


# RAIL CONSTRUCTION CORPORATION



## Executive Report Rail Program Status



  
**Rail  
Construction  
Corporation**

 A Subsidiary of  
the Los Angeles County  
Transportation Commission

# **RAIL PROGRAM STATUS SUMMARY**

## RAIL PROGRAM STATUS SUMMARY

<b>Metro Red Line Segment 1</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,249,900	Design:	
Expended to Date	1,387,918 **	Actual:	100%
Current Budget	1,450,019	Construction:	
<b>Schedule Status</b>		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
** Expenditure data through May 1993			
<b>Metro Red Line Segment 2</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,446,432	Design:	
Expended to Date	474,405 *	Actual:	94%
Current Budget	1,511,682	Construction:	
<b>Schedule Status: Revenue Operations Dates:</b>		Actual:	22%
	Wilshire Vermont/Hlywd		
Original	Jul '96 Sep '98		
Forecast	Jul '96 Sep '98		
<b>Metro Red Line Segment 3 - North Hollywood Extension</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	1,310,822	Design:	
Expended to Date	19,443 *	Actual:	37%
Current Budget	1,310,822	Construction:	
<b>Schedule Status</b>		Actual:	0%
Revenue Operations Date:			
Original	2000		
Forecast	2000		
<b>Metro Red Line Segment 3 - Mid-City Extension</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	490,663	Design:	
Expended to Date	1,307 *	Actual:	22%
Current Budget	490,663	Construction:	
<b>Schedule Status</b>		Actual:	0%
Revenue Operations Date:			
Original	1999		
Forecast	1999		
<b>Metro Green Line (Budget and forecast excludes North Coast Segment)</b>			
<b>Cost Status</b>	(\$000)	<b>Project Progress</b>	
Original Budget	671,000	Design:	
Expended to Date	370,026 *	Actual:	99%
Current Budget	722,402	Construction:	
<b>Schedule Status</b>		Actual:	62%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
* Expenditure data through June 1993			

<b>Metro Pasadena Line</b>			
<b>Cost Status</b>		<b>Project Progress</b>	
	(\$000)		
Original Budget	841,000	Design:	
Expended to Date	16,689 *	Actual:	39%
Current Budget	841,000	Construction:	
<b>Schedule Status:</b>		Actual:	0%
Revenue Operations Date:			
Original	November 1997		
Forecast	November 1997		
* Expenditure data through June 1993			

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

STATUS DATE: 07/30/93

(IN THOUSANDS)

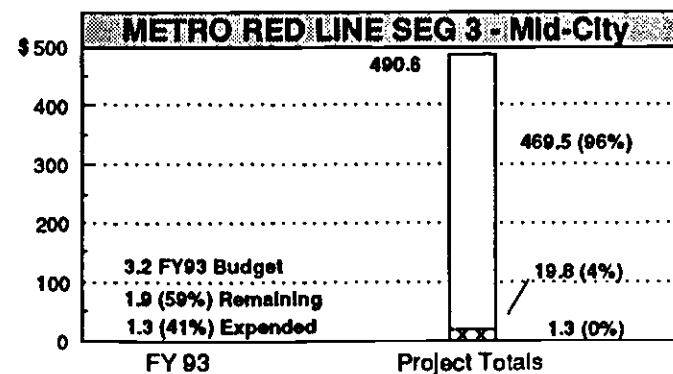
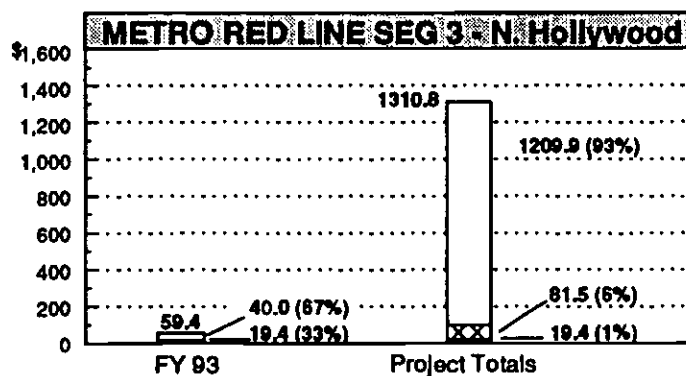
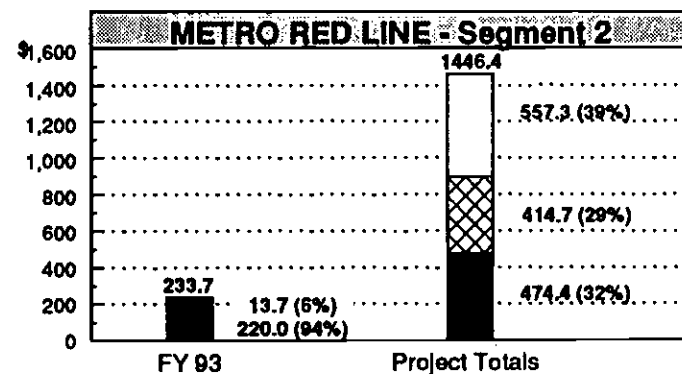
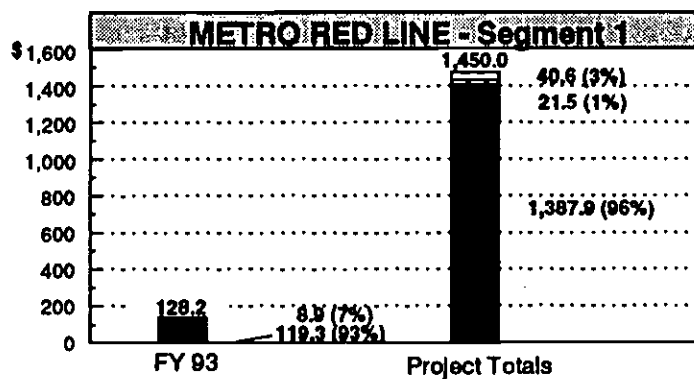
PROJECT: TOTAL RAIL PROGRAM

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	4,296,583	4,507,371	31,422	2,294,335	32,028	1,796,787	46,603	1,752,854	4,472,022	(35,349)
S PROFESSIONAL SERVICE	1,453,048	1,734,283	6,663	1,199,931	30,584	956,890	27,929	946,608	1,724,950	(9,333)
R REAL ESTATE	453,432	517,647	3,548	284,489	4,059	267,702	5,300	267,612	521,535	3,888
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	118,439	1,795	93,955	611	76,641	611	76,121	126,805	8,366
D SPECIAL PROGRAMS	11,044	20,870	60	6,008	67	1,313	37	1,283	28,808	7,938
C CONTINGENCY	452,990	276,392	0	0	0	0	0	0	308,924	32,532
A PROJECT REVENUE	(18,115)	(36,395)	(1)	(819)	0	(6,410)	0	(6,410)	(36,695)	(300)
PROJECT GRAND TOTAL	6,781,169	7,138,607	43,487	3,877,899	67,349	3,092,923	80,480	3,038,068	7,146,349	7,742

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	57,024	15	15	0	0	0	0	60,014	2,990
S PROFESSIONAL SERVICE	0	8,226	0	4,465	(300)	4,025	867	2,429	8,226	0
R REAL ESTATE	0	0	0	0	0	0	0	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	0	3	0	3	98	98
C CONTINGENCY	0	0	0	0	0	0	0	0	0	0
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,250	15	4,480	(300)	4,028	867	2,432	68,338	3,088
PROJECT GRAND TOTAL	6,781,169	7,203,857	43,502	3,882,379	67,049	3,096,951	81,347	3,040,500	7,214,687	10,830

This report includes total project costs for the Metro Blue Line of \$877,271.  
It does not include project costs for any Metrolink start-up lines.

**BUDGET STATUS - July 30, 1993**  
(In \$ Millions)



Actual Spent
  Encumbered
  Remaining Budget

**BUDGET STATUS - July 30, 1993**  
(In \$ Millions)

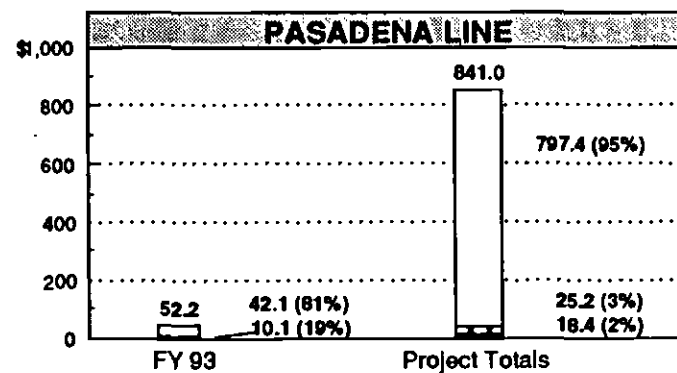
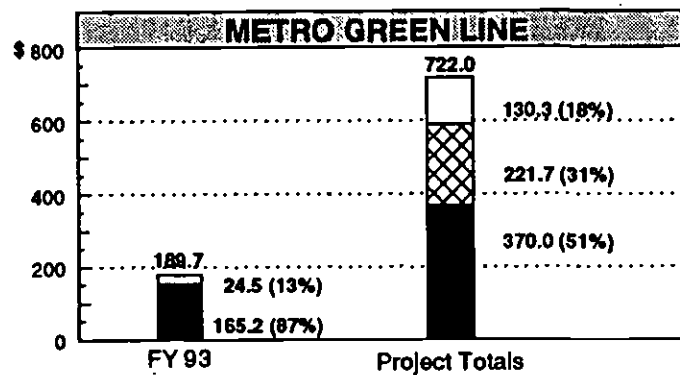
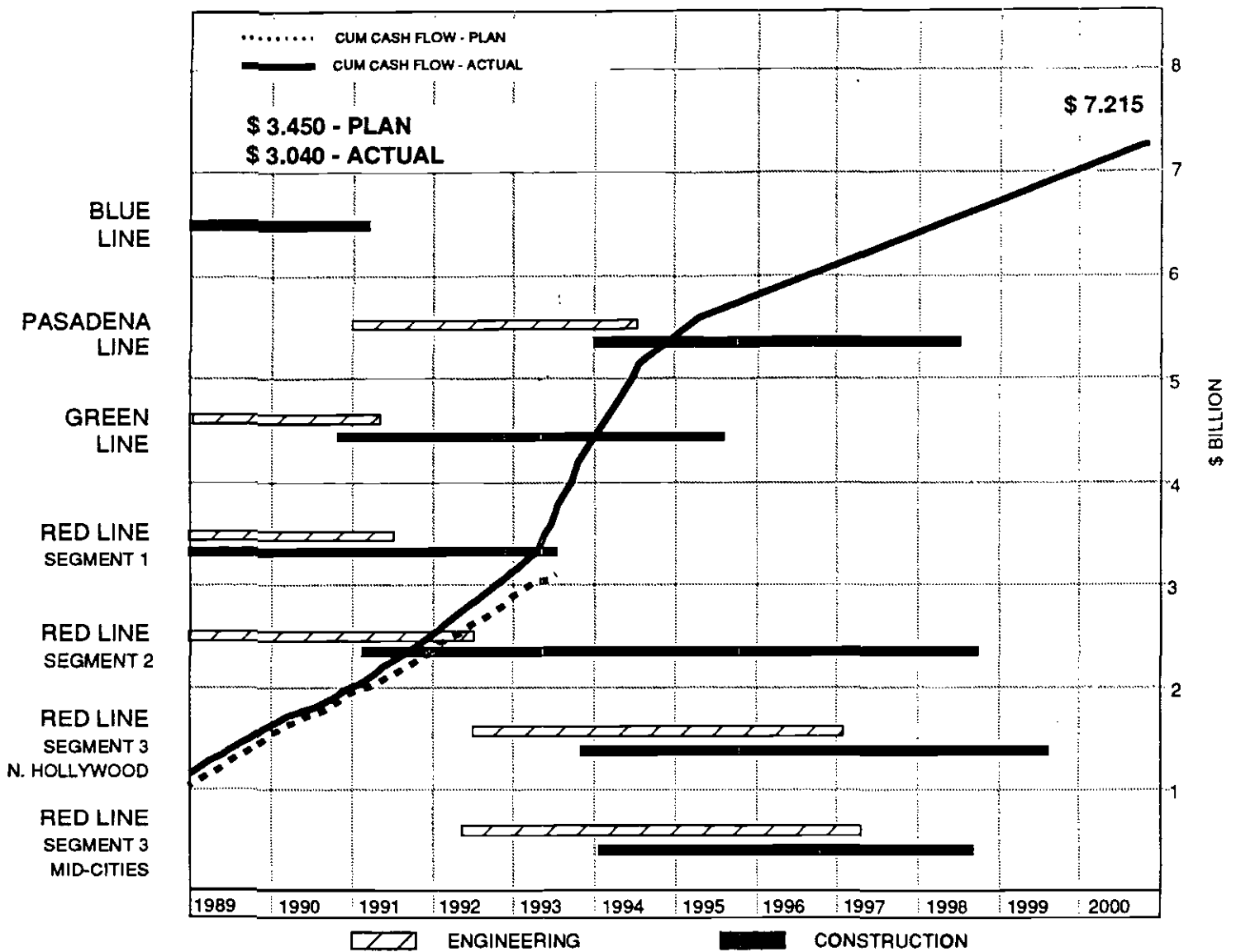


Figure 1 - Rail Construction Plan





## RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	2195.9	30
FTA-SEC 3 DEFERRED LOCAL SHARE																
ISTEA											25.0	2	55.4	11	80.4	1
FLEXIBLE CONGESTION RELIEF													26.0	5	26.0	0
FTA-SECTION 9							90.6	6							90.6	1
STATE			405.6	48			210.3	15	186.0	12	190.0	14	72.3	15	1064.2	15
SB 1995 TRUST FUND											53.0	4			53.0	1
PROPOSITION A	877.2	100			205.1	28	179.5	12	439.4	29					1701.2	24
TRANSIT ENHANCEMENT (PROP A/C)									63.2	4					63.2	1
PROPOSITION C			435.4	52	509.5	70					344.7	26	94.4	19	1384.0	19
IMPERIAL HWY GRD SEP (STATE TCI)					4.5	1									4.5	0
AMERICAN DISABILITY ACT (PROP C)					6.4	1			5.1	0					11.5	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
FORECAST																
TOTAL	877.2	100	841.0	100	725.5	100	1450.1	100	1514.7	100	1310.8	100	490.7	100	7210.0	100

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

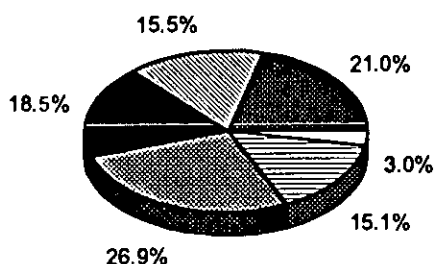
\*\* LRT PORTION INCLUDED IN BLUE LINE FORECAST.

# CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 07/30/93

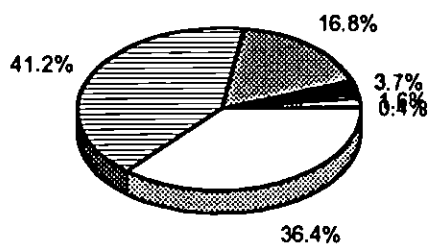
## COST LEVEL

Total: \$48 Million

VOLUME



DOLLARS

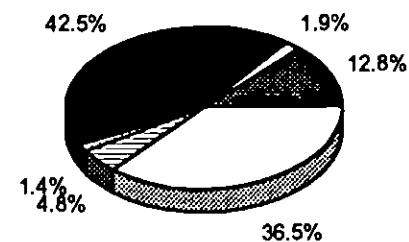
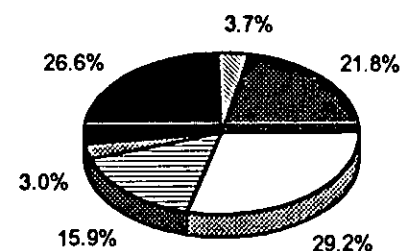


## Legend

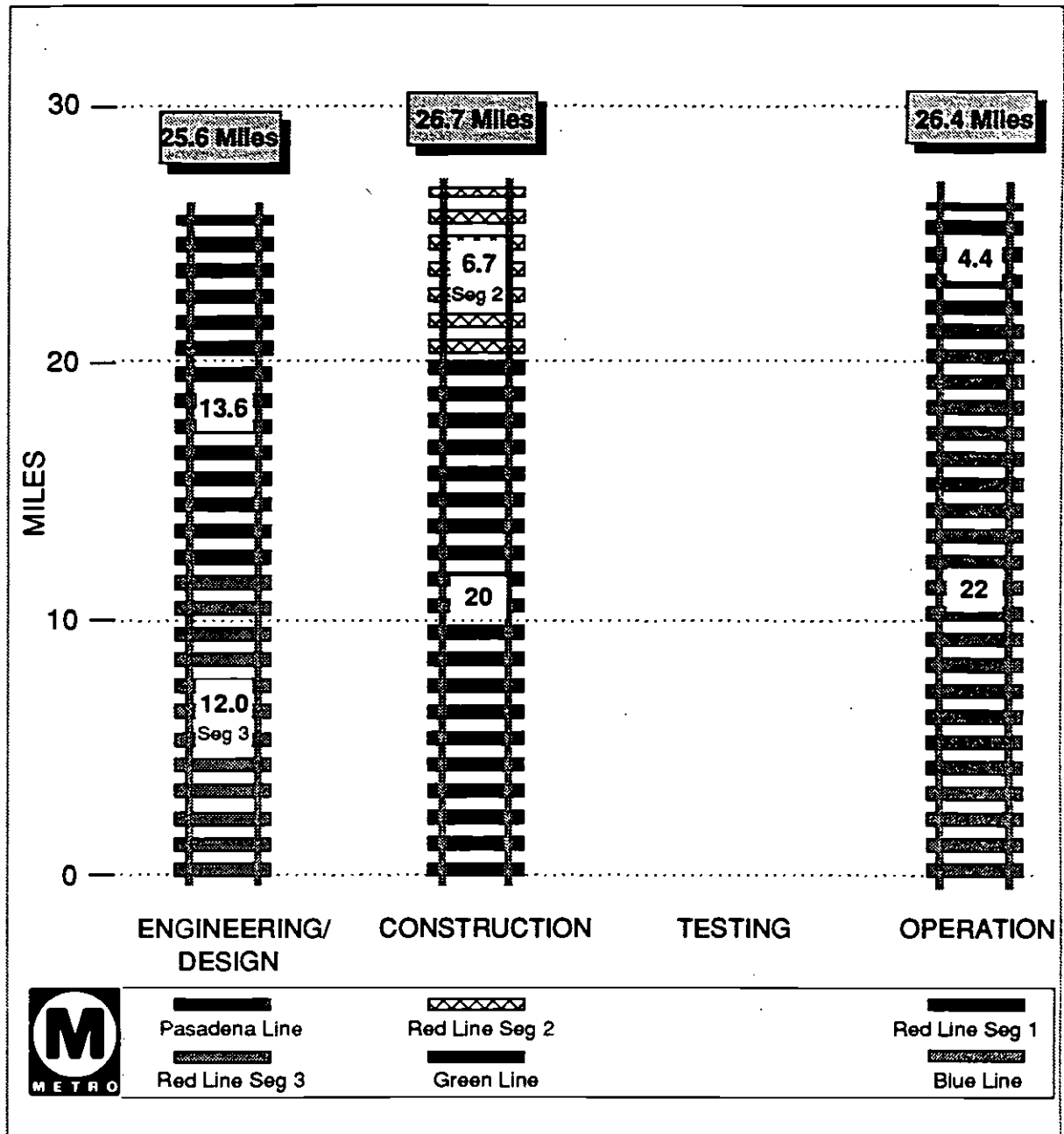
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

## BASIS

Total: 271



## METRO RAIL SYSTEMS PROGRESS REPORT



JUNE 1993

TOTAL\_7.DRW

**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 Line	63	4	11	48	126
Green Line	39	39	0	0	0
Red Line Seg 2	86	68	9	9	72
Red Line Seg 3 NH	178	8	163	15*	70
Red Line Seg 3 MC	64	0	55	6*	150

\* 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 24.5% which exceeds the corporate goal by 4.5%. 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 4.2% of total program costs, which just exceeds the 4% corporate goal by 0.2%. 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 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		TOTAL PROGRAM		CORPORATE GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	492,750	58.27%	499,277	68.82%	813,539	56.11%	1,012,360	66.83%	847,578	64.66%	337,889	68.86%	4,660,880	64.60%	
REAL ESTATE	55,592	6.34%	72,308	8.55%	26,046	3.59%	140,000	9.66%	89,751	5.93%	84,534	6.45%	53,303	10.86%	521,534	7.23%	
PROFESSIONAL SERVICES:																	
ENGINEERING/DES	69,587	7.93%	75,001	8.87%	73,166	10.08%	221,661	15.29%	143,423	9.47%	82,187	6.27%	34,463	7.02%	699,488	9.70%	
CONSTR MGMT.	91,642	10.45%	71,580	8.46%	70,339	9.70%	116,429	8.03%	131,270	8.67%	84,000	6.41%	35,000	7.13%	600,260	8.32%	
STAFF	17,655	2.01%	31,338	3.71%	27,607	3.81%	94,708	6.53%	59,900	3.95%	52,433	4.00%	19,627	4.00%	303,268	4.20%	4%
OTHER	14,222	1.62%	27,335	3.23%	18,073	2.49%	32,610	2.25%	22,644	1.49%	38,127	2.76%	10,381	2.12%	161,392	2.24%	SAFETY & SECURITY
SUBTOTAL	193,106	22.01%	205,254	24.27%	189,185	26.08%	465,408	32.10%	357,237	23.58%	254,747	19.43%	99,471	20.27%	1,764,408	24.46%	20%
CONTINGENCY	963	0.11%	75,332	8.91%	17,508	2.41%	31,072	2.14%	55,722	3.68%	123,963	9.46%		0.00%	304,560	4.22%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%		0.00%		0.00%	(36,695)	-0.51%	
GRAND TOTAL	877,271	100.00%	845,644	100.00%	725,498	100.00%	1,450,019	100.00%	1,514,770	100.00%	1,310,822	100.00%	490,663	100.00%	7,214,687	100.00%	

RCC PROJECT MANAGEMENT OVERSIGHT CONSULTANT  
ITEMS FOR RCC ACTION

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

NEW - July 1993

**No New Items**

ONGOING - March 1993

**Concern:** The design criteria for Metro Pasadena Line is not yet approved by RCC.

**Action:** Review and approve December 1992 Metro Pasadena Line design and performance criteria.

**Status:** Under RCC review.

**Concern:** The Metro Pasadena Line (MPL) staff has not yet developed a Value Engineering Plan.

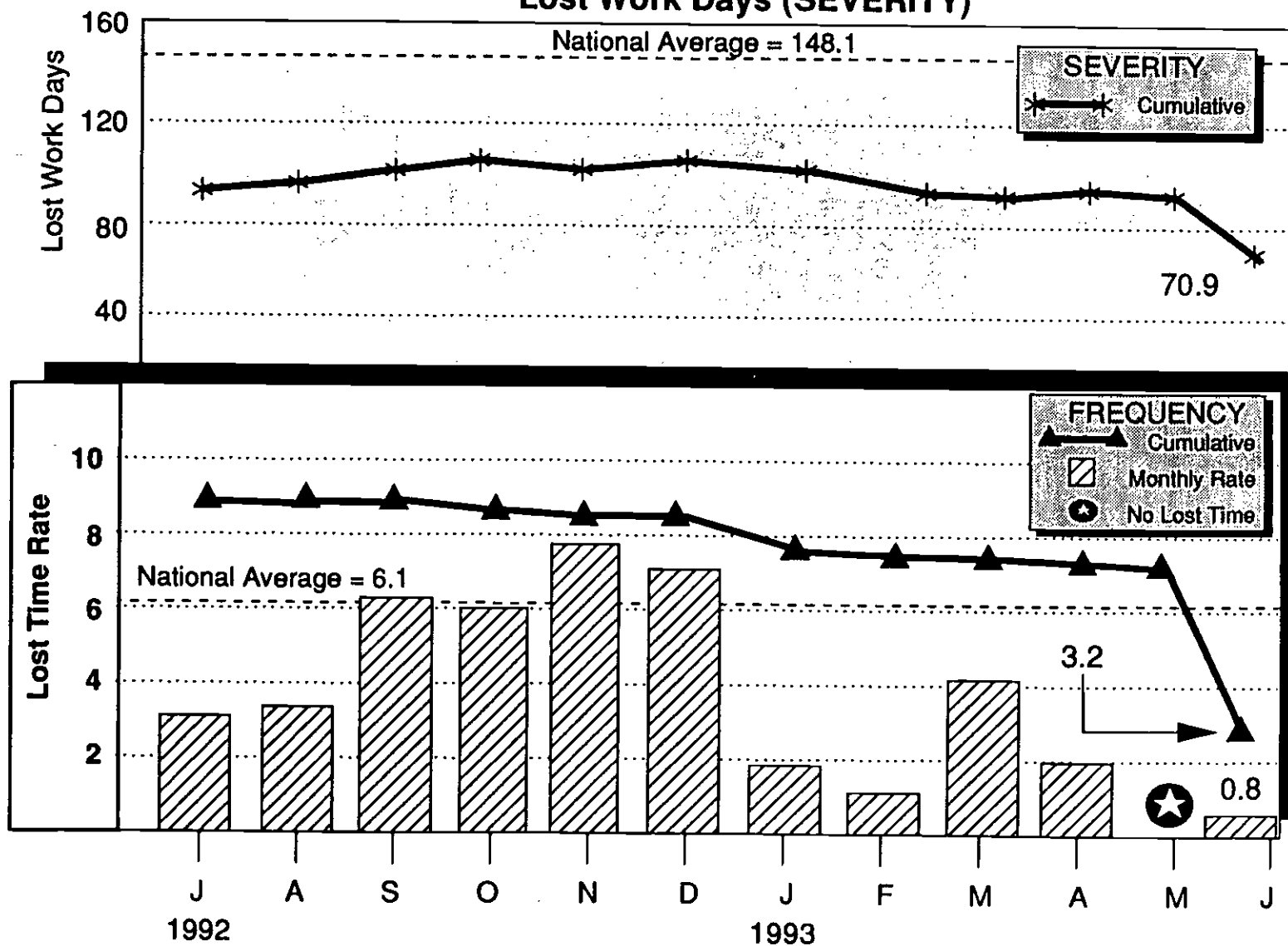
**Action:** A schedule for conducting Value Engineering should be developed immediately.

**Status:** The MPL staff has agreed to this recommendation and is preparing an action plan.

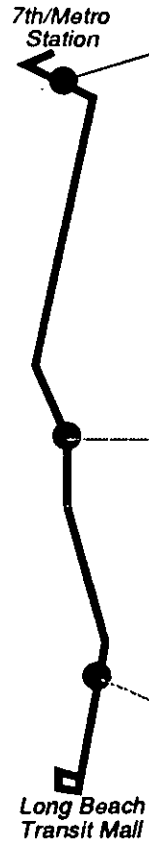
RESOLVED -

**No New Items**

## TOTAL PROGRAM

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

# METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Line Section	Cumulative Accident Rate Per Month	Total Accidents
<b>Los Angeles Street Running - Slow Speeds.</b>		<b>72 Accidents</b> Majority of accidents were caused by illegal left turns into the path of the train. <i>6 Accidents this month.</i>
<b>Cab Signal - Speeds Between 25 and 55 MPH.</b>		<b>40 Accidents</b> Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here. <i>No Accidents this month.</i>
<b>Long Beach Street Running - Slow Speeds.</b>		<b>80 Accidents</b> Majority of accidents were caused by illegal left turns into the path of the train. <i>4 Accidents this month.</i>
<b>Blue Line Summary</b>		<b>192 Total Accidents</b> <i>10 Accidents this month.</i>



## INVOICE PROCESSING

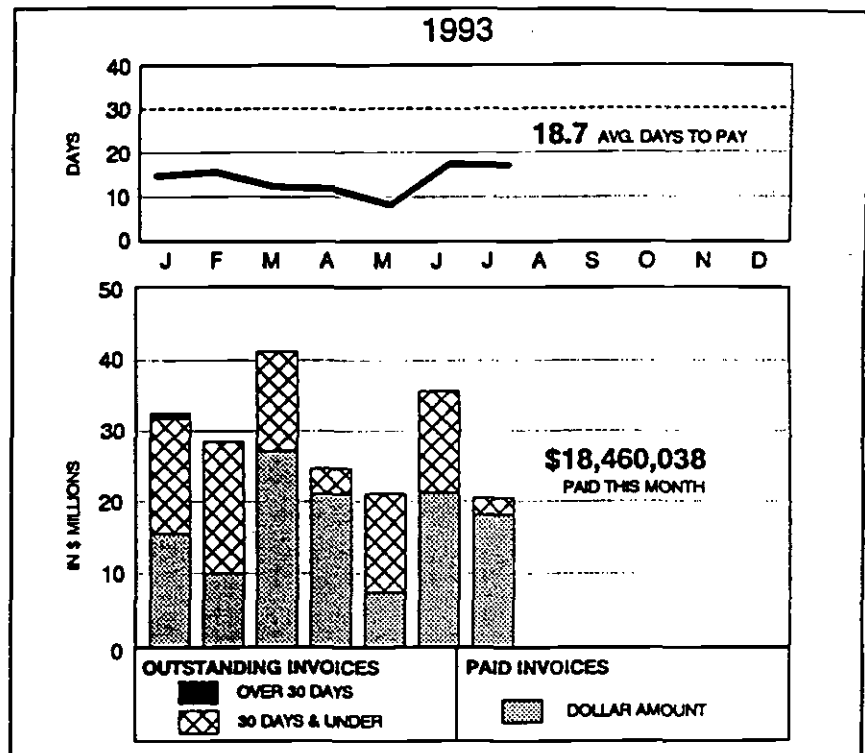
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.7 days.

- 33 invoices were paid this month for a total value of \$18,460,038.

- There were 9 outstanding Construction or Procurement invoices under 30 days old for \$2,395,472.

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

## Construction/Procurement Invoice Status



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

## OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1993	10	3,622,751	0	0	58	5,856,361	10	147,990
MAY 1993	13	13,720,341	0	0	70	13,302,747	16	352,691
JUN 1993	18	14,446,028	0	0	62	10,758,129	16	506,138
JUL 1993	9	2,395,472	0	0	60	3,638,763	10	462,440

RAIL CONSTRUCTION CORPORATION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD

90 Days  
R05 Metro Pasadena Project

Page: 1

UPDATE:26-Aug-93

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		
C6410	LA River Bridge	FP			09/22/93	10/13/93	11/10/93	11/16/93	11/29/93	12/15/93	VRANESH	\SCALA	\HADNETT

RAIL CONSTRUCTION CORPORATION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD

90 Days  
R23 Metro Green Line

Page: 2

UPDATE:26-Aug-93

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		
C0170	ADA Elevators-Civil Work				10/02/93	11/23/93	01/13/94	01/27/94			J. Jackson	\A. Griesbach	U. Dale

**RAIL CONSTRUCTION CORPORATION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD  
90 Days  
R81 Metro Red Line Segment 2**

Page: 4

UPDATE:26-Aug-93

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
B261	VERMONT/SUNSET STATION	unit			09/27/93	10/21/93	12/09/93	12/17/93	01/04/94	01/26/94	MAHLER \Carmichael \Brown
B271	HOLLYWOOD/WESTERN STATION	unit			08/30/93	09/23/93	11/18/93	12/17/93	01/04/94	01/26/94	Antenucci \Tamuri \McCamy
B641	Radio System (Design/Furnish/Install)	unit	02/12/92		09/20/93	10/13/93	11/11/93	11/19/93	12/06/93	12/15/93	MARROQUIN\Bennett \Brown
B643	CLOSED CIRCUIT TV (PROCUREMENT)	unit	02/14/93		10/04/93	11/11/93	12/16/93	12/30/93	01/04/94	01/26/94	MAHAFFEY \Bennett \Brown
B644	CABLE TRANSMISSION SYSTEM (PROC	unit	01/19/93		09/07/93	10/14/93	11/17/93	11/24/93	12/06/93	12/15/93	Cervantes \Morales \Brown
B647	Gas Monitoring System (Procurement)	unit	02/17/92		08/30/93	09/22/93	11/03/93	11/19/93	12/06/93	12/15/93	MAHAFFEY \Morales \Brown
B648	COMMUNICATIONS (INSTALL)				09/20/93	10/07/93	12/09/93	12/17/93	01/10/94	01/26/94	Cervantes \Morales \Mora
B648A	COMMUNICATIONS INSTALL (WILSHIRE	unit			09/20/93	10/07/93	12/09/93	12/17/93	01/04/94	01/26/94	Cervantes \Morales \Brown
B650	PASSENGER VEHICLE (DESIGN/SUPPLY	RFP			11/01/93	12/16/93	01/13/94	01/28/94	02/07/94	02/23/94	Antenucci \Nelson \Brown
B760	SIGNS & GRAPHICS (DESIGN/SUPPLY)	unit	01/06/93		09/13/93	10/06/93	11/11/93	11/19/93	12/06/93	12/15/93	MAHAFFEY \ \

**RAIL CONSTRUCTION CORPORATION  
PRE CONTRACT STATUS SCHEDULE  
SUMMARY LOOK AHEAD  
90 Days  
R82 Metro Red Line Segment 3**

Page: 5

UPDATE:26-Aug-93

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
C0403	Olympic/Crenshaw Utility Rearrangement				10/21/93	11/19/93	12/27/93	01/07/94	01/19/94	01/31/94	Mendoza \Fuks \Williams
C0408	Olympic/Crenshaw Demolition				09/16/93	10/15/93	11/17/93	12/01/93	12/06/93	12/08/93	Mendoza \Fuks \Williams
C0411	Line Sec: Wilshire/Western to Pico/S.Vic				10/07/93	12/14/93	02/15/94	03/02/94	03/23/94	04/07/94	Gatewood \Wilson \Williams
C0428	Pico/San Vicente Demolition				09/16/93	10/15/93	11/17/93	12/01/93	12/06/93	12/08/93	Mendoza \Fuks \Williams

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

- ▶ Current Budget               \$841
- ▶ Current Forecast           \$846 (A)

(A) Includes grant monies for "Urban Greenways" Program

**SCHEDULE STATUS**

- ▶ Current Approved Revenue Operations Date: November, 1997
- ▶ Design Progress

- Actual                   39%

- ▶ Construction Progress

- Actual                   00% (B)

(B) Construction planned to begin February 01, 1994

**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	63	4	11	4B	126
LAST MONTH	61	4	11	46	117

## EXECUTIVE SUMMARY

Final Design is continuing, with the Chinatown Aerial structure In-Progress submittal issued to RCC for review. In-Progress reviews have been completed for the Arroyo Seco Bridge and the LA River Bridge. Overall design progress now stands at 39% complete - an increase of 11%.

Public Affairs and the Art-For-Rail Program continued to conduct meetings with the communities of Highland Park, Chinatown, South Pasadena, and Pasadena. This strategy continues to clear a path for future coordination and cooperation with the communities that will be a part of this project.

## 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 define the scope of work for the Yard & Shops.
- Action:** EMC/RCC to resolve engineering issues related to secondary access for the LA Fire Department (LAFD) and the provision for an Elysian Park bike path.
- Status:** Discussion is ongoing with the designer and RCC/MTA Operations & Maintenance staff to refine Yard & Shops layout and to provide the required operational interface with the railroad to move freight cars across yard tracks to Capitol Milling. The final layout for a combined access road/bikeway plan from Elysian park to the Midway Yard is in progress for presentation to LAFD, LADOT and LA Department of Parks & Recreation.

**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. Width of the platform beyond the previously defined easement requires further negotiation with Catellus.
- Action:** RCC and Metrolink have met with Catellus and Ratkovich and presented alternative Pasadena and Metrolink alignments. An alignment has been agreed to in principle by all parties. Final Design has commenced.
- Status:** MTA Facilities and Procurement office is heading the negotiations on policy issues for MTA at Union Station. RCC is providing ongoing technical support and is preparing a modified easement for presentation to Catellus.

**Real Estate**

- Concern:** The real estate acquisition effort is behind schedule. Full and partial takes still need to be certified.
- Action:** The Pasadena Project team has facilitated 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 preliminarily identified in the right-of-way acquisition control matrix. Additional parcels along the Santa Fe ROW for full or partial takes have been identified. The matrix will continue to be updated monthly.

**Del Mar Station**

- Concern:** Identification of an acceptable concept for the Del Mar Station and park-and-ride facilities.
- Action:** RCC to continue discussions with the City of Pasadena and MTA bus operations on site development and to provide direction to EMC for final design.
- Status:** Regular joint development meetings are in progress to define financial obligations of LACMTA and the City of Pasadena and agreed on a concept for the transportation center.

**Marmion Way (Avenue 50 to Avenue 60)**

- Concern:** Identification of an acceptable cross section within the narrow right-of-way and parallel frontage roads is required to support final design.
- Action:** RCC has agreed in principle with the City of Los Angeles, Fire/Life Safety, and the CPUC on acceptable cross section through the Marmion Way segment.
- Status:** Certification is in progress for additional full and partial property acquisitions which have been identified for emergency vehicle access. RCC Environmental Compliance, along with the San Gabriel Area team, has defined potential impacts to the EIR/EIS process and will proceed with a SEIR.

**KEY ACTIVITIES - JULY**

- ▶ RCC continued to refine Midway Yard conceptual design and related operational issues.
- ▶ Awarded service contracts for waste handling.
- ▶ Finalized negotiations for final design with the station and landscape designers.
- ▶ Continued certification process for additional full and partial takes required along Avenue 50-Avenue 60. Identified EIR/EIS impacts and prepared scope of work for SEIR.
- ▶ Finalized MCA with the City of South Pasadena.
- ▶ Submitted right-of-way certification for LRT alignment easement through Cornfield Yard.
- ▶ Continued final design on at-grade line segments, LA River Bridge, Arroyo Seco Bridge, and the 210 Freeway line segment bridge modifications.

**KEY ACTIVITIES - PLANNED FOR AUGUST**

- ▶ Award SEIR services contract, begin SEIR process.
- ▶ Finalize close-out of Preliminary Engineering. Obtain RCC/MTA Board approval for EMC Final Design budget.
- ▶ Finalize special permitting process with the cities of Los Angeles and Pasadena.
- ▶ Award Final Design contracts for the line segment from Del Mar to Walnut Street, station design contracts, and landscape design contracts.
- ▶ Complete right-of-way certification for LRT alignment easement modifications at Union Station.
- ▶ Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.



RCC  
Project R05

RAIL CONSTRUCTION CORPORATION  
METRO PASADENA PROJECT  
Project Cost by Element

Page: 1  
Report Date: 13-Aug-93  
Status Date: 30-Jul-93

(\$ x 000's)

Description	Budget		Commitments		Incurred Cost		Expenditures		Current	Variance
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T Construction	515,171	480,929	0	708	0	692	0	688	481,429	500
S Professional Services	183,206	197,415	1,785	41,619	350	20,232	995	15,679	196,208	(1,207)
R Real Estate	68,100	72,308	0	6	0	7	0	7	72,308	0
F Utility/Agency Force Accounts	8,442	11,321	86	1,196	57	284	57	284	11,321	0
D Special Programs *	3,377	4,402	30	61	30	61	0	31	8,046	4,644
C Contingency	62,705	74,625	0	0	0	0	0	0	75,332	707
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	1,901	43,590	437	21,275	1,051	16,688	845,644	4,644

\* Forecast includes grant monies for "Urban Greenways" Program.

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

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

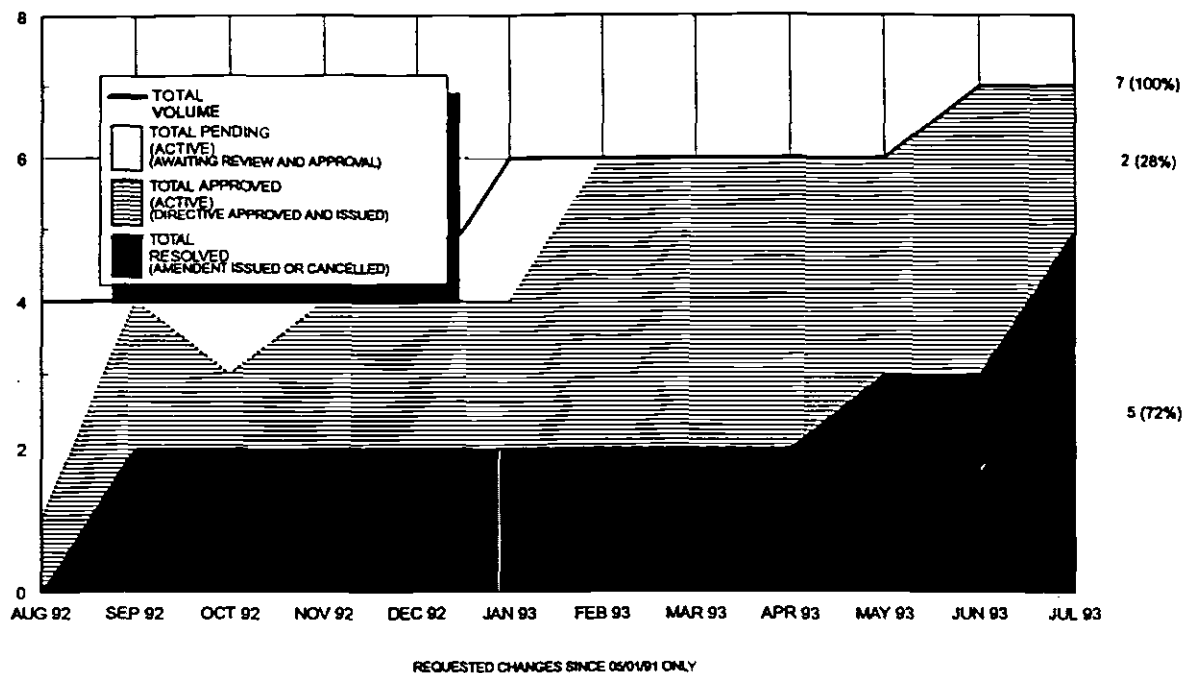
11-Aug-93

JUNE 93

STATUS OF FUNDS BY SOURCE

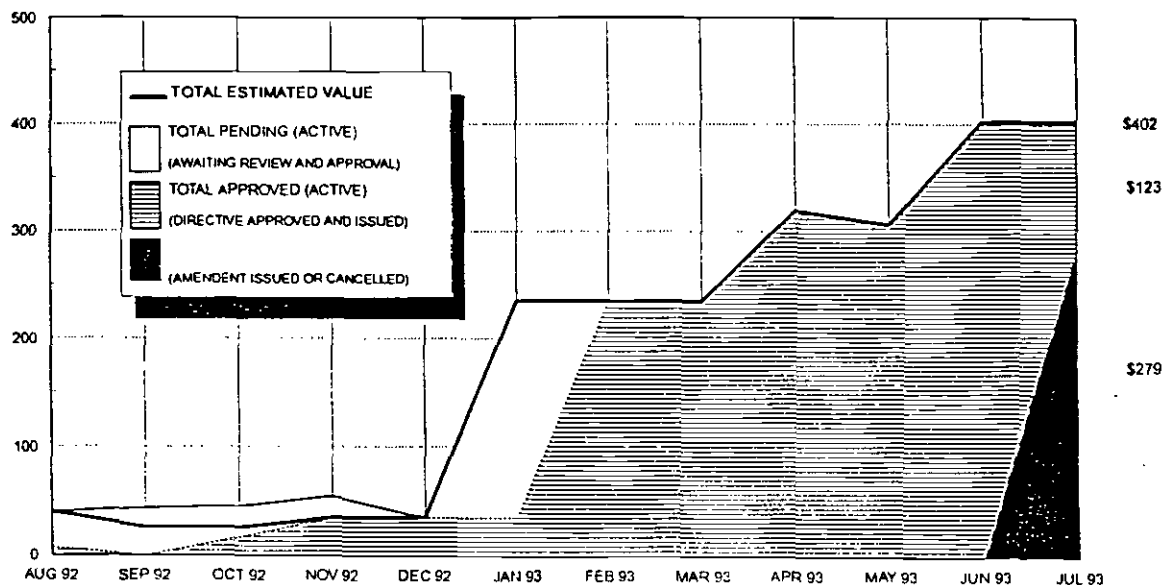
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP C	\$435,437	\$21,847	\$43,590	10%	\$16,841	4%	\$16,841	4%
STATE PROP 108	\$368,300	\$0	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$37,263	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$841,000	\$21,847	\$43,590	5%	\$16,841	2%	\$16,841	2%

CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA LINE CONSULTANT CHANGE REQUEST VOLUME

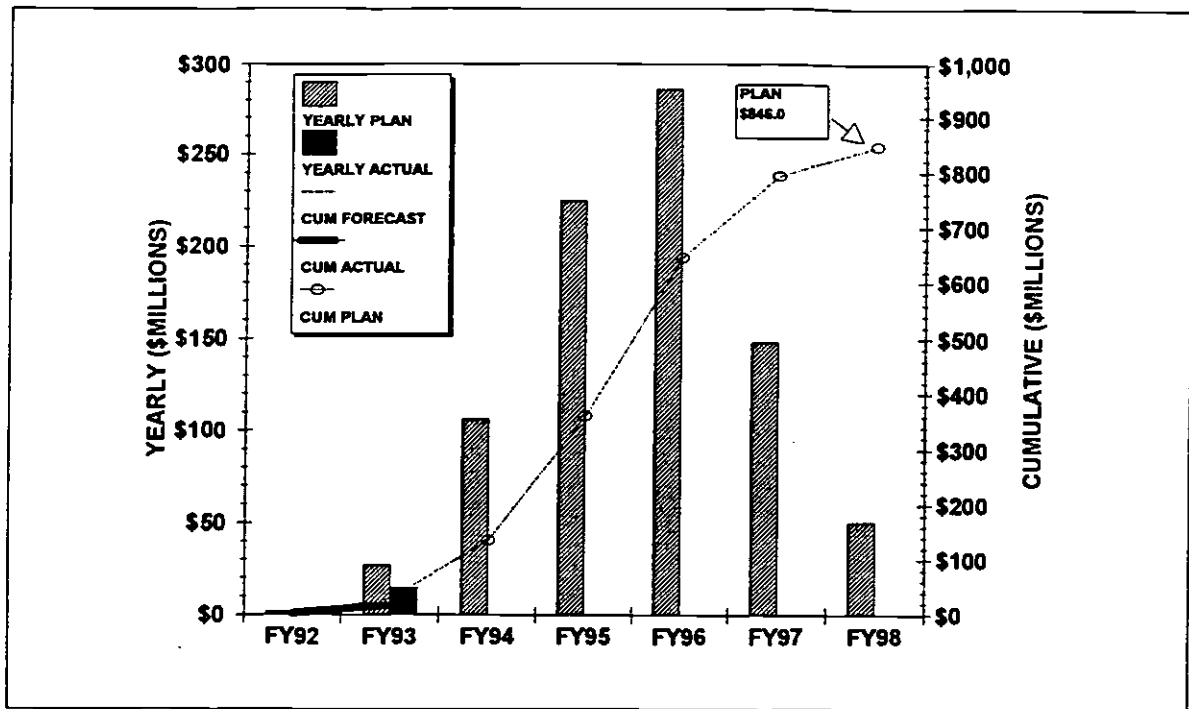


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	2	2
PERCENT	0%	0%	0%	100%	100%

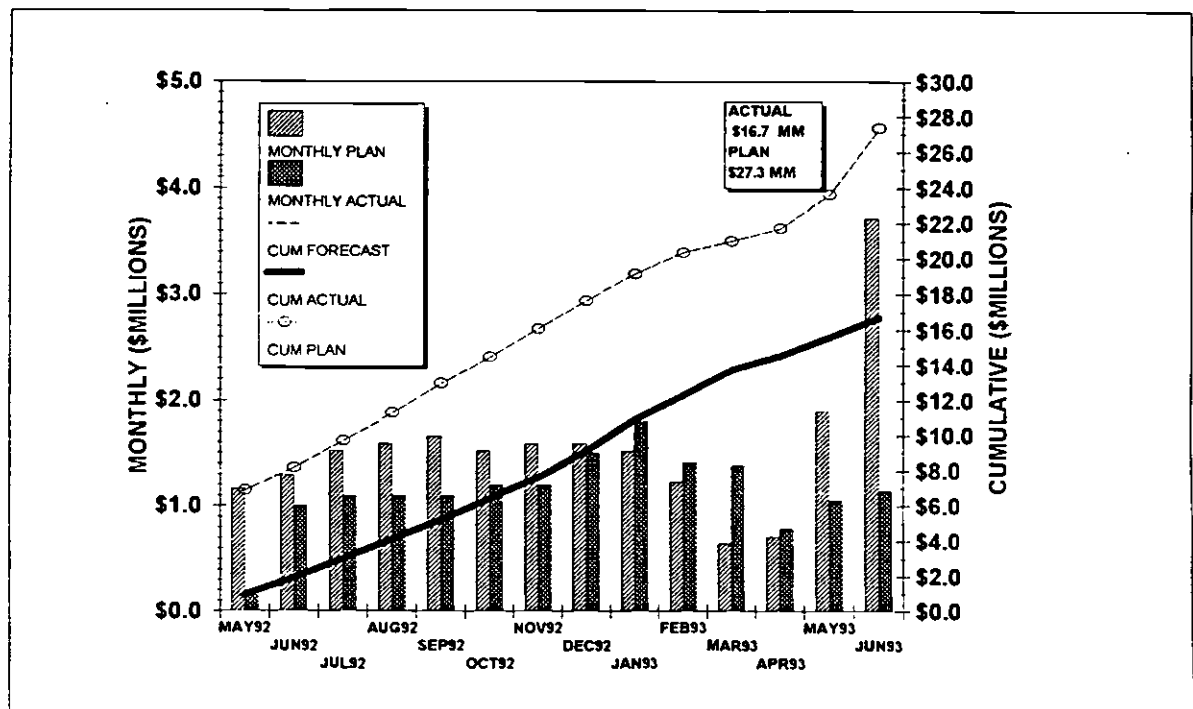
CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA LINE CONSULTANT CHANGE REQUEST VALUES



## TOTAL PROJECT CASH FLOW



## ANNUAL PROJECT CASHFLOW





## EXECUTIVE SUMMARY

**COST STATUS** (in millions )

- Current Budget \$722.4
- Current Forecast \$725.5

**SCHEDULE STATUS**

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 62%

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

**Concern:** Nine Caltrans stations phase II 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 station phase II construction.

**Status:** Meetings are being held with the contractors to review progress and to determine workarounds when needed.

**Caltrans Projects Schedule Impacts to Contract H1400 (Overhead Contact System) Access Dates**

**Concern:** The delayed access along the Century Freeway has caused work inefficiencies for the Contract H1400 contractor.

**Action:** The contractor submitted a resequenced schedule.

**Status:** Change Notice 15.01 will be issued to the contractor with revised access and milestone dates.

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

**Concern:** Site access for Century trackwork installation, originally scheduled November 1, 1992, has been withheld until the contract milestone is satisfied and construction is completed. Complete access is forecast for September 1, 1993. This delay will have an approximate two month negative impact on the December, 1994 target revenue operations date. Several systems contracts may also be affected.

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

**Status:** Certain LRT related work is being accelerated to accomodate access mid-August, 1993 access to the western half of the segment. A partial access

incentive has been developed and agreed to by the contractor.

### **Contract C0501 (Systems Facilities Sites) Schedule Delays**

- Concern:** Inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting Contract H1100 (Automatic Train Control) interface dates.
- Action:** Assistance has been extended to the contractor in expediting submittals and working to a schedule. The contractor has met satisfactory near term completion dates for three additional TCCBs which were completed by mid-July, 1993. on June 14, 1993 along with five associated vaults. Three additional TCCB/DWPs will be completed by early August, 1993.
- Status:** OKA is monitoring day-to-day schedule progress. If schedule slippage is noted OKA may recommend to the RCC that liquidated damages be assessed. All three sites remaining will be released to the Contract C0501 contractor by early August, 1993.

### **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 and minor schedule impact to the target segmental revenue operations date.
- Action:** Workaround scenarios to expedite turnover to the Contract C0600 contractor have been developed. The monitoring of the contractor's construction schedule has been increased to better assess delays and time extensions. Segmental milestones have been eliminated from the project revenue operations date.
- Status:** Direct discussions with the contractor did not result in any reasonable plan for schedule acceleration. Innovative and cost effective work arounds will be discussed and explored until the contract is completed

### **KEY ACTIVITIES -- JULY 1993**

- Issued Notice to Proceed for Contract C0090 (Ancillary Construction).
- Awarded Contract H1310 (Signage and Graphics) .

### **KEY ACTIVITIES -- PLANNED FOR AUGUST 1993**

- Issue NTP for Contract H1310 (Signage and Graphics).



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

**Project: R23 METRO GREEN LINE**

**Period: Jun 25, 1993 to Jul 30, 1993  
Run Date: Aug 5, 1993  
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	492,391	10,018	403,973	8,265	231,611	15,098	214,263	-1,244	488,777	-3,614
S PROFESSIONAL SERVICES	108,562	0	180,477	4,669	150,543	5,448	125,893	5,448	125,893	-140	184,341	3,864
R REAL ESTATE	36,927	0	28,522	0	23,845	-2	23,327	-2	23,327	-2,475	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	50	10,417	160	6,815	160	6,815	0	10,500	0
D SPECIAL PROGRAMS	4,675	0	4,790	5	4,222	20	331	20	331	0	4,844	54
C PROJECT RESERVE	59,613	0	12,238	0	0	0	0	0	0	3,859	17,507	5,268
A PROJECT REVENUE	-16,626	0	-6,518	-1	-1,264	0	-605	0	-605	0	-6,518	0
<b>GRAND TOTAL - R23 METRO GREEN LINE</b>	<b>671,000</b>	<b>0</b>	<b>722,402</b>	<b>14,741</b>	<b>591,737</b>	<b>13,891</b>	<b>387,374</b>	<b>20,724</b>	<b>370,026</b>	<b>0</b>	<b>725,500</b>	<b>3,097</b>

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

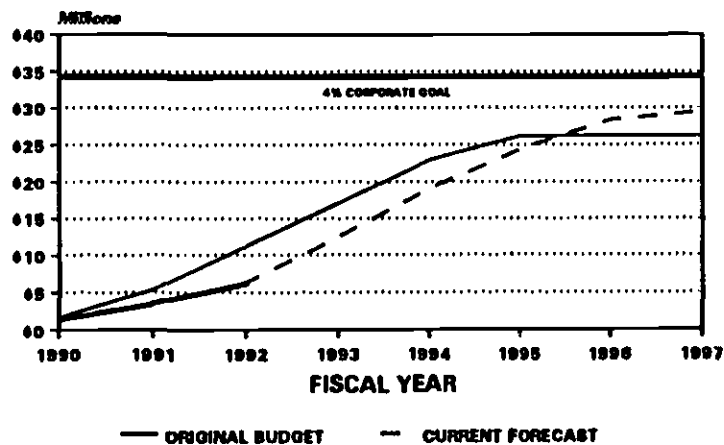
11-Aug-93  
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JUNE 93

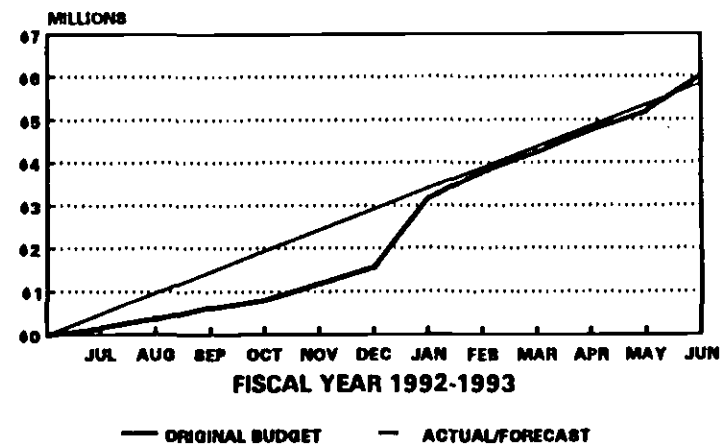
STATUS OF FUNDS BY SOURCE

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	\$403,464	\$189,700	\$386,601	96%	\$164,890	41%	\$164,890	41%
STATE PROP 108	\$106,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$4,500	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$6,400	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$725,500	\$394,837	\$591,737	82%	\$370,026	51%	\$370,026	51%

## AGENCY COST GREEN LINE



## FISCAL 1993 AGENCY COSTS GREEN LINE



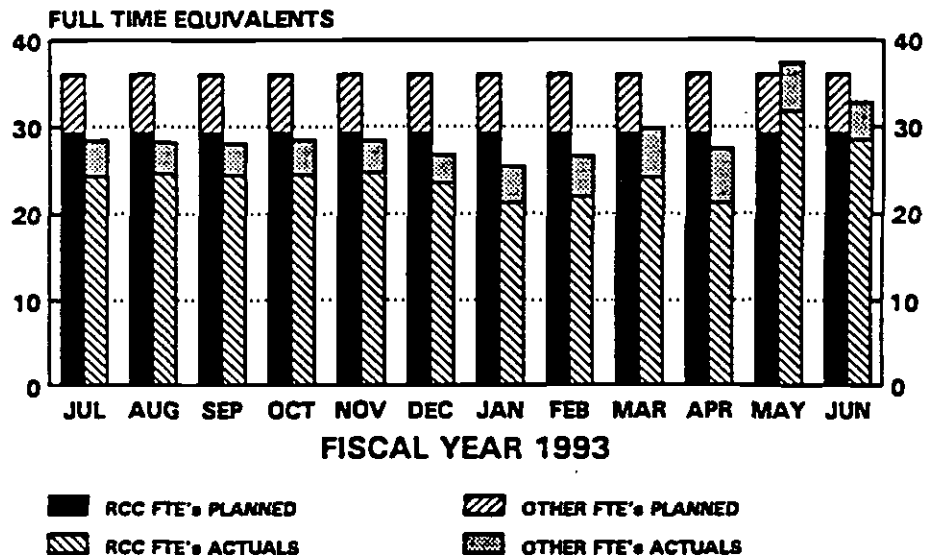
## PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$725,500
ORIGINAL BUDGET	\$ 26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$ 29,455
FORECAST % OF TOTAL PROJECT	4.1%
4% CORPORATE GOAL	\$ 29,020

## FISCAL YEAR 1993 AGENCY COSTS GREEN LINE (\$000)

ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$6,025
ACTUAL \$ TO DATE	\$6,025

## STAFFING PLAN VS. ACTUAL GREEN LINE

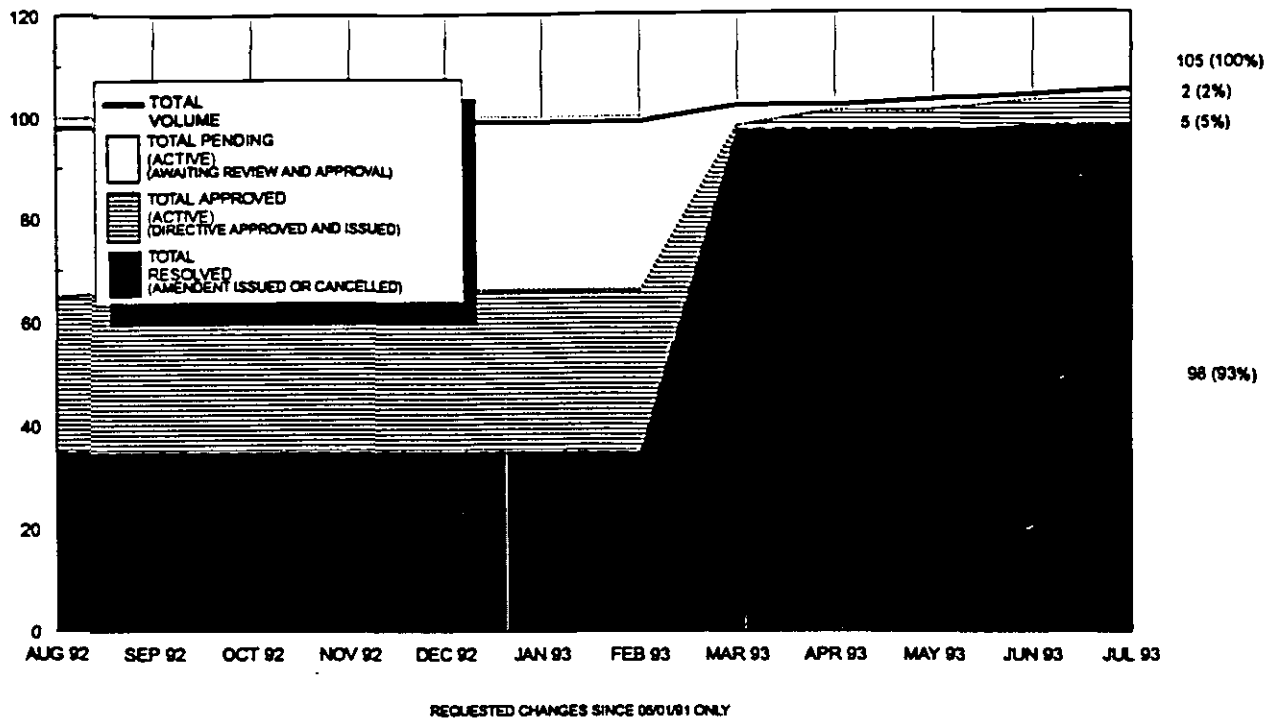


FY'93 BUDGET

## GREEN LINE STAFFING PLAN FISCAL YEAR 1993

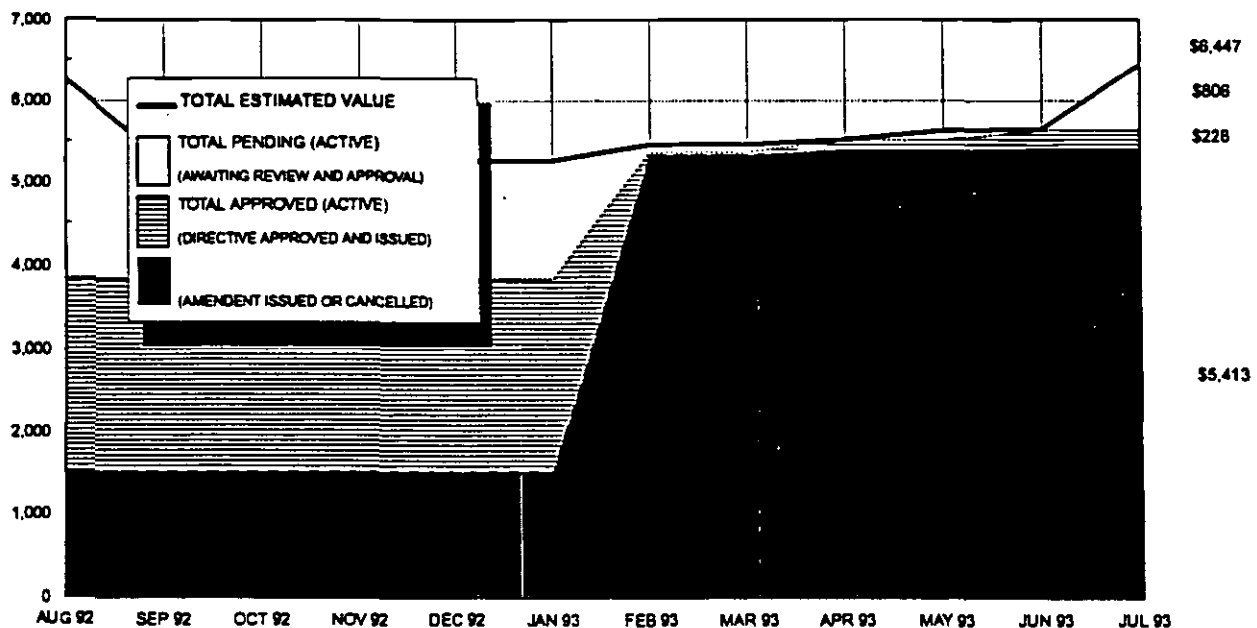
RCC FTE's PLANNED	29
RCC FTE's ACTUAL	29
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	36
TOTAL FTE's ACTUAL	33

CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



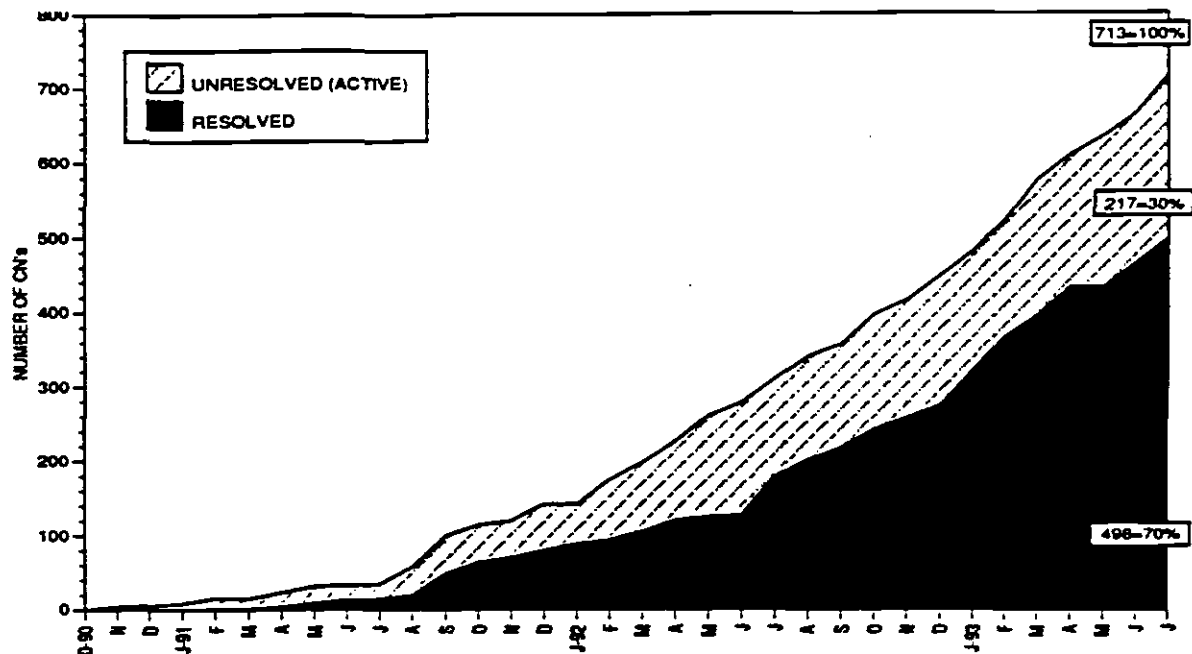
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	1	5	7
PERCENT	14%	0%	14%	72%	100%

CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

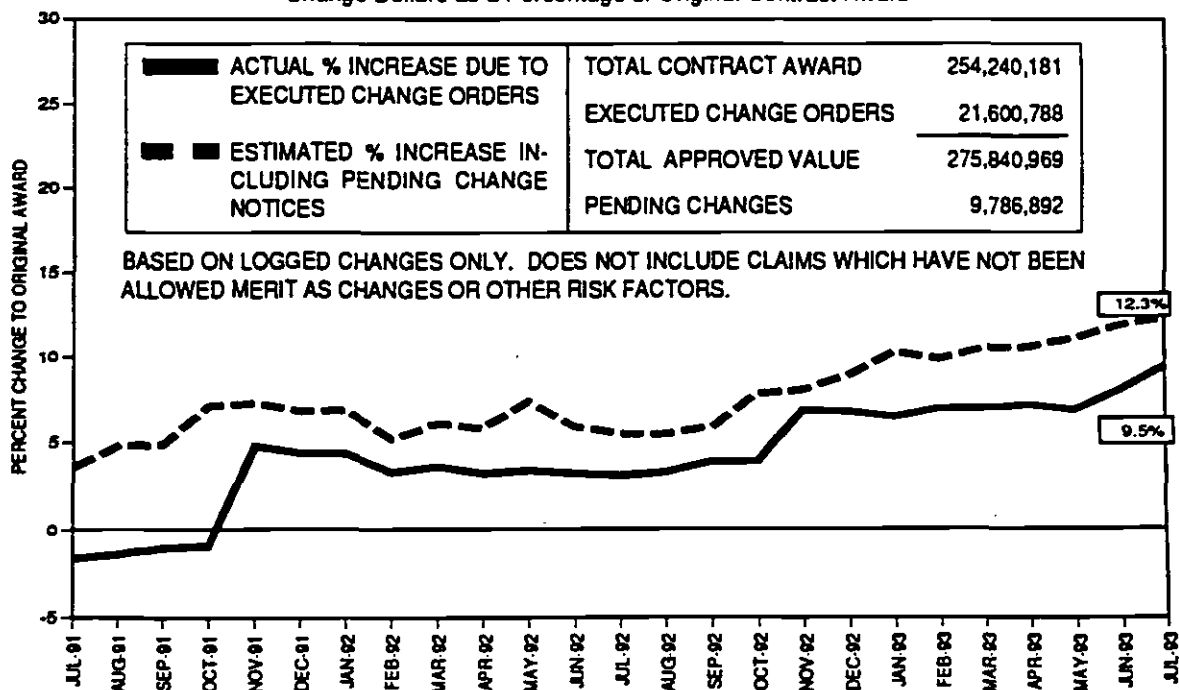
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	70	30	20	97	217
PERCENT	32%	14%	9%	45%	100%

### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



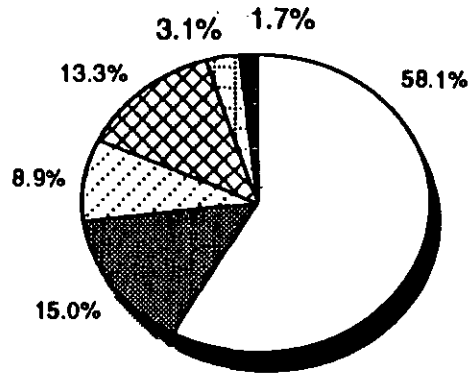
# CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 7/30/93

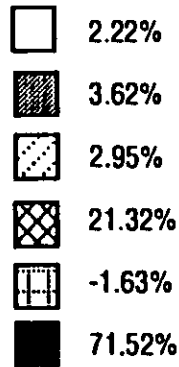
## COST LEVEL

Total: \$21,600,788

VOLUME



DOLLARS

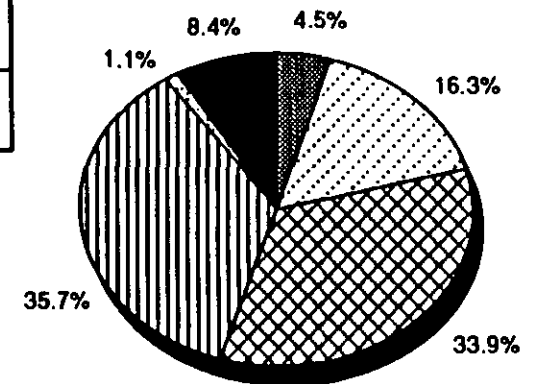
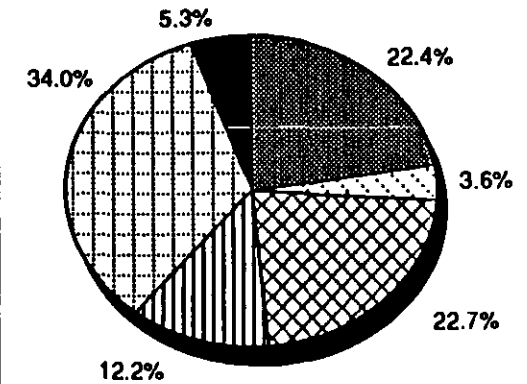


## Legend

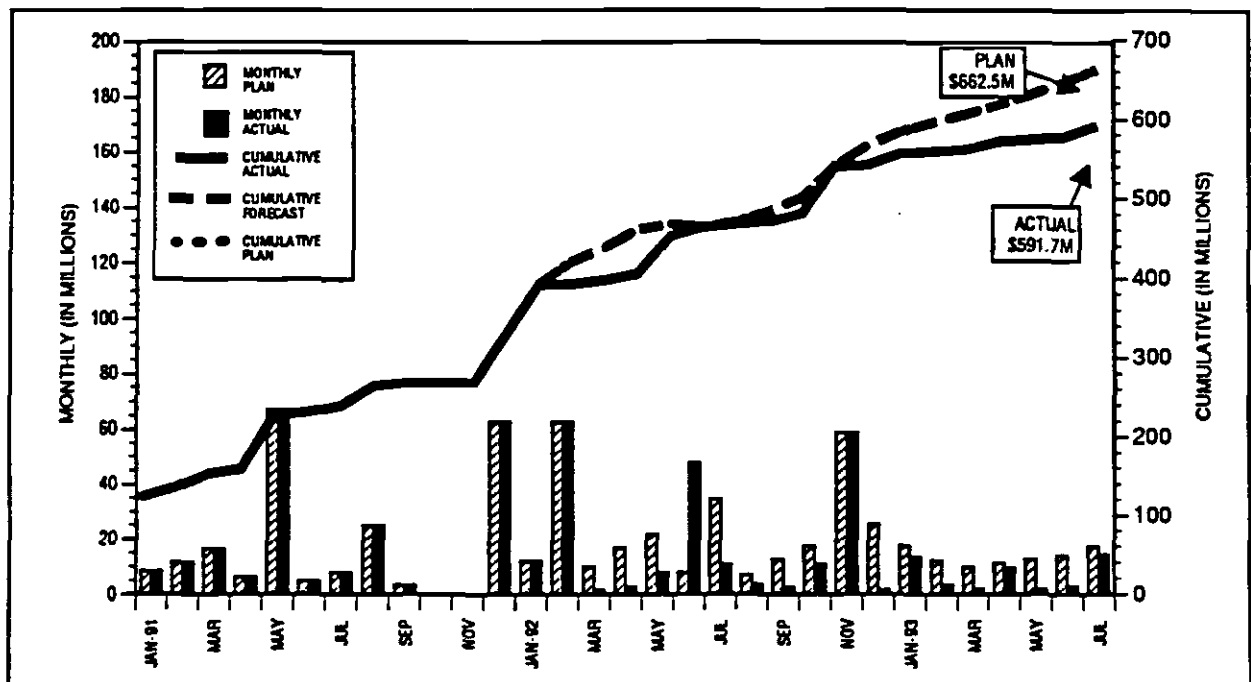
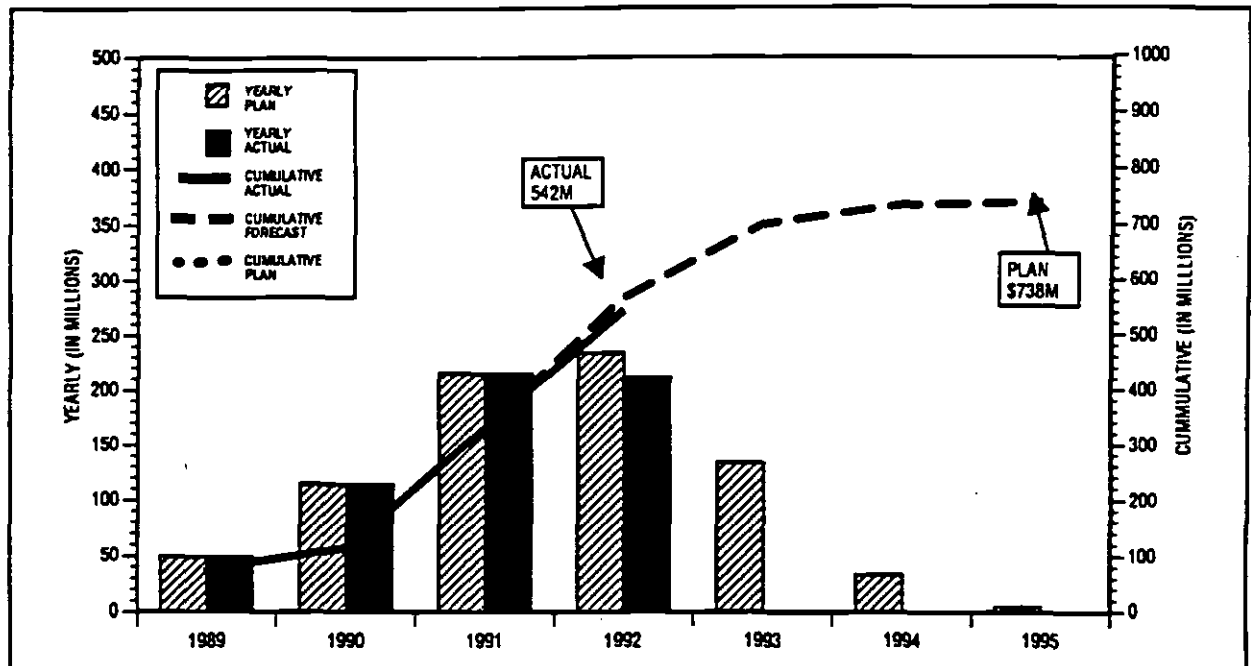
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

## BASIS

Total: 338



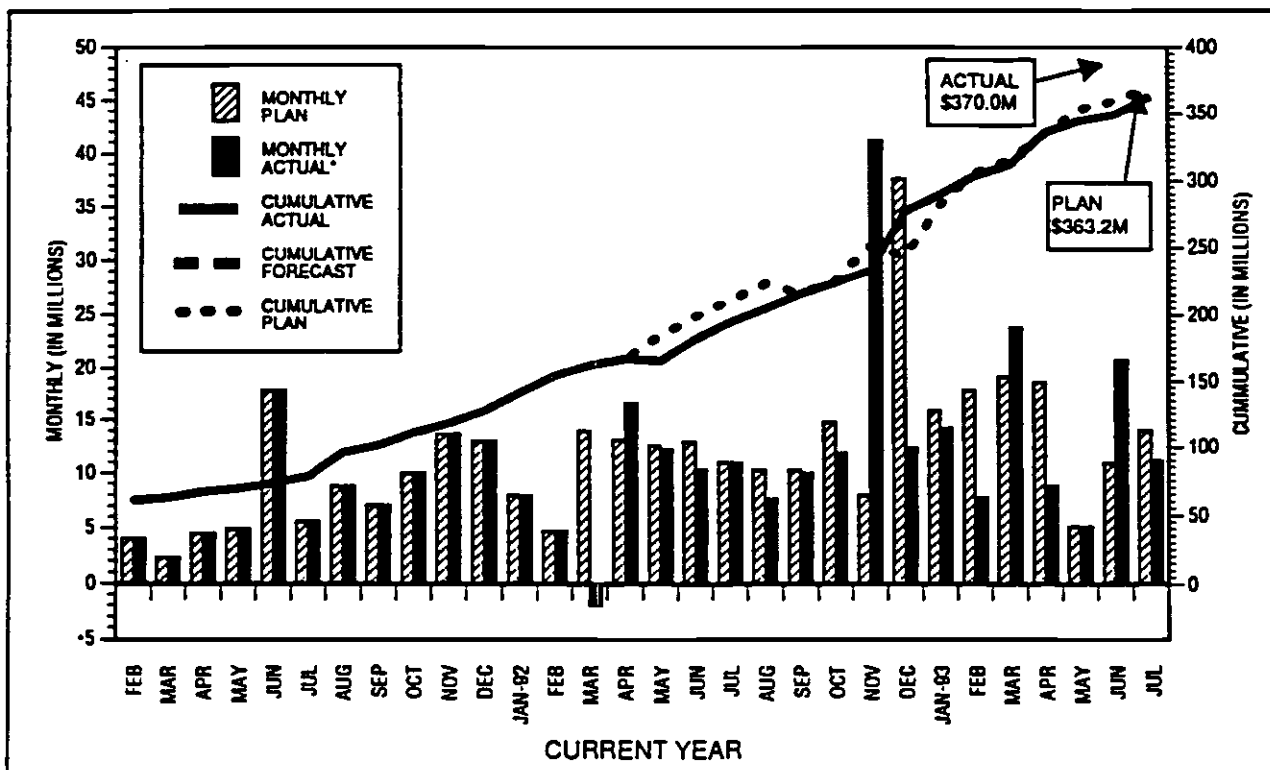
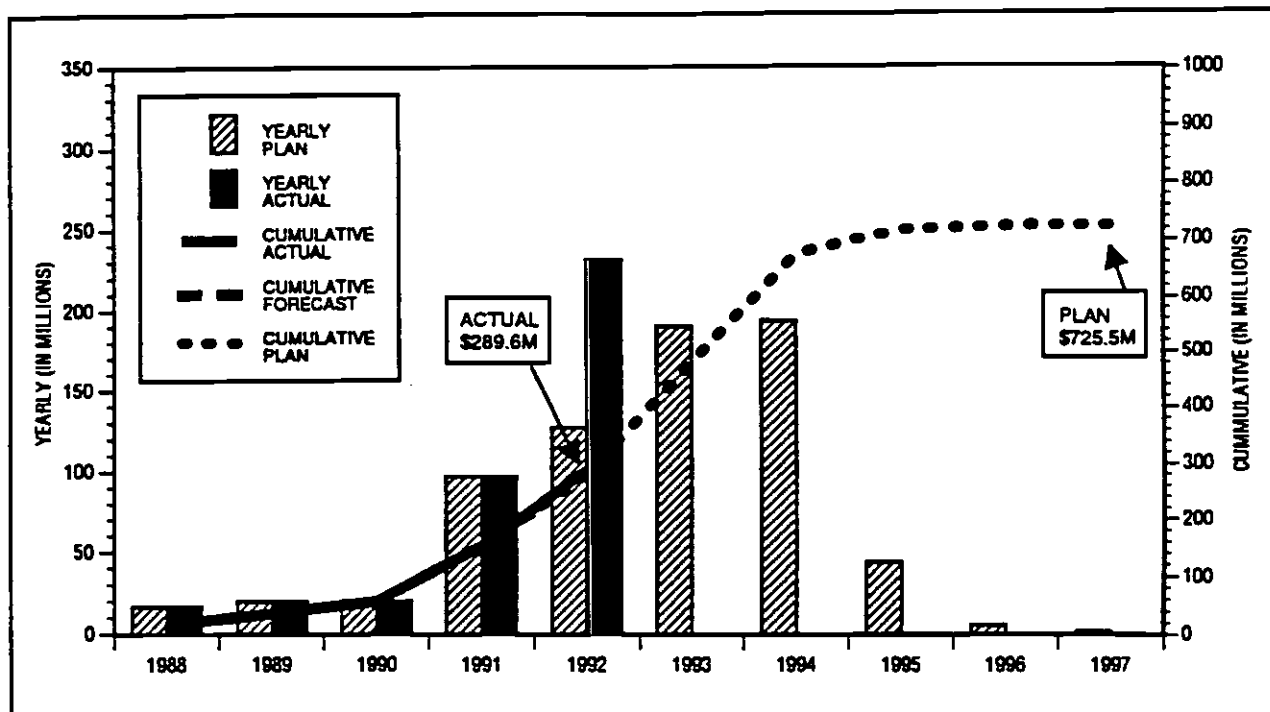
# PROJECT COMMITMENTS



CURRENT YEAR

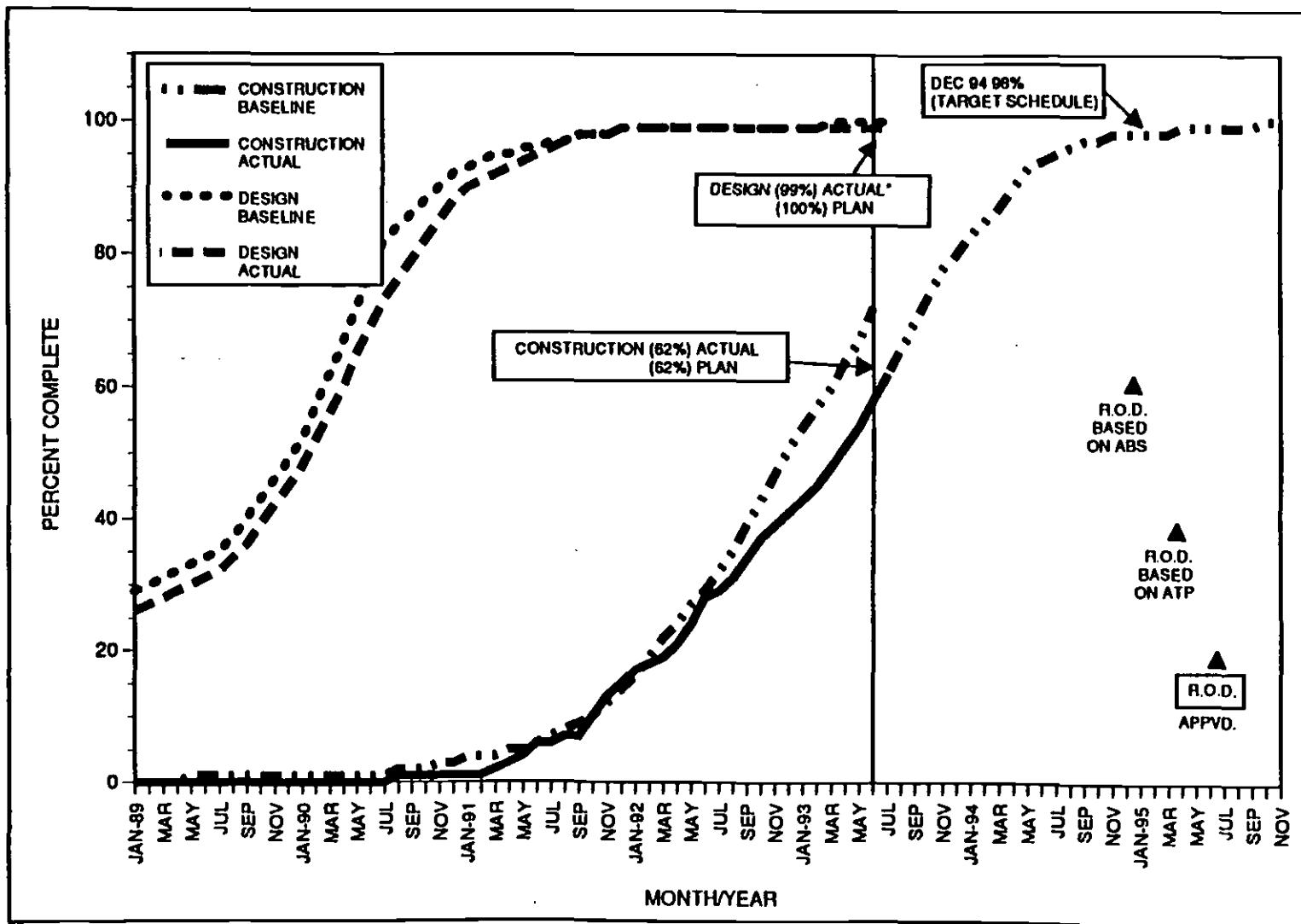


## PROJECT CASH FLOW



\* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

# PROGRESS SUMMARY



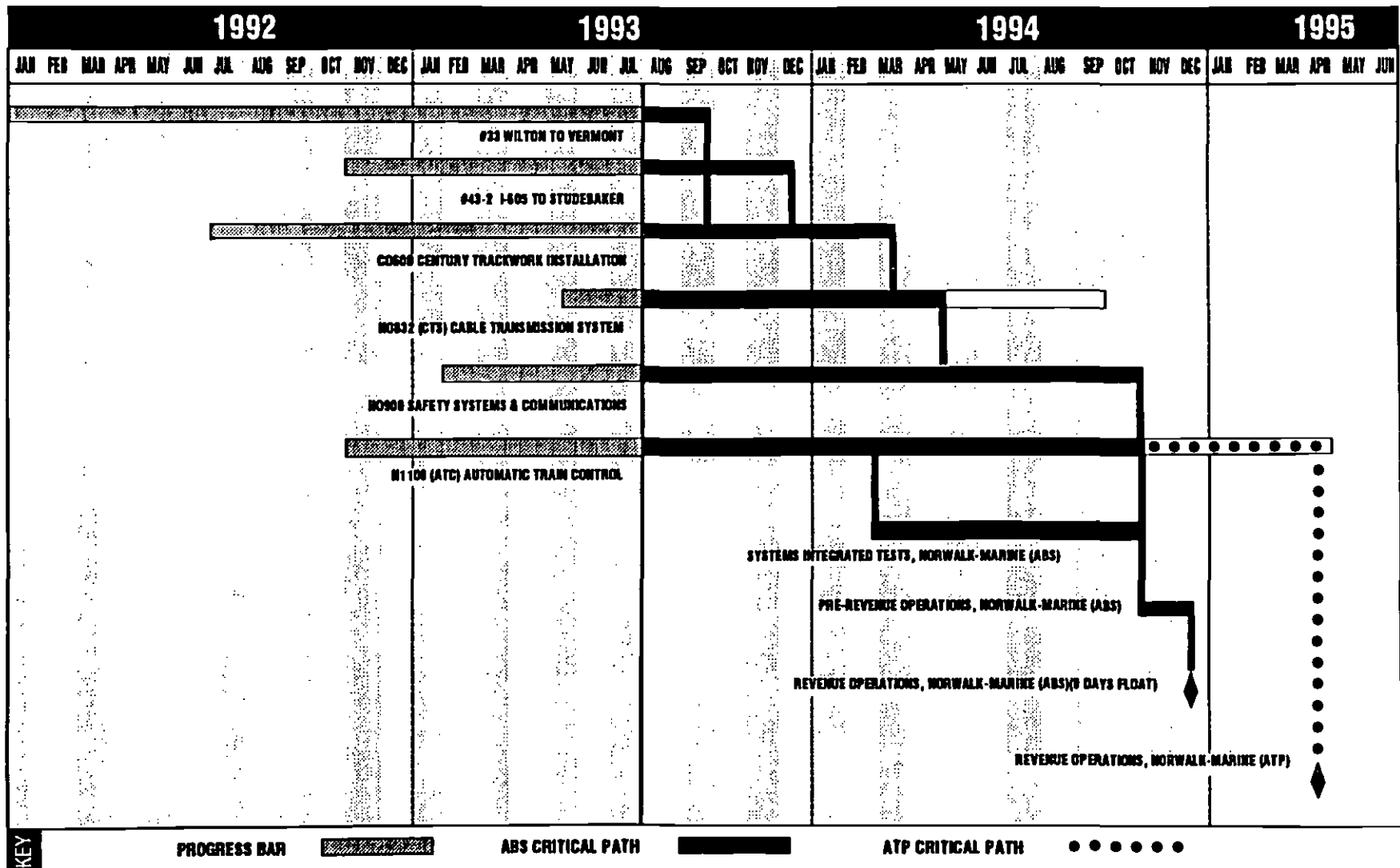
\* EXCLUDES NORTH COAST EXTENSION



# METRO GREEN LINE

## Norwalk-El Segundo Rail Transit Project

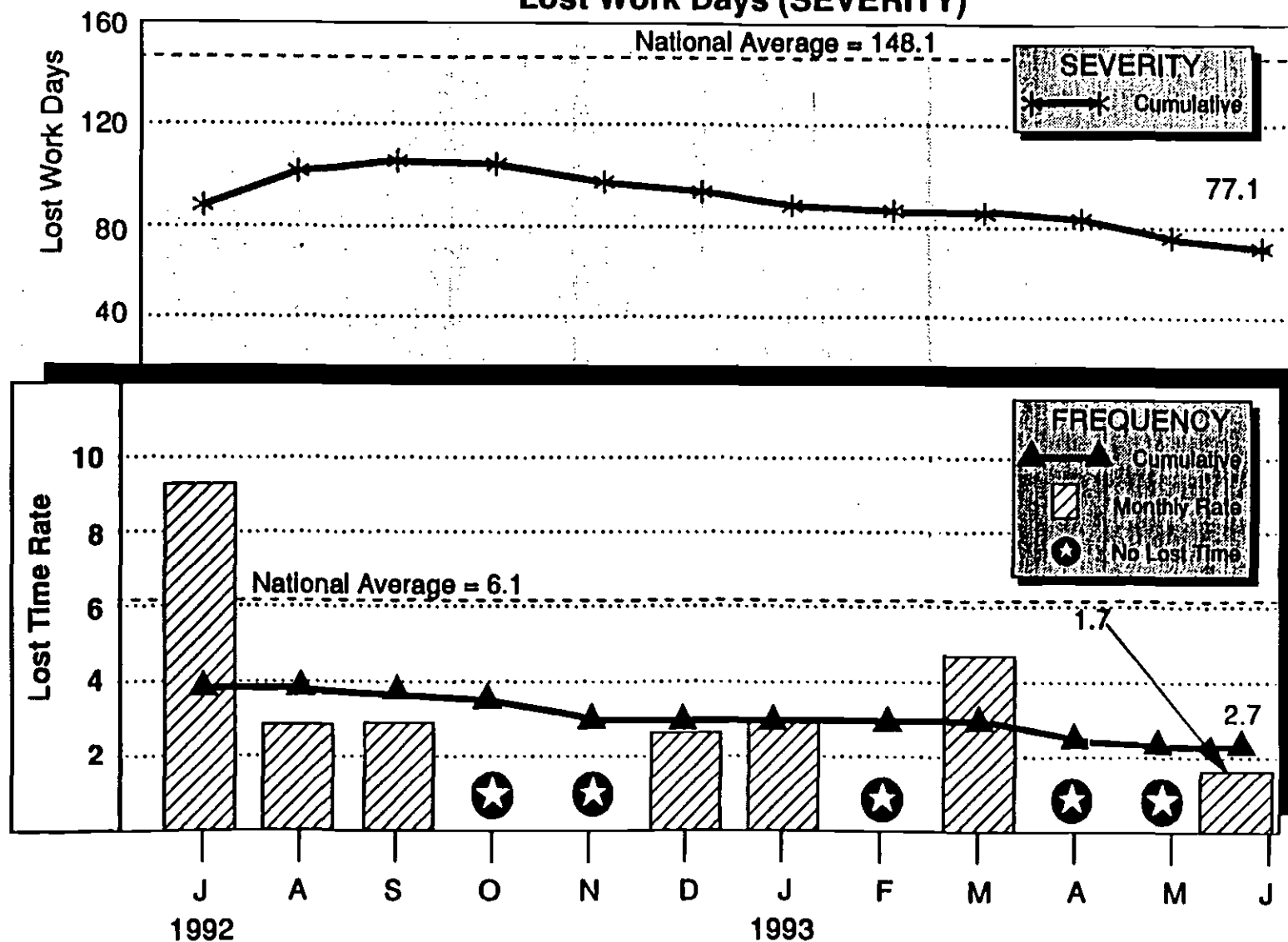
*Critical Path Summary*  
*Data Date: July 31, 1993*



MGLB96 CRITICAL PATH MONTHLY 8/03/93

# METRO GREEN LINE

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



## INVOICE PROCESSING

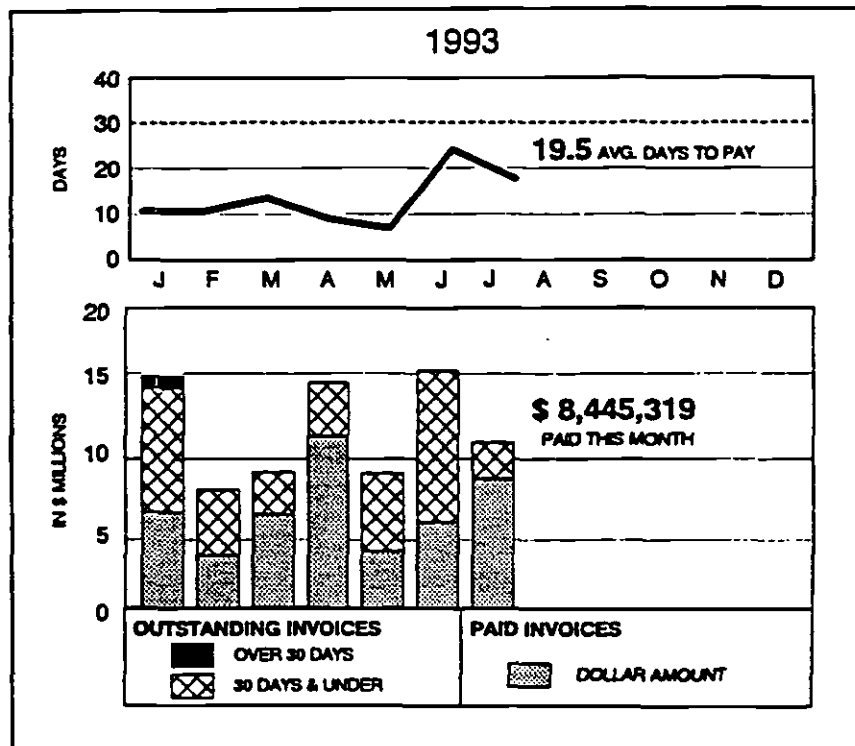
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.5 days.

• 21 invoices were paid for a total value of \$ 8,445,319.

• There were 5 outstanding Construction or Procurement invoices under 30 days old for \$ 2,331,274.

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

Construction/Procurement Invoice Status



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

## OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1993	7	3,450,254	0	0	22	2,482,619	3	34,358
MAY 1993	8	5,068,890	0	0	26	5,097,205	5	47,916
JUN 1993	14	9,833,458	0	0	31	6,104,977	9	97,388
JUL 1993	5	2,331,274	0	0	26	2,799,970	8	88,540

## EXECUTIVE SUMMARY

## COST STATUS

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

## 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	Final closeout pending claims litigation.	Aug 93
A141	U/S - 5th & Hill Tunnels	■	■	0	0	0	Notice of completion recorded.	Jul 93
A165	7th & Flower Station Stg 1	■	■	■	■	■	Contract closed.	
A187	Wishire/Alv Stat Stage II	■	■	■	■	■	Contract closed.	
A190	Misc. Const/Ancillary Serv.	0	0	0	0	0	Finalizing closeout package.	Aug 93
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	TBD
A612	Contact Rail	■	■	0	■	■	Contract closed - pending final release.	
A615	C.R. Coverboard	■	0	0	■	■	Contract closed - pending final release.	
A616	Rail Fasteners	■	■	■	■	■	Contract closed.	
A620	Automatic Train Control	0	0	0	0	■	Outstanding claims.	Aug 93
A630	Traction Power Equipment	■	0	0	■	■	Contract closed - pending final release.	
A631	TPE Install	■	0	0	■	■	Contract closed - pending final release.	
A640	Communications	0	0	0	0	0	Active contract.	Jan 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract.	TBD
A710	Escalators & Elevators	■	0	0	■	■	Contract closed - pending final release.	
A740	Ventilation Equipment	■	0	0	0	■	Pending resolution of backcharges.	Jul 93
A745	TPSS Air Equipment	■	■	■	■	■	Contract closed.	
A760B	Edge Lights	■	■	0	0	■	Contract closed - pending final release.	Jul 93
A795	UPS	■	■	■	■	■	Contract closed.	

## 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.

## EXECUTIVE SUMMARY

## COST STATUS

- in \$ million
- Current Budget \$1,511.7
  - Current Forecast \$1,514.8  
(including new requirements)
  - The current forecast exceeds the current budget by \$3.1 million due to the Board approved actions incorporating the American Disabilities Act of 1990 at eight stations and enhanced entrances at five of the Vermont/Hollywood Corridor stations and Contract B215 on the Wilshire Corridor.

## SCHEDULE STATUS

- Current Revenue Operation Dates
 

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress 94%
- Construction Progress 22%

## 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	86	68	9	9	72
LAST MONTH	86	65	9	12	66

## EXECUTIVE SUMMARY

- There are now 86 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, 3 temporary construction easements and 2 part-takes. Six additional parcels have been added for temporary Right-Of-Entry.

To date, there have been 68 parcels acquired. Forty-two of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

## PUBLIC AFFAIRS

- Public Affairs staff continued to promote positive community affairs on the Wilshire Corridor including the installation of a "Mini-Art" wall erected along the Wilshire Theater at Contract B231 and attending meeting to discuss a Contract B221 side structure construction presentation being prepared to inform surrounding businesses and property owners. Construction Notices were distributed regarding Contract B251 dewatering, DWP utility work and Contract B268 demolition on the Vermont Corridor. In Hollywood, staff and the Acting CEO/President of the RCC made a presentation to the Chamber of Commerce regarding the Historic Trust on the famous Walk of Fame.

## AREAS OF CONCERN

### NEW

#### Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations

Concern: A halt in tunneling operations in both the HAR and HAL tunnel was called on June 26, 1993 due to excessive ground water.

Action: A total of 37 wells are being installed to alleviate the problem: 22 pumping wells, 9 observation wells and 6 wells are being developed.

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



**AREAS OF CONCERN (CON'T)**

**Status:** The dewatering process is proceeding and continued partnering efforts are being conducted in an effort to devise further solutions.

**ONGOING****Delay in Real Estate Acquisitions**

**Concern:** There are 9 parcels currently being projected in the worst case scenario as not being available by the scheduled "need dates."

Of the 9 parcels showing a negative float, 2 were late in being certified, 2 unavailable due to delays in the relocation of occupants, 1 delayed in the appraisal process and four still in negotiations.

There remains a good probability that all parcels will be available prior to the commencement of construction operations.

**Action:** Maintaining schedule to avoid negative float.

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

**Contract B251, Vermont/Hollywood Tunnels - Real Estate**

**Concern:** Difficulties continue in securing a rental real estate parcel from PacBell at 1255 North Vermont Avenue. The installation at the contaminated water treatment plant (to treat the dewatering well discharge) and delays in obtaining city required permits may prevent complete dewatering in advance of tunnel excavation.

**Action:** The MTA's Environmental Department obtained the required rental agreements and installed the water treatment plant.

**Status:** The contractor is scheduled to have the completed dewatering system up and working the week of August 16, 1993.

**AREAS OF CONCERN (CON'T)**

**Contract B251, Vermont/Hollywood Tunnels - Tunnel Shield Machine Damage**

**Concern:** The Vermont AR tunnel shield machine became damaged during initial mining operations (245 ft), effectively halting tunnel operations.

**Action:** The Contractor and the shield designer investigated the cause of the out-of-round deformity and determined a repair procedure in order to determine a solution and repair procedure.

**Status:** A procedure for repair of the tunnel shield is being implemented.

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

**Concern:** Initial drilling for geotechnical instrumentation indicated a wide channel filled with trash and rubble. There are indications of hydrocarbon contamination and wet, unstable soil conditions at the tunnel level.

**Action:** The RCC will be requested to instruct the environmental subcontractor to investigate the soil conditions by drilling exploratory bore holes to determine environmental, geological, geotechnical and hydrological conditions.

**Status:** The subcontractor recently commenced soil investigation activities.

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

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

**ONGOING****March 1993, Financial Management Information System**

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

**Action:** Integrate the existing RTD and LACTC accounting systems and the RCC cost management system.

**Status:** A draft report was developed for review but finalization of the report has been withheld pending the completion of the MTA merger process. Currently, the RCC cost management system is not compatible with the other databases and the merger of the MTA systems is under review.

**NEW**                **NONE**

**RESOLVED**        **NONE**

**KEY ACTIVITIES - JULY**Design

- Contract B215, Wilshire/Vermont Station, Stage II, reconfigured prefinal and final design submittals issued July 6 and July 27, 1993, respectively.
- Contract B268, Vermont/Sunset Station Demolition, Notice to Proceed was given July 12, 1993.
- Contract B620, Automatic Train Control, MTA approval was on July 28, 1993.
- Contract B271, Hollywood/Western Station, reconfigured final design submitted July 26, 1993.
- Contract B281, Hollywood/Vine Station & Crossover, camera ready documents submitted July 16, 1993 and advertised July 19, 1993.
- Contract B610, Trackwork Installation, final design submittal issued July 12, 1993.
- Contract B611, Running Rail Procurement, Notice to Proceed approved July 20, 1993.
- Contract B646, Fire Management Equipment, final design submittal July 30, 1993.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, installing wet standpipe and electrical work in the tunnels and cross passages. Continued restoration of park facilities.
- Contract B211, Wilshire/Vermont Station Stage I, placed upper track level concrete through slab #4, and north and south exterior walls through slab #8.
- Contract B213, Wilshire/Vermont Station Stage II Site Demolition, demolition of the Bank of America Building completed removal of the exterior walls and roof in preparation for the construction of the station entrance.

- Contract B221, Wilshire/Normandie Station and Line, completed arch concrete and Kenmore shaft. Walkway concrete in BL tunnel underway.
- Contract B231, Wilshire/Western station and Crossover, placed main station entrance slab on grade, continued side structure construction; acoustical treatment, interior CMU walls, and HVAC ductwork installation.
- Contract B251, Vermont/Hollywood Tunnels, tunnel excavation stopped. The Vermont structural repairs are being made to the AR shield; the Hollywood leg is being dewatered.
- Contract B288, Demolition for Hollywood/Vine, has been completed.
- Contract B630, Traction Power Substation Equipment, several submittals were approved and RFI's completed.
- Contract B740, Ventilation Equipment, effort focused on expediting outstanding submittals, and conducting component tests.
- Contract B745, Air Handlers & TPSS Fans, negotiated changes issued regarding equipment size and station openings and conducted component testing.

**KEY ACTIVITIES - PLANNED FOR AUGUST****Design**

- Contract B216, Wilshire/Vermont Restoration, in-progress design submittal August 2, 1993.
- Contract B261, Vermont/Sunset Station, final design submittal August 24, 1993.
- Contract B641, Radio, reconfigured final design submittal August 18, 1993.
- Contract B642, Public Address, prefinal design submittal August 11, 1993.
- Contract B643, CCTV, final design submittal August 18, 1993.
- Contract B647, Gas Monitoring System, final design submittal August 2, 1993. Camera ready documents to be submitted August 25, 1993.

**Construction**

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, pave lake bottom, and continue the construction of the pump house and emergency exit.
- Contract B211, Wilshire/Vermont Station Stage I, continue to work on forms and rebar, piping and electrical equipment for the upper track level supported slab and walls.
- Contract B213, Wilshire/Vermont Station Stage II Site Demolition, complete demolition.
- Contract B221, Wilshire/Normandie Station and Line, continue wall pours, crosspassage concrete; and proceed with the excavation and installation of the support system in the turnout structure; start side structures.
- Contract B231, Wilshire/Western station and Crossover, continue station backfill operations, main entrance construction, side structure construction.

- Contract B251, Vermont/Hollywood Tunnel, install geotechnical instrumentation and continue with tunnel excavation. Receive and install the fourth shield.
- Contract B288, Demolition for Hollywood/Vine, completed.
- Contract B630, Traction Power Substation Equipment, expedite RFI #6 regarding 10 years spare parts availability and bonding issue.
- Contract B740, Ventilation Equipment, continue expediting outstanding submittals, component testing, and change negotiation.
- Contract B745, Air Handlers & TPSS Fans, component testing and change negotiation.

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		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$548,028	\$362,375	54%	\$186,599	28%	\$172,717	26%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$40,637		\$32,671		\$28,044	
STATE	\$185,985	\$133,000	\$133,000	72%	\$133,000	72%	\$133,000	72%
MTA	\$439,447	\$76,377	\$268,473	61%	\$63,315	14%	\$67,941	15%
CITY OF L.A.	\$96,000	\$21,400	\$58,933	61%	\$35,157	37%	\$35,157	37%
BENEFIT ASSESS.	\$58,000	\$0	\$21,231	37%	\$21,231	37%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$12,793	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS. SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	0%	\$21,231	
TOTAL	\$1,446,432	\$791,598	\$884,649	61%	\$471,973	33%	\$458,090	32%
PROP C: AMERICAN DISABILITY ACT	\$5,109	\$0	\$351	7%	\$135	3%	\$135	3%
PROP A: TRANSIT ENHANCEMENTS	\$63,229	\$0	\$4,129	7%	\$2,297	4%	\$2,297	4%
GRAND TOTAL	\$1,514,770	\$791,598	\$889,129	59%	\$474,405	31%	\$460,522	30%
(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.								



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

**Project : METRO RED LINE SEGMENT 2**

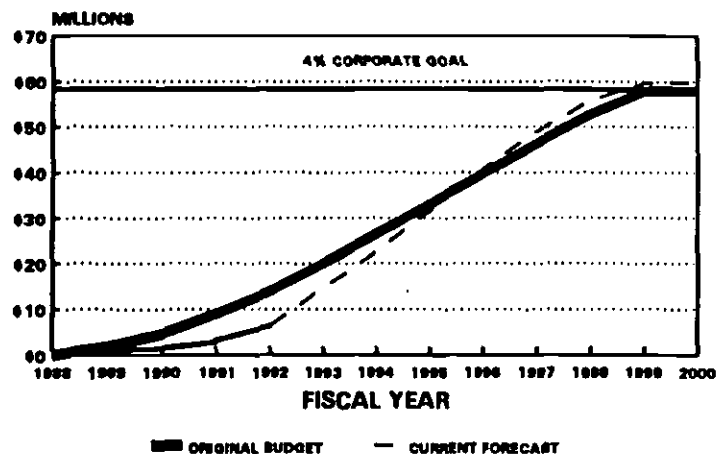
Status Period: 26-June-93 to 30-July-93  
Status Date : 30-July-93  
Units : Dollars in Thousands

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	
T Construction	893,000	0	948,352	7,065	473,876	13,552	250,970	18,783	239,743	(18,074)	924,074	(24,278)
S Professional Services	289,150	0	354,803	(5,778)	324,775	14,035	163,751	10,735	160,451	(335)	341,190	(13,613)
R Real Estate	79,827	0	83,568	213	72,174	753	66,663	753	66,663	0	89,751	6,183
F Utility/Agency Force Accounts	36,668	0	18,775	1,659	12,966	214	5,000	214	5,000	(261)	26,272	9,497
D Special Programs	2,044	0	4,402	33	858	16	298	16	298	0	7,723	3,321
C Contingency	145,743	0	36,532	0	0	0	0	0	0	18,670	55,722	19,190
A Project Revenue	0	0	0	0	0	0	(182)	0	(182)	0	(300)	(300)
<b>PROJECT TOTAL</b>	<b>1,446,432</b>	<b>0</b>	<b>1,446,432</b>	<b>3,192</b>	<b>884,649</b>	<b>28,570</b>	<b>486,500</b>	<b>30,501</b>	<b>471,973</b>	<b>0</b>	<b>1,446,432</b>	<b>0</b>

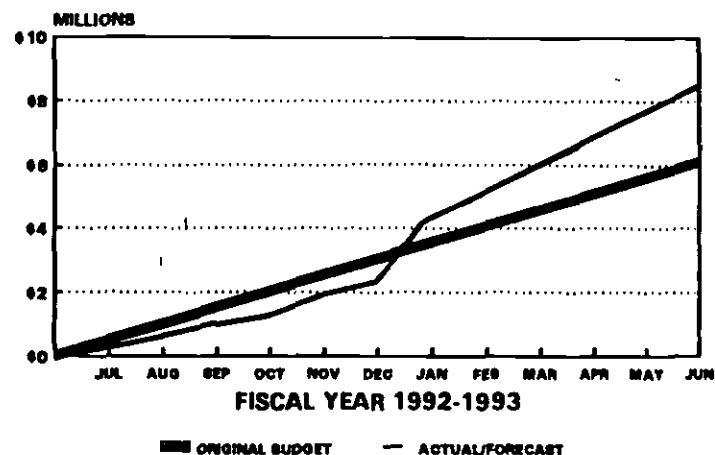
NEW REQUIREMENTS												
T Construction	0	0	57,024	15	15	0	0	0	0	0	60,014	2,990
S Professional Services	0	0	6,226	0	4,465	(300)	4,025	867	2,429	0	6,226	0
R Real Estate	0	0	0	0	0	0	0	0	0	0	0	0
F Utility/Agency Force Accounts	0	0	0	0	0	0	0	0	0	0	0	0
D Special Programs	0	0	0	0	0	0	3	0	3	0	98	98
C Contingency	0	0	0	0	0	0	0	0	0	0	0	0
A Project Revenue	0	0	0	0	0	0	0	0	0	0	0	0
<b>NEW REQUIREMENTS TOTAL</b>	<b>0</b>	<b>0</b>	<b>65,250</b>	<b>15</b>	<b>4,480</b>	<b>(300)</b>	<b>4,028</b>	<b>867</b>	<b>2,432</b>	<b>0</b>	<b>68,338</b>	<b>3,088</b>
<b>SEGMENT 2 PROJECT TOTAL</b>	<b>1,446,432</b>	<b>0</b>	<b>1,511,682</b>	<b>3,207</b>	<b>889,129</b>	<b>28,270</b>	<b>490,528</b>	<b>31,368</b>	<b>474,405</b>	<b>0</b>	<b>1,514,770</b>	<b>3,088</b>

(1) EXPENDITURES ARE FOR THE PERIOD OF 28-MAY-93 TO 25-JUN-93.  
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

# **AGENCY COSTS** **RED LINE SEGMENT 2**



# **FISCAL YEAR 1993 AGENCY COSTS** **RED LINE SEGMENT 2**



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

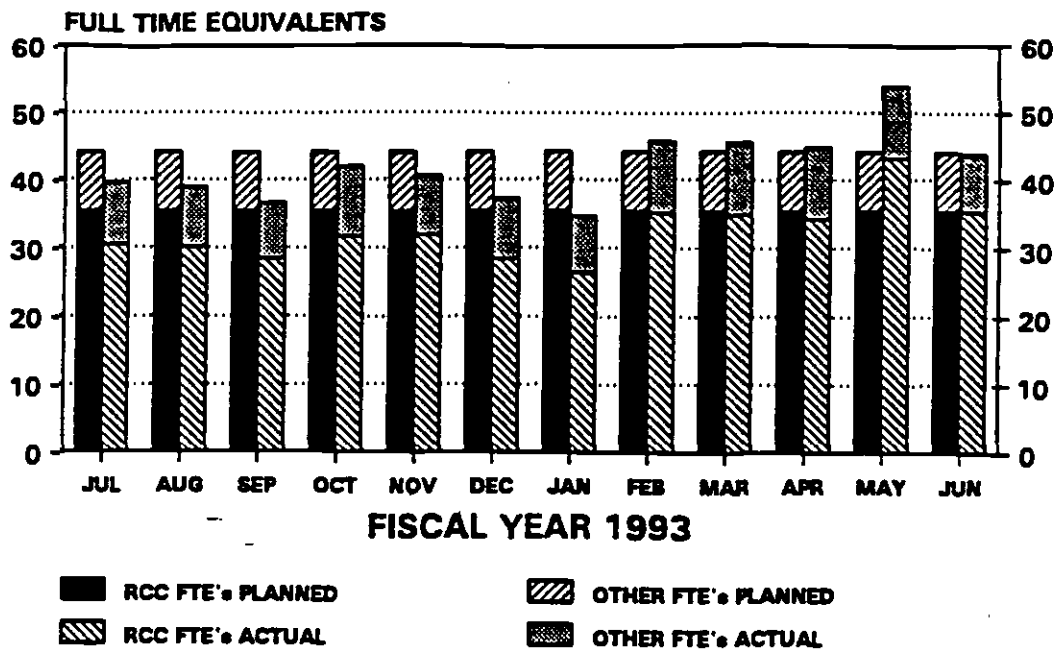
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$59,900
FORECAST % OF TOTAL PROJECT	4.1%

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

ORIGINAL BUDGET	\$6,131
CURRENT FORECAST	\$8,570
ACTUAL TO DATE	\$8,570

## STAFFING PLAN VS. ACTUAL

### RED LINE SEGMENT 2



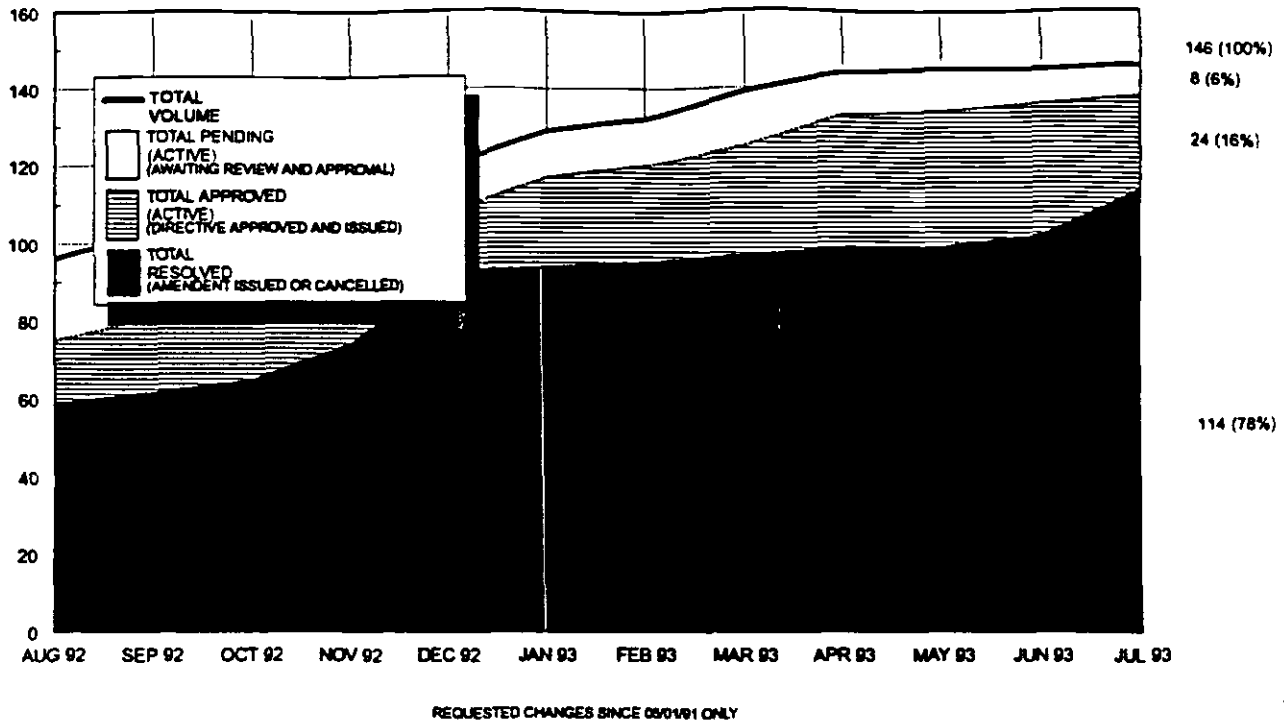
FY'93 Budget

## RED LINE (SEGMENT 2) STAFFING PLAN

### FISCAL YEAR 1993

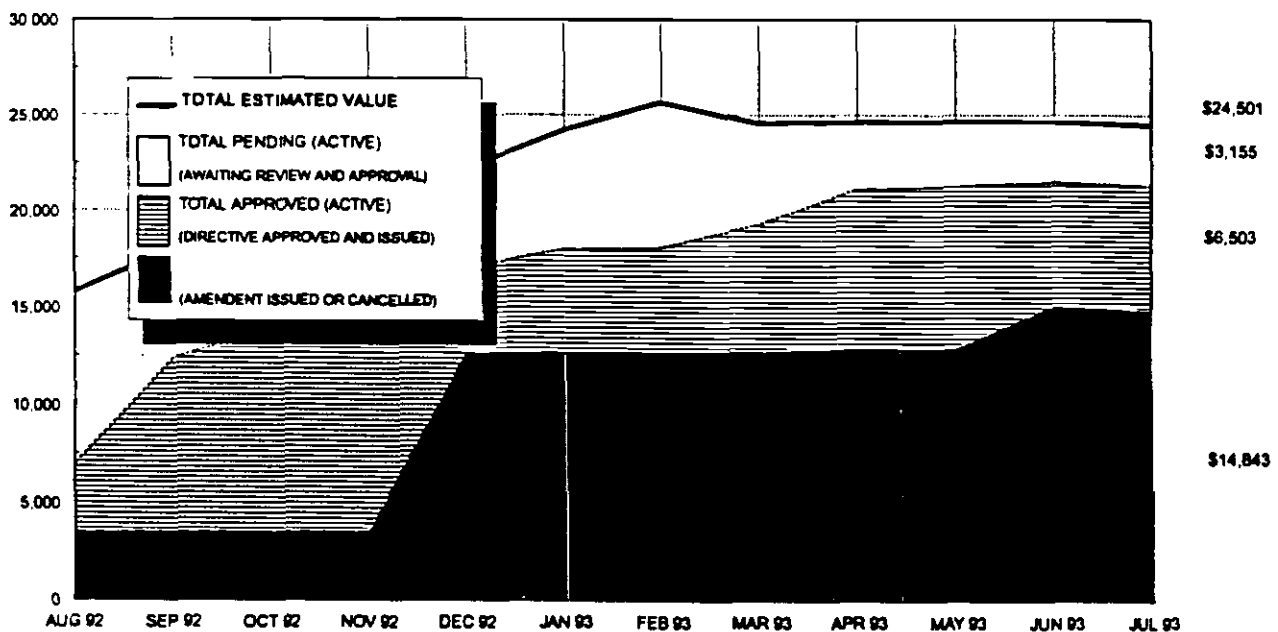
RCC FTE's PLANNED	35
RCC FTE's ACTUAL	35
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	44
TOTAL FTE's ACTUAL	44

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

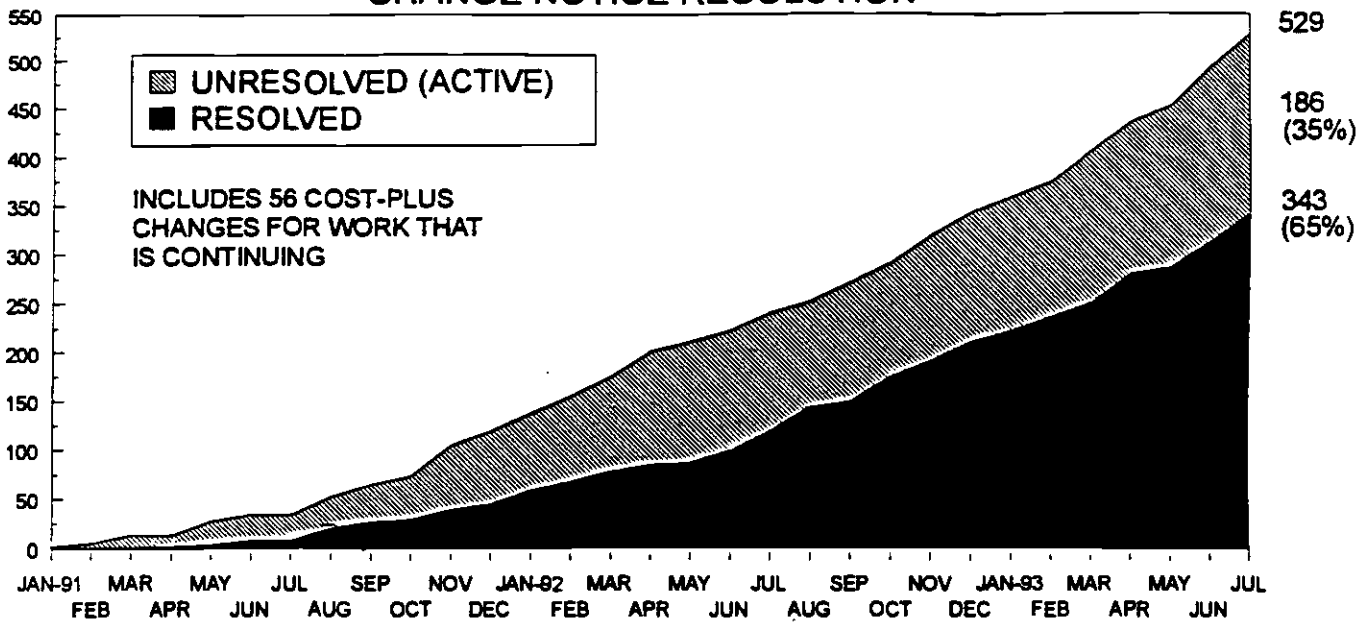


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	1	0	30	32
PERCENT	3%	3%	0%	94%	100%

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



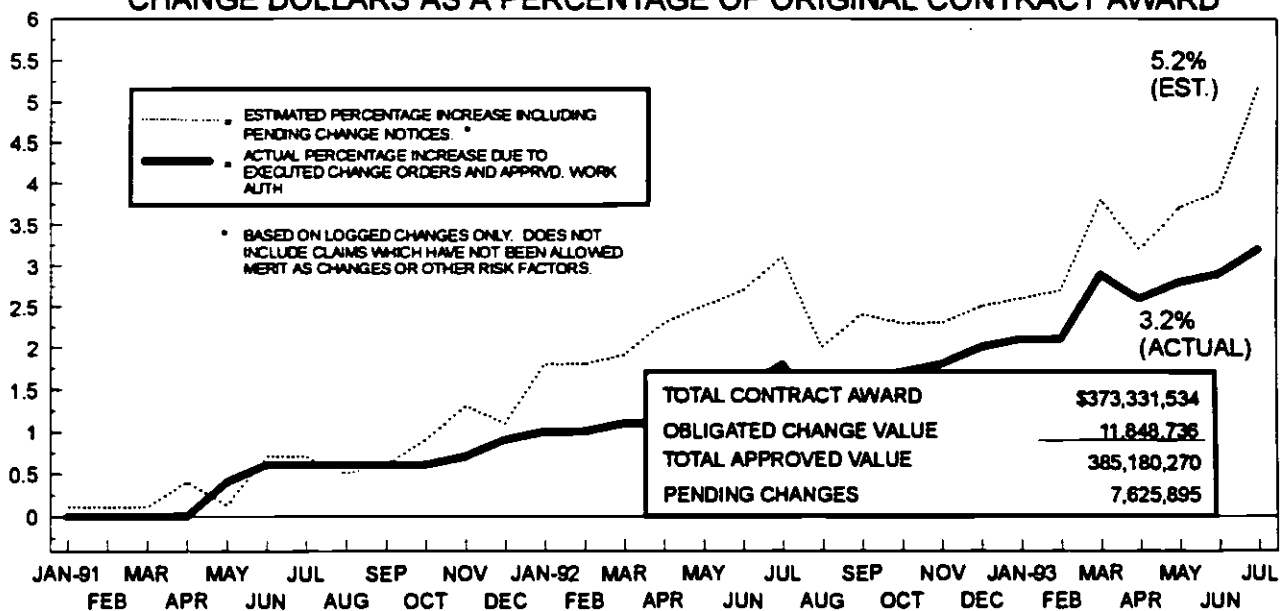
### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



### AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	75	22	12	77	186
PERCENT	40%	12%	7%	41%	100%

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

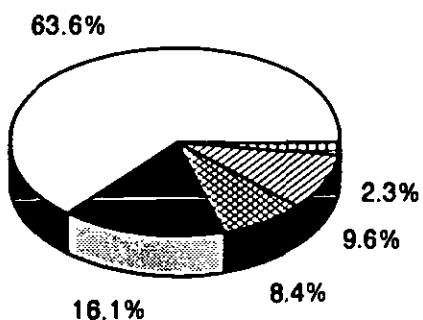


# CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 07/30/93

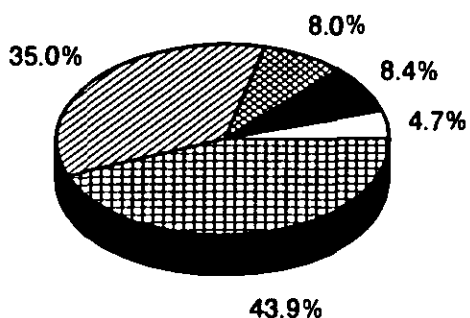
## COST LEVEL

Total Cost: \$8,439,013\*

VOLUME



DOLLARS

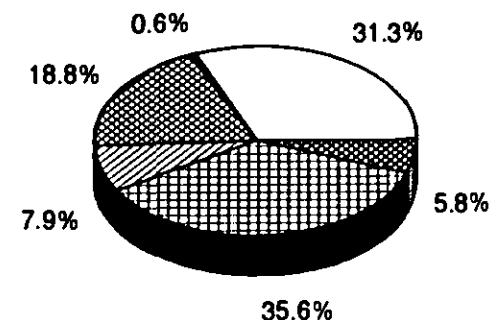
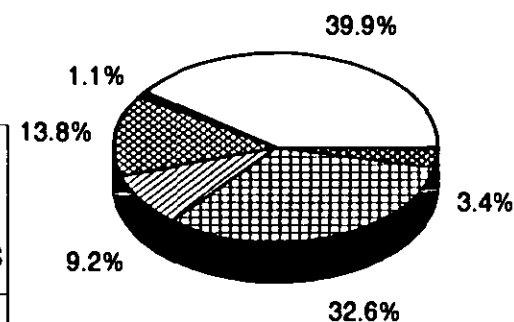


## Legend

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

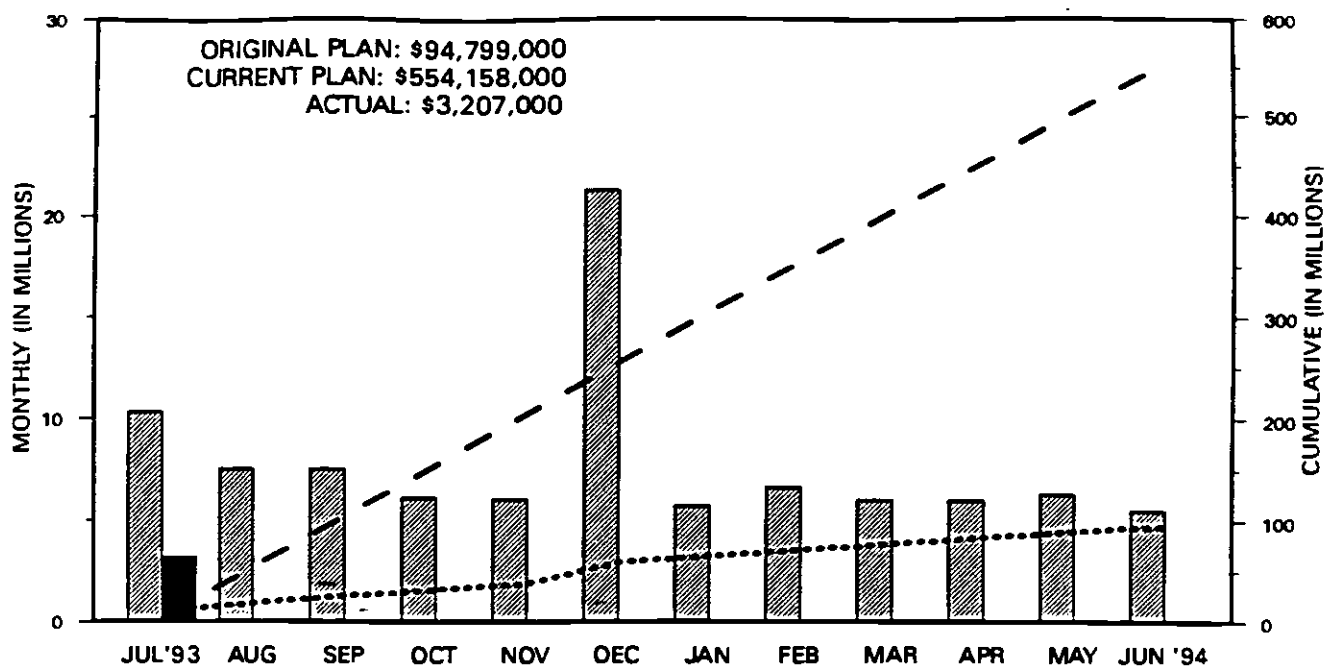
## BASIS

Total Volume: 261 CN's

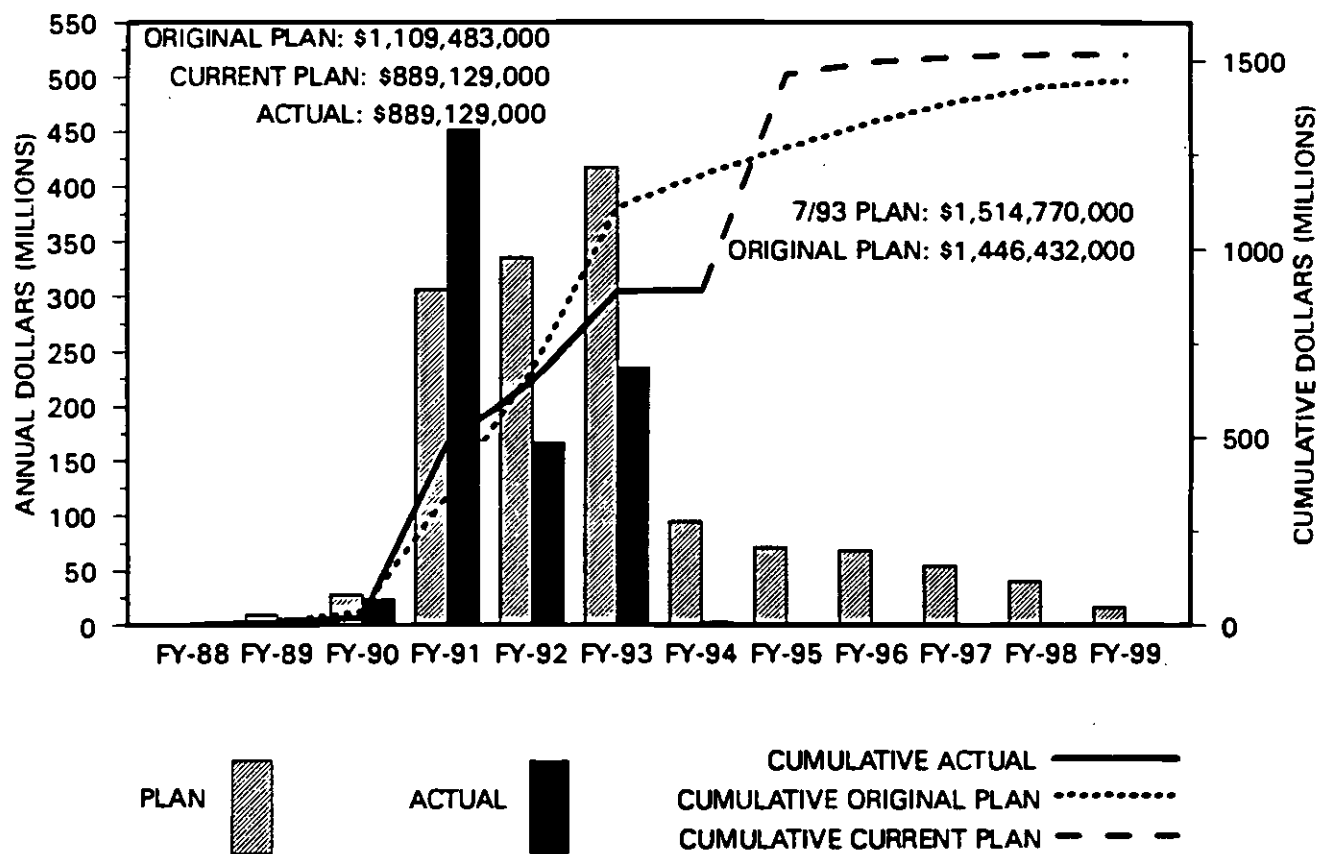


\*INCORPORATES SOME SEGMENT 3 COSTS

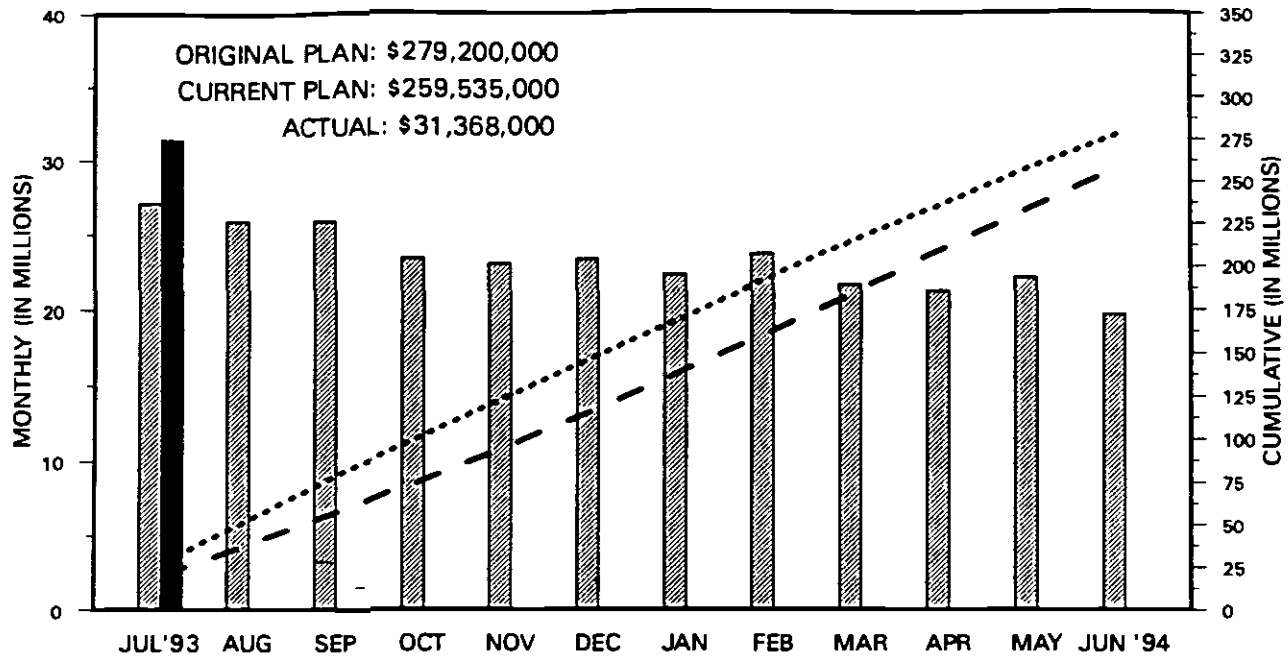
## ANNUAL PROJECT COMMITMENTS (FY '94)



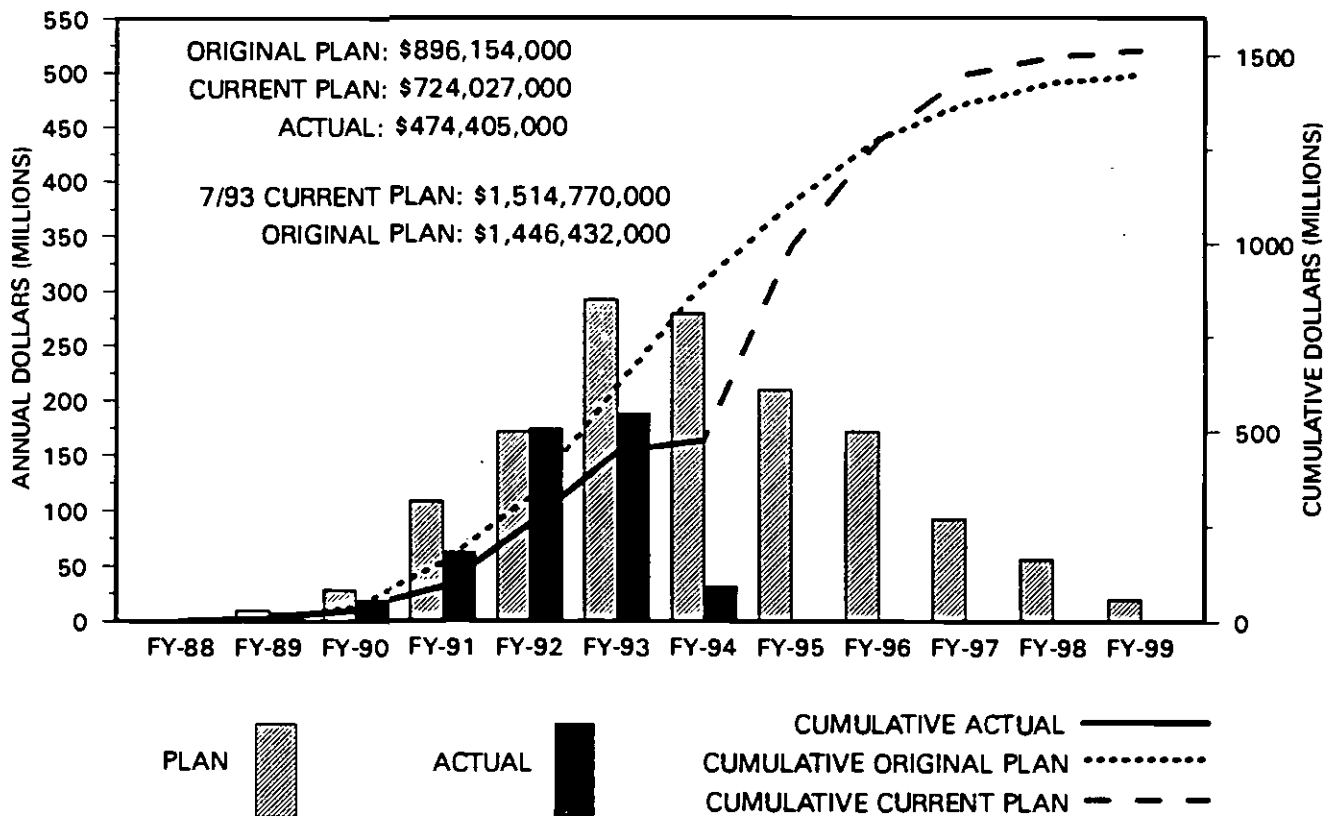
## TOTAL PROJECT COMMITMENTS



ANNUAL PROJECT CASHFLOW (FY '94)

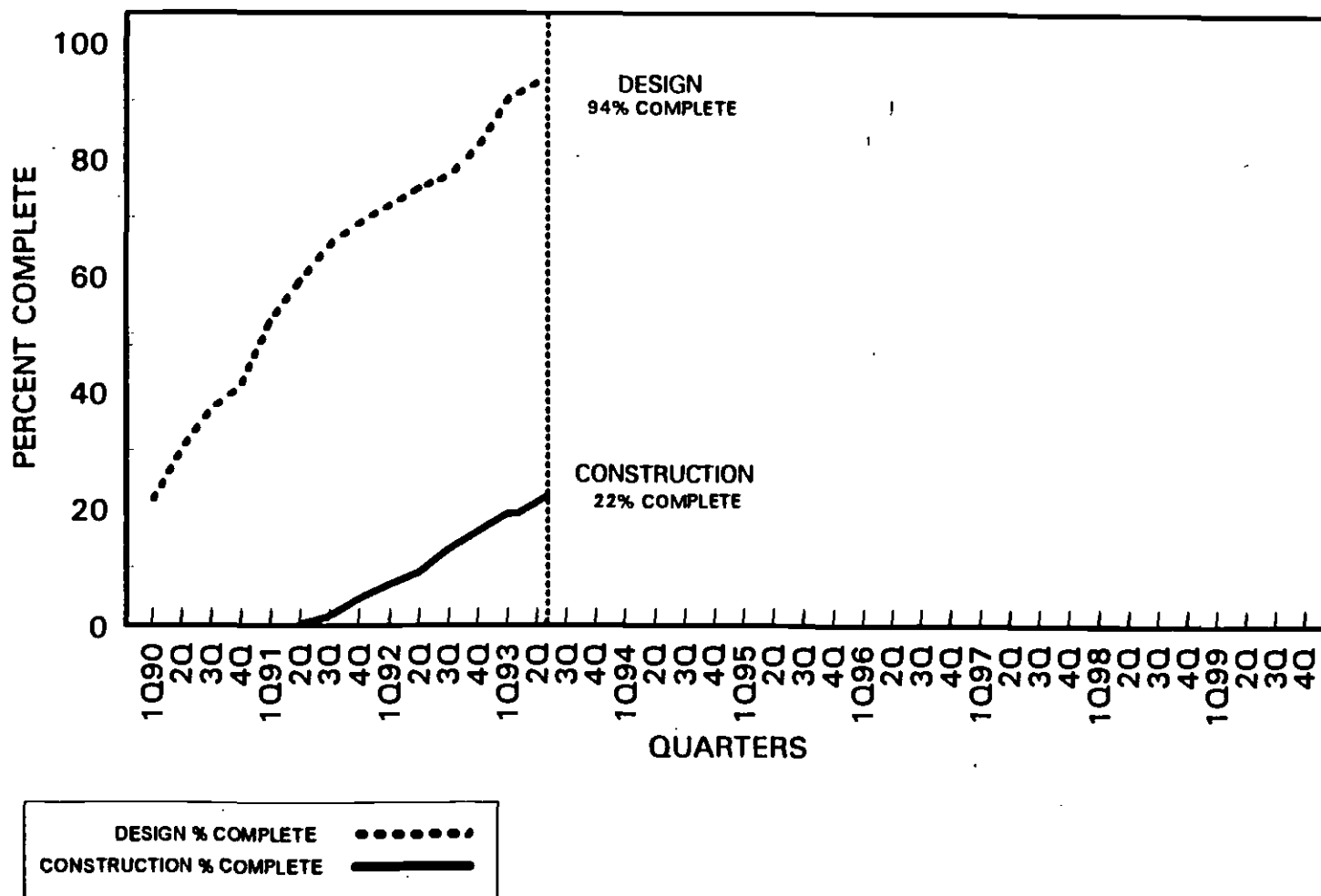


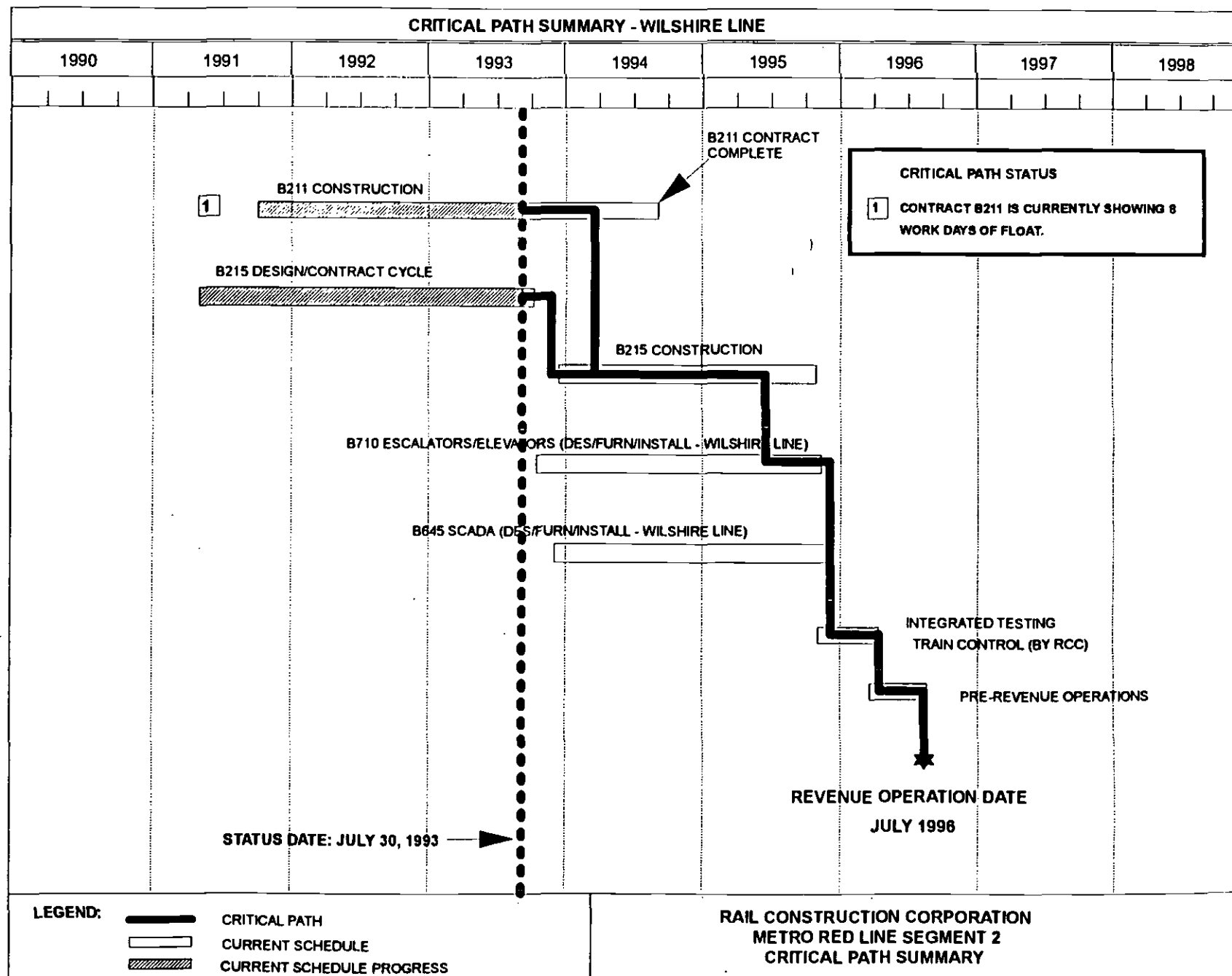
TOTAL PROJECT CASHFLOW

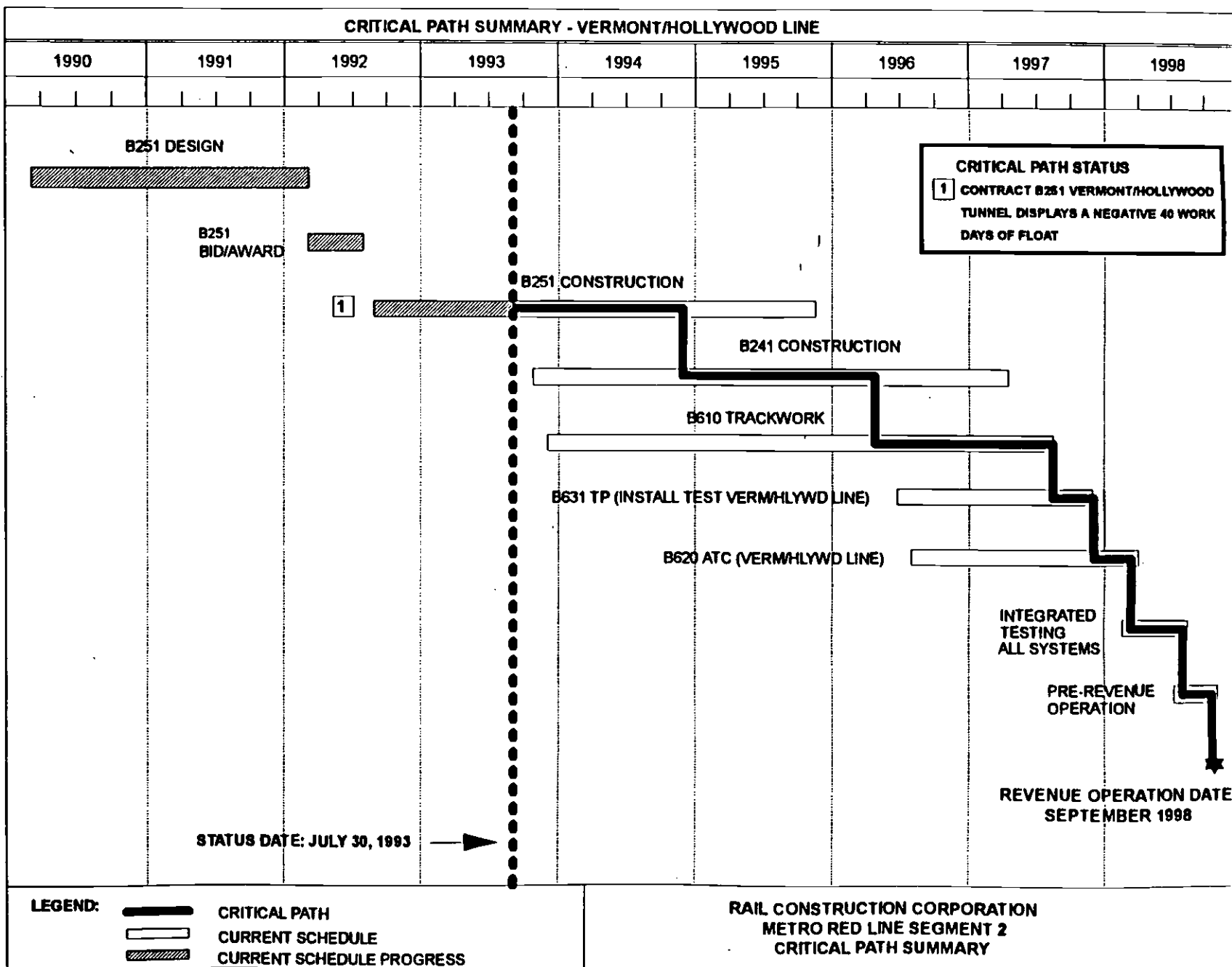




# RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

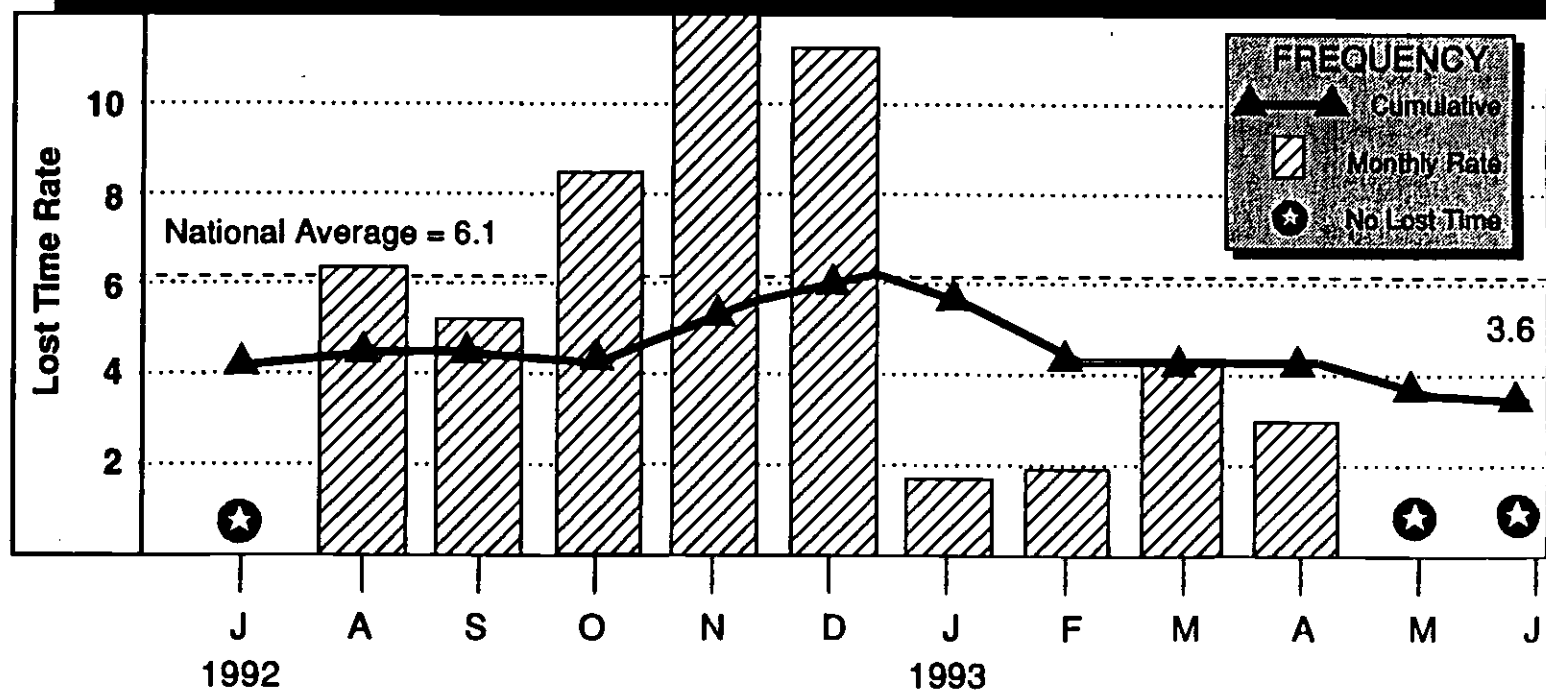
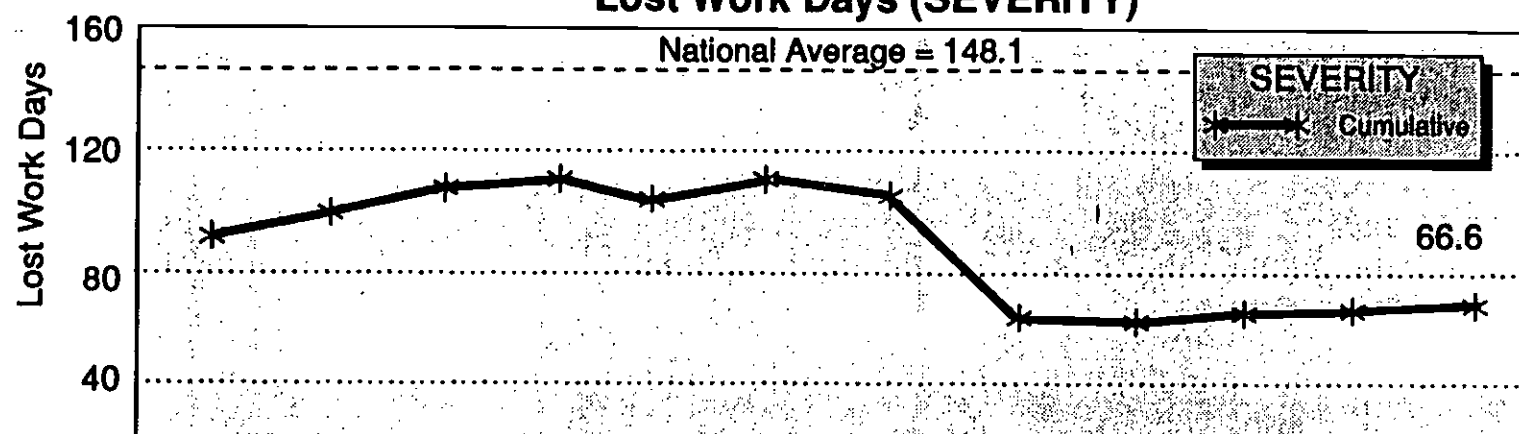






# METRO RED LINE SEGMENT 2

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



## INVOICE PROCESSING

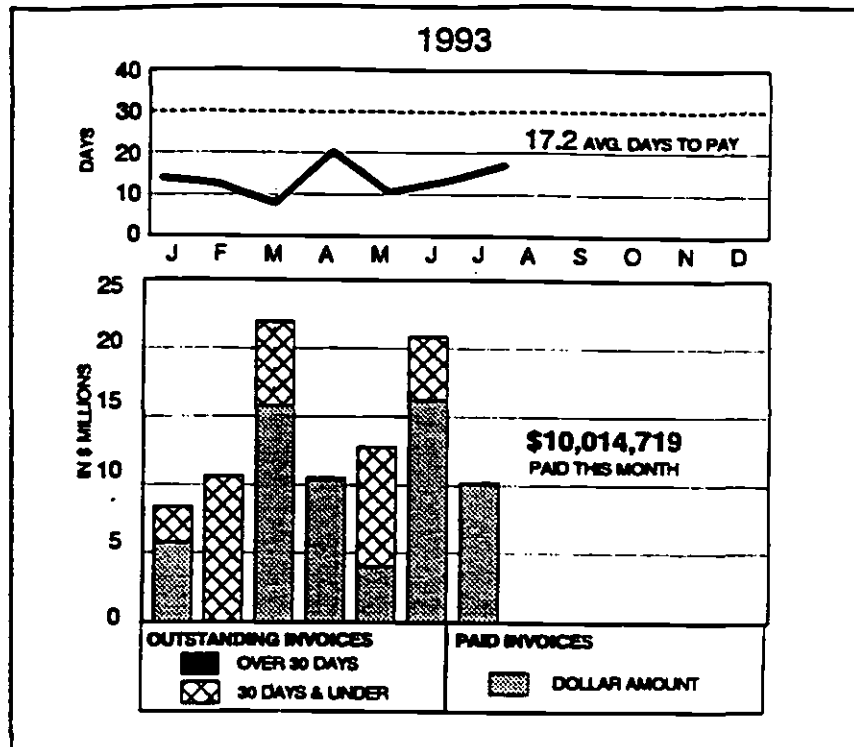
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.2 days.

- 12 invoices were paid for a total value of \$ 10,014,719.

- There were 4 outstanding Construction or Procurement invoices under 30 days old for \$ 64,198.

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

Construction/Procurement Invoice Status



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

## OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1993	3	172,497	0	0	36	3,373,742	7	113,632
MAY 1993	5	8,651,451	0	0	44	8,205,542	11	304,775
JUN 1993	4	4,612,570	0	0	31	4,653,152	7	408,750
JUL 1993	4	64,198	0	0	34	838,793	2	373,900

## EXECUTIVE SUMMARY

### CURRENT STATUS

The Los Angeles County Metropolitan Transportation Authority (LACMTA), following a merger of the Southern California Rapid Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC) on April 1, 1993, assumed responsibility for duties previously performed by those two organizations. On May 14, 1993, a Full Funding Grant Agreement was executed between the Federal Transit Administration (FTA) and the LACMTA. A final version of the Project Management Plan (PMP) for the North Hollywood and Mid City Extensions was submitted to the FTA on July 28, 1993. A separate Project Management Plan is being prepared for the East Side Extension at the FTA's request.

Following Segments 1 and 2, Segment 3 is comprised of three main extensions with an estimated preliminary budget of \$2,451 million:

- **NORTH HOLLYWOOD EXTENSION** - begins just west of the Segment 2 Hollywood/Vine Station and continues west under Hollywood Boulevard to the Hollywood Highland Station. From the Hollywood/Highland Station, the alignment turns northwest to the Universal City Station and terminates at the North Hollywood station located at Lankershim and Chandler Boulevard. The anticipated Revenue Operation Date (ROD) for this extension is 2000 at an approximate cost of \$1,310 million.
- **MID CITY EXTENSION** - begins just west of the Wilshire/Western Station. The alignment continues under Wilshire Boulevard and curves southwest on Crenshaw Boulevard, passing through the Crenshaw/Olympic Station and terminating at the Pico/San Vicente Station. The anticipated ROD for this extension falls in 1999 for an estimated \$491 million.
- **EAST SIDE EXTENSION** - The Locally Preferred Alternative (LPA) for the East Side Extension was selected in June 1993. This alternative originates at Union Station and has a terminus at Whittier and Atlantic Boulevards in East Los Angeles. The alternative is approximately 6.5 miles long and contains seven stations. The LACMTA submitted the LPA to the FTA and requested that agency concur with the alternatives analysis process completed to date. This is necessary prior to the start of the preliminary engineering work the LACMTA plans to conduct for the LPA. The Engineering Management Consultant (EMC) was given a limited Change Work Order to proceed with the Preliminary Engineering processing in accordance with its existing contract. The current budget for this extension is \$650 million.

## EXECUTIVE SUMMARY (CON'T)

The MTA issued a Request for Proposal (RFP) for consultant services to complete the Final Environmental Impact Report (FEIS/FEIR) and related planning work. The first draft of the PE/FEIS/FEIR Project Management Plan is completed and has been forwarded to the Project Management Oversight Consultant, Hill International, for review. A 1:40 scale map is also being prepared of the East Side alignment and station locations for review by MTA Operations.

### 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 to the budget or forecast.

### SCHEDULE STATUS

#### North Hollywood Extension

- The critical path for the North Hollywood Extension is currently showing zero days of float. Delays in real estate acquisitions have resulted in contingency being removed from the Project schedule in order to maintain the Revenue Operations Date. Design progress of the major facilities for the North Hollywood Extension is 36.8% actual versus

## EXECUTIVE SUMMARY (CON'T)

40.7% planned. Systems design activity consisted primarily of the review and input to the facilities design process during the month of July. A description of the critical path is as follows:

The critical path for the North Hollywood Extension currently shows zero days of total float. The critical path is through Contract C0328, Universal City Demolition, Real Estate acquisition and Site demolition; C0311, excavation of crossover and tunneling; the completion of C0321, Universal City Station, Crossover Completion and Trackwork Access; and Contract C0610, Trackwork. The critical path continues through Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date, planned for May 17, 2000.

### Mid City Extension

- The critical path for the Mid City Extension is currently showing zero days of float. Delays in real estate acquisitions have resulted in contingency being removed from the Project Schedule in order to maintain the Revenue Operations Date. Design progress of the major facilities for the Mid City Extension is 21.6% actual versus 23.8% planned. A description of the critical path for the Mid City Extension is shown below.

Following the acquisition of Real Estate, the critical path proceeds through Contract C0428, Pico/San Vicente Demolition; Contract C0411, Line Section: Pico/San Vicente to Wilshire/Western; and 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 July 1999.

### East Side Extension

- The first draft of the overall design schedule has been developed and specific details are being refined. The draft schedule also highlighted problems with the late start of subconsultants for survey, mapping, geotechnical and pot-holing activities.



## EXECUTIVE SUMMARY (CON'T)

## REAL ESTATE

## North Hollywood Extension

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	178	8	163	15*	70
LAST MONTH	184	2	173	10*	70

\*SIX 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	64	0	55	6*	150
LAST MONTH	61	0	55	6*	150

\*SIX PARCELS ARE ON THE CRITICAL PATH

## PUBLIC AFFAIRS

- Public Affairs continued to manage mitigation measures on the North Hollywood Extension in July. Staff members established office hours for the Metro Information Field Office (Tuesday, 9:00 A.M. - 12:00 P.M.; Wednesday, 11:00 a.m. - 2:00 p.m.; Thursday, 2:00 P.M. - 5:00 P.M.). Other activities included a bid-conference tour conducted of the North Hollywood Station construction area, a community update meeting held for the residents of Runyon Canyon regarding Metro Rail construction through the Santa Monica Mountains; and construction notices issued regarding preliminary utility relocation at Bakman Avenue/Chandler Boulevard and at Hortense/Kling Streets.

On the Mid City Extension construction notices were also distributed to local businesses near the Crenshaw/Olympic station site regarding pot-holing to locate underground utilities. Public Affairs staff also participated in a community planning forum.

## AREAS OF CONCERN

### NEW

#### **Delay in Obtaining Environmental Permits - Mid City Extension**

**Concern:** Delay in acquiring the necessary Environmental Permits for Contract C0411 may result in slippage of the milestones.

**Action:** Expedite permitting process to avoid adverse schedule impact.

**Status:** RCC Environmental staff and subconsultants are currently looking at ways to compress the schedule.

#### **Presence of Hydrogen Sulfide and Methane on Alignment - Mid City Extension**

**Concern:** Treatment of hazardous gas in the alignment of Contract C0411 may be necessary during construction and over the long-term.

**Action:** Expedite the investigation of existing site conditions.

**Status:** RCC Environmental staff, their subconsultants and EMC Geotechnical consultants will have the field investigation reports completed by the end of September. Any design changes required by the new information will be made during October.

### ONGOING

#### **Delay in Real Estate Acquisition - North Hollywood and Mid City Extensions**

**Concern:** There are six parcels delayed on the North Hollywood Extension that affect contracts C0328, Universal City Demolition and Contract C0311, Tunnel Section from Universal City Station to Station 630+00 at rock interface. Six critical parcels affect the Mid City Extension at Contracts C0428, Pico/San Vicente Demolition and C0411, Line Section: Pico/San Vicente to Wilshire Western. These parcels are behind the target acquisition schedule required to support these contracts.

**Action:** Expedite acquisition schedule.

**Status:** Remaining acquisition actions are under review for possible schedule compression. All mitigation measures are being evaluated.

**AREAS OF CONCERN (CON'T)****Delay in Geotechnical Subcontractor Commencing Work - Mid City Extension**

**Concern:** Information from the Geotechnical Design Summary Report (GDSR) will not be available for the prefinal submittal of Contract C0411.

**Action:** EMC production proceeds without the GDSR. Design premised on Preliminary Engineering efforts and all other available data.

**Status:** Geotechnical subconsultant released to commence site work. GDSR to be available for input into design documents in October.

**Appointment of Section Designers - North Hollywood and Mid City Extensions**

**Concern:** Delay in the approval of Section Designers contracts, and consequently, delayed issuance of Notice to Proceed for design of the station packages, has resulted in revision of the camera ready submittal dates and will impact the contracting cycle.

**Action:** Expedite the approval and contracting process, and compress the schedules to whatever extent is possible.

**Status:** Recommendations were placed on the agenda for the next LACMTA Board meeting.

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

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

ONGOING        NONE

NEW            NONE

RESOLVED      NONE

## North Hollywood Extension

### KEY ACTIVITIES - JULY

#### Design/Construction

Final design for Contract C0303, Demolition and Utility Rearrangement for Hollywood/Highland Station.

Prefinal submittal for Contract C0311, Tunnel Section from Universal City Station to rock interface (Station 630+00).

Camera ready for Contract C0328, Demolition to support the C0311 tunnel contract. Completion of the required real estate acquisition is pending.

Contract negotiations were conducted with the selected section designers for Universal City and North Hollywood Stations.

### KEY ACTIVITIES - PLANNED FOR AUGUST

#### Design/Construction

In progress design submittal for Contract C0301, Hollywood/Highland Station is scheduled for August 2, 1993.

Camera ready for Contract C0303, Demolition and Utility Rearrangement, Hollywood/Highland Station is schedule for August 18, 1993.

Prefinal design submittal for Contract C0329, Demolition to support the C0321 Station contract is scheduled for August 27, 1993.

Review of Contract C0301 interface with Contracts B251 and B610 to determine appropriate interfaces for each contract.

Construction Management Services, Final Design Services and Section designer contracts for C0321, Universal City Station and C0351, North Hollywood Station are being submitted for approval to the RCC and LACMTA at the Boards meetings on August 16 and 25, 1993, respectively.

## Mid City Extension

### KEY ACTIVITIES - JULY

#### Design/Construction

Section designer scopes of work were prepared for Contracts C0401, Crenshaw/Olympic Station and C0421, Pico/San Vicente Station. A request for proposal was issued in respect of C0401.

The in-progress submittal for C0411, Tunnel Section from Pico/San Vicente Station to Wilshire/Vermont Station, was made on June 28, 1993.

The Geotechnical Specialist to work on this extension was approved by LACMTA.

Contracts C0428 and C0408, Demolition at Pico/San Vicente and Crenshaw/Olympic Stations, respectively, were combined into a single package - C0428.

### KEY ACTIVITIES - PLANNED FOR AUGUST

#### Design/Construction

Prefinal for C0428, Demolition for Pico/San Vicente and Crenshaw/Olympic Stations, is scheduled for August 16, 1993.

A second in-progress for Contract C0411, Tunnel Section from Pico/San Vicente Station to Wilshire/Western Station, is scheduled for August 27, 1993. This submittal will include the interim bus facility, utility rearrangement, and the excavation and support system for Crenshaw/Olympic.

Completion of certification of parcels required for the Mid City right of way.

Issuance of a request for proposal to, and negotiation of a contract with, the section designer for C0421, Pico/San Vicente Station.

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

N. HOLLYWOOD

Project: R82 METRO RED LINE - SEGMENT 3

Period: Jun 25, 1993 to Jul 30, 1993

Run Date: Aug 24, 1993

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	13,416	61,971	83	6,374	83	6,374	-3,111	834,340	-56,388
S PROFESSIONAL SERVICES	254,747	0	254,747	1,050	28,580	4,156	12,761	4,156	12,761	0	254,747	0
R REAL ESTATE	84,534	0	84,534	114	10,275	87	281	87	281	0	84,534	0
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	105	5	26	5	26	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	3,111	123,963	56,388
GRAND TOTAL - R82 METRO RED LINE - SEGMENT 3	1,310,822	0	1,310,822	14,580	100,933	4,334	19,443	4,334	19,443	0	1,310,822	0

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

Project: R83 RED LINE SEG 3 - MID CITY

Period: Jun 25, 1993 to Jul 30, 1993  
Run Date: Aug 19, 1993  
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	0	8,896	0	25	0	25	-1,338	332,801	-1,338
B PROFESSIONAL SERVICES	98,133	0	98,133	893	12,233	1,282	1,282	1,282	1,282	1,338	99,471	1,338
R REAL ESTATE	53,303	0	53,303	0	0	0	0	0	0	0	53,303	0
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	0	0	0	0	0	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL - R83 RED LINE SEG 3 - MID CITY	490,663	0	490,663	893	21,129	1,282	1,307	1,282	1,307	0	490,663	0



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

JULY 93

## STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$20,000	\$100,933	15%	\$19,443	3%	\$0	0%
FED SURFACE TRANSIT PROG	\$25,000	\$21,300		0%		0%		0%
SB 1995 TRUST FUND	\$53,000	\$53,000		0%		0%		0%
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			0%		0%		0%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$94,300	\$100,933	8%	\$19,443	1%	\$0	0%

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

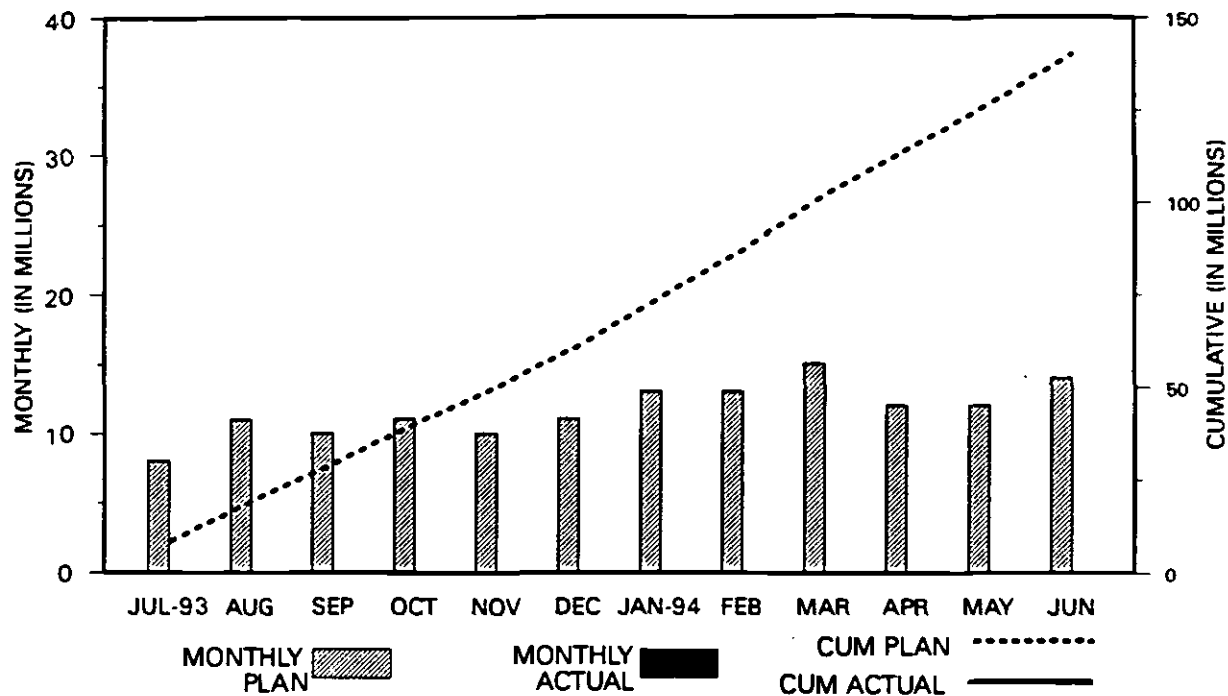
JULY 93

## STATUS OF FUNDS BY SOURCE

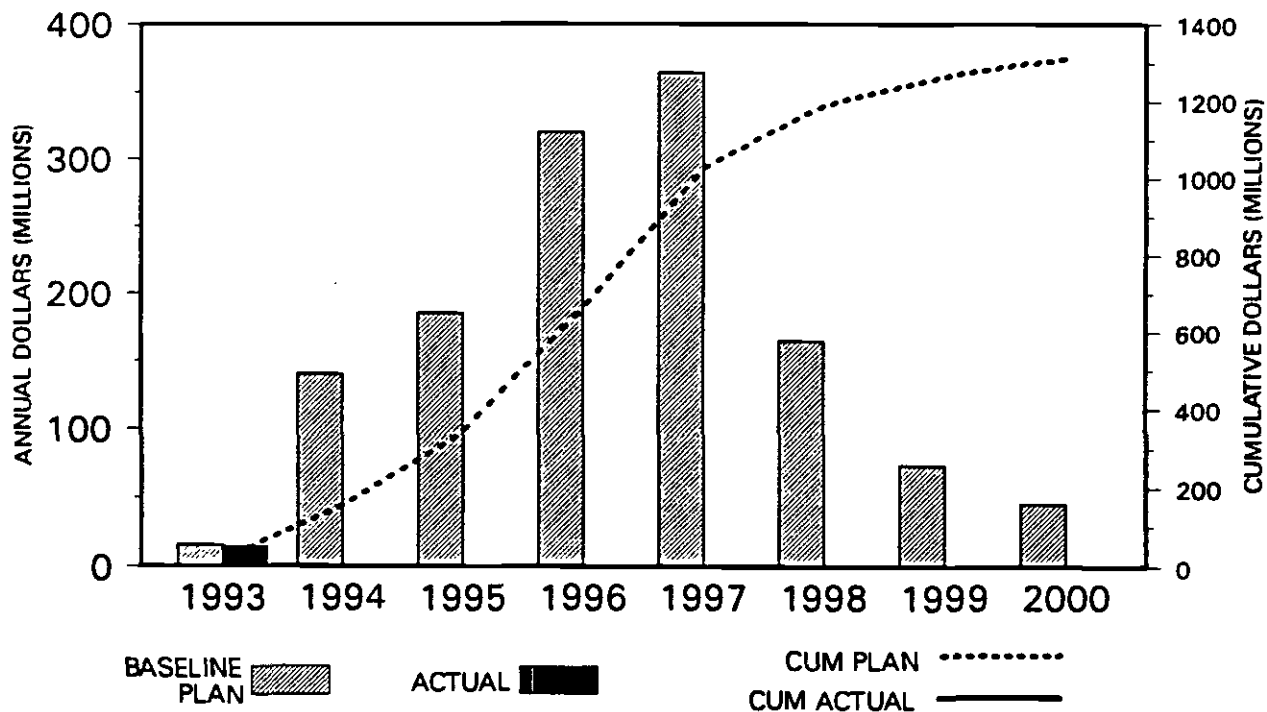
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$20,000	\$21,129	9%	\$1,307	1%	\$1,307	1%
FED SURFACE TRANSIT PROG	\$55,400			0%		0%		0%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$20,000	\$21,129	4%	\$1,307	0%	\$1,307	0%

# NORTH HOLLYWOOD

## PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



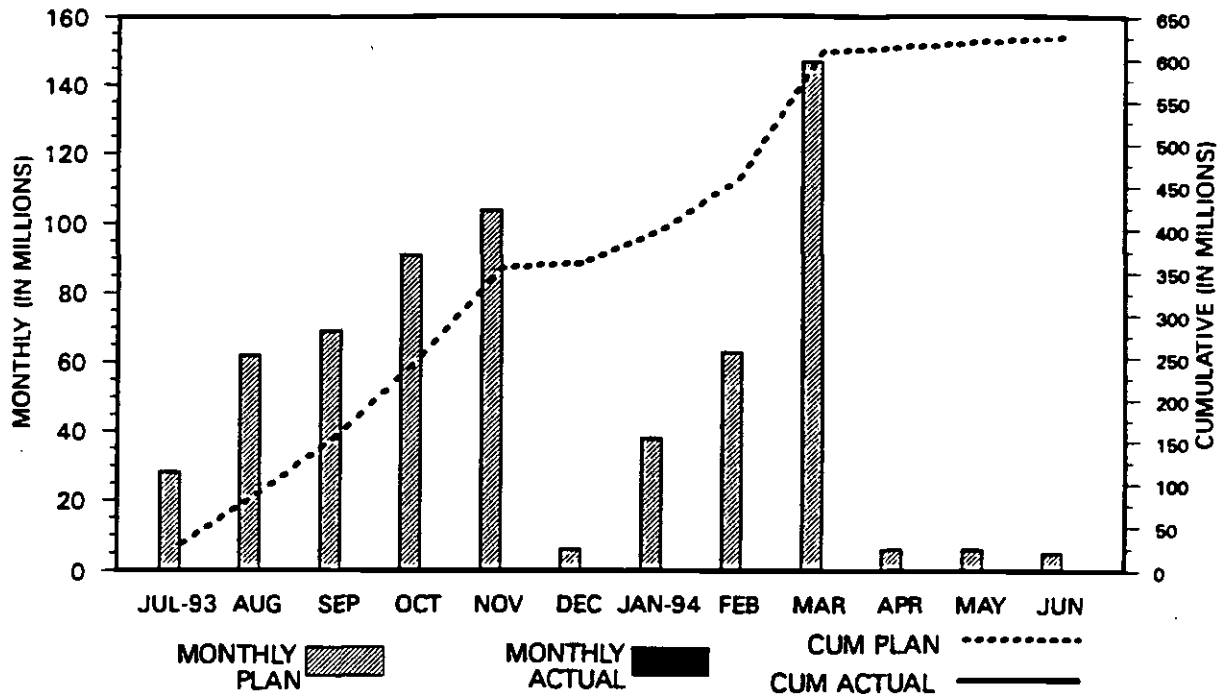
## PROJECT CASH FLOW - PROJECT FISCAL YEAR



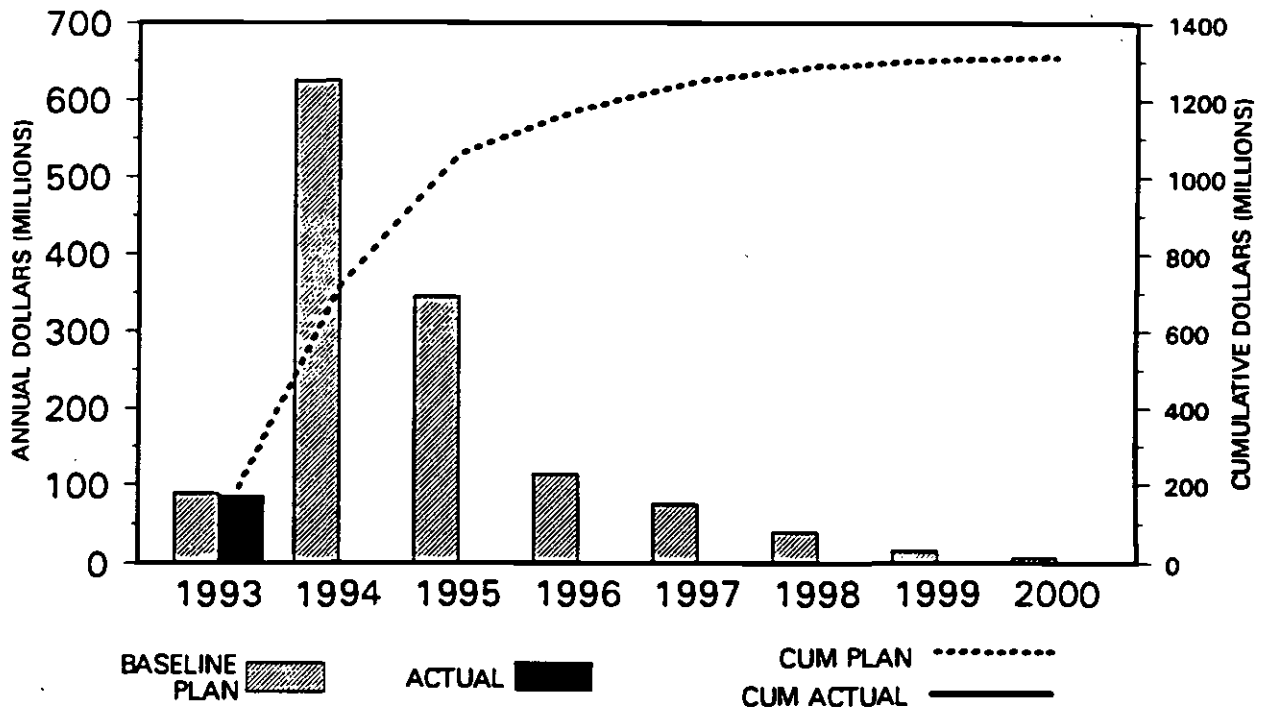
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JUNE 1993

# NORTH HOLLYWOOD

## PROJECT COMMITMENT - ANNUAL FISCAL YEAR - 1994

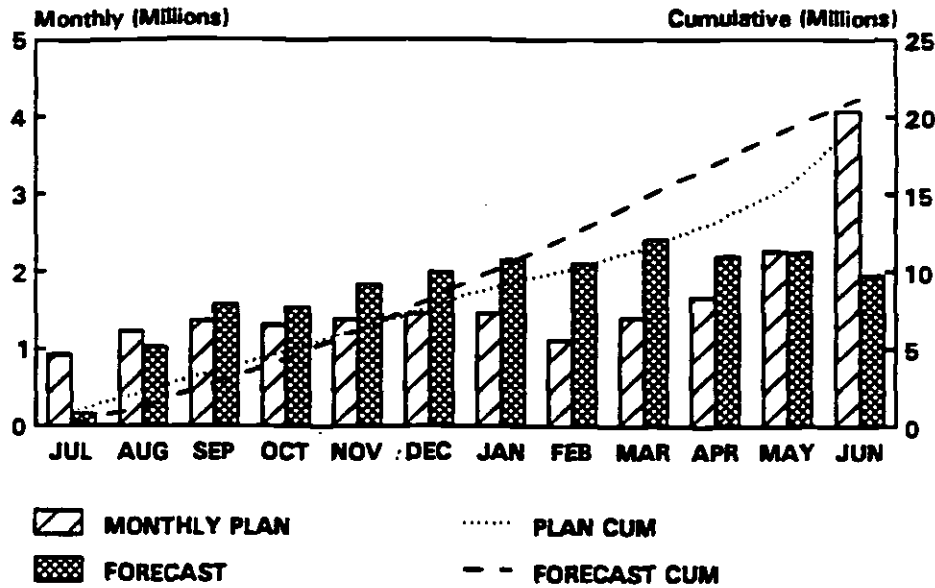


## PROJECT COMMITMENT - PROJECT FISCAL YEAR

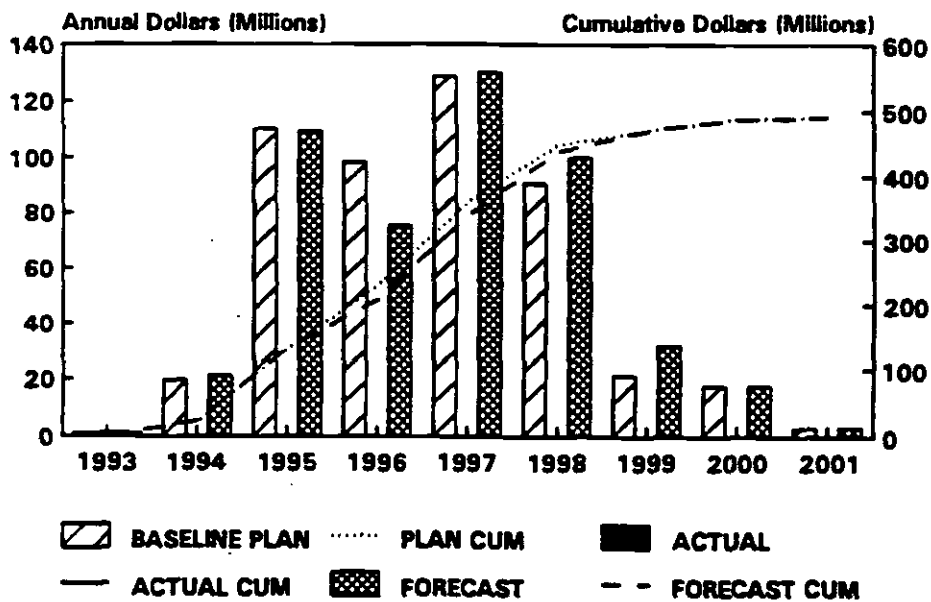


NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JUNE 1993

# **MID CITY EXTENSION PROJECT CASH FLOW - ANNUAL FISCAL YEAR 1994**

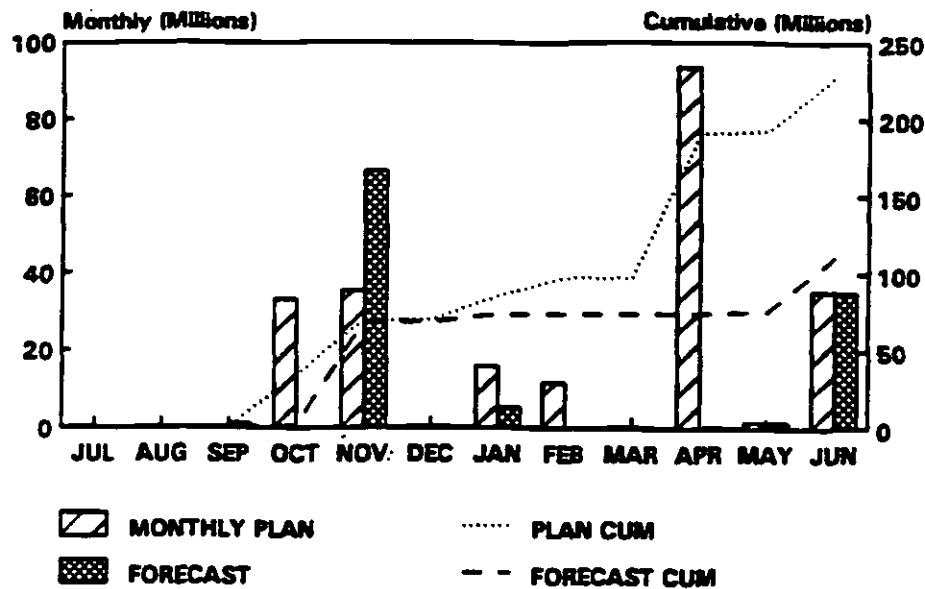


## **PROJECT CASH FLOW - PROJECT FISCAL YEAR**

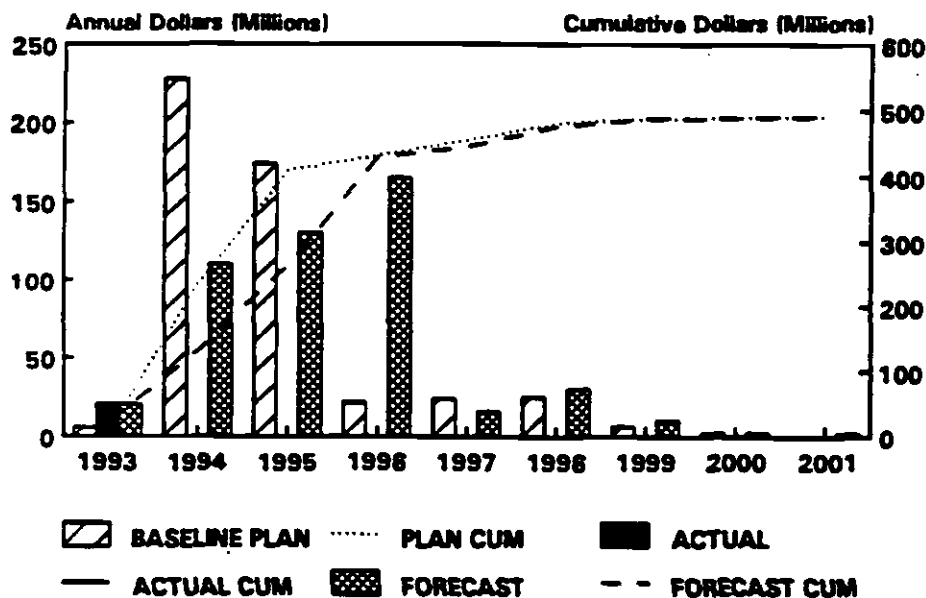


NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JUNE 1993

# **MID CITY EXTENSION PROJECT COMMITMENTS - ANNUAL FISCAL YEAR**



# **PROJECT COMMITMENTS - PROJECT FISCAL YEAR**



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

