717,395	1,520	810,652	58,680
S	PROFESSIONAL SERVICES	397,755	461,930	0	461,930	1,884	453,778	2,315	439,288	2,315	439,288	(700)	457,225	(4,705)
R	REAL ESTATE	90,894	139,820	0	139,820	0	126,237	0	126,237	0	124,996	(1,591)	138,088	11,732
F	UTILITY RELOCATIONS	10,920	12,140	0	12,140	(1,009)	11,009	231	8,933	231	8,933	(1,009)	11,009	(1,131)
D	SPECIAL PROGRAMS	948	948	0	948	0	847	0	601	0	601	0	924	(24)
C	PROJECT CONTINGENCY	53,225	83,209	0	83,209	0	0	0	0	0	0	1,780	32,121	(51,088)
A	PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0
PROJECT GRAND TOTAL		1,249,900	1,450,019	0	1,450,019	8,638	1,372,471	14,561	1,305,682	7,900	1,291,213	0	1,450,019	0

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

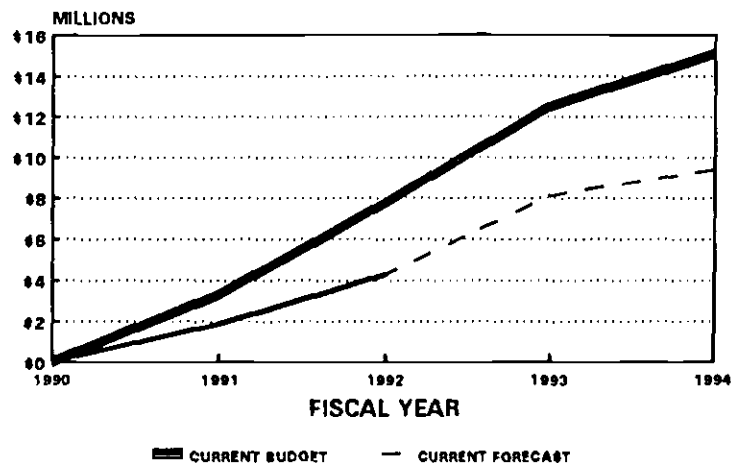
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$605,300	100%	\$574,802	95%	\$571,574	94%
FTA-SECTION 9	\$90,584	\$90,584	\$90,562	100%	\$82,411	91%	\$79,290	88%
STATE	\$210,268	\$210,268	\$192,732	92%	\$192,732	92%	\$206,837	98%
LACTC	\$179,448	\$179,448	\$179,448	100%	\$179,448	100%	\$172,194	96%
CITY OF L.A.	\$34,000	\$34,000	\$33,763	99%	\$33,763	99%	\$32,339	95%
BENEFIT ASSESS.	\$130,300	\$19,082	\$133,940	103%	\$133,940	103%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$101,495	51%	\$86,673	43%	\$86,673	43%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$114,858	
TOTAL	\$1,450,019	\$1,173,500	\$1,337,240	92%	\$1,283,769	89%	\$1,282,847	88%

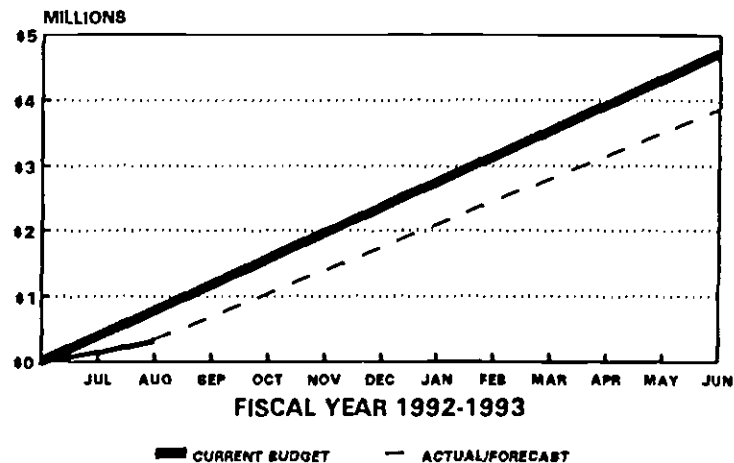
NOTES:

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

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 1



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

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

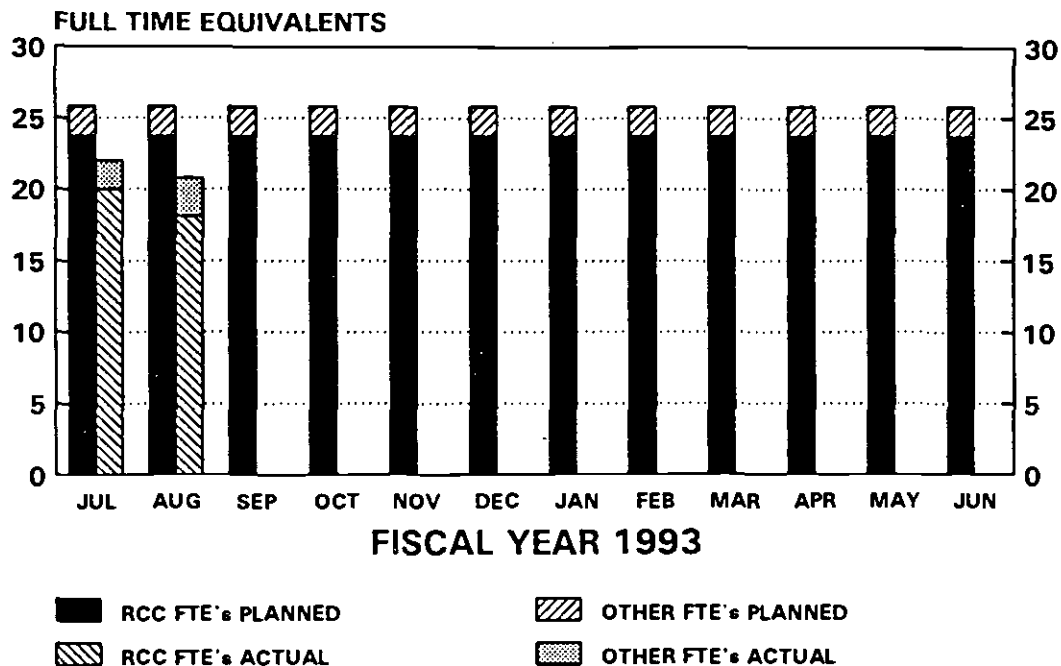
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

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

CURRENT BUDGET	\$4,722
CURRENT FORECAST	\$3,866
ACTUAL TO DATE	\$ 343

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



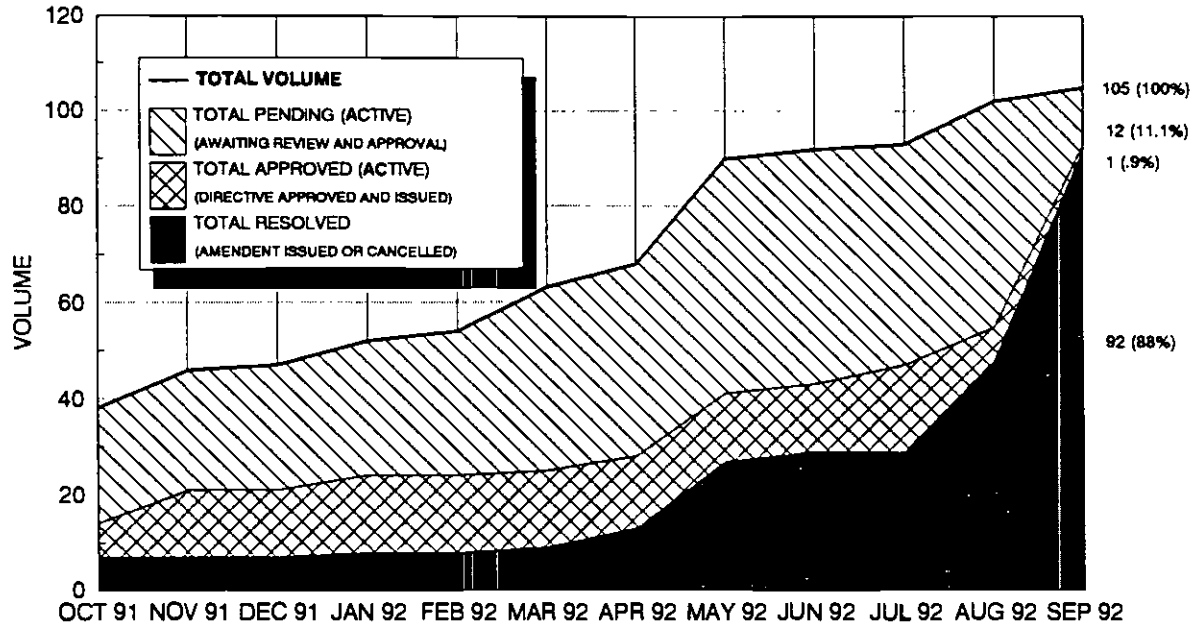
FY'93 Budget

RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1993

BUDGET WAGE RATE (\$/HOUR)	\$43
ACTUAL WAGE RATE (\$/HOUR)	\$50
RCC FTE's PLANNED	24
RCC FTE's ACTUAL	18
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	26
TOTAL FTE's ACTUAL	20

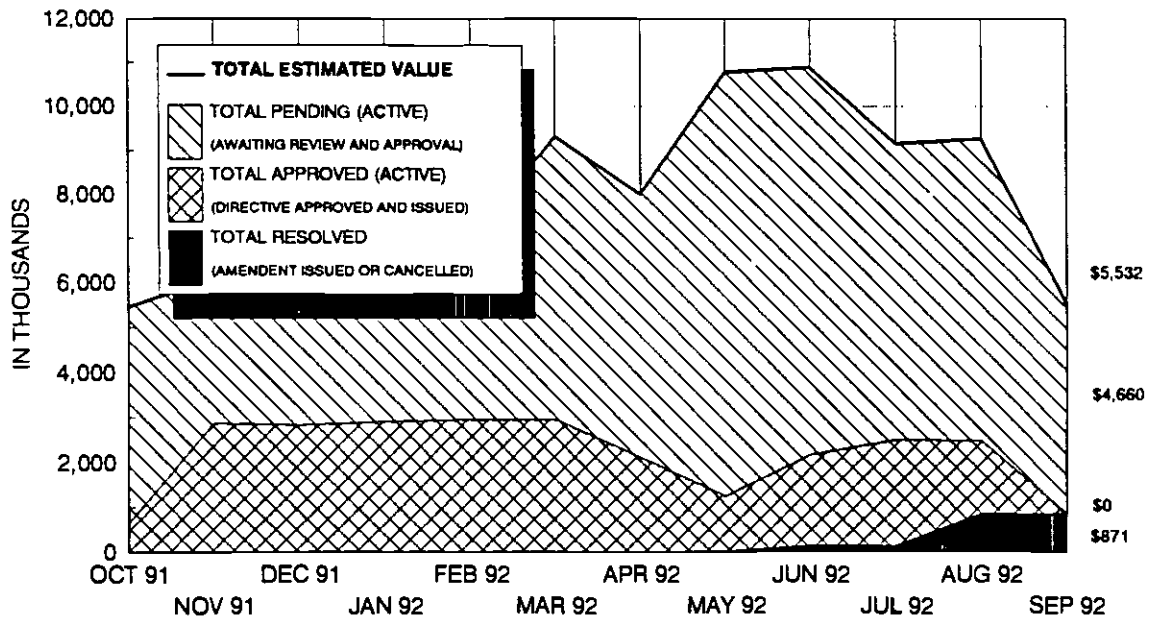
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VOLUME



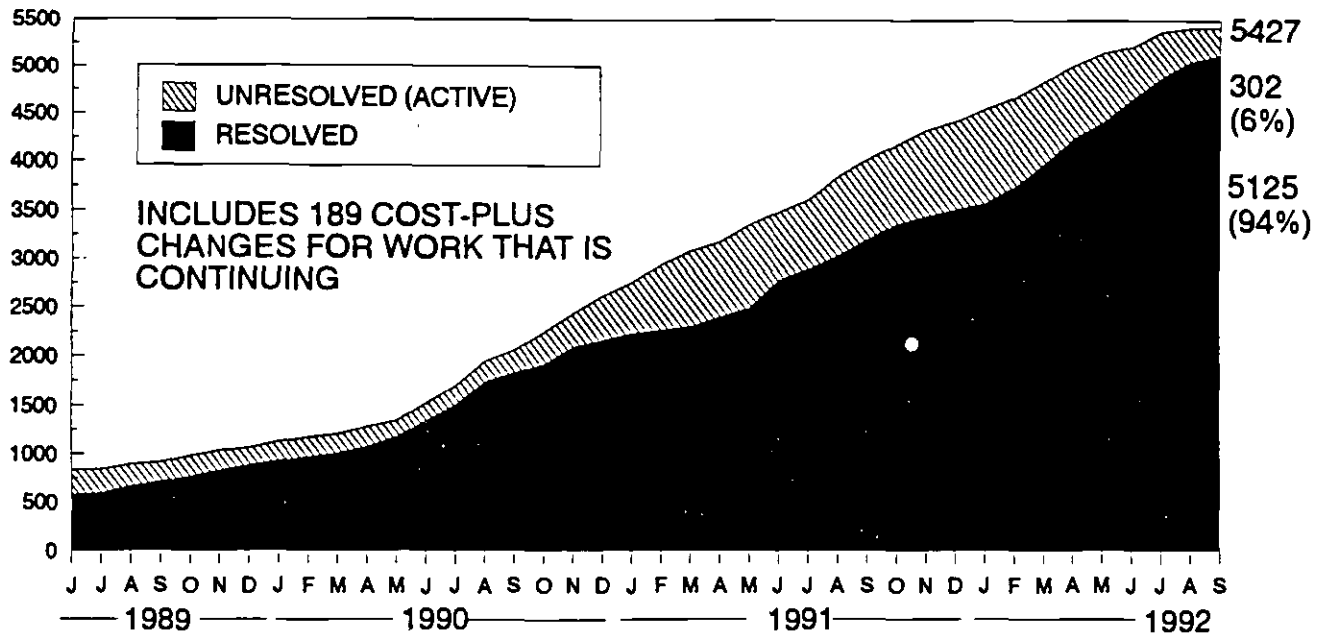
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	0	1	9	13
PERCENT	23%	0%	8%	69%	100%

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

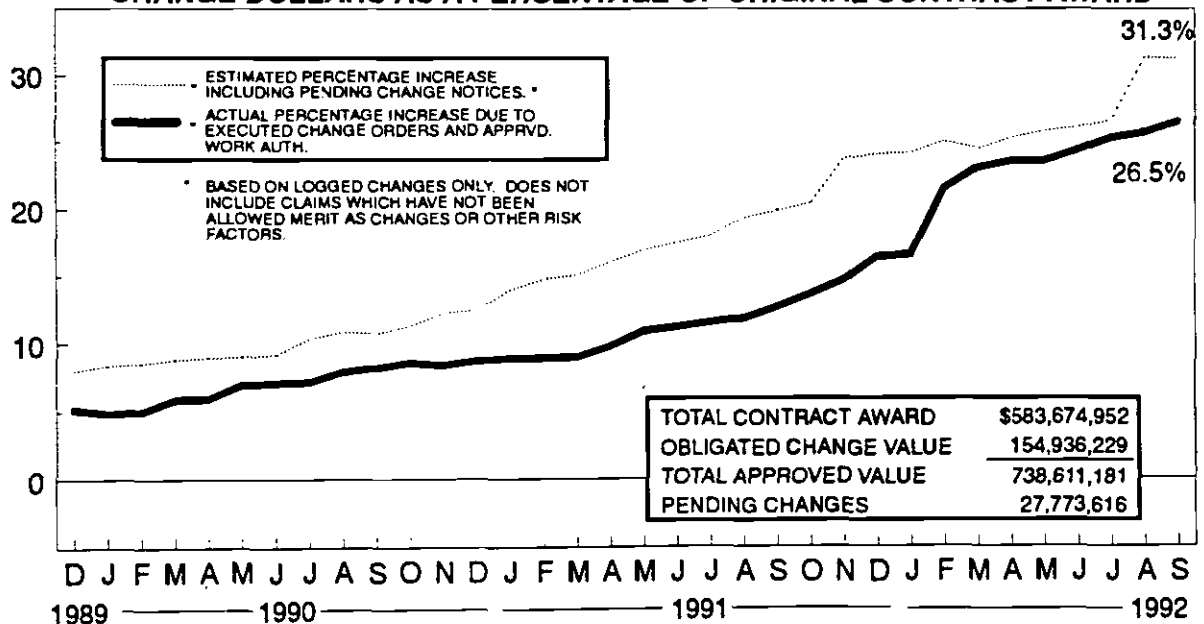


**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE NOTICE RESOLUTION**

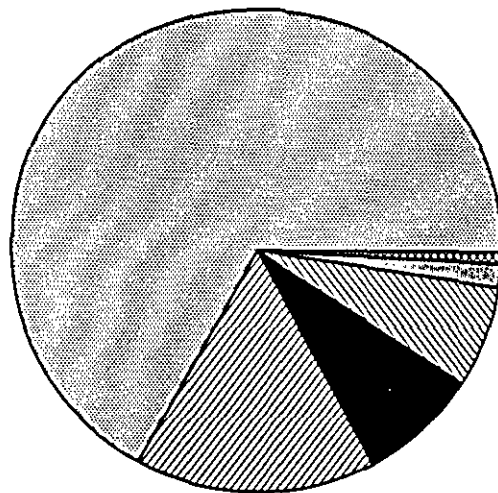


AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	64	13	19	206	302
PERCENT	21%	4%	7%	68%	100%

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









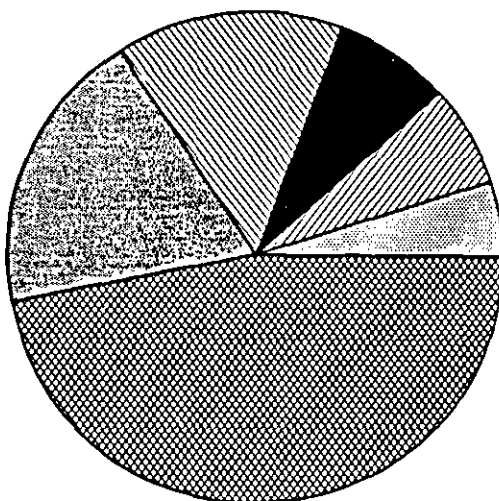
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 09/25/92**









CHANGE VOLUME
TOTAL VOLUME: 4301 CN'S

ABSOLUTE VALUES

2880	67.0%		< \$10,000
683	15.9%		< \$25,000
343	8.0%		< \$50,000
290	6.7%		< \$200,000
69	1.6%		> \$200,000
36	0.8%		> \$1,000,000

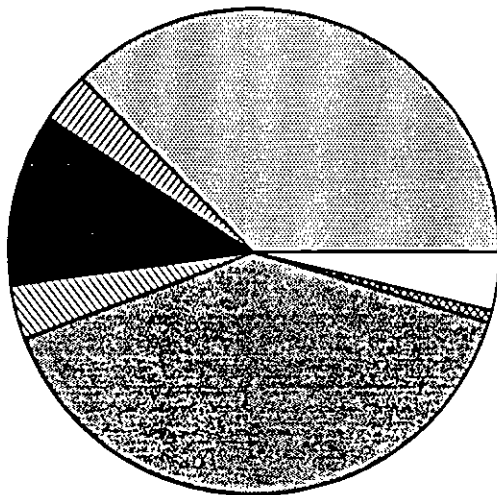


CHANGE COST
TOTAL COST: \$150,298,393

\$7,571,767	5.0%		< \$10,000
\$10,032,941	6.7%		< \$25,000
\$11,509,319	7.7%		< \$50,000
\$22,298,782	14.8%		< \$200,000
\$28,523,747	19.0%		> \$200,000
\$70,361,837	46.8%		> \$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 09/25/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 4301 CN'S (2417 CO'S)

1606 37.3%

143 3.3%

497 11.6%

153 3.6%

1699 39.5%

34 0.8%

169 3.9%



WORK SCOPE CHANGES



SCHEDULE CHANGES



DIFFERING CONDITIONS



ADMINISTRATIVE



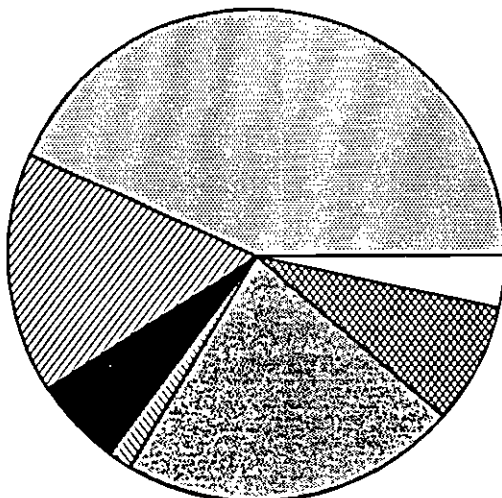
DESIGN CHANGES



MANAGEMENT
ISSUES



UNASSIGNED



CHANGE BASIS COST
TOTAL COST: \$150,298,393

\$64,835,284 43.1%

\$23,834,164 15.9%

\$8,834,059 5.9%

\$2,312,344 1.5%

\$33,293,593 22.1%

\$11,975,480 8.0%

\$5,213,469 3.5%



WORK SCOPE CHANGES



SCHEDULE CHANGES



DIFFERING CONDITIONS



ADMINISTRATIVE



DESIGN CHANGES

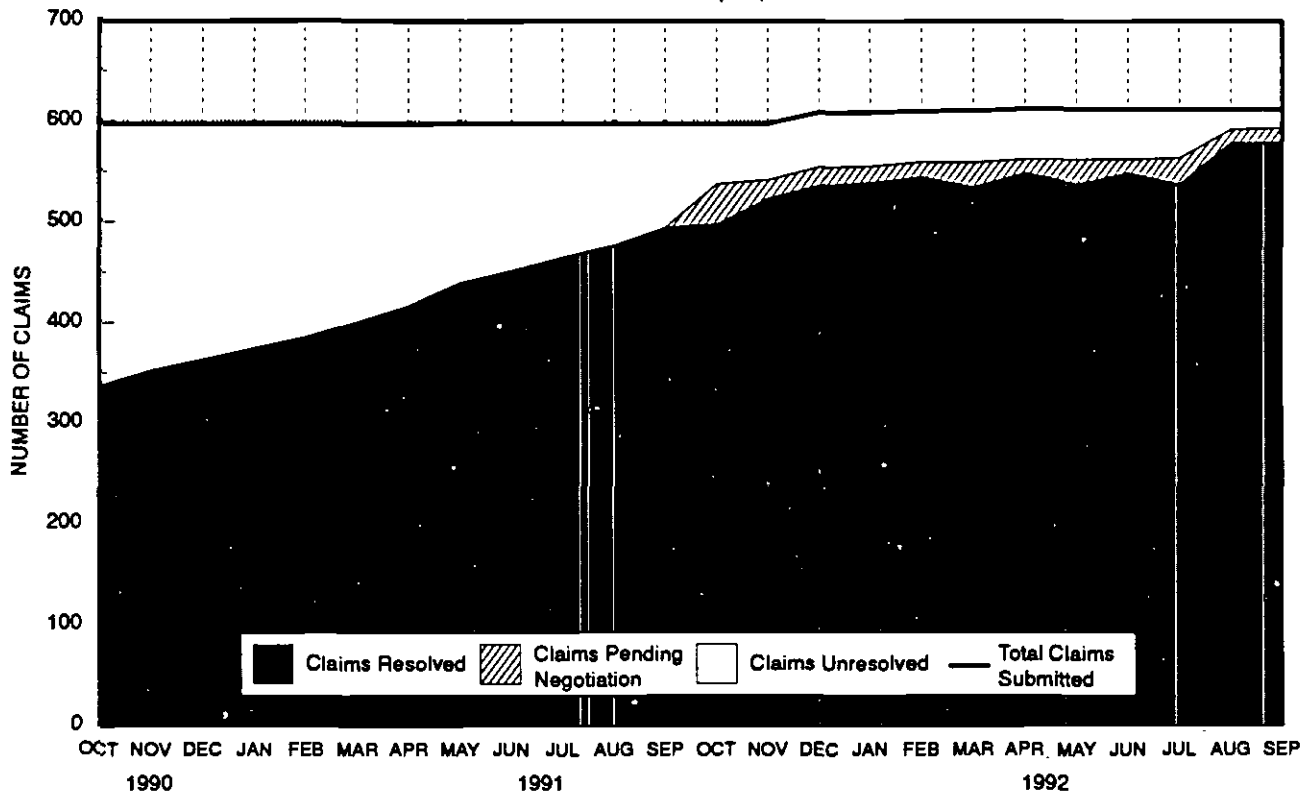


MANAGEMENT
ISSUES

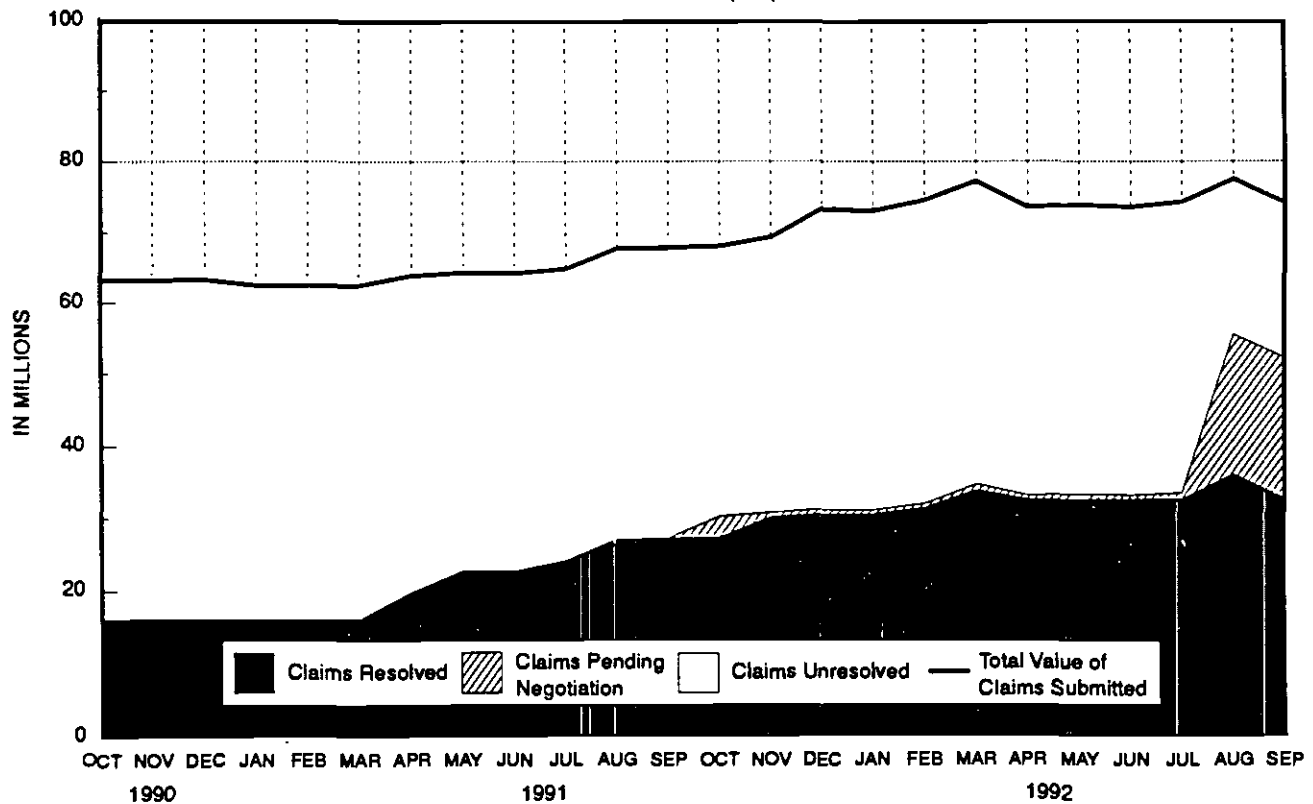


UNASSIGNED

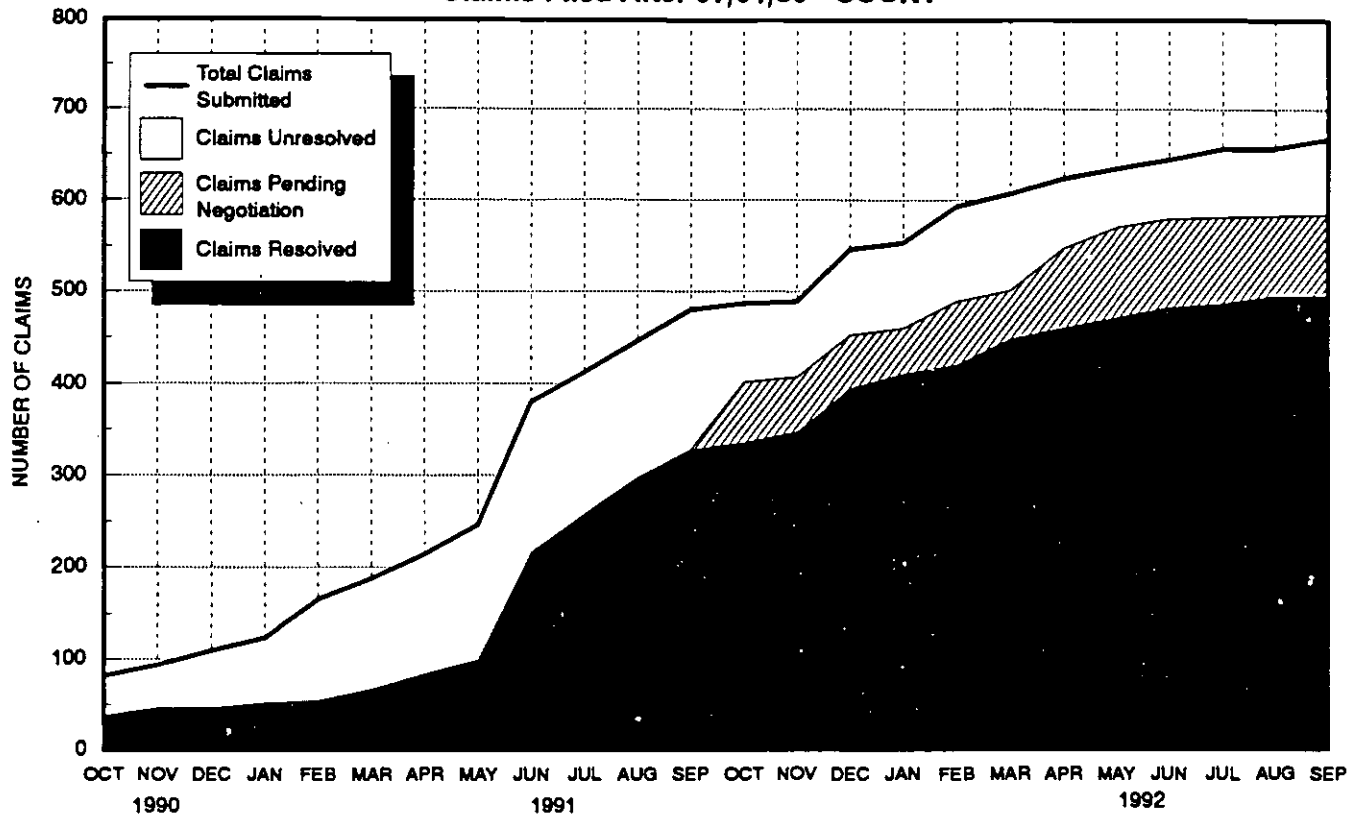
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COUNT



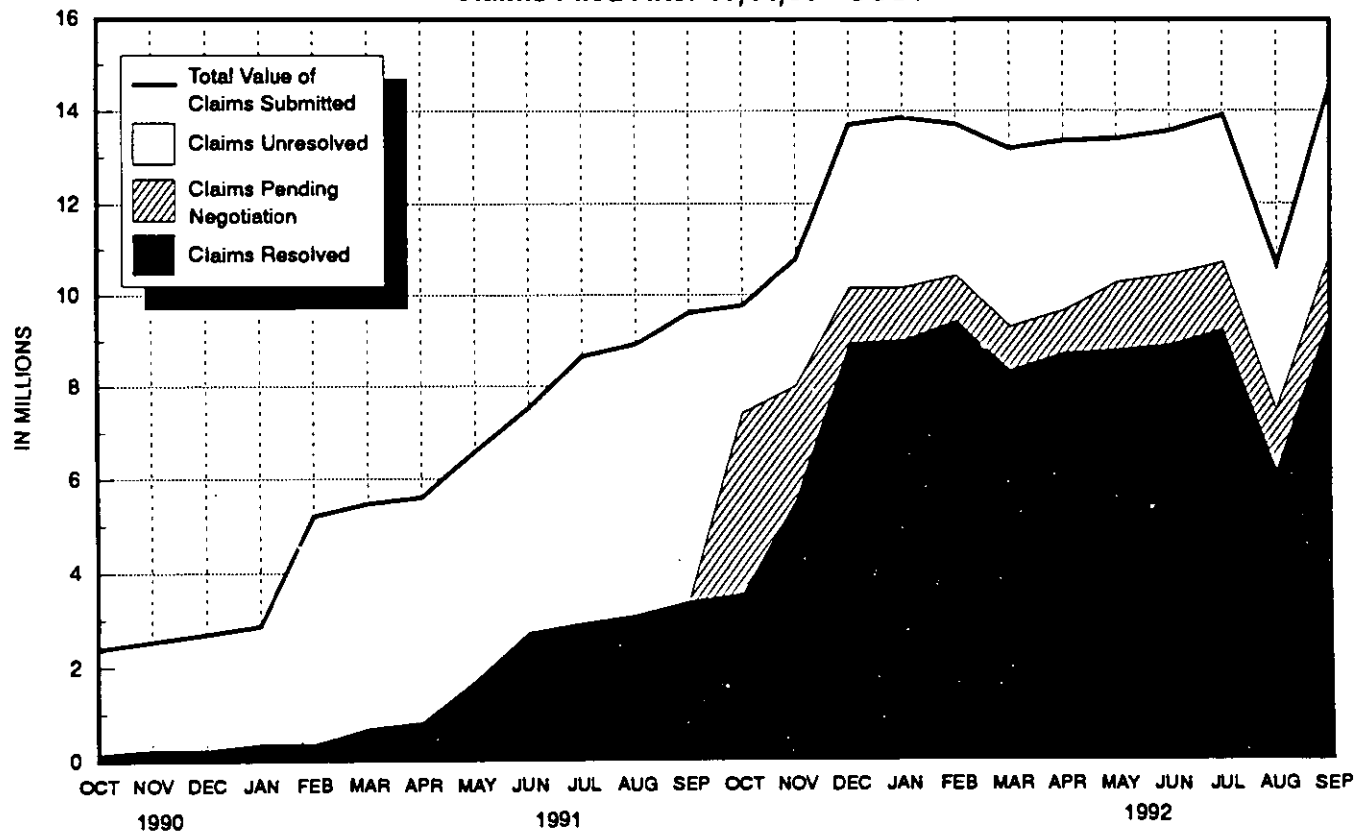
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COST



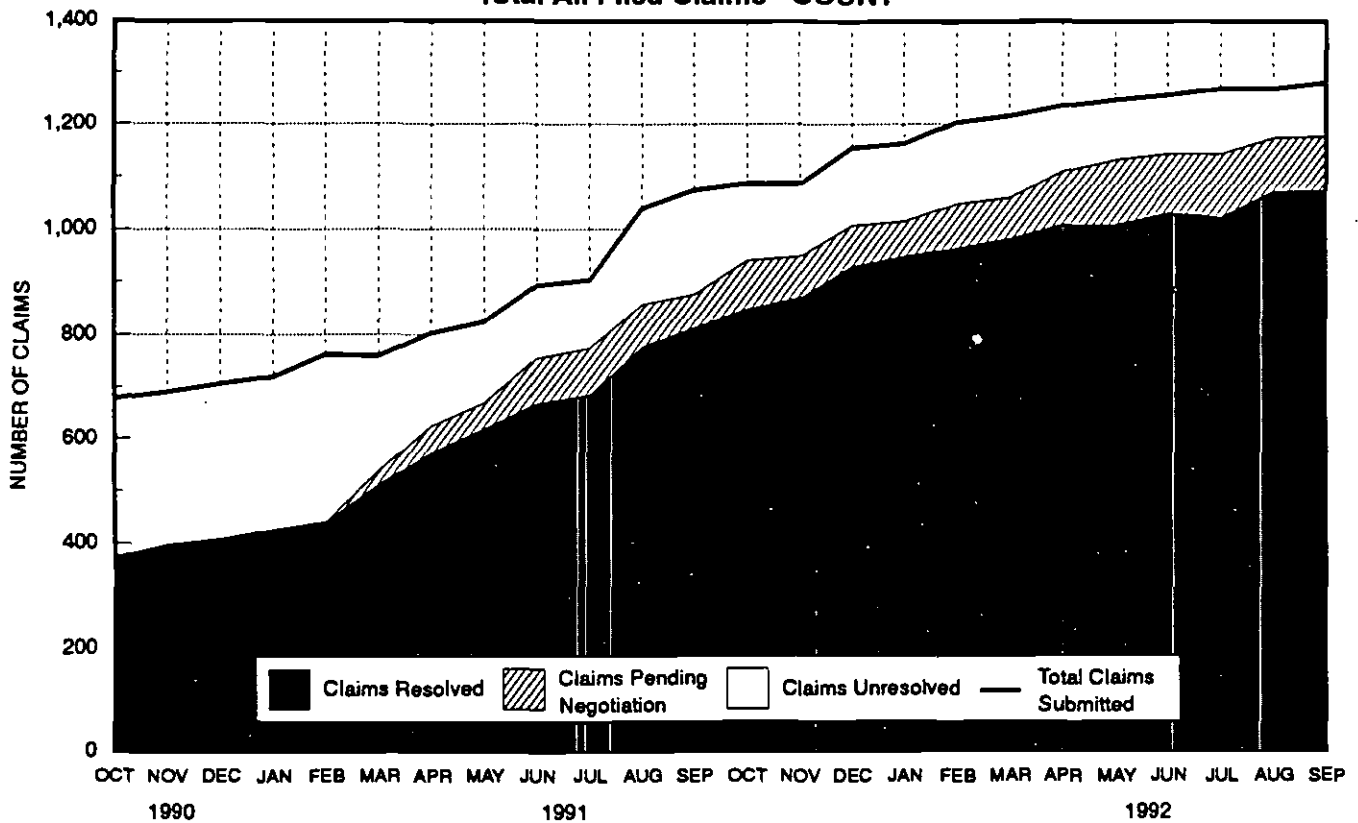
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Claims Filed After 07/01/90 - COUNT



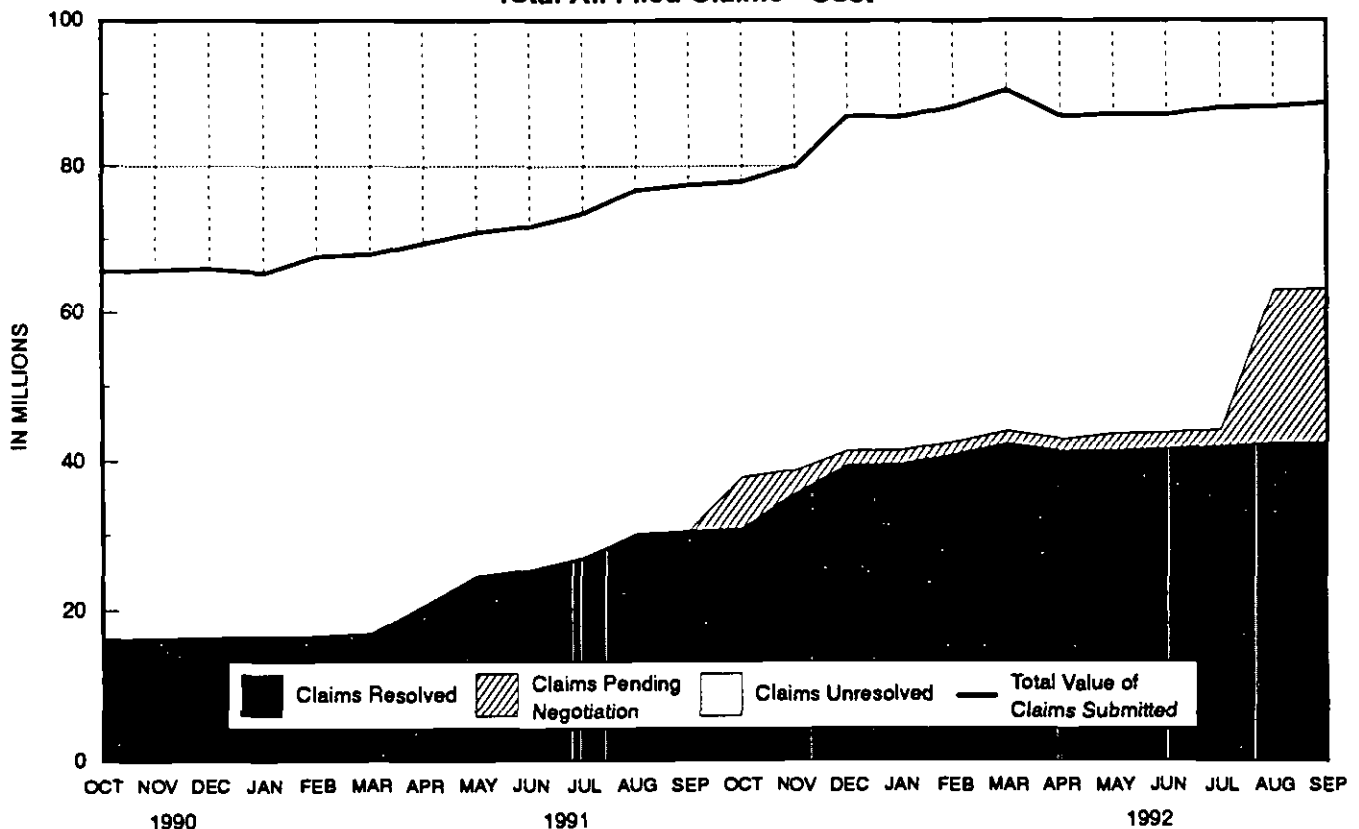
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Claims Filed After 07/01/90 - COST

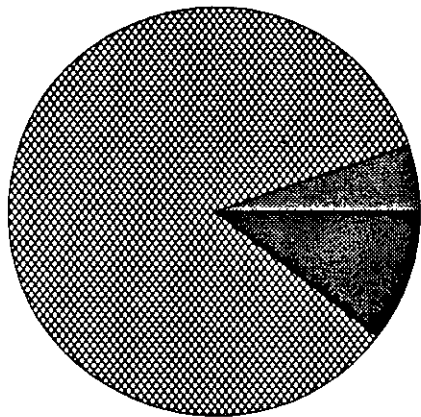
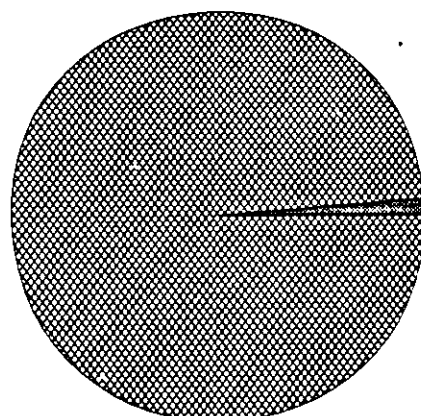







CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT








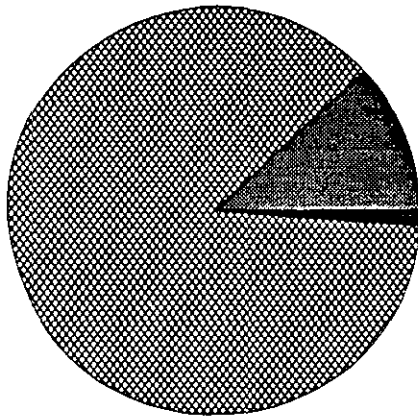
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - Cost



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed Prior to 07/01/90 as of 09/25/92****COUNT****TOTAL = 19****COST****TOTAL = \$21,939,981**

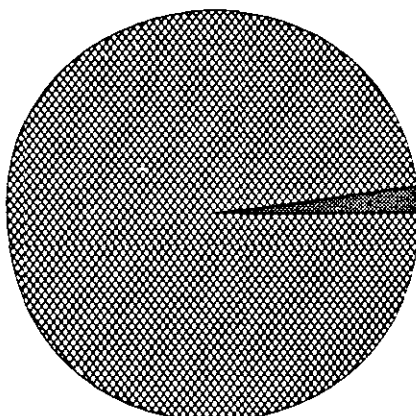
0	0.0%		Litigation
0	0.0%		Closed
1	5.3%		Rejected
16	84.2%		Pending Merit
2	10.5%		In Dispute

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$272,774	1.2%		Rejected
\$21,643,882	98.7%		Pending Merit
\$23,325	0.1%		In Dispute

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 09/25/92**

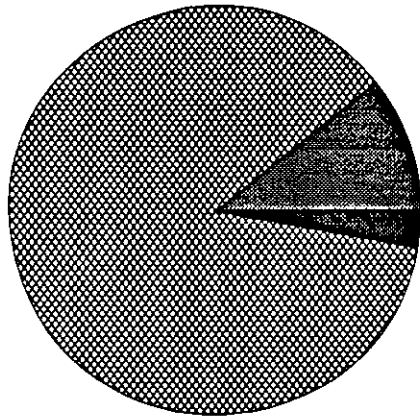
COUNT

TOTAL = 83








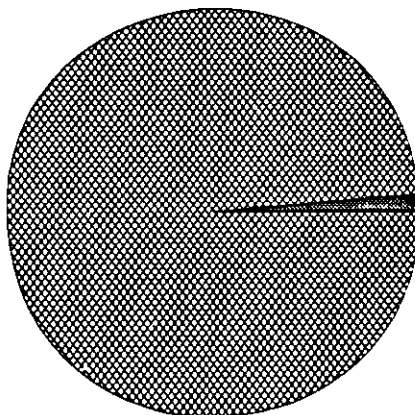
COST

TOTAL = \$3,690,191






CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Total All Filed Claims as of 09/25/92**

COUNT
TOTAL = 102

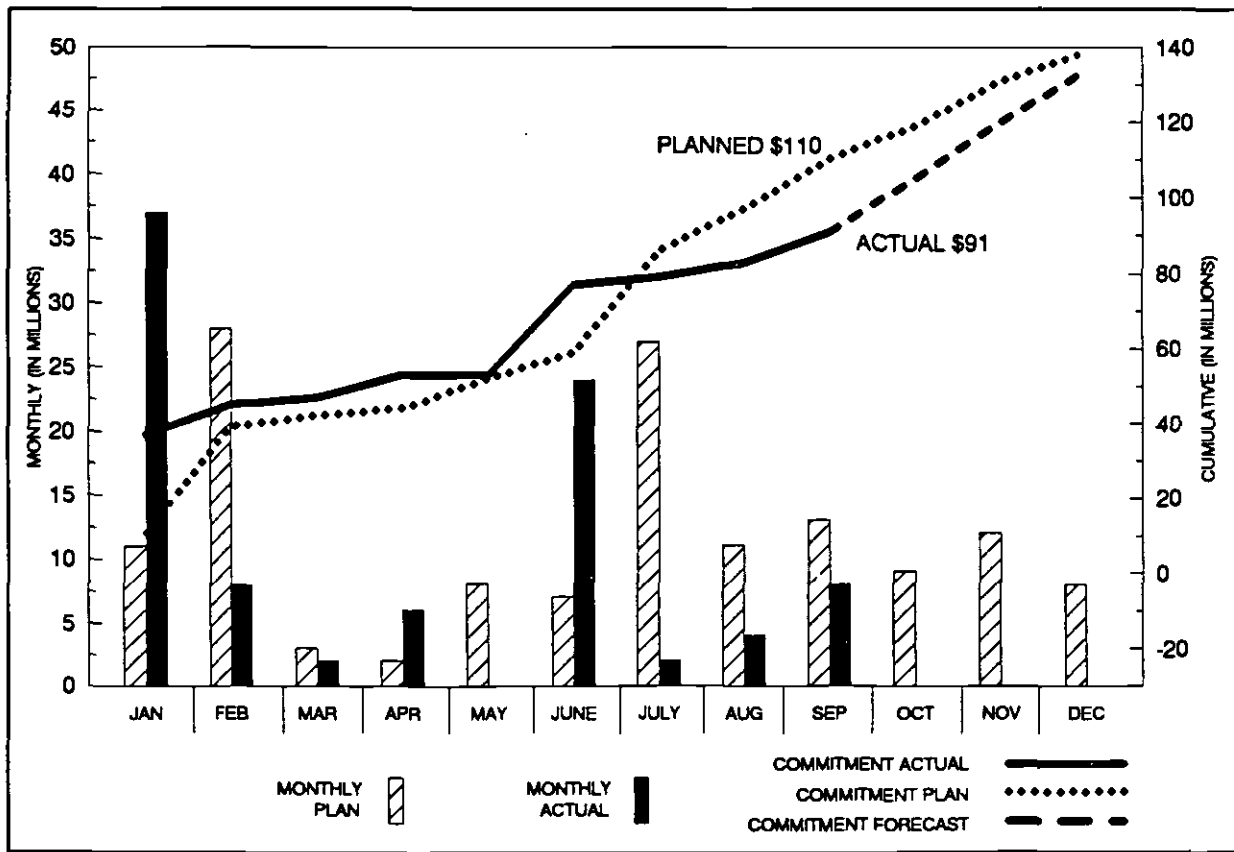
0	0.0%		Litigation
0	0.0%		Closed
11	10.8%		Rejected
88	86.3%		Pending Merit
3	2.9%		In Dispute



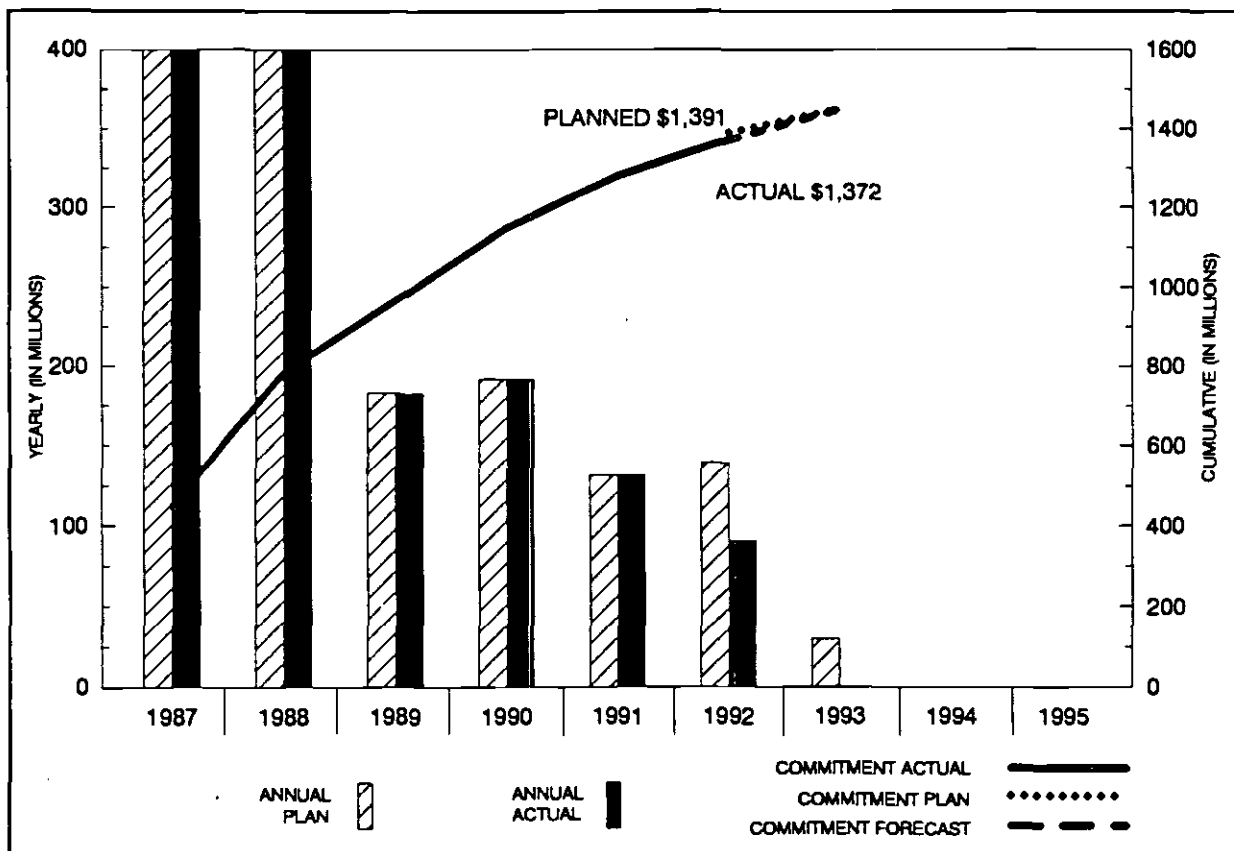
COST
TOTAL = \$25,610,173

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$351,912	1.4%		Rejected
\$25,234,936	98.5%		Pending Merit
\$23,325	0.1%		In Dispute

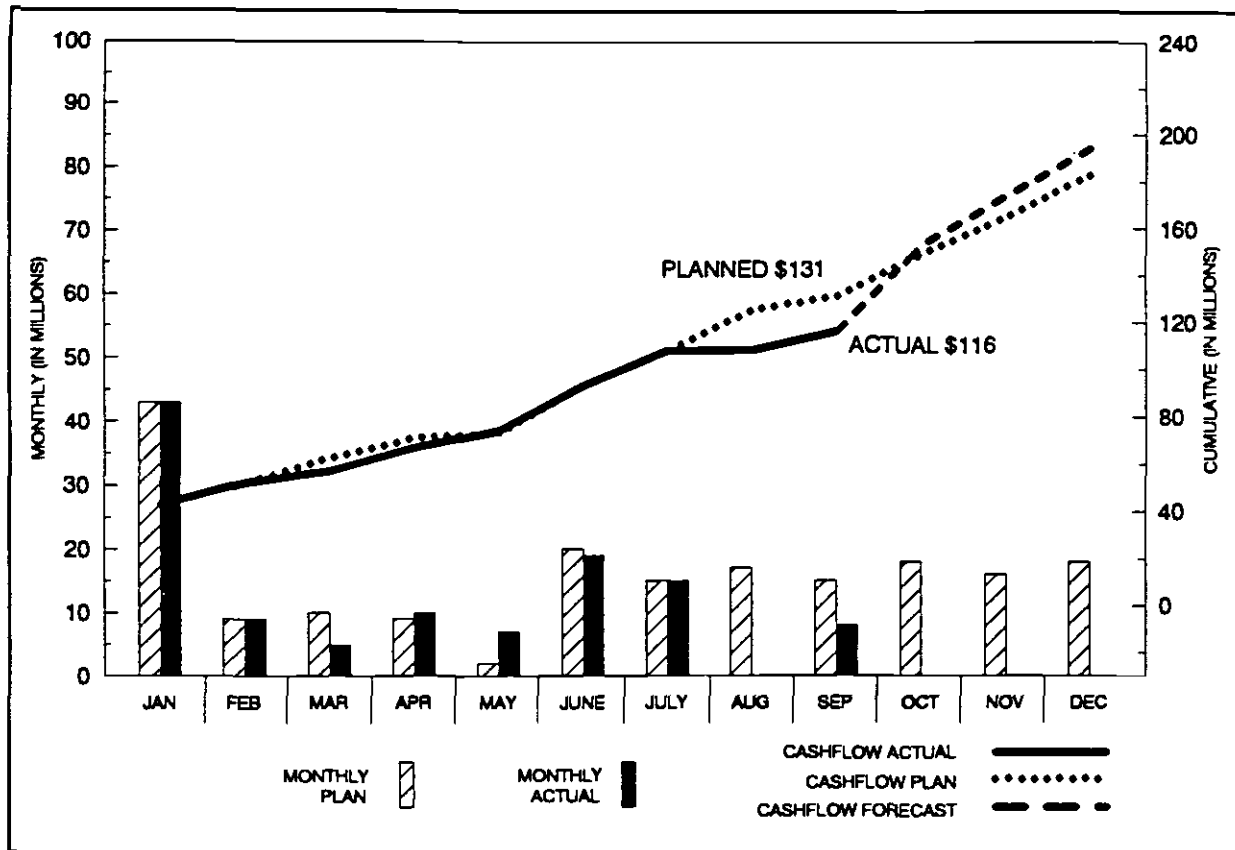
PROJECT COMMITMENTS -- ANNUAL



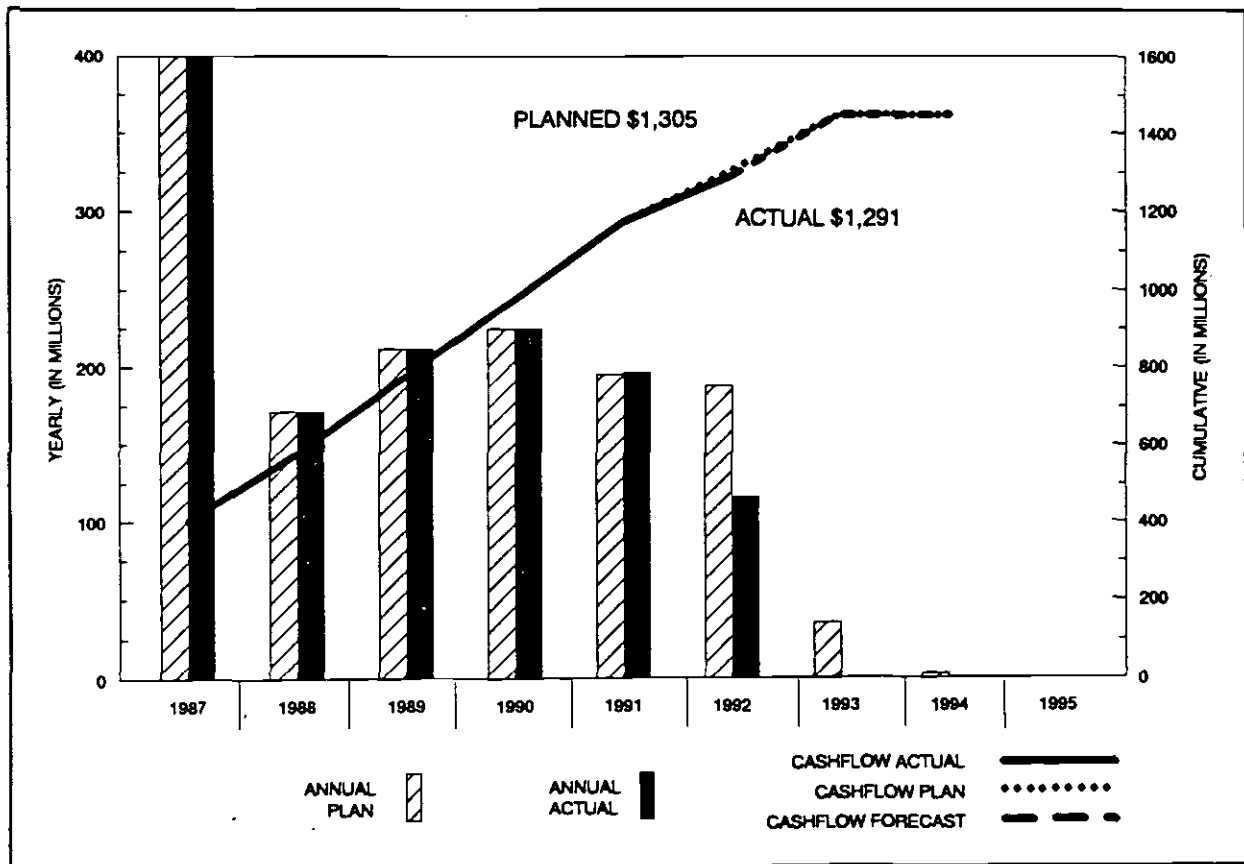
PROJECT COMMITMENTS -- PROJECT



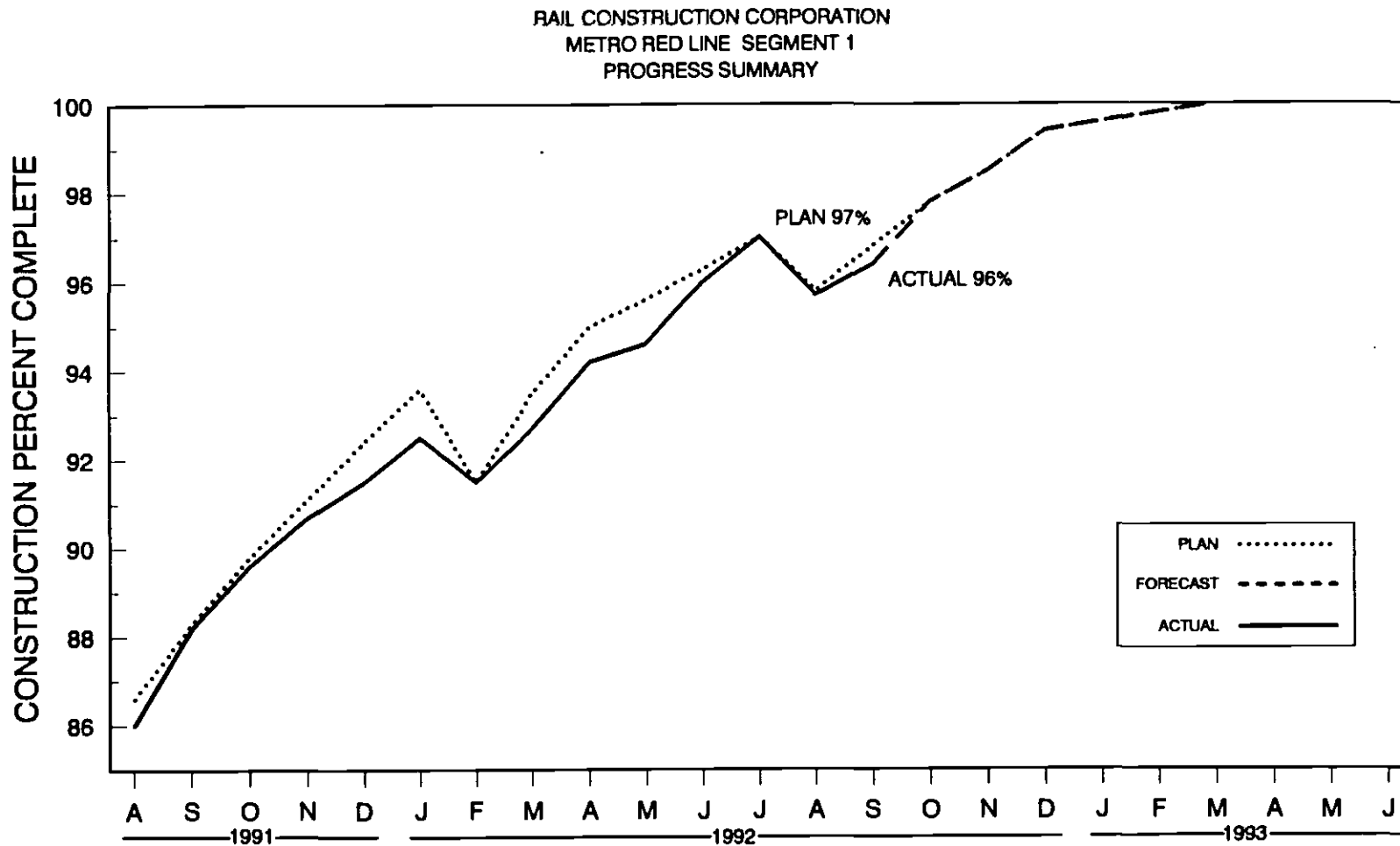
PROJECT CASH FLOW – ANNUAL



PROJECT CASH FLOW – PROJECT



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



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

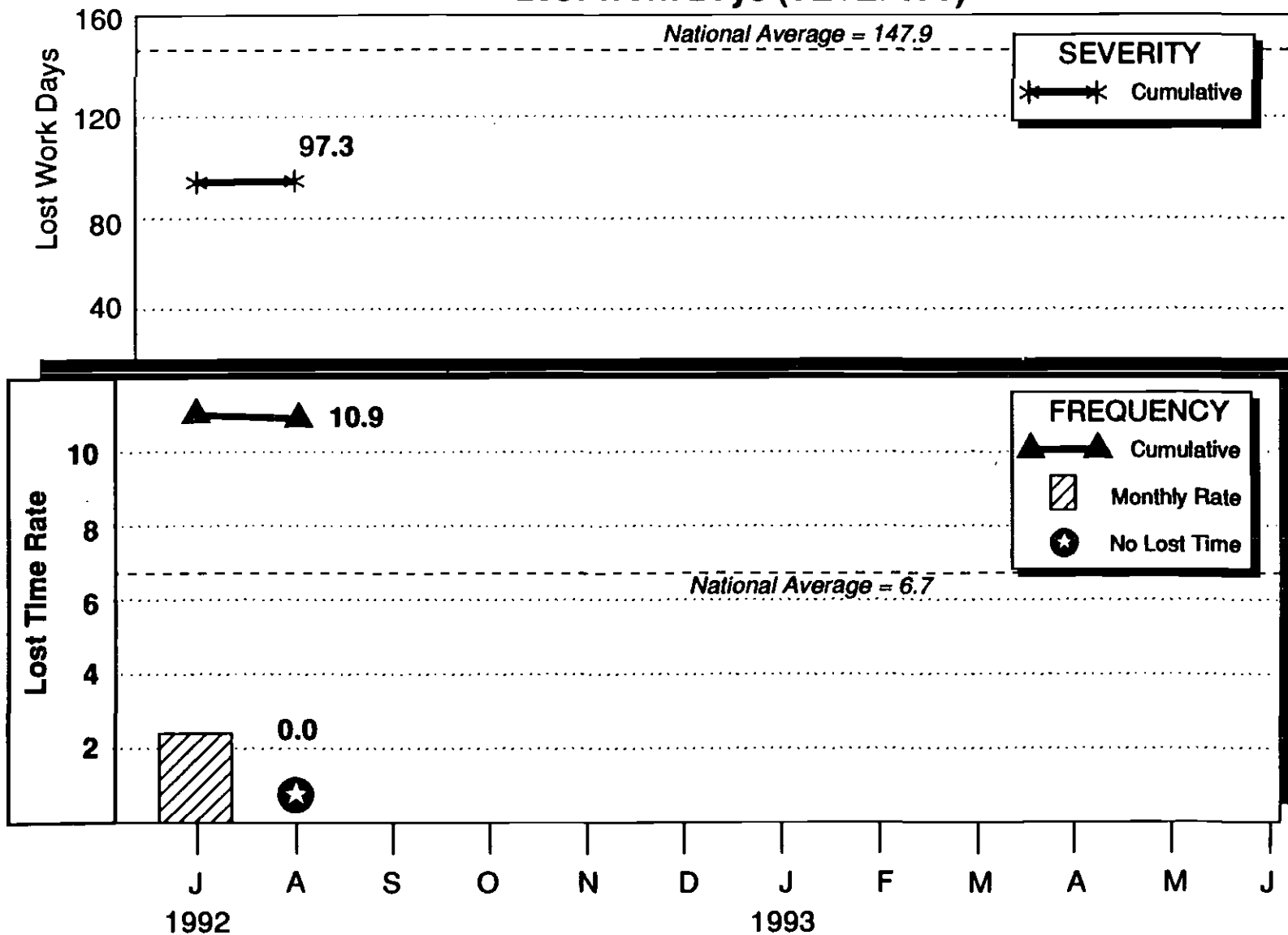


CRITICAL PATH
CURRENT SCHEDULE
CURRENT SCHEDULE PROGRESS

**RAIL CONSTRUCTION CORPORATION
METRO RED LINE PROJECT (SEGMENT 1)
LEVEL I - CRITICAL PATH SUMMARY**

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

*THE CLOSEOUT PROCESS FOR CONTRACTS A130 AND A165 HAVE BEEN EXTENDED AS A RESULT OF ONGOING NEGOTIATIONS WITH THE CONTRACTORS

INVOICE PROCESSING

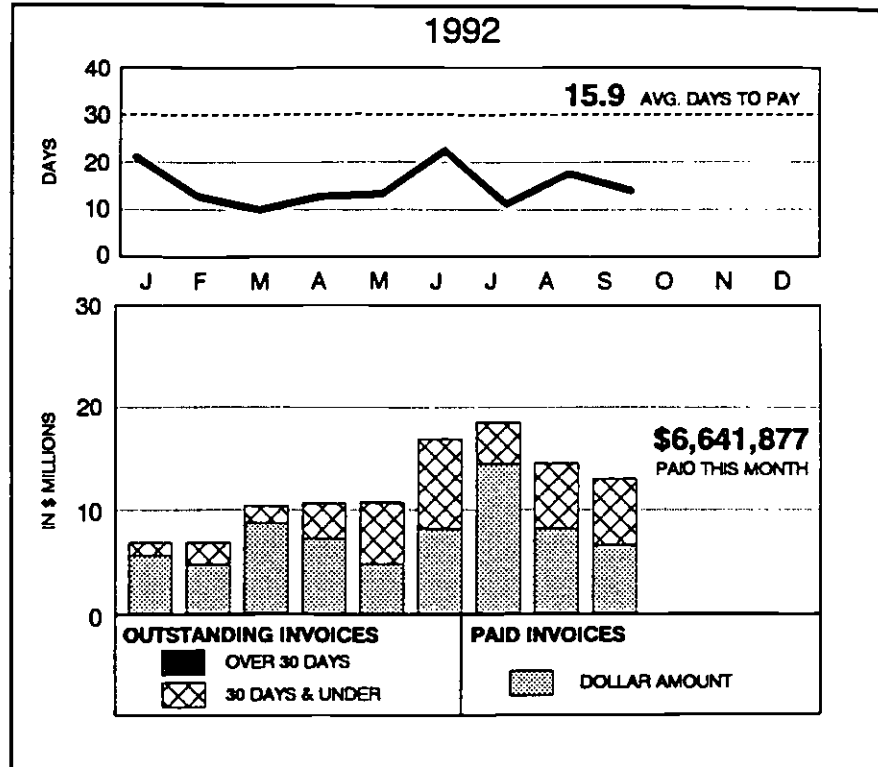
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.9 days.

- 28 invoices were paid for a total value of \$ 6,641,877.

- There were 16 outstanding Construction/ or Procurement invoices under 30 days old for \$ 6,465,086.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1992	12	3,401,258	0	0	15	2,717,095	7	1,181,178
MAY 1992	18	5,930,887	2	96,797	18	2,257,948	3	921,181
JUN 1992	10	8,814,433	0	0	24	1,364,108	4	878,023
JUL 1992	10	4,044,540	1	77,413	57	6,219,425	4	807,593
AUG 1992	27	6,415,822	1	6,609	14	2,752,384	13	1,251,852
SEP 1992	16	6,465,086	0	0	20	3,409,027	4	950,556

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,479.6

The forecast exceeds the budget by \$33,120,000 because of the estimated cost to incorporate The Americans with Disabilities Act of 1990 items, and to include enhanced entrances at Contract B241, Vermont/Beverly Station, Contract B252, Vermont/Santa Monica Station and Crossover, Contract B261, Vermont/Sunset Station, and Contract B281, Hollywood/Vine Station and Crossover.

- The direct cost forecast increased by \$16,076,000. There were increases totaling \$42,547,000 due to Contract B241, Option 1 Station Box Extension; Removal of Project Revenue Contracts from Project Forecast; Awarded Contracts Forecast Changes; Contractor Low Bid for Contracts B740/B745; OCIP Forecast Revisions; Contract B611 Final Estimate; Contract E0070, EMC, Forecast Revisions; and Schedule Change Impacts on Cost Forecasts. There were decreases totaling \$26,471,000 due to Revised Entry/Plaza Enhancement, Option 1, at Contract B241; Contract MC01, Construction Management, Revised Forecast; Contract B616 Prefinal Estimate; Splitting Contract B648, Communications Installation; Removal of Station Entry/Plaza Costs From Contract B261; Real Estate Forecast Revisions; and Contract B710 Reissued Prefinal Estimate.

SCHEDULE STATUS

- Current Revenue Operation Date

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

- Plan	85%
- Actual	83%

The planned versus actual variance of 2% is due to the enhanced entrance revisions made at Contract B261, Vermont/Sunset Station. These enhancements extended final design of the station by eight weeks.

- Construction Progress
 - Plan 15%
 - Actual 13%

There were no significant events impacting the construction progress schedule during the reporting period. The 2% progress variance is a result of later than planned Notice-to-Proceed dates which occurred in 1991 to Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, and Contract B211, Wilshire/Vermont Station, Stage I.

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	77	40	26	11	124
LAST MONTH	75	39	21	15	82

- There are 77 parcels required for the Segment 2 Project. Two parcels were added to Contract B252 this month for station entrance enhancements. The acquisition breakdown is as follows: 30 full takes, 44 subsurface easements, and three temporary construction easements.
- To date, there have been 40 parcels acquired. Thirty-one of these parcels were acquired through condemnation, and the remaining were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: There are 11 parcels which may not be available by their scheduled need dates. This number has decreased by four since last month.

Of the 11 parcels showing a negative float, condemnation has been filed on two, while four are in the condemnation process. Five parcels were late certifications caused by design changes.

Action: Maintain schedule to avoid negative float.

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

Blast Relief 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 for locating exhaust shafts in the center median of these streets without curbs is insufficient, and recommends that this option not be pursued unless a location hardship can be clearly demonstrated.
- Status:** NFPA-130 clearly dictates that these shafts be protected, by the provision of curbs, from automobile traffic. Locating the exhaust shafts in the center median would result in a substantial cost difference, but not close to the magnitude expressed earlier, when conceptual estimates were based on very early station layouts.

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:** Written and verbal communication with the contractor indicates that the following measures might be implemented to alleviate the above concern:
1. Soundproof the site for nighttime work to allow construction to progress as planned. This involves significant additional cost.
 2. Perform planned nighttime work on weekends during daylight hours. This involves additional cost allotment for overtime premiums and may delay the overall contract schedule.
 3. Perform planned nighttime work during weekdays. This requires performing the work in smaller increments, involves increased cost for scheduling inefficiencies and may delay the overall contract schedule.
- Status:** 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.

Contract B251, Vermont/Hollywood Line

- Concern:** Continued delays in securing Real Estate Parcels B2-226 and B2-227 could impact construction on this Project.
- Action:** A formal request for the procurement of parcels B2-226 and B2-227 by November of 1992 has been forwarded to the Rail Construction Corporation.
- Status:** The Construction Manager, Parsons Dillingham, has given this matter top priority. The Rail Construction Corporation has commissioned an environmental evaluation which is ongoing. Because Contract B251 is on the critical path, significant cost and day-for-day schedule impact may accrue to the Project as a result of delayed parcel availability.

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

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

ONGOING

April 1992 Quality Assurance

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

Action: The EMC has delivered the completed manual to the RCC for review.

Status: The RCC has received the latest draft of the Design Quality Manual and is reviewing the document.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - SEPTEMBER

- Coordinated and facilitated handling of contaminated soils; continued pocket track structure concrete; perimeter walkway concrete around the lake at MacArthur Park; and completed tunnel excavation for the AL tunnel at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Completed station vault excavation/support to Level "D" struts at Contract B211, Wilshire/Vermont Station.
- Relocated tunnel support operations to the turnout structure excavation; continued vertical crosspassage excavation and Wilshire/Normandie Station excavation, commenced installation of HDPE and embedded items for invert concrete placement at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Completed installation of excavation support system with 136 struts and 99 wales; tieback installation completed (118 total); 64% of lagging installed; continued station concreting; and commenced exterior wall construction at Contract B231, Wilshire/Western Station.
- Conducted meeting with Contractor, EMC, RCC, and Engineering Science personnel regarding sound mitigation at Barnsdall Park (along with initial safety/security, geotechnical and utilities meetings); performed a value engineering study; reviewed pre-construction submittals; and laid out field locations of geotechnical instrumentation at Contract B251, Vermont/Hollywood Tunnel.
- Issued Final Design Submittal for Contract B611, Running Rail Procurement; issued Prefinal Design Submittal for Contract B614, Specialty Rail Procurement; and issued In-Progress Design Submittal for Contract B647, Gas Monitoring.
- Reissued Prefinal Estimate for Contract B710, Procure and Install Escalators and Elevators; and issued Prefinal Estimate for Contract B616, Direct Fixation Rail Fasteners.

KEY ACTIVITIES - PLANNED FOR OCTOBER

- Continue pocket track concrete, perimeter walkway concrete, and begin tunnel invert concrete at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continue station vault excavation at Contract B211, Wilshire/Vermont Station.
- Continue tunnel vertical crosspassage excavation; continue BL tunnel excavation; and continue station concrete at Contract B221, Wilshire/Normandie Station and Wilshire/Vermont to Wilshire/Western Line.
- Continue exterior wall concreting; begin column rebar and wet standpipe embeds; and complete station excavation at Contract B231, Wilshire/Western Station.
- Conduct initial coordination meeting with Los Angeles Unified School District; commence site clearing and installation of sound wall, construction fence, soldier piles for access road retaining wall and geotechnical instrumentation at Barnsdall Park; mobilize equipment onto site; and acquire field office for Resident Engineer at Contract B251, Vermont/Hollywood Tunnel.
- Issue In-Progress Estimates for Contract B610, Trackwork Installation, Contract B645, SCADA, and Contract B647, Gas Monitoring.
- Issue Prefinal Estimate for B614, Specialty Rail Procurement, and Engineer's Estimate for Contract B630, Traction Power Equipment.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

Period: 29-Aug-92 to 25-Sep-92
Run Date: 14-Oct-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	(369)	905,461	20,215	460,832	10,921	147,453	6,865	125,265	(11,288)	980,632	75,171
S Professional Services	289,150	0	297,844	1,672	288,767	3,690	109,949	4,491	98,468	426	358,962	59,118
R Real Estate	79,827	0	76,567	453	52,749	1,083	50,711	1,083	50,711	(13,075)	90,300	13,733
F Utility/Agency Force Account	36,668	369	16,773	23	9,202	82	2,210	82	2,210	0	27,095	6,322
D Special Programs	2,044	0	2,044	(30)	607	0	222	0	222	0	9,763	7,719
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(16,076)	15,100	(130,643)
A Project Revenue	0	0	0	0	0	(2)	(177)	(2)	(177)	73,133	(300)	(300)
Project Total	1,446,432	0	1,446,432	22,333	812,157	15,774	310,368	12,519	276,719	33,120	1,479,552	33,120
Less New Scope												
Federally Mandated	0									(4,539)	(4,539)	(4,539)
State Mandated	0									0	0	0
City Mandated	0									0	0	0
LACTC Mandated	0									(28,581)	(28,581)	(28,581)
New Scope Total	0	0	0	0	0	0	0	0	0	(33,120)	(33,120)	(33,120)
Original Scope Total	1,446,432	0	1,446,432	22,333	812,157	15,774	310,368	12,519	276,719	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

* EXPENDITURES ARE FOR THE PERIOD OF 01-AUG-92 TO 28-AUG-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	\$359,078	54%	\$100,228	15%	\$88,584	13%
STATE	\$185,985	\$27,000	\$108,150	58%	\$42,117	23%	\$27,000	15%
LACTC	\$439,447	\$97,856	\$272,074	62%	\$99,499	23%	\$99,499	23%
CITY OF L.A.	\$96,000	\$21,400	\$59,724	62%	\$21,744	23%	\$20,000	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$13,131	23%	\$13,131	23%	\$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%	\$13,131	
TOTAL	\$1,446,432	\$630,382	\$812,157	56%	\$276,719	19%	\$248,214	17%

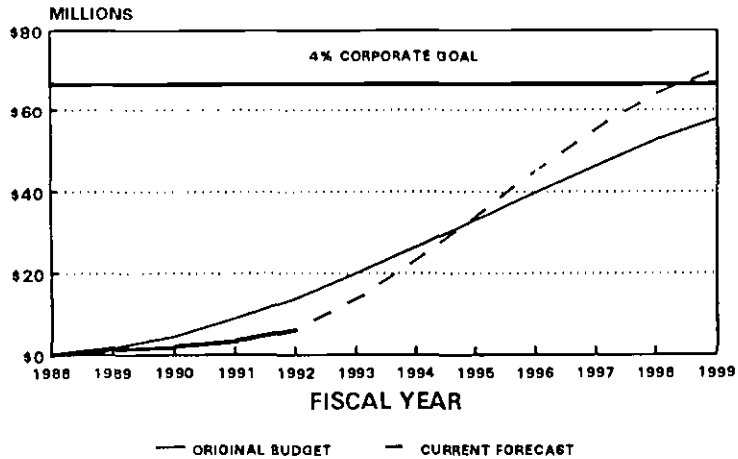
NOTES:

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

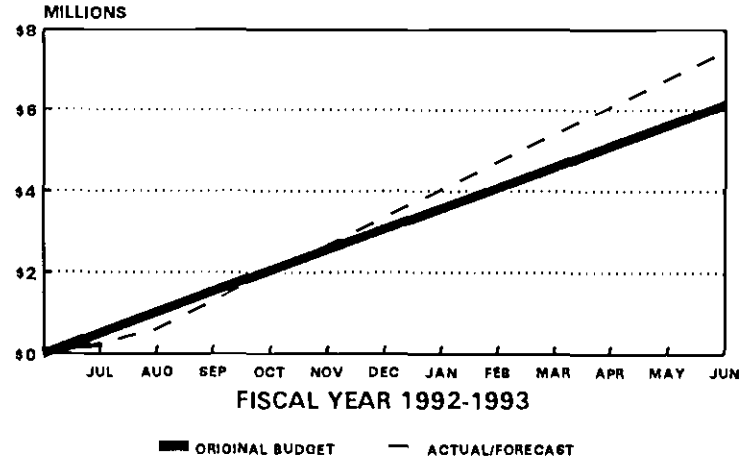
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

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

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 2



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

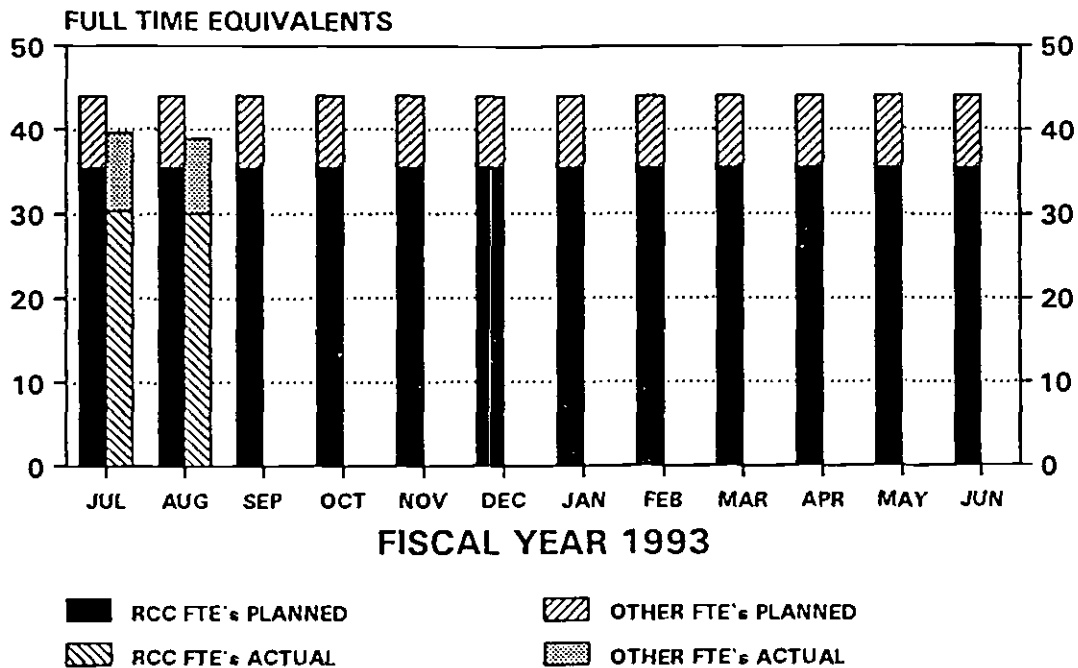
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$70,128
FORECAST % OF TOTAL PROJECT	4.8%

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

ORIGINAL BUDGET	\$6,131
CURRENT FORECAST	\$7,462
ACTUAL TO DATE	\$ 625

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
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ACTUAL WAGE RATE (\$/HOUR)	\$53
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RCC FTE's PLANNED	35
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RCC FTE's ACTUAL	30
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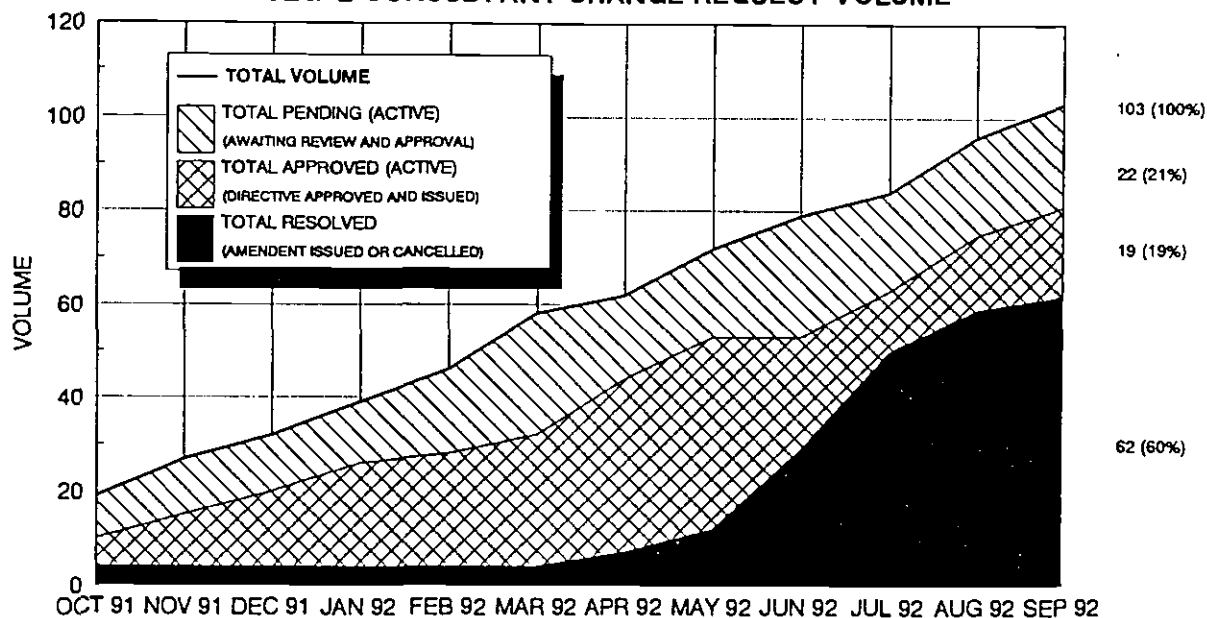
OTHER FTE's PLANNED	9
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OTHER FTE's ACTUAL	9
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TOTAL FTE's PLANNED	44
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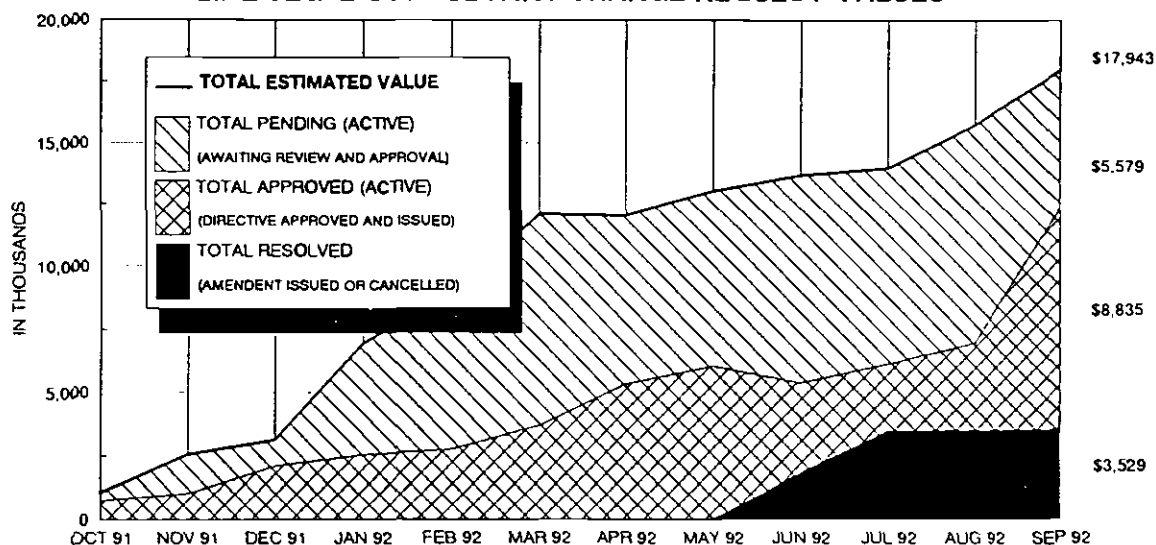
TOTAL FTE's ACTUAL	39
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**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME**

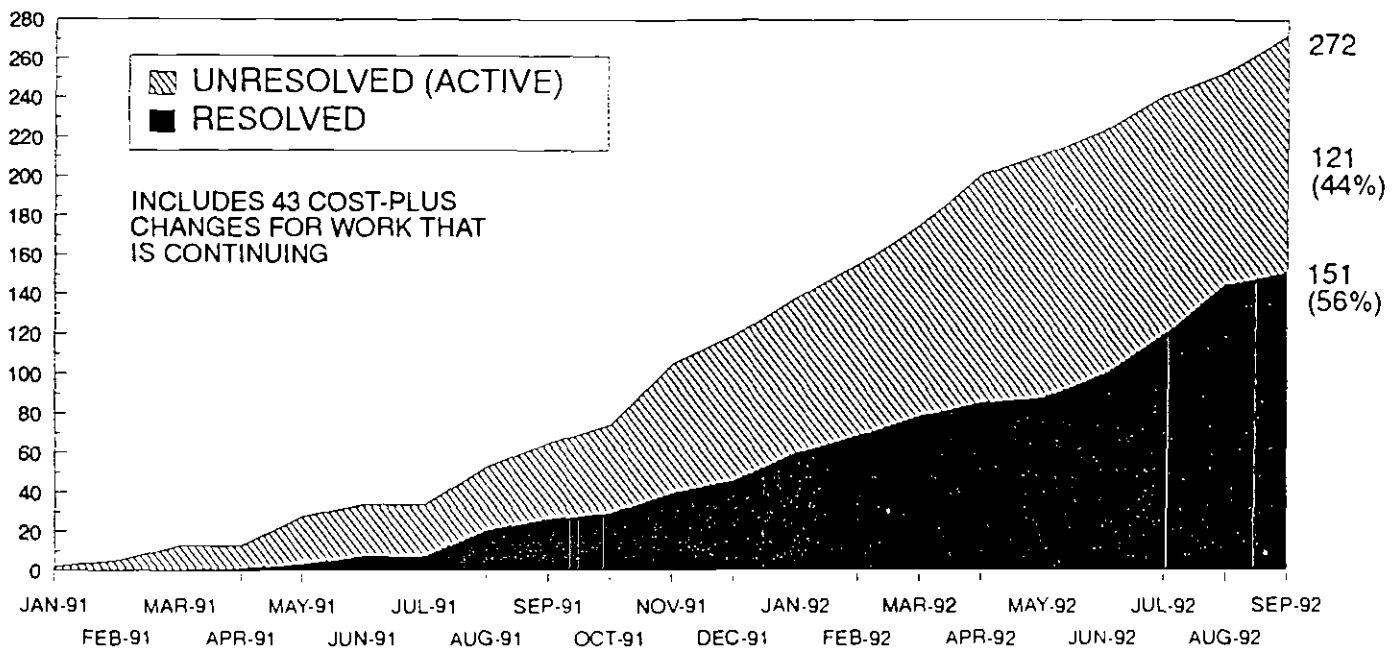


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	6	10	4	19	39
PERCENT	15%	26%	10%	49%	100%

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

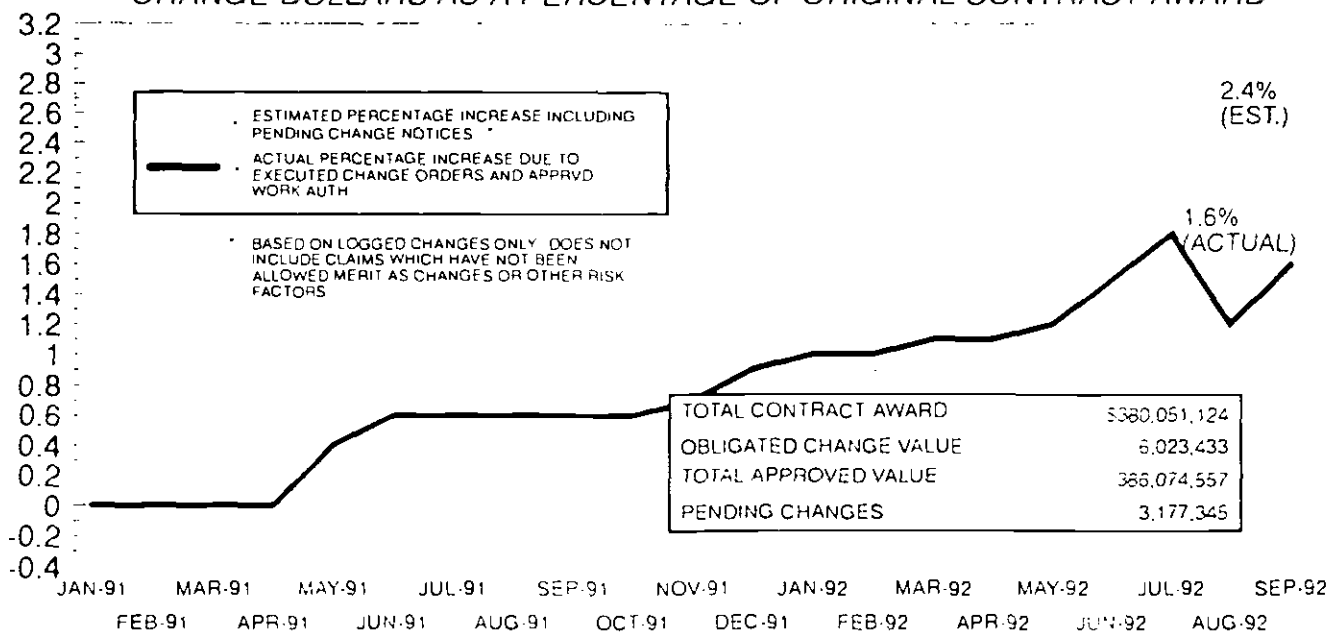


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION

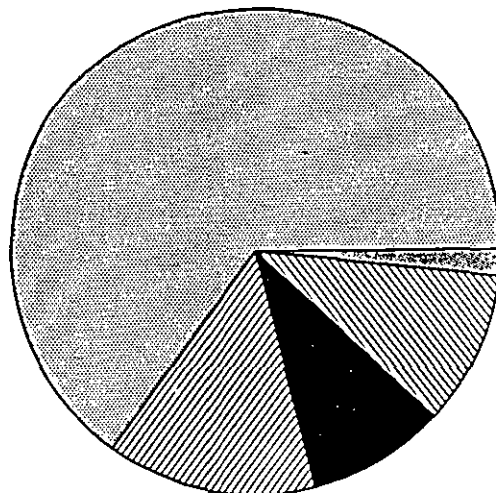


AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	40	13	6	62	121
PERCENT	33%	11%	5%	51%	100%

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









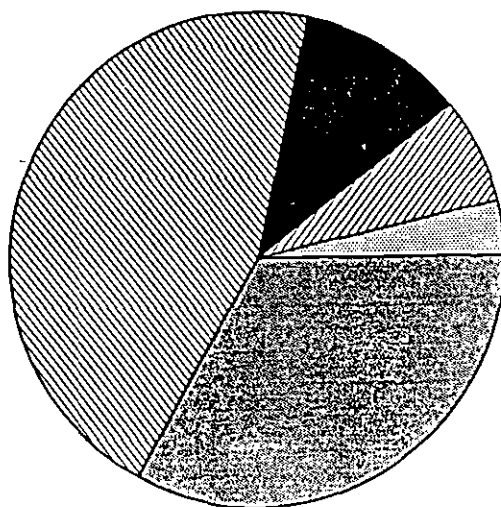
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 09/25/92









CHANGE VOLUME
TOTAL VOLUME: 108 CN'S

ABSOLUTE VALUES

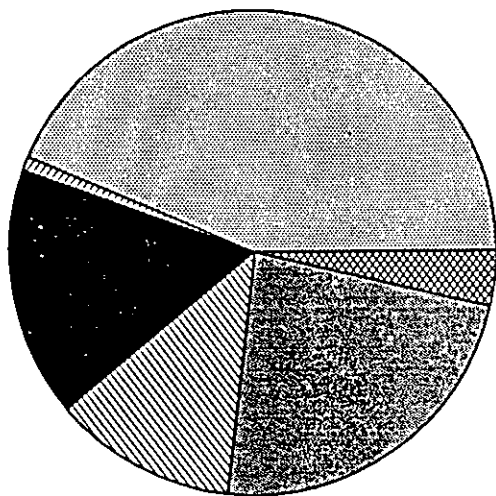
70	64.8%		< \$10,000
15	13.9%		< \$25,000
10	9.3%		< \$50,000
11	10.2%		< \$200,000
2	1.8%		> \$200,000
0	0.0%		> \$1,000,000



CHANGE COST
TOTAL COST: \$3,459,873

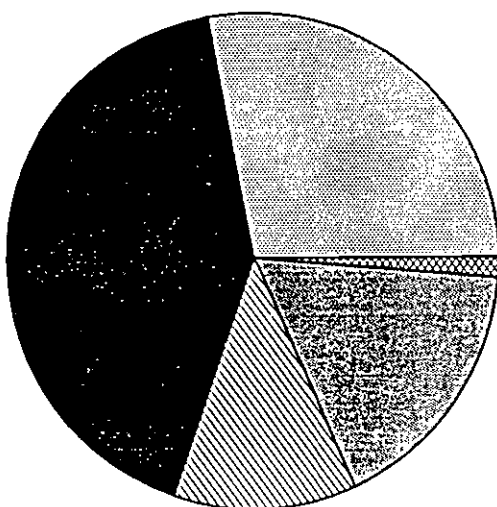
\$125,225	3.6%		< \$10,000
\$241,557	7.0%		< \$25,000
\$378,761	11.0%		< \$50,000
\$1,561,900	45.1%		< \$200,000
\$1,152,430	33.3%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 09/25/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 108 CN'S (88 CO'S)

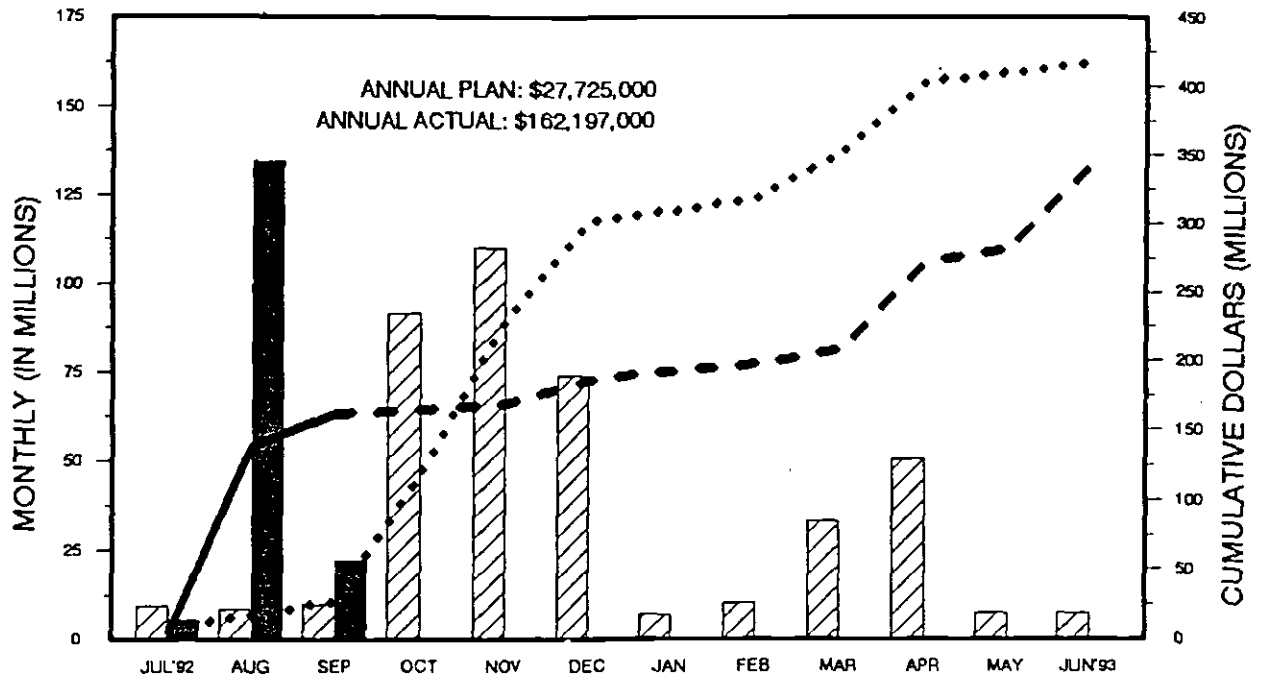
47	43.5%		WORK SCOPE CHANGES
1	0.9%		SCHEDULE CHANGES
18	16.7%		DIFFERING CONDITIONS
13	12.0%		ADMINISTRATIVE
25	23.2%		DESIGN CHANGES
4	3.7%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



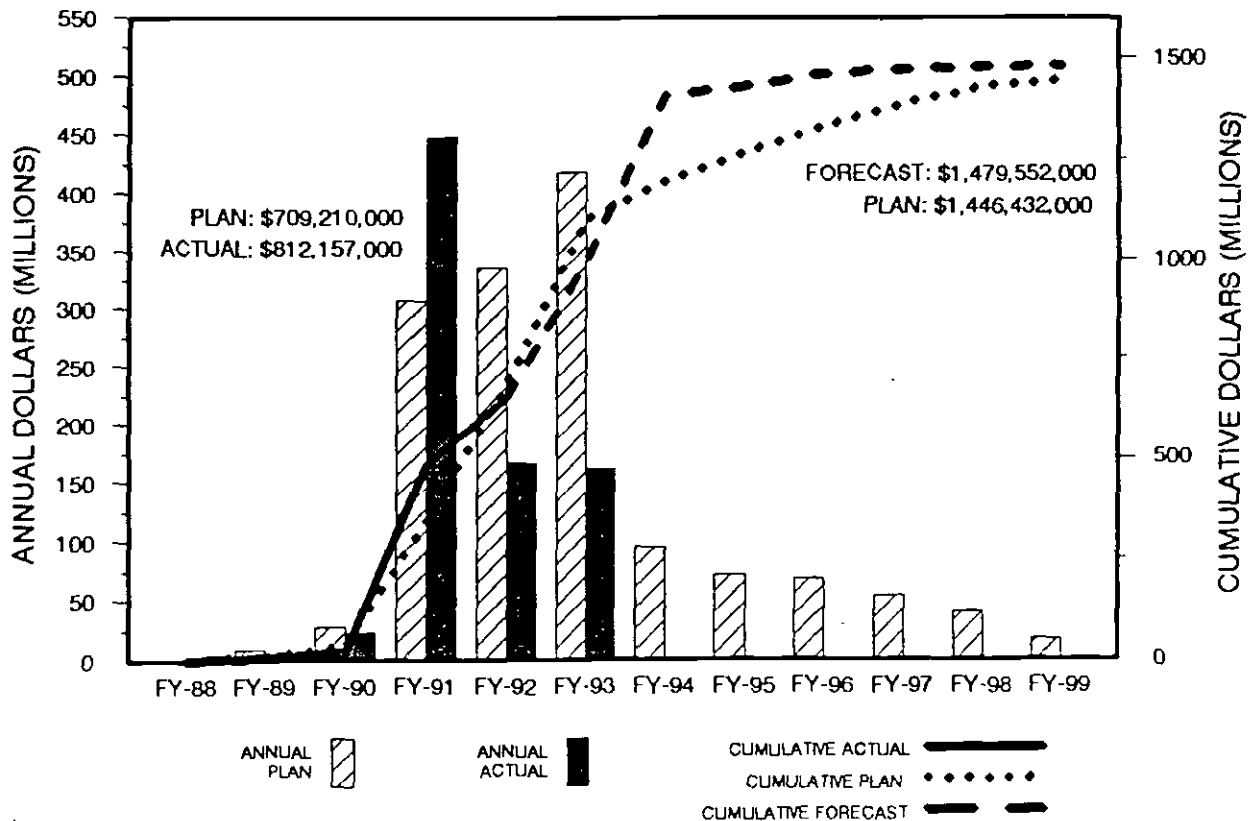
CHANGE BASIS COST
TOTAL COST: \$3,459,873

\$965,500	27.9%		WORK SCOPE CHANGES
\$3,405	0.1%		SCHEDULE CHANGES
\$1,438,714	41.6%		DIFFERING CONDITIONS
\$418,590	12.1%		ADMINISTRATIVE
\$588,664	17.0%		DESIGN CHANGES
\$45,000	1.3%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

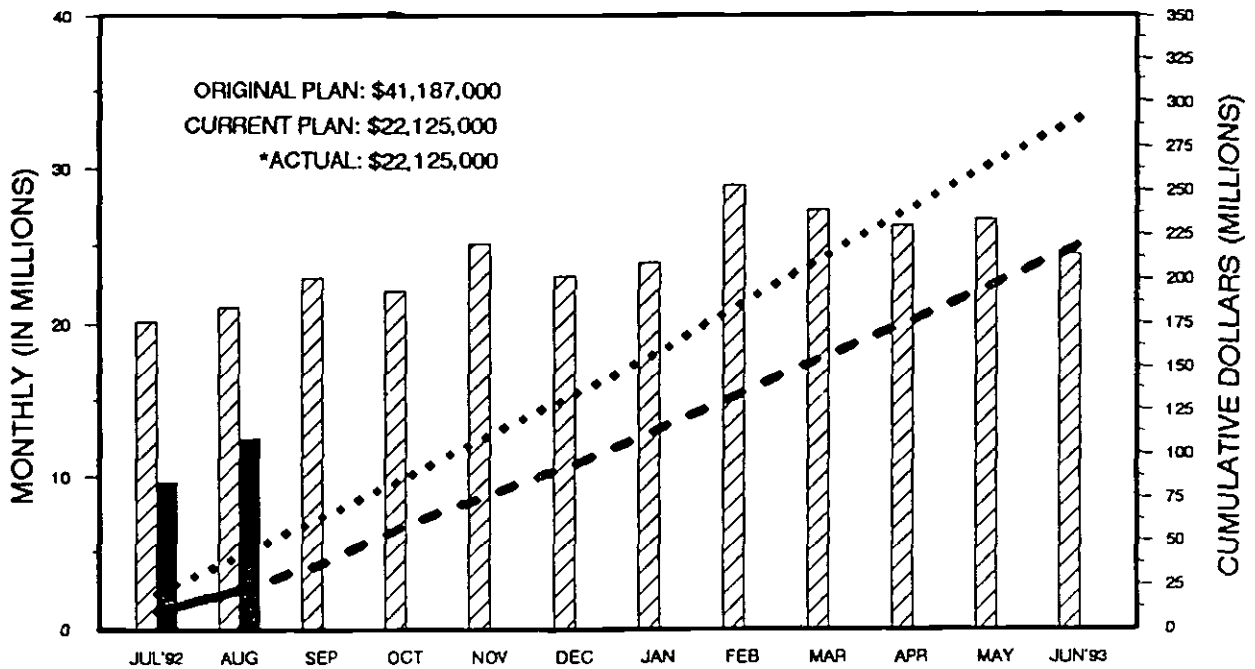
ANNUAL PROJECT COMMITMENTS (FY '93)



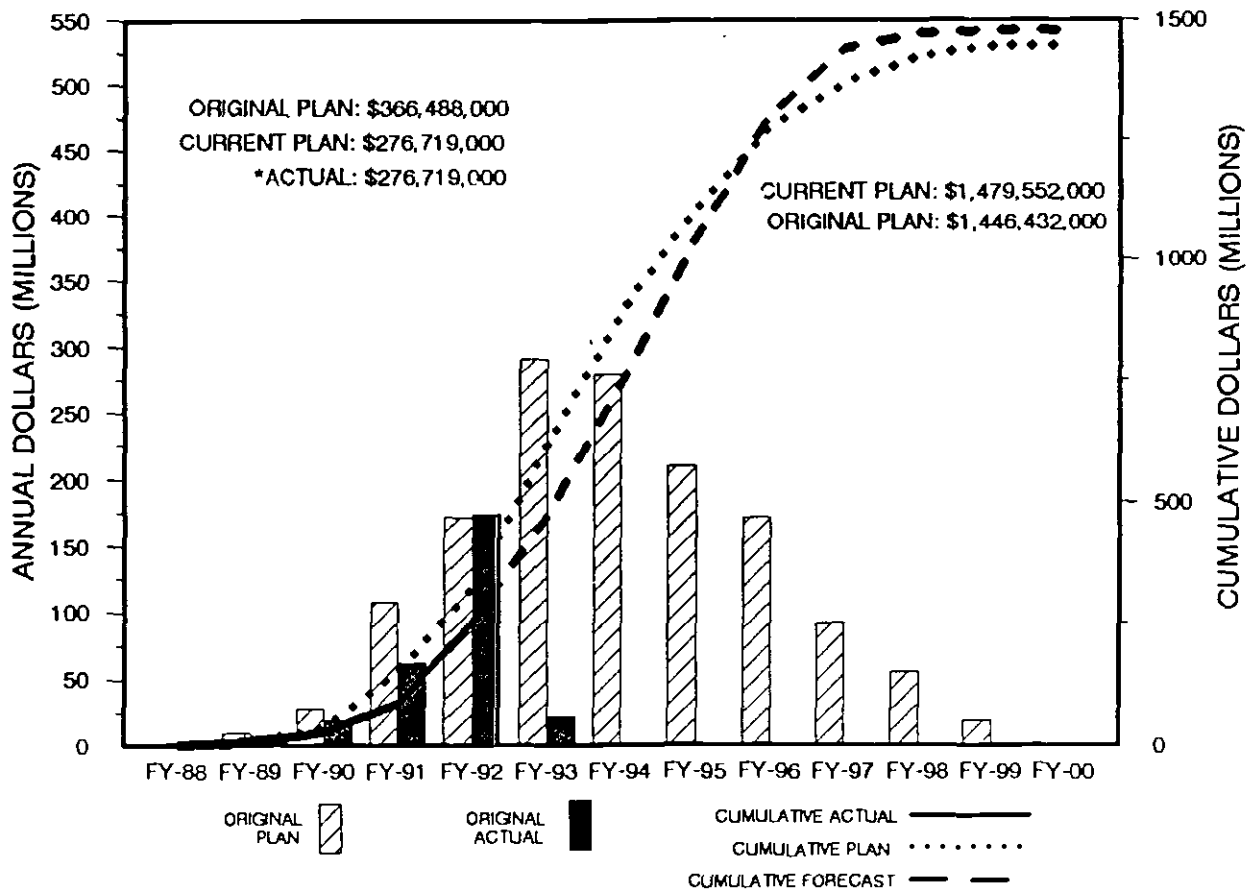
TOTAL PROJECT COMMITMENTS



ANNUAL PROJECT CASHFLOW (FY '93)

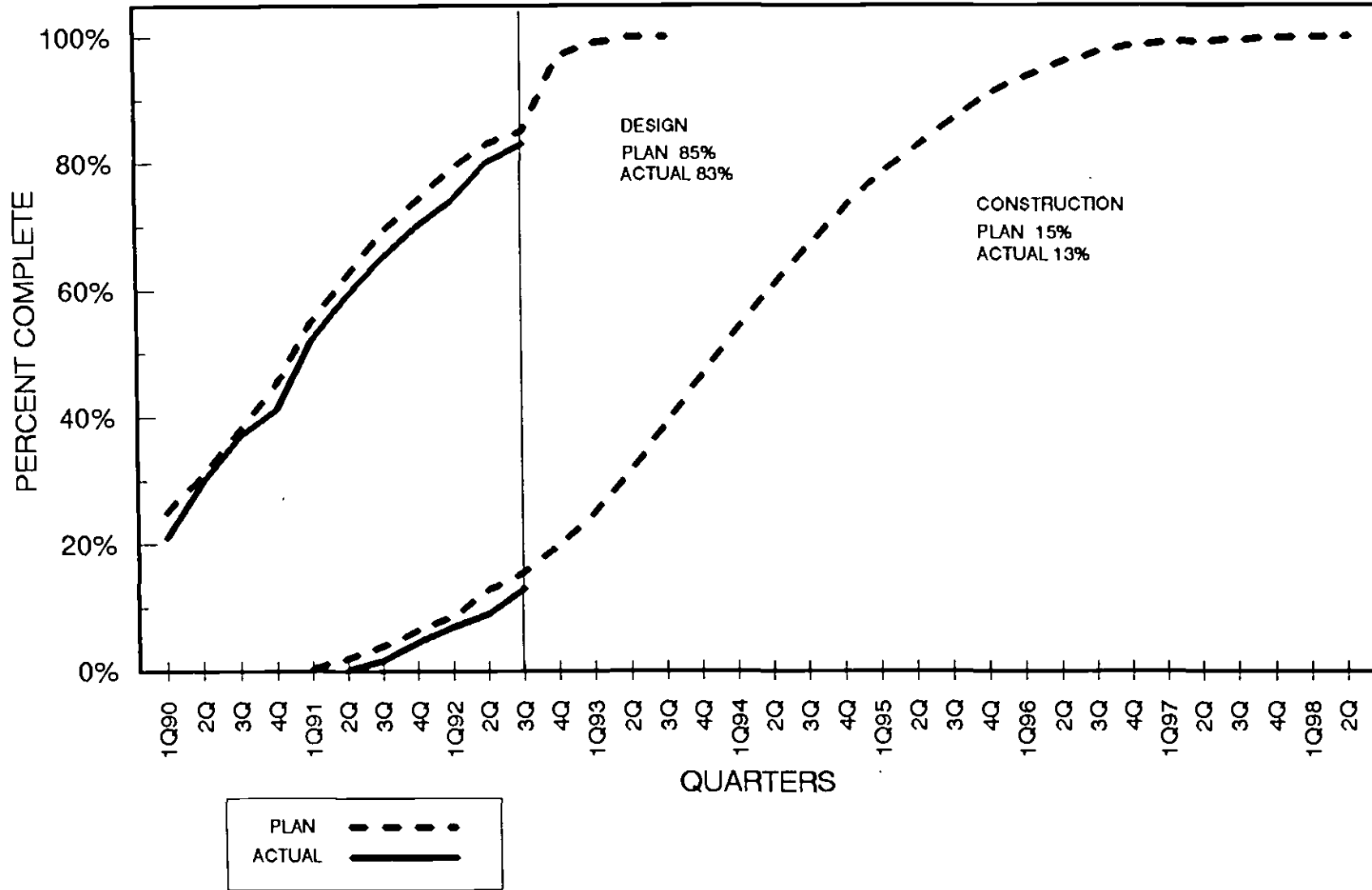


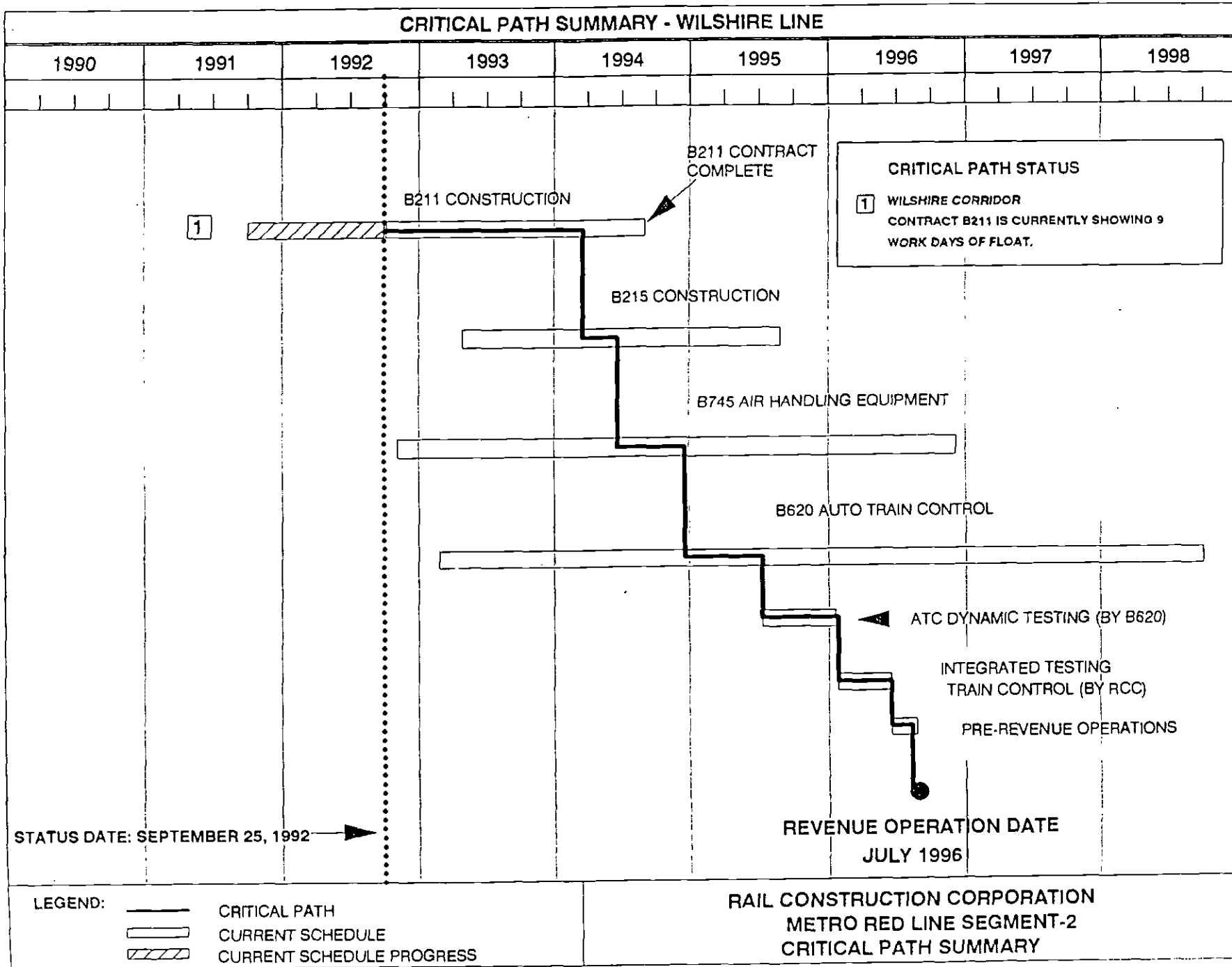
TOTAL PROJECT CASHFLOW

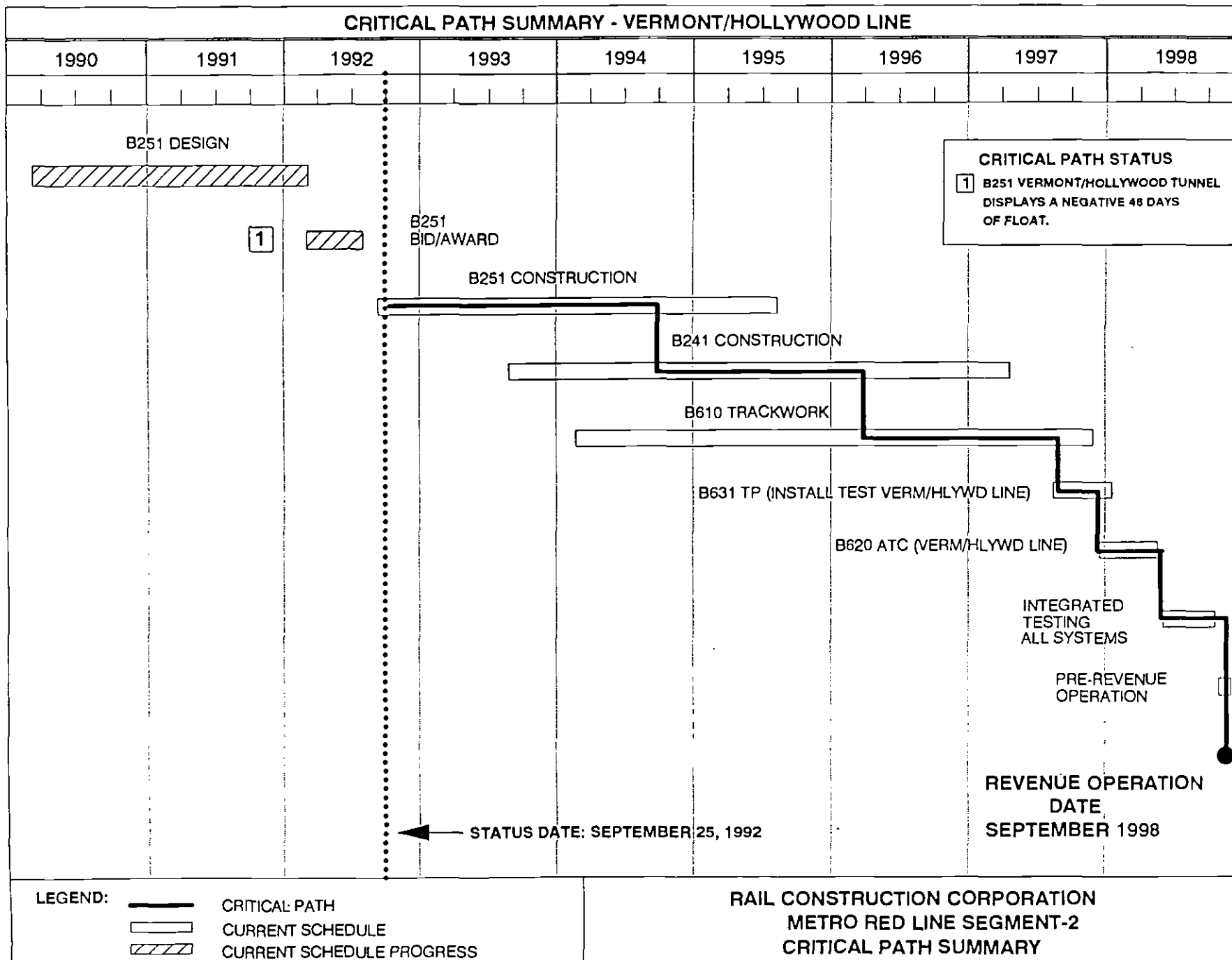


* EXPENDITURES ARE THROUGH 28-AUGUST-92

RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY





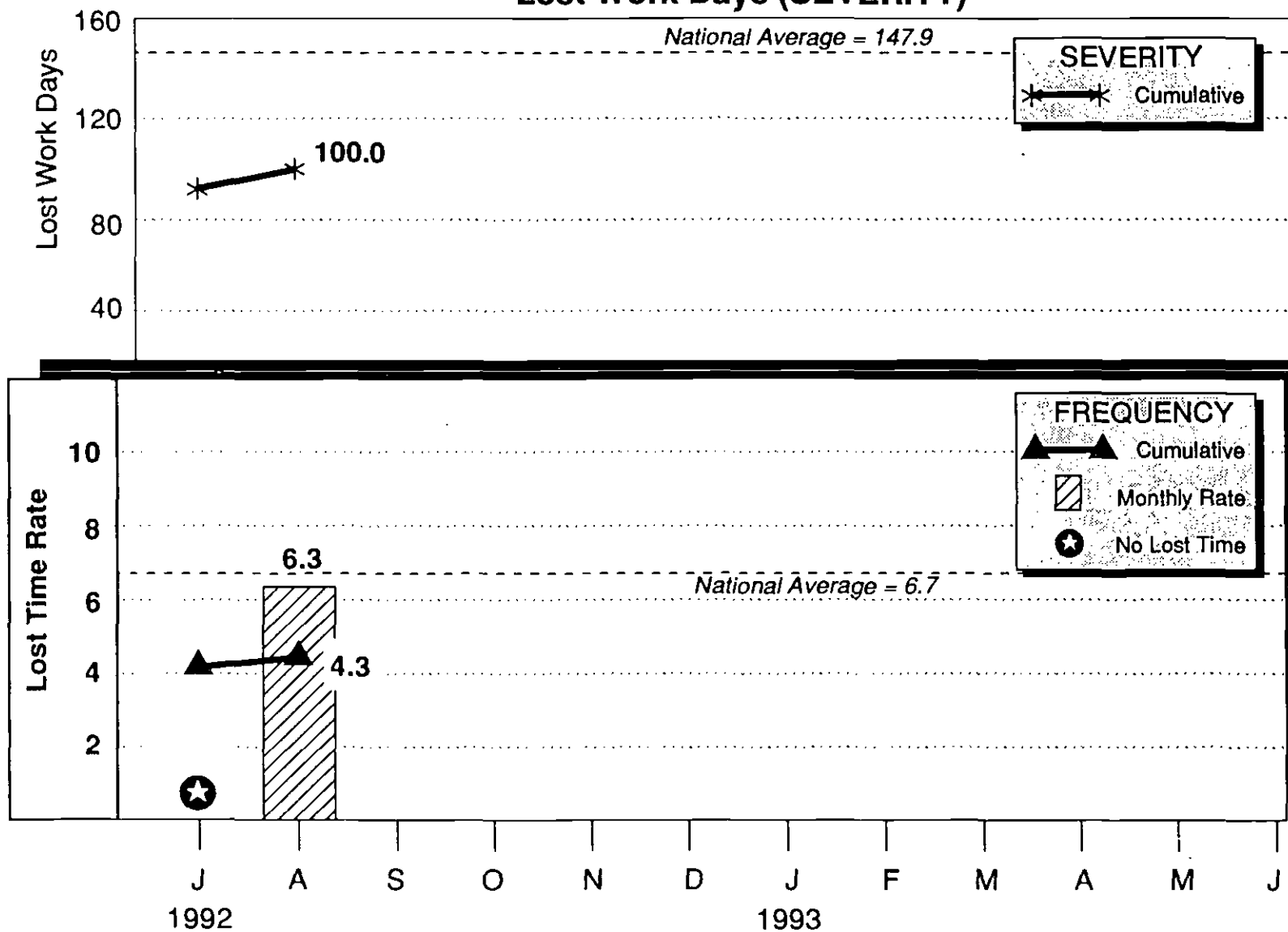


METRO RED LINE SEGMENT 2

SEPTEMBER 1992

METRO RED LINE SEGMENT 2

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



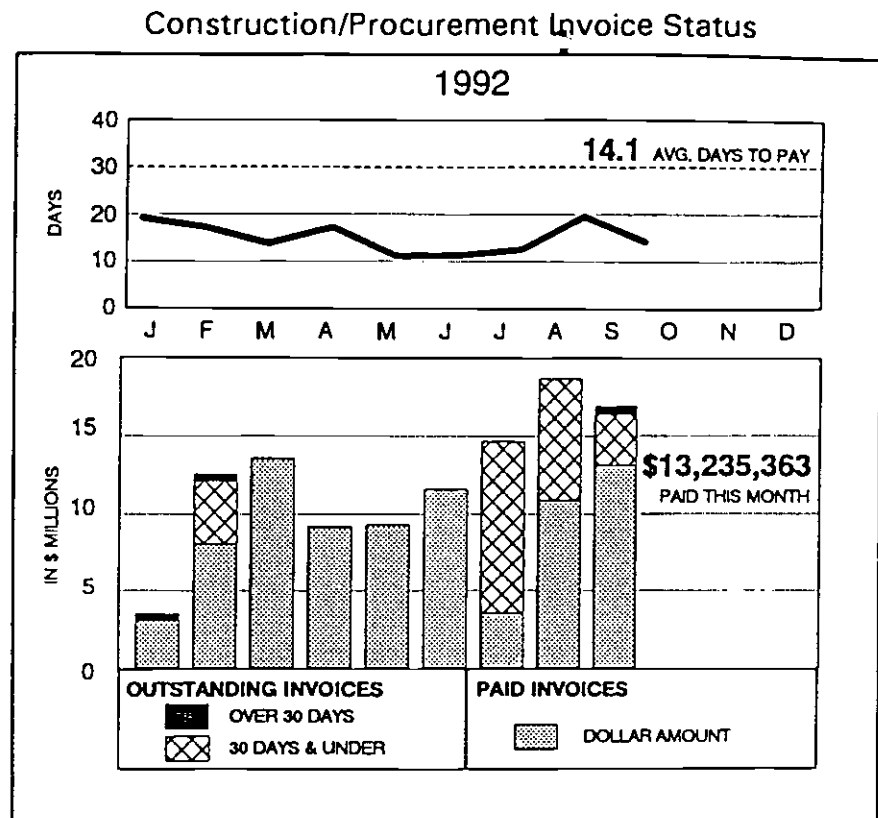
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 14.1 days.

• 17 invoices were paid for a total value of \$ 13,235,363.

• There were 15 outstanding Construction or Procurement invoices under 30 days old for \$ 3,283,456.

• There was one 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
APR 1992	1	1,383	1	69,660	25	1,522,257	8	63,434
MAY 1992	0	0	0	0	32	989,296	8	74,848
JUN 1992	1	7,088	0	0	29	1,624,615	8	84,557
JUL 1992	22	11,221,289	0	0	39	2,672,310	14	122,873
AUG 1992	19	7,881,268	0	0	13	793,536	15	850,530
SEP 1992	15	3,283,456	1	574,379	28	3,339,335	11	916,585