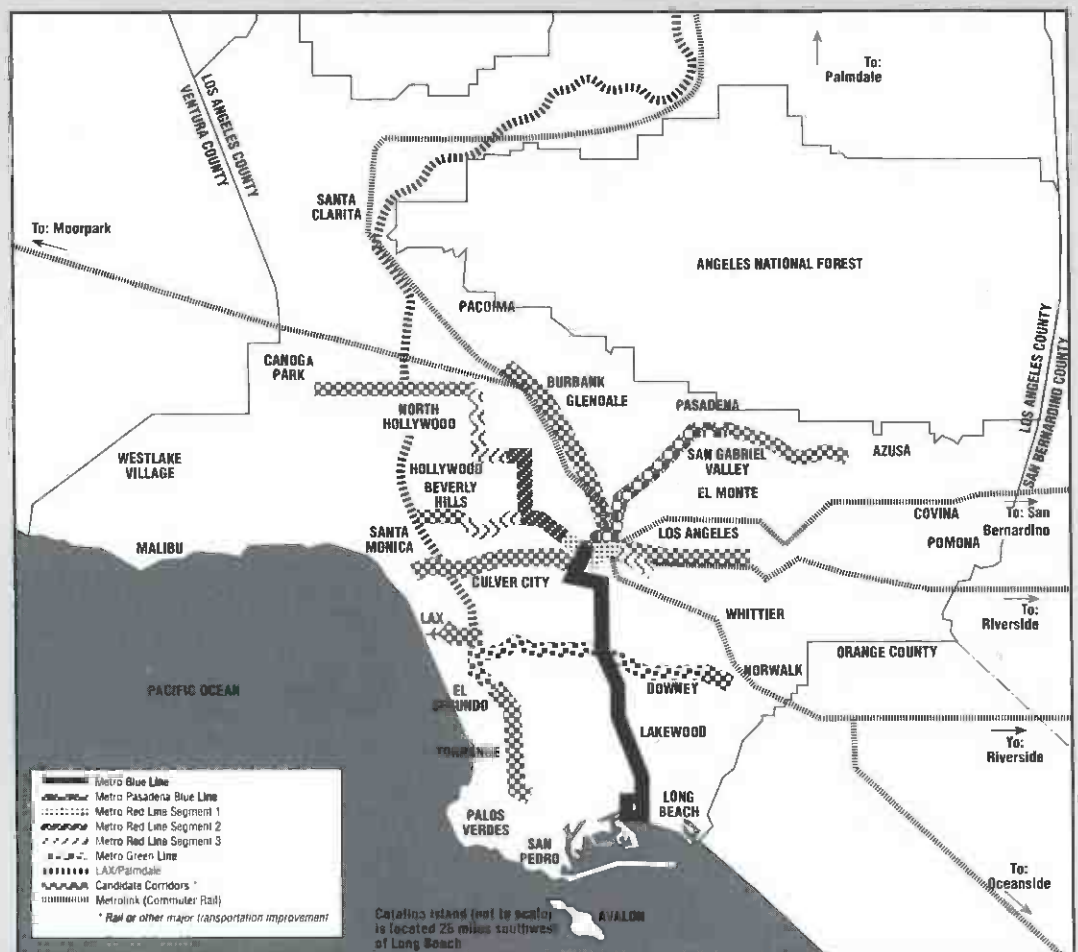


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1**Cost Status (\$000)**

Original Budget 1,249,900
 Expended to Date 1,396,372
 Current Budget 1,450,019

Schedule Status

Revenue Operations Date:
 Original April 1992
 Actual January 1993

Project Progress

Design
 Actual: 100%
 Construction
 Actual: 99%

Metro Red Line Segment 2**Cost Status (\$000)**

Original Budget 1,446,432
 Expended to Date 557,173
 Current Budget 1,511,682

Schedule Status: Revenue Operations Dates:

Wilshire Vermont/Hlywd
 Original Jul '96 Sep '98
 Forecast Jul '96 Sep '98

Project Progress

Design
 Actual: 96%
 Construction
 Actual: 27%

Metro Red Line Segment 3 - North Hollywood Extension**Cost Status (\$000)**

Original Budget 1,310,822
 Expended to Date 48,385
 Current Budget 1,310,822

Schedule Status

Revenue Operations Date:
 Original 2000
 Forecast 2000

Project Progress

Design
 Actual: 57%
 Construction
 Actual: 0%

Metro Red Line Segment 3 - Mid-City Extension**Cost Status (\$000)**

Original Budget 490,663
 Expended to Date 4,519
 Current Budget 490,663

Schedule Status

Revenue Operations Date:
 Original 1999
 Forecast 1999

Project Progress

Design
 Actual: 27%
 Construction
 Actual: 0%

Metro Green Line (Budget and Forecast excludes North Coast Segment)**Cost Status (\$000)**

Original Budget 671,000
 Expended to Date 446,548 *
 Current Budget 722,402

Schedule Status

Revenue Operations Date:
 Original October 1994
 Forecast May 1995

Project Progress

Design
 Actual: 99%
 Construction
 Actual: 78%

* Expenditure data through Nov. 1993

Metro Pasadena Blue Line

Cost Status (\$000)
Original Budget 841,000
Expended to Date 34,093 *
Current Budget 841,000

Schedule Status:
Revenue Operations Date:
Original November 1997
Forecast June 1998

Project Progress

Design
Actual: 49%
Construction
Actual: 0%

* Expenditure data through Nov. 1993

Vehicle Acquisition Project

Cost Status (\$000)
Original Budget 254,000
Expended to Date 2,219 *
Current Budget 254,000

Schedule Status:
Revenue Operations Date:
Original November 1997
Forecast November 1997

Project Progress

Design
Actual: 0%
Construction
Actual: 0%

* Expenditure data through Nov. 1993

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT - TOTAL RAIL PROGRAM
SUMMARY BY COST ELEMENT
(IN THOUSANDS)

STATUS DATE: 12/31/93

RAIL PROGRAM STATUS SUMMARY

DECEMBER 1993

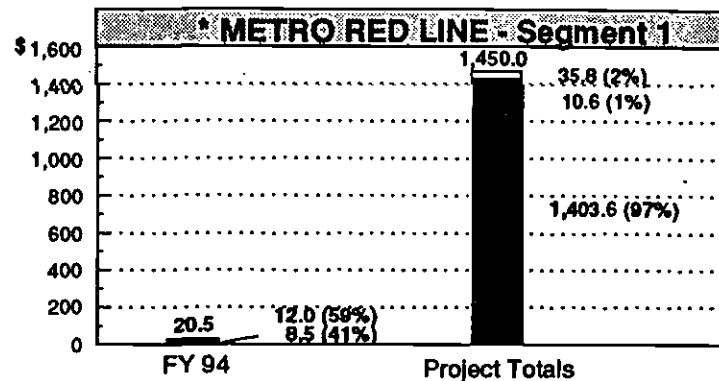
PROJECT: TOTAL RAIL PROGRAM

ELEMENT 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)	(9-2) (10)
T CONSTRUCTION	4,523,136	4,718,174	331,161	2,875,903	36,155	1,984,941	53,452	1,886,465	4,673,957	(44,217)
S PROFESSIONAL SERVICES	1,469,230	1,750,466	3,262	1,317,063	20,289	1,016,562	20,289	1,014,133	1,758,778	8,312
R REAL ESTATE	453,432	517,647	15,312	300,347	13,522	300,166	13,522	300,076	523,060	5,412
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	129,460	52	103,182	955	79,651	955	79,131	127,081	(2,379)
D SPECIAL PROGRAMS	11,044	20,870	2	6,725	116	2,108	116	2,108	26,489	5,619
C CONTINGENCY	464,255	292,386	0	0	0	0	0	0	343,937	51,551
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	0	(6,409)	(1,312)	(7,721)	(36,695)	(300)
PROJECT GRAND TOTAL	7,035,169	7,392,609	349,790	4,602,402	71,037	3,377,019	87,022	3,274,192	7,416,608	23,998

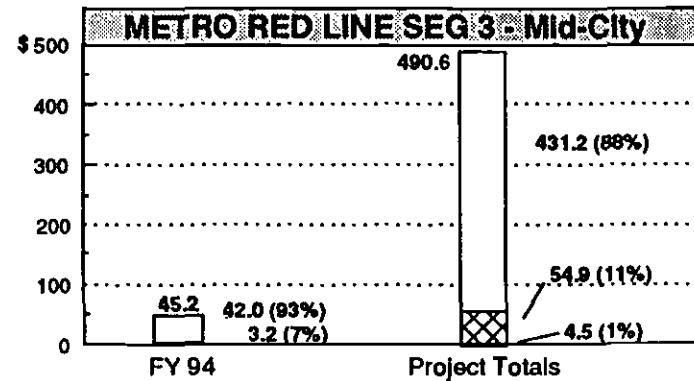
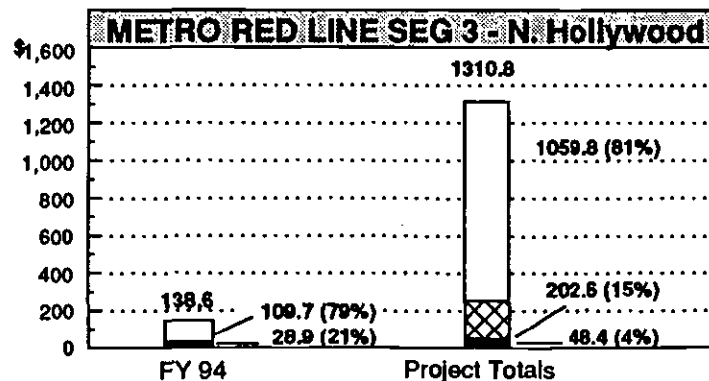
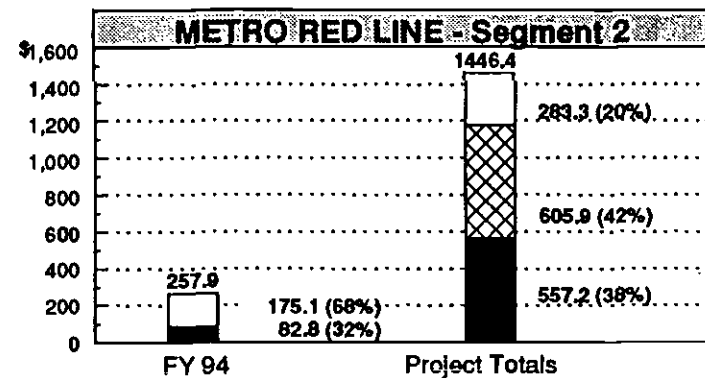
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	55,024	8,346	28,241	214	214	0	0	53,667	(1,357)
S PROFESSIONAL SERVICES	0	8,226	0	4,465	269	3,913	269	3,913	8,226	0
R REAL ESTATE	0	0	1	1	1	1	1	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	23	23	0	0	0	0	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	2,000	0
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,250	8,370	32,730	484	4,128	270	3,914	63,913	(1,337)
PROJECT GRAND TOTAL	7,035,169	7,457,859	358,160	4,635,132	71,521	3,381,147	87,292	3,278,106	7,480,521	22,661

This report includes total project costs for the Metro Blue Line of \$877,271.

BUDGET STATUS - December 31, 1993
(In \$ Millions)

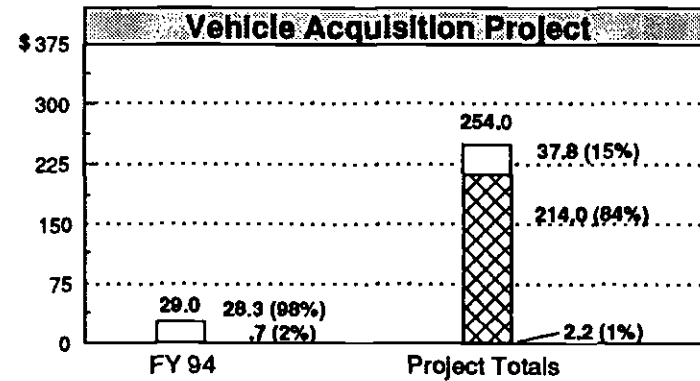
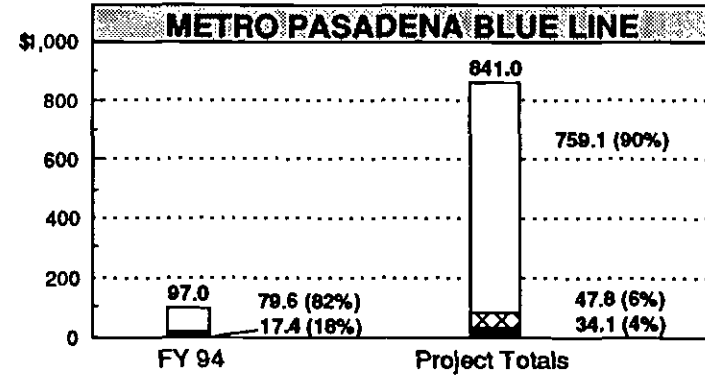
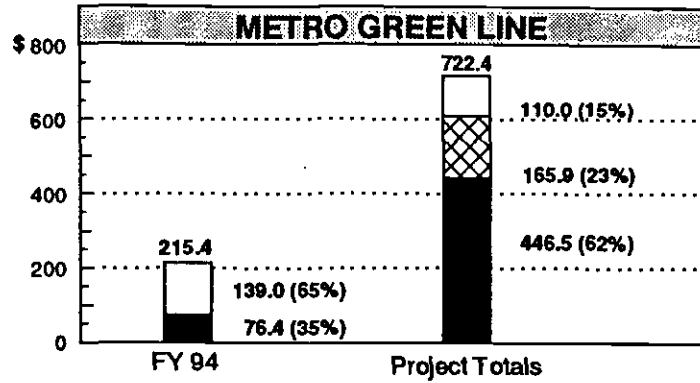


* Preliminary Data



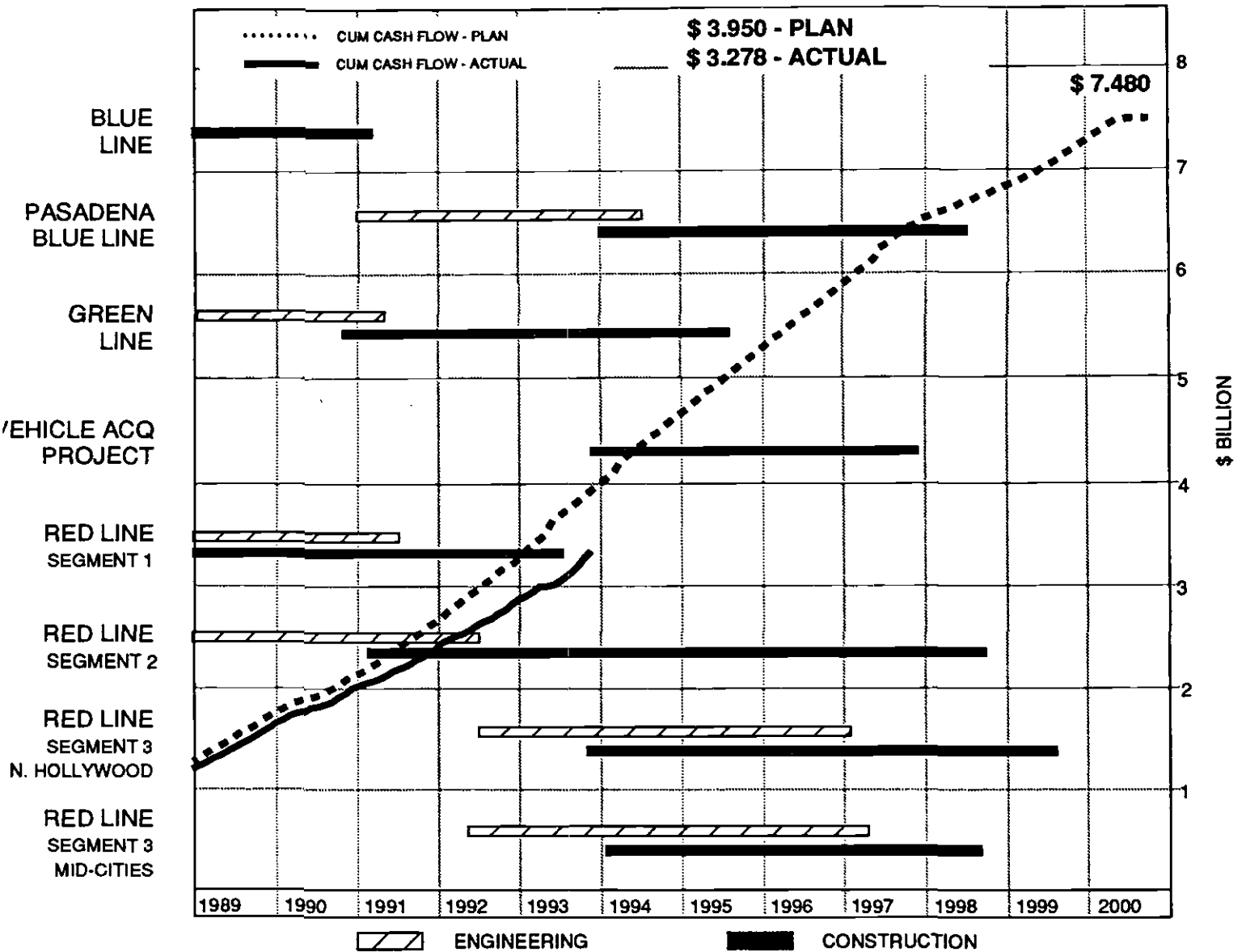
Actual Spent
 Encumbered
 Remaining Budget

BUDGET STATUS - December 31, 1993
(in \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan



RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	18.0	7	2213.9	30
ISTEA-FED SURFACE TRANSIT PROG					7.431	1					25.0	2	55.4	11	84.0	33	171.8	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.0	14	72.3	15	33.6	13	1135.5	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	28	179.5	12	440.3	29							1702.1	23
TRANSIT ENHANCEMENT (PROP A/C)									59.3	4							59.3	1
PROPOSITION C			498.2	59	397.0	55					344.7	26	94.4	19	118.4	47	1450.7	19
AMERICAN DISABILITY ACT (PROP C)					6.4	1			6	0							12.4	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA			7	1													7.0	
TOTAL	877.2	100	841.0	100	722.4	100	1450.1	100	1511.7	100	1310.8	100	490.7	100	254.0	100	7457.9	100

* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

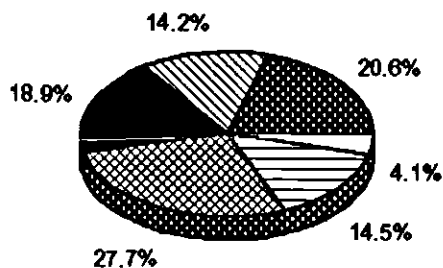
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 12/31/93

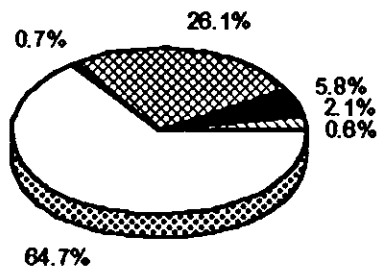
COST LEVEL

Total: \$54 Million

VOLUME



DOLLARS

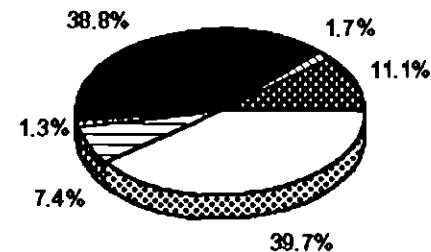
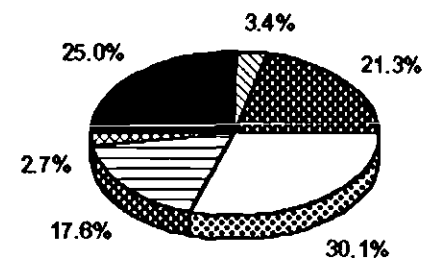


Legend

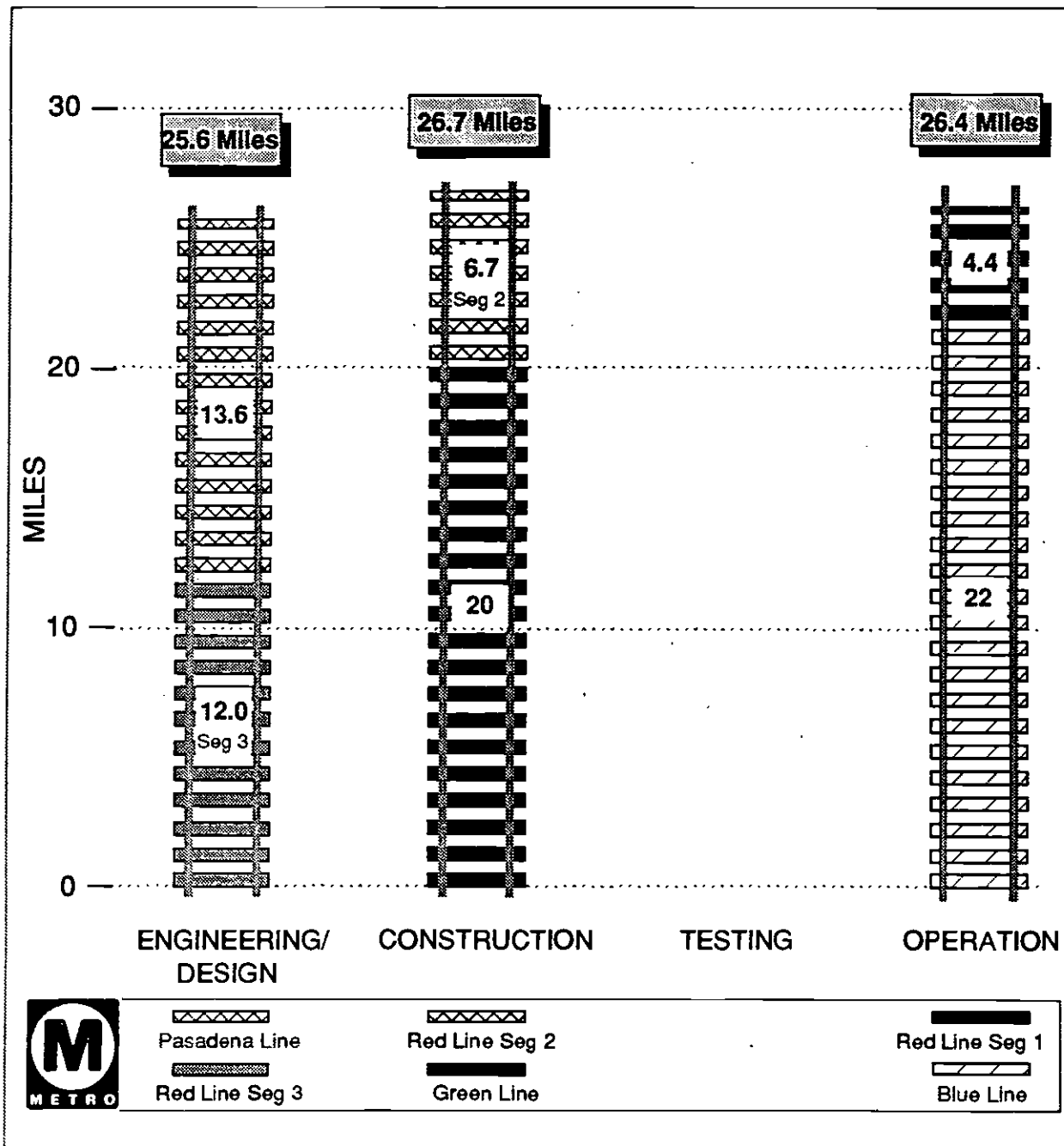
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 296



METRO RAIL SYSTEMS PROGRESS REPORT



JUNE 1993

TOTAL FOR

REAL ESTATE**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
Pasadena Blue Line	161	6	155	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	77	8	2	75
Red Line Seg 3 NH	177	9	164	13**	90
Red Line Seg 3 MC	61	0	54	7**	120

* Due to project reschedule, need dates are under review.
 ** All parcels on the critical path.

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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 23.97% which exceeds the corporate goal by 3.97%. 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 4.19% of total program costs, which just exceeds the 4% corporate goal by 0.19%. 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 PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITN PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	507,066	58.62%	493,716	68.34%	812,270	56.11%	1,013,016	67.07%	807,102	61.57%	339,227	69.14%	226,553	89.19%	4,856,437	64.92%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,048	3.61%	140,000	9.66%	83,962	5.56%	94,607	7.22%	53,303	10.86%	0	0.00%	527,820	7.06%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	75,053	8.68%	78,683	10.89%	221,659	15.29%	143,423	9.50%	67,056	5.12%	33,000	6.73%	804	0.32%	689,265	9.21%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	70,339	9.74%	116,429	8.03%	132,973	8.80%	102,800	7.84%	35,000	7.13%	7,827	3.08%	629,195	8.41%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.82%	95,558	6.59%	58,396	3.87%	52,433	4.00%	19,627	4.00%	7,433	2.93%	313,181	4.19%	4%
OTHER	14,222	1.62%	27,390	3.17%	18,019	2.49%	32,671	2.25%	22,269	1.47%	38,127	2.76%	10,506	2.14%	118	0.05%	161,322	2.16%	
SUBTOTAL	193,106	22.01%	209,100	24.17%	194,648	26.94%	466,317	32.16%	357,061	23.64%	258,416	19.71%	98,133	20.00%	16,182	6.37%	1,792,963	23.97%	20%
CONTINGENCY	963	0.11%	74,526	8.62%	14,508	2.01%	31,432	2.17%	56,606	3.75%	150,696	11.50%	0	0.00%	11,265	4.44%	339,996	4.55%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(36,695)	-0.49%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,510,345	100.00%	1,310,821	100.00%	490,663	100.00%	254,000	100.00%	7,480,521	100.00%	

NOTE: Data reflects Current Forecast.

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

The following items reflect action requirements identified in the December Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - December 1993

- Concern:** Contract close-out of Caltrans-constructed elements of the Metro Green Line (MGL) project should be accelerated.
- Action:** A detailed action plan which includes completion milestones should be prepared, implemented and monitored.
- Status:** The MGL CM has committed to focus on this effort.

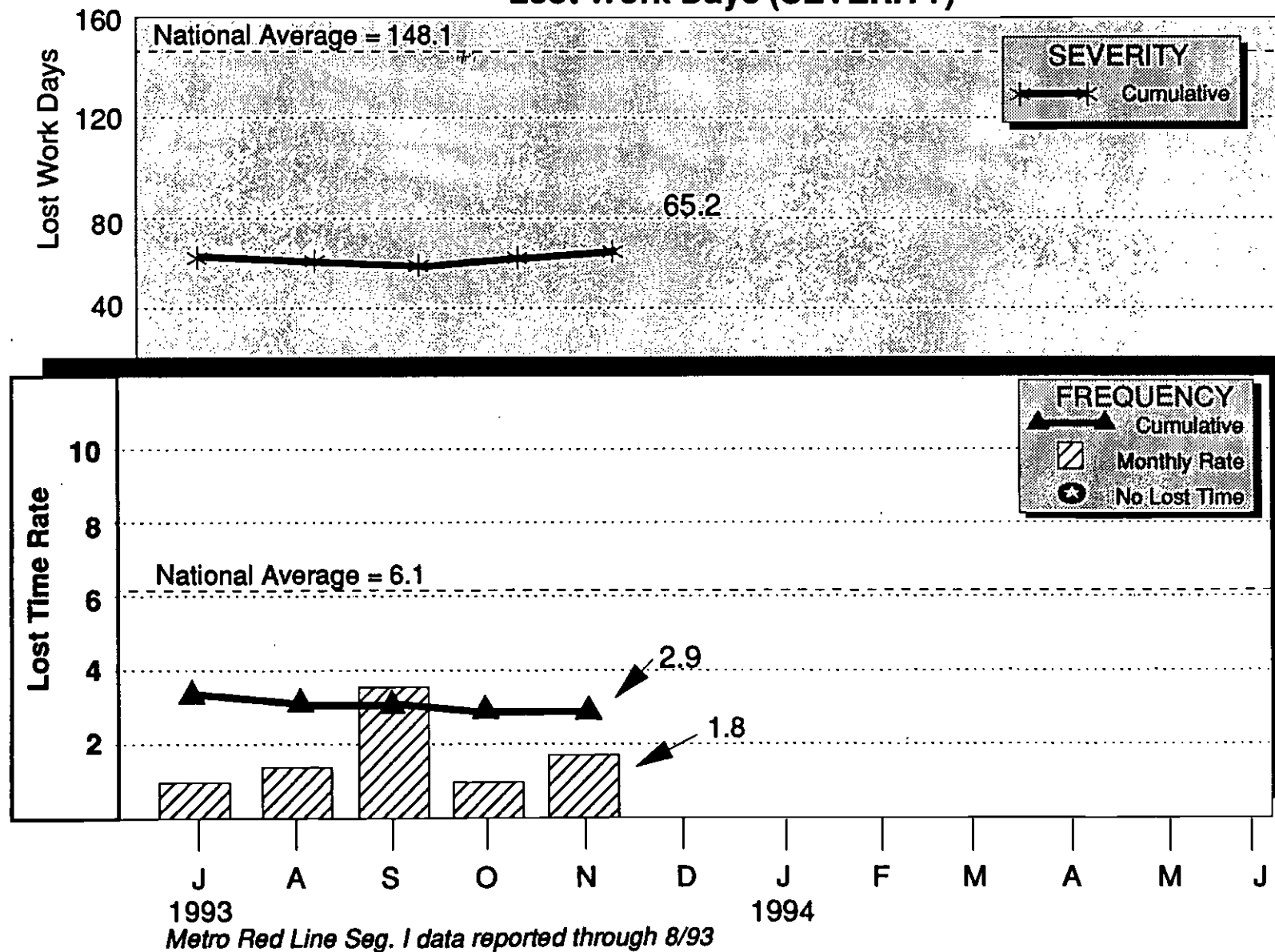
ONGOING

- Concern:** The EMC should complete a Design Management Plan for the Pasadena Blue Line Project.
- Action:** The Pasadena Blue Line staff should direct the EMC to complete this management tool.
- Status:** Under RCC review.
- Concern:** The Pasadena Blue Line (PBL) staff has not yet developed a Value Engineering Plan.
- Action:** A schedule for conducting Value Engineering should be developed immediately.
- Status:** The PBL staff has agreed to this recommendation and is preparing an action plan.

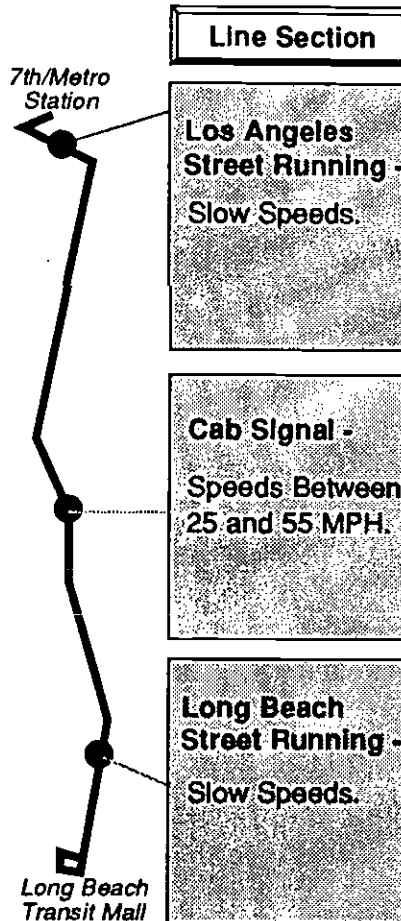
RESOLVED

- Concern:** The value fluctuation of the Yen relative to the dollar may have a negative impact on the total P2020 Vehicle contract cost.
- Status:** The contract appears to have sufficient contingency and the Yen has stabilized.

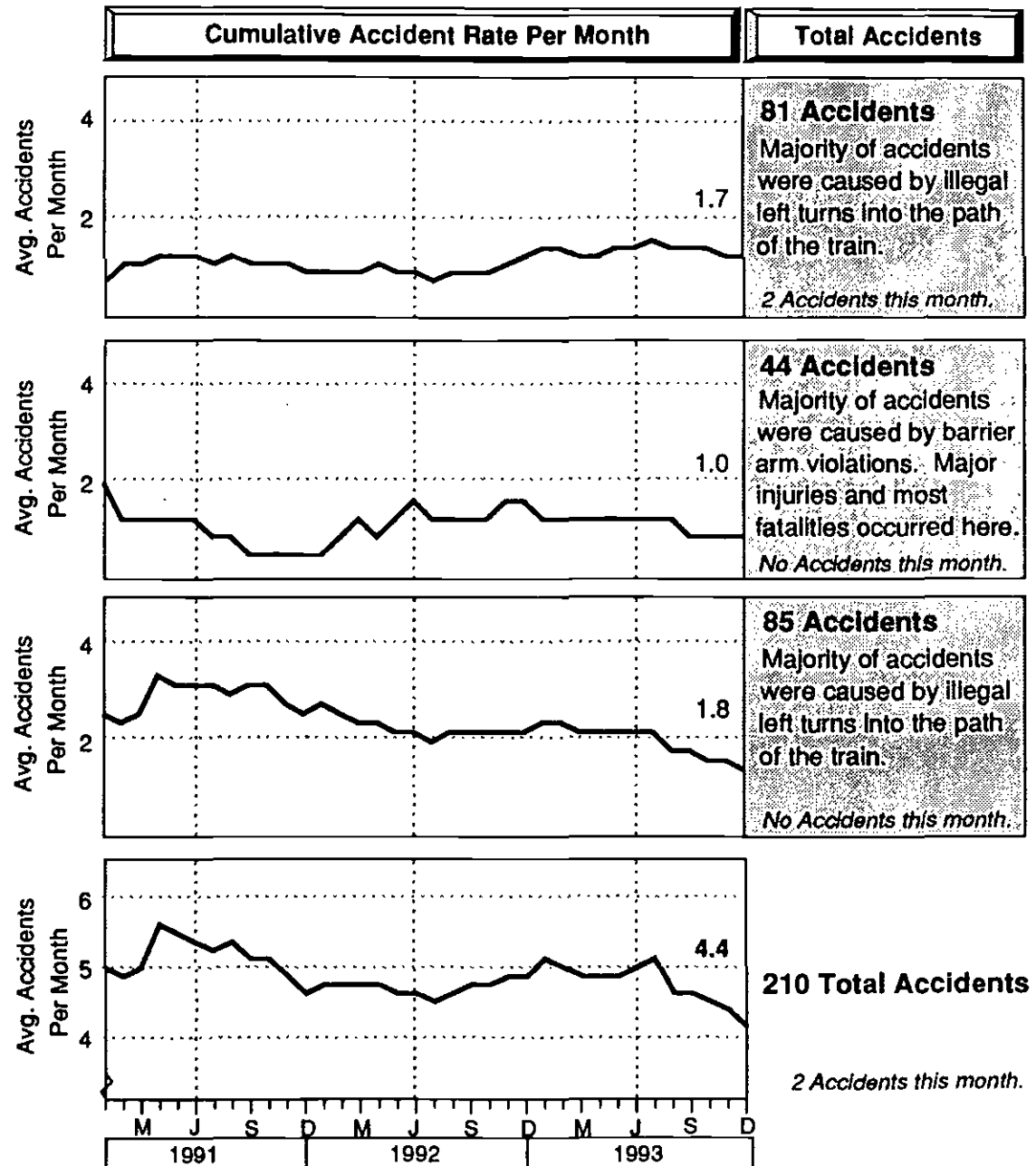
TOTAL PROGRAM

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

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Blue Line Summary



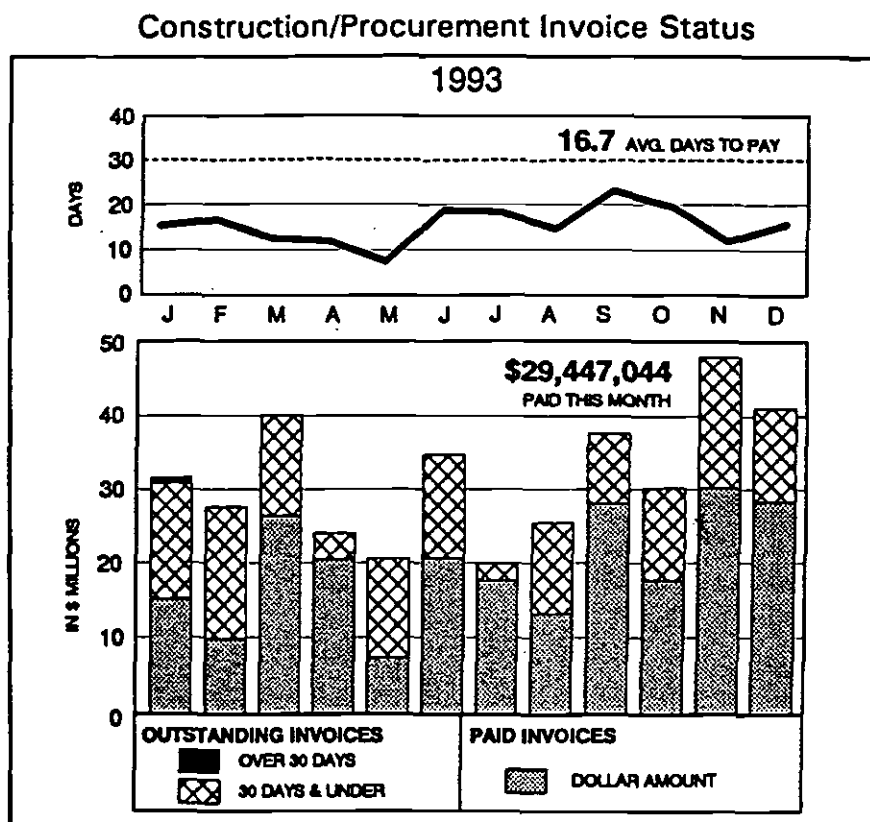
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 16.7 days.

- 27 invoices were paid this month for a total value of \$29,447,044.

- There were 38 outstanding Construction or Procurement invoices under 30 days old for \$13,252,294.

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



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1993	9	2,395,472	0	0	60	3,638,763	10	462,440
AUG 1993	18	12,652,691	0	0	59	3,899,361	3	116,132
SEP 1993	18	9,867,849	0	0	76	3,980,758	9	381,563
OCT 1993	12	12,963,796	0	0	48	5,522,482	7	293,342
NOV 1993	25	18,401,342	0	0	63	7,868,083	13	444,752
DEC 1993	38	13,252,294	0	0	62	11,746,197	26	710,812

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R81 Metro Red Line Segment 2

Page: 1

UPDATE:07-Jan-94

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
B4239	TELEPHONE				02/21/94	03/14/94	05/05/94	05/20/94	06/06/94	06/22/94	Cervantes \Morales \Brown
B648A	COMMUNICATIONS INSTALL (WILSHIRE unit				01/31/94	02/17/94	03/24/94	04/01/94	04/18/94	05/25/94	Cervantes \Morales \Brown

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R82 Metro Red Line Segment 3

Page: 2

UPDATE:07-Jan-94

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
C0301	Hollywood/Highland Station	Unit			02/08/94	03/02/94	04/13/94	04/28/94	06/13/94	06/22/94	Gatewood \Mori \Pierce
C0303	Hollywood/Highland Utility Rearrangeme	Unit			01/11/94	01/25/94	02/15/94	02/24/94	03/14/94	03/23/94	Mendoza \Mori \Pierce
C0304	H/H Station Park Struct. Restoration	Lump			01/11/94	01/25/94	02/16/94	02/24/94	03/14/94	03/23/94	Mendoza \Fuks \Williams
C0311	Line Section: Univ. City to Station 638	Unit			03/28/94	04/26/94	07/08/94	08/02/94	08/15/94	08/24/94	Gatewood \Wilson \Pierce
C0328	Universal City Demolition for C0311	Unit			02/23/94	03/09/94	03/31/94	04/21/94	05/02/94	05/25/94	Mendoza \Wilson \Pierce
C0358	North Hollywood Demolition	Unit			02/23/94	03/09/94	03/31/94	04/21/94	05/02/94	05/25/94	Mendoza \Wilson \Pierce

EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$841
- Current Forecast \$865 (A)

(A) Includes an estimated \$5 million in grant monies for "Urban Greenways" Program which is not included in the current budget, and the additional administrative and escalation costs associated with the present forecasted ROD date of June, 1998.

SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Forecast Revenue Operations Date June, 1998
- Design Progress
 - Final Design Progress - Actual 45%
 - Overall Design Progress - Actual 49%
- Construction Progress - Actual 00% (B)

(B) Construction planned to begin February 17, 1994. Notice to Proceed was given to CRSS as Construction Managers for Contract C6410, Los Angeles River Bridge.

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	161	6	155	TBD *	TBD *
LAST MONTH	160	6	154	TBD	TBD

* Due to project reschedule, need dates are under review.

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing with receipt of the following submittals:

- In-Progress design submittal for Contract C6400, Yard and Shops.
- In-Progress design submittal for Contract H0060, Train Control System.
- In-Progress design submittal for Contract H0090, Overhead Contact System.
- Pre-Final design submittal for Contract C6420, Los Angeles River to Arroyo Seco line segment.
- Pre-Final design submittal for Contract C6440, Arroyo Seco to Del Mar line segment.
- Final design submittal for Contract C6390, Chinatown Aerial Structure.
- Final design submittal for Contract C6430, Arroyo Seco Bridge Reconstruction.

The MTA Art-for-Rail Program staff, in cooperation with the respective community advisory committees, have selected the artists for all remaining stations. Presentations on station and artist concepts to MTA are in progress.

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

Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Final Design is proceeding to an Pre-Final submittal scheduled for February 15, 1994.

Action: EMC/RCC to resolve engineering issues related to the provision for an Elysian Park fire line access road and operational issues in the Yard.

Status: Final design is continuing on the Yard and Shops. RCC has incorporated MTA Operation and Maintenance comments within budget constraints. A third party agreement between MTA, SCRRA and Southern Pacific has been drafted by MTA. Negotiations have been initiated with the Department of Recreation and Parks to negotiate use of park land for fire lane road.

AREAS OF CONCERN (CON'T)**Catellus/Ratkovich Interface at LAUPT**

- Concern:** Location of the LRT terminus at Union Station involves interface with Catellus Corporation and the Ratkovich Villanueva Partnership. The alignment, with roadway improvements proposed by Catellus, crosses Ratkovich interests at two locations along the Terminal Annex property.
- Action:** Negotiation of easement required with Catellus and Ratkovich. Final Design continues on Union Station and Chinatown Aerial Structure.
- Status:** Certifications completed for Union Station and Terminal Annex easement. Negotiations are completed with Catellus. Execution of the agreement is outstanding. Ratkovich is unwilling to negotiate without changes in the aerial structure design which requires LADOT to change their traffic design criteria. MTA to develop strategy for negotiation with Ratkovich.

Real Estate

- Concern:** The Real Estate acquisition effort is behind schedule. In-Progress design includes additional parcels to be certified and acquired.
- Action:** The Pasadena Project team has facilitated bi-weekly Parcel Acquisition schedule meetings between LACMTA and EMC Real Estate personnel.
- Status:** Re-prioritization of full-takes and Site Office/Laydown requirements to support acceleration of certifications have been identified in the Right-of-Way acquisition Control Matrix. Additional parcels along the Santa Fe ROW for full or partial takes are being identified. Real Estate acquisition is being prioritized in lieu of recent budget decisions by MTA.

AREAS OF CONCERN (CONT'D)**Del Mar Station**

- Concern:** Identification of an acceptable concept for the Del Mar Station and park-and-ride facilities.
- Action:** RCC is continuing discussions with the City of Pasadena and MTA bus operations on site development and to provide direction to EMC for final station design.
- Status:** The developer, Catellus, has cancelled their development plans and are offering to sell the Del Mar property. Final preparation of Memorandum of Understanding outlining City and MTA responsibilities is on hold pending outcome of MTA discussion with City on this new development.

Sierra Madre Villa Station

- Concern:** Evaluation of alternative Johnson and Johnson station site is required over the original Space Bank site due to potentially serious hazardous material on property.
- Action:** The Real Estate department is completing appraisals on both station site alternatives. RCC is reviewing technical issues at station sites.
- Status:** EMC is evaluating a station platform location which would be compatible with either Johnson & Johnson or Builder's Emporium site. Line segment design will resume in January 1994. Decision on a park and ride site is dependent on on-going discussion with Caltrans and the completion of a SEIR now in progress.

KEY ACTIVITIES - DECEMBER

- Continued certification process for additional full takes and identification of partial takes required along Avenue 50-Avenue 60.
- Completed Final Design submittals for Contract C6430, Chinatown Aerial Structure, and Contract C6430, Arroyo Seco Bridge Reconstruction.
- Continued final design on Contract C6400, Yard and Shops, C6420, LA River to Arroyo Seco line segment, C6440, Arroyo Seco to Del Mar line segment, C6450, Del Mar to Memorial Park line Segment, the 210 Freeway line segment bridge modifications, Trackwork and Systems.
- Final design in progress on all LRT stations.
- SEIR service contract awarded. Notice of Preparation issued.

KEY ACTIVITIES - PLANNED FOR JANUARY

- Finalize special permitting process with the City of Pasadena.
- Execute Pasadena agreement with Catellus.
- Initiate negotiations for Terminal Annex easement with Ratkovich.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Obtain board approval for award of Los Angeles River Bridge contract.
- Process board approval for request for advertisement on Contract C6390, Chinatown Aerial Structure, and C6430, Arroyo Seco Bridge Reconstruction.
- Camera Ready bid documents for Contract C6430, Arroyo Seco Bridge Reconstruction.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 06-Jan-94
Status Date: 31-Dec-93

(\$ x 0000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	515,171	480,929	0	5,154	0	687	0	687	495,768	14,838
S Professional Services	183,206	197,415	1,232	73,818	3,832	32,435	3,832	32,435	199,937	2,522
R Real Estate	68,100	72,308	42	227	63	87	63	87	74,308	2,000
F Utility/Agency Force Accounts	8,442	11,321	50	2,464	324	834	324	834	11,298	(23)
D Special Programs	3,377	4,402	25	261	10	50	10	50	9,163	4,761
C Contingency	62,705	74,625	0	0	0	0	0	0	74,526	(99)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	1,348	81,924	4,230	34,093	4,230	34,093	865,000	24,000

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

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

11-Jan-94

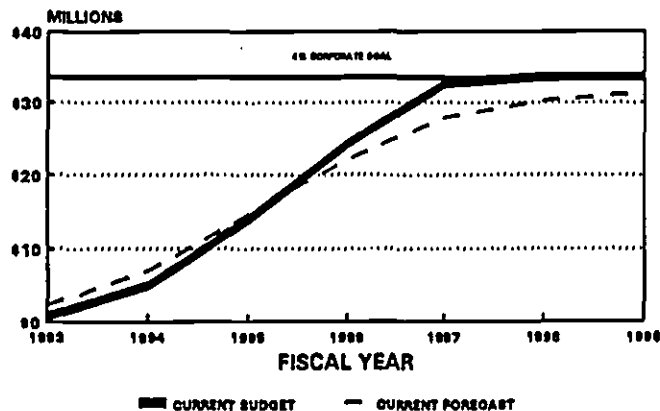
DECEMBER 93

STATUS OF FUNDS BY SOURCE

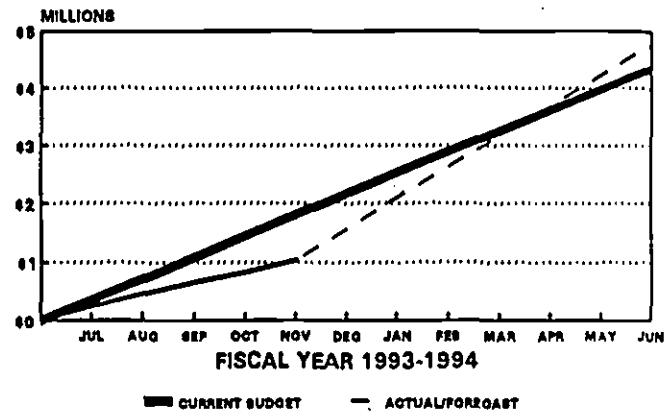
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$337,800	\$0	\$0	0%	\$0	0%	\$0	0%
CITY OF PASADENA	\$7,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$496,200	\$86,841	\$81,924	17%	\$34,093	7%	\$34,093	7%
TOTAL	\$841,000	\$86,841	\$81,924	10%	\$34,093	4%	\$34,093	4%

NOTES: EXPENDITURES ARE THROUGH NOVEMBER 1993.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



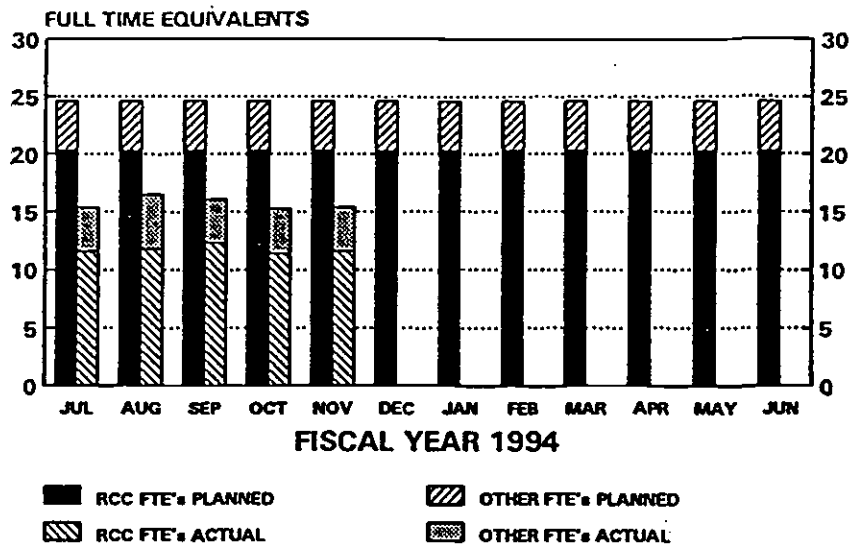
PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 31,354

FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE (\$000)

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 4,772
ACTUAL TO OATE	\$ 1,034

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

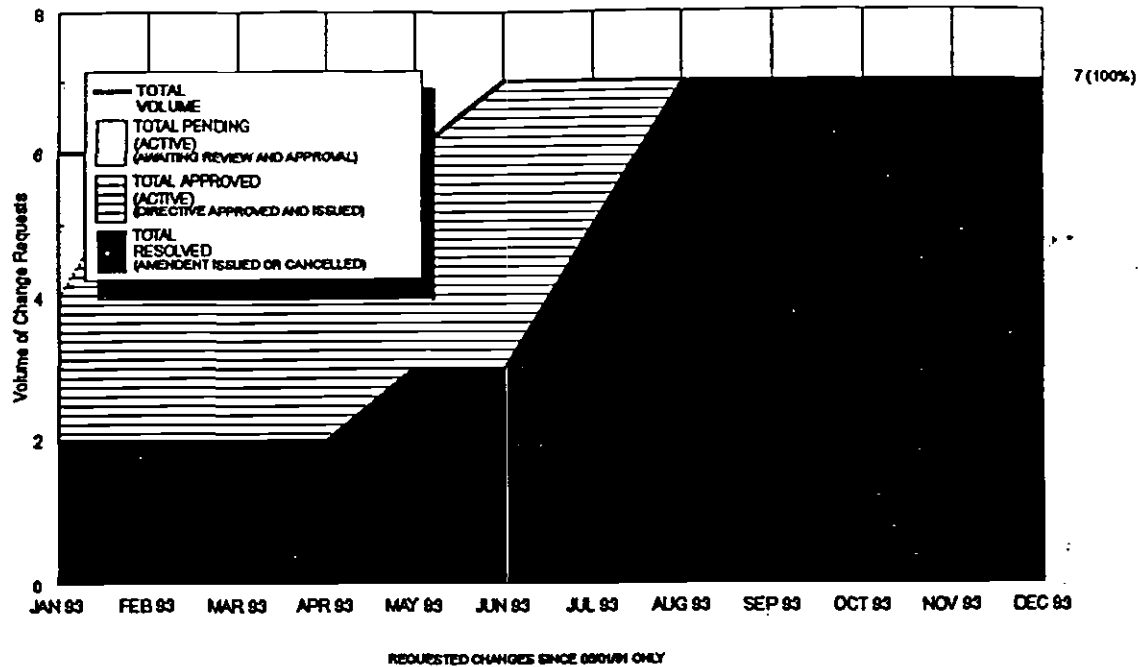
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	12
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	16

(*) Other FTE's :

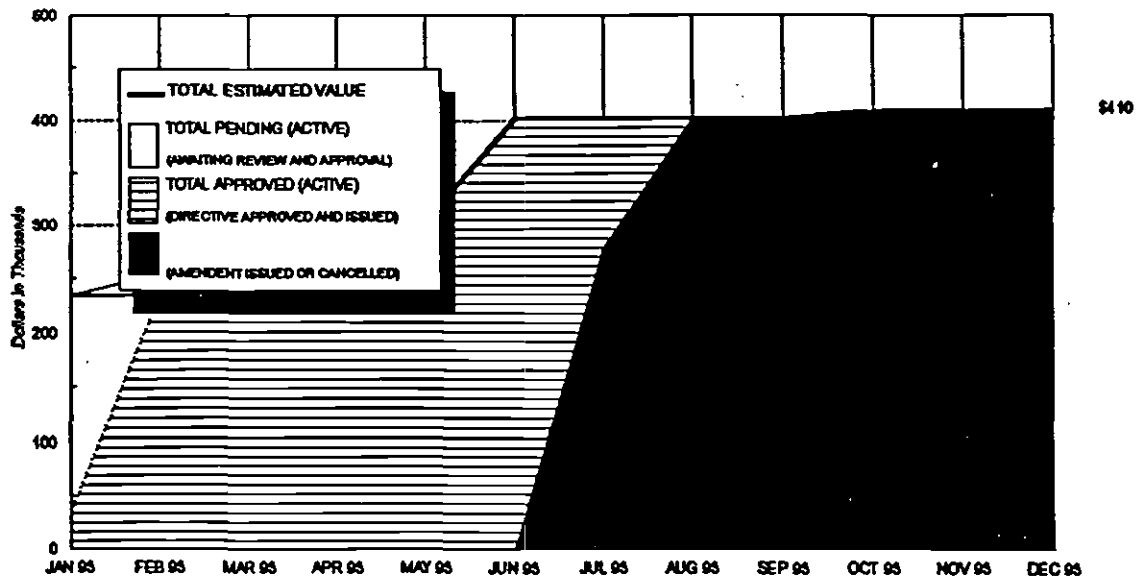
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

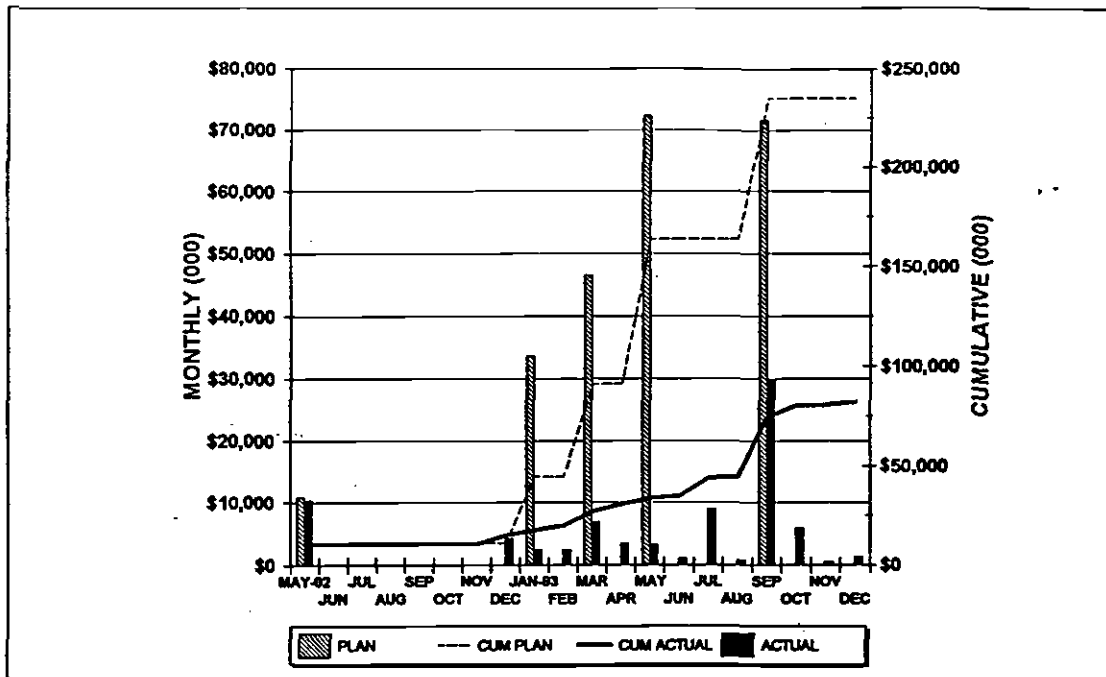


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

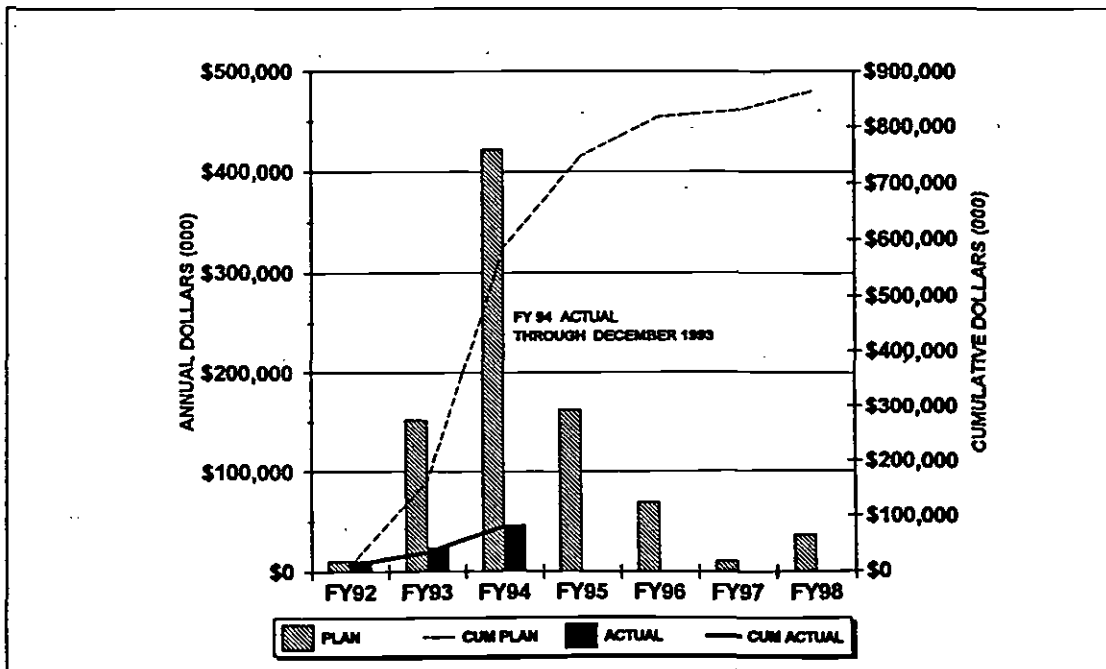
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



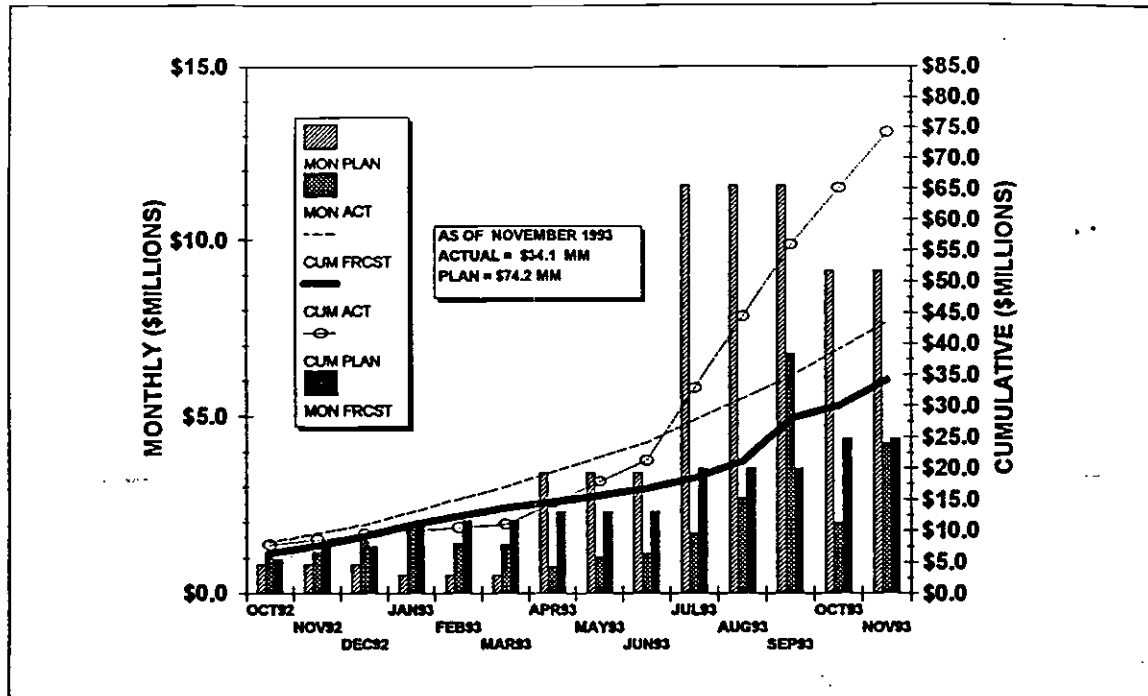
ANNUAL PROJECT COMMITMENTS



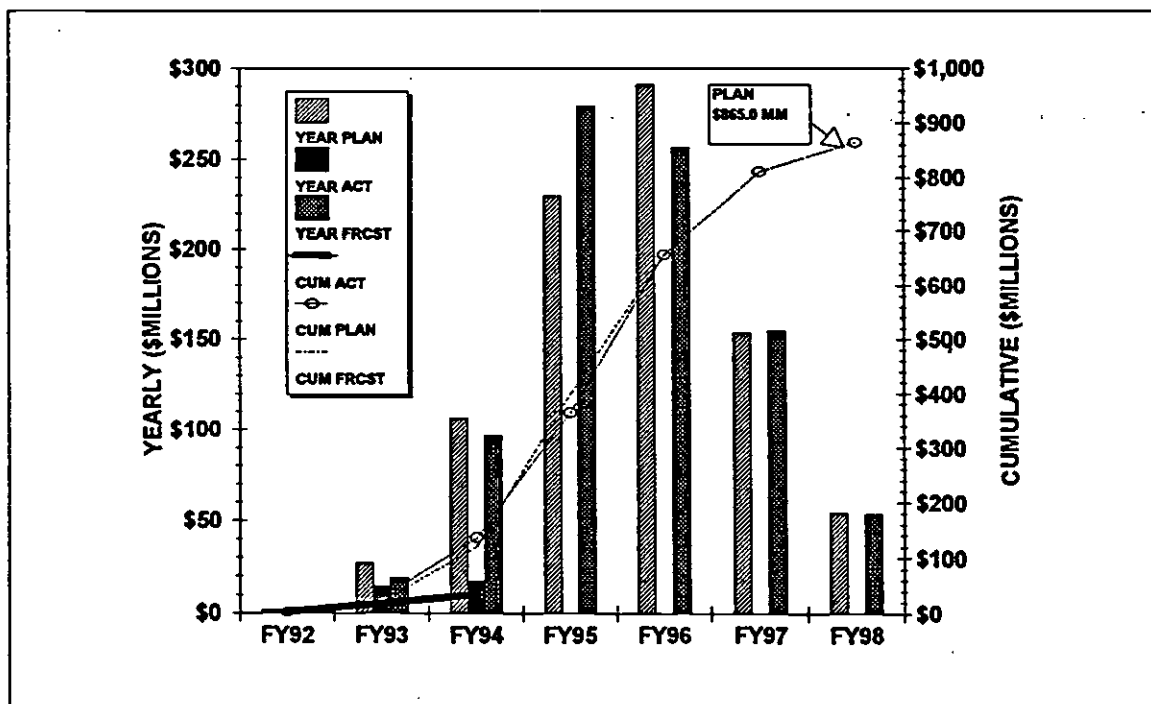
TOTAL PROJECT COMMITMENTS



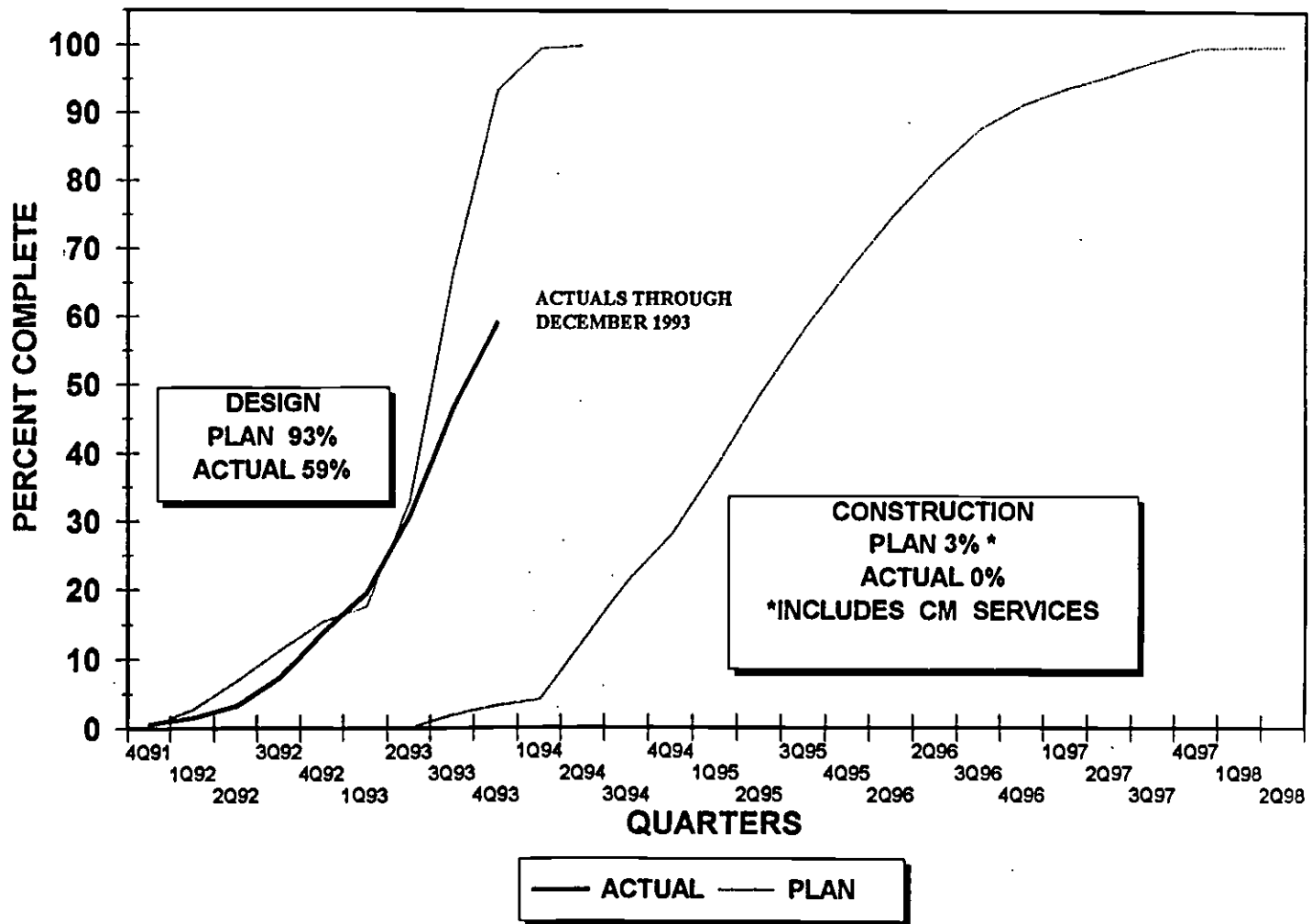
ANNUAL PROJECT CASHFLOW



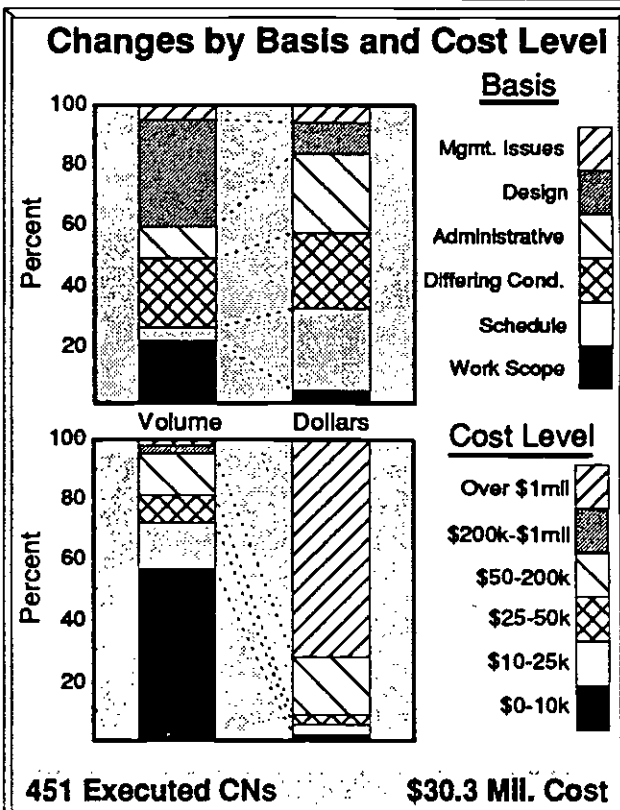
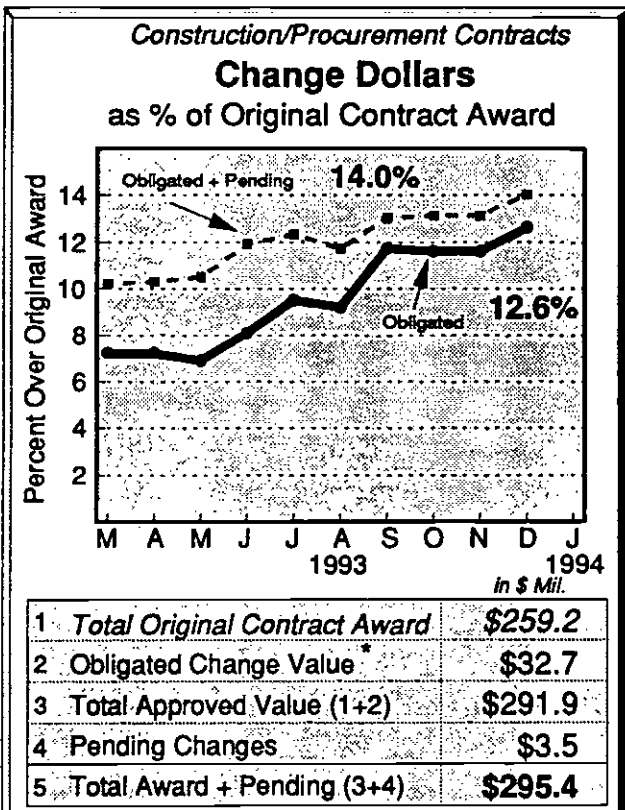
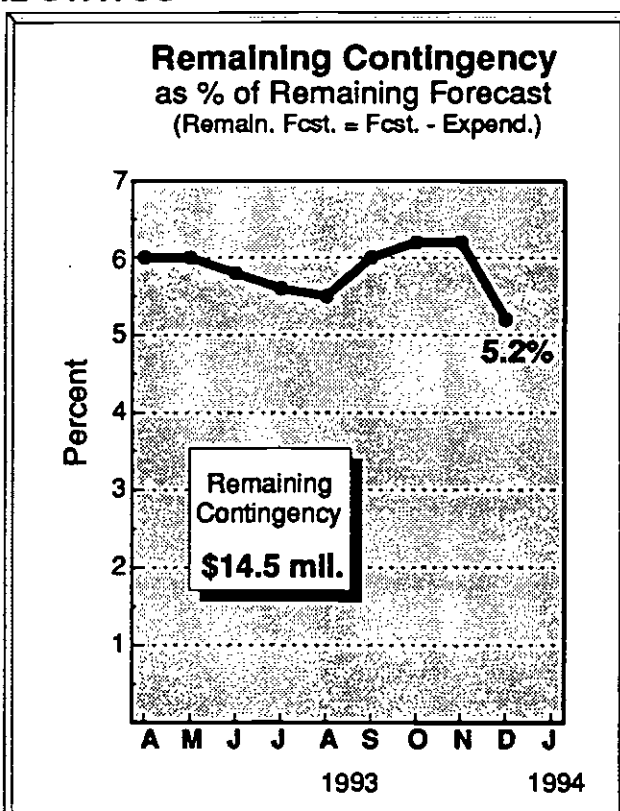
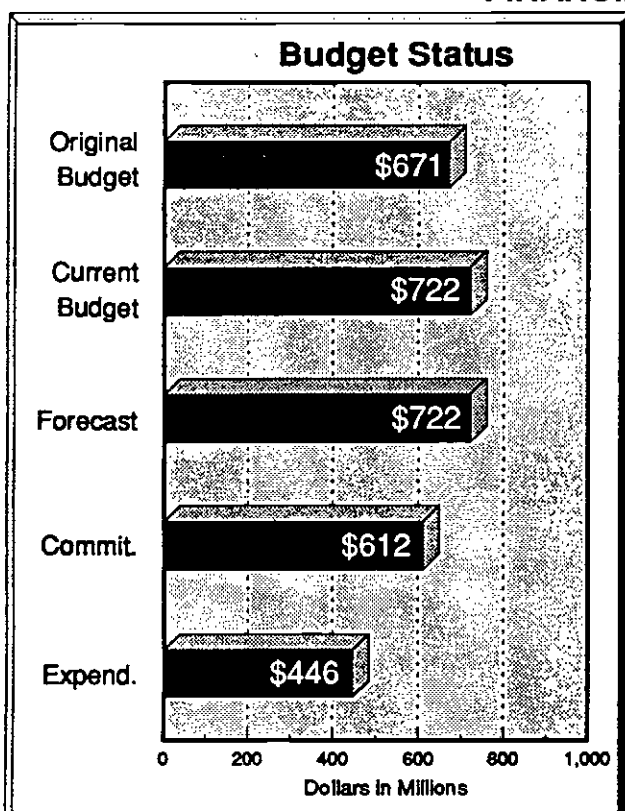
TOTAL PROJECT CASH FLOW



RAIL CONSTRUCTION CORPORATION PASADENA BLUE LINE - PROGRESS SUMMARY



FINANCIAL STATUS



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

February 1994

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

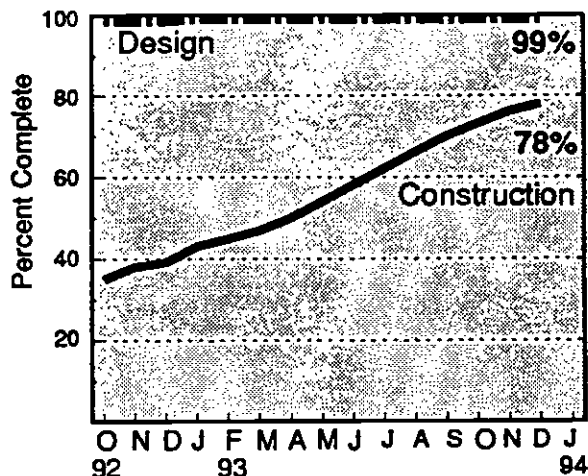
Months of Employment Provided

12,934

Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS

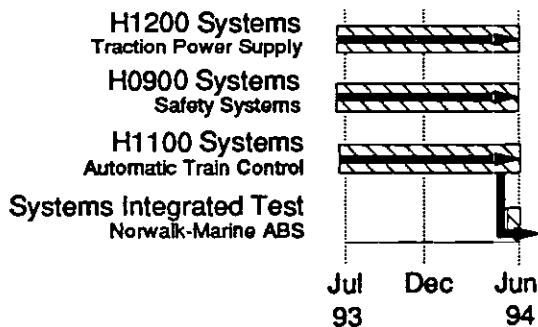


Revenue Operation Date: **May 1995**
(Approved)

Schedule Status

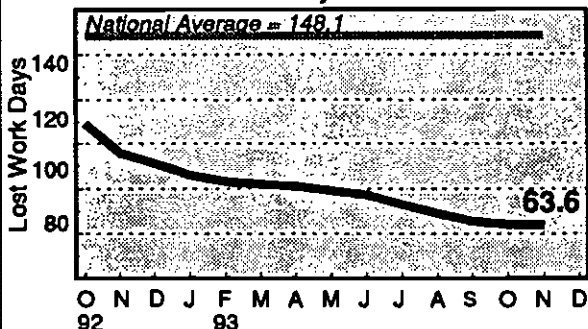
CRITICAL PATH - 1 Year Outlook

22 Days Behind
(negative float)

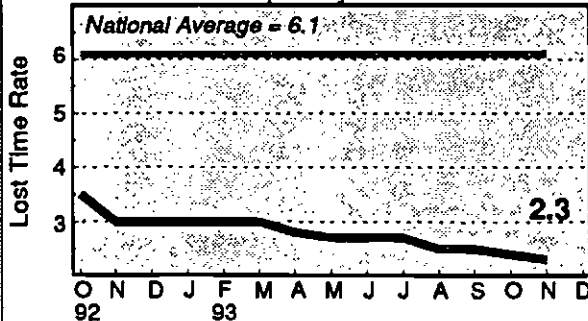


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY**COST STATUS** (in millions)

- Current Budget \$722.4
- Current Forecast \$722.4

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 78%

REAL ESTATE STATUS

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

AREAS OF CONCERN

NEW

Contract C0100 (El Segundo Guideway and Stations) Station Stair Construction

Concern: Station stairs have not been constructed per applicable code. Any rework of station stairs and/or escalator ramps that may be required could adversely impact follow-on contracts.

Action: The contractor has completed stair surveys at Compton and Douglas Stations with remaining surveys to be scheduled. Problems have been identified at Douglas Station.

Status: The Resident Engineer is currently evaluating the contractor's proposed resolution.

Contract C0100 (El Segundo Guideway and Stations) Station Edge Pavers

Concern: Changes made to station edge pavers have affected work at the stations and may impact follow-on contracts.

Action: The submittal review process needs to be expedited. The contractor will review re-sequencing possibilities for follow-on station work.

Status: Awaiting contractor submittal on revised edge pavers. Schedule analysis is ongoing.

ONGOING

Caltrans Project CT044-12 (I-105 Freeway Elevator and Escalator Installation) Schedule Delays

Concern: Due to design issues and an overextended submittal process, the completion of this contract will extend beyond the target Revenue Operations Date of December, 1994.

Action: A combination of partial contract acceleration with multiple crews and rearrangement of contractual milestones is needed.

Status: Partial acceleration of this contract to bring the completion date back to September, 1994 is being studied by OKA and Caltrans.

Contract H1100 (Automatic Train Control) Carborne Equipment and AF900 Track Circuit Availability

- Concern:** Delay of carborne equipment and AF900 track circuit availability may impact the Automatic Train Protection System operating date of May, 1995.
- Action:** The contractor has added engineers to its carborne design staff; key AF900 verification activities have been identified.
- Status:** The carborne equipment design and delivery schedule continues to slip. The Yard wayside design work continues to show a two week impact to the May, 1995 Revenue Operations Date. The AF900 design verification is proceeding on schedule.

Caltrans Station Phase II Contracts Schedule Impacts to Contract H0900 (Safety and Security Communication System) Access Dates

- Concern:** Nine Phase II Caltrans stations contracts will impact Contract H0900 completion if turnover dates are not maintained.
- Action:** Workaround scenarios to expedite turnovers to the Contract H0900 contractor are being developed. Progress is being closely monitored for all Caltrans Phase II station construction.
- Status:** Five stations have been turned over to the Contract H0900 contractor. Three other stations may impact Contract H0900 and one will have no impact.

Contract C0501 (Systems Facilities Sites) Schedule Delays

- Concern:** The inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting Contract H1100 (Automatic Train Control) interface dates.
- Action:** The punchlist work is ongoing at all sites. The contractor plans to expedite with new subcontractors and a new site superintendent thereby eliminating the need to transfer work to Contract C0090 (Ancillary Construction and Maintenance).
- Status:** The December, 1993 CPM schedule is under review. It is anticipated that work will be completed before March, 1994, subject to energization of approximately ten sites to permit completion of HVAC testing procedures.

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

- Concern:** A later than anticipated LRT access date to this segment may have significant cost impact to some follow-on systems contracts.
- Action:** The Caltrans Project CT043-2 contractor was offered an incentive to complete the LRT work and to turn over the site to the C0600 contractor on or before December 17, 1993.
- Status:** LRT facilities were completed on December 17, 1993 according to the incentive bonus established between Caltrans and the contractor.

Contract C0100 (El Segundo Gulldeway and Stations) Stations' Structural Steel Delivery Delays

- Concern:** Delays in the delivery of the structural steel may impact the turnover to follow-on contractors at the Douglas/Marine Station.
- Action:** Weekly structural steel delivery schedules are being reviewed. Since this is a contractor issue, any anticipated delay to follow-on contractors will have to be reconciled by the C0100 contractor.
- Status:** The contractor has one station left to erect. The steel for this last station is being fabricated and the delivery will have not impact to the turnover to follow-on contractors.

Contract H0832 (Cable Transmission System) Delayed Access to Wayside

- Concern:** Further delay by the C0600 (Century Trackwork Installation) and C0610 (El Segundo Trackwork Installation) contractors will cause the contractor to demobilize and remobilize more than planned at wayside areas. The delayed access will impact follow-on systems contracts.
- Action:** Several alternatives are being reviewed: allow joint access by the H0832 and C0600 contractors in Caltrans Projects CT033, CT037, and CT049; request Caltrans to prioritize and give Metro Green Line beneficial occupancy of the manholes and ductbanks west of the I-605/I-105 Station; allow the H0832 contractor access to Caltrans Project CT043-2 before the C0600 contractor lays ballast; and/or arrange partial joint access for the H0832 and C0610 contractors on the El Segundo guideway.
- Status:** The H0832 contractor was allowed to start work on Caltrans Segment CT033 (Wilton to Hoover) on October 7, 1993. Caltrans Segments CT037 (La Cienega to Inglewood) and CT049 have also been released to the

contractor. Caltrans Segments CT033, CT037 and CT049 have joint occupancy with the C0600 and H0832 contractors. Contract H0832 has started work in Caltrans Segment CT043-2 on December 20, 1993. Work will be under joint occupancy with the C0600 contractor. Portion of the El Segundo guideway was released to the contractor on December 8, 1993.

KEY ACTIVITIES - DECEMBER 1993

No key activities took place in December, 1993.

KEY ACTIVITIES - PLANNED FOR JANUARY 1994

Bids will be opened for Contract C0170 (Two Stop and Three Stop Elevators/Mezzanine Extension).

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

Project: R23 METRO GREEN LINE

Period: Nov 26, 1993 to Dec 31, 1993
Run Date: Jan 10, 1994
Units: \$ In Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	492,129	2,706	417,891	11,921	298,739	20,505	275,106	-589	483,191	-8,938
S PROFESSIONAL SERVICES	108,562	0	180,477	250	156,529	5,850	139,753	5,850	139,753	0	169,858	9,381
R REAL ESTATE	36,927	0	28,522	0	24,107	6	24,104	6	24,104	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	0	10,523	178	7,166	178	7,166	0	10,524	24
O SPECIAL PROGRAMS	4,675	0	4,790	0	4,652	30	1,023	30	1,023	0	4,790	0
C PROJECT RESERVE	59,813	0	12,500	0	0	0	0	0	0	589	14,508	2,007
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-605	0	-605	0	-6,518	0
GRAND TOTAL	671,000	0	722,402	2,958	612,441	17,987	470,181	26,571	446,548	0	722,402	0

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

11-Jan-94

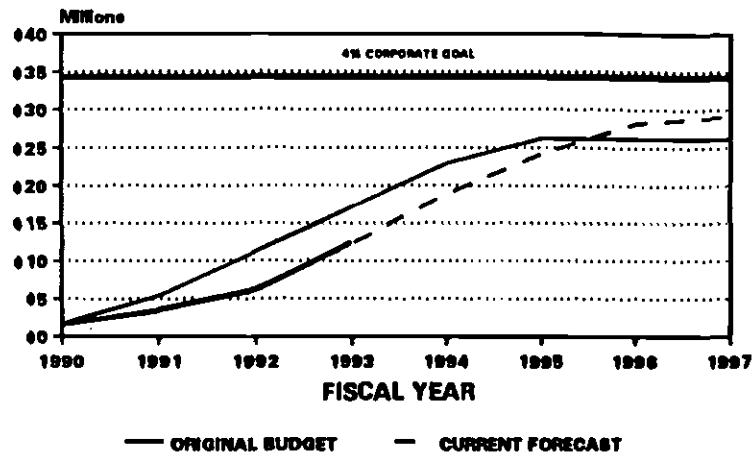
DECEMBER 93

STATUS OF FUNDS BY SOURCE

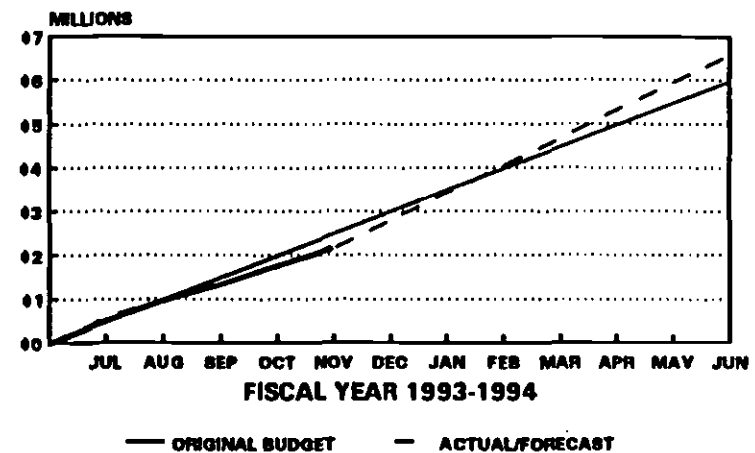
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$241,412	\$244,912	275%	\$240,983	271% (1)	\$241,412	271%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$158,000	51%	\$0	0%	\$0	0%
STATE PROP 108	\$108,400	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$7,431	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$8,400	\$0	\$4,393	69%	\$429	7%	\$0	0%
TOTAL	\$722,402	\$446,549	\$612,441	85%	\$446,548	62%	\$446,548	62%

NOTE: (1) PROP C HIGHWAY 25% WHEN AVAILABLE WILL REIMBURSE PROP C 40% ADVANCE ALLOCATIONS.
EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1993.

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



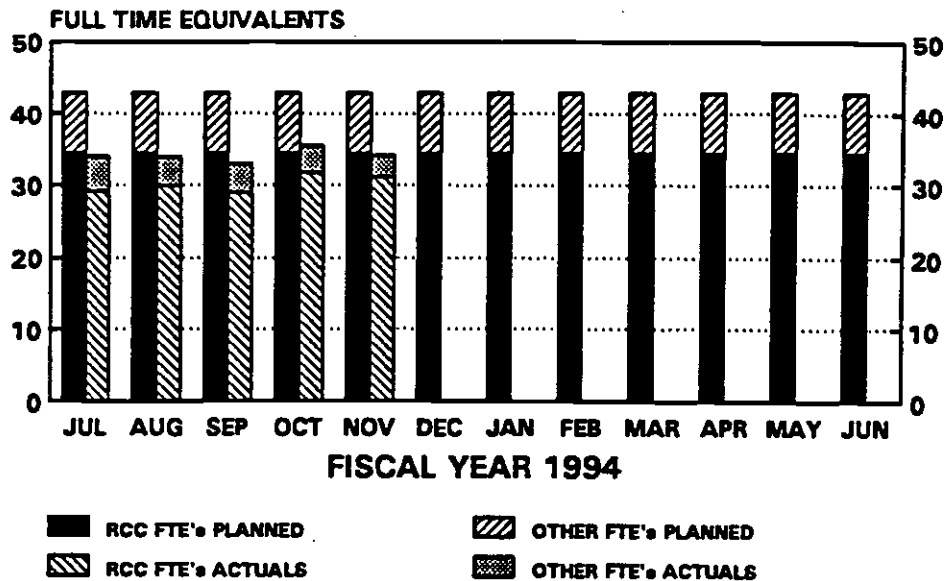
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$722,400
ORIGINAL BUDGET	\$ 26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$ 29,234
FORECAST % OF TOTAL PROJECT	4.1%
4% CORPORATE GOAL	\$ 28,896

FISCAL YEAR 1994 AGENCY COSTS GREEN LINE (\$000)

ORIGINAL BUDGET	\$5,965
FORECAST	\$8,577
ACTUAL \$ TO DATE	\$2,144

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	35
RCC FTE's ACTUAL	31
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	34

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 01/03/94

METRO GREEN LINE

DECEMBER 1993

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW-ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES	CURRENT CONTRACT VALUE	% CTG USED	% COMPLETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K. **	L. (J-K)	M.
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$0	\$3,739,910	0%	0%	\$472,991	\$0	\$472,991	0%
C0096	\$8,673,063	12%	\$1,106,808	\$10,078,991	\$316,825	\$9,889,808	29%	77%	\$788,983	\$758,678	\$30,305	97%
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$4,947,145	\$64,778,655	55%	89%	\$4,024,145	\$718,709	\$3,308,438	83%
C0101	\$11,278,980	83%	\$7,120,040	\$18,400,000	\$8,104,927	\$17,384,987	86%	100%	\$1,018,113	\$0	\$1,018,113	86%
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,226,262	\$8,477,819	65%	100%	\$652,181	\$0	\$652,181	65%
C0400	\$18,320,000	12%	\$2,222,000	\$21,542,000	\$2,099,019	\$21,419,019	94%	77%	\$122,981	(\$174,941)	\$297,922	97%
C0501	\$5,006,841	14%	\$710,124	\$5,724,965	\$592,628	\$5,899,489	83%	89%	\$126,496	\$72,640	\$52,958	93%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,804,016	\$20,118,016	76%	86%	\$1,423,982	\$920,350	\$503,632	92%
C0610	\$10,246,912	18%	\$1,881,628	\$12,130,540	\$1,486,628	\$11,739,540	78%	88%	\$396,000	\$795,157	(\$400,157)	121%
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$1,851,027	\$3,431,477	65%	25%	\$348,447	\$131,400	\$218,047	91%
H0832	\$3,894,068	220%	\$8,558,412	\$12,442,500	\$6,974,509	\$10,858,997	81%	45%	\$1,583,903	\$71,000	\$1,512,903	92%
H0899	\$3,938,759	11%	\$438,876	\$4,377,635	\$0	\$3,938,759	0%	33%	\$438,879	\$24,904	\$413,972	8%
H0900	\$8,946,180	10%	\$894,620	\$10,843,000	\$252,446	\$10,200,928	25%	8%	\$742,372	\$83,000	\$659,372	34%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,329	18%	12%	\$269,833	\$3,500	\$266,333	19%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,836,630	\$59,420,630	35%	20%	\$2,987,170	(\$690,721)	\$3,577,891	23%
H1200	\$16,798,123	15%	\$2,519,418	\$21,818,441	\$963,357	\$19,759,480	34%	80%	\$1,858,061	\$347,455	\$1,508,607	46%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	0%	\$194,775	(\$17,500)	\$212,275	-9%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$213,475	\$11,851,475	18%	45%	\$830,325	\$400,214	\$530,111	54%
P1600	\$5,578,206	5%	\$278,910	\$5,857,116	(\$737,115)	\$4,841,093	-264%	89%	\$1,016,025	\$0	\$1,016,025	-264%
TOTAL:	\$259,278,591	20%	\$52,077,482	\$311,356,052	\$32,890,802	\$291,968,393	53%	76%	\$18,388,659	\$3,540,744	\$15,848,915	70%

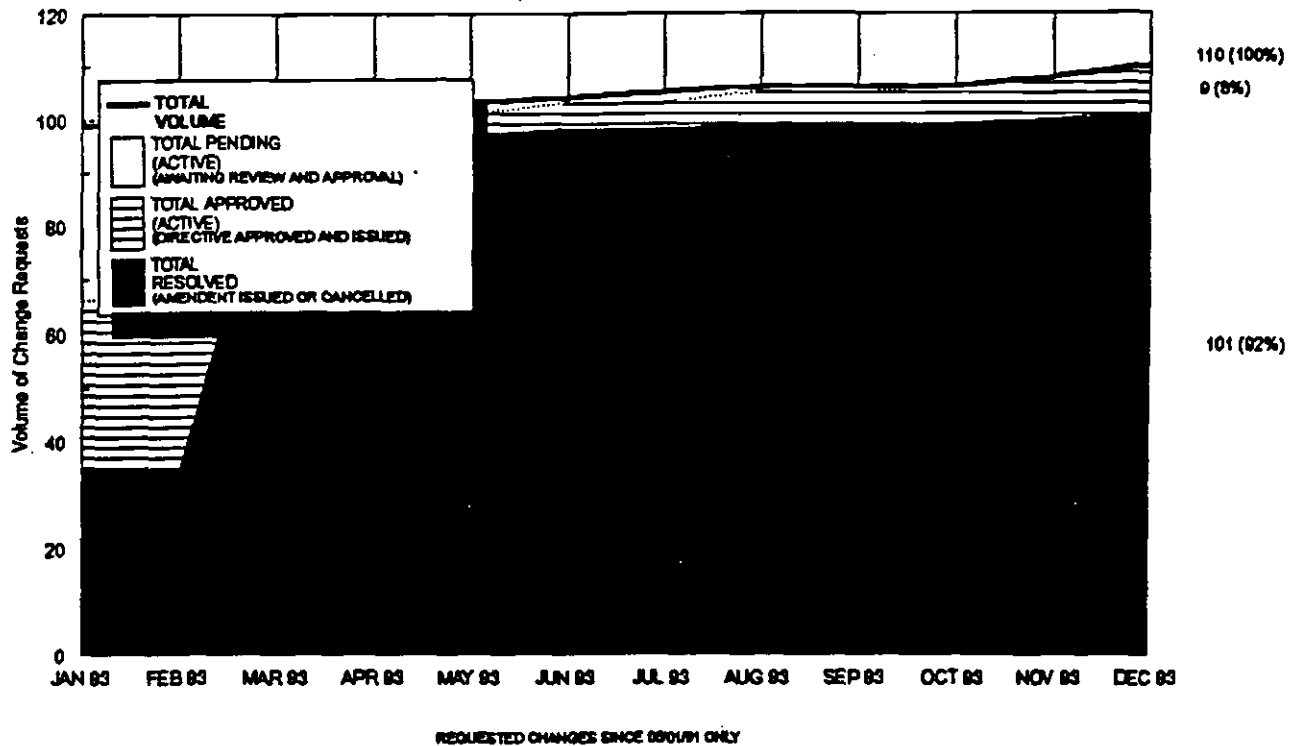
- I = AFE increase may be required to cover pending changes
II = AFE increase required to cover obligated changes

* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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01/03/94 10:53:45

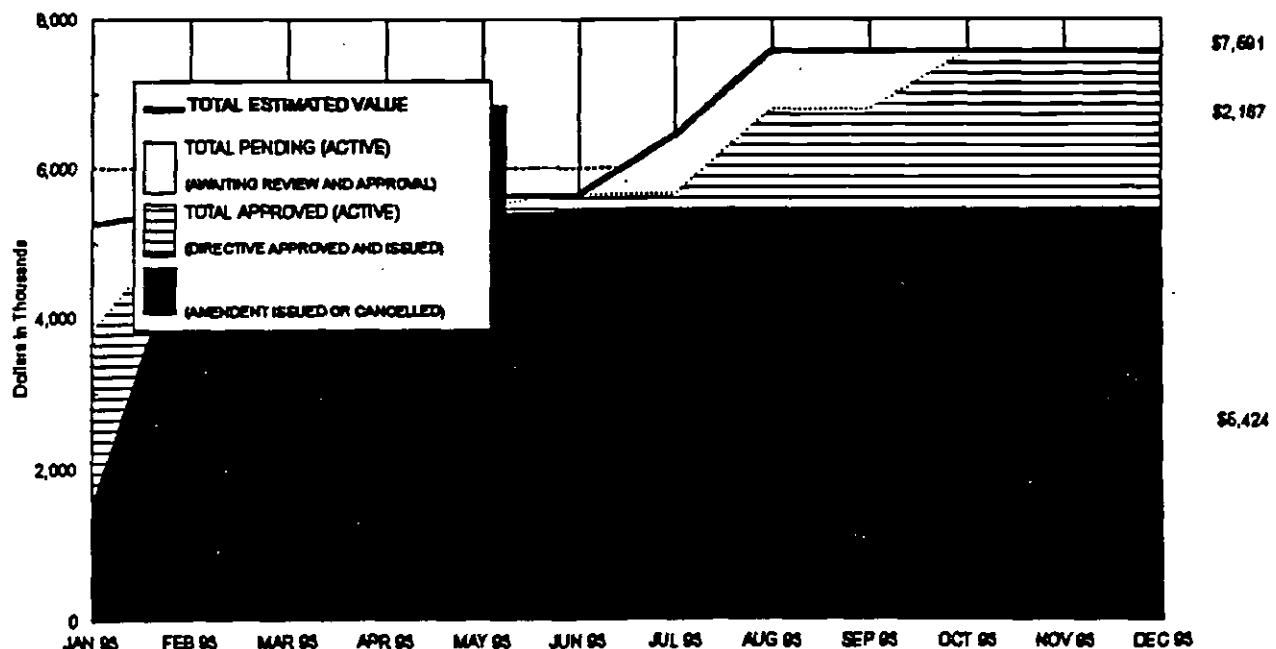
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

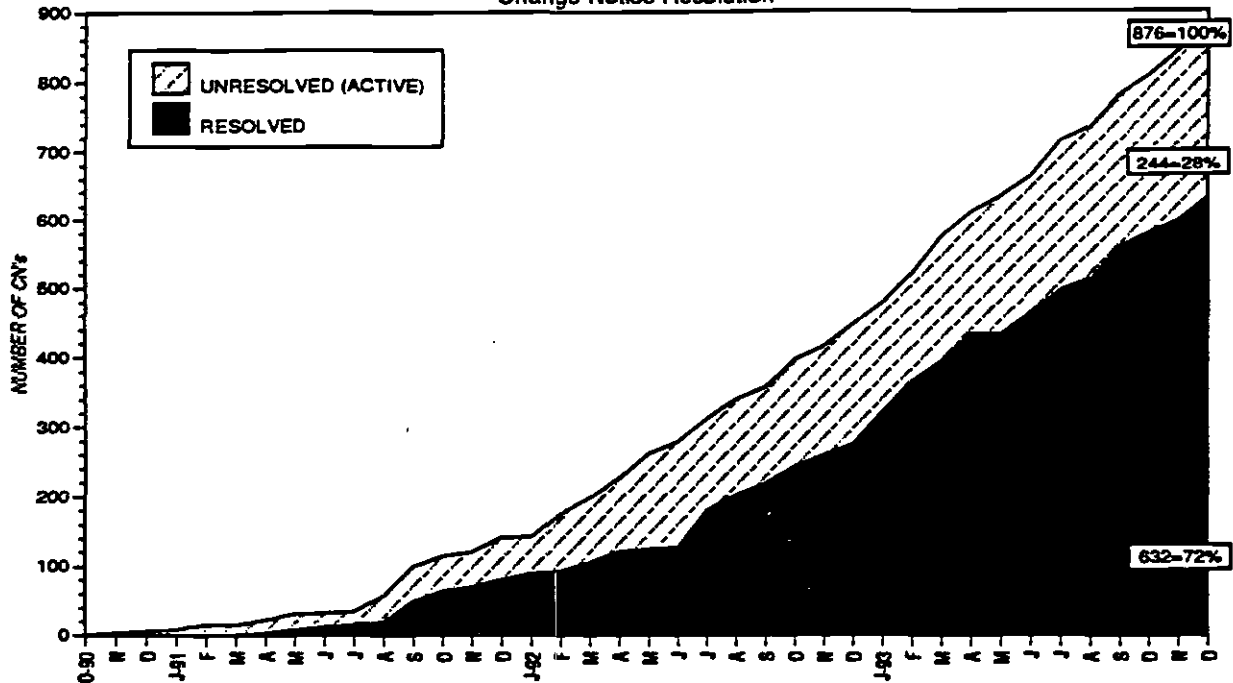
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	0	0	7	9
PERCENT	22%	0%	0%	78%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

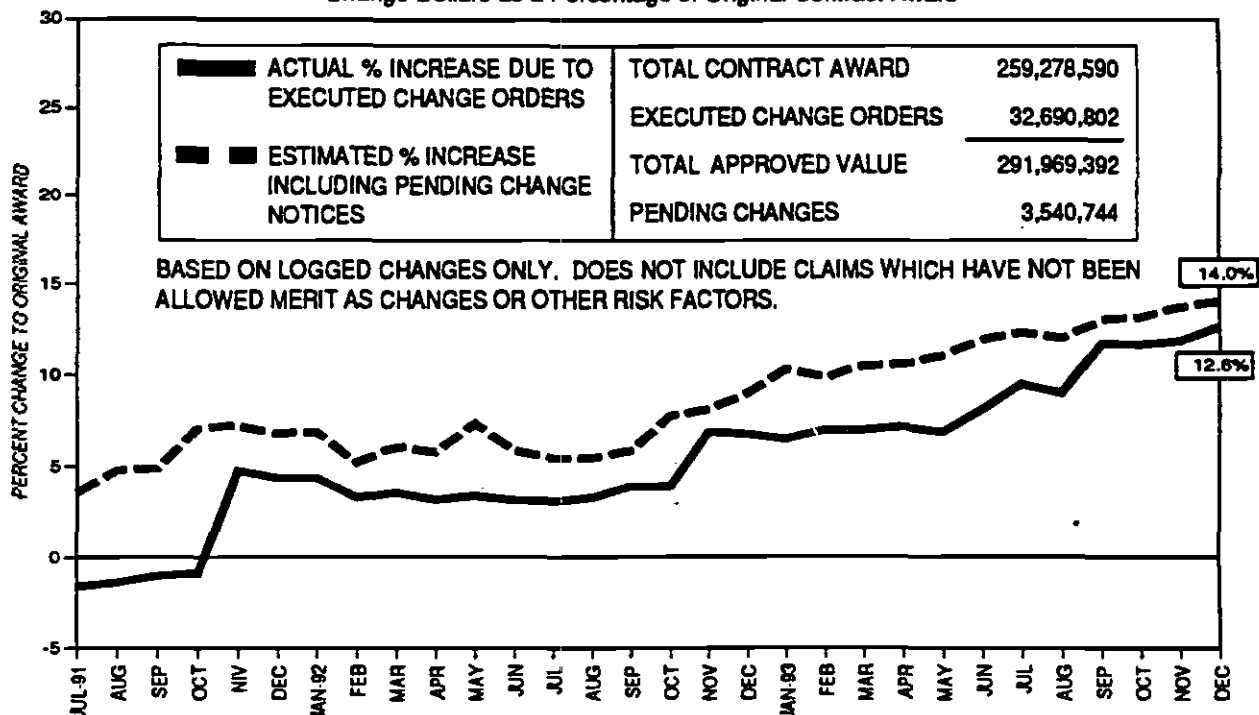
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	77	17	21	129	244
PERCENT	31%	7%	9%	53%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



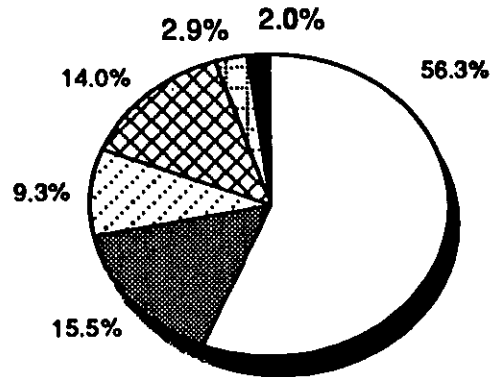
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 12/31/93

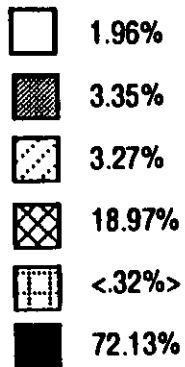
COST LEVEL

Total: \$30,259,880.16

VOLUME



DOLLARS

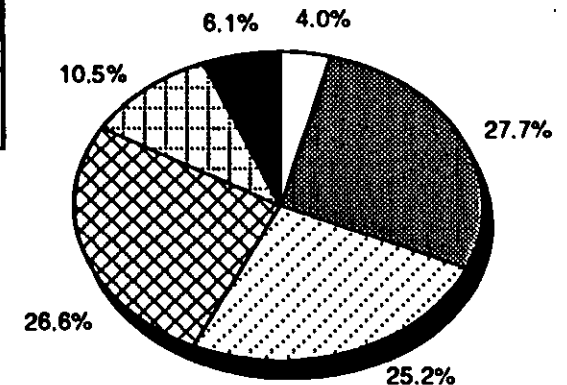
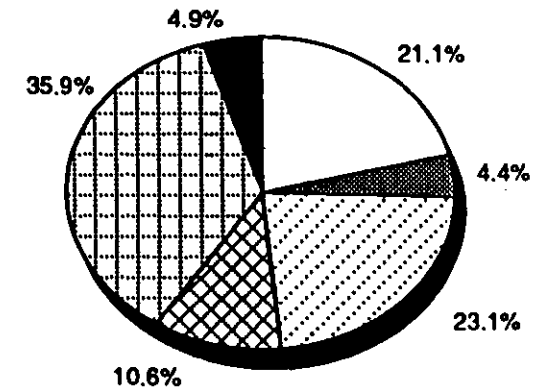


LEGEND

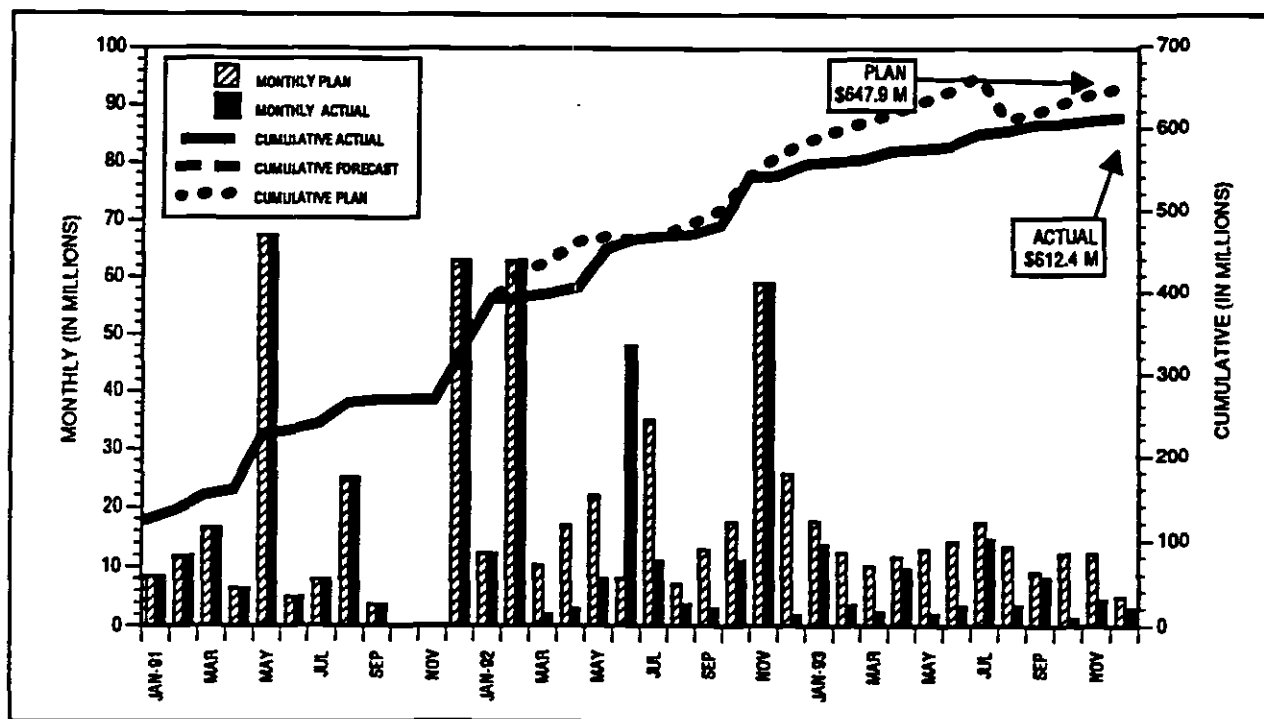
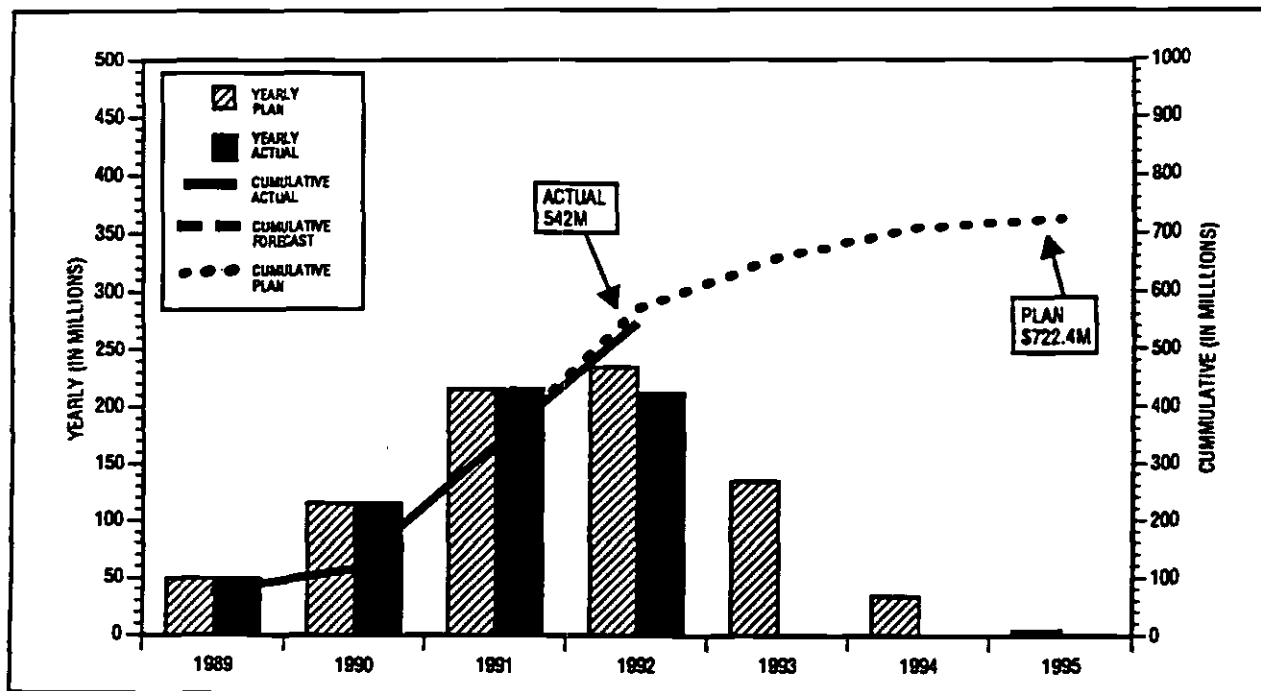
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 451

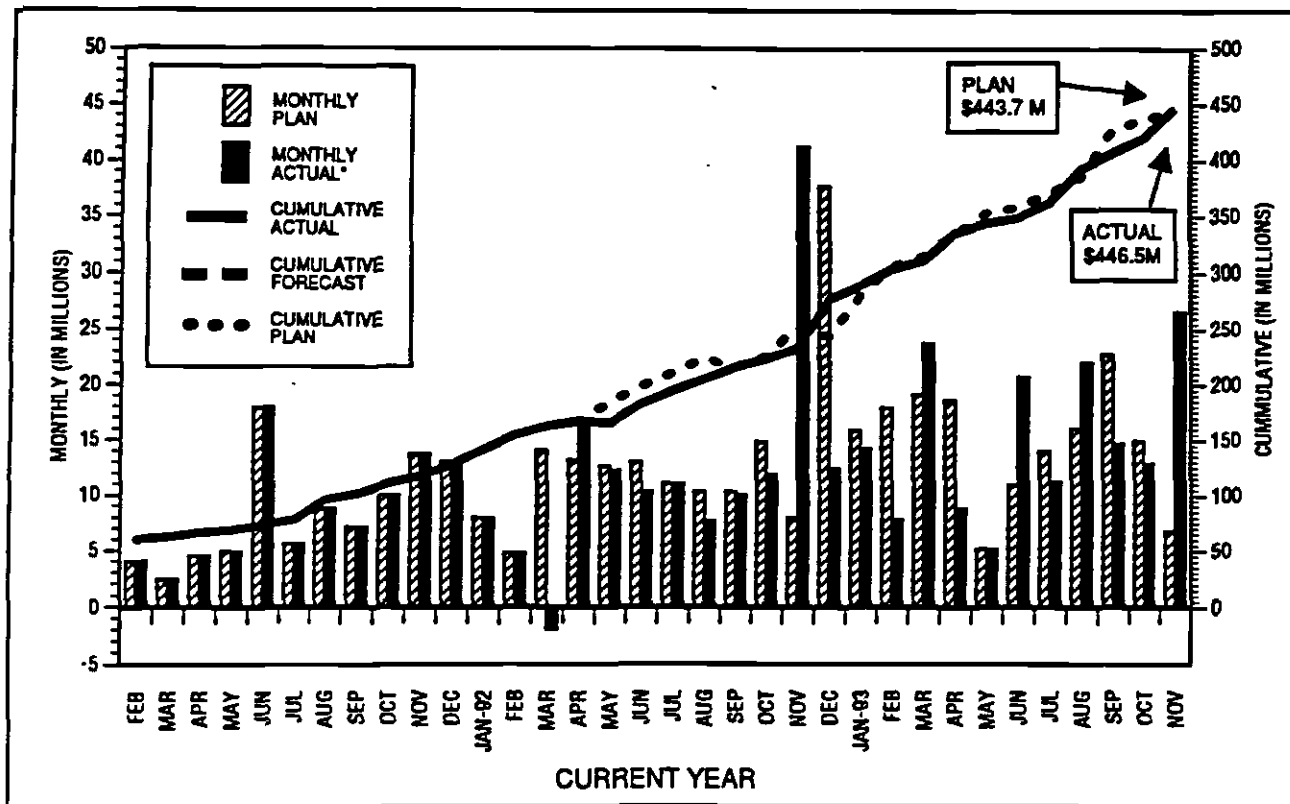
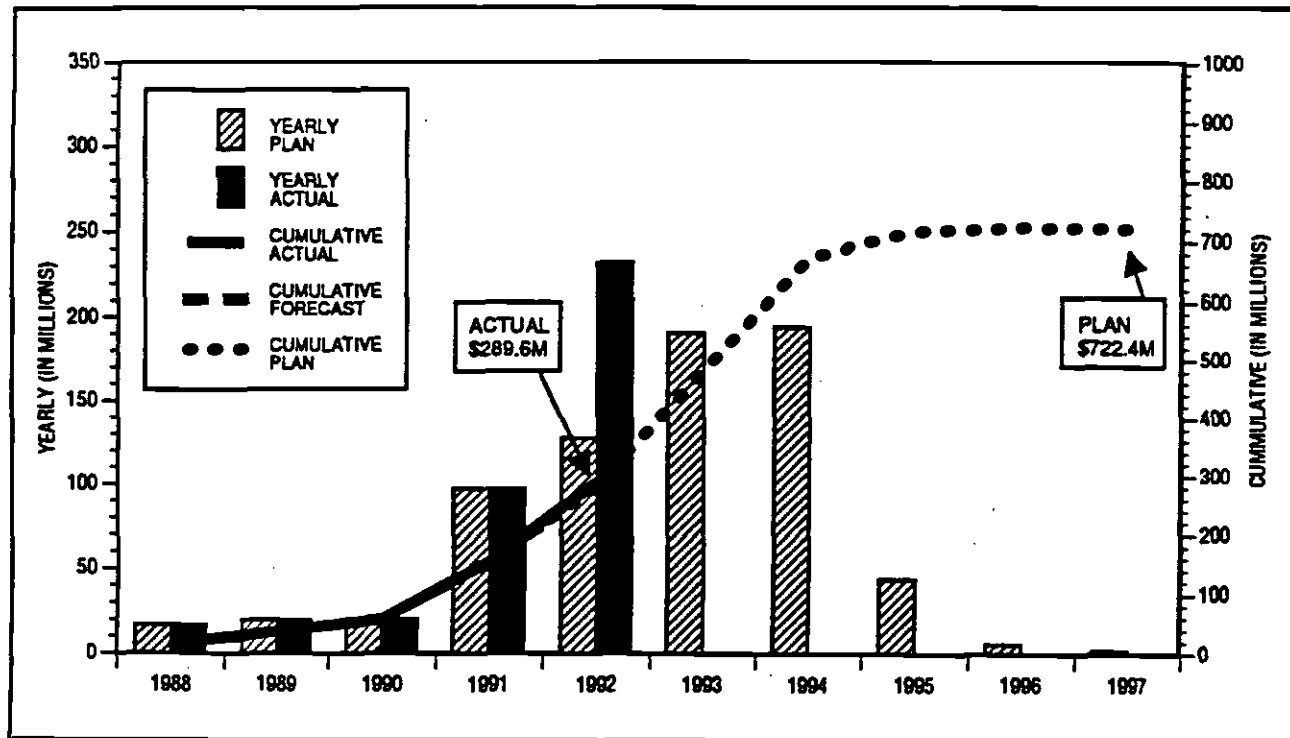


PROJECT COMMITMENTS



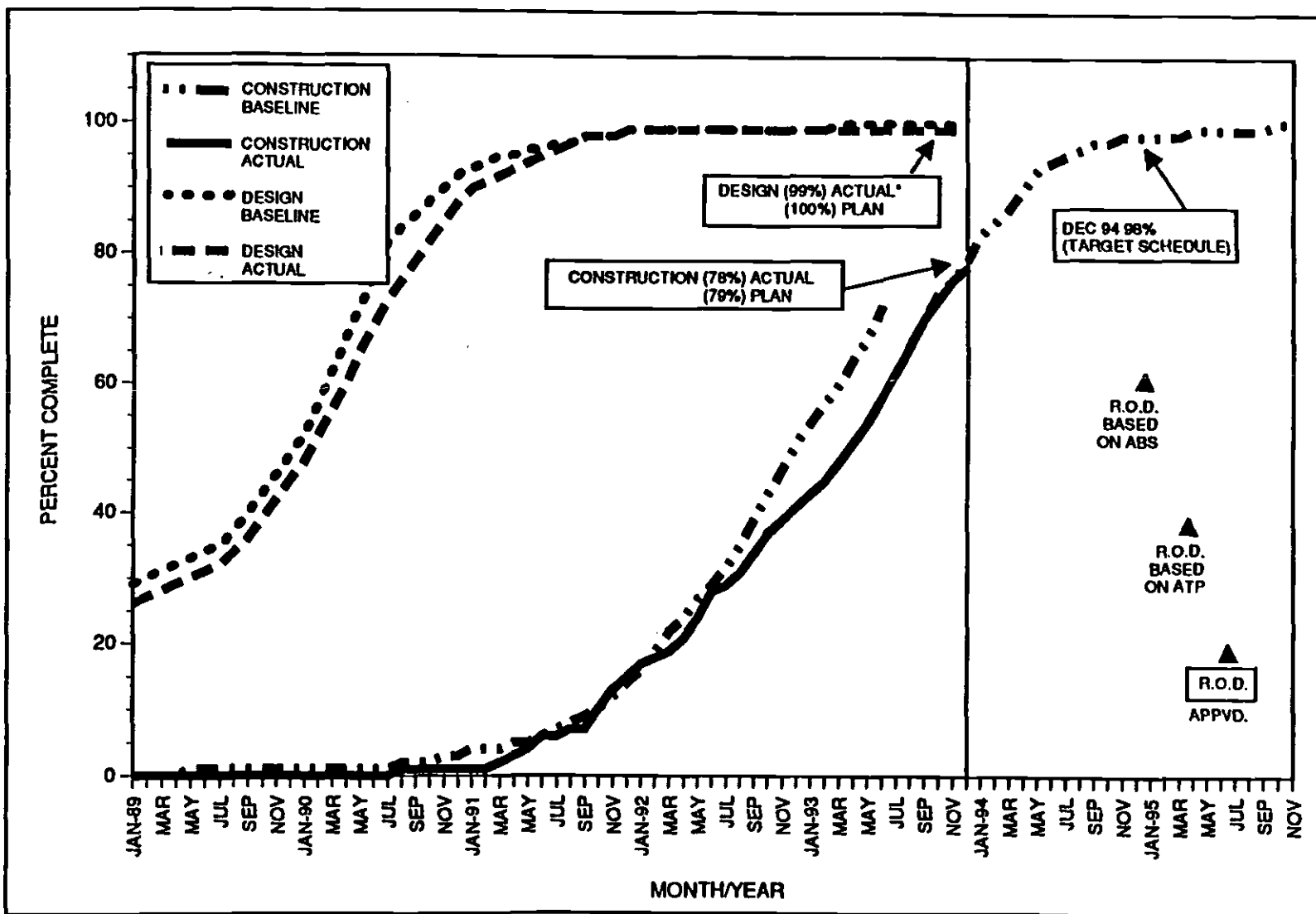
CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



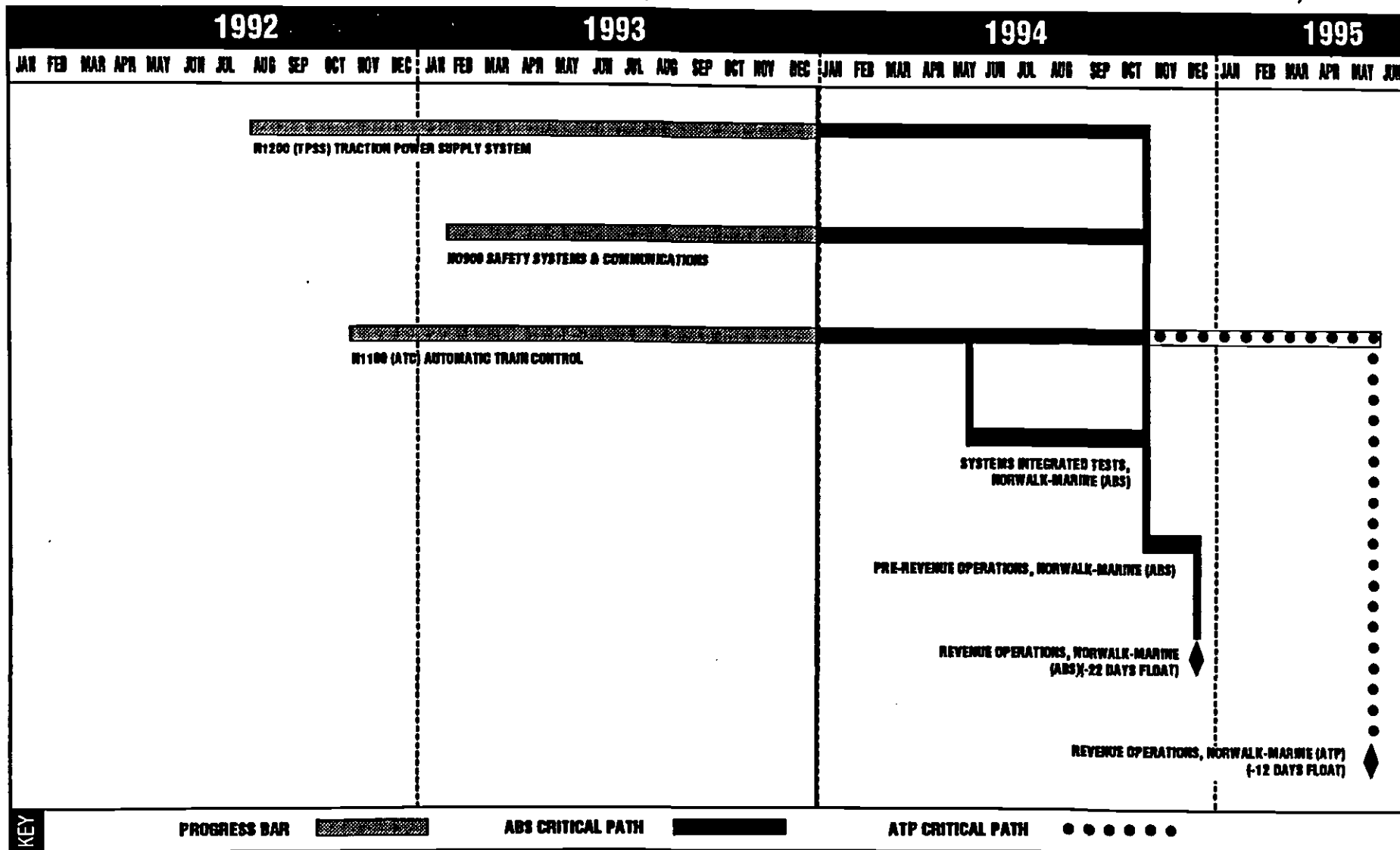
METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

Critical Path Summary
Data Date: December 31, 1993

METRO GREEN LINE

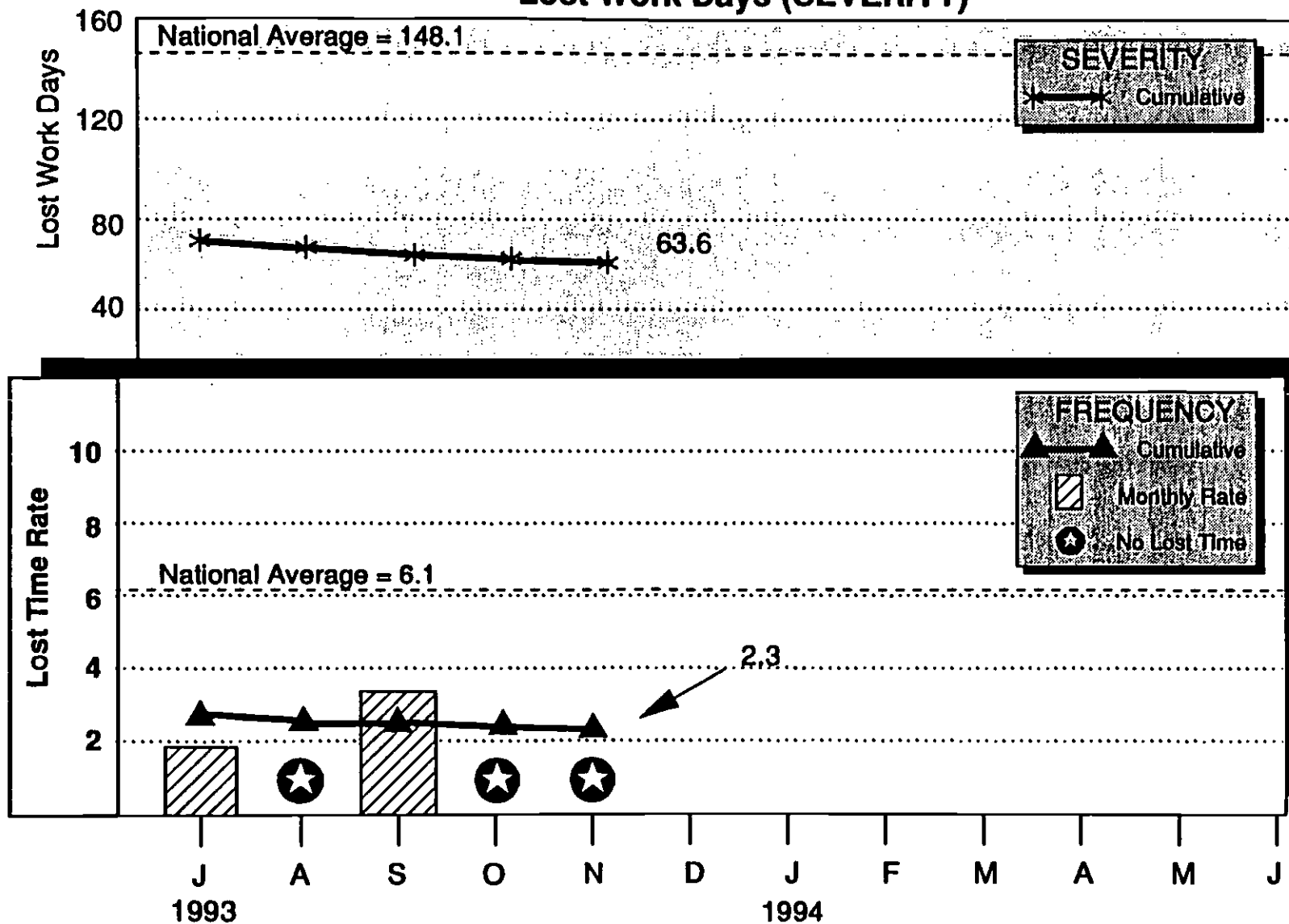
DECEMBER 1993



WGLP06 CRITICAL PATH MONTHLY 1/7/94

METRO GREEN LINE

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



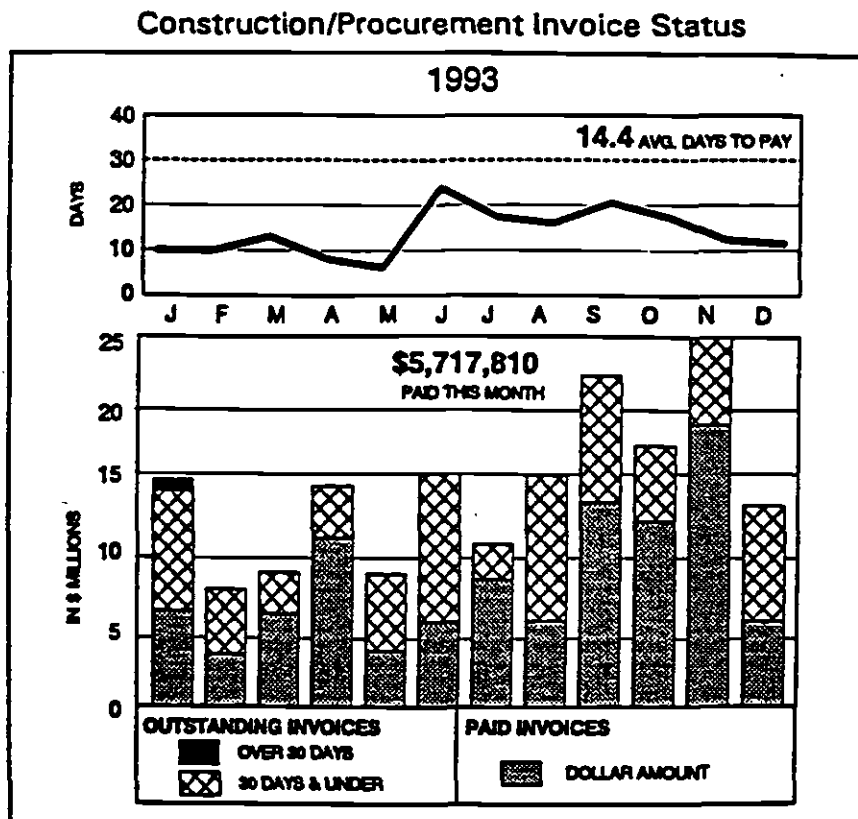
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 14.4 days.

- 10 invoices were paid for a total value of \$ 5,717,810.

- There were 20 outstanding Construction or Procurement invoices under 30 days old for \$ 7,608,796.

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



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1993	5	2,331,274	0	0	26	2,799,970	8	88,540
AUG 1993	11	9,658,386	0	0	27	1,907,917	2	15,879
SEP 1993	13	8,469,850	0	0	41	960,756	6	159,639
OCT 1993	7	5,020,676	0	0	24	586,112	6	183,089
NOV 1993	14	5,860,591	0	0	28	2,375,611	8	244,068
DEC 1993	20	7,608,796	0	0	39	3,424,781	16	307,785

EXECUTIVE SUMMARY

COST STATUS

- The current forecast remains at \$1,450 million.

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

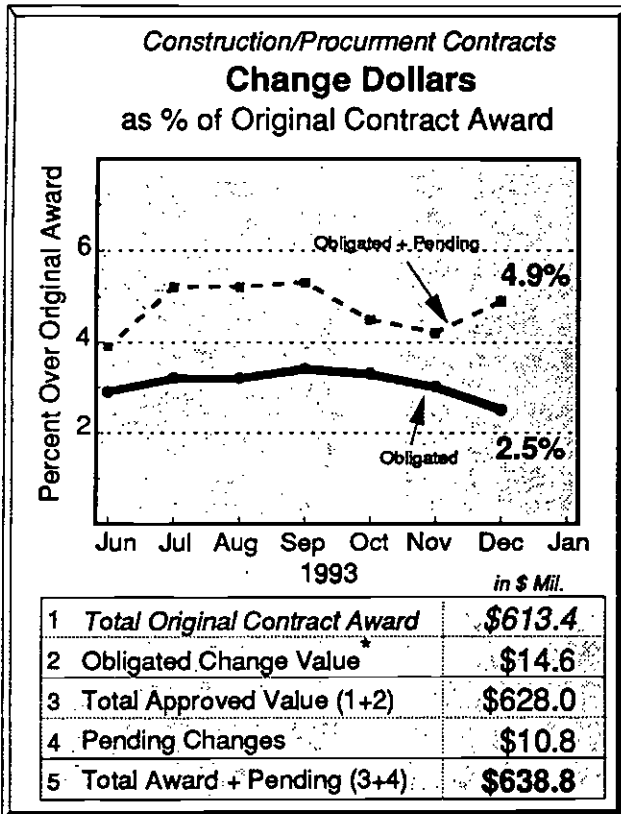
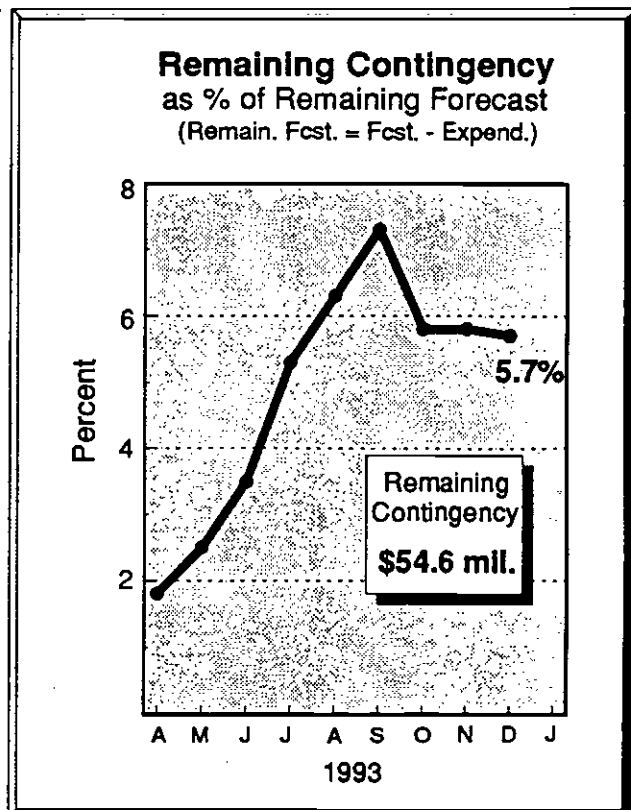
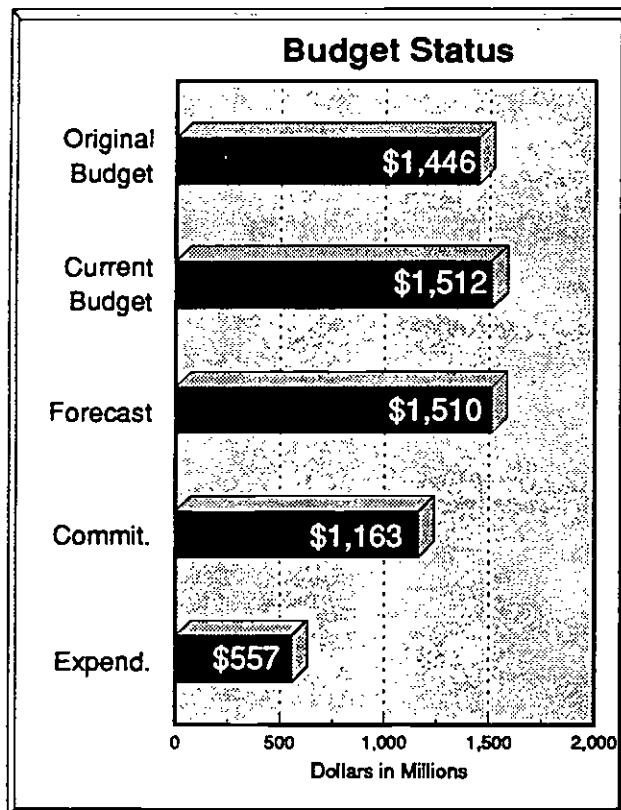
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A130	Yard Lead Transfer Zone	0	0	0	0	0	Contract closed - pending final release.	Jan 94
A165	7th & Flower Station	0	0	0	0	0	In litigation.	Jun 94
A190	Misc. Const/Ancillary Serv.	0	0	0	0	0	Finalizing closeout package.	Jan 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Jun 94
A620	Automatic Train Control	0	0	0	0	0	Outstanding claims.	Feb 94
A640	Communications	0	0	0	0	0	Active contract.	Jan 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract. Option pending.	Jun 94

REMAINING ACTIVITIES

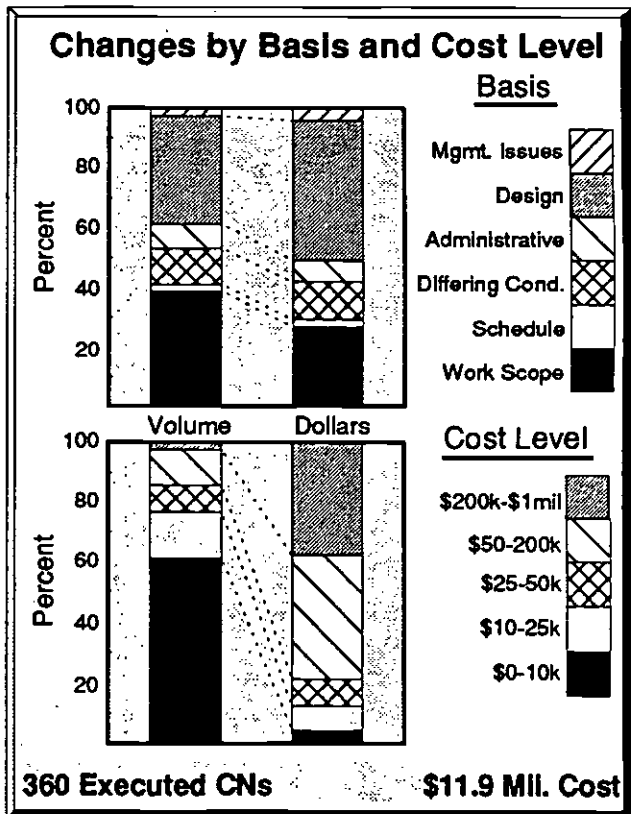
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



RS112231.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

February 1994

✓ AWARD APPROVAL

B261 Vermont/Sunset Station

B271 Hollywood/Western Station

B642 Public Address System

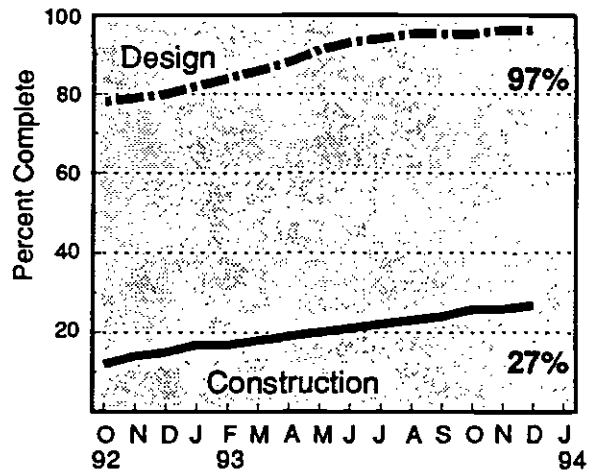
Employment Status

Months of Employment Provided

16,153Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



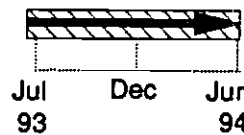
Revenue Operation Date:

Wilshire Corridor **July 1996**
 Vermont/Hollywood Corridor **Sep 1998**

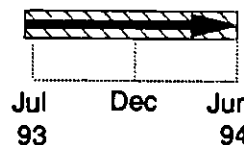
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

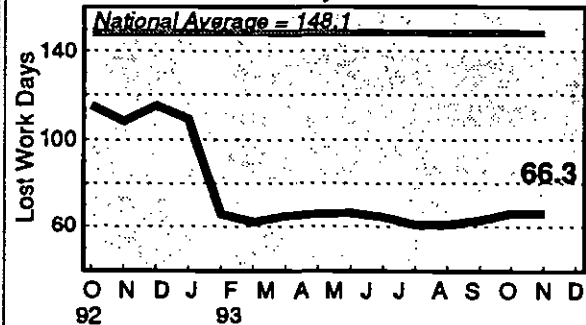
**15 days ahead
(positive float)**B610 Construction
Trackwork

Vermont/Hollywood

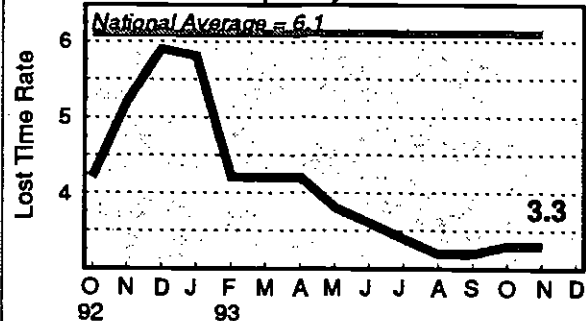
**.83 days behind
(negative float)**B251 Construction
Vermont/Hollywood Tunnel

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,510.3

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		96%
• Construction Progress		27%

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	87	77	8	2	75
LAST MONTH	87	75	11	1	103

- There are 87 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, three temporary construction easements and two part-takes. Six additional parcels were added for temporary rights-of-entry and one temporary license.

* Two of the full take parcels are not required for construction.

EXECUTIVE SUMMARY (CON'T)

To date, there have been 77 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

Public Affairs staff distributed construction notices for all the street closures along the Wilshire Corridor. On Contract B231, Wilshire/Western Station, two of the five scheduled weekend street closures took place. On Contract B221, Wilshire/Ardmore Station, Ardmore Street will be closed for the next six months. Staff attended the Wilshire Chamber of Commerce meeting and met with merchants, Korea Central Daily and Radio Korea regarding mitigation concerns during street closures.

The first official Vermont Citizens Committee meeting was held in December at the Vermont Metro Field Office. Staff met with East Hollywood merchants to resolve their local transit concerns at Contract B252, Vermont/Santa Monica Station. They assisted the Barnsdall Art Park staff in expediting the funding for the construction wall in the park.

AREAS OF CONCERN

ONGOING

Contract A650, Segment 2 Passenger Vehicles

Concern: The option in the Segment 1 A650 Passenger Vehicle contract for 30 additional vehicles required for the Vermont/Hollywood Corridor was not exercised by the October 1993 target date. The current Segment 2 vehicle procurement and testing schedule indicates that zero days of float remain before impacting the Vermont/Hollywood Revenue Operation Date (ROD).

AREAS OF CONCERN (CON'T)

Action: A MTA task force was established to study the MTA Operations department concerns regarding excessive wheel wear experienced on Segment 1. This issue must be resolved prior to obtaining MTA approval to exercise the option. As a precautionary measure in the event the MTA does not exercise its option, an option was included in the scope of work for RFP #-0090, Transit Vehicle Procurement Consultant. It will provide for preparation of a new vehicle procurement specification using A650 as-built specifications as a basis. Using a straight bid approach, this will allow vehicles to be obtained prior to the Vermont/Hollywood ROD.

Status: Staff is currently evaluating additional schedule mitigation.

Contract B251, Vermont/Hollywood Tunnels - Water Influx between Station 416 and 435

Concern: The large influx of water into Vermont AL tunnel between Station 416 and 435 is currently averaging 200 gallons (gpm). There is also an influx of approximately 150 gpm of water into the AR tunnel at the Vermont/Santa Monica Station area.

Action: The Contractor and Parsons-Dillingham are developing plans for a water treatment plant with 1,500 gpm capacity to be installed at the Vermont/Santa Monica Station site. The Contractor prepared a treatment plant plan for a Lamella clarifier installation.

Status: A conceptual design for the treatment plant was completed in early December. The Contractor's submittal is expected in early January. Due to the fact that this treatment plant will facilitate ongoing water treatment procedures, no immediate schedule impacts exist that would delay restarting the Hollywood tunneling operations.

Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations

Concern: The tunneling operations were halted in July 1993 and remain so due to excessive ground water.

Action: A total of 58 wells are currently installed and operational between Edgemont and Normandie.

AREAS OF CONCERN (CON'T)

Status: Current ground water elevation has reached criteria levels established jointly by the Contractor and Construction Manager's geotechnical experts. This is with the exception of two channel areas where water levels cannot be lowered further due to complex geological conditions. The Contractor will restart tunneling and dewatering operations in these channels utilizing probe holes from the tunnel face.

Delay in Real Estate Acquisitions

Concern: There are two parcels currently being projected in the worst case scenario as not being available by the scheduled "need dates."

Action: Maintaining schedule to avoid negative float.

Status: It remains a high probability that all parcels will be acquired by the date they are needed for construction.

Contract B251, Vermont/Hollywood Tunnels - Sixth and Vermont Channel

Concern: Initial drillings indicated the presence of a channel containing fill (trash, rubble, soil) and alluvium. The fill contains petroleum hydrocarbons and is located above the tunnels and the alluvium. The alluvium is not contaminated, but is wet at the upper tunnel level.

Action: Geotechnical reports by Engineering Science and other ground water pump test analysis reports by consulting engineers were issued to the Contractor. The Contractor is expected to respond with a submittal outlining a procedure for mining through this section.

Status: The Contractor's submittal is expected in January 1994. This will enable dewatering pumps to be installed and operational prior to tunneling through this area.

AREAS OF CONCERN (CON'T)**RESOLVED****Contract B241, Vermont/Beverly Station - Delayed Full NTP**

Concern: The decision by the LACMTA on September 15, 1993, to award B241 to Tutor-Saliba/Perini (TS/P), with only a limited Notice to Proceed (NTP) issued for demolition work, has serious implications for the Segment 2 Project Schedule. The full NTP is conditional upon the Chief Executive Officer's satisfaction that the MTA's independent investigation of the Segment 1 tunnel discloses no grounds that would establish that the contractor is a non-responsible bidder.

Action: On November 17, 1993, the MTA Board authorized staff to proceed with issuing a full Notice to Proceed.

Status: A full Notice to Proceed was issued to the Contractor on December 13, 1993.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING

March 1993, Financial Management Information System

Concern: The MTA should focus on the integration of the accounting systems and integration with the RCC's cost management system.

Action: The plans for the FIS integration are being reviewed and specific actions are being defined at this time.

Status: A team assigned to this project has been meeting and is preparing an RFQ with the Procurement department. The team expects the RFQ to be issued in January.

RESOLVED NONE

KEY ACTIVITIES - DECEMBER**Design**

- Contract B610, Trackwork (design/supply/install), and Contract B642, Public Address (procurement), re-advertised and held a pre-bid meeting.
- Contracts B261, Vermont/Sunset Station, Contract B271A, Hollywood/Western Station, and Contract B643, Closed Circuit TV (procurement), held bid openings.
- Contract B271A, Hollywood/Western Station, Contract B643, Closed Circuit TV (procurement), and Contract B645, SCADA (design/furnish/install), completed bid reports.
- Contract B281, Hollywood/Vine Station and Crossover, and Contract B644, Cable Transmission Equipment (procurement), received RCC Board/MTA approval.
- Contract B215, Wilshire/Vermont Station, Stage II, Contract B241, Vermont/Beverly Station, and Contract B795, UPS Equipment (design/supply), issued Notice to Proceed.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, completed installation of foundations, poles, and fixtures for the lake walkway lighting, construction of park walkway tie-ins, backfill and restoration of shaft #17.
- Contract B211, Wilshire/Vermont Station Stage I, completed pour of ancillary level walls from column 15-19 South, column 17-19 North, the west end wall and lower track level platform walls and platform.
- Contract B215, Wilshire/Vermont Station Stage II, preliminary design submittal was approved by the EMC and the contractor ordered the required soldier piles.
- Contract B221, Wilshire/Normandie Station and Line, completed station roof slab and exterior walls, and concrete for the B1 shaft stairway and the roof slab.

- Contract B231, Wilshire/Western Station and Crossover, completed Wilshire Boulevard deck beam removal from Serrano Street to Oxford Avenue, poured walls at several side structures, and completed demolition of the 600 Oxford Avenue building.
- Contract B241, Vermont/Beverly Station, the contractor received full Notice to Proceed (NTP) on December 13, 1993. Demolition work continued and all buildings have been 100% demolished. The slabs and footings are 90% complete.
- Contract B251, Vermont/Hollywood Tunnels, continued underpinning work, production of precast segments and excavation along the Vermont Corridor Tunnels and crosspassages. Dewatering continues for the Hollywood Corridor tunnels.
- Contract B252, Vermont/Santa Monica Station, completed demolition procedures, mobilized trailers and site fencing. Initial meetings were held relating to community relations and partnering efforts.
- Contract B620, Automatic Train Control, submittals are currently under review.
- Contract B630, Traction Power Substation Equipment, review and approval of submittals are underway.
- Contract B631, Traction Power Installation, review and approval of submittals are underway.
- Contract B710, Elevators and Escalators, the elevator shop drawings are currently being review by the EMC.
- Contract B740, Ventilation Equipment, installation of the booster fans at Contract B201 commenced.
- Contract B745, Air Handling & TPSS Fans, Air Handling Unit height reduction negotiations were concluded.

KEY ACTIVITIES - PLANNED FOR JANUARY**Design**

- Contract B760, Signs and Graphics (design/supply), readvertise and hold a pre-bid meeting.
- Contract B610, Trackwork (design/supply/install), Contract B641, Radio (design/furnish/install), and Contract B642, Public Address (procurement), hold bid opening.
- Contract B261, Vermont/Sunset Station, Contract B610, Trackwork (design/supply/install), Contract B641, Radio (design/furnish/install), and Contract B642, Public Address (procurement), complete bid reports.
- Contract B261, Vermont/Sunset Station, Contract B271A, Hollywood/Western Station, Contract B610, Trackwork (design/supply/install), Contract B643, Closed Circuit TV (procurement), and Contract B645, SCADA (design/furnish/install), will receive RCC/MTA approval.
- Contract B281, Hollywood/Vine Station and Contract B644, Cable Transmission Equipment (procurement), will receive Notice to Proceed.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue final clean-up of the pocket track structure, installation of irrigation lines at the NW corner of MacArthur Park and reworking to correct punchlist items in the AR and AL tunnels.
- Contract B211, Wilshire/Vermont Station Stage I, complete pours on the last two ancillary walls and continue shoring for the roof at the east end of the station.
- Contract B221, Wilshire/Normandie Station and Line, installation of Concrete Masonry Unit (CMU) walls at the station, application of acoustical material to equipment room walls, and excavate side structures to prepare for slab on grade.
- Contract B231, Wilshire/Western Station, continue installation of steel cladding, deck removal and street restoration on Wilshire Boulevard.
- Contract B241, Vermont/Beverly Station, complete the demolition of the slabs and footings.

- Contract B251, Vermont/Hollywood Tunnel, continue production of precast segments, underpinning pile installation, tunnel excavation of the VAR and VAL tunnels; and Hollywood and Vermont dewatering activities. Restart Hollywood tunneling operations.
- Contract B252, Vermont/Santa Monica Station, continue site mobilization.
- Contract B630, Traction Power Substation Equipment, continue review of submittals.
- Contract B740, Ventilation Equipment, installation of six booster fans at B201.
- Contract B745, Air Handlers & TPSS Fans, implementation of remedial painting plan for TPSS fans; and review of submittals for B215 equipment.

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

Project : METRO RED LINE SEGMENT 2

Status Period: Nov 26, 1993 to Dec 31, 1993
Run Date: Jan 13, 1994
Units: Dollars in Thousands

ELEMENT / DESCRIPTION		ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE	
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE		
FFGA UNDERTAKING		893,000												
T	Construction		0	932,864	107,267	725,550	12,840	359,020	20,190	298,167	3,622	930,804	(2,060)	
S	Professional Services		289,150	0	354,803	244	314,573	5,190	180,874	5,190	180,874	428	343,475	(11,328)
R	Real Estate		79,827	0	83,568	269	69,085	318	67,339	318	67,339	0	83,962	394
F	Utility/Agency Force Accounts		36,668	0	29,796	0	20,219	45	6,684	45	6,684	(26)	28,545	(1,251)
D	Special Programs		2,044	0	4,402	(23)	945	40	376	40	376	(1,680)	5,341	939
C	Contingency		145,743	0	40,999	0	0	0	0	0	0	(2,342)	54,605	13,606
A	Project Revenue		0	0	0	0	0	(181)	0	(181)	0	(300)	(300)	
UNDERTAKING TOTAL		1,446,432	0	1,446,432	107,757	1,130,372	18,433	614,112	25,783	553,259	0	1,446,432	0	

NEW REQUIREMENTS		0												
T	Construction		0	0	55,024	8,346	28,241	214	214	0	0	(604)	53,667	(1,357)
S	Professional Services		0	0	8,226	0	4,465	269	3,913	269	3,913	0	8,226	0
R	Real Estate		0	0	0	1	1	1	1	1	1	0	0	0
F	Utility/Agency Force Accounts		0	0	0	0	0	0	0	0	0	0	0	0
D	Special Programs		0	0	0	23	23	0	0	0	0	20	20	20
C	Contingency		0	0	2,000	0	0	0	0	0	0	0	2,000	0
A	Project Revenue		0	0	0	0	0	0	0	0	0	0	0	0
NEW REQUIREMENTS TOTAL		0	0	65,250	8,370	32,730	484	4,128	270	3,914	(584)	63,913	(1,337)	
TOTAL PROGRAM		1,446,432	0	1,511,682	116,127	1,163,102	18,917	618,240	26,053	557,173	(584)	1,510,345	(1,337)	

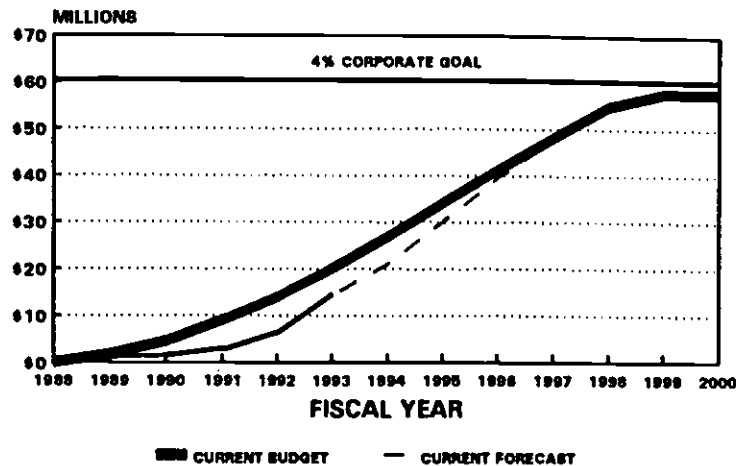
(1) EXPENDITURES ARE FOR THE PERIOD OF 30-OCTOBER-93 TO 26-NOVEMBER-93.
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

RAIL CONSTRUCTION CORPORATION
METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

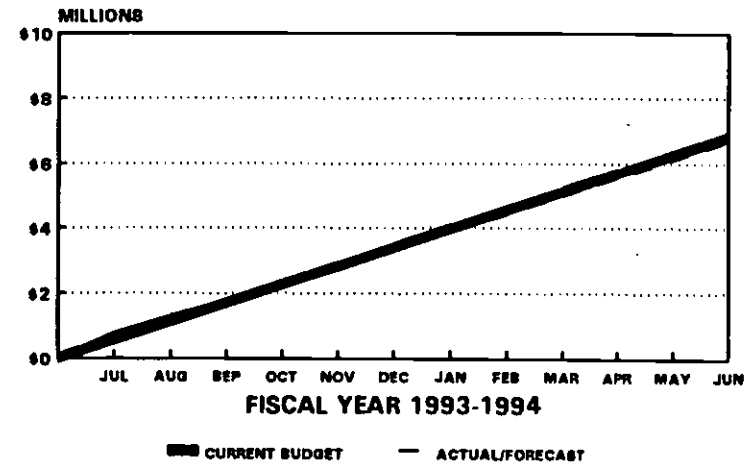
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$512,420	77%	\$229,380	34%	\$215,723	32%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$87,047		\$46,932		\$42,380	
STATE	\$185,129	\$133,000	\$133,000	72%	\$133,000	72%	\$133,000	72%
MTA	\$440,303	\$76,377	\$306,523	70%	\$79,949	16%	\$84,506	19%
CITY OF LA.	\$96,000	\$49,600	\$67,286	70%	\$39,902	42%	\$38,408	40%
BENEFIT ASSESS.	\$58,000	\$0	\$24,096	42%	\$24,096	42%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$19,635	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS. SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	0%	\$24,096	
TOTAL	\$1,446,432	\$876,265	\$1,130,372	78%	\$553,259	38%	\$538,113	37%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$2,509	42%	\$363	6%	\$363	6%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$30,221	51%	\$3,553	6%	\$3,553	6%
GRAND TOTAL	\$1,511,682	\$876,265	\$1,163,102	77%	\$557,175	37%	\$542,029	36%
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992. (2) The Cost Overrun Account includes CAPRA funds only. (3) The current Benefit Assessment District revenue shortfall is being funded by MTA. (4) Expenditures are cumulative through November 1993.								

AGENCY COSTS REO LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS REO LINE SEGMENT 2



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

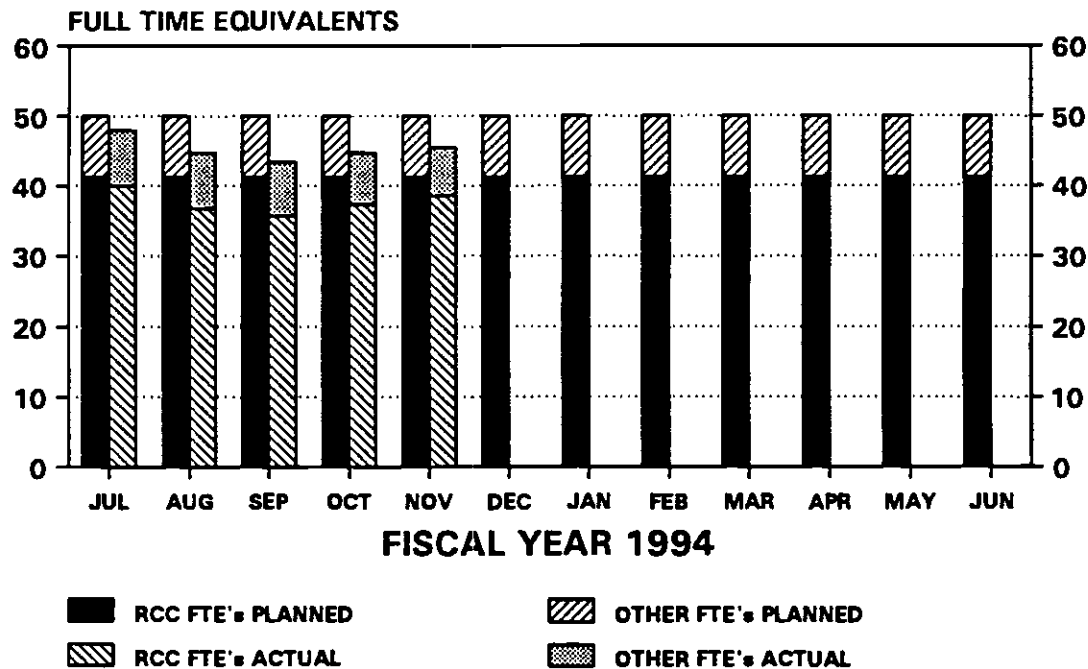
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FORECAST % OF TOTAL PROJECT	3.9%

FISCAL YEAR 1994 AGENCY COSTS REO LINE SEGMENT 2 (\$000)

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$6,666
ACTUAL TO DATE	\$2,728

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'94 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	41
RCC FTE's ACTUAL	39
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	50
TOTAL FTE's ACTUAL	46

Metro Red Line Seg-2
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 11/28/93

MTA APPROVED CONTRACT AWARD*			MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED	
A.	B.	C.	D. = [BxC]	E. [B+D]	F.	G = [B+F]	H.	I.	J. [D-F]	K. **	L. [J-K]	M.	
B201	\$44,677,273	20%	\$8,922,727	\$53,600,000	\$4,824,480	\$49,401,763	54%	99%	\$4,088,247	(\$19,217)	\$4,117,464	64%	
B211	\$38,478,177	13%	\$4,987,818	\$43,446,995	\$1,743,951	\$40,222,128	35%	78%	\$3,223,867	\$112,288	\$3,111,679	37%	
B213	\$102,600	5%	\$5,130	\$107,730	(\$200)	\$102,400	-4%	100%	\$5,330	\$0	\$5,330	-4%	
B218	\$84,000	135%	\$88,600	\$160,600	\$80,194	\$144,194	93%	100%	\$6,406	\$0	\$6,406	93%	
B219	\$388,170	20%	\$77,634	\$441,804	\$0	\$388,170	0%	97%	\$77,634	\$0	\$77,634	0%	
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$3,616,977	\$83,428,770	33%	71%	\$7,248,564	\$3,318,096	\$3,930,469	64%	
B231	\$53,846,201	10%	\$5,384,620	\$59,009,721	\$2,713,985	\$56,368,166	51%	89%	\$2,660,555	\$1,106,602	\$1,546,053	71%	
B251	\$183,484,880	10%	\$18,348,488	\$179,811,148	\$1,058,715	\$184,521,395	6%	33%	\$15,288,753	\$6,479,588	\$9,810,166	40%	
B252	\$50,879,831	11%	\$5,581,158	\$56,730,789	\$0	\$50,879,831	0%	0%	\$5,581,158	\$0	\$5,581,158	0%	
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$86,550	87%	100%	\$250	\$0	\$250	97%	
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$0	\$49,287,000	0%	0%	\$5,914,440	\$0	\$5,914,440	0%	
B288	\$76,478	14%	\$10,622	\$87,100	\$9,845	\$86,323	93%	100%	\$777	\$0	\$777	93%	
B611	\$12,697,350	10%	\$1,269,735	\$13,867,085	\$0	\$12,697,350	0%	0%	\$1,269,735	\$0	\$1,269,735	0%	
B612	\$9,128,369	18%	\$1,436,837	\$10,565,206	\$0	\$9,128,369	0%	0%	\$1,436,837	\$0	\$1,436,837	0%	
B614	\$5,455,543	10%	\$545,554	\$6,001,097	\$0	\$5,455,543	0%	0%	\$545,554	\$16,000	\$530,554	3%	
B616	\$1,886,274	10%	\$188,627	\$1,864,901	\$0	\$1,886,274	0%	0%	\$188,627	\$0	\$188,627	0%	
B620	\$28,991,800	13%	\$3,739,918	\$32,731,518	\$0	\$28,991,800	0%	0%	\$3,739,918	(\$31,367)	\$3,771,283	-1%	
B630	\$11,570,125	10%	\$1,157,012	\$12,727,137	\$77,584	\$11,847,709	7%	0%	\$1,079,428	\$292,414	\$787,014	32%	
B631	\$4,467,165	10%	\$446,717	\$4,913,882	\$0	\$4,467,165	0%	0%	\$446,717	\$0	\$446,717	0%	
B644	\$5,170,624	13%	\$689,782	\$5,860,386	\$0	\$5,170,624	0%	0%	\$689,782	\$0	\$689,782	0%	
B710	\$22,253,493	23%	\$5,024,385	\$27,277,878	\$0	\$22,253,493	0%	0%	\$5,024,385	\$0	\$5,024,385	0%	
B740	\$18,326,986	10%	\$1,832,697	\$21,259,683	\$170,000	\$18,496,966	9%	22%	\$1,762,697	\$73,023	\$1,689,674	13%	
B745	\$2,841,830	43%	\$1,219,572	\$4,061,202	\$308,280	\$3,147,910	25%	19%	\$813,282	\$368,126	\$445,156	55%	
B761	\$5,280,077	10%	\$540,849	\$5,820,726	\$0	\$5,280,077	0%	0%	\$540,849	\$75,000	\$465,849	14%	
B795	\$3,722,871	17%	\$635,096	\$4,357,967	\$0	\$3,722,871	0%	0%	\$635,096	\$0	\$635,096	0%	
TOTAL:	\$613,438,080	13%	\$77,223,007	\$690,669,097	\$14,807,340	\$628,043,430	19%	27%	\$62,615,687	\$10,788,461	\$51,827,216	33%	

I = AFE increase may be required to cover pending changes

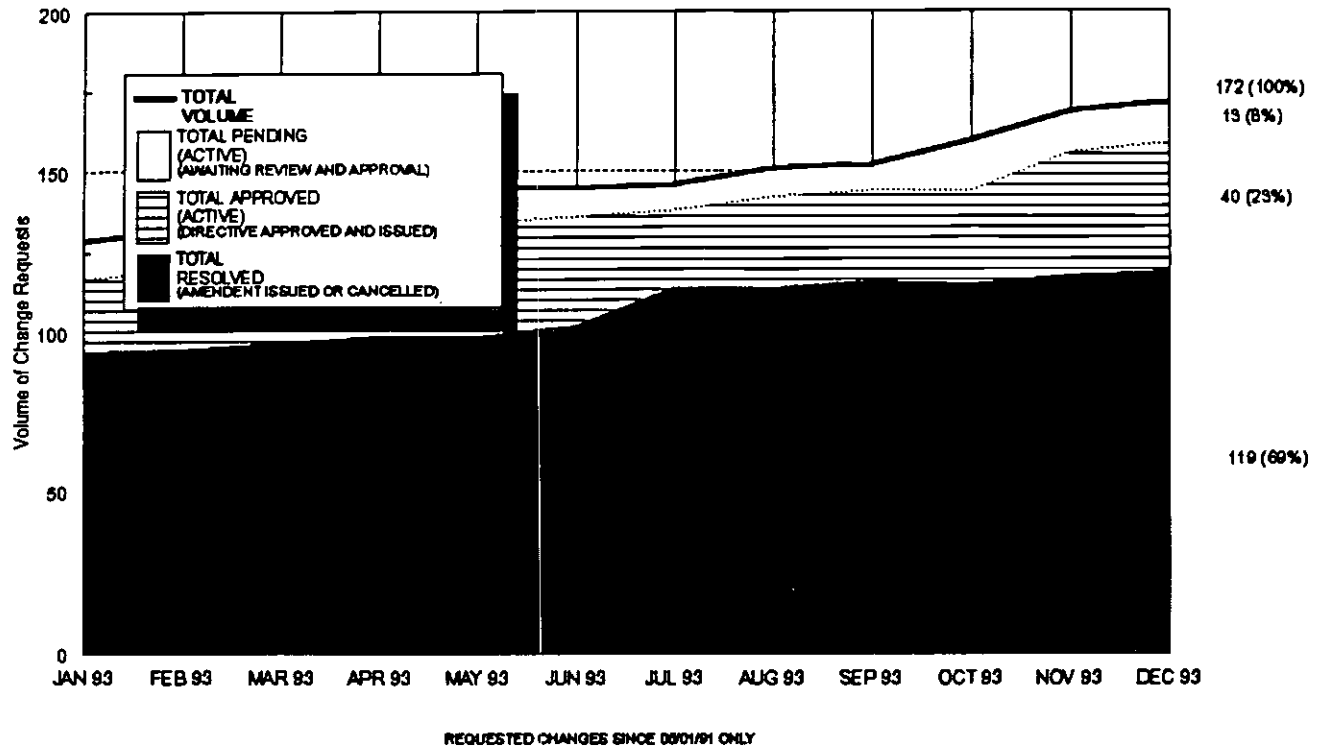
II = AFE increase required to cover obligated changes

* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.

** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

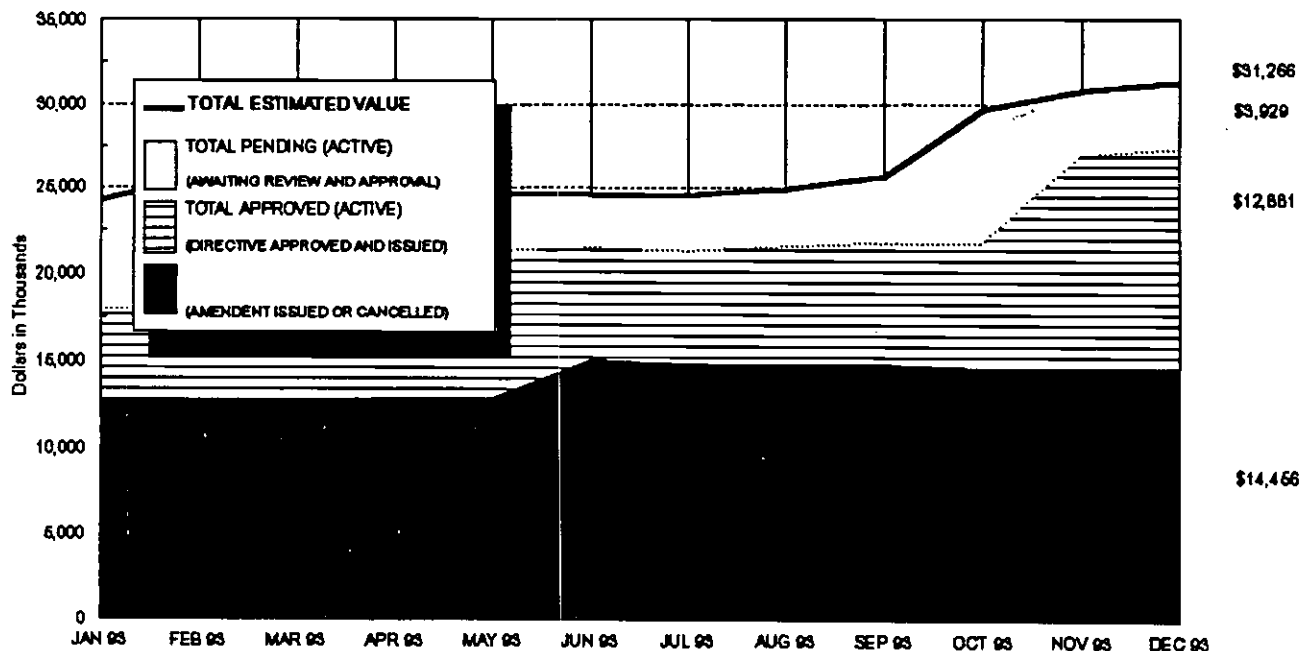
NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER
 REPORTS SHOWING APPROVED CHANGE VALUES

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

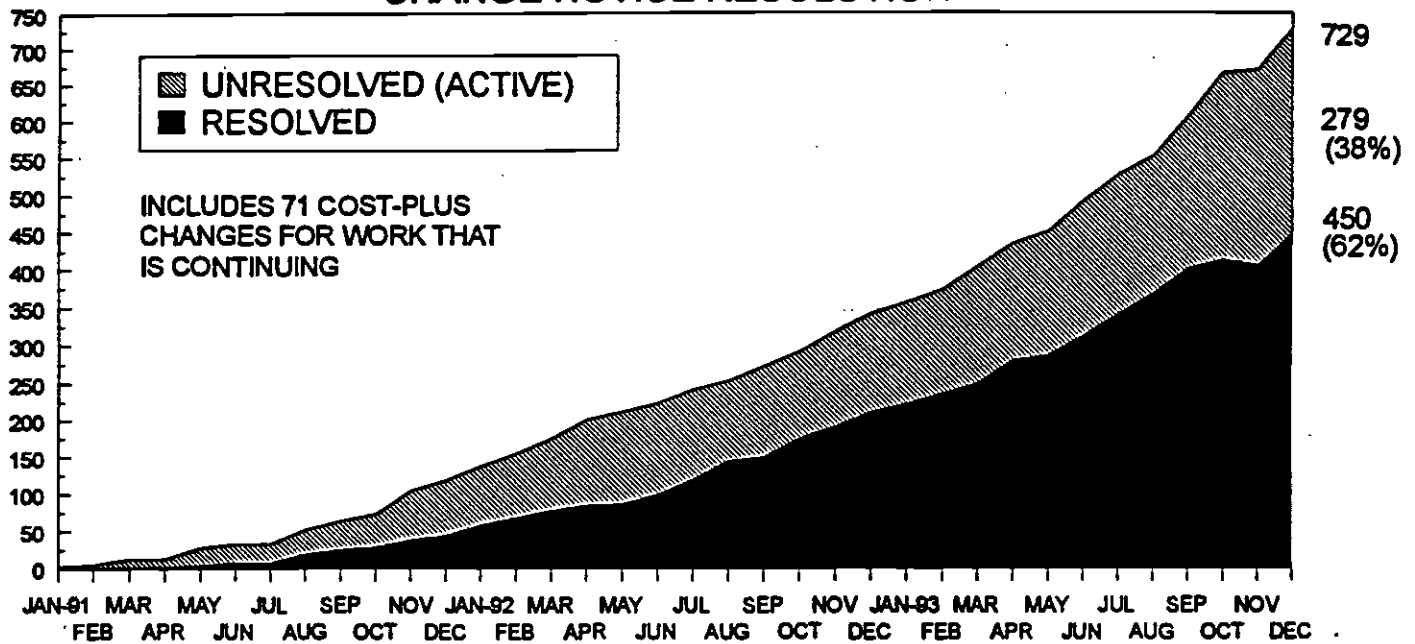


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	8	0	37	53
PERCENT	15%	15%	0%	70%	100%

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

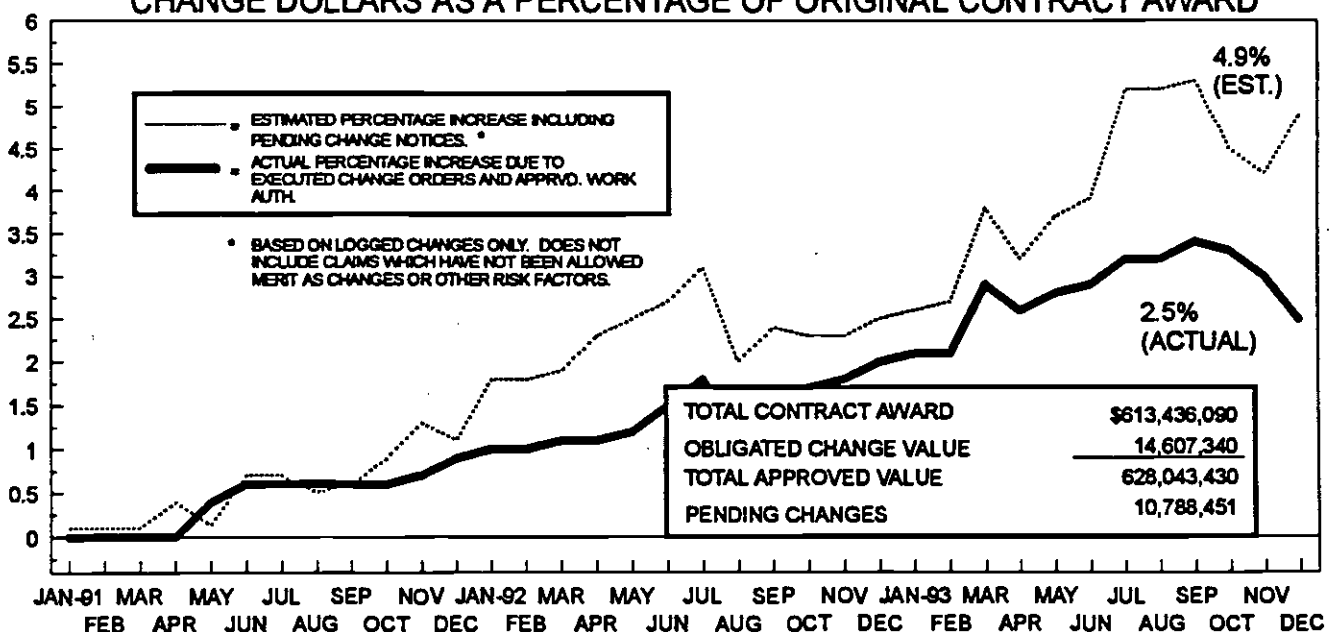


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	103	44	34	98	279
PERCENT	37%	16%	12%	35%	100%

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

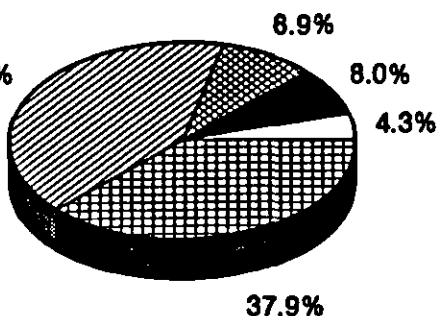
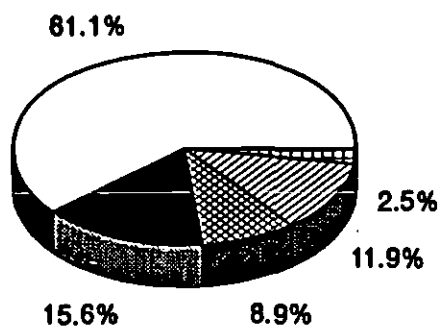


NOTE: CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
DATA CUT-OFF MAY VARY FROM OTHER REPORTS SHOWING APPROVED CHANGE VALUES.

CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 12/30/93

COST LEVEL

Total Cost: \$11,983,187*

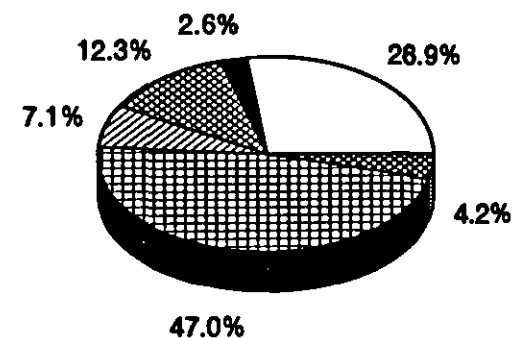
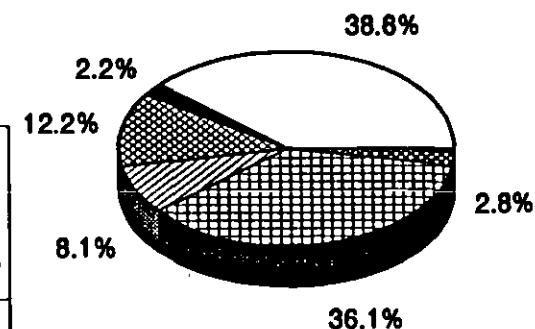


Legend

Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total Volume: 360 CN's

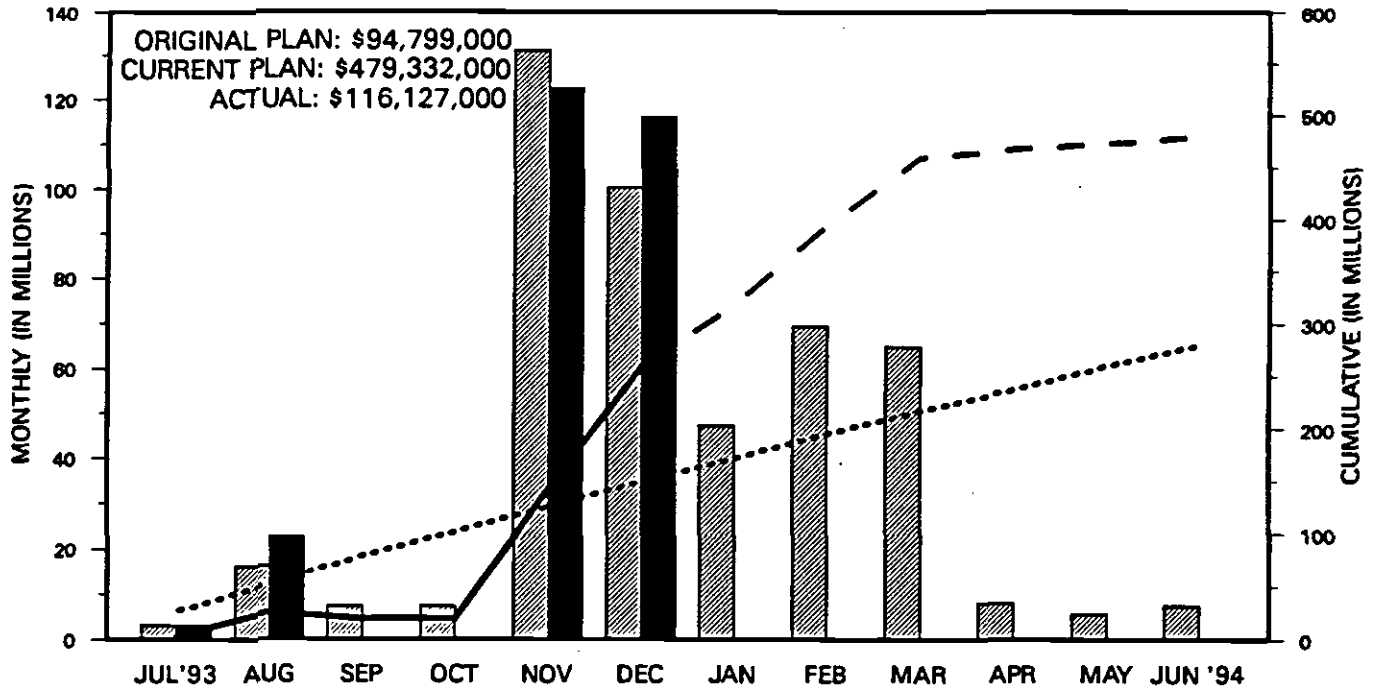


* INCORPORATES SOME SEGMENT 3 COSTS

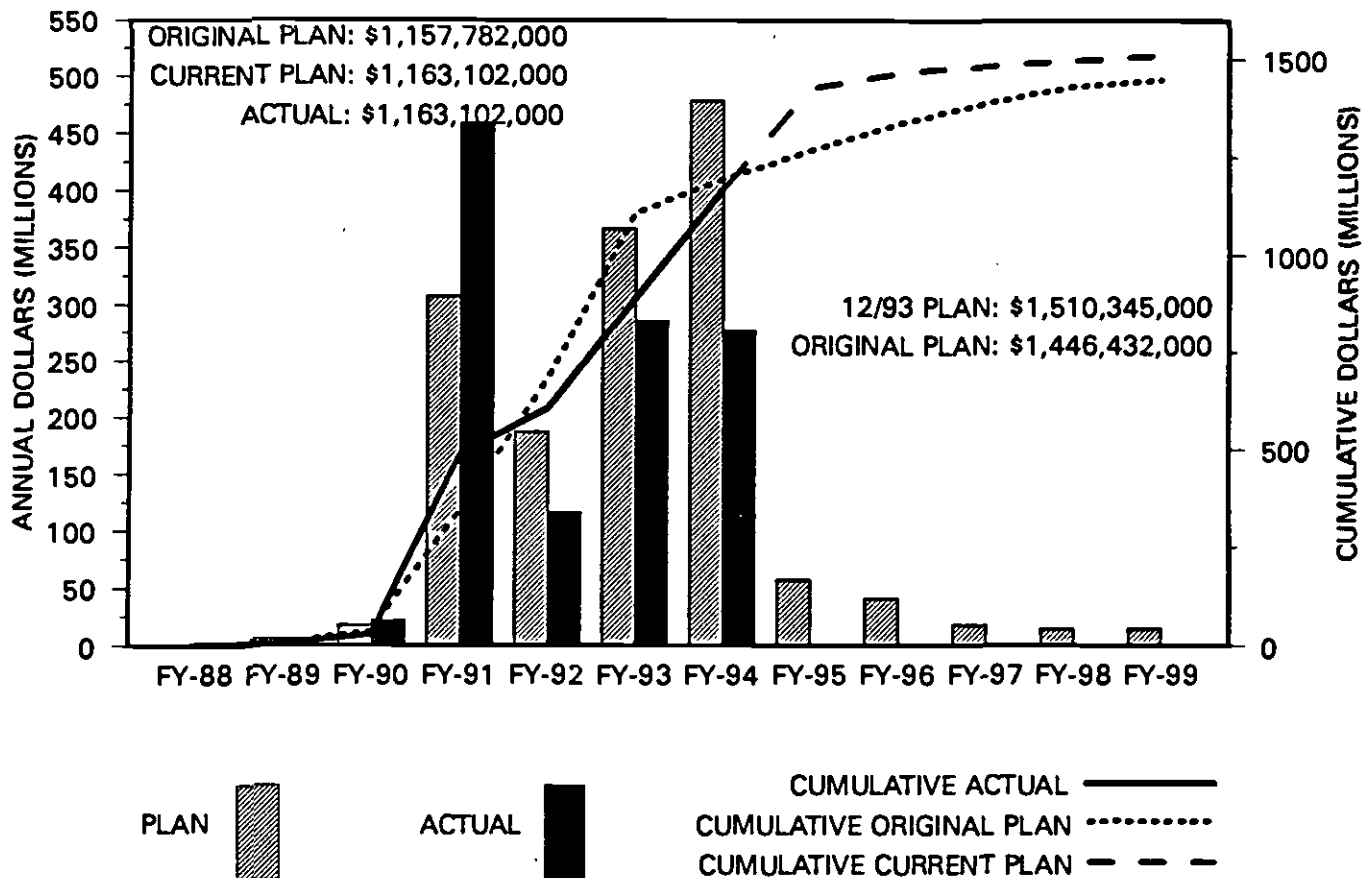
VOLUME

DOLLARS

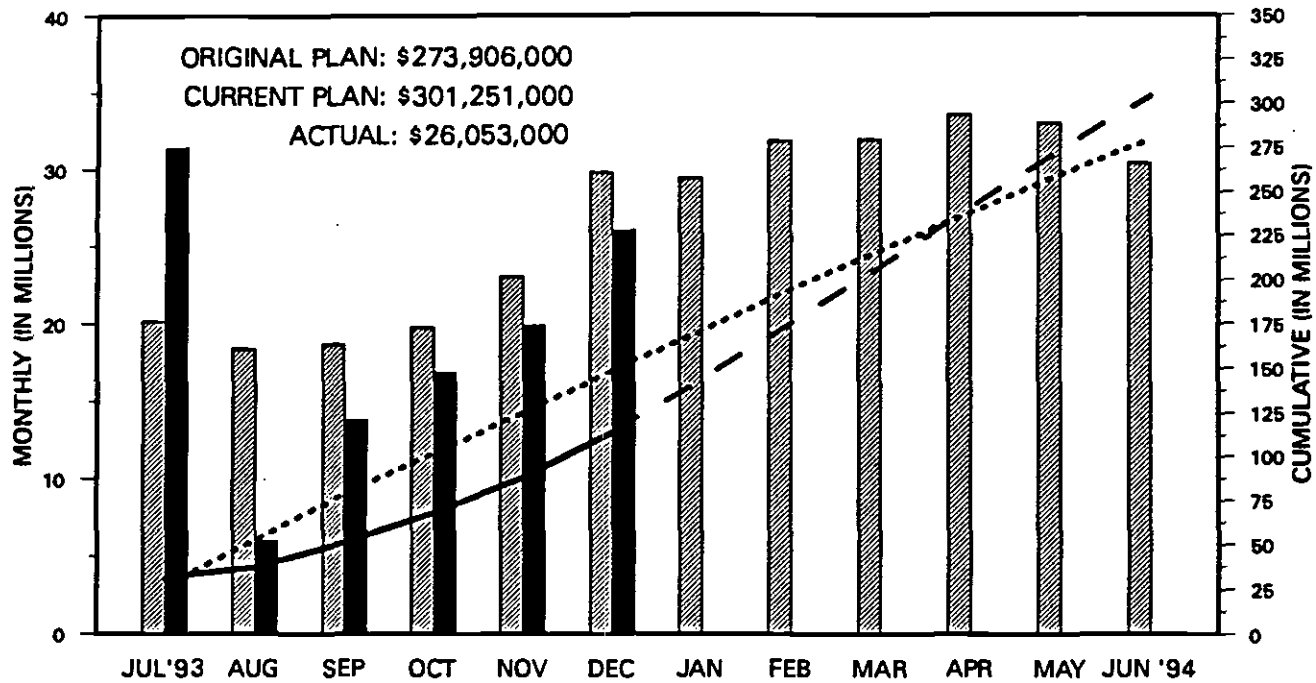
ANNUAL PROJECT COMMITMENTS (FY '94)



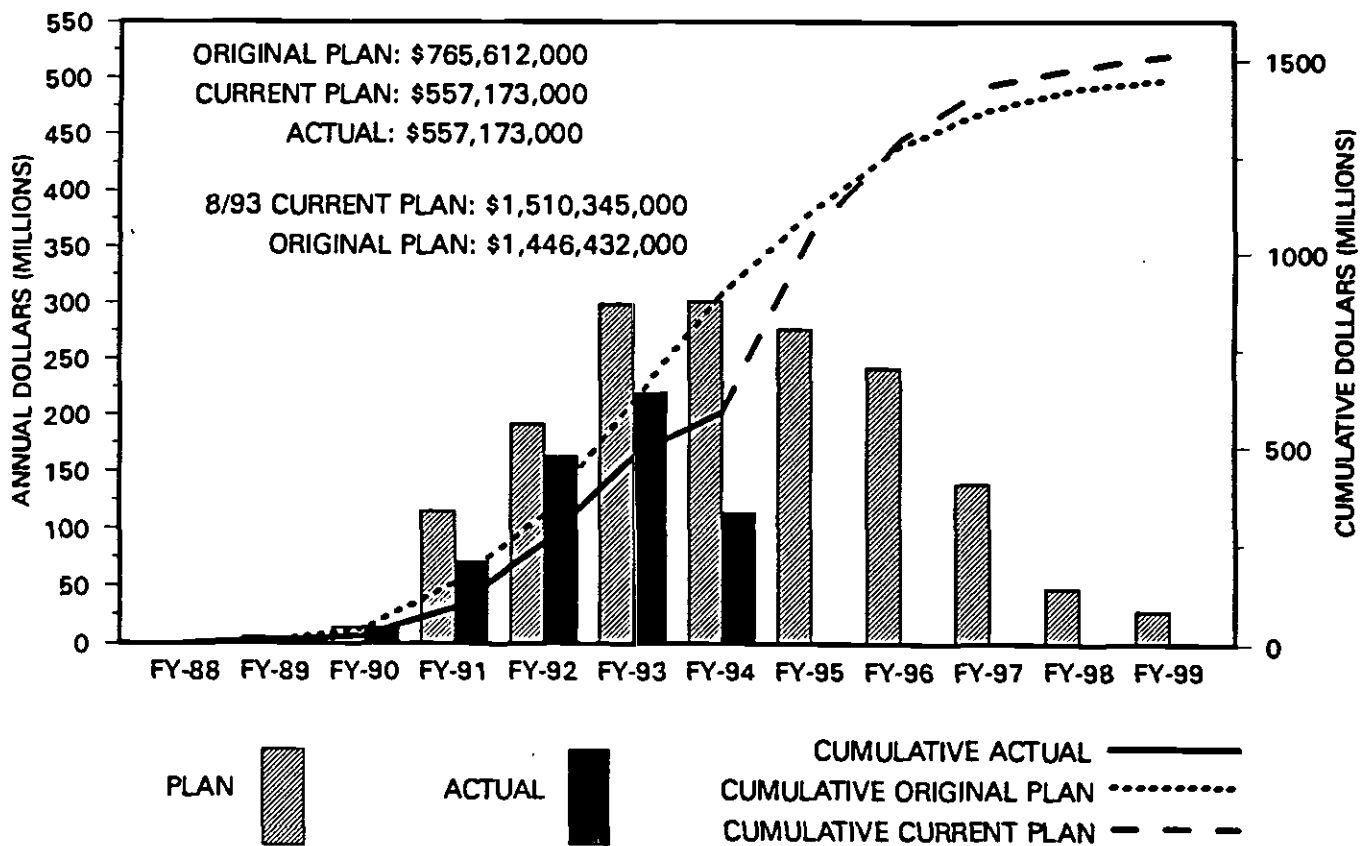
TOTAL PROJECT COMMITMENTS



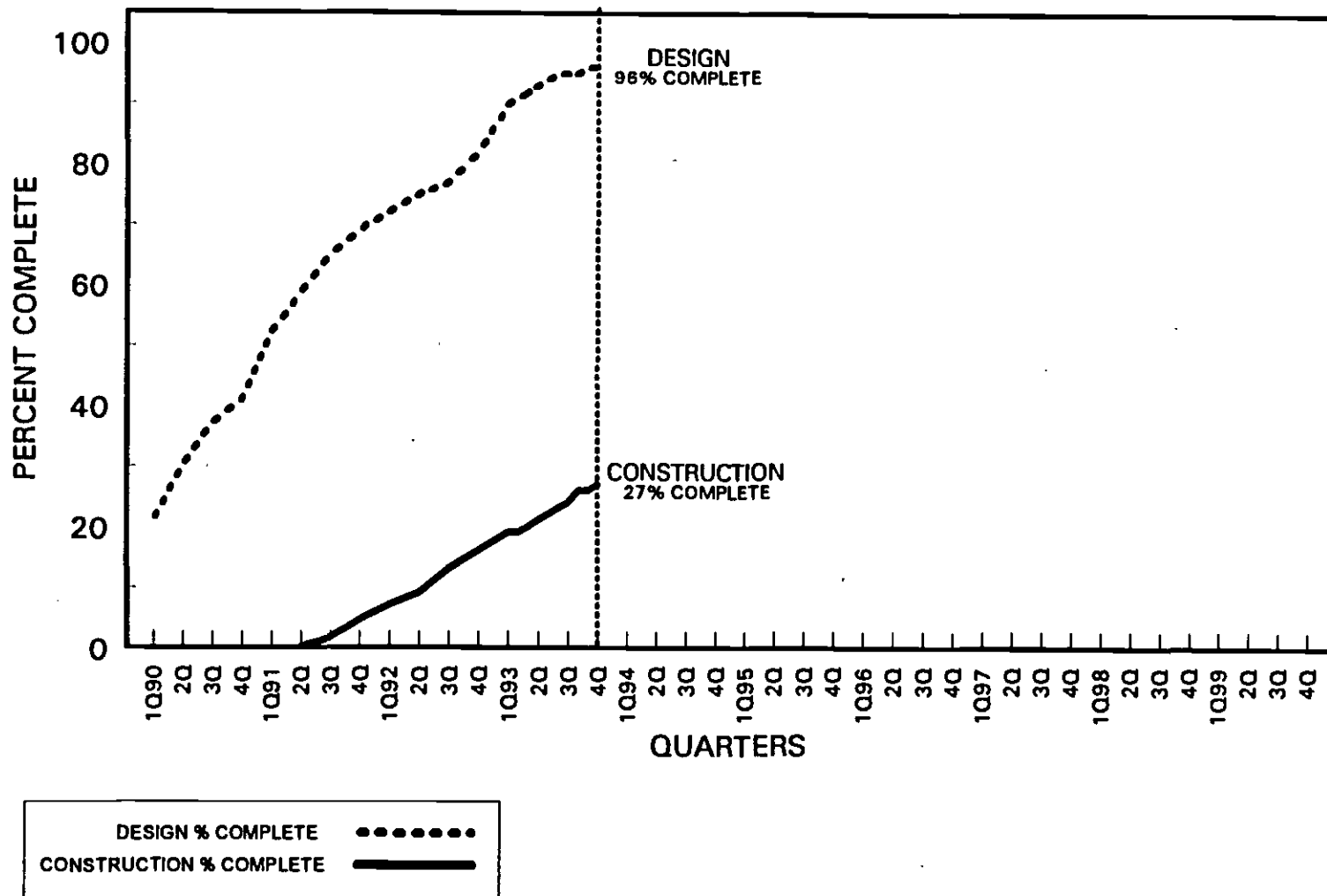
ANNUAL PROJECT CASHFLOW (FY '94)

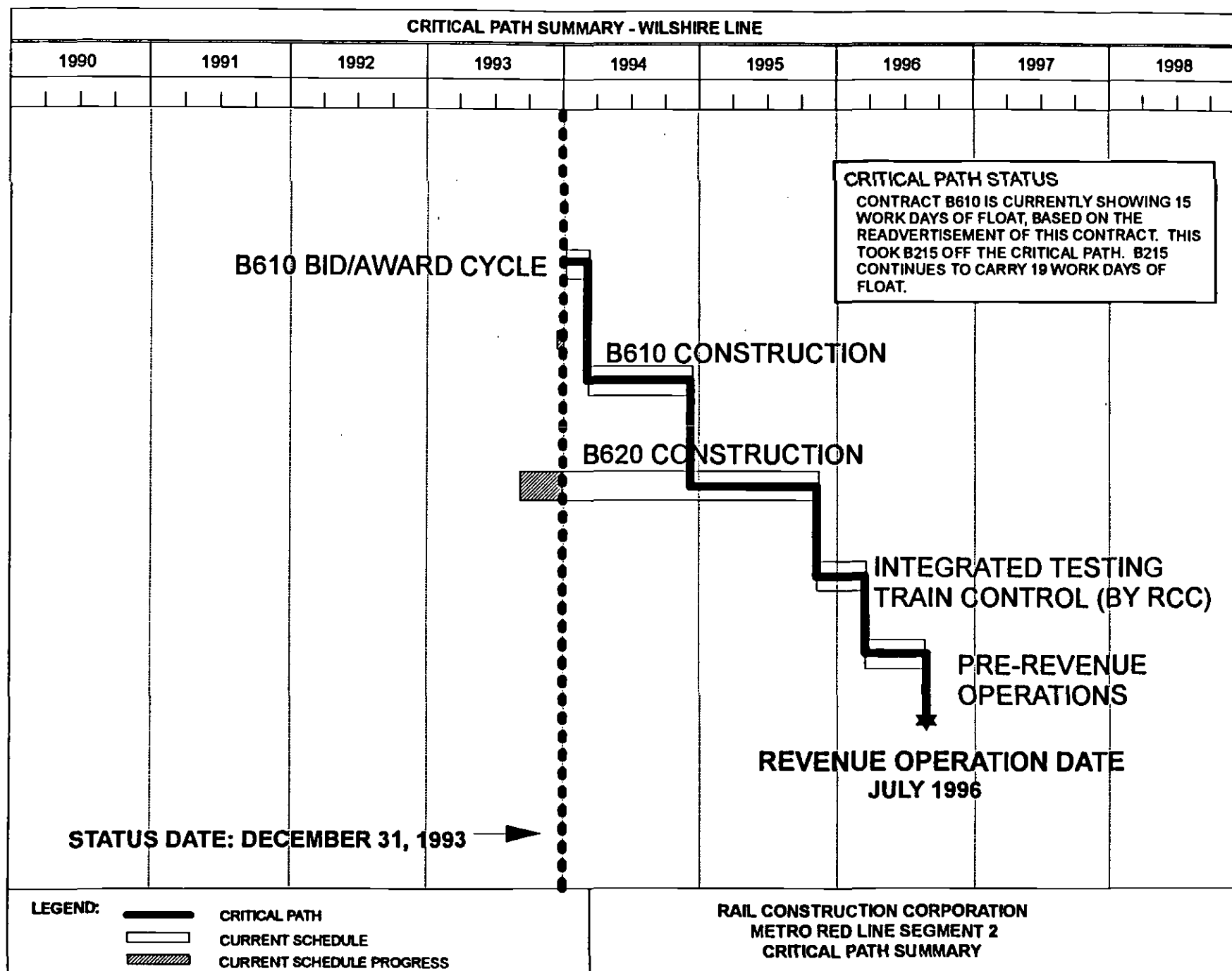


TOTAL PROJECT CASHFLOW

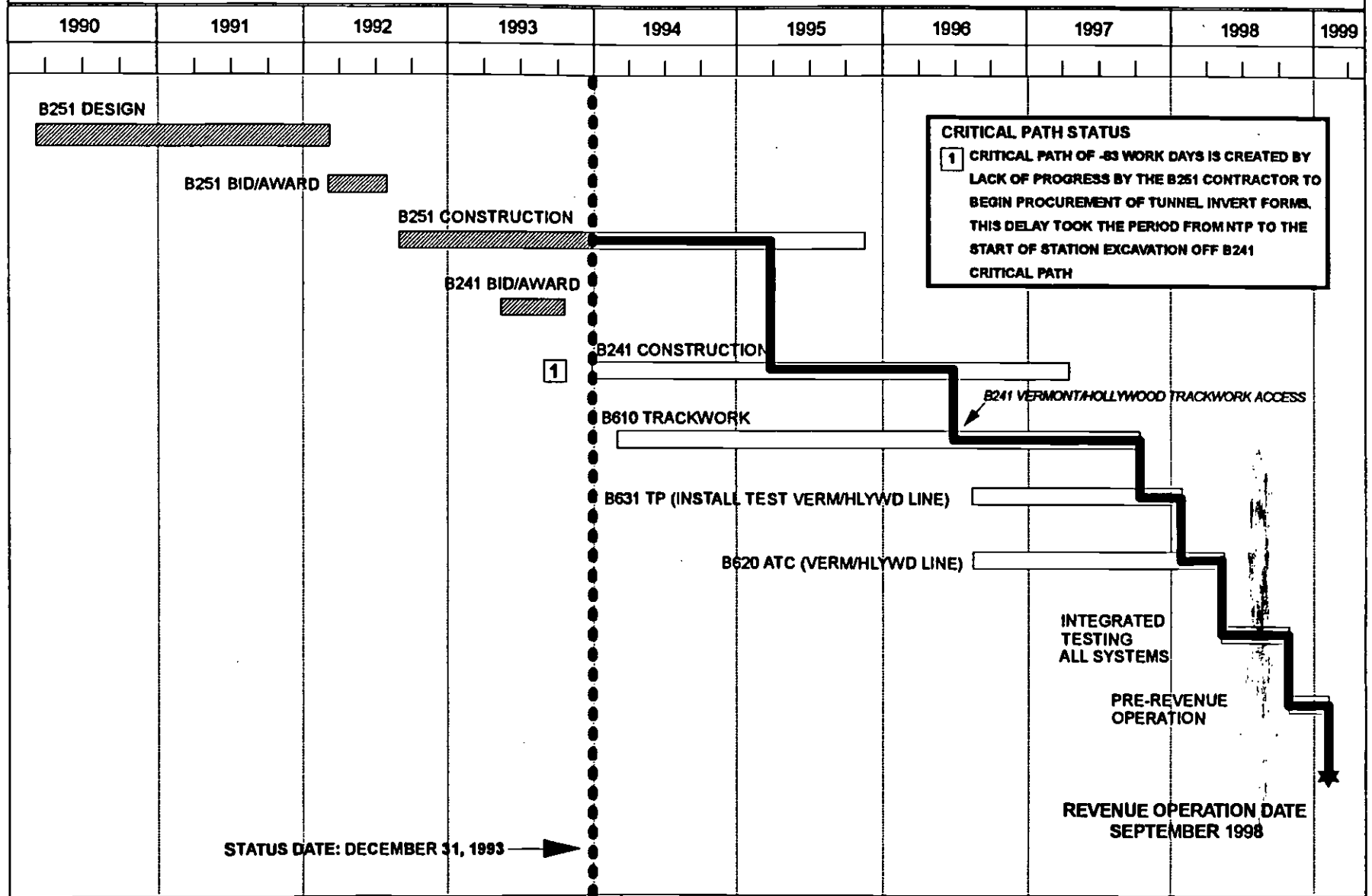


RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY





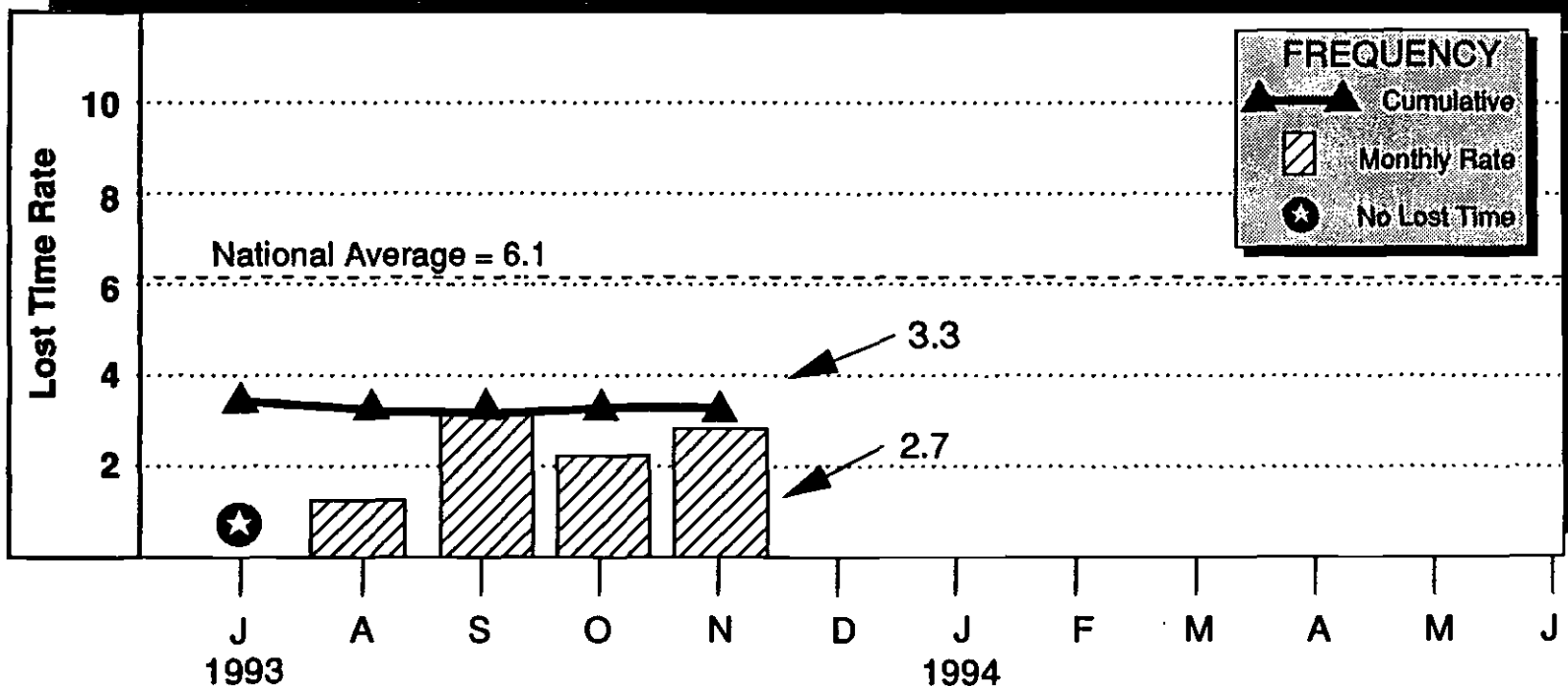
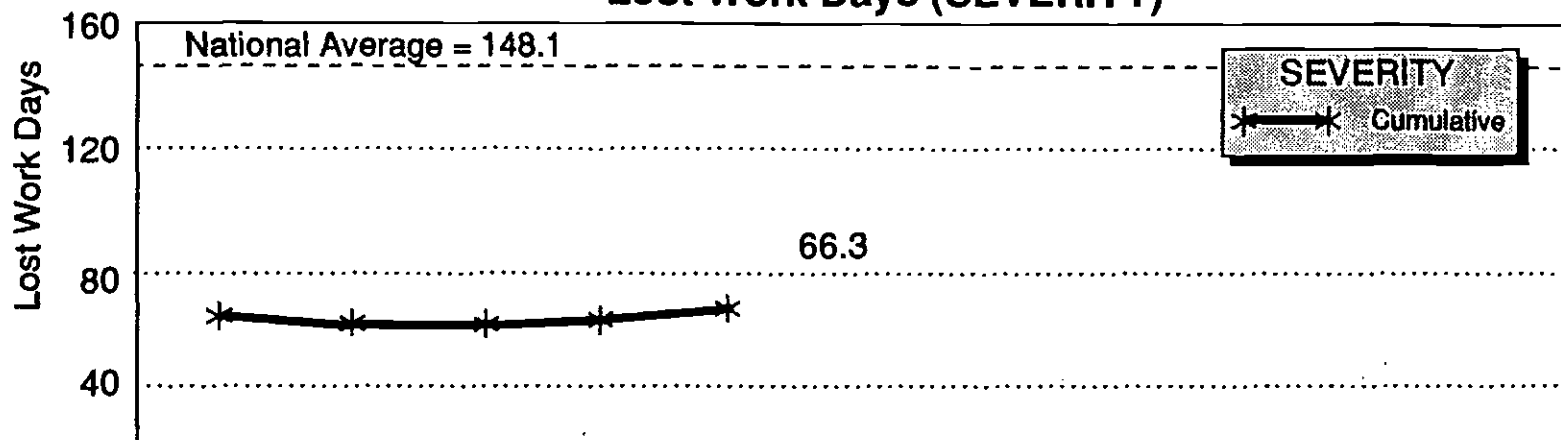
CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



LEGEND:
 CRITICAL PATH
 CURRENT SCHEDULE
 CURRENT SCHEDULE PROGRESS

RAIL CONSTRUCTION CORPORATION
 METRO RED LINE SEGMENT 2
 CRITICAL PATH SUMMARY

METRO RED LINE SEGMENT 2 Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

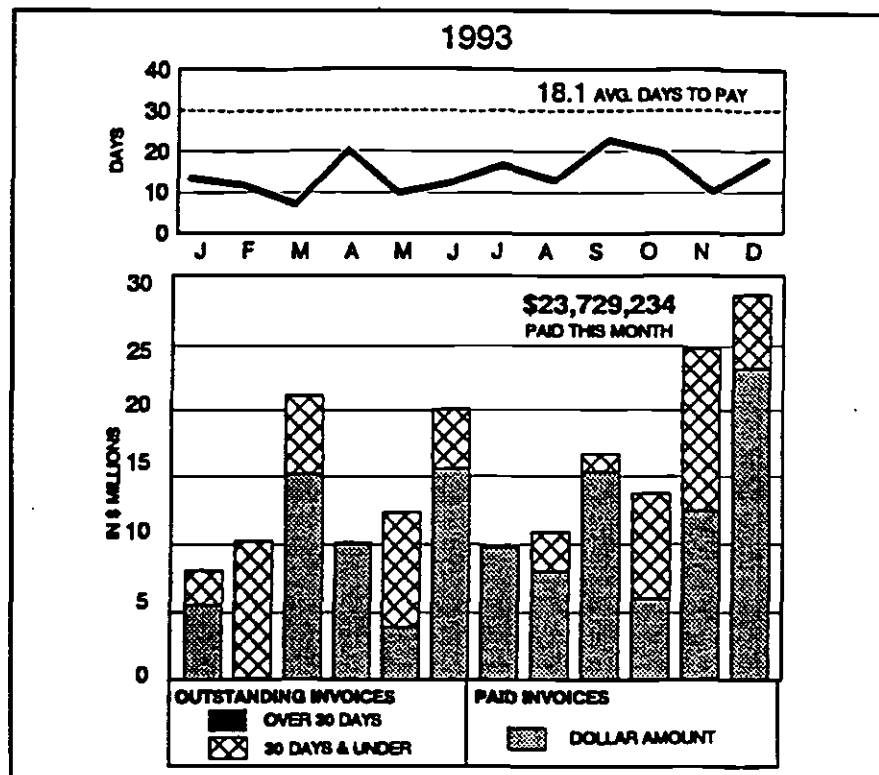
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.1 days.

- 17 invoices were paid for a total value of \$23,729,234.

- There were 18 outstanding Construction or Procurement invoices under 30 days old for \$ 5,643,498.

- 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 1993	4	64,198	0	0	34	838,793	2	373,900
AUG 1993	7	2,994,305	0	0	32	1,991,444	1	100,253
SEP 1993	5	1,397,999	0	0	35	3,020,002	3	221,924
OCT 1993	5	7,943,120	0	0	24	4,936,370	1	100,253
NOV 1993	11	12,540,751	0	0	35	5,492,472	5	200,684
DEC 1993	18	5,643,498	0	0	23	8,321,416	10	403,027

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION** - Notice to Proceed was issued for Contract C0331, Line Section from North Hollywood Station to Universal City Station, on December 1, 1993. In the systemwide area Contract B643, Close Circuit Television, opened for bidding on December 16, 1993 (RCC Board approval expected on January 10, 1994); and Contract B644, Cable Transmission bid was approved on December 15, 1994 with an anticipated Notice to Proceed projected for January 17, 1994. The bid report was completed on December 24, 1993 for Contract B645, TRACS; with MTA Board approval expected on January 26, 1994.

Facility engineering progress through December was measured at 56.9% completed versus a planned 62.3%. Contract C0303, Hollywood/Highland Demolition and Utility Rearrangement bid opening scheduled for December 15, 1993 did not receive any viable bids. The RCC consequently directed work to be divided between the department of Water and Power (DWP) and the Gas Company, and Contract C0304, Hollywood/Highland Station Parking Structure Restoration.

A schedule study to mitigate schedule impacts due to Contract B251 slippage is being reevaluated. Key studies completed include:

- a) the options for operating Hollywood/Highland Station and Tunnels to coincide with the Segment 2 Revenue Operation Date, and
- b) possible schedule savings from performing double shifts during soldier pile installations at Hollywood/Highland Station.

Forecasted costs for North Hollywood remain at \$1.31 billion. A decrease to the Project Contingency of \$4.75 million is indicated due in part to modifications in work scope or changes for Contracts C0301 Hollywood/Highland Station and Tunnels; Contract C0311, Line Section from Universal City to Station 630+00; landfill costs; and further definition of the contingency allocated to Contract B251, Hollywood Tunnels. It also included miscellaneous issues associated with various systems contracts.

EXECUTIVE SUMMARY (CON'T)

- **MID CITY EXTENSION** - Environmental and constructibility issues continued to pose areas of concern during the month of December. The RCC is assessing the results of geotechnical and environmental tests and requested a study to explore alternatives, different technologies and construction methods. Design work on the Mid City alignment will be suspended pending the outcome of this study, which will pursue safe and innovative solutions to the presence of gas.

Facility engineering progress through December was measured at 27.1% complete versus a planned 38.2% planned. The critical path for the Mid City Extension currently shows -48 days of total float. The Camera Ready date for Contract C0411, Line Section from Pico/San Vicente to Wilshire/Western, was delayed to December 19, 1994; along with Contract C0421, Pico/San Vicente Station.

The Current Forecast for the Mid City Extension remains at \$491 million. The Project Contingency for the extension decreased during December as a result of increases in construction forecasts and currently stands at \$6.3 million.

- **EAST SIDE EXTENSION** - The RCC Board has recommended that the MTA Board authorize the award of Contract No. E0070 for surveying services to Psomas & Associates on the Metro Red Line, Segment 3 East Side Extension. Initial research for the Economic Development Plan commenced; and the Urban Design Analysis and Community Outreach Program efforts continued.

Efforts related to architectural work continued on the locations of shafts and entrance plans alternatives for all stations. A utility rearrangement plan was completed for all stations, along with property identification maps. Design of the horizontal and vertical alignments are 90% completed; crossover work continues. The Preliminary Geotechnical Investigation Final report is scheduled for February 14, 1994.

EXECUTIVE SUMMARY (CON'T)**COST STATUS**

North Hollywood Extension	(\$000's)
• Current Budget	\$1,310,822
• Current Forecast	\$1,310,822
Mid City Extension	
• Current Budget	\$490,663
• Current Forecast	\$490,663
East Side Extension	
• Current Budget	\$650,000
• Current Forecast	\$650,000
Total	
• Current Budget	\$2,451,485
• Current Forecast	\$2,451,485

The above information reflects no changes in the budget or forecast.

SCHEDULE STATUS**North Hollywood Extension**

- The critical path for the North Hollywood Extension currently shows -51 working days of total float. It flows through Contract C0311, Line Section from Universal City Station to Station 613+00, Design, Bid and Award Cycle, Construction of the Tunnels: Contract C0321, Universal City Station; Crossover Completion and Trackwork Access; and continues through Contract C0610, Trackwork; Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

EXECUTIVE SUMMARY (CON'T)

Mid City Extension

- The critical path for the Mid City Extension currently shows -48 days of total float. Camera Ready date was delayed to April 22, 1994, for Contract C0411, Line Section from Pico/San Vicente to Wilshire/Western. Also, the Camera Ready date was delayed to December 19, 1994, for Contract C0421, Pico/San Vicente Station. Design progress of the major facilities for the Mid City Extension is 27.1% actual versus 38.2% planned.

Following the acquisition of Real Estate and final design of Contract C0421, Pico/San Vicente Station, the critical path proceeds through the facility contracts: Contract C0428, Pico/San Vicente Demolition, Contract C0411, Line Section: Pico/San Vicente to Wilshire/Western, Contract C0421, Pico/San Vicente Station, Contract C0401, Olympic/Crenshaw Station. The critical path continues through Contract C0610, Trackwork Installation; Contract B620, Automatic Train Control; Contract H0648, Communications Installation; Contract B645, SCADA; Integrated Testing and Pre-Revenue Operations to the Revenue Operations Date of September 1999.

East Side Extension

- Preliminary Engineering progress through December is measured at 53% actual versus a planned 68%. The 15% variance is attributed to the delayed determination of the Little Tokyo Station design. This places the Little Tokyo Station LPA decision regarding underground alternatives on the critical path which currently stands at zero days of float. The forecast for completion of Preliminary Engineering remains January 31, 1994. This date also remains the target for completion of preliminary schedule and estimate efforts to support negotiations with the Federal Transportation Administration in amending the Segment 3 Full Funding Grant Agreement.

EXECUTIVE SUMMARY (CON'T)

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	177	9	164	13*	90
LAST MONTH	177	9	159	18*	90

*FOUR PARCELS ARE ON THE CRITICAL PATH

Mid City Extension

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	61	0	54	7*	120
LAST MONTH	61	0	55	6*	90

*ALL PARCELS ARE ON THE CRITICAL PATH

PUBLIC AFFAIRS

- On the North Hollywood Extension, staff activities included a site visit and preliminary discussions regarding ground breaking procedures at Contract C0311, Line Section; North Hollywood Station to Universal City. Other issues regarding noise and conservation efforts were addressed with citizen groups.

Staff also met with the East Side Advisory Group to initiate dialog concerning public affairs issues.

AREAS OF CONCERN

ONGOING

C0311, Line Section: Delays and Impacts to Project Revenue Operations Date - North Hollywood Extension

Concern: There are several issues related to this contract that impact the Project ROD by two months, including design changes and the acquisition of real estate parcels.

Action: Expedite the real estate acquisition process.

Status: Studies are being conducted to develop possible options to mitigate impacts.

Appointment of Section Designers - Mid City Extension

Concern: Delay in the approval of section designer contracts, and subsequently delayed issuance of Notice to Proceed for design of the station packages have resulted in revision of the Camera Ready submittal dates.

Action: Finalization of contracts by the Engineering Management Consultant (EMC) upon receipt of instructions.

Status: Section designers were approved by the MTA Board on October 27, 1993. Notices to Proceed are on hold pending the conclusions of the alignment reassessment study.

Presence of Gas and Contaminated Water on Alignment - Mid City Extension

Concern: The presence of gas and contaminated water along the alignment is impacting design and construction premises. Finalization of documents and costs awaits report, peer review and ROM costing.

Action: A Tunnel Review Panel convened on October 20, 1993, again on December 2, 1993 to consider the findings and costs to date. The EMC and members of the panel met with the RCC on December 20, 1993.

AREAS OF CONCERN (CON'T)

Status: All normal Mid City design efforts have been curtailed and a nine month reassessment study is being performed. The situation is scheduled for review by the RCC Board on January 10, 1994, and the MTA Board on January 26, 1994.

Added Parking Structure - Mid City Extension

Concern: The C0421 site work scope is expanding to include a parking structure with related revisions to the bus facility. The section design consultant scope, Contract Unit C0411, and the design and construction schedules will be affected.

Action: EMC is to provide input on an as-requested basis to RCC for use by LADOT and the bus companies. The EMC will also prepare an amended Section Design consultant work scope and accompanying conceptual design drawing(s).

Status: Finalization of Section Design consultant work scope documents awaits outcome of actions related to environmental concerns. The Section Design consultant Notice To Proceed is on hold.

Delay in Real Estate Acquisition - Mid City Extension

Concern: Parcels required for Contracts C0401 and C0421 are behind the target acquisition schedule necessary to support the Notice To Proceed dates.

Action: EMC certified the properties at station sites and has accelerated the subsurface easement parcel certification schedule. An additional parcel needs to be certified for Contract C0401 to accommodate the water treatment plant.

Status: The EMC will support RCC in real estate analysis related to the ongoing alignment reassessment study. Acquisition efforts of the MTA are being adjusted accordingly.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING NONE

RESOLVED NONE

North Hollywood Extension

Design/Construction

The bid opening for Contract C0303, Hollywood/Highland Utility Rearrangement and site preparation was scheduled for December 15, 1993, but no bids were received. RCC has directed that this contract to be separated into two packages:

- C0303, Advanced Utility Rearrangement, and
- C0304, Parking Structure Restoration.

Design submittals for Contracts C0328 and C0329, demolition packages to support the C0311 tunnel and C0321 station contracts, are on hold pending results of the ongoing site restoration studies.

Notice to Proceed for contract C0331, Line Section Universal City to North Hollywood Station, was issued on December 1, 1993.

The final design for an early C0358 demolition package at North Hollywood was submitted on November 22, 1993.

The final study report of a possible revised location for Universal City Station was completed on December 20, 1993.

KEY ACTIVITIES - PLANNED FOR JANUARY

Design/Construction

Complete Contract C0304 documents and advertise for bid by January 11, 1994.

An Architectural presentation to the RCC Board for Contract C0351, North Hollywood Station, is scheduled for January 6, 1994.

The Camera Ready submittal for Contract C0358, Building Demolition and Site Clearing at North Hollywood Station, Phase 1 is planned for January 10, 1994.

The prefinal submittal for Contract C0359, Building Demolition and Site Clearing at North Hollywood Station, Phase 2 is planned for January 3, 1994.

Mid City Extension

KEY ACTIVITIES - DECEMBER

Design/Construction

Preliminary design development for Contract C0401, Crenshaw/Olympic Station, based on the recommendations of the Value Engineering report finalized in September, was completed December 1, 1993.

The Tunnel Review Panel, originally convened in October 1993 to consider the draft GDSR and available environmental information for the C0411 tunnel, met again on December 2, 1993. A presentation by the EMC to the RCC based on discussions with, and the recommendations of the Tunnel Review Panel, was made on December 20, 1993. It was concluded that an alignment reassessment study should be conducted.

Additional details are given under the Professional Services, General Engineering section of this report.

KEY ACTIVITIES - PLANNED FOR JANUARY

Design/Construction

The Mid City alignment reassessment study will commence.

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

Project: R82 METRO RED LINE - SEGMENT 3 - NORTH HOLLYWOOD

Period: Nov 26, 1993 to Dec 31, 1993

Run Date: Jan 13, 1994

Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	890,729	0	890,729	1,999	143,493	740	7,699	712	7,672	5,161	793,865	-96,863
S PROFESSIONAL SERVICES	254,747	0	254,747	0	89,275	1,773	22,524	1,773	22,524	0	258,416	3,669
R REAL ESTATE	84,534	0	84,534	4,442	18,140	104	18,141	104	18,141	-411	94,607	10,073
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	105	5	46	5	46	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	-4,750	150,696	83,121
GRAND TOTAL	1,310,822	0	1,310,822	6,441	251,015	2,623	48,412	2,596	48,385	0	1,310,822	0

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

Project: R83 METRO RED LINE - SEGMENT 3 - MID CITY EXTENSION

Period: Nov 26, 1993 to Dec 31, 1993
Run Date: Jan 18, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	697	20,412	129	159	129	159	189	331,139	-2,999
S PROFESSIONAL SERVICES	98,133	0	98,133	0	38,362	1,153	4,296	1,153	4,296	0	99,590	1,457
R REAL ESTATE	53,303	0	53,303	17	57	17	57	17	57	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	597	4	6	4	6	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	-189	6,302	6,302
GRAND TOTAL	490,663	0	490,663	715	59,430	1,305	4,519	1,305	4,519	0	490,663	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

Period: 27-Nov-93 to 31-Dec-93
Run Date: 26-Jan-94
Units: \$ in Thousands

PRELIMINARY ENGINEERING

DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
PROFESSIONAL SERVICES	4,215	0	3,709	0	3,709	485	1,395	253	824	0	3,709	0
SPEC SUBS	1,290	0	1,290	0	1,290	240	300	82	85	0	1,290	0
POER @ 12%	0	0	508	0	508	50	125	30	58	0	508	0
ODC	878	0	878	0	878	80	170	27	78	0	878	0
FEE	583	0	583	0	583	75	110	29	49	0	583	0
GRAND TOTAL	6,766	0	6,766	0	6,766	910	2,100	401	892	0	6,766	0

Note (1): Expenditure (Invoice) data is through period ending October 31, 1993.

RAIL CONSTRUCTION CORPORATION
METRO RAIL RED LINE NORTH HOLLYWOOD PROJECT
(IN THOUSANDS OF DOLLARS)

DECEMBER 93

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$19,850	\$209,027	31%	\$6,397	1%	\$4,081	1%
FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$20,837	39%	\$20,837	39%	\$20,837	39%
STATE ARTICLE XIX	\$20,000			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$344,685	\$20,740	\$1,243	0%	\$1,243	0%	\$1,243	0%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,498	\$251,015	19%	\$48,385	4%	\$46,069	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1993.

METRO RED LINE SEGMENT 3

DECEMBER 1993

RAIL CONSTRUCTION CORPORATION
METRO RAIL RED LINE MID CITY PROJECT
(IN THOUSANDS OF DOLLARS)

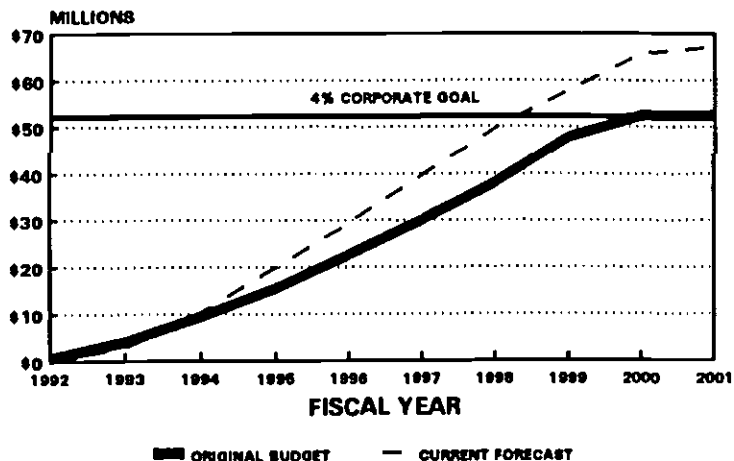
DECEMBER 93

STATUS OF FUNDS BY SOURCE

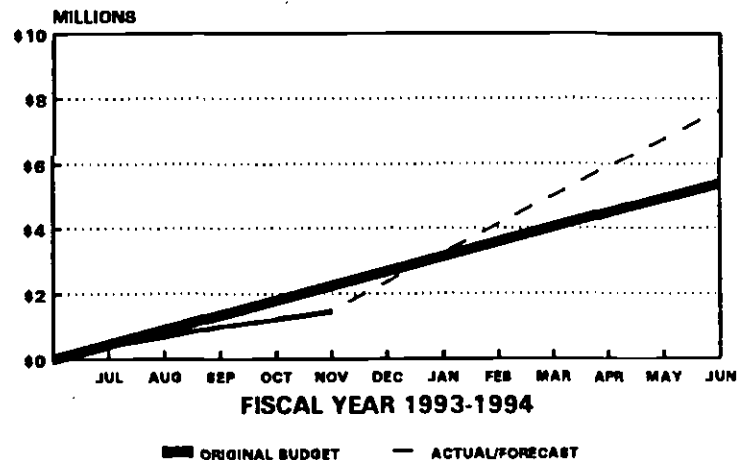
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$58,012	24%	\$3,101	1%	\$1,796	1%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$21,268	\$59,430	12%	\$4,519	1%	\$3,214	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1993.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



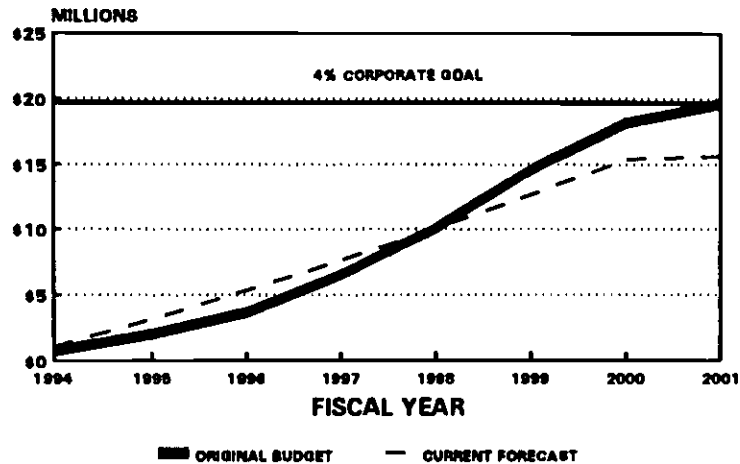
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$1,310,825
ORIGINAL BUDGET	\$52,472
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$67,088
FORECAST % OF TOTAL PROJECT	5.1%

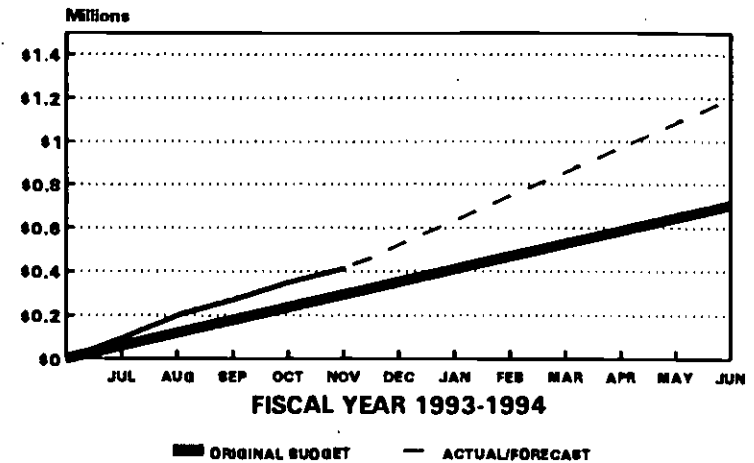
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$7,660
ACTUAL TO DATE	\$1,492

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



PROJECT AGENCY COSTS RED LINE MID CITY (\$000)

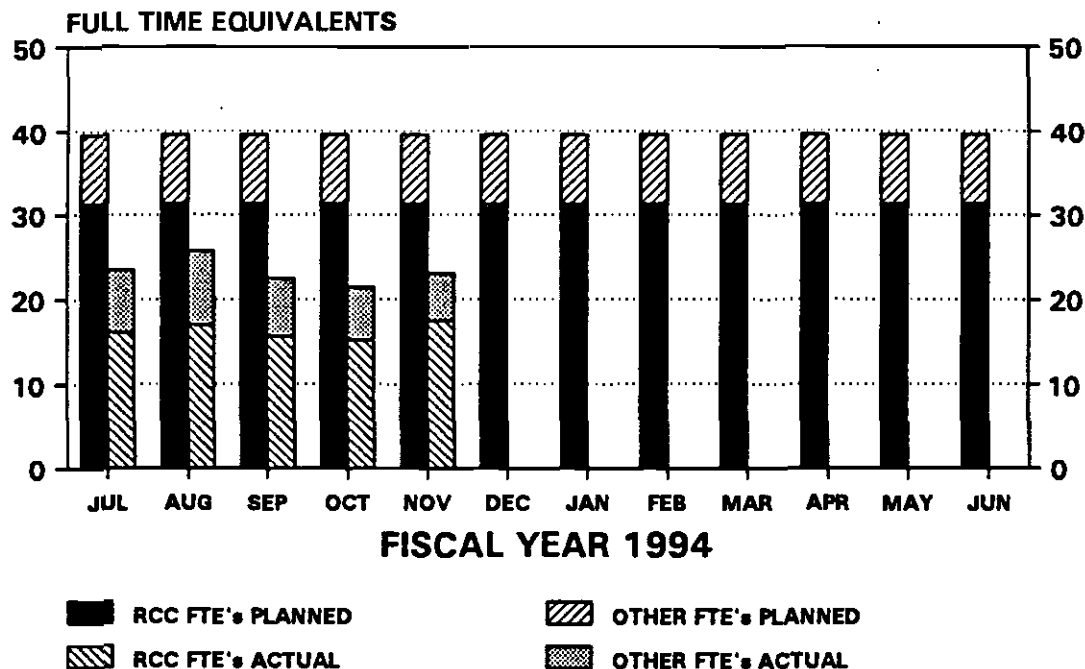
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%

FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY (\$000)

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$1,065
ACTUAL TO DATE	\$ 411

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



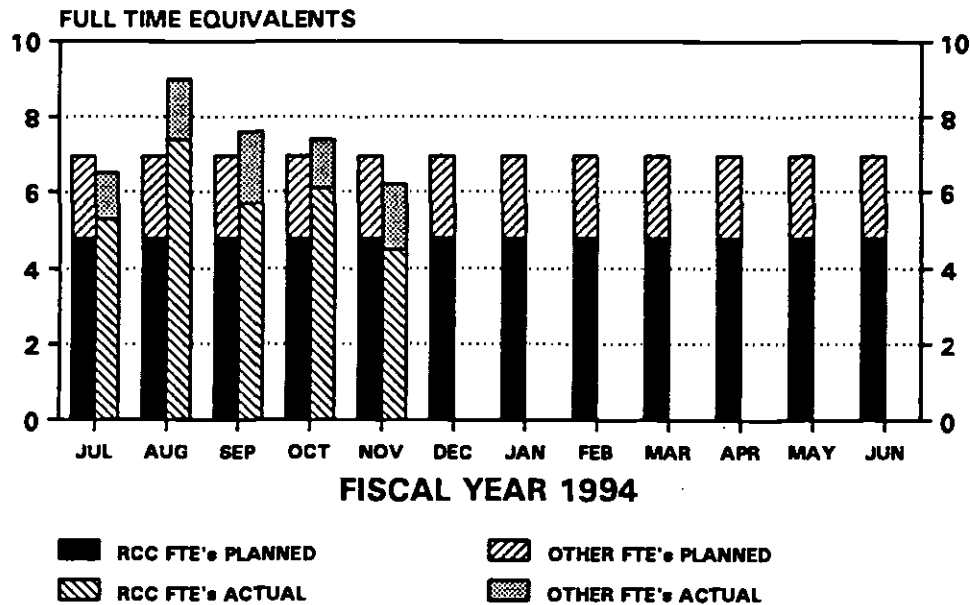
FY'94 Budget

RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	31
RCC FTE's ACTUAL	17
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	40
TOTAL FTE's ACTUAL	23

STAFFING PLAN VS. ACTUAL RED LINE MID CITY



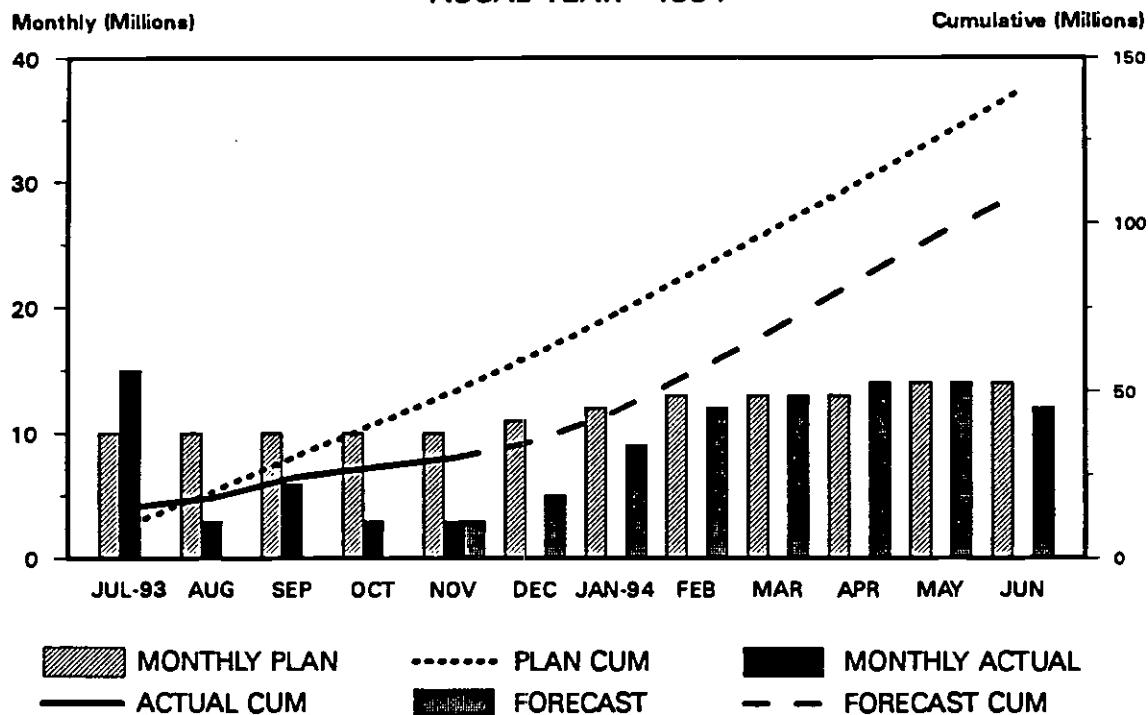
FY'94 Budget

RED LINE (MID CITY) STAFFING PLAN FISCAL YEAR 1994

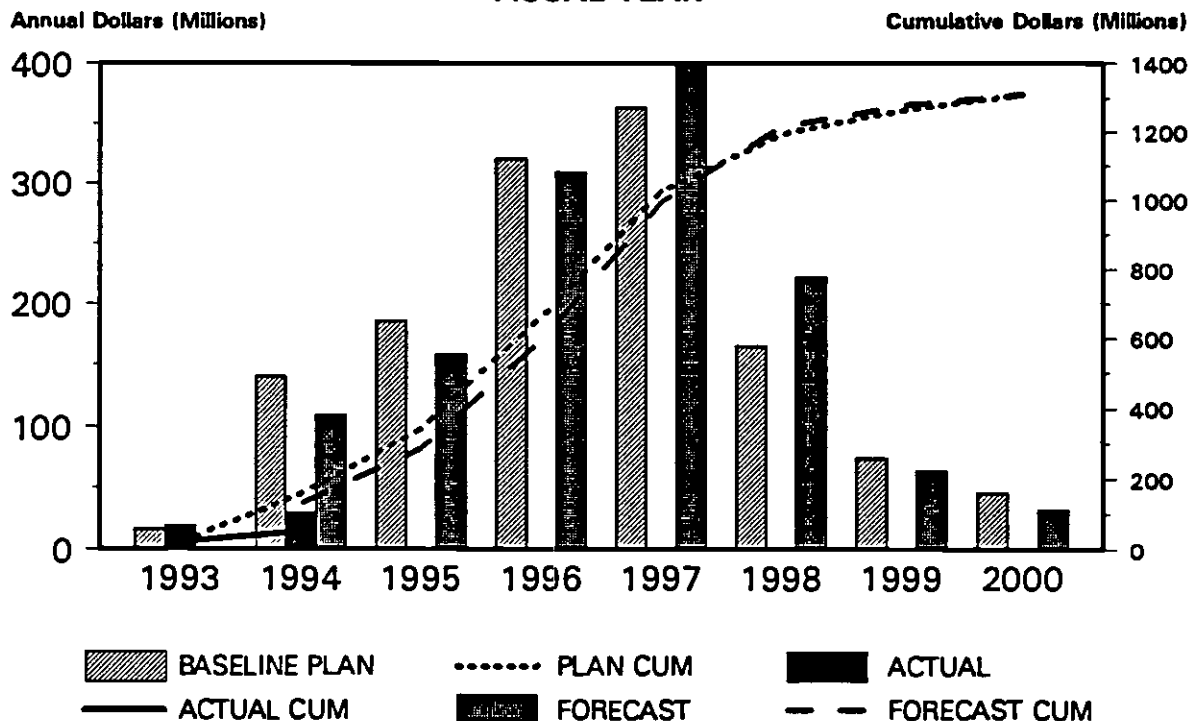
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	4
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	6

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



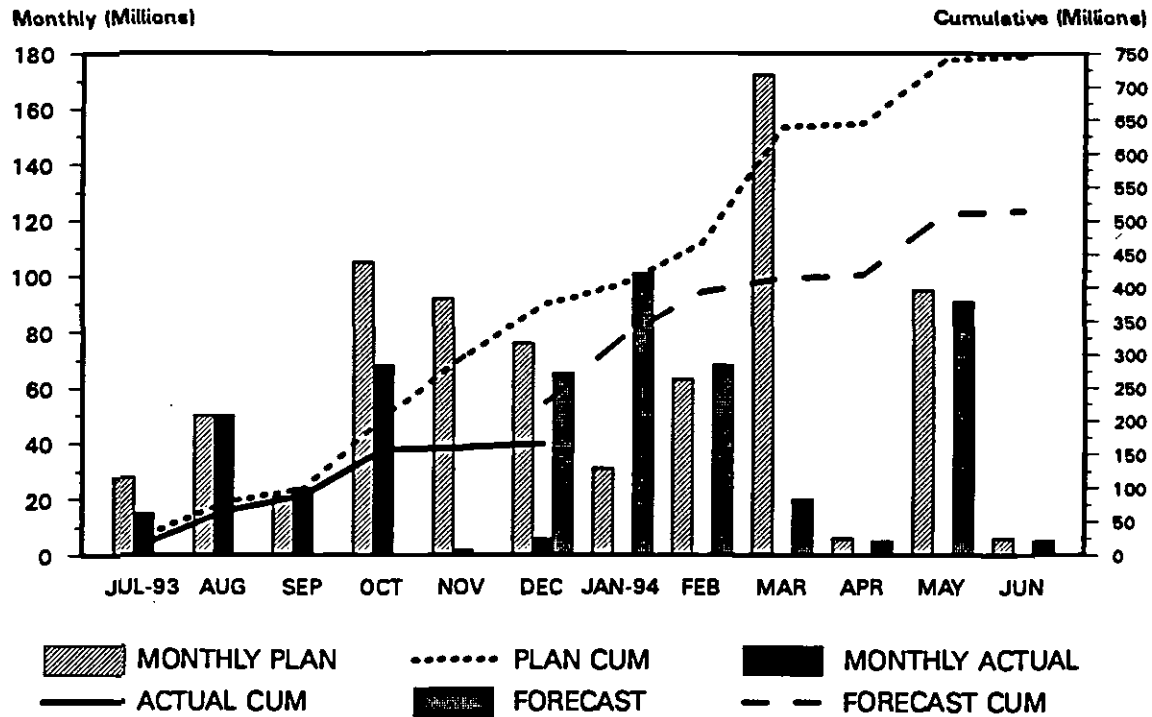
PROJECT CASH FLOW - PROJECT FISCAL YEAR



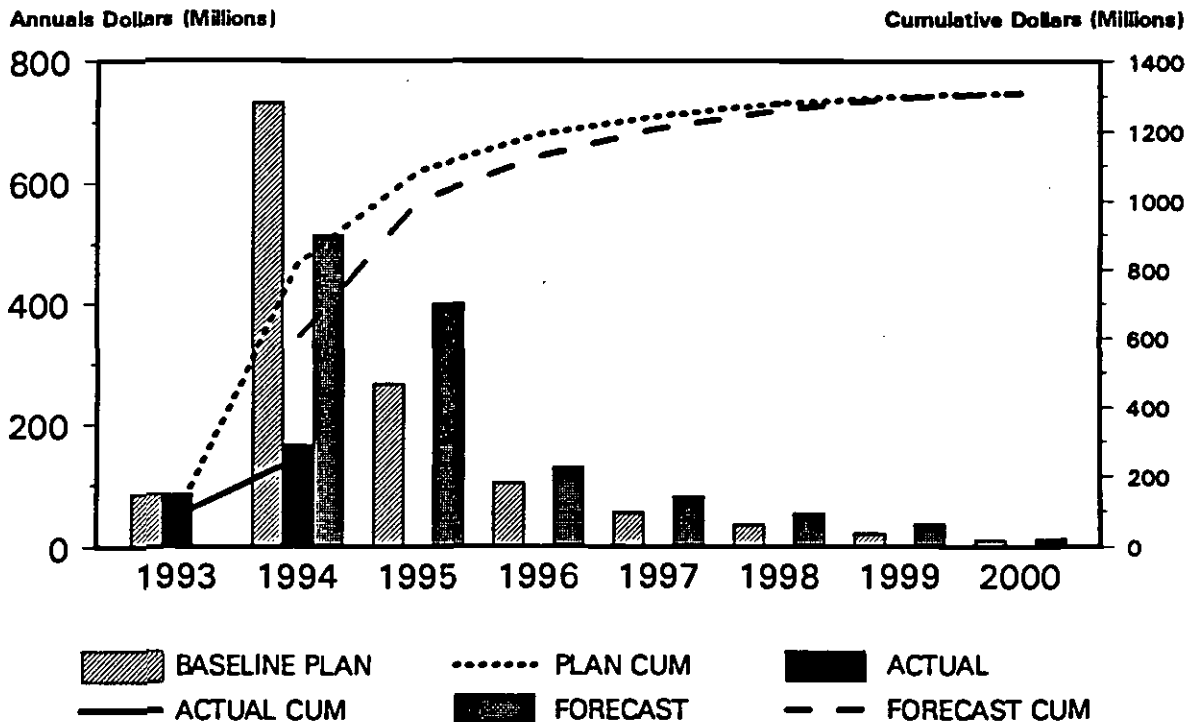
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH OCTOBER 1993

NORTH HOLLYWOOD

PROJECT COMMITMENTS - ANNUAL FISCAL YEAR - 1994

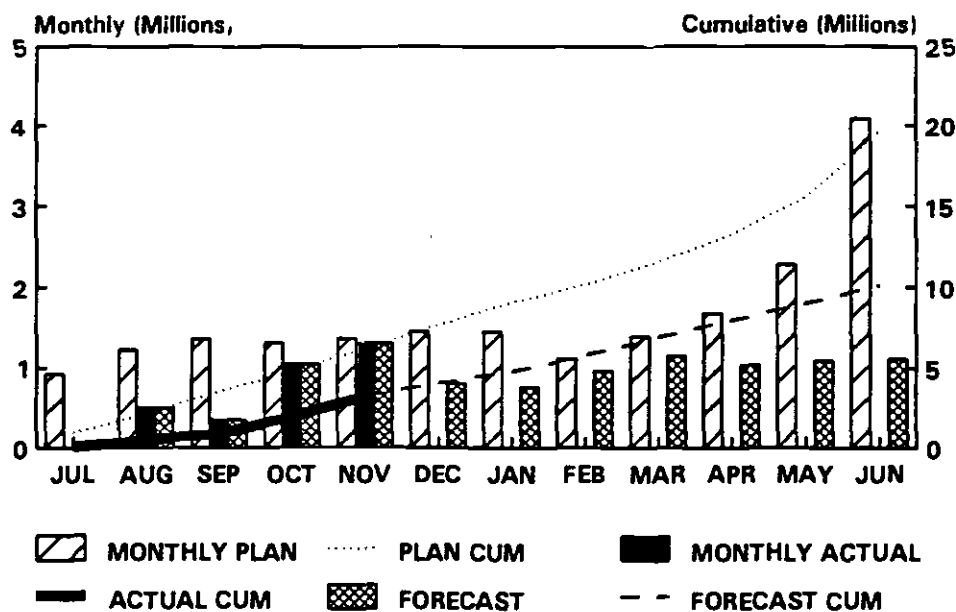


PROJECT COMMITMENTS - PROJECT FISCAL YEAR



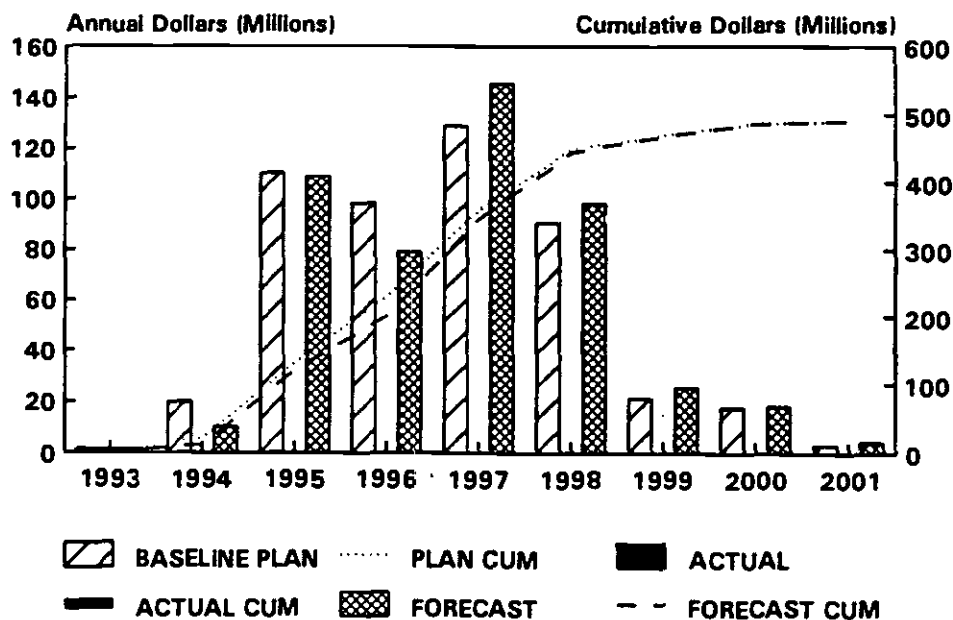
MID CITY EXTENSION

PROJECT CASH FLOW - ANNUAL FISCAL YEAR 1994



• No actuals recorded for 7/93

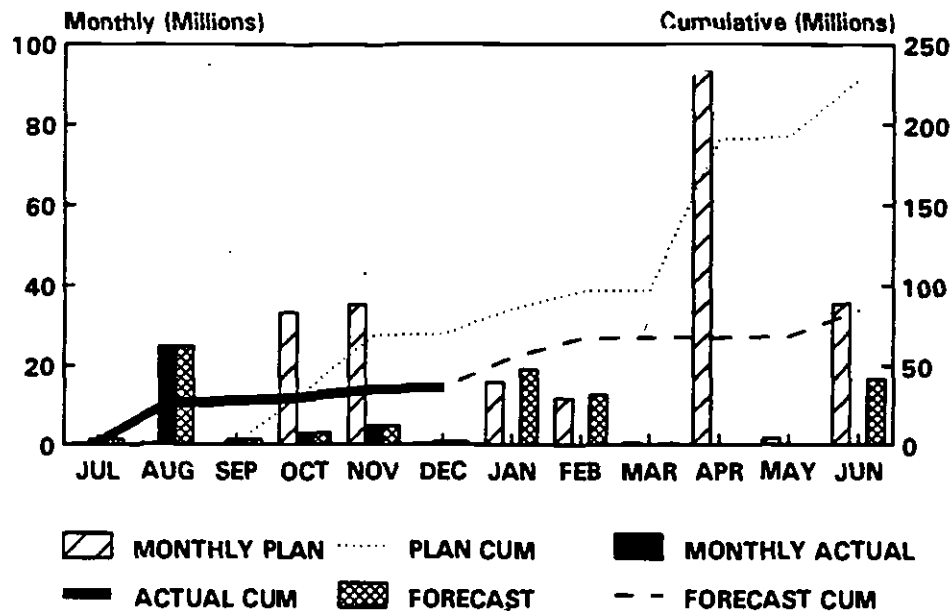
PROJECT CASH FLOW - PROJECT FISCAL YEAR



MID CITY EXTENSION

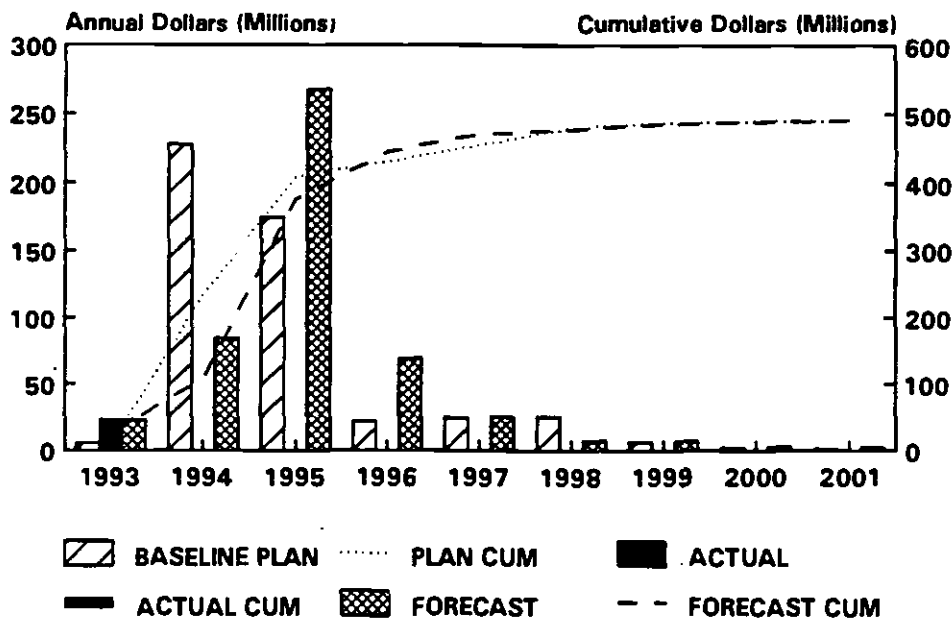
PROJECT COMMITMENTS - ANNUAL

FISCAL YEAR

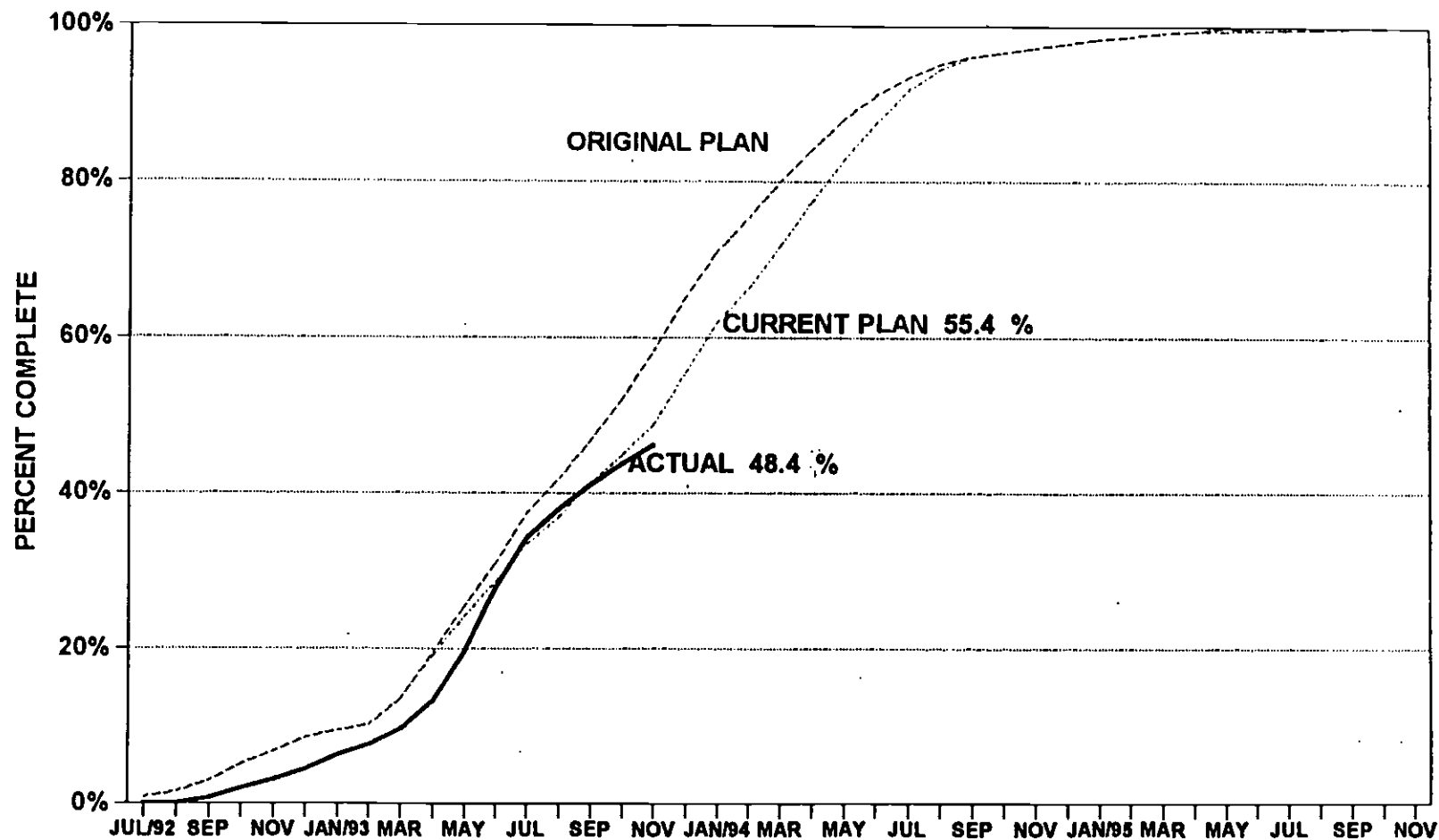


PROJECT COMMITMENTS - PROJECT

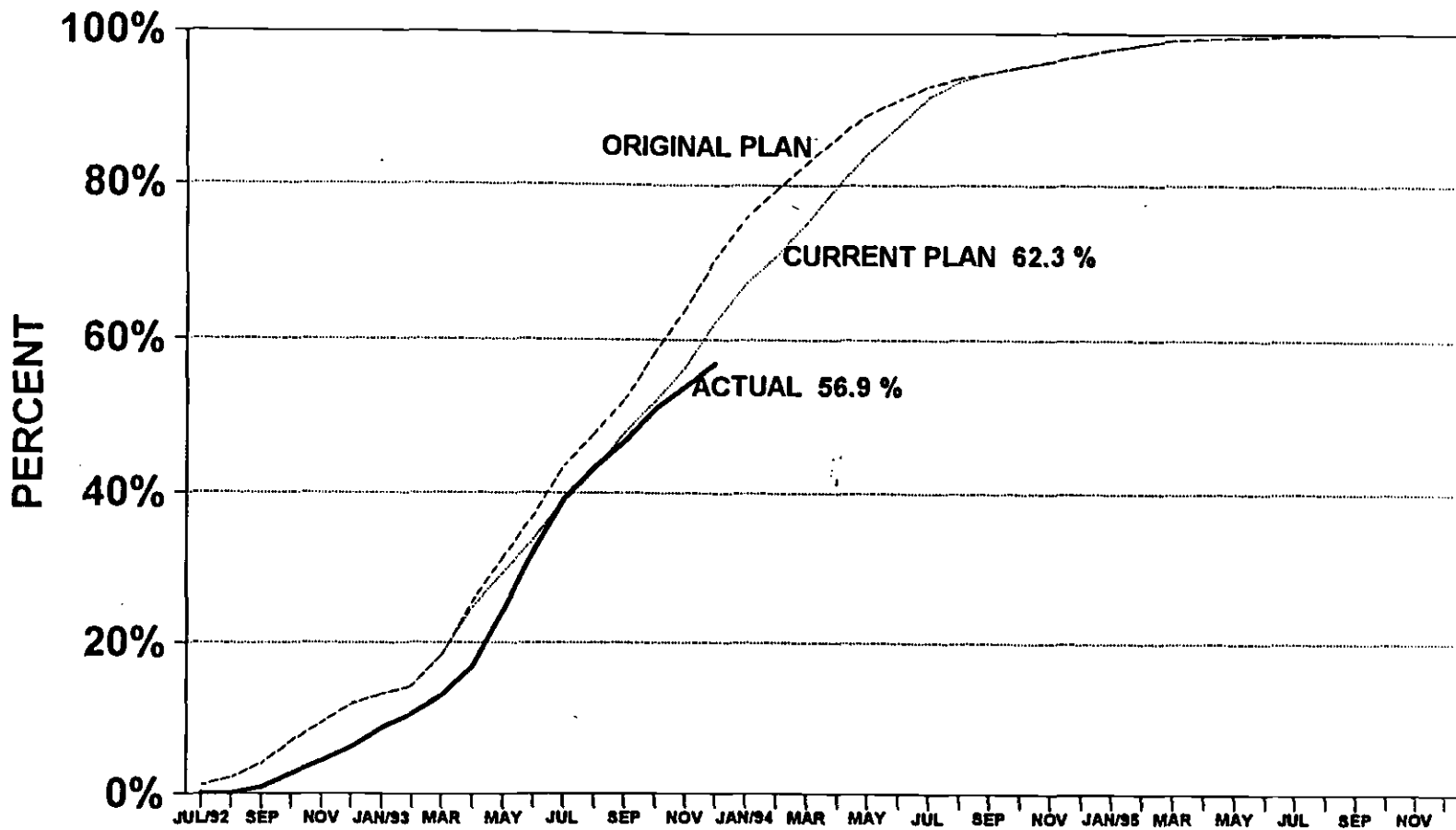
FISCAL YEAR



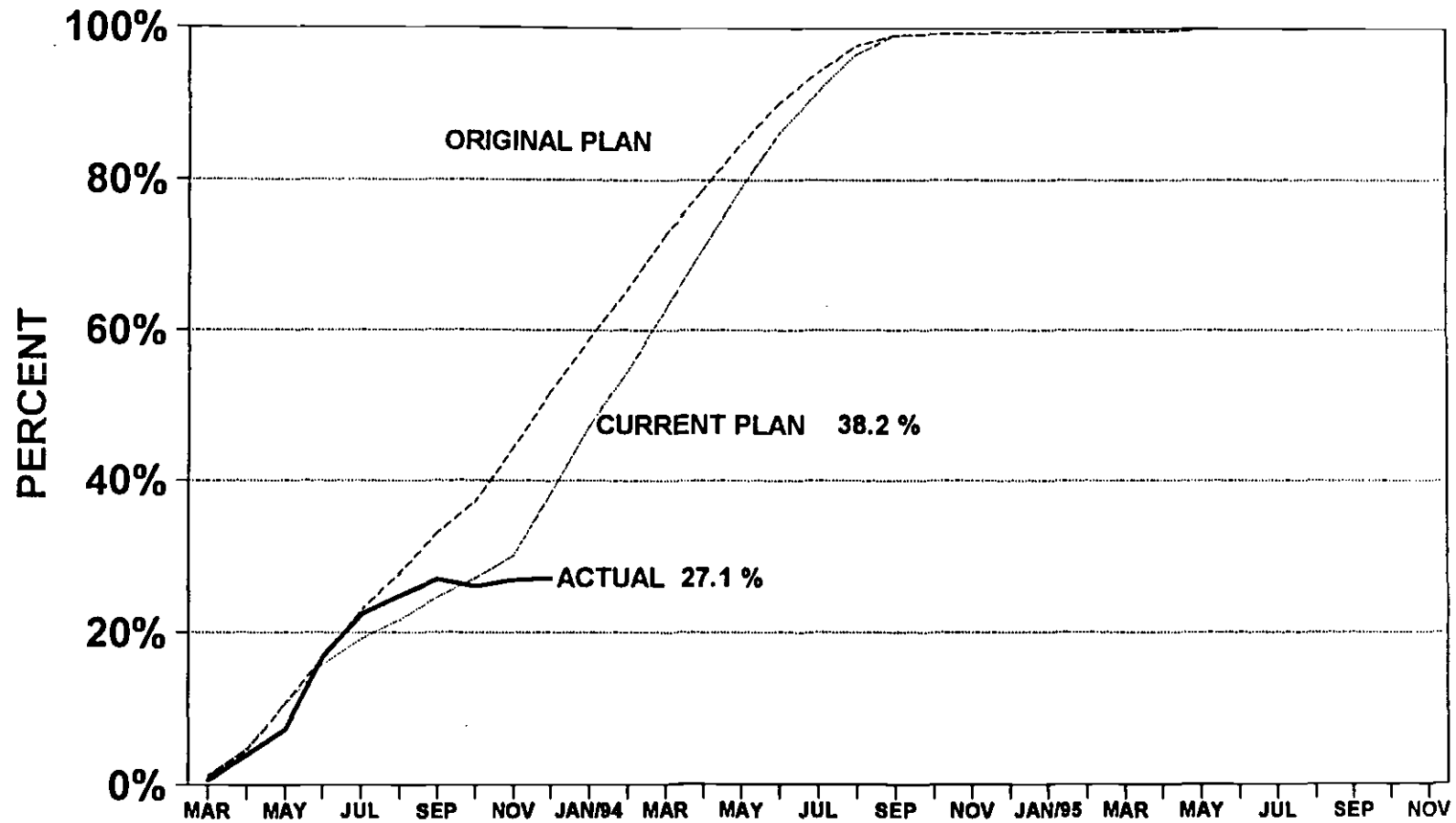
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXT- FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN



ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	1992	1993	1994	1995	1996	1997	1998	1999	2000
ENGINEERING MGMT - NORTH HOLLYWOOD EXTENSION											
C311 DESIGN UNIVERSAL CITY TO STA. 630+00	1SEP92A	6JUN94	C311 DESIGN UNIVERSAL CITY TO STA. 630+00								
C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00											
UM 311 BID / AWARD	7JUN94	21DEC94	UM 311 BID / AWARD								
MOBILIZATION & SETUP	22DEC94	17MAR95	MOBILIZATION & SETUP								
FABRICATE TUNNEL BORING MACHINE & ASSEMBLE	22DEC94	30JAN96	FABRICATE TUNNEL BORING MACHINE & ASSEMBLE								
INSTALLATION SOLDIER PILES, CROSSOVER	20MAR95	12MAY95	INSTALLATION SOLDIER PILES, CROSSOVER								
EXCAVATE CROSSOVER (TUNNELING SHAFT)	15MAY95	20SEP95	EXCAVATE CROSSOVER (TUNNELING SHAFT)								
TUNNEL EXCAVATION & TBM REMOVAL	21SEP95	14OCT96	TUNNEL EXCAVATION & TBM REMOVAL								
EXCAVATE SINGLE CROSSOVERS	5AUG96	25NOV96	EXCAVATE SINGLE CROSSOVERS								
EXCAVATION OF ROOMS BY VENT SHAFT	3SEP96	26DEC96	EXCAVATION OF ROOMS BY VENT SHAFT								
TUNNEL CONCRETE INVERT/ARCH/W.WAY/X-PASSAGE	12NOV96	26NOV97	TUNNEL CONCRETE INVERT/ARCH/W.WAY/X-PASSAGE								
C0321 UNIVERSAL CITY STATION W/ CROSSOVER											
CONCRETE & FINISH CROSSOVER EAST OF STATION	26NOV96	24FEB98	CONCRETE & FINISH CROSSOVER EAST OF STATION								
C0610 TRACK WORK INSTALLATION											
TRACK CONCRETE (TIES)	25SEP96	3JUN98	TRACK CONCRETE (TIES)								
B620 AUTOMATIC TRAIN CONTROL											
WAYSIDE EQUIP & CABLE INSTALLATION	20FEB98	8OEC98	WAYSIDE EQUIP & CABLE INSTALLATION								
B645 SCADA											
SCADA INTERFACE TESTS WITH SUBSYSTEMS	10FEB98	10SEP99	SCADA INTERFACE TESTS WITH SUBSYSTEMS								
SCADA SYSTEM FIELD ACCEPTANCE TESTING	24JUL98	22APR99	SCADA SYSTEM FIELD ACCEPTANCE TESTING								
SUBSYSTEM LOCAL TESTS WITH SCADA	29JUL98	22APR99	SUBSYSTEM LOCAL TESTS WITH SCADA								
H0648 COMMUNICATION INSTALLATION											
COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST	17FEB99	10SEP99	COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST								
TEST AND STARTUP											
INTEGRATION TESTS - ALL SYSTEMS NHLYMD	13SEP99	14FEB00	INTEGRATION TESTS - ALL SYSTEMS NHLYMD								
PREREVENUE OPERATIONS-NHLYMD	15FEB00	28JUL00	PREREVENUE OPERATIONS-NHLYMD								
R.O.D. (NORTH HOLLYWOOD)		28JUL00	R.O.D. (NORTH HOLLYWOOD)								
Target Date 27NOV93 Pilot Date 20JAN94 Data Date 1JAN94 Project Start 24JUN93 Project Finish 17MAY98			RAIL CONSTRUCTION CORPORATION NORTH HOLLYWOOD EXTENSION CRITICAL PATH (PMSR)			CONTRACT NUMBER C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00 C0321 UNIVERSAL CITY STATION W/ CROSSOVER C0610 TRACK WORK INSTALLATION B620 AUTOMATIC TRAIN CONTROL B645 SCADA H0648 COMMUNICATIONS INSTALLATION TESTING AND STARTUP R.O.D. (NORTH HOLLYWOOD)			Date Revision Checked/Approved		
(c) Primavera Systems, Inc.											

