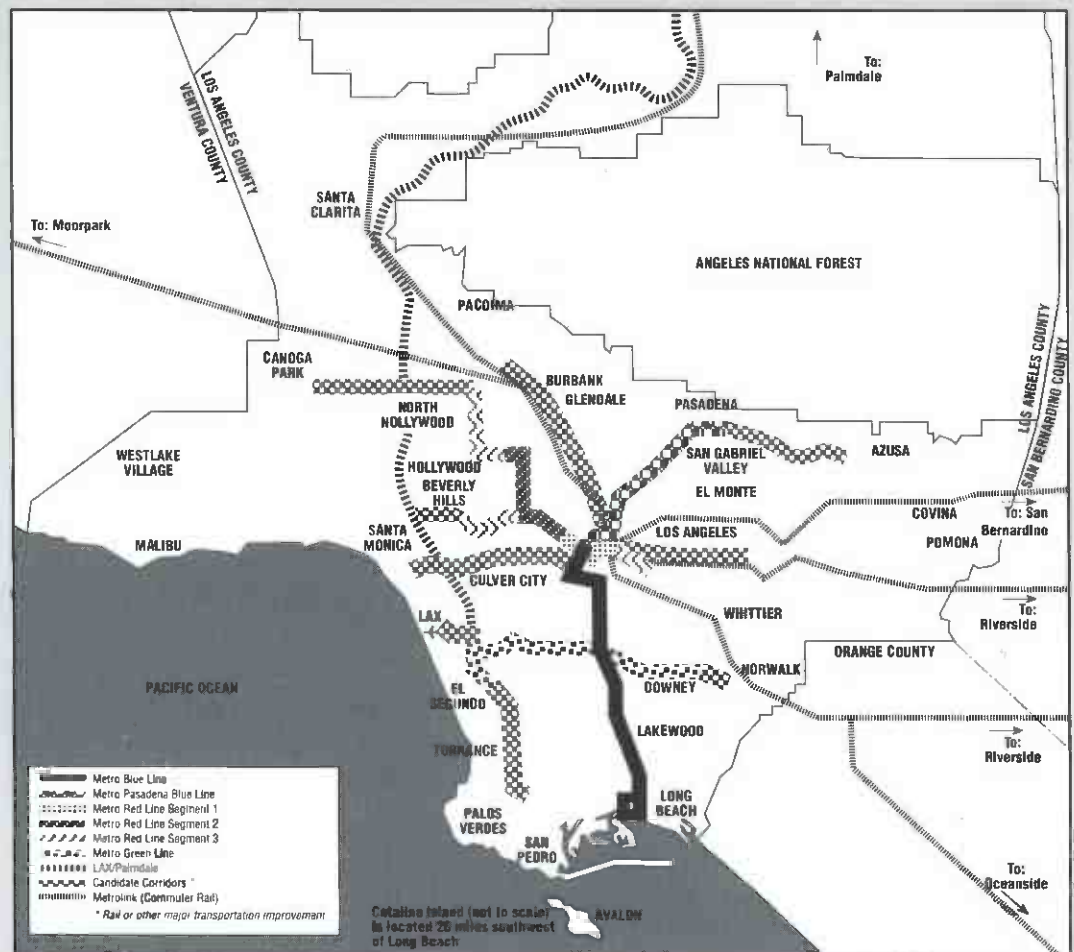


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372 *	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		

Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	531,120 *	Actual:	96%
Current Budget	1,510,929	Construction	
Schedule Status:	Revenue Operations Dates:	Actual:	26%
	Wilshire Vermont/Hlywd		
Original	Jul '96 Sep '98		
Forecast	Jul '96 Sep '98		

Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	45,788 *	Actual:	54%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	0%
Revenue Operations Date:			
Original	2000		
Forecast	2000		

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Design	
Expended to Date	3,314 *	Actual:	30%
Current Budget	490,663	Construction	
Schedule Status		Actual:	0%
Revenue Operations Date:			
Original	1999		
Forecast	1999		

Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	419,977 *	Actual:	99%
Current Budget	722,402	Construction	
Schedule Status		Actual:	76%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		

* Expenditure data through Oct. 1993

Metro Pasadena Blue Line

Cost Status	(\$000)
Original Budget	841,000
Expended to Date	29,863 *
Current Budget	841,000

Schedule Status:

Revenue Operations Date:	
Original	November 1997
Forecast	June 1998

Project Progress

Design	Actual:	58%
Construction	Actual:	0%

*** Expenditure data through Oct. 1993**

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

STATUS DATE: 11/30/93

(IN THOUSANDS)

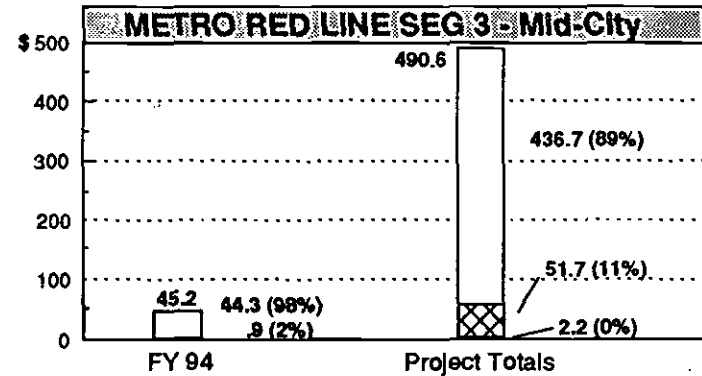
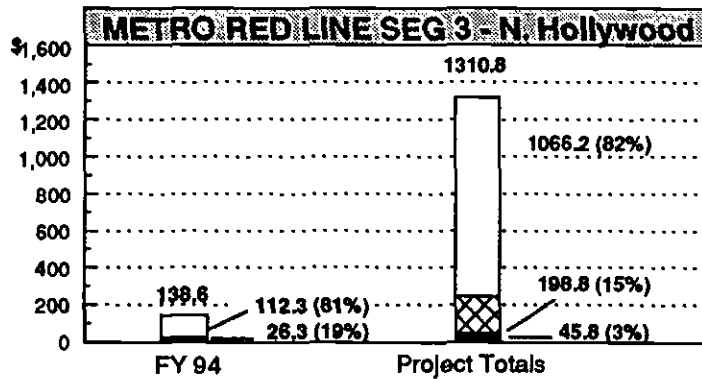
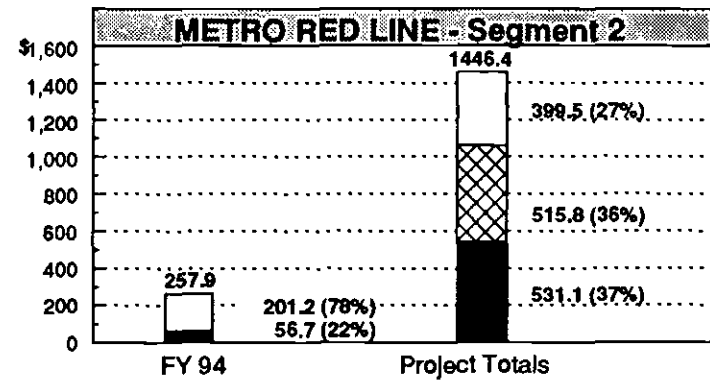
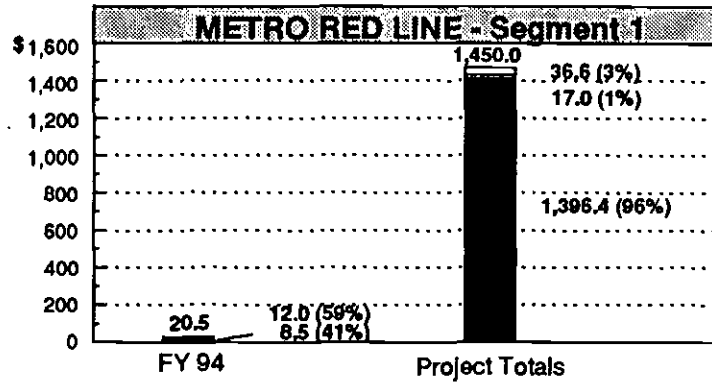
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,296,583	4,491,620	136,466	2,547,817	42,327	1,958,313	36,145	1,843,930	4,437,806	(53,814)
S PROFESSIONAL SERVICES	1,453,048	1,734,284	4,186	1,313,761	14,897	997,541	14,897	995,112	1,741,654	7,370
R REAL ESTATE	453,432	517,647	11,080	295,577	13,548	299,659	13,548	299,569	523,470	5,823
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	129,460	1,009	103,132	972	79,092	972	78,572	127,107	(2,353)
D SPECIAL PROGRAMS	11,044	20,870	112	6,723	218	2,027	218	2,027	28,169	7,299
C CONTINGENCY	452,990	281,121	0	0	0	0	0	0	341,094	59,973
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	0	(6,409)	(1,312)	(7,721)	(36,695)	(300)
PROJECT GRAND TOTAL	6,781,169	7,138,608	152,854	4,266,192	71,963	3,330,225	64,469	3,211,491	7,162,607	23,999

NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	55,024	19,895	19,895	0	0	0	0	54,271	(753)
S PROFESSIONAL SERVICES	0	8,226	(15)	4,465	317	3,644	317	3,644	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	0	0	0	0	0
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	19,880	24,360	317	3,644	317	3,644	64,497	(753)
PROJECT GRAND TOTAL	6,781,169	7,203,858	172,734	4,290,552	72,280	3,333,869	64,786	3,215,135	7,227,104	23,246

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

BUDGET STATUS - November 26, 1993
(in \$ Millions)



BUDGET STATUS - November 26, 1993
(in \$ Millions)

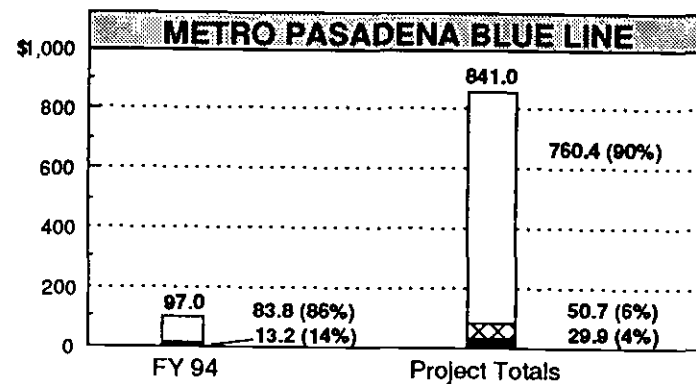
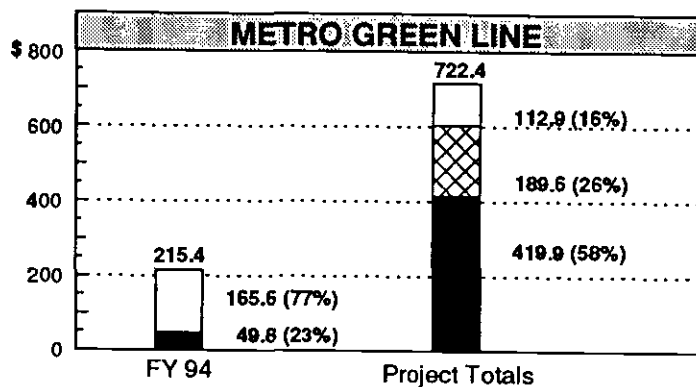
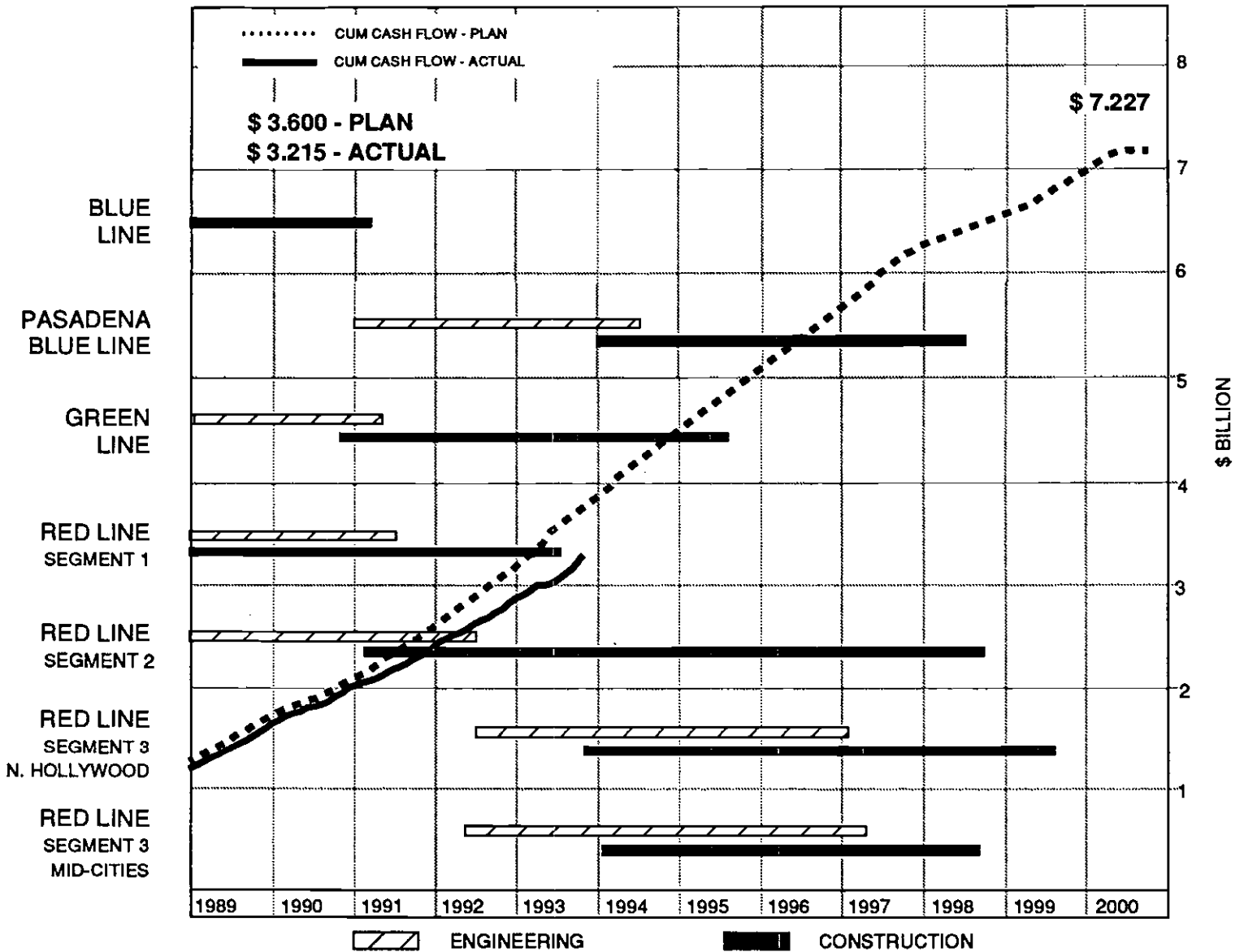


Figure 1 - Rail Construction Plan



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 LINE 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
ISTEA-FED SURFACE TRANSIT PROG					7.431	1					25.0	2	55.4	11	87.8	1
FLEXIBLE CONGESTION RELIEF													26.0	5	26.0	0
FTA-SECTION 9							90.6	6							90.6	1
STATE			345.4	41	106.4	15	210.3	15	186.0	12	190.0	14	72.3	15	1110.4	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)									59.3	4					59.3	1
PROPOSITION C			488.6	58	397.0	55					344.7	26	94.4	19	1324.7	18
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	7203.9	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

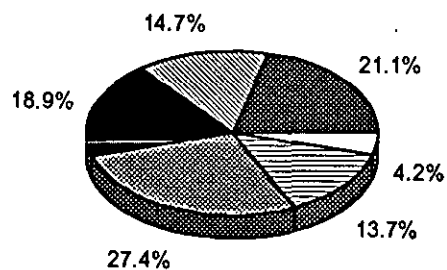
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 12/01/93

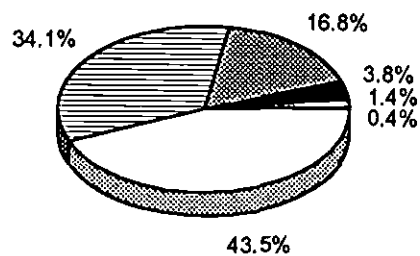
COST LEVEL

Total: \$52 Million

VOLUME



DOLLARS

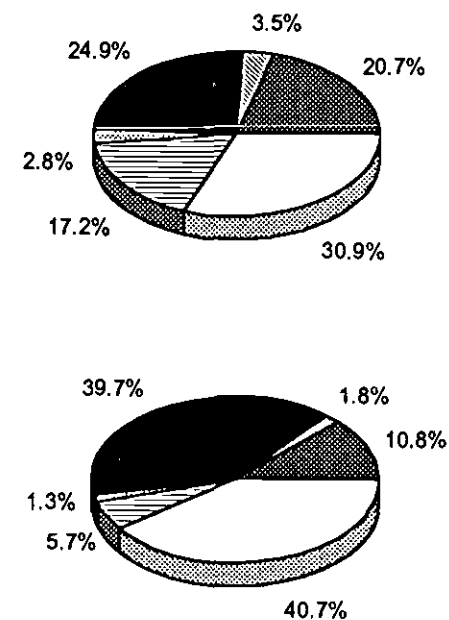


Legend

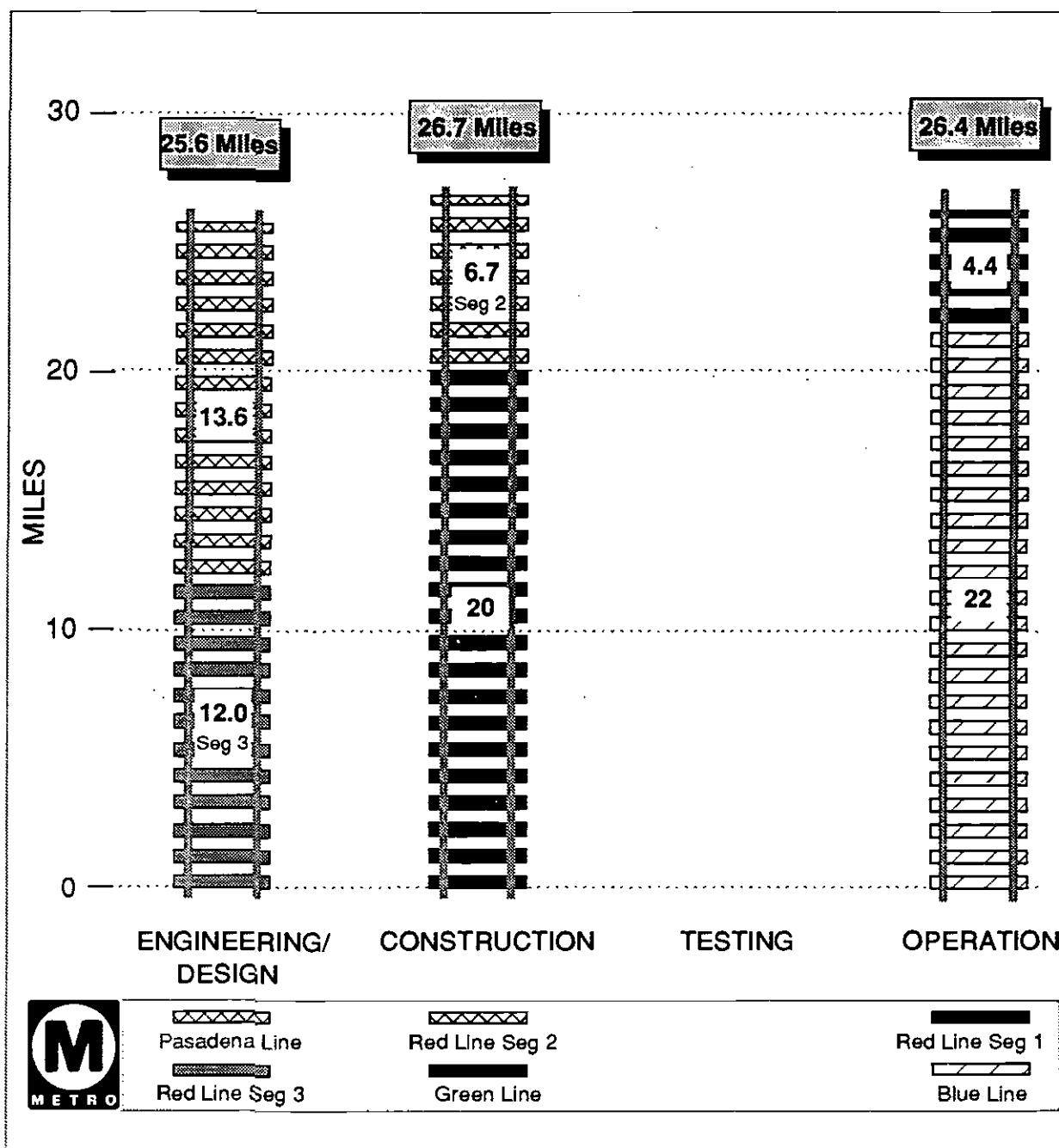
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 285



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 Blue Line	160	6	154	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	75	6	6	152
Red Line Seg 3 NH	177	9	159	18**	90
Red Line Seg 3 MC	61	0	55	6**	90

* 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 24.6% which exceeds the corporate goal by 4.6%. 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 4.3% of total program costs, which just exceeds the 4% corporate goal by 0.3%. 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		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%	505,852	58.48%	494,305	68.43%	812,270	56.11%	1,010,024	66.85%	801,940	61.18%	339,227	69.14%	4,621,105	63.94%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,048	3.61%	140,000	9.66%	83,962	5.56%	95,018	7.25%	53,303	10.86%	528,231	7.31%	
PROFESSIONAL SERVICES:																	
ENGINEERING/DES	69,587	7.93%	74,538	8.62%	78,683	10.89%	221,659	15.29%	143,423	9.49%	67,056	5.12%	33,000	6.73%	687,946	9.52%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	70,339	9.74%	116,429	8.03%	132,484	8.77%	102,800	7.84%	35,000	7.13%	620,879	8.59%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.82%	95,558	6.59%	59,506	3.94%	52,433	4.00%	19,627	4.00%	306,858	4.25%	4%
OTHER	14,222	1.62%	27,390	3.17%	18,019	2.49%	32,671	2.25%	22,883	1.51%	36,127	2.76%	10,506	2.14%	161,818	2.24%	
SUBTOTAL	193,106	22.01%	208,585	24.11%	194,648	26.94%	466,317	32.16%	358,296	23.71%	258,416	19.71%	98,133	20.00%	1,777,501	24.59%	20%
CONTINGENCY	963	0.11%	76,255	8.82%	13,919	1.93%	31,432	2.17%	58,947	3.90%	155,447	11.86%		0.00%	336,963	4.66%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%		0.00%	0	0.00%	(36,695)	-0.51%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,510,929	100.00%	1,310,821	100.00%	490,663	100.00%	7,227,105	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 October Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - November 1993

No New Items

ONGOING

Concern: The value fluctuation of the Yen relative to the dollar may have a negative impact on the total P2020 Vehicle contract cost.

Action: The Metro Green Line staff should investigate the opportunities and costs associated with the purchase of financial instruments to protect against further cost increases.

Status: This recommendation is being considered by RCC.

Concern: The EMC should complete a Design Management Plan for the Pasadena Line Project.

Action: The Metro Pasadena Line staff should direct the EMC to complete this management tool.

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.

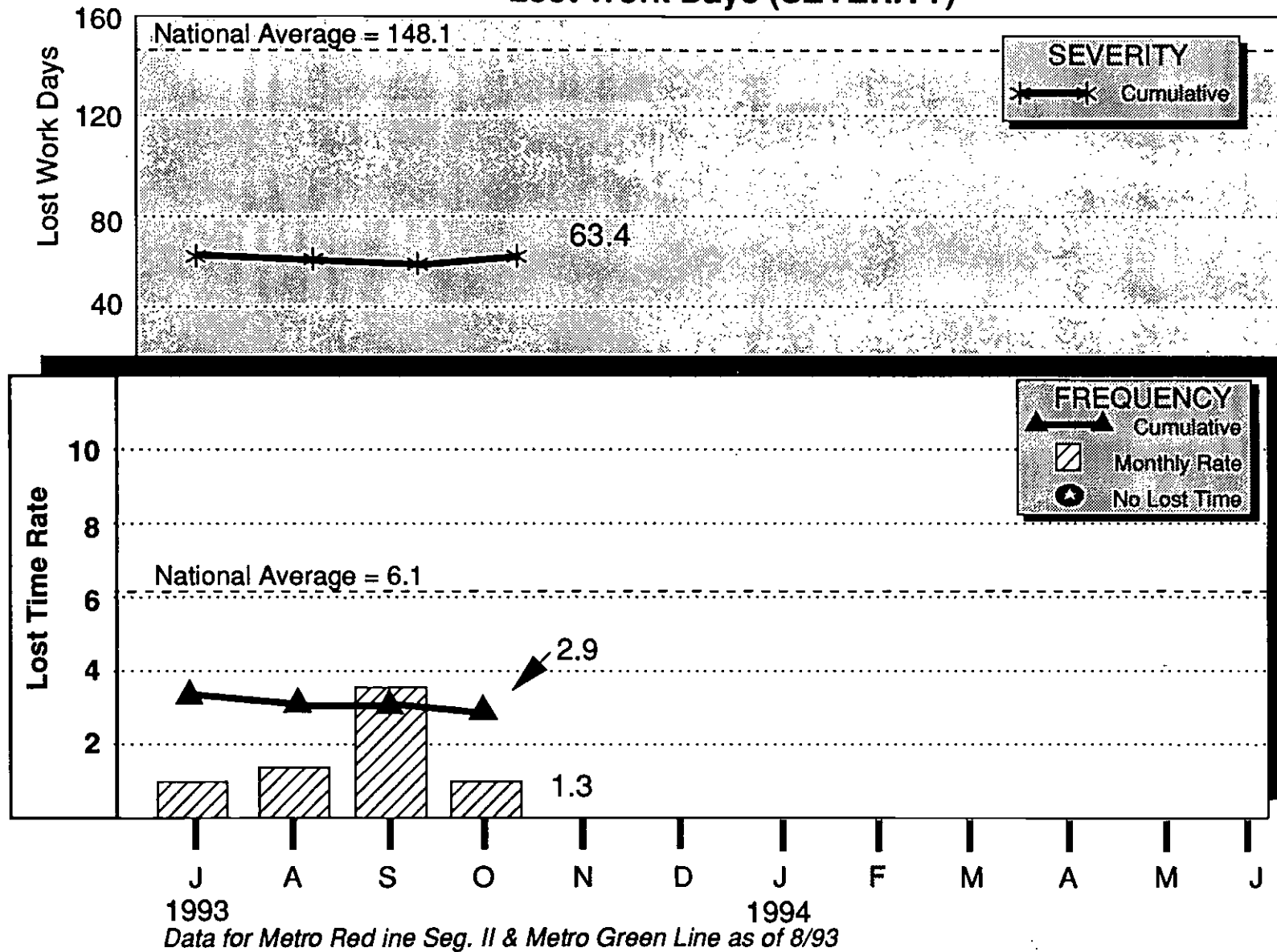
Status: The MPL staff has agreed to this recommendation and is preparing an action plan.

RESOLVED

No New Items

TOTAL PROGRAM

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS

7th/Metro Station

Line Section

Los Angeles Street Running -
Slow Speeds.

Cab Signal -
Speeds Between 25 and 55 MPH.

Long Beach Street Running -
Slow Speeds.

Long Beach Translt Mall

Blue Line Summary

Cumulative Accident Rate Per Month

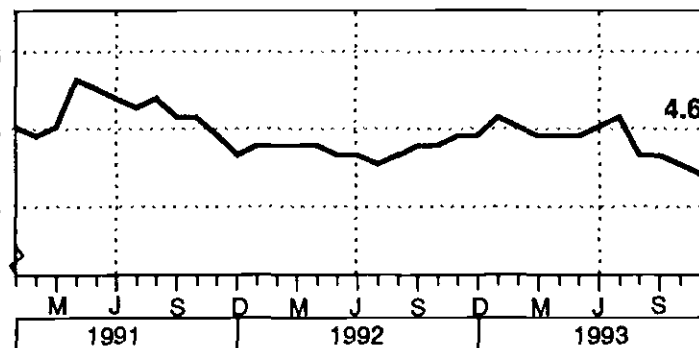
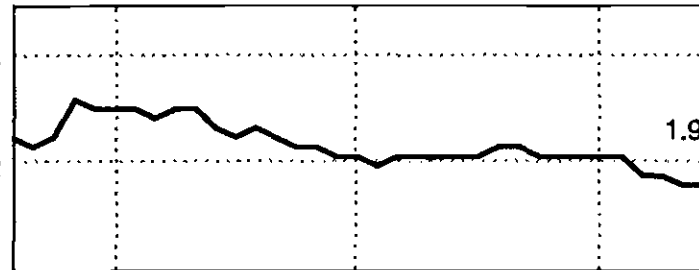
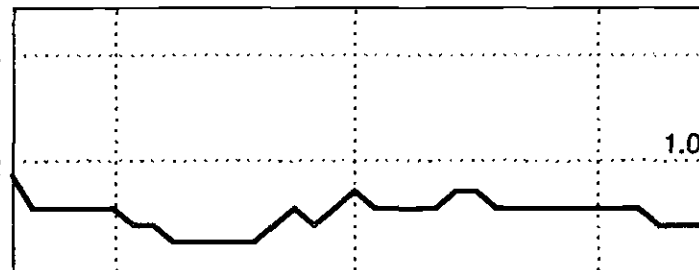
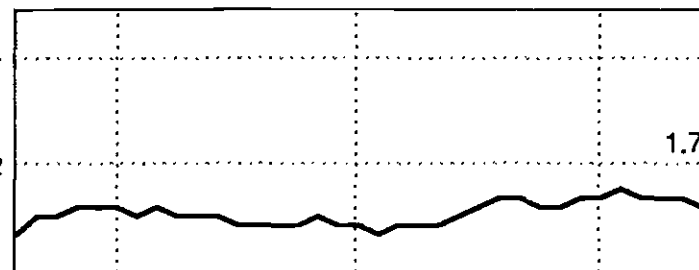
Total Accidents

Avg. Accidents Per Month

Avg. Accidents Per Month

Avg. Accidents Per Month

Avg. Accidents Per Month



79 Accidents

Majority of accidents were caused by illegal left turns into the path of the train.

4 Accidents this month.

44 Accidents

Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.

3 Accidents this month.

85 Accidents

Majority of accidents were caused by illegal left turns into the path of the train.

1 Accident this month.

208 Total Accidents

8 Accidents this month.

INVOICE PROCESSING

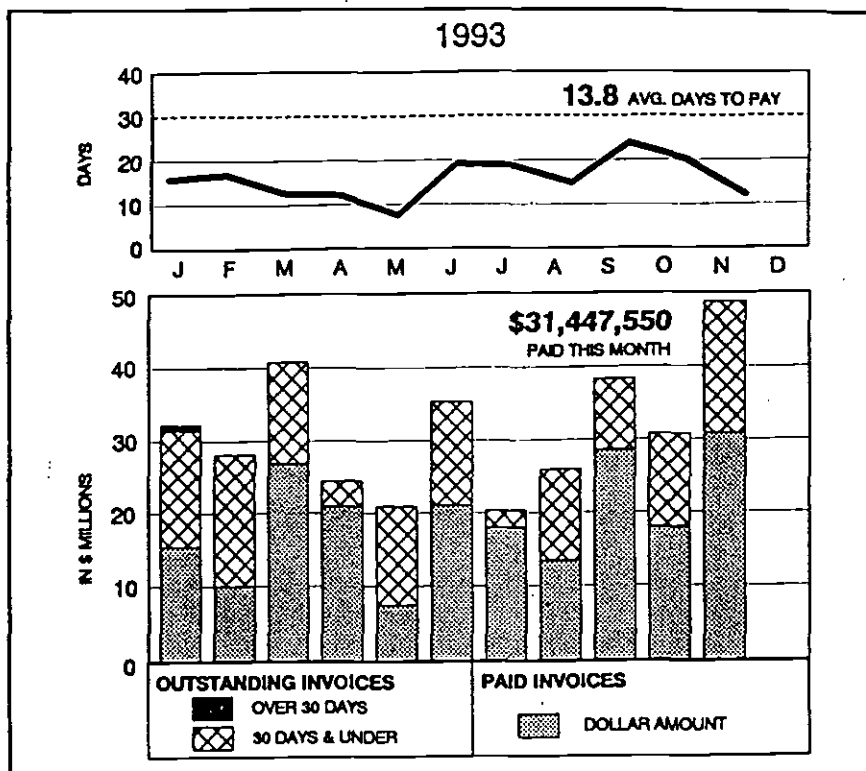
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.8 days.

- 49 invoices were paid this month for a total value of \$31,447,550.

- There were 25 outstanding Construction or Procurement invoices under 30 days old for \$18,401,342.

- 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	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

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

Page: 1

UPDATE:09-Dec-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	Commun. 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:09-Dec-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	Commun. 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	05/16/94	05/25/94	Gatewood \Mori \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
C0428	Pico/San Vicente Demolition	Unit			02/17/94	03/08/94	04/11/94	04/22/94	05/16/94	05/25/94	Mendoza \Fuks \Williams

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 42%

Overall Design Progress - Actual 58%

- Construction Progress - Actual 00% (B)

(B) Construction planned to begin February 17, 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	160	6	154	TBD *	TBD *
LAST MONTH	130	6	124	47	135

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

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing, with the In-Progress (60%) Walnut to Sierra Madre Villa line segment design submittal issued to RCC for review. In-Progress estimates for the LA River to Arroyo Seco line segment, Safety & Security Communications System, SCADA, and Traction Power Substations, and a Pre-Final estimate for the Chinatown Aerial have been developed. Overall design progress, now stands at 58% complete, an increase of 7%.

Notice to Proceed have been given to the designers for the Fillmore and Mission Stations.

The MTA Art-for-Rail Program staff, in cooperation with the respective community advisory committees, have selected the artists for the Chinatown, Avenue 26, French Avenue, Fillmore Street, Del Mar Boulevard, Lake Avenue, Allen Avenue, and Sierra Madre Villa stations. Meetings have begun between the artists and architects to formalize design plans.

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 In-Progress submittal scheduled for December 6, 1993.
- 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 is to be drafted by MTA. A formal request is required to 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 with execution of the agreement forthcoming. Ratkovich is unwilling to negotiate without changes in the aerial structure design which requires LADOT to change their traffic design criteria. Discussions continuing.

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 have been 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 to clarify direction to EMC for final station design.
- Status:** Preparation of Memorandum of Understanding outlining City and MTA responsibilities is essentially complete. Design interface on station contract and below-grade alignment has started.

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:** RCC is reviewing one additional station site at the Builder's Emporium store. A meeting was held with CALTRANS to present proposed traffic mitigation at city-preferred site at Johnson and Johnson. A more detailed report will be issued to CALTRANS in mid December to further justify the traffic mitigation. Decision expected from CALTRANS in mid January 1994.

KEY ACTIVITIES - NOVEMBER

- Continued certification process for additional full takes and identification of partial takes required along Avenue 50-Avenue 60.
- Continued final design on Chinatown Aerial Structure, LA River to Arroyo Seco line segment, Arroyo Seco Bridge, Arroyo Seco to Del Mar line segment, Del Mar to Memorial Park line Segment, the 210 Freeway line segment bridge modifications, Trackwork and Systems.
- Final design started on remaining LRT stations at Mission and Fillmore.
- SEIR service contract awarded. Notice of Preparation in progress.
- Awarded remaining EMC Final Design sub-contracts for the following: Memorial Park, Fillmore and Mission station design contracts.
- Bid opening held on LA River Bridge contract.

KEY ACTIVITIES - PLANNED FOR DECEMBER

- Finalize special permitting process with the City of Pasadena.
- Execute Pasadena agreement with Catellus.
- Finalize negotiations for Terminal Annex.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Complete bid evaluation for Los Angeles River Bridge contract.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 01-Dec-93
Status Date: 26-Nov-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	4,445	5,154	0	687	0	687	494,554	13,624
S Professional Services	183,206	197,415	512	72,586	1,928	28,603	1,928	28,603	199,422	2,007
R Real Estate	68,100	72,308	121	185	17	24	17	24	74,308	2,000
F Utility/Agency Force Accounts	8,442	11,321	0	2,415	56	509	56	509	11,298	(23)
D Special Programs	3,377	4,402	100	236	0	40	0	40	9,163	4,761
C Contingency	62,705	74,625	0	0	0	0	0	0	76,255	1,630
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	5,179	80,576	2,001	29,863	2,001	29,863	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)

07-Dec-93

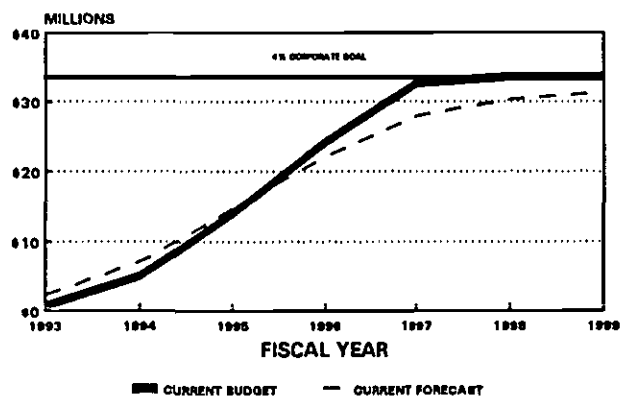
NOVEMBER 93

STATUS OF FUNDS BY SOURCE

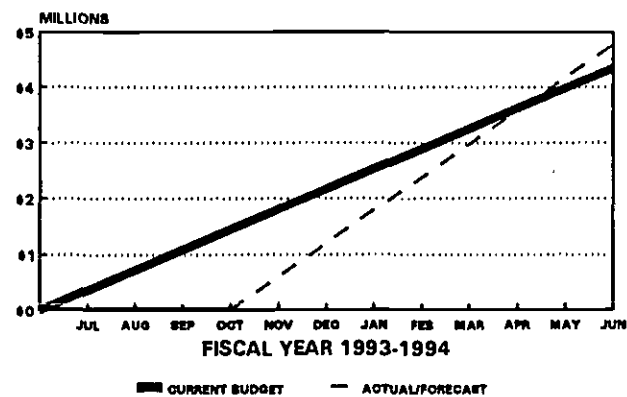
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE	\$345,400	\$0	\$0	0%	\$0	0%	\$0	0%
CITY OF PASADENA	\$7,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$488,600	\$86,841	\$80,576	16%	\$29,863	6%	\$29,863	6%
TOTAL	\$841,000	\$86,841	\$80,576	10%	\$29,863	4%	\$29,863	4%

NOTES: EXPENDITURES ARE THROUGH OCTOBER 1993.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



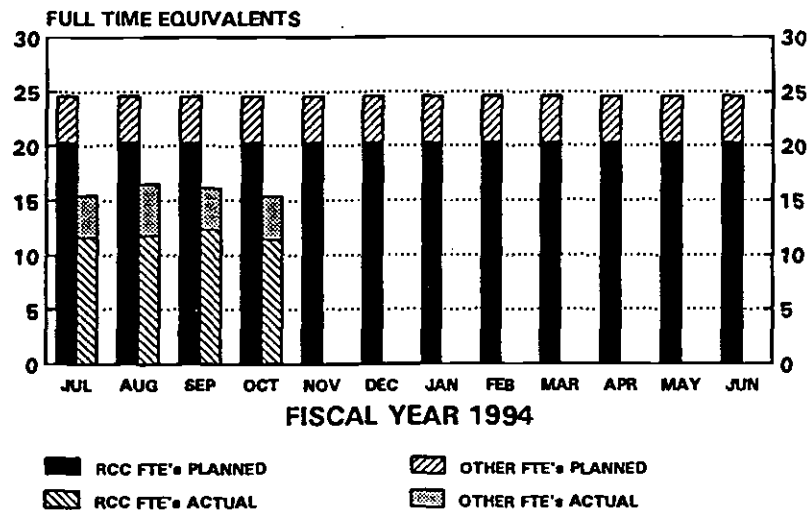
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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 DATE	\$ 5

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE

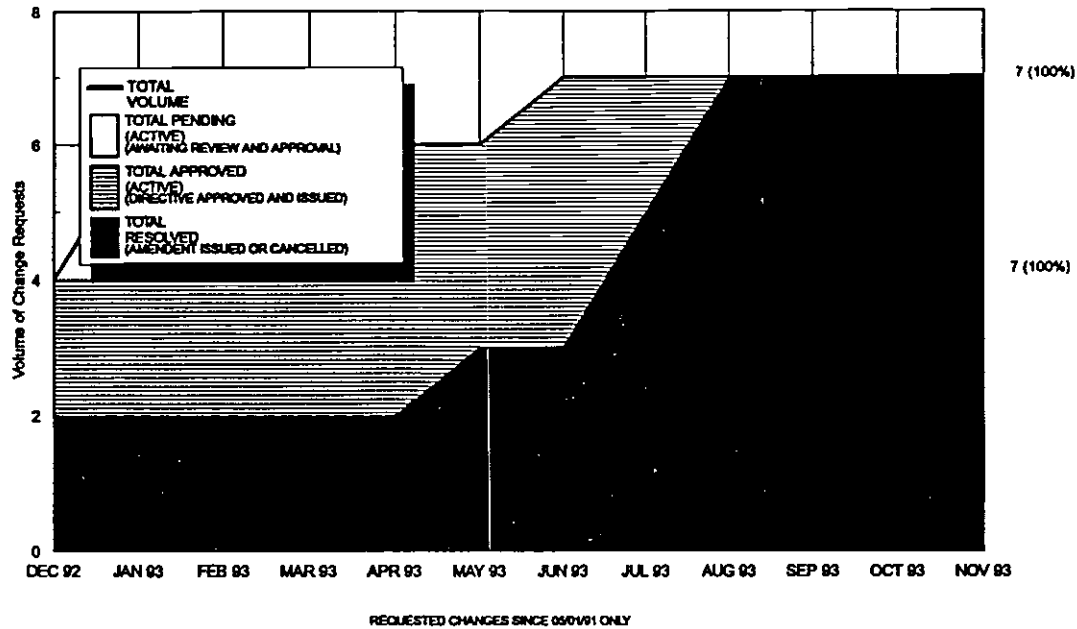


FY'94 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

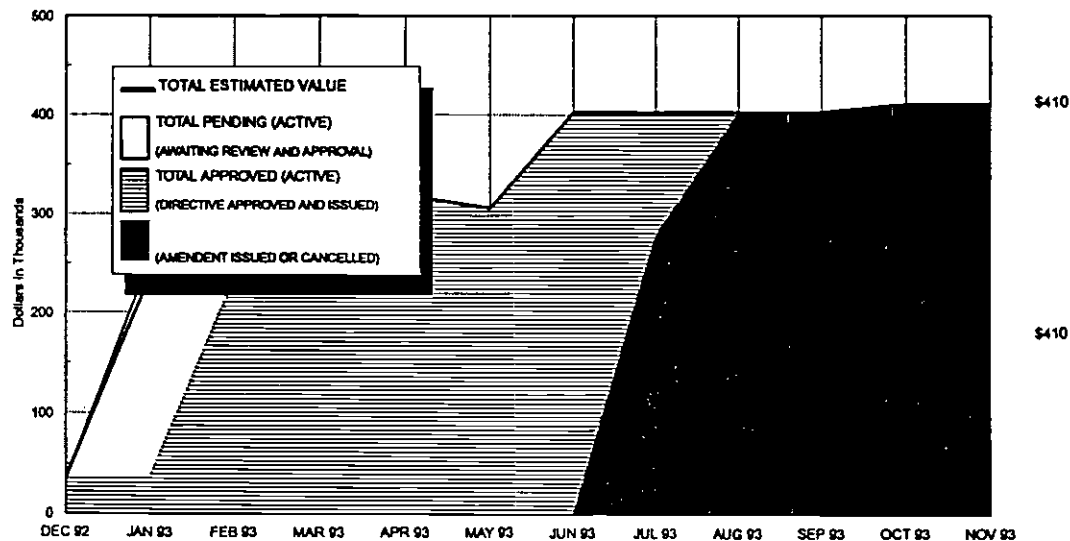
RCC FTE's PLANNED	21
RCC FTE's ACTUAL	11
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	15

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VOLUME

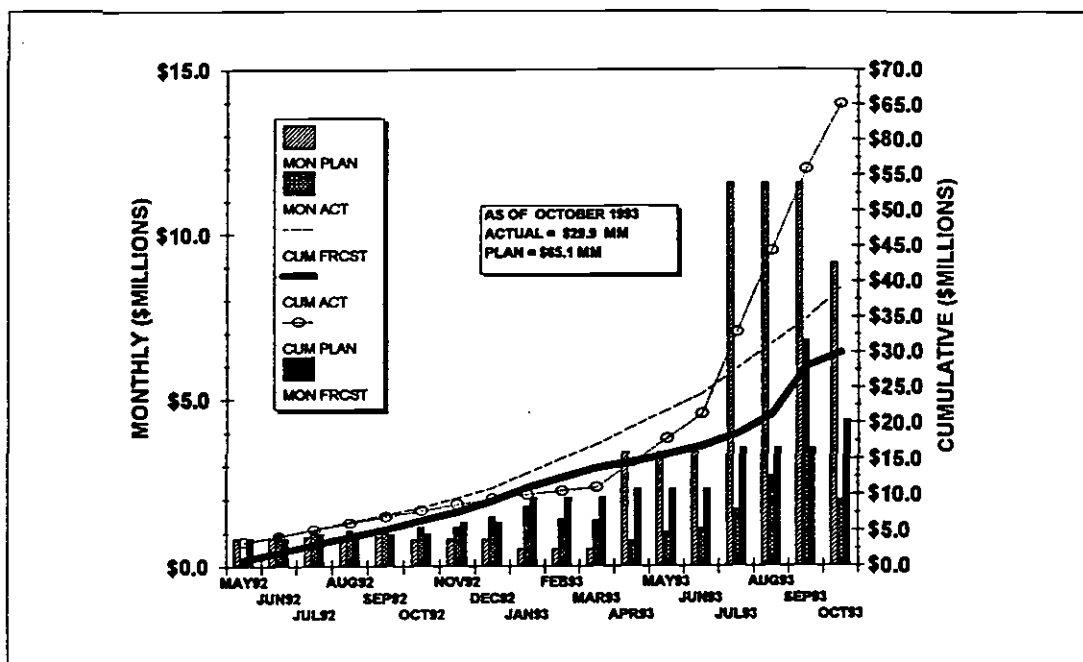


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

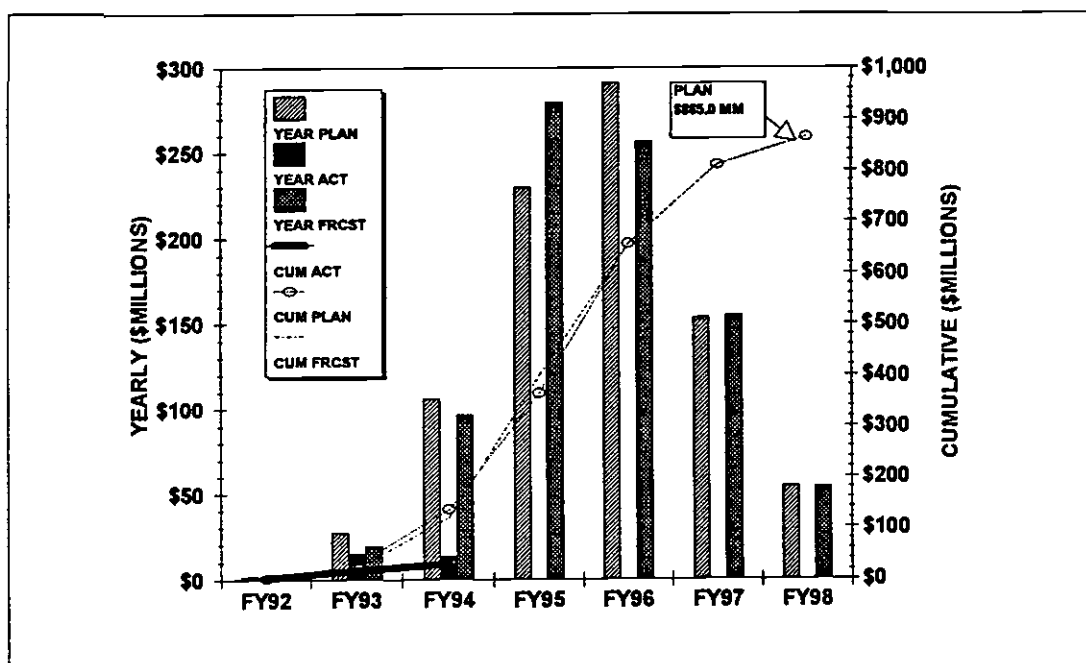
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VALUES



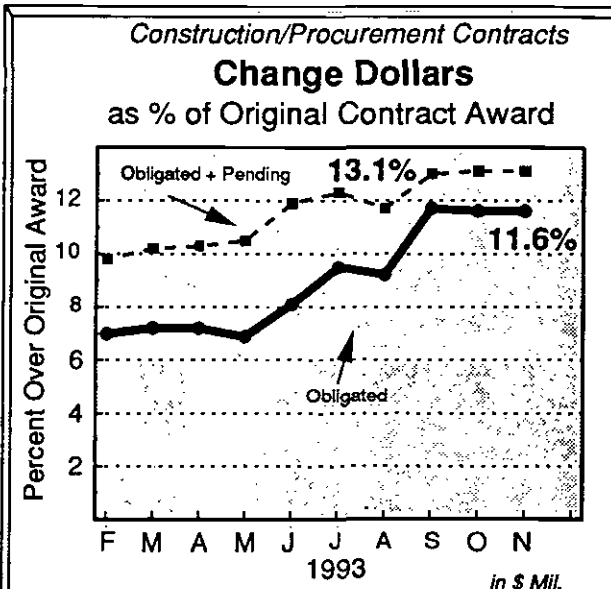
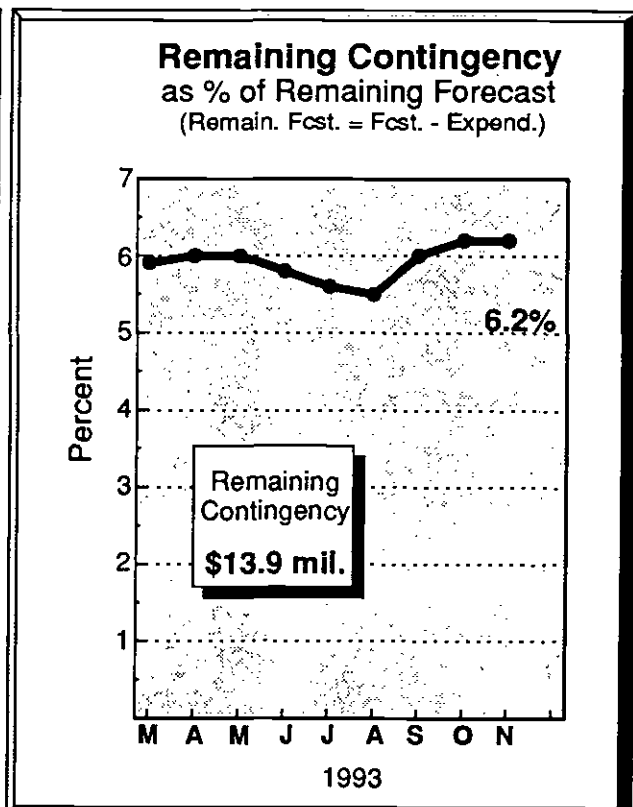
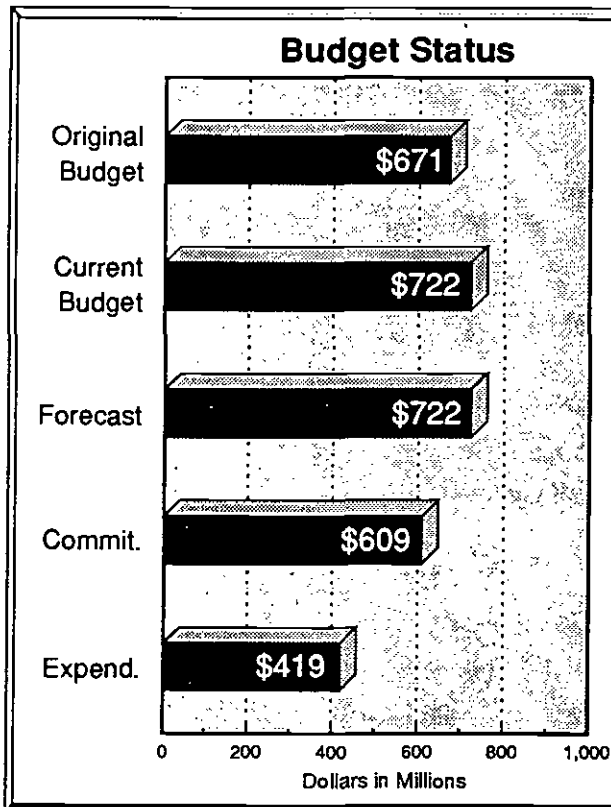
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW



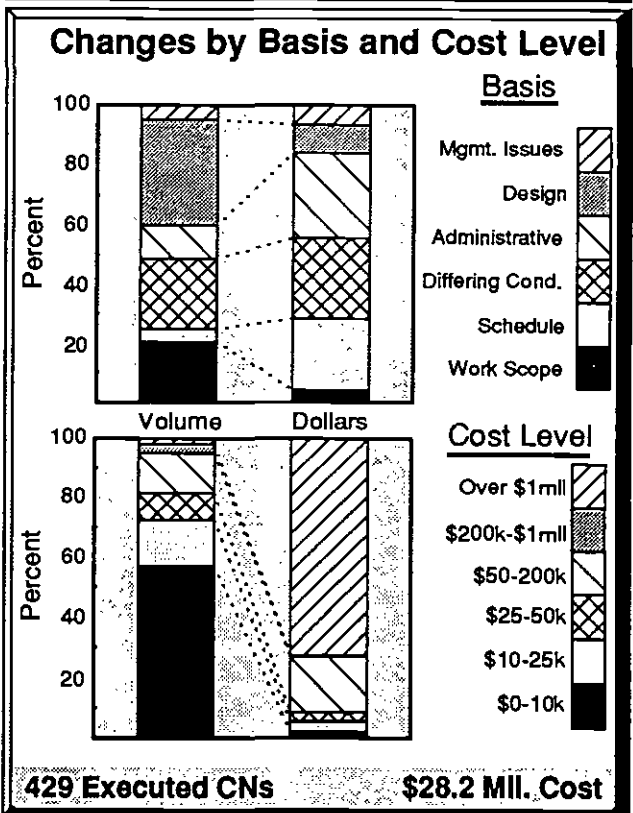
FINANCIAL STATUS



1 Total Original Contract Award	\$259.3
2 Obligated Change Value *	\$30.5
3 Total Approved Value (1+2)	\$289.8
4 Pending Changes	\$4.1
5 Total Award + Pending (3+4)	\$293.9

R2311931.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

January 1994



AWARD APPROVAL

No contract awards this month.

Employment Status

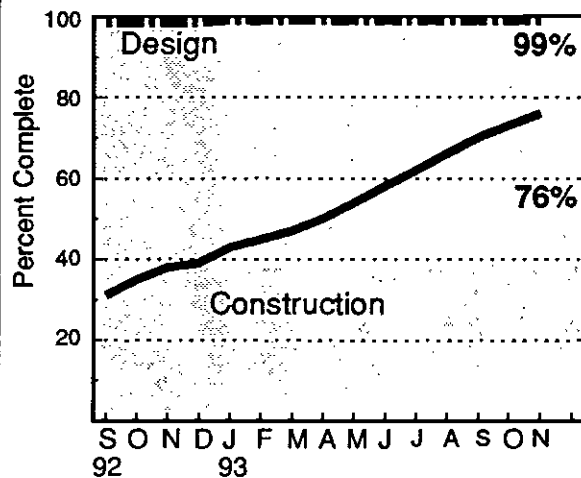
Months of Employment Provided

12,177

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

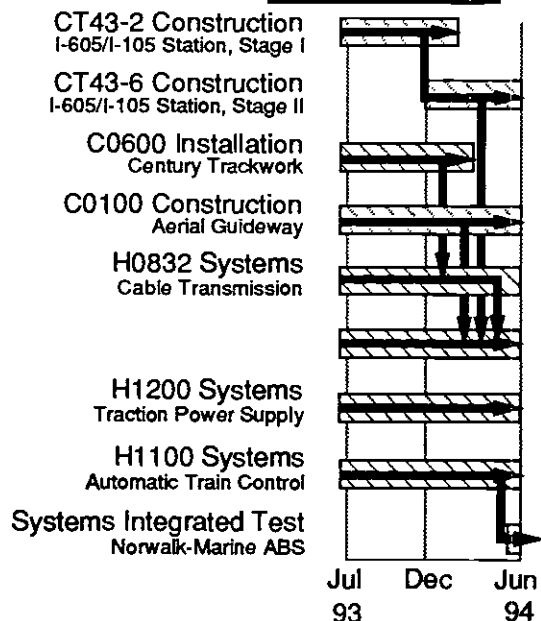
Schedule Status

PROGRESS

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

Schedule Status

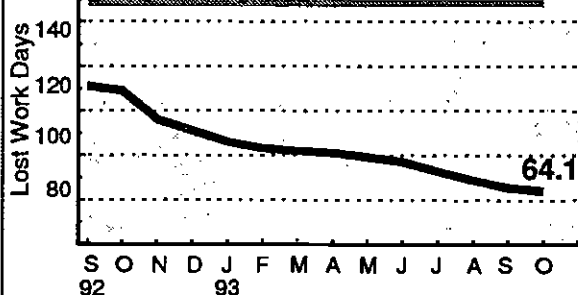
CRITICAL PATH - 1 Year Outlook

6 Days Behind
(negative float)

Safety

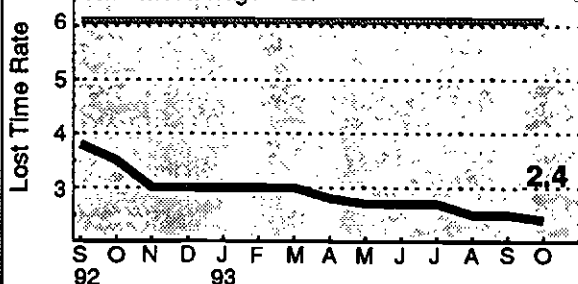
Accident Severity Rate - Cumulative

National Average = 148.1



Accident Frequency Rate - Cumulative

National Average = 6.1



R2311632.DRW

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 76%

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

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: Caltrans is currently negotiating with its contractor, Montgomery Elevator Company, to complete elevator and escalator installation for all transit stations as originally scheduled to allow sufficient time for systems installation and integrated testing.

ONGOING

Contract C0100 (El Segundo Guideway 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 is being asked to supply a recovery plan where structural steel installation is delayed. The contractor has apparently resolved this item. However, the schedule will continue to be closely monitored.

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 the 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 is anticipated to start work in Caltrans Segment CT043-2 by the track access date, currently December 17, 1993. Work will be under joint occupancy with the C0600 contractor.

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 has also slipped and shows an impact of one month 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: Four stations have been turned over to the Contract H0900 contractors. Four other stations may have impacted 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. RCC and OKA are reviewing the transfer of some work items from Contract C0501 to Contract C0090 (Ancillary Construction and Maintenance) to expedite completion of the sites.
- Status: The final contract completion schedule is slipping and conclusion of the beneficial occupancy punchlist for each site has not been achieved within the 30-day requirement after turnover to Contract H1100 (Automatic Train Control).

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 will be 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: The contractor has accepted the incentive offer to accelerate. Turnover to the C0600 contractor is scheduled for December 17, 1993.

RESOLVED

Contract C0600 (Century Trackwork Installation) Top of Track Discrepancy at the Vermont/I-105 Station

- Concern: The distance between the top of track and the top of platform at the Vermont/I-105 station is more than twelve inches out of tolerance.
- Action: The C0600 contractor has been authorized to use overtime to rework and correct the out-of-tolerance condition in as timely a manner as possible.
- Status: The contractor is working weekends and overtime to mitigate the schedule impacts of the rework at Vermont Station. The track rework has been completed.

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

- Concern: The delayed access along the I-105 Freeway has caused work inefficiencies for the H1400 contractor.
- Action: The contractor submitted a resequenced schedule.
- Status: Change Notice 15.01 has been issued to the contractor with revised access and milestone dates.

KEY ACTIVITIES - NOVEMBER 1993

No key activities took place in November, 1993.

KEY ACTIVITIES - PLANNED FOR DECEMBER 1993

No key activities are planned for December, 1993.

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

Project: R23 METRO GREEN LINE

Period: Oct 30, 1993 to Nov 26, 1993
Run Date: Dec 7, 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	492,129	1,727	415,185	7,177	286,817	10,297	254,600	435	483,780	-8,349
S PROFESSIONAL SERVICES	108,562	0	180,477	2,838	156,279	2,305	133,903	2,305	133,903	0	189,858	9,381
R REAL ESTATE	36,927	0	28,522	0	24,107	0	24,098	0	24,098	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	0	10,522	30	6,987	30	6,987	0	10,524	24
D SPECIAL PROGRAMS	4,675	0	4,790	12	4,652	154	992	154	992	0	4,790	0
C PROJECT RESERVE	59,613	0	12,500	0	0	0	0	0	0	-435	13,919	1,418
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	4,578	609,483	9,667	452,194	12,787	419,977	0	722,402	0

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

13-Dec-93

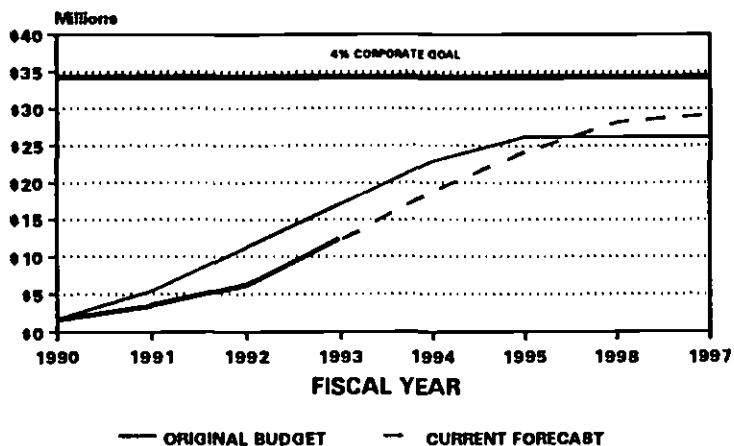
NOVEMBER 93

STATUS OF FUNDS BY SOURCE

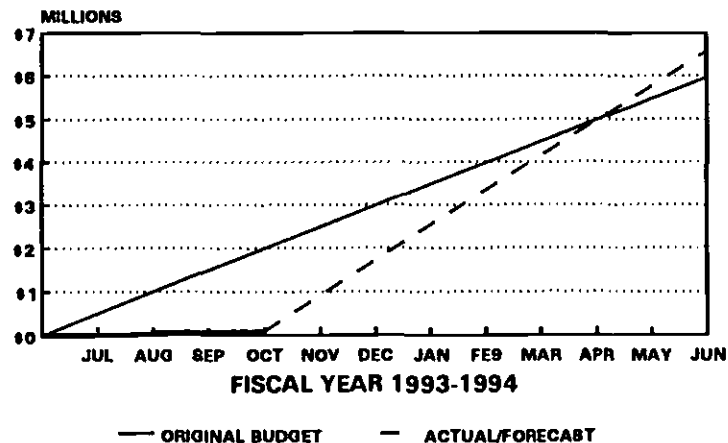
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$214,841	\$241,917	272%	\$214,438	241% (1)	\$214,841	241%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$158,000	51%	\$0	0%	\$0	0%
STATE PROP 108	\$106,400	\$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)	\$6,400	\$0	\$4,430	69%	\$403	6%	\$0	0%
TOTAL	\$722,402	\$419,978	\$609,483	84%	\$419,977	58%	\$419,977	58%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



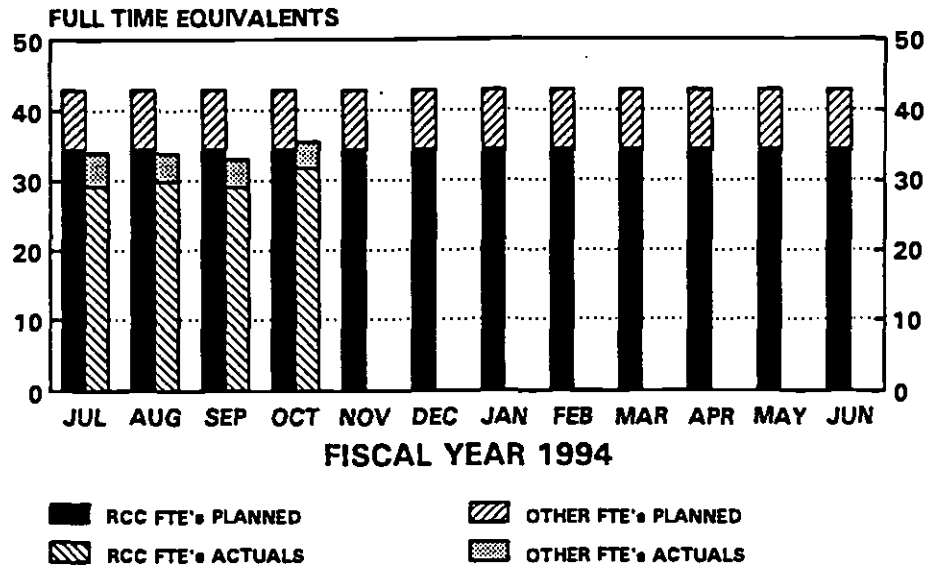
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$5,985
FORECAST	\$8,577
ACTUAL \$ TO DATE	\$99

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'84 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	35
RCC FTE's ACTUAL	32
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	36

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 12/13/93

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.
C0090	\$3,739,910	13%	\$472,891	\$4,212,801	\$0	\$3,739,910	0%	0%	\$472,891	\$0	\$472,891	0%
C0095	\$9,573,083	12%	\$1,105,808	\$10,678,891	\$318,625	\$9,891,688	29%	77%	\$788,893	\$753,678	\$35,305	97%
C0100	\$59,826,710	15%	\$8,971,290	\$68,800,000	\$4,814,679	\$64,643,580	54%	88%	\$4,156,411	\$825,804	\$3,330,606	63%
C0101	\$11,279,980	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,897	86%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	28%	\$1,878,463	\$9,200,000	\$1,226,282	\$8,547,010	65%	100%	\$652,101	\$0	\$652,101	65%
C0400	\$19,320,000	12%	\$2,222,000	\$21,542,000	\$2,034,019	\$21,354,010	82%	77%	\$187,081	(\$102,066)	\$290,047	87%
C0501	\$5,008,541	14%	\$716,124	\$5,724,665	\$592,528	\$5,589,468	83%	89%	\$128,496	\$72,640	\$52,956	93%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,804,018	\$20,118,018	78%	98%	\$1,423,982	\$744,464	\$679,518	89%
C0610	\$10,248,912	18%	\$1,881,828	\$12,130,540	(\$94,372)	\$10,154,540	-5%	98%	\$1,978,000	\$2,102,059	(\$126,059)	107%
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$1,951,027	\$3,431,477	85%	25%	\$346,447	\$46,600	\$299,847	87%
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$8,974,509	\$10,858,597	81%	45%	\$1,583,903	\$71,000	\$1,512,903	82%
H0889	\$3,938,759	11%	\$438,876	\$4,377,635	\$0	\$3,938,759	0%	33%	\$438,876	\$24,904	\$413,972	6%
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$252,448	\$10,200,628	25%	8%	\$742,372	\$83,000	\$659,372	34%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,320	18%	12%	\$269,833	\$3,500	\$266,333	19%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,598,830	\$59,383,030	35%	20%	\$3,024,170	(\$560,603)	\$3,584,773	22%
H1200	\$18,798,123	15%	\$2,819,418	\$21,015,541	\$828,286	\$10,828,389	29%	80%	\$1,090,162	\$505,548	\$1,484,607	47%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	6%	\$194,775	(\$42,500)	\$237,275	-22%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$193,475	\$11,031,475	17%	45%	\$950,325	\$252,226	\$698,099	39%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	(\$737,115)	\$4,841,003	-264%	99%	\$1,016,025	\$0	\$1,016,025	-264%
TOTAL:	\$259,279,591	20%	\$62,077,462	\$311,356,052	\$30,721,445	\$290,000,039	59%	76%	\$21,356,010	\$4,780,151	\$16,575,855	68%

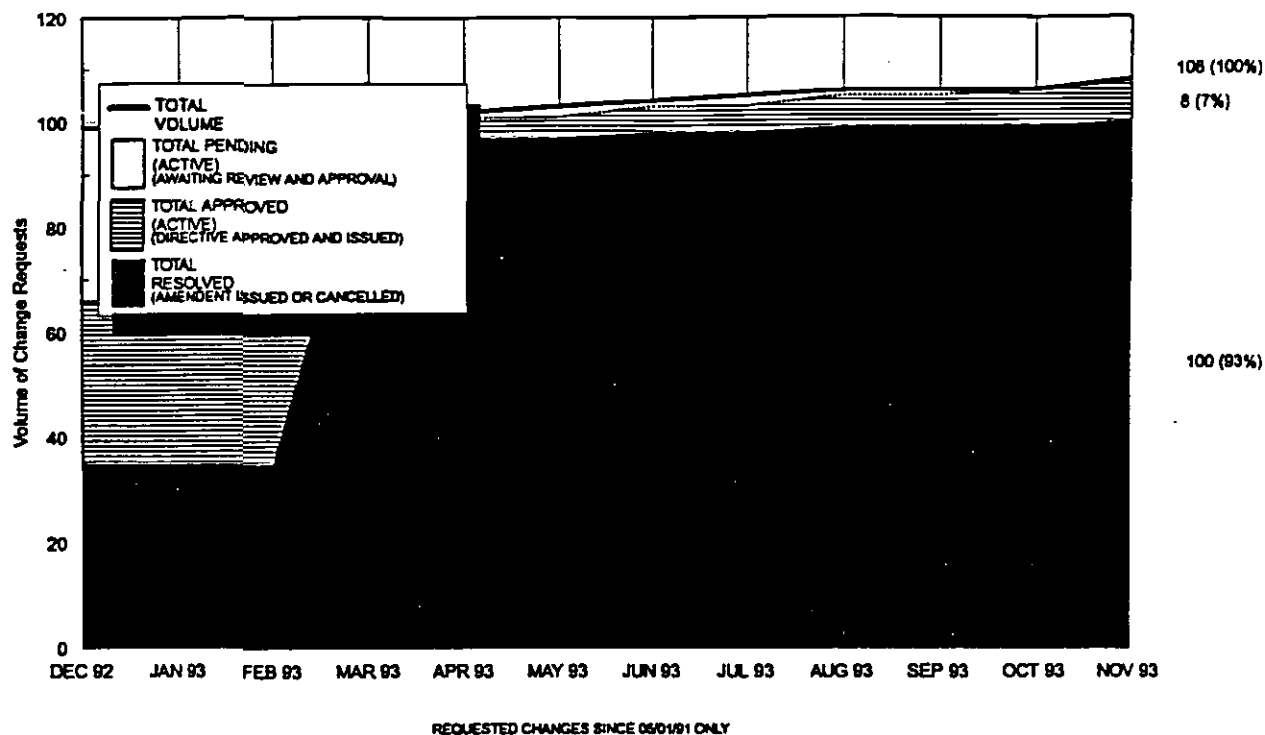
I = AFE increase may be required to cover pending changes

II = AFE increase required to cover obligated changes

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

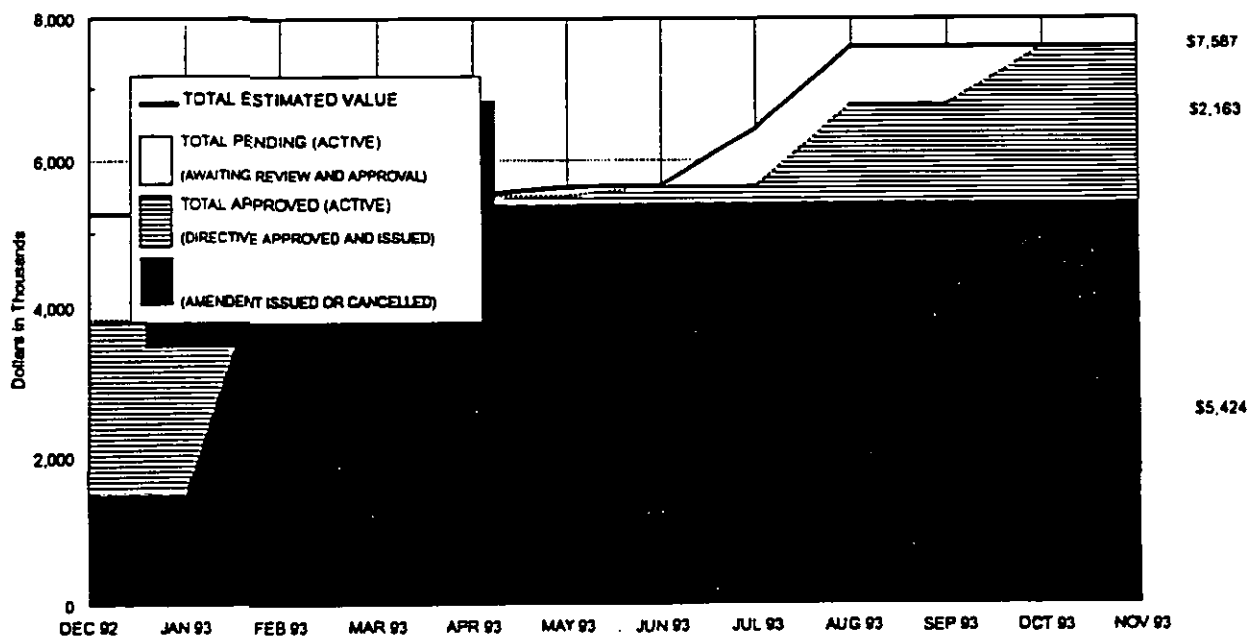
** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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



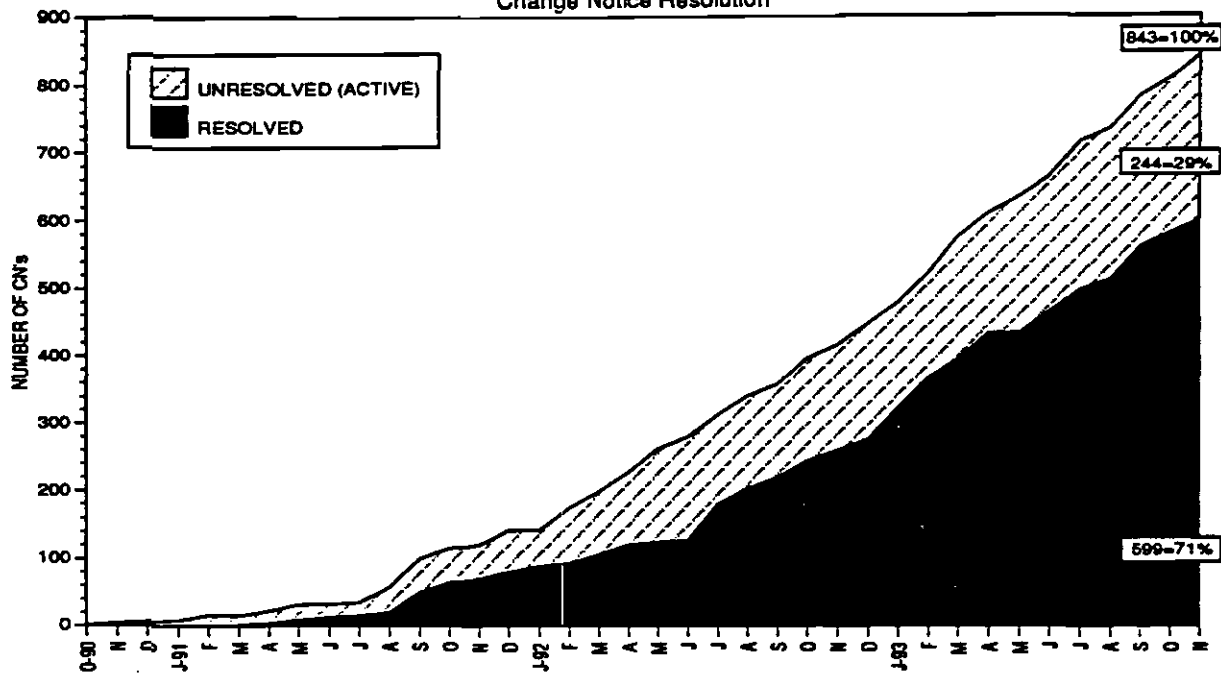
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	2	4	7
PERCENT	14%	0%	28%	58%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

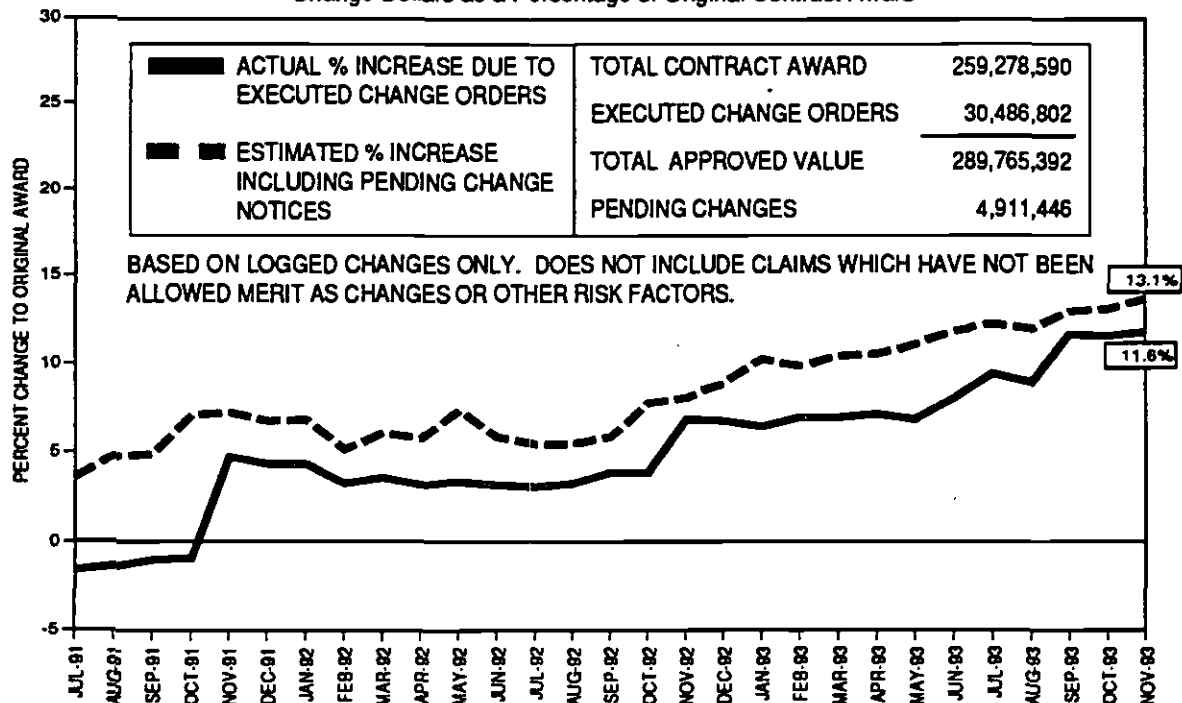
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	69	26	27	122	244
PERCENT	28%	11%	11%	50%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



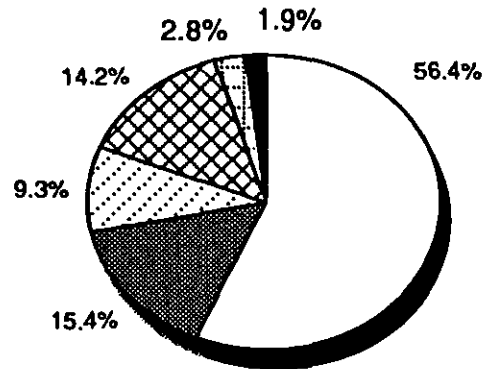
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 11/29/93

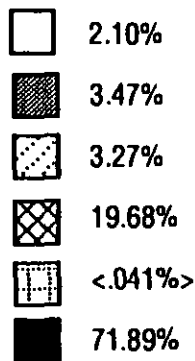
COST LEVEL

Total: \$28,160,715.16

VOLUME



DOLLARS

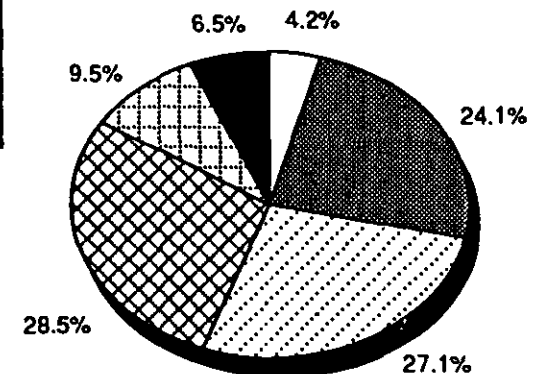
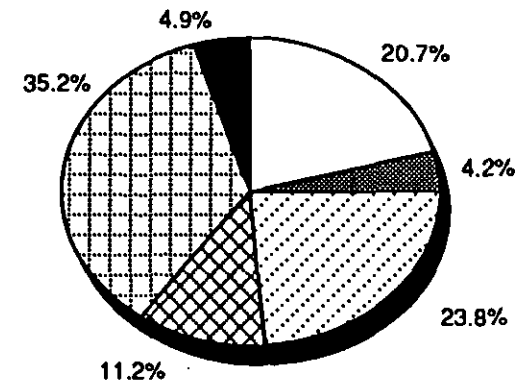


LEGEND

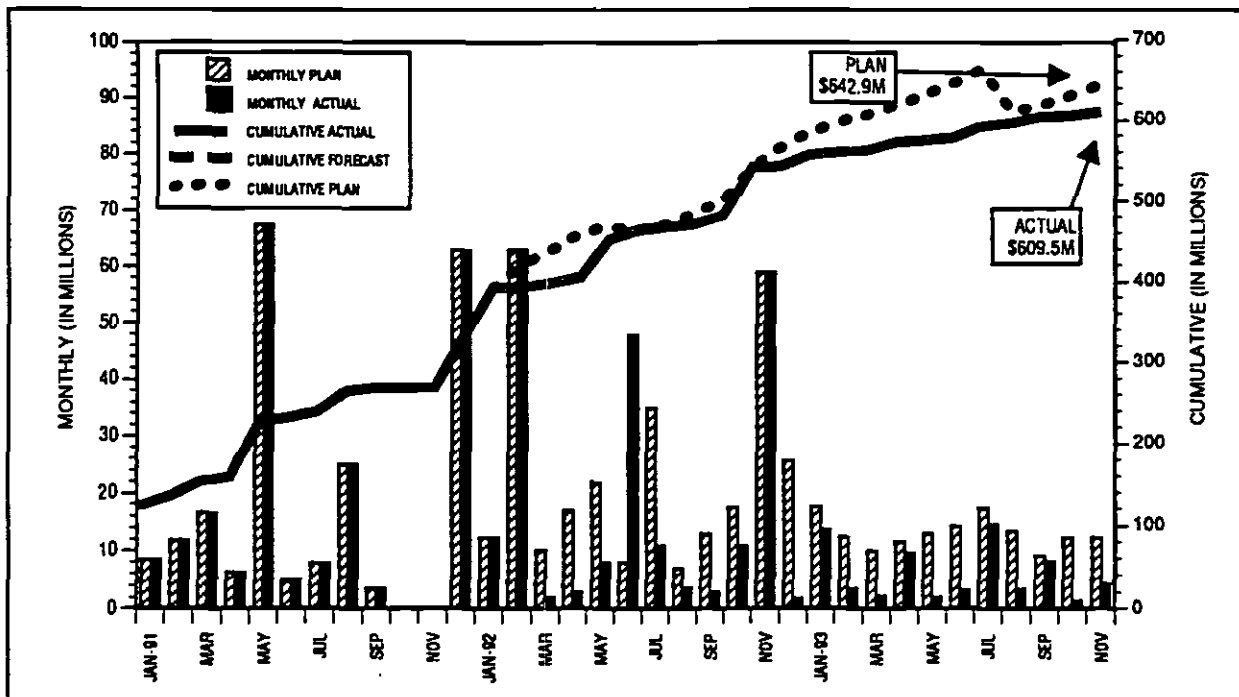
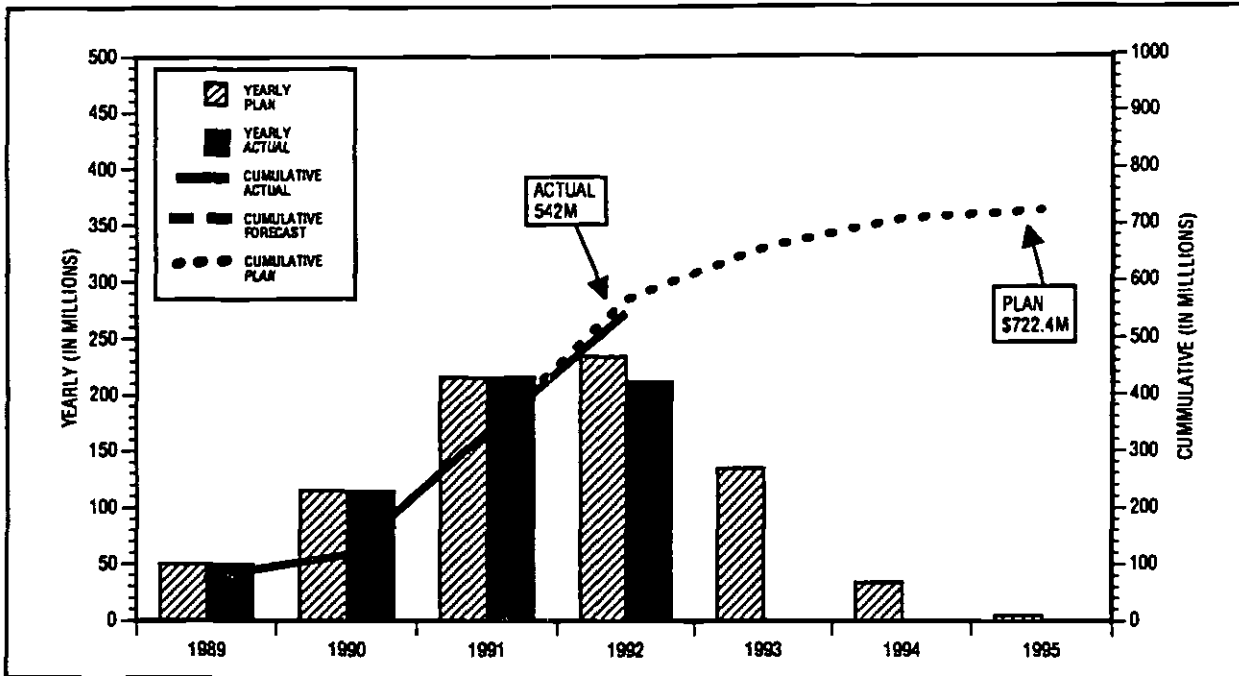
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 429

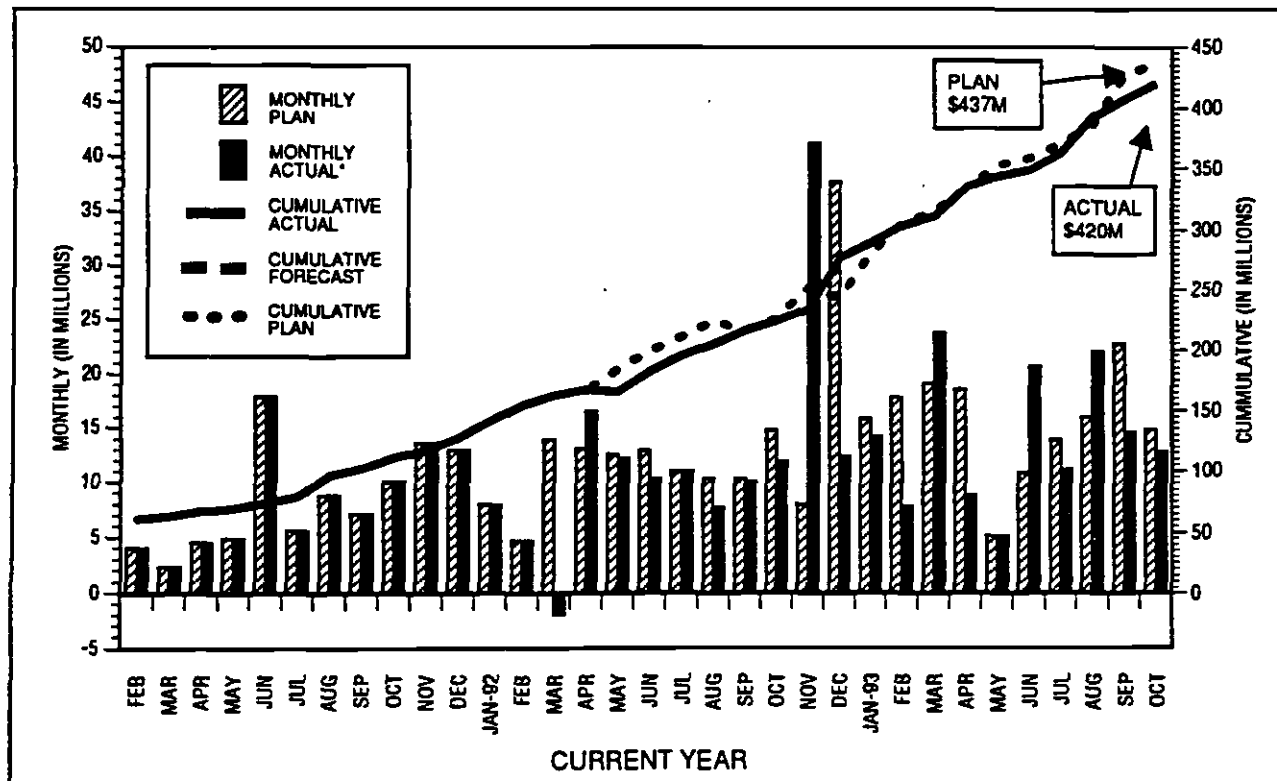
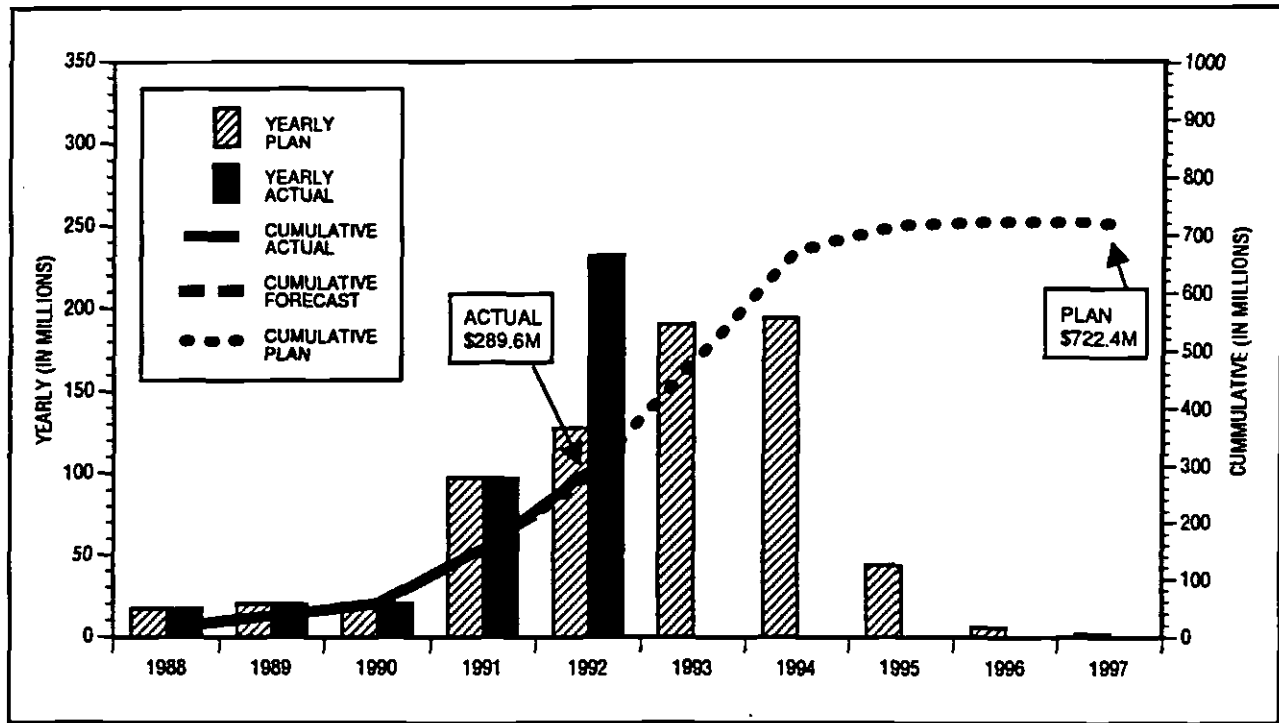


PROJECT COMMITMENTS



CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

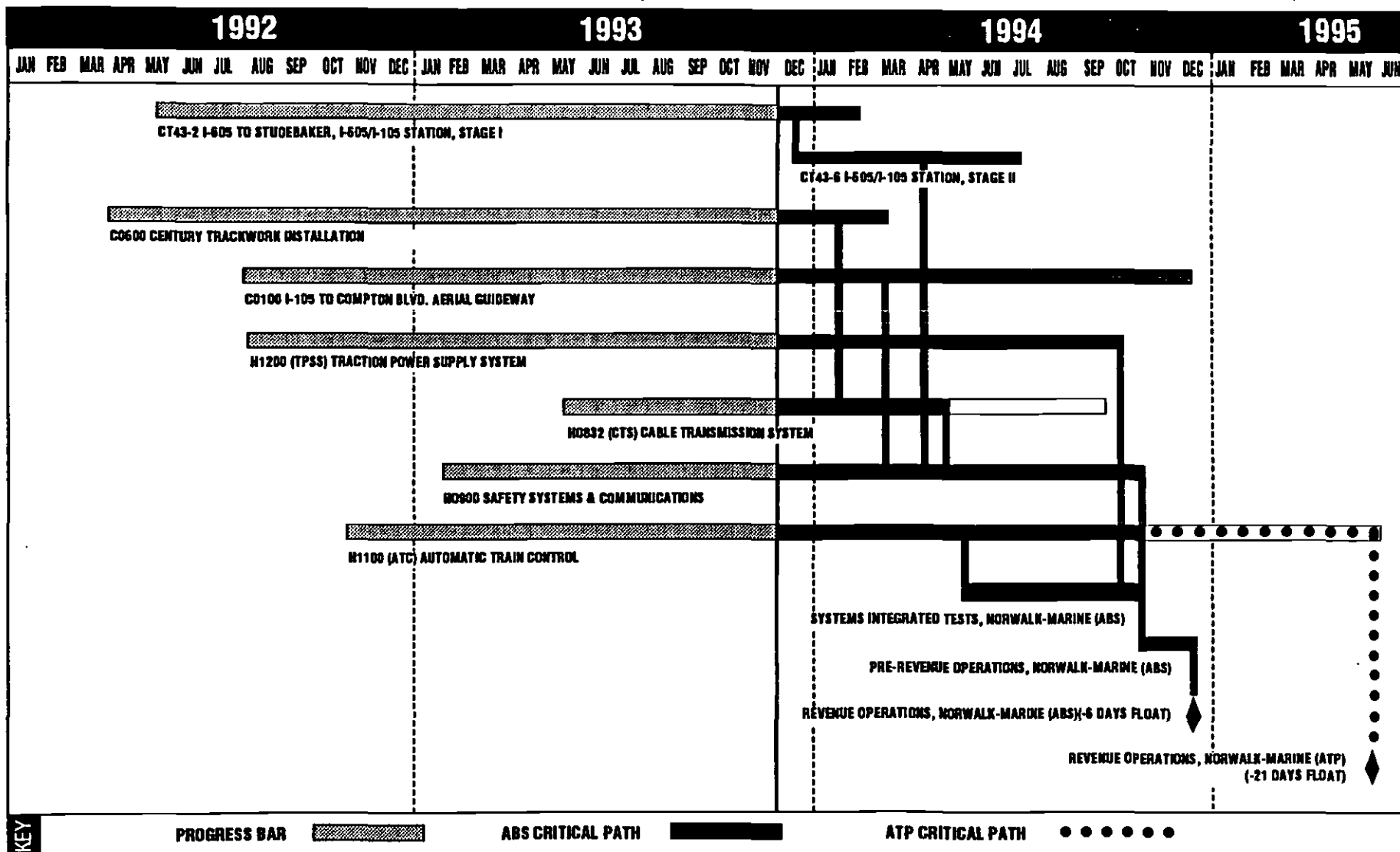


METRO GREEN LINE

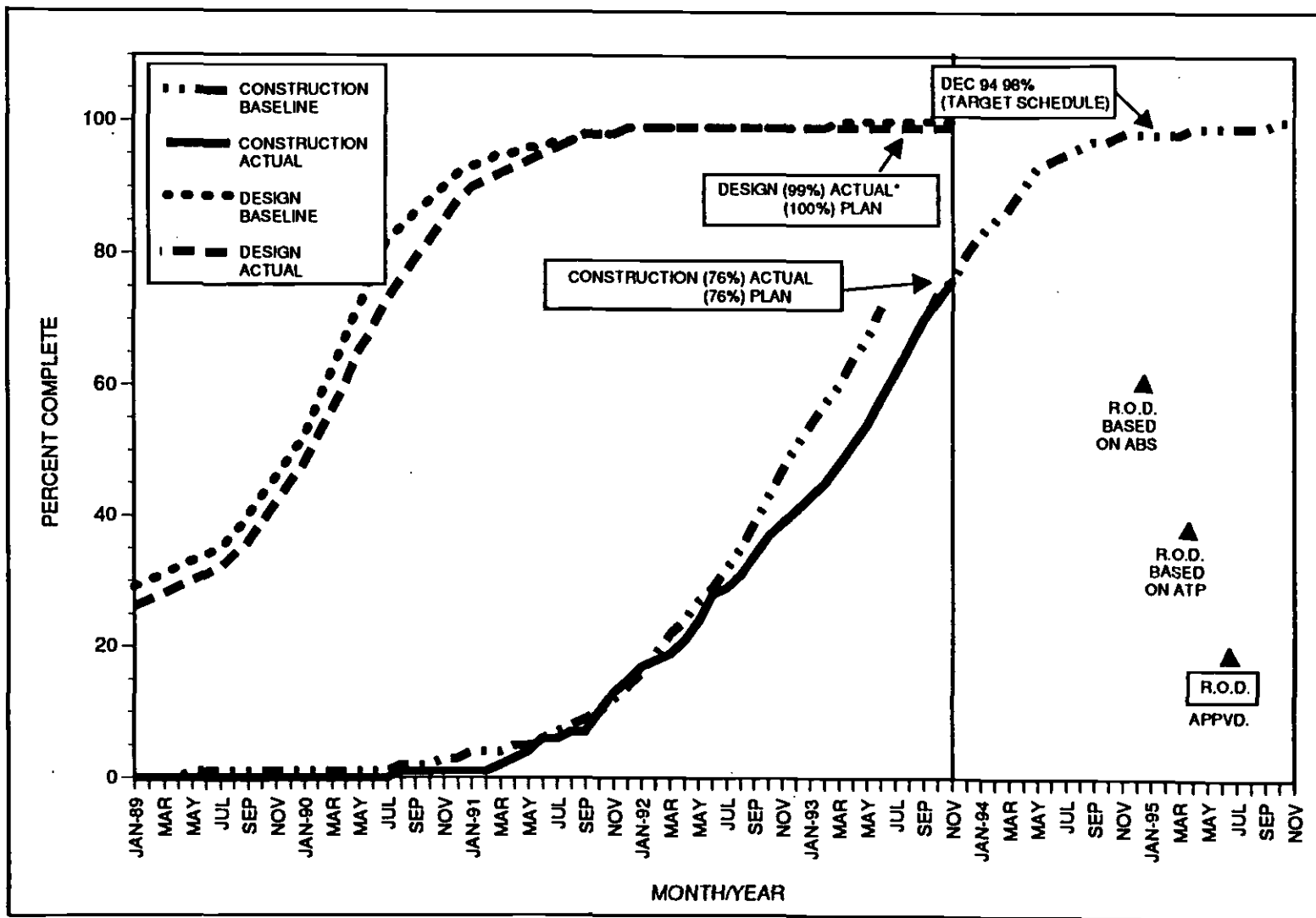
Norwalk-El Segundo Rail Transit Project

Critical Path Summary

Data Date: November 27, 1993



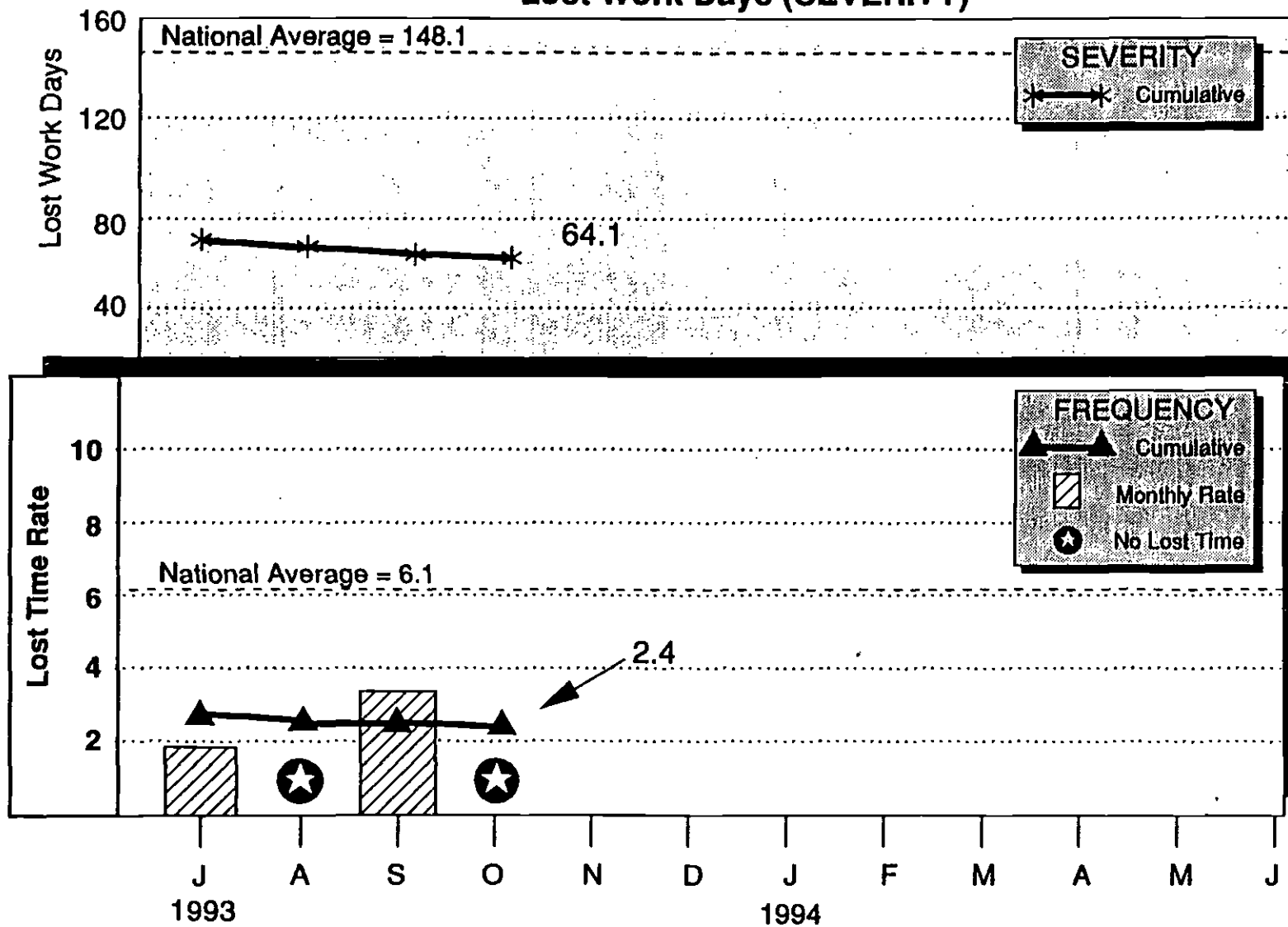
PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION

METRO GREEN LINE

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



INVOICE PROCESSING

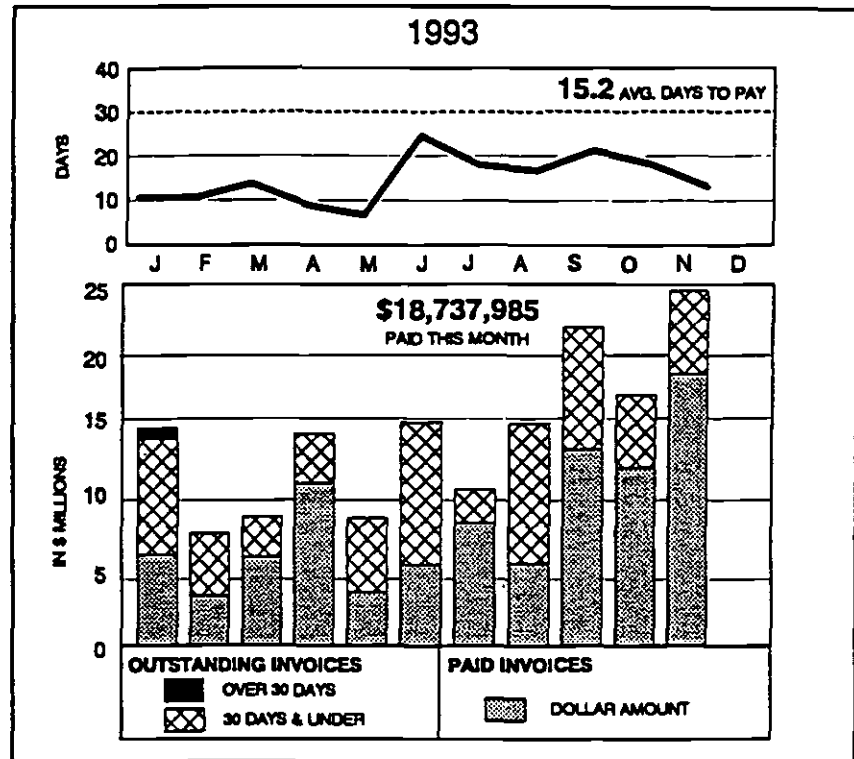
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.2 days.

- 31 invoices were paid for a total value of \$ 18,737,985.

- There were 14 outstanding Construction or Procurement invoices under 30 days old for \$ 5,860,591.

- 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	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	193,089
NOV 1993	14	5,860,591	0	0	28	2,375,611	8	244,068

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

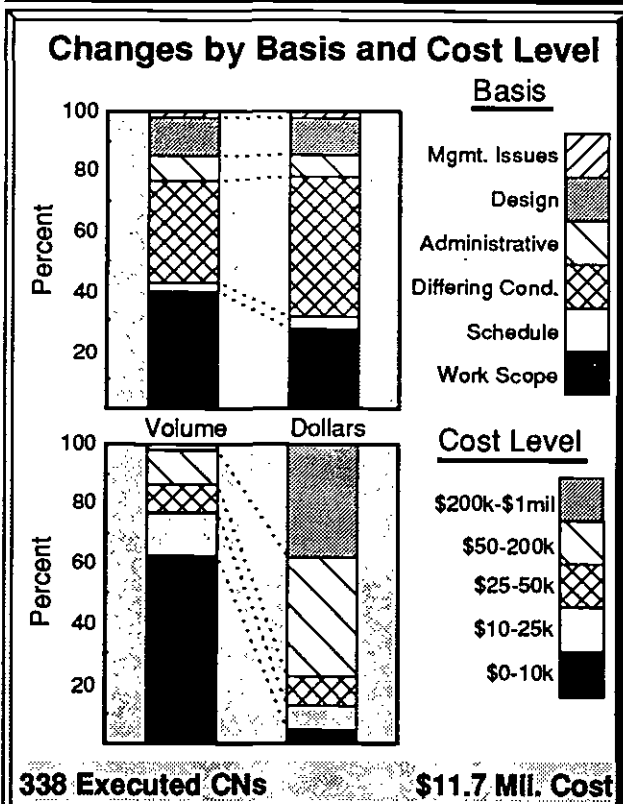
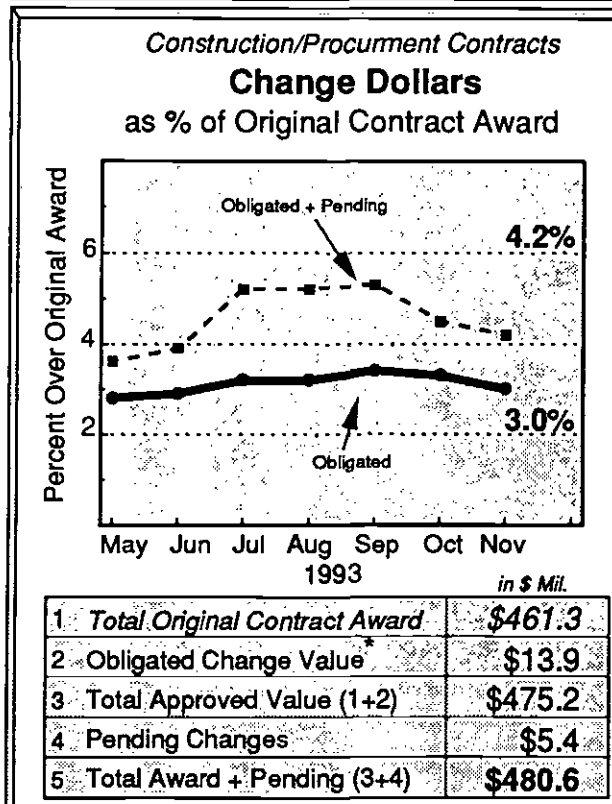
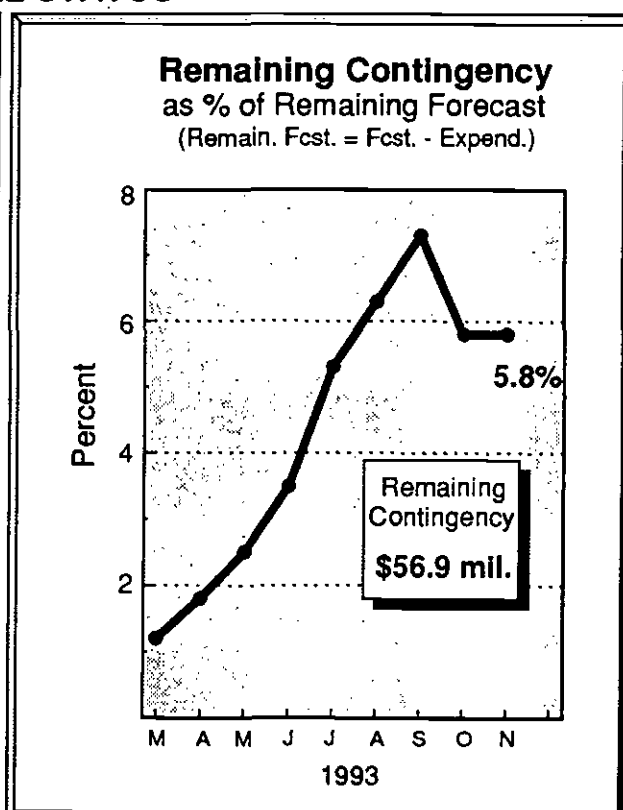
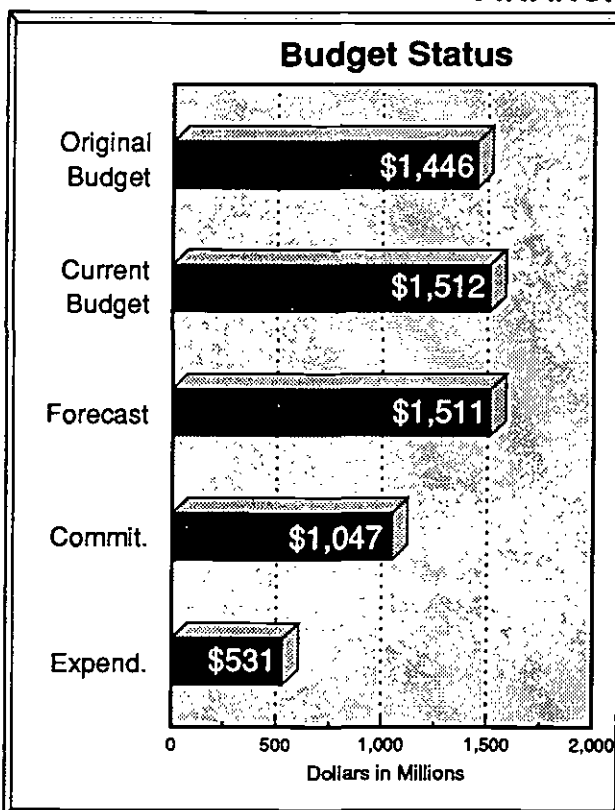
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A130	Yard Lead Transfer Zone	0	0	0	0	0	Contract closed - pending final release.	Dec 93
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.	Dec 93
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.	Dec 93
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



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

January 1993

✓ AWARD APPROVAL

B271 Hollywood/Western Station

B643 Closed Circuit TV

B645 Tracs System

Employment Status

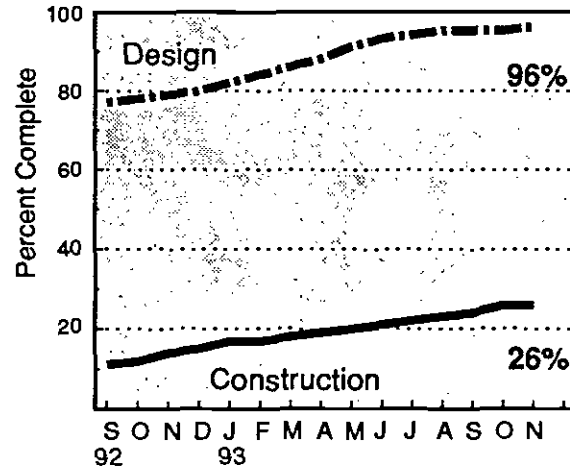
Months of Employment Provided

15,399

Based 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**

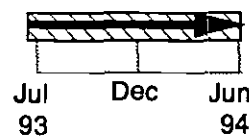
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

**19 days ahead
(positive float)**

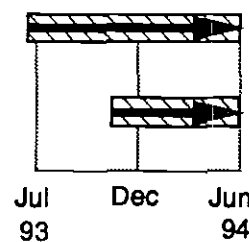
B215 Construction
Wilshire/Vermont Station (Stage II)



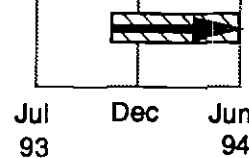
Vermont/Hollywood

**49 days behind
(negative float)**

B251 Construction
Vermont/Hollywood Tunnel

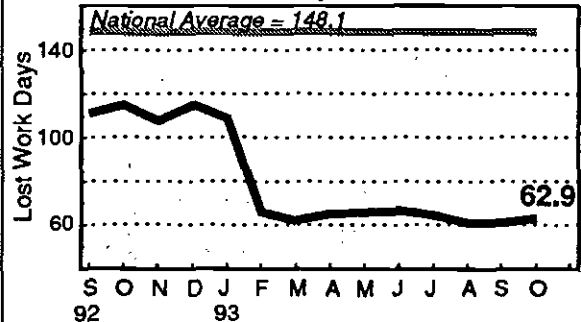


B241 Construction
Vermont/Beverly Station

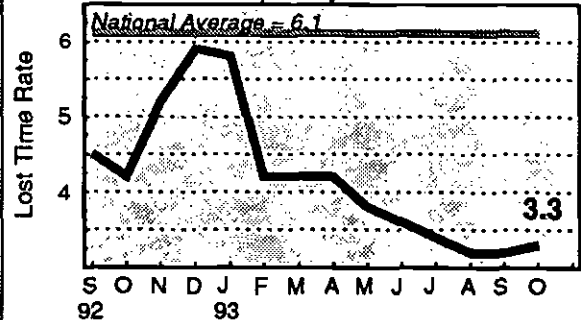


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,511.7
- Current Forecast \$1,510.9
(including new requirements)

SCHEDULE STATUS

- Current Revenue Operation Dates

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress 96%
- Construction Progress 26%

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	75	6	6	151.57
LAST MONTH	87	75	6	6	17.32

- There are now 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 have been 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 75 parcels acquired. Forty-two of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

AREAS OF CONCERN

NEW

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 has not been exercised as expected by the October 1993 target date. The current Segment 2 vehicle procurement and testing schedule indicates less than two months of float remain before impact to the Vermont/Hollywood Revenue Operation Date (ROD).

Action: A MTA task force has been established and is studying an MTA Operations Department concern regarding excessive wheel wear experienced on Segment 1. This concern must be resolved prior to obtaining MTA approval to exercise the option. As a precautionary measure in case the MTA does not exercise option, an option has been included in the scope of work for RFP #-0090, Transit Vehicle Procurement Consultant, to provide for preparation of a new vehicle procurement specification using A650 as-built specifications as a basis. This will allow vehicles to be obtained using a straight bid approach in time for the Vermont/Hollywood ROD.

Status: Staff is currently evaluating additional schedule mitigation.

AREAS OF CONCERN (CON'T)**ONGOING****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, averaging 300 to 350 gallons per minute (gpm), is entering the Vermont AL tunnel at the Vermont/Santa Monica Station impacting tunnel driving. There is also an influx of 200 to 250 gpm of water entering the Vermont AR tunnel.

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

Status: A conceptual design for the treatment plant will be completed in early December.

Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations

Concern: A halt in tunneling operations in the HAR tunnel occurred on July 8, 1993, due to encountering excessive ground water. The HAL tunnel, which had not begun at the time, has since been driven to within 100 feet of the HAR tunnel. Both tunnels remain inactive until the ground water level can be lowered.

Action: A total of 59 wells are currently installed and are pumping.

Status: The dewatering process is proceeding and the current pumping rate is approximately 500 gpm. This procedure will continue through the month of November until adequate drawdown of the water table is achieved, allowing tunneling to proceed. Seven new wells have been installed to complete this effort, tunneling remains on hold.

Delay in Real Estate Acquisitions

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

AREAS OF CONCERN (CON'T)

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

Action: Technical Services implemented a plan for drilling test holes to investigate the condition.

Status: The test and report have been completed. This has been forwarded to the contractor for his design and action.

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: Staff anticipates the issuing of full Notice to Proceed in December 1993.

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

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

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 by mid December.

RESOLVED**NONE**

KEY ACTIVITIES - NOVEMBER

Design

- Submitted camera ready documents for Contract B642, Public Address (procurement), on November 5, 1993, and the contract was advertised November 15, 1993.
- Advertised Contract B641, Radio (design/furnish/install), on November 3, 1993, and held the pre-bid meeting November 16, 1993.
- Held prebid meetings for Contract B261, Vermont/Sunset Station, on November 18, 1993, and for Contract B643, CCTV (procurement), on November 11, 1993.
- Completed bid reports for Contract B644, Cable Transmission Equipment (procurement), on November 24, 1993, and for Contract B760, Signs and Graphics (design/supply), on November 19, 1993.
- Received RCC Board approval for Contract B610, Trackwork (design/procurement/install).
- Received MTA Board approval for Contract B215, Wilshire/Vermont Station, Stage II, and Contract B795, UPS Equipment (design/supply) on November 17, 1993.
- Received Notice to Proceed for Contract B229, Temporary Ventilation, Contract B241, Vermont/Beverly Station, Contract B631, Traction Power (design/install), and Contract B646, Fire and Emergency Management Equipment (procurement).

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, filled MacArthur Lake with water; continued with mechanical/electrical systems testing in the pump house and backfill of shaft #17 at Commonwealth.
- Contract B211, Wilshire/Vermont Station Stage I, completed placement of station concrete for ancillary level slabs through lift #8. Exterior wall and platform level wall pours are proceeding.
- Contract B215, Wilshire/Vermont Station Stage II, the preliminary design of the excavation support system for the entrance was submitted and approved as noted by the EMC.

KEY ACTIVITIES - NOVEMBER (CON'T)

- Contract B221, Wilshire/Normandie Station and Line, continued concrete placement for platform walls and crosspassages and completed ancillary floor slabs and exterior wall pours. Continue with side structure excavation support and began rebar installation for turnout structure walls.
- Contract B231, Wilshire/Western Station and Crossover, continued station side structure concrete placement and backfill, deck removal and street restoration; station finish work, HVAC and electrical installation. Completed exterior walls and roof in entrance.
- Contract B241, Vermont/Beverly Station, demolition activities are proceeding.
- Contract B251, Vermont/Hollywood Tunnels, continued underpinning pile installation, 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, conducted meetings relating to construction, safety, environmental, geotechnical, schedule and quality control. Demolition activities commenced.
- Contract B620, Automatic Train Control, the statistical sampling plan was approved and several other submittals are under review.
- Contract B630, Traction Power Substation Equipment, review and approval of submittals are underway.
- Contract B631, Traction Power Installation was given Notice to Proceed on November 10, 1993 and Contract B646, Fire & Emergency Management was given Notice to Proceed on November 8, 1993.
- Contract B710, Elevators and Escalators, the contractor continued to prepare elevator and escalator shop drawings for Contracts B221 and B231.
- Contract B740, Ventilation Equipment, the fabrication and assembly of the fans for Contracts B221 and B231 were completed along with the fabrication of ductwork transitions and sound attenuators.
- Contract B745, Air Handlers & TPSS Fans, Governair completed the final assembly of AHU (Air Handling Unit) components, including fans, actuators, and motors.

KEY ACTIVITIES - PLANNED FOR DECEMBER

Design

- Hold prebid meeting for Contract B642, Public Address (procurement).
- Hold bid openings for Contract B261, Vermont/Sunset Station, Contract B271, Hollywood/Western Station, and Contract B643, CCTV (procurement).
- Complete bid reports for Contract B643, CCTV (procurement), and Contract B645, SCADA (design/furnish/install).
- Receive RCC Board approval for Contract B281, Hollywood/Vine Station and Crossover, Contract B644, Cable Transmission Equipment (procurement), and Contract B760, Signs and Graphics (design/supply).
- Receive MTA Board approval for Contract B281, Hollywood/Vine Station and Crossover, Contract B610, Contract B644, Cable Transmission Equipment (procurement), and Contract B760, Signs and Graphics (design/supply).
- Issuance of Notice to Proceed for Contract B215, Wilshire/Vermont Station, Stage II, Contract B281, Hollywood/Vine Station and Crossover, Contract B610, Trackwork (design/supply/install), and Contract B795, Uninterruptible Power Supplies.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue with tunnel clean up, mechanical and electrical installation in the pocket track structure, and restoration activities.
- Contract B211, Wilshire/Vermont Station Stage I, continue concrete placement of ancillary walls, and complete the upper track level slab.
- Contract B221, Wilshire/Normandie Station and Line, continue concrete pours of ancillary walls and platform walls; shoring the east ancillary wall area and tunnel structure, and clean up of the tunnels. Continue side structure excavation support.
- Contract B231, Wilshire/Western Station and Crossover, continue concrete pour at the station entrance and side structures; commence deck removal and street restoration.

KEY ACTIVITIES - PLANNED FOR DECEMBER (CON'T)

- Contract B241, Vermont/Beverly Station, issue full Notice to Proceed in December 1993. Proceed with the demolition of north buildings.
- 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.
- Contract B252, Vermont/Santa Monica Station, proceed with demolition operations and site mobilization.
- Contract B630, Traction Power Substation Equipment, continue review of submittals.
- Contract B740, Ventilation Equipment, continue fabrication of the ductwork transitions and sound attenuators.
- Contract B745, Air Handlers & TPSS Fans, continue negotiations on the B745-CN-5, AHU Height Reduction.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project : METRO RED LINE SEGMENT 2

Status Period: 30-October-93 to 26-November-93
 Status Date : 26-November-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	
FFGA UNDERTAKING		893,000	0	932,864	120,460	618,283	24,273	346,180	13,580	277,977	6,875	927,182	(5,682)
T	Construction												
S	Professional Services												
R	Real Estate												
F	Utility/Agency Force Accounts												
D	Special Programs												
C	Contingency												
A	Project Revenue												
UNDERTAKING TOTAL		1,446,432	0	1,446,432	121,940	1,022,615	30,325	595,679	19,632	527,476	0	1,446,432	0
NEW REQUIREMENTS		0	0	55,024	19,895	19,895	0	0	0	0	(271)	54,271	(753)
T	Construction												
S	Professional Services												
R	Real Estate												
F	Utility/Agency Force Accounts												
D	Special Programs												
C	Contingency												
A	Project Revenue												
NEW REQUIREMENTS TOTAL		0	0	65,250	19,880	24,360	317	3,644	317	3,644	(271)	64,497	(753)
TOTAL PROGRAM		1,446,432	0	1,511,682	141,820	1,046,975	30,642	599,323	19,949	531,120	(271)	1,510,929	(753)

(1) EXPENDITURES ARE FOR THE PERIOD OF 02-OCTOBER-93 TO 29-OCTOBER-93.

(2) REAL ESTATE COSTS ARE MONITORED IN PROJECT T81, SEPARATE FROM R81.

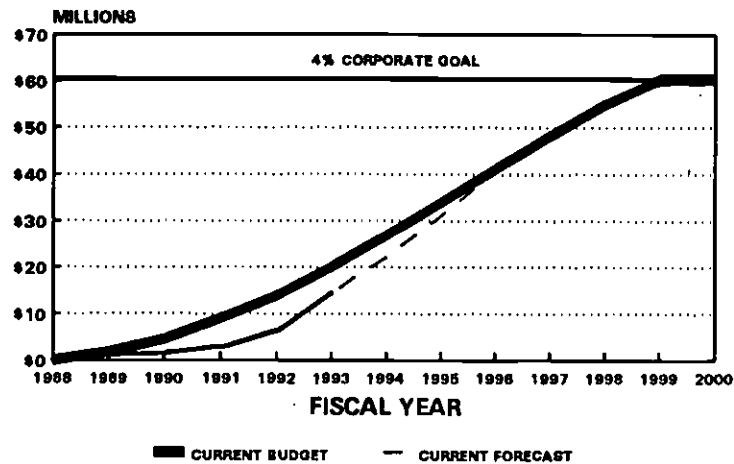
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

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

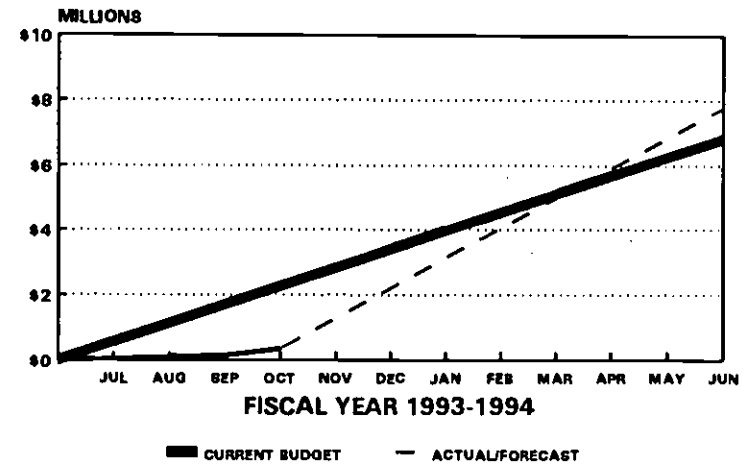
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$474,045	71%	\$215,723	32%	\$205,745	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$74,526		\$42,380		\$39,054	
STATE	\$185,985	\$133,000	\$133,000	72%	\$133,000	72%	\$133,000	72%
MTA	\$439,447	\$76,377	\$260,637	59%	\$74,771	17%	\$78,104	18%
CITY OF LA.	\$96,000	\$49,600	\$57,213	60%	\$38,408	40%	\$35,157	37%
BENEFIT ASSESS.	\$58,000	\$0	\$23,194	40%	\$23,194	40%	\$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%	\$23,194	
TOTAL	\$1,446,432	\$876,265	\$1,022,615	71%	\$527,476	36%	\$514,254	36%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$2,059	34%	\$296	5%	\$296	5%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$22,301	38%	\$3,348	6%	\$3,348	6%
GRAND TOTAL	\$1,511,682	\$876,265	\$1,046,975	69%	\$531,120	35%	\$517,898	34%
(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 October 1993.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

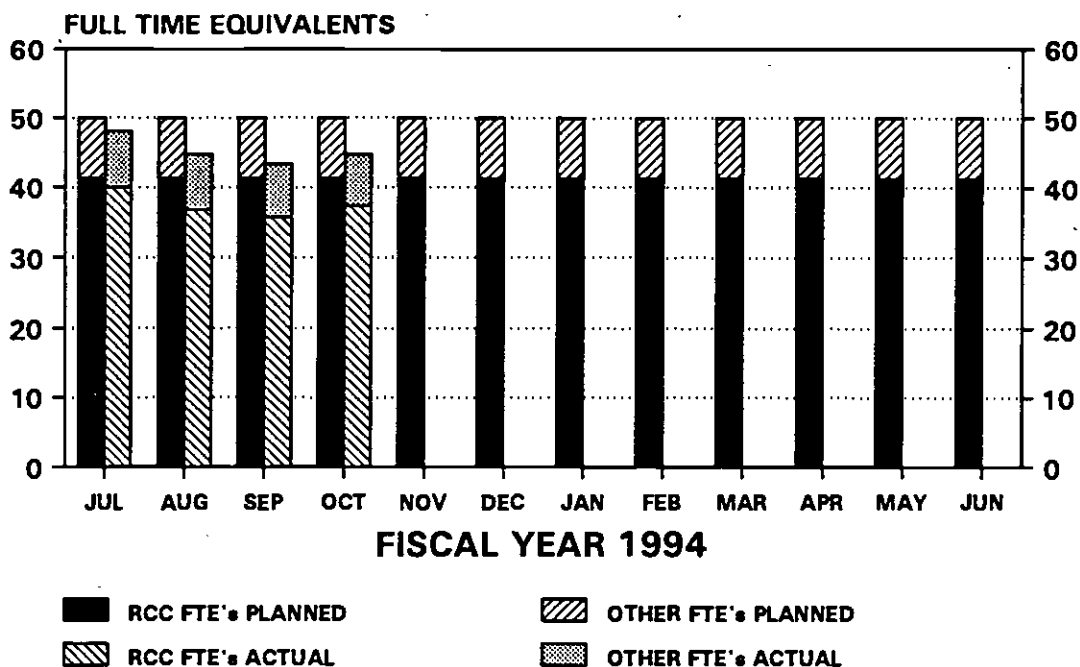
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$60,467
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$59,506
FORECAST % OF TOTAL PROJECT	3.9%

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$7,776
ACTUAL TO DATE	\$ 354

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	38
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	50
TOTAL FTE's ACTUAL	45

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

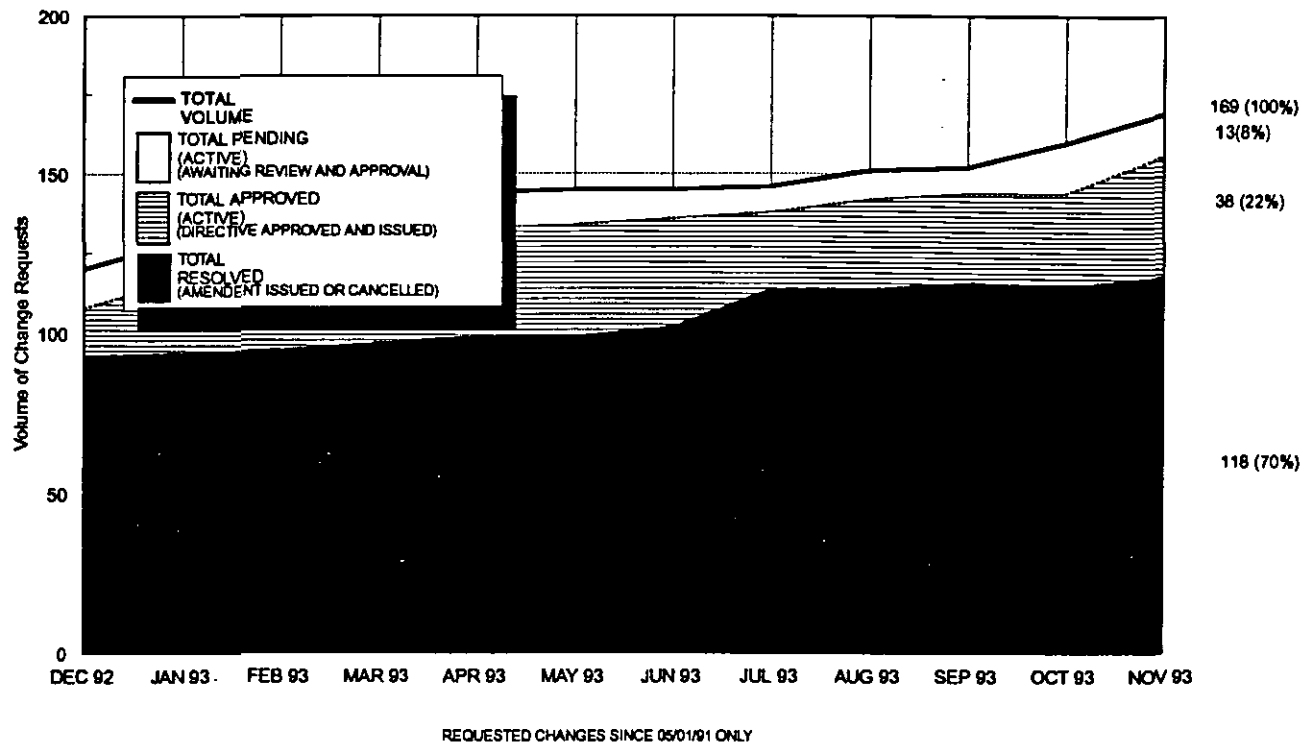
MTA APPROVED CONTRACT AWARD*			MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW-ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMPLETE	CURRENT UNUSED CONTINGENCY	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.		
B201	\$44,677,273	20%	\$8,922,727	\$53,600,000	\$4,824,480	\$49,401,763	64%	98%	\$4,098,247	(\$19,217)	\$4,117,464	64%		
B211	\$36,478,177	13%	\$4,987,818	\$43,446,896	\$1,743,961	\$40,222,128	36%	88%	\$3,223,867	\$292,617	\$2,931,249	41%		
B213	\$102,800	5%	\$5,130	\$107,730	(\$200)	\$102,400	-4%	100%	\$5,330	\$0	\$5,330	-4%		
B218	\$64,000	135%	\$86,800	\$150,800	\$80,184	\$144,184	93%	100%	\$6,408	\$0	\$6,406	93%		
B219	\$388,170	20%	\$73,634	\$441,804	\$0	\$388,170	0%	1%	\$73,634	\$0	\$73,634	0%		
B221	\$79,812,793	10%	\$7,981,278	\$87,794,072	\$3,616,877	\$83,428,770	45%	88%	\$4,366,302	\$7,034,302	(\$2,669,000)	133%		
B231	\$53,646,201	10%	\$5,364,620	\$59,009,721	\$2,736,886	\$56,380,886	61%	86%	\$2,828,866	\$1,097,178	\$1,631,677	71%		
B251	\$183,464,680	10%	\$18,346,488	\$179,811,148	\$1,388,716	\$184,851,396	8%	22%	\$14,959,763	\$5,949,688	\$9,010,166	46%		
B252	\$50,878,831	11%	\$5,651,168	\$56,730,789	\$0	\$50,878,831	0%	0%	\$5,651,168	\$0	\$5,651,168	0%		
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	97%	100%	\$250	\$0	\$250	97%		
B288	\$78,478	14%	\$10,822	\$87,100	\$9,846	\$88,323	93%	100%	\$777	\$0	\$777	93%		
B611	\$12,697,360	10%	\$1,269,736	\$13,967,086	\$0	\$12,697,360	0%	0%	\$1,269,736	\$0	\$1,269,736	0%		
B612	\$9,128,389	18%	\$1,438,837	\$10,566,208	\$0	\$9,128,389	0%	0%	\$1,438,837	\$0	\$1,438,837	0%		
B614	\$5,456,543	10%	\$546,564	\$6,001,097	\$0	\$5,456,543	0%	0%	\$546,564	\$15,000	\$530,664	3%		
B616	\$1,888,274	10%	\$188,827	\$1,864,901	\$0	\$1,888,274	0%	0%	\$188,827	\$0	\$188,827	0%		
B620	\$28,991,600	13%	\$3,739,916	\$32,731,516	\$0	\$28,991,600	0%	0%	\$3,739,916	(\$71,100)	\$3,811,016	-2%		
B630	\$11,670,126	10%	\$1,167,012	\$12,727,137	\$77,584	\$11,647,709	7%	0%	\$1,079,428	\$292,414	\$787,014	32%		
B631	\$4,467,186	10%	\$446,717	\$4,813,882	\$0	\$4,467,186	0%	0%	\$446,717	\$0	\$446,717	0%		
B646	\$3,937,039	14%	\$564,704	\$4,501,743	\$0	\$3,937,039	0%	0%	\$564,704	\$0	\$564,704	0%		
B710	\$22,263,493	23%	\$5,024,386	\$27,277,878	\$0	\$22,263,493	0%	0%	\$5,024,386	\$0	\$5,024,386	0%		
B740	\$19,328,988	10%	\$1,932,897	\$21,269,683	\$170,000	\$18,486,986	8%	21%	\$1,762,887	\$73,023	\$1,689,674	13%		
B745	\$2,641,830	43%	\$1,218,572	\$4,081,202	\$306,280	\$3,147,910	26%	20%	\$913,282	\$368,126	\$545,157	56%		
B761	\$6,280,077	10%	\$640,649	\$6,820,726	\$0	\$6,280,077	0%	0%	\$640,649	\$75,000	\$465,649	14%		
B786	\$3,722,871	17%	\$635,086	\$4,357,887	\$0	\$3,722,871	0%	0%	\$635,086	\$0	\$635,086	0%		
TOTAL:	\$582,916,606	12%	\$68,300,267	\$631,216,782	\$14,959,040	\$577,874,546	22%	28%	\$53,341,217	\$15,106,929	\$38,234,287	44%		

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

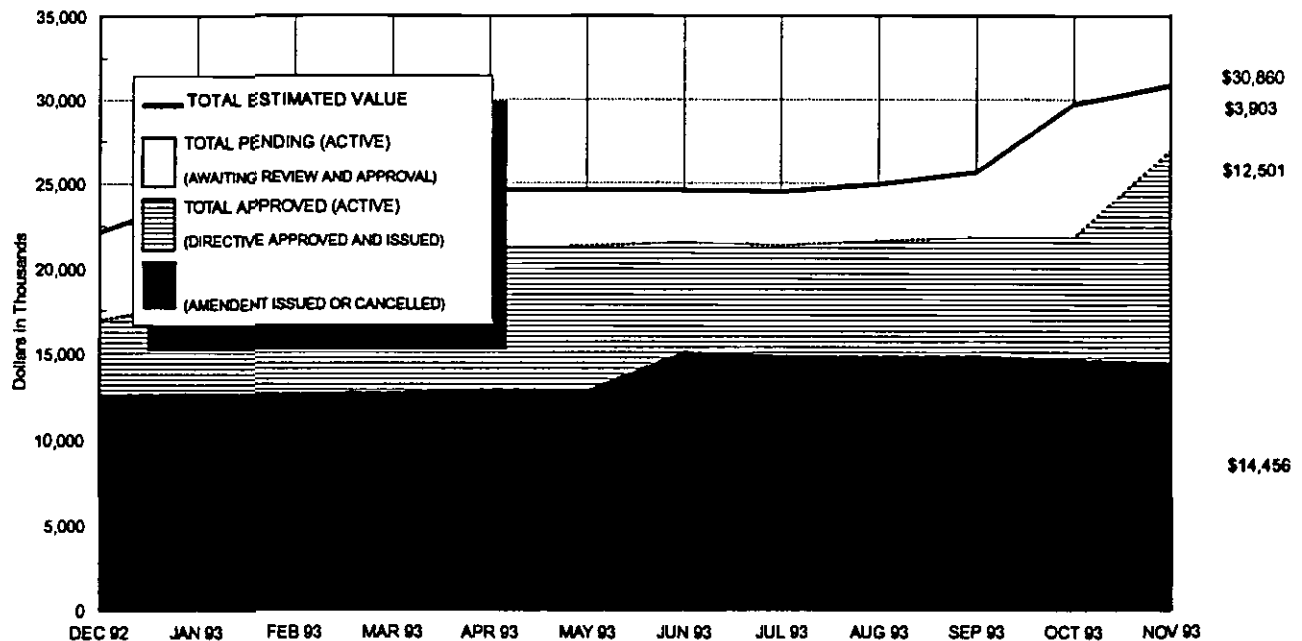
NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER REPORTS SHOWING APPROVED CHANGE VALUES

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

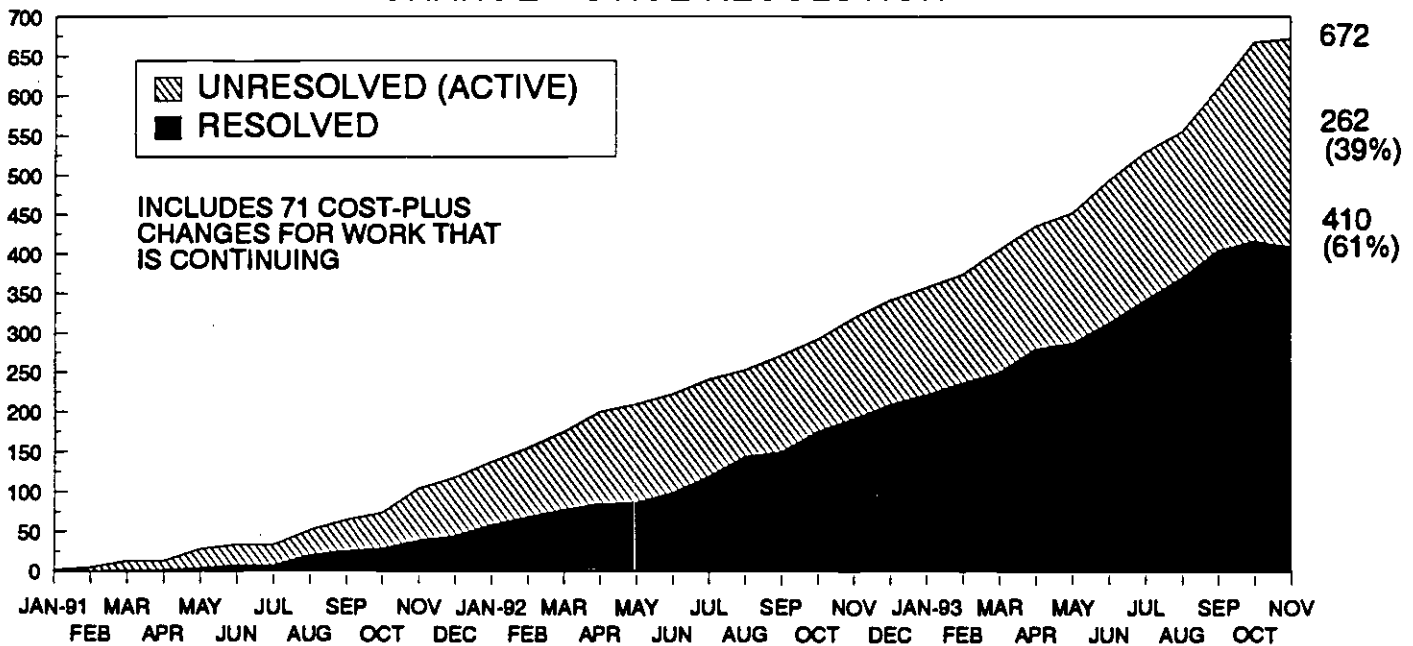


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	6	8	5	32	51
PERCENT	12%	16%	10%	62%	100%

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



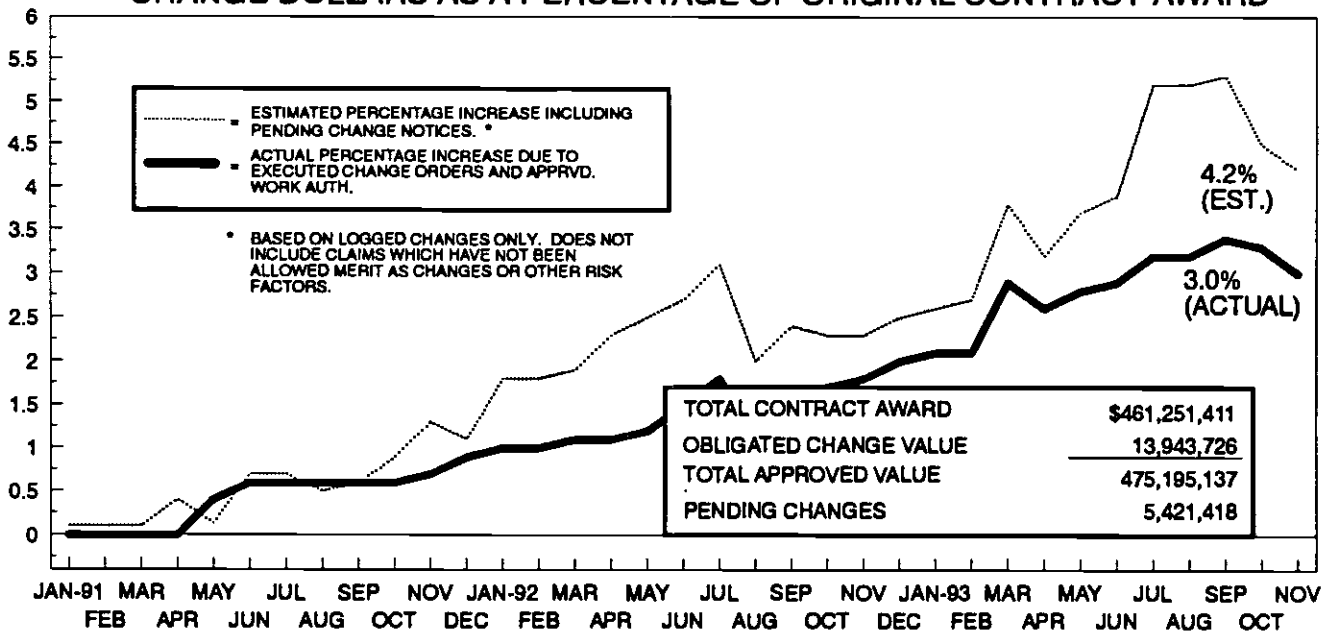
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	92	52	30	88	262
PERCENT	35%	20%	11%	34%	100%

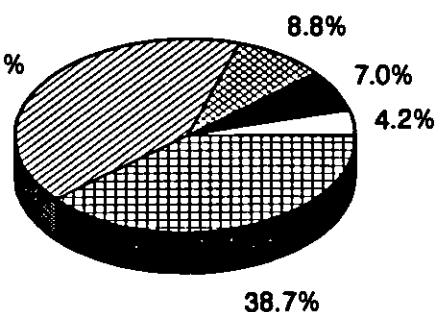
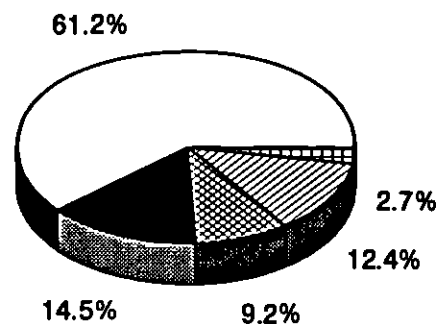
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 11/26/93

COST LEVEL

Total Cost: \$11,720,218*

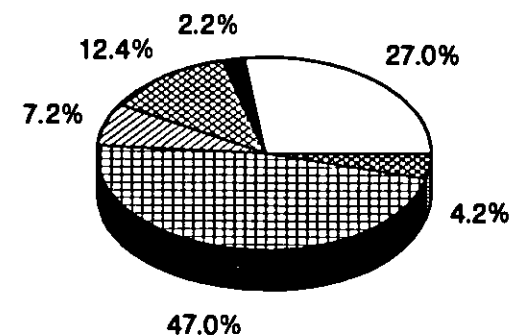
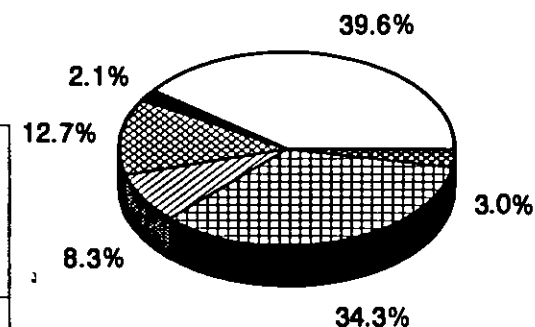


Legend

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: 338 CN's

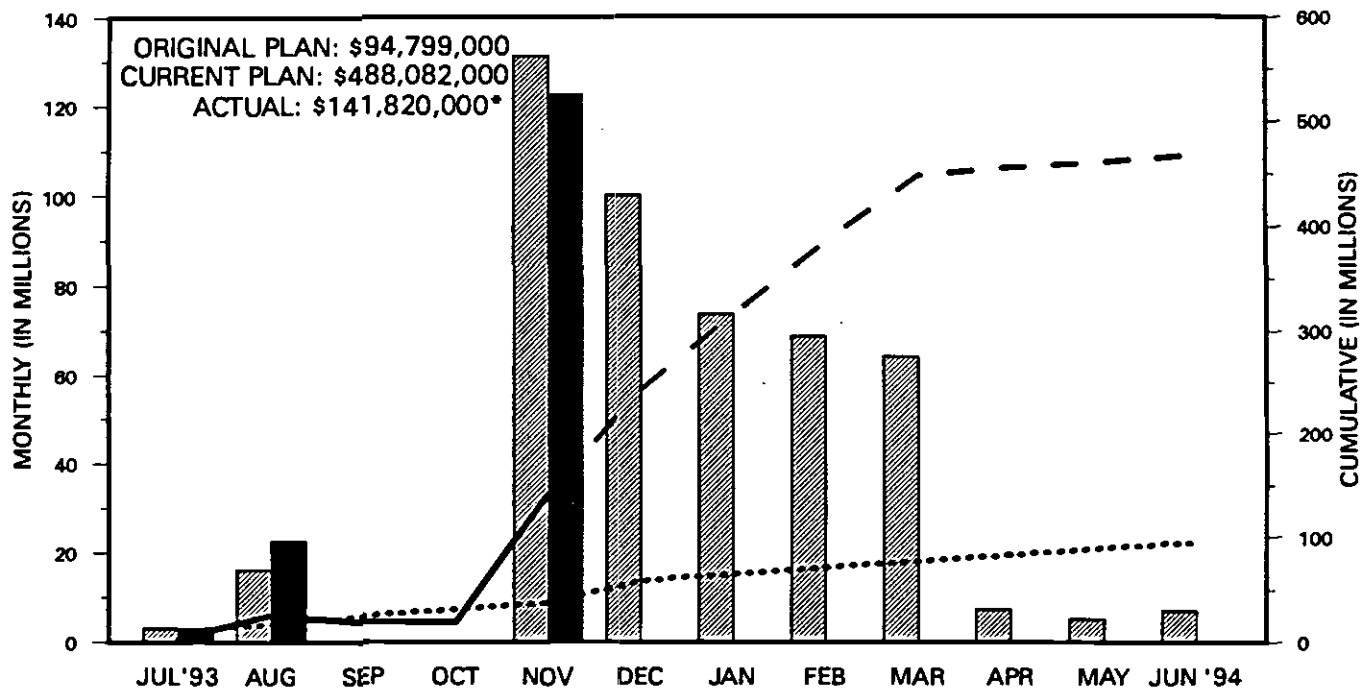


* INCORPORATES SOME SEGMENT 3 COSTS

VOLUME

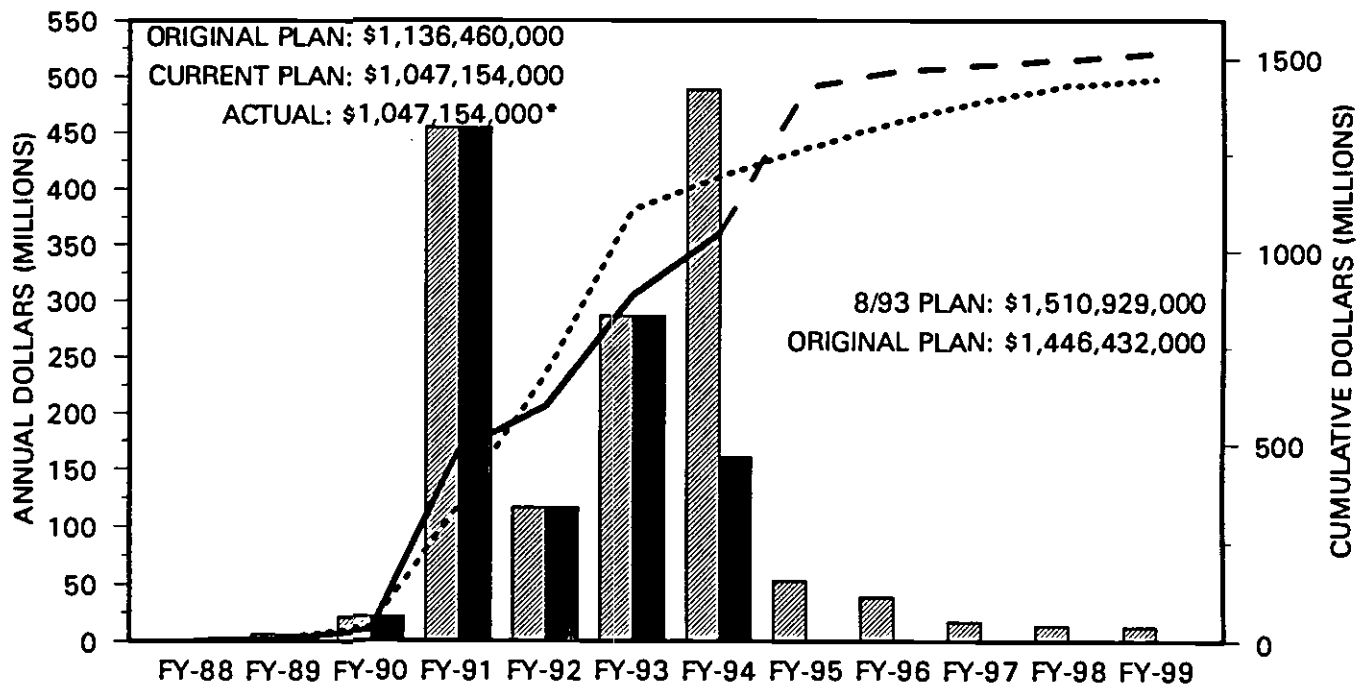
DOLLARS

ANNUAL PROJECT COMMITMENTS (FY '94)

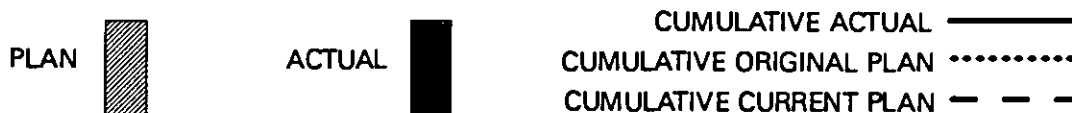


*PERIOD ACTUAL COMPRISED OF OCTOBER AND NOVEMBER ACTUALS

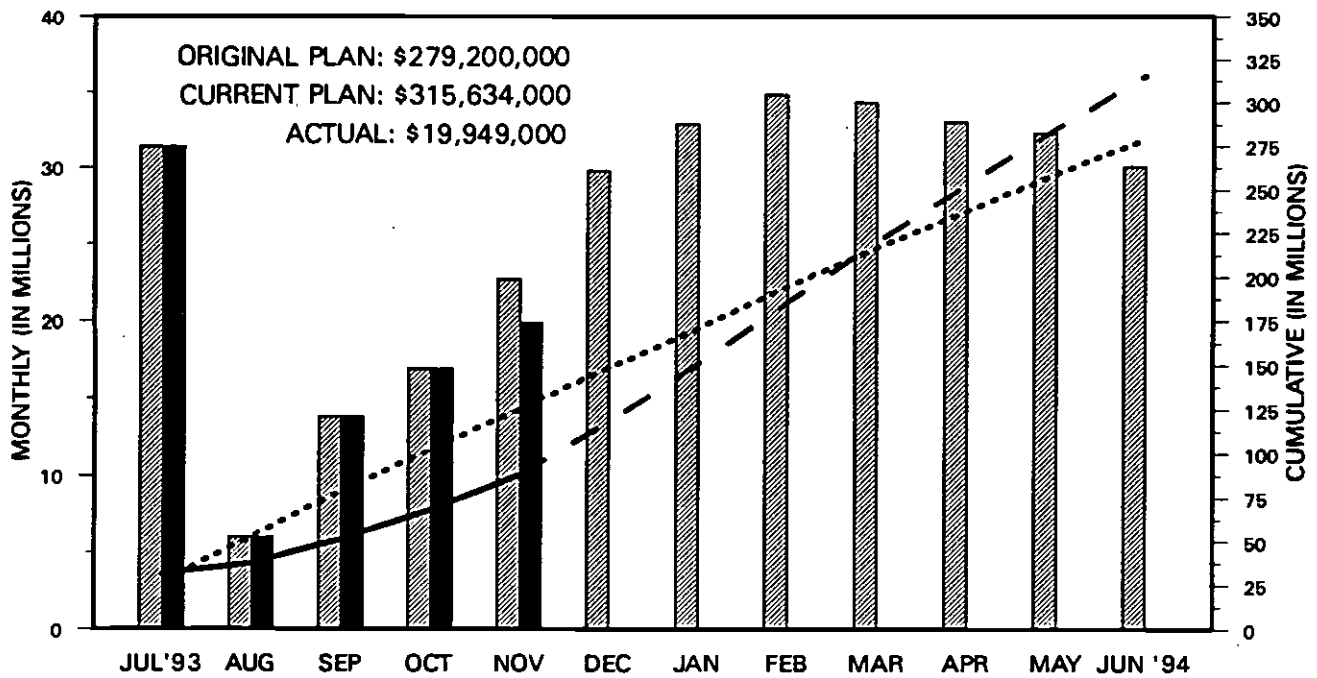
TOTAL PROJECT COMMITMENTS



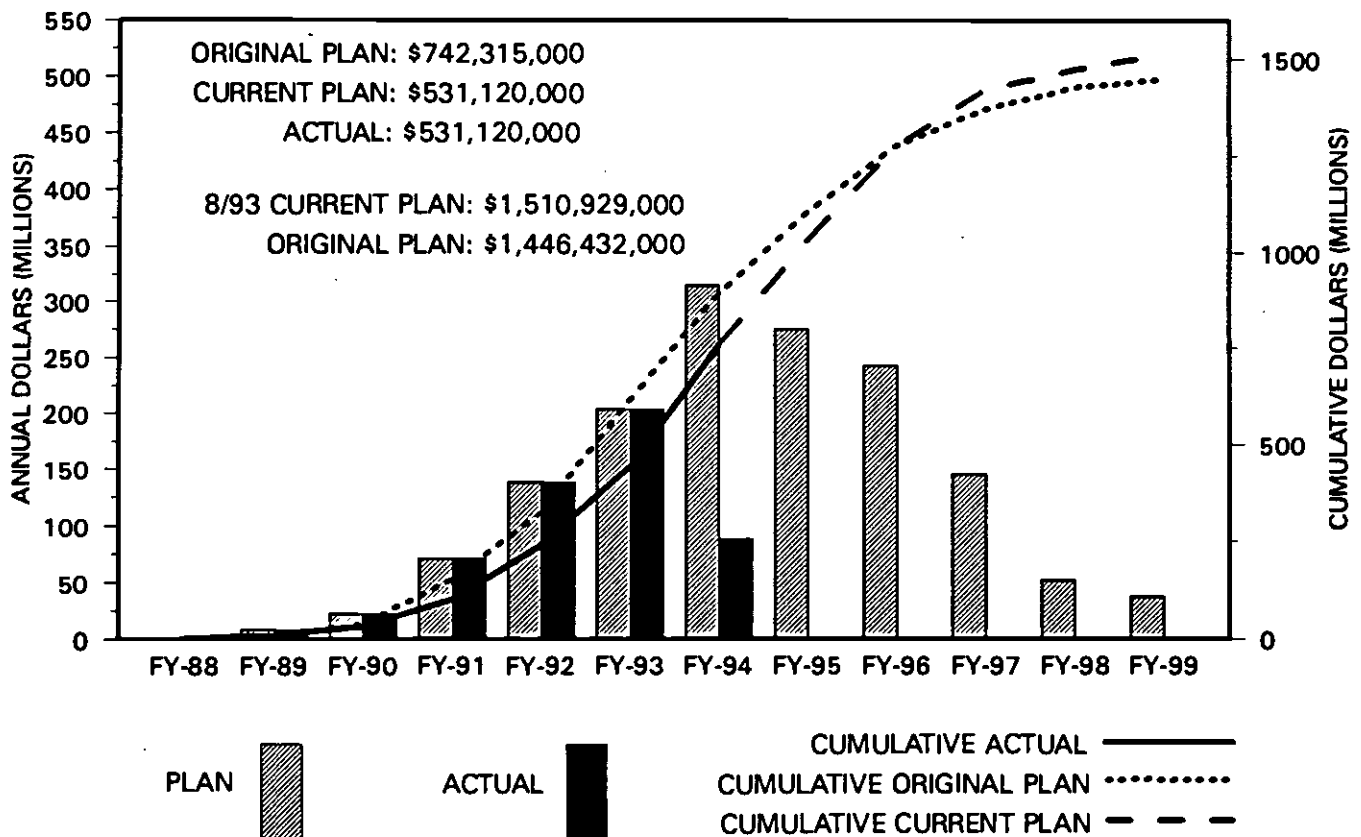
*\$179,000 DELTA CURRENTLY UNDER ADMINISTRATIVE REVIEW



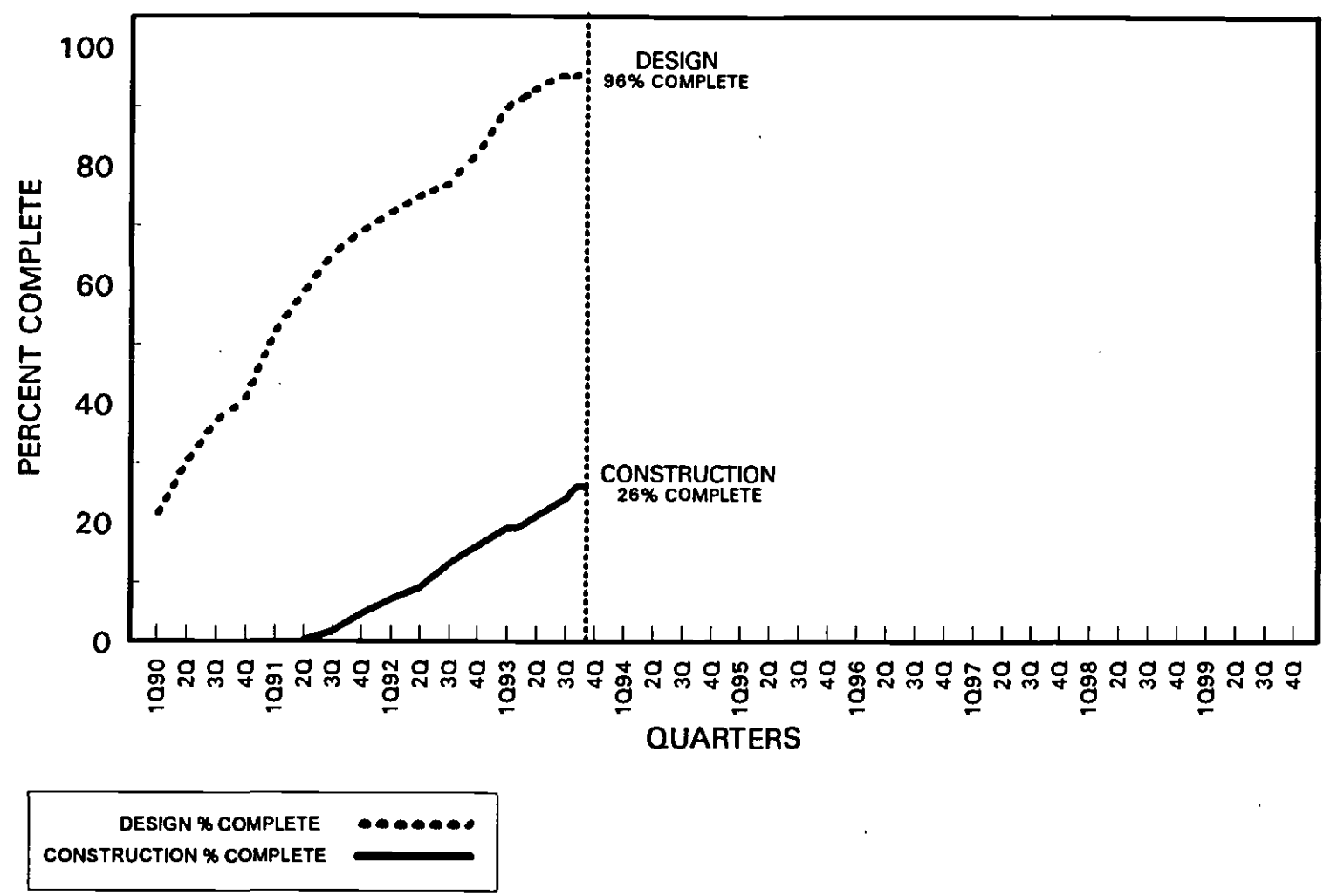
ANNUAL PROJECT CASHFLOW (FY '94)

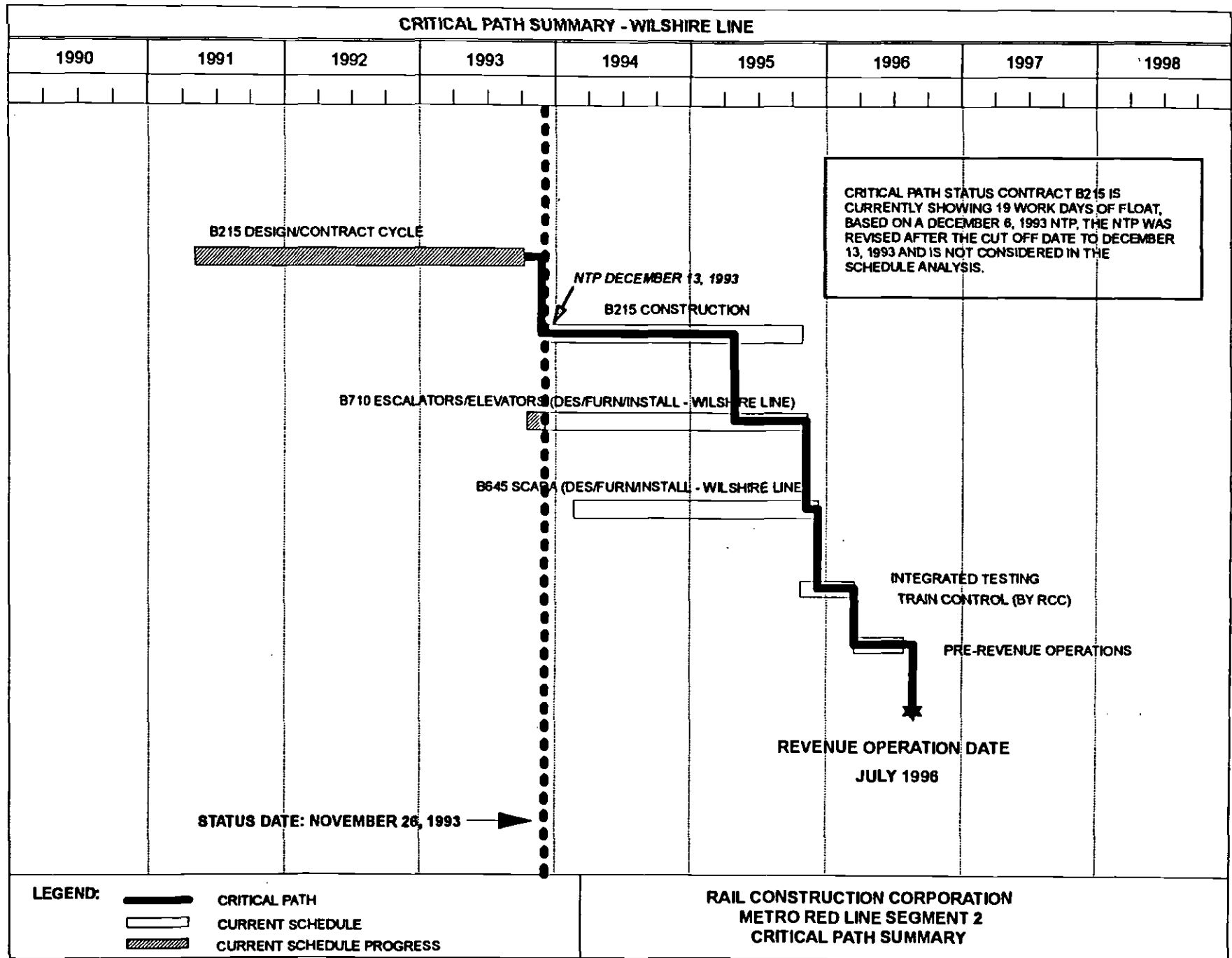


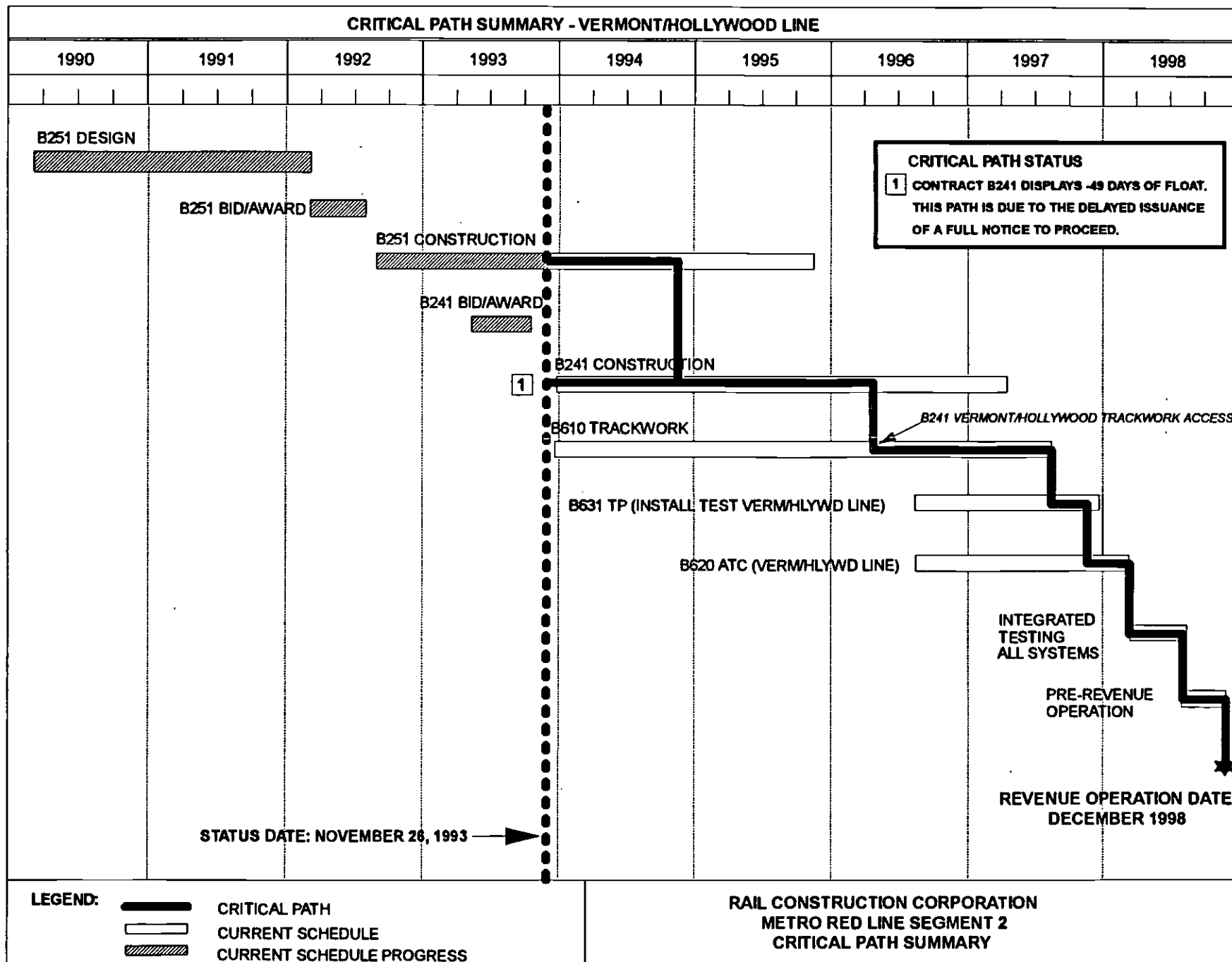
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

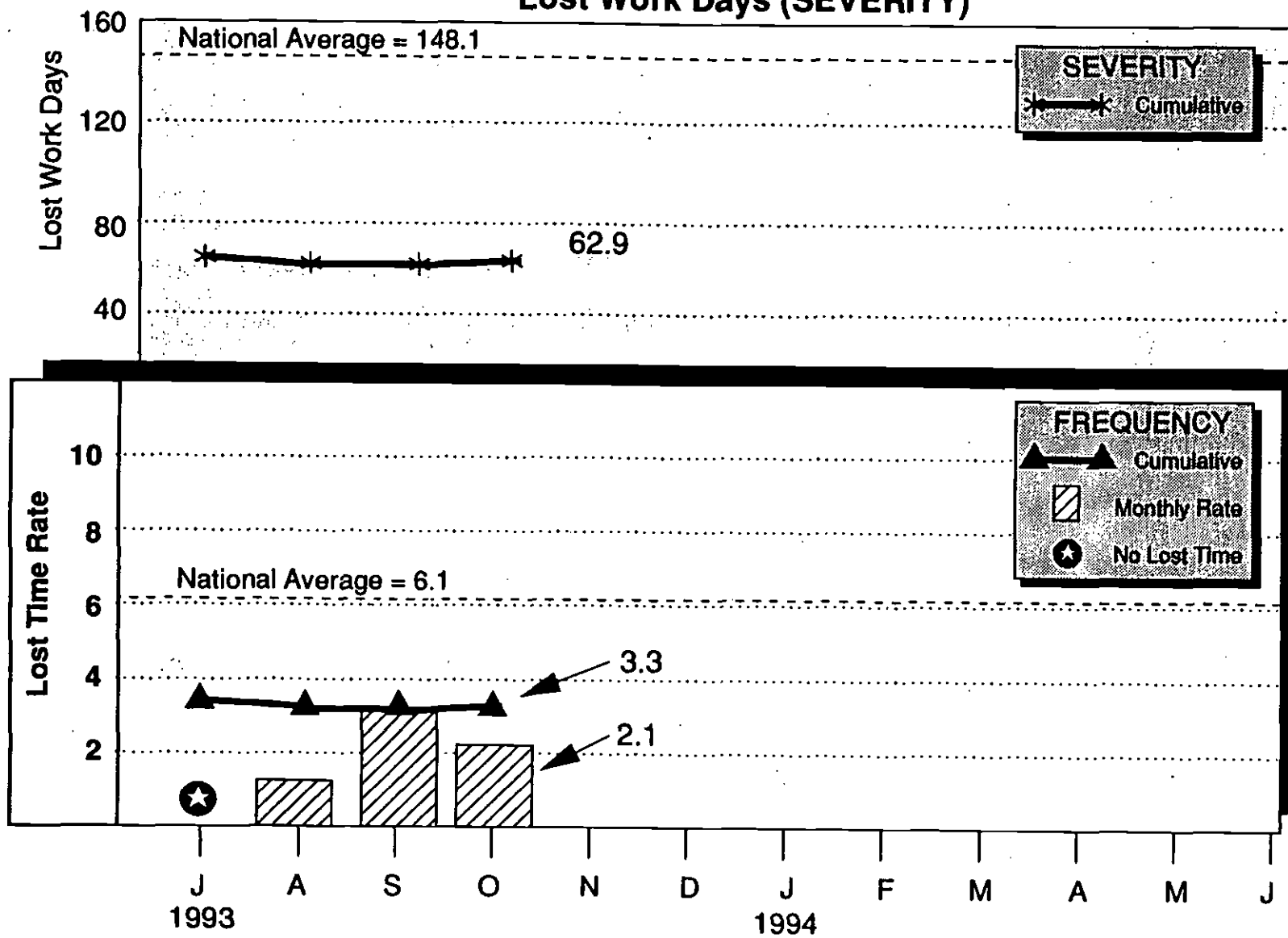






METRO RED LINE SEGMENT 2

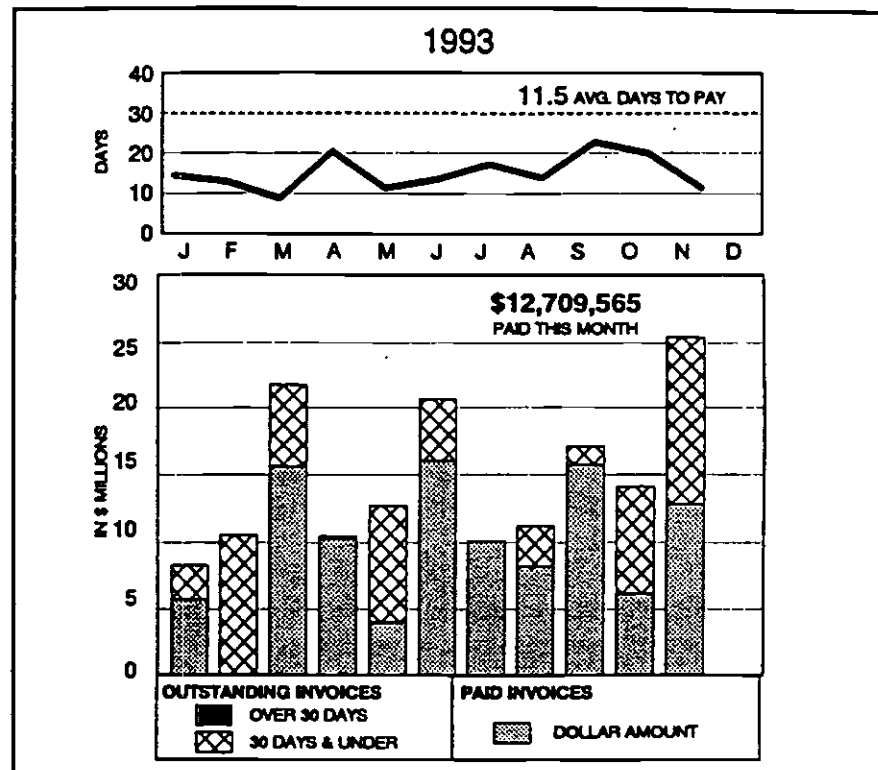
Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.5 days.
- 18 invoices were paid for a total value of \$12,709,565.
- There were 11 outstanding Construction or Procurement invoices under 30 days old for \$12,540,751.
- 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

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION** - The MTA Board approved the award of Contract C0331, Line Section from North Hollywood Station to Universal City Station, on October 27, 1993 to Obayashi Corporation. This key milestone will mark the initiation of construction for Segment 3. Notice to Proceed (NTP) is expected on December 1, 1993. Contract C0303, Hollywood/Highland Utility Rearrangement, was advertised for bidding on November 8, 1993.

Facility engineering progress through November was measured at 54.0% completed versus a planned 56.2%. The Prefinal design for Contract C0301, Hollywood/Highland Station, was completed on November 5, 1993, and the final design for Contract C0358, Demolition for the North Hollywood Station, was completed on November 5, 1993.

Studies underway include Contract B251, schedule mitigations - led by the Segment 2 Project Team. Options are being reviewed for early operation of the Hollywood/Highland Station and Tunnels to Station 606+00 with the Vermont/Hollywood Corridor Revenue Operation Date (ROD).

Costs - for North Hollywood remain forecasted at \$1.31 billion. An increase to the Project Contingency of \$10.6 million is indicated due in the main part to modifications in work scope or changes for Contracts C0329, Universal City Demolition for C0311/C0321; C0311, Line Section from Universal City to Station 630+00; and Contract C0301, Hollywood/Highland Station.

- **MID CITY EXTENSION** - Environmental and constructibility issues continued to pose areas of concern during the month of November. Until a Construction Manager is selected for the Mid City Extension the constructibility will be performed by the RCC staff augmented by outside contract consultants. A Second Tunnel Review Panel is scheduled to meet on December 2, 1993, to resolve environmental issues with the EMC.

EXECUTIVE SUMMARY (CON'T)

Facility engineering progress through November was measured at 29.6% complete versus a planned 26.9%. The critical path for the Mid City Extension currently shows -29 days of total float. The Camera Ready date was moved to March 21, 1994, for Contract C0411, Line Section from Pico/San Vicente to Wilshire/Western; and the Camera Ready date for Contract C0421, Pico/San Vicente Station, was delayed to November 21, 1994 placing it on the critical path.

The Current Forecast for the Mid City Extension remains at \$491 million. The Project Contingency for the extension decreased during November as a result of increases in the Construction and Professional Services Forecast and currently stands at \$6.5 million.

- **EAST SIDE EXTENSION** - the MTA Board has given concurrence to the full release of consultant services to the Engineering Management Consultant to perform the Preliminary Engineering in accordance with its approved Project Implementation Plan.

Engineering is proceeding with the design of the Little Tokyo Station to be located underground at Santa Fe Avenue. This alternate location was selected over the LPA location due to anticipated major impacts to the operations of the Metro Red Line Yard, disruptions to upcoming construction activities for Segments 2 and 3, and the projected operational constraints imposed by the aerial configuration of the alignment. A preliminary project schedule has been prepared. Preparation of Contract Unit Descriptions and construction estimates are underway. Efforts related to geotechnical and alignment mapping are also ongoing.

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 to the budget or forecast.

SCHEDULE STATUS**North Hollywood Extension**

- The critical path for the North Hollywood Extension currently shows -39 working days of total float. The critical path is through Contract C0311, Line Section from Universal City Station to Station 630+00, Design, Bid and Award Cycle, Construction of the Tunnels; and Contract C0321, Universal City Station; Crossover Completion and Trackwork Access. The critical path 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 -29 days of total float. Camera Ready date was delayed to March 21, 1994, for Contract C0411, Line Section from Pico/San Vicente to Wilshire/Western. Also, the Camera Ready date was delayed to November 21, 1994, for Contract C0421, Pico/San Vicente Station, placing it on the critical path.

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; Contract B620, Automatic Train Control; Contract H0648, Communications Installation; Contract B645, TRACS; Integrated Testing and Pre-Revenue Operations to the Revenue Operations Date planned for July 1999.

East Side Extension

- Preliminary Engineering progress through November is measured at 37 percent actual versus a planned 42 percent. The variance is mainly attributed to additional studies conducted for the Little Tokyo Station location and configuration. Preliminary architectural plans for all stations have been completed and have been forwarded to all downstream disciplines for reference. A total of 559 Right of Way parcels have been identified for acquisition or easements throughout the alignment. 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****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	177	9	159	18*	90
LAST MONTH	178	8	167	11*	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	55	6*	90
LAST MONTH	61	0	55	6*	90

*ALL PARCELS ARE ON THE CRITICAL PATH

PUBLIC AFFAIRS

- On the North Hollywood Extension, a meeting was held with the Hollywood Citizens Committee for Metro Construction to review issues associated with the Hollywood/Highland Station. Additional sessions were conducted with individual businesses regarding planned construction activities for Contract C0331, Line Section: from North Hollywood Station to Universal City Station.

AREAS OF CONCERN**ONGOING**

Universal City Roadways Design - North Hollywood Extension

AREAS OF CONCERN (CON'T)

Concern: The geometrics of a roadway layout plan adopted in 1984 and modified in 1989, is in conflict with the design speed of 50 mph required by the City of Los Angeles. Evaluation of alternative designs will delay the completion of the Project Study Report for CalTrans. This will subsequently delay section designer procurement, construction implementation and possibly affect the Revenue Operation Date (ROD).

Action: Expedite data collection, approvals from agencies and finalization of design.

Status: Investigation of alternative designs are ongoing in preparation for discussion with CalTrans and the City of Los Angeles.

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 and minimize design changes.

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 temporarily on hold.

AREAS OF CONCERN (CON'T)

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 to consider the draft Geotechnical Design Status Report (GDSR) and available environmental information for C0411 Tunnel.

Status: A Second Tunnel Review Panel is scheduled to meet again on December 2, 1993 to review alternative designs.

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 Contract 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.

AREAS OF CONCERN (CON'T)

Status: The EMC will certify additional properties as required. The acquisition efforts of the LACMTA are ongoing.

RESOLVED**Encroachment of footings into sidewalk - North Hollywood Extension**

Concern: Test pits have shown that the spread footings of an existing seven story building have encroached into the sidewalk area adjacent to the proposed ventilation shafts in Contract C0301, Hollywood/Highland Station. This encroachment may require underpinning of the building.

Action: A proposed alternative design to relocate the shafts across the street was analyzed and found to be more feasible and less costly than the building underpinning.

Status: The new solution is being incorporated into the design for the final submittal.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING NONE

RESOLVED NONE

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

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

Period: Oct 29, 1993 to Nov 26, 1993
Run Date: Dec 9, 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	2,000	141,493	351	6,959	351	6,959	4,485	788,703	-102,025
S PROFESSIONAL SERVICES	254,747	0	254,747	0	89,275	1,894	20,750	1,894	20,750	-15,131	258,416	3,669
R REAL ESTATE	84,534	0	84,534	0	13,698	215	18,037	215	18,037	38	95,018	10,484
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	105	1	40	1	40	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	10,607	155,447	87,872
GRAND TOTAL	1,310,822	0	1,310,822	2,000	244,573	2,462	45,788	2,462	45,788	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: Oct 29, 1993 to Nov 26, 1993
Run Date: Dec 9, 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	4,757	19,714	0	29	0	29	721	330,950	-3,188
S PROFESSIONAL SERVICES	98,133	0	98,133	0	38,362	1,007	3,142	1,007	3,142	119	99,590	1,457
R REAL ESTATE	53,303	0	53,303	31	40	38	40	38	40	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	597	1	1	1	1	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	-840	6,491	6,491
GRAND TOTAL	490,663	0	490,663	4,789	58,714	1,047	3,214	1,047	3,214	0	490,663	0

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

NOVEMBER 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	\$202,866	30%	\$4,081	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	\$20,541	39%	\$20,541	39%	\$20,541	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	\$1,258	0%	\$1,258	0%	\$1,258	0%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,498	\$244,573	19%	\$45,788	3%	\$45,788	3%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1993.

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

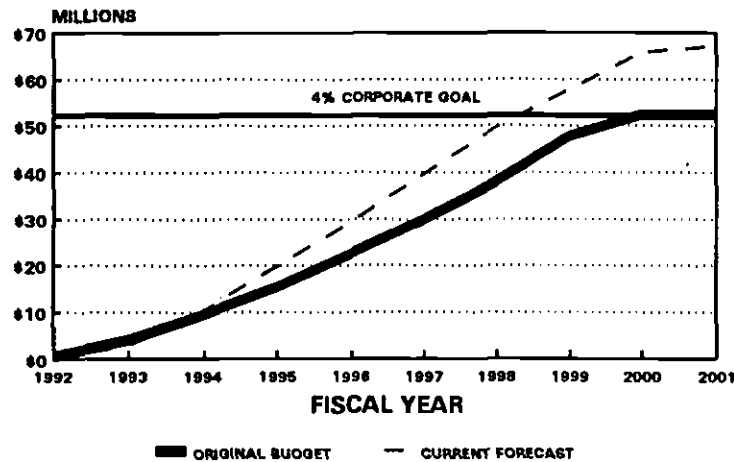
NOVEMBER 93

STATUS OF FUNDS BY SOURCE

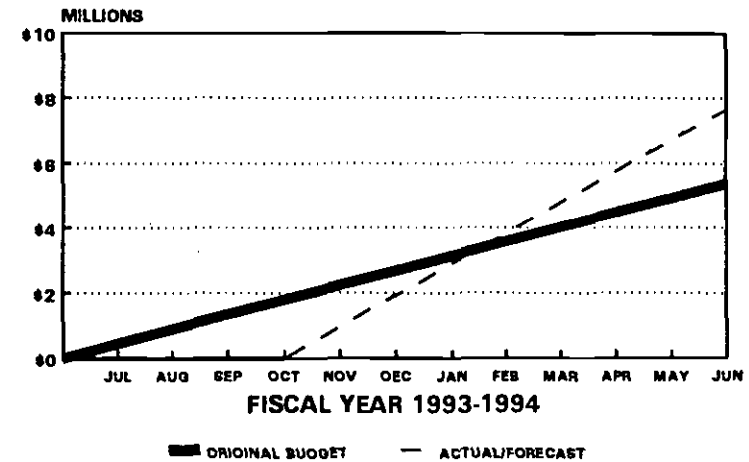
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$57,296	24%	\$1,796	1%	\$1,796	1%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$21,268	\$58,714	12%	\$3,214	1%	\$3,214	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1993.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



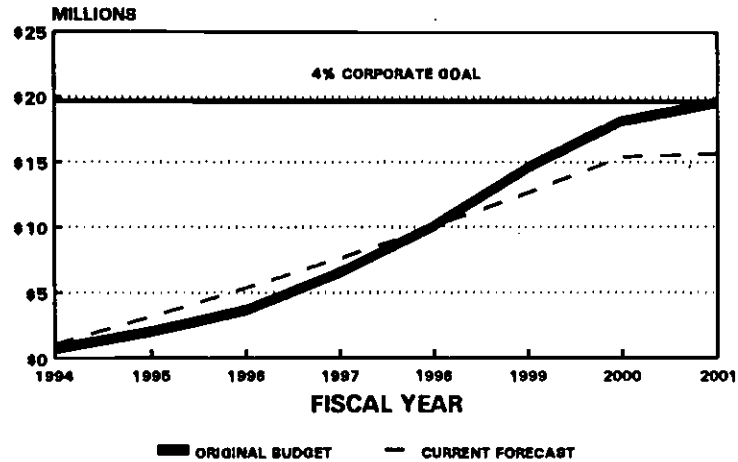
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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%

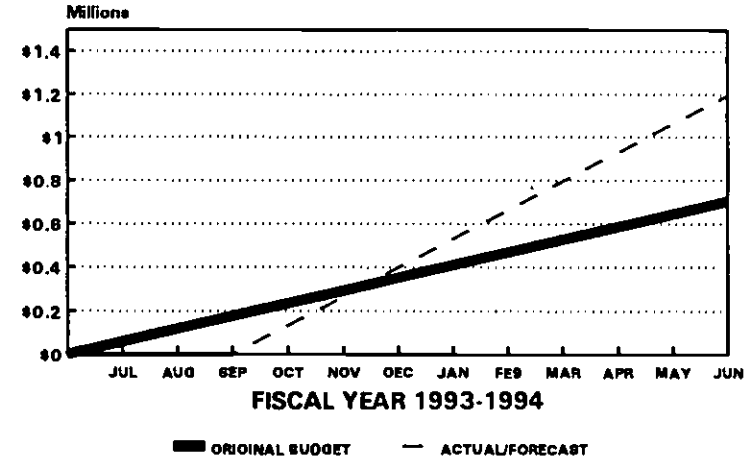
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$7,660
ACTUAL TO DATE	\$ 10

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

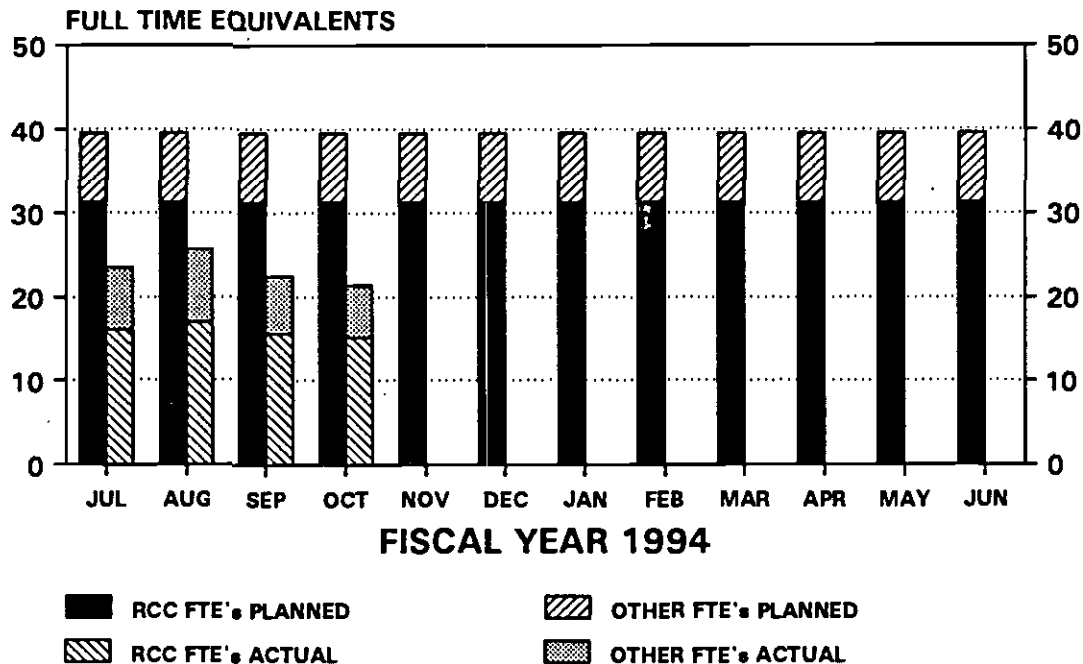
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%

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

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

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

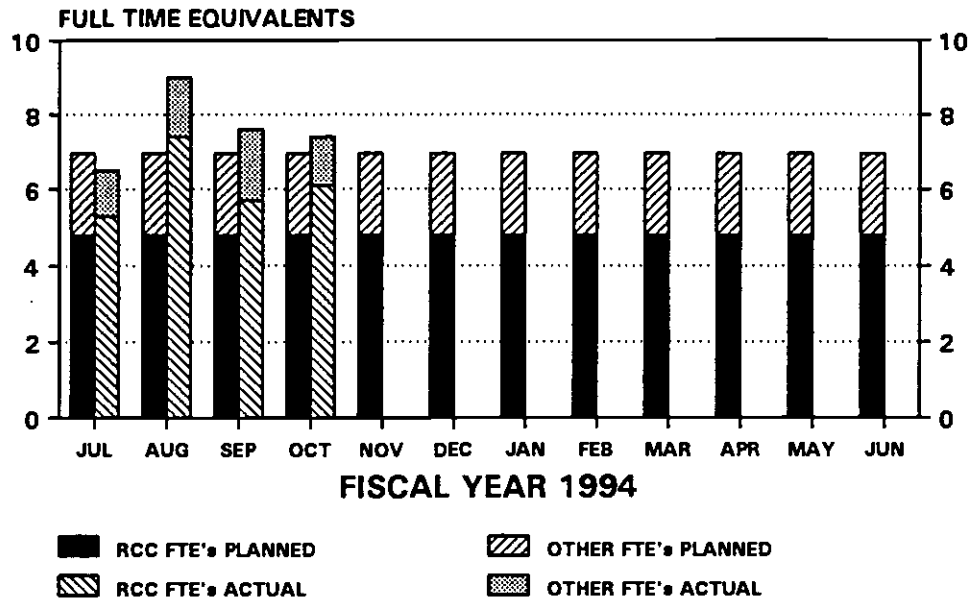
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	31
RCC FTE's ACTUAL	15
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	40
TOTAL FTE's ACTUAL	21

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'94 Budget

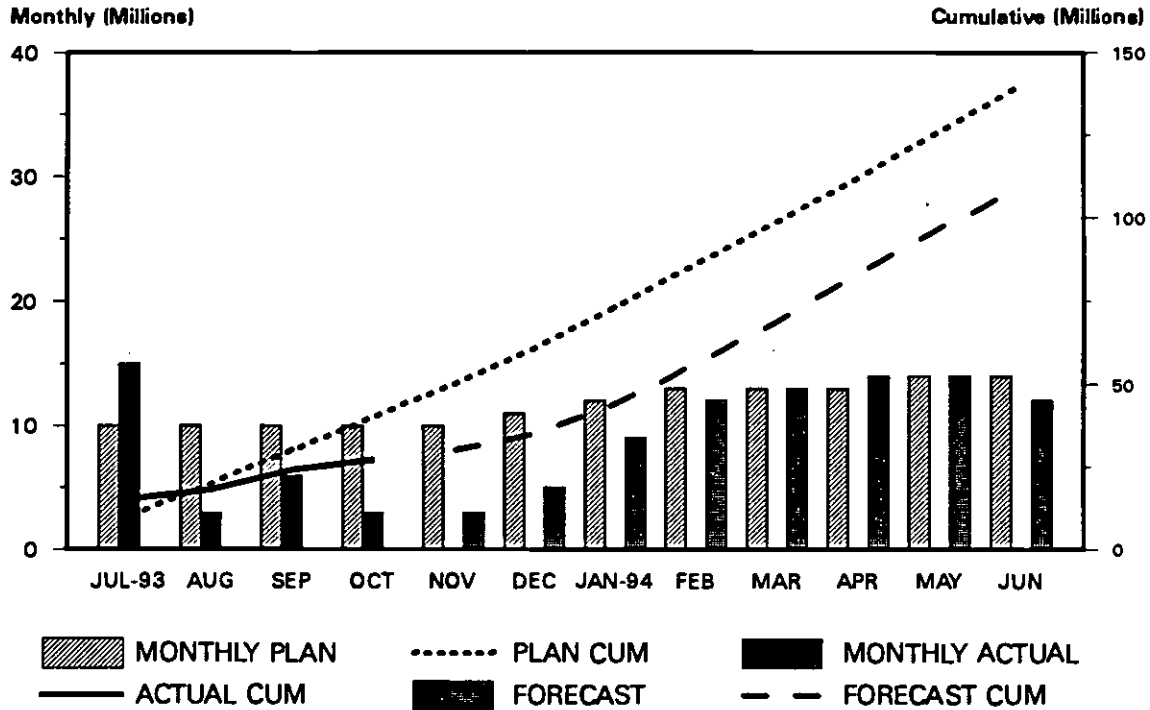
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

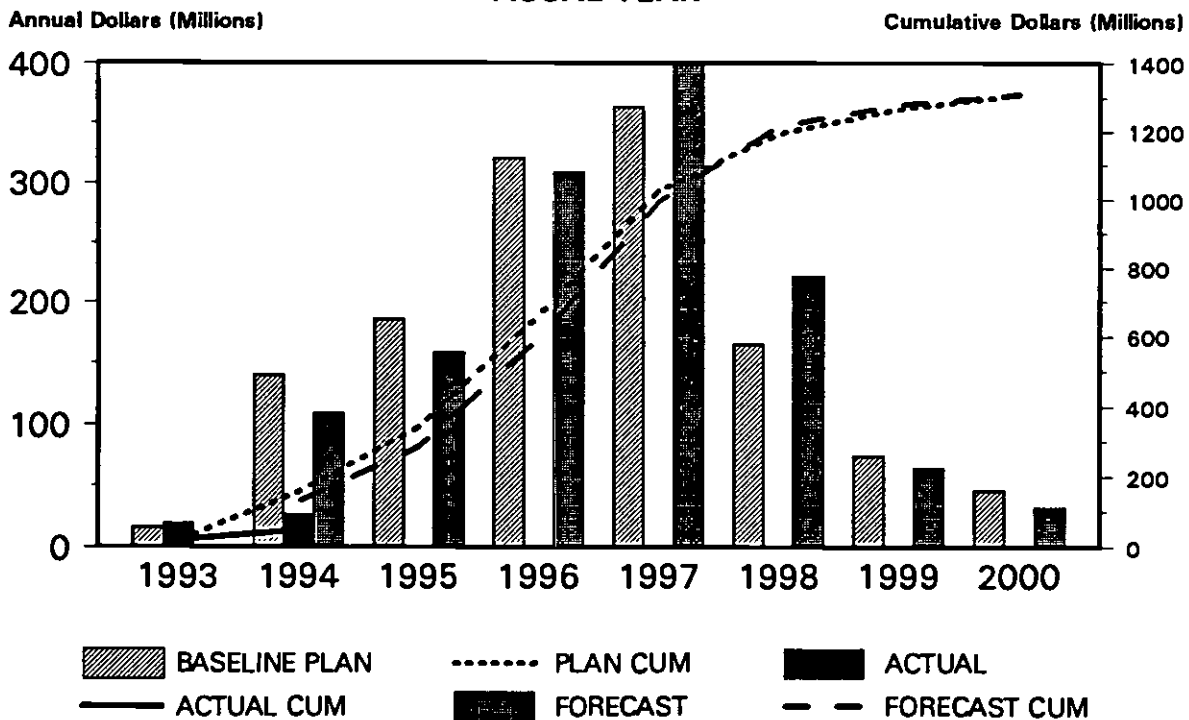
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	6
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	1
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	7

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



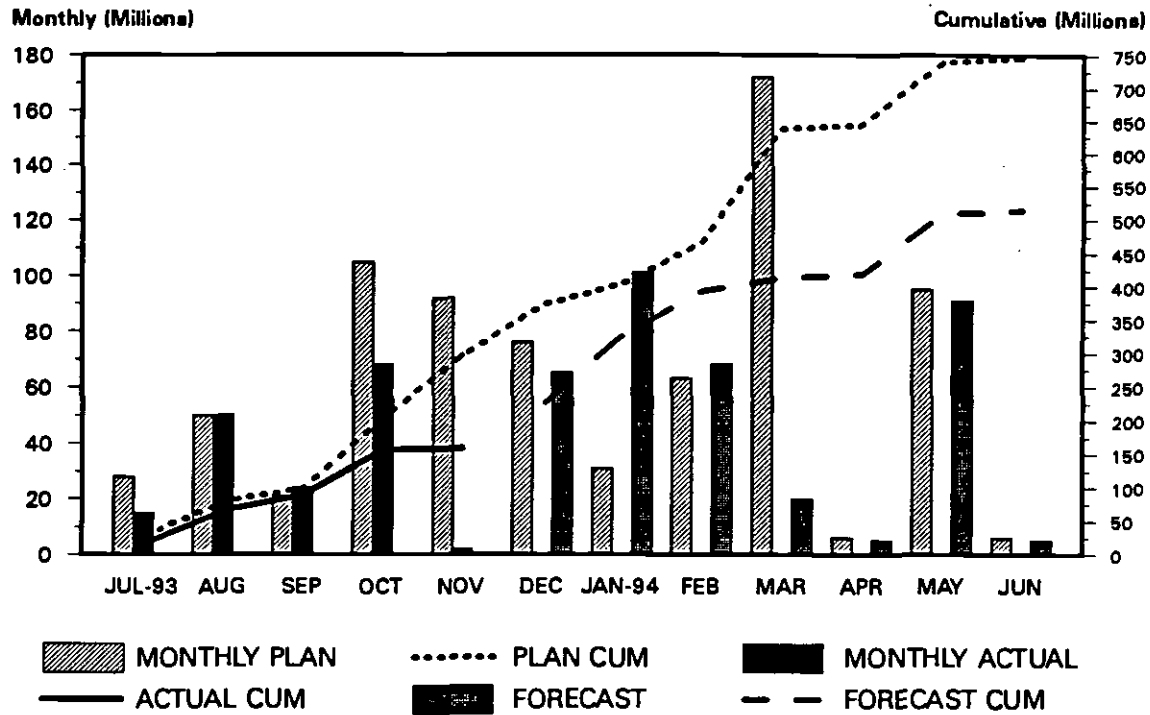
PROJECT CASH FLOW - PROJECT FISCAL YEAR



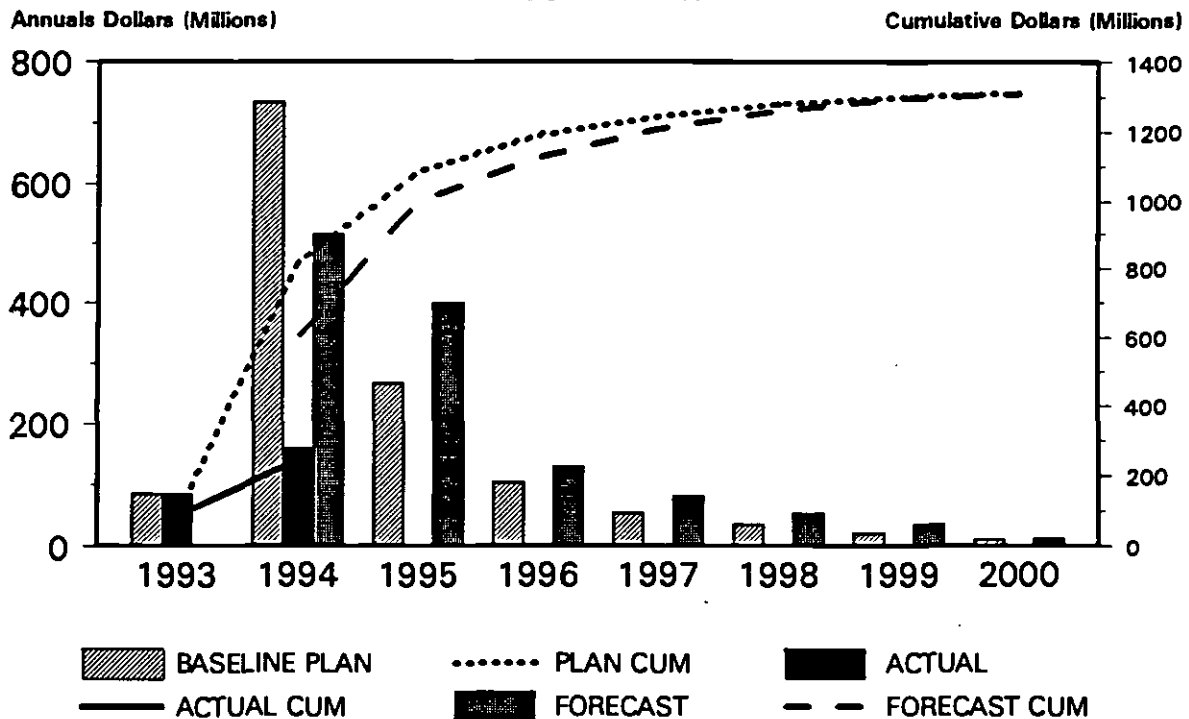
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH OCTOBER 1993

NORTH HOLLYWOOD

PROJECT COMMITMENTS - ANNUAL FISCAL YEAR - 1994

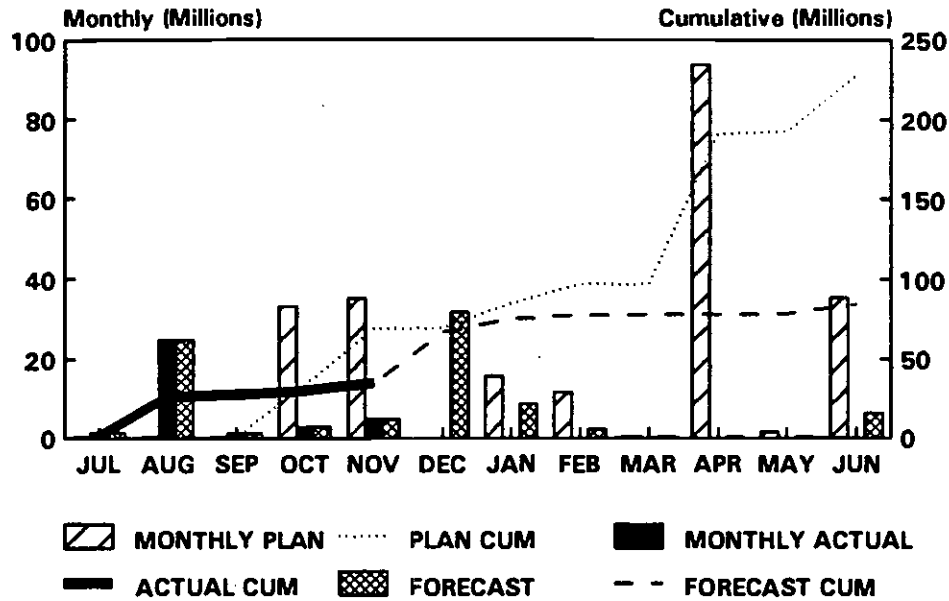


PROJECT COMMITMENTS - PROJECT FISCAL YEAR

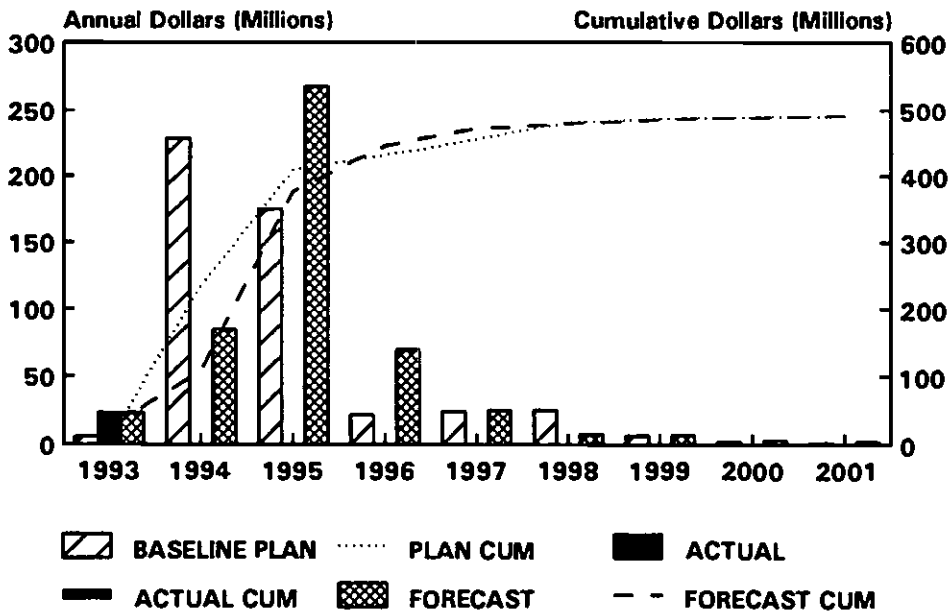


MID CITY EXTENSION

PROJECT COMMITMENTS - ANNUAL FISCAL YEAR

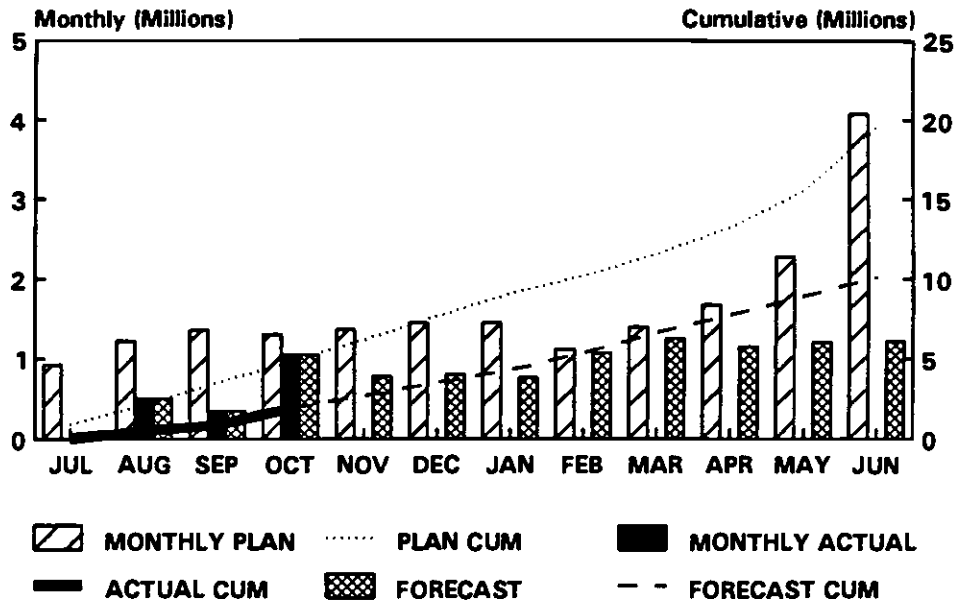


PROJECT COMMITMENTS - PROJECT FISCAL YEAR



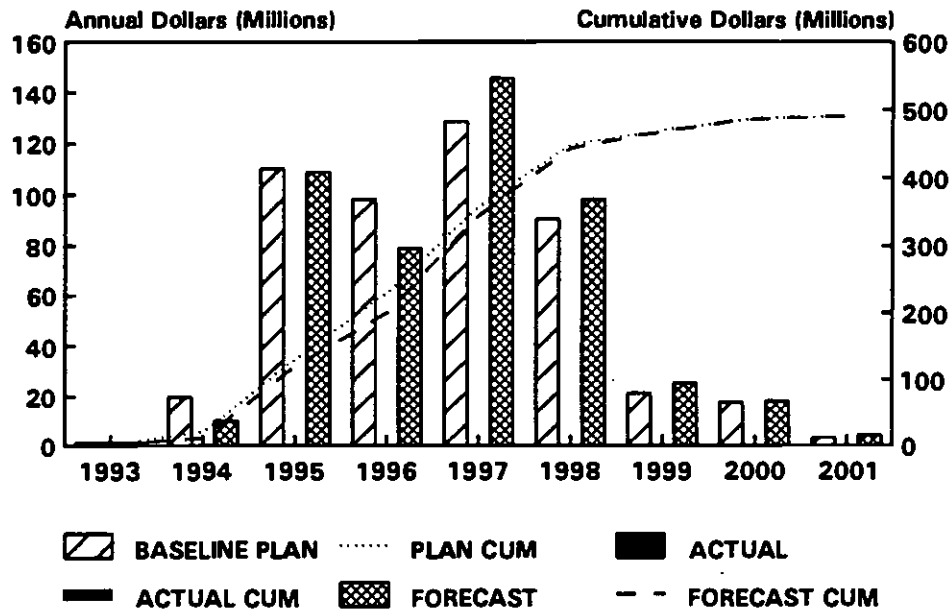
MID CITY EXTENSION

PROJECT CASH FLOW - ANNUAL FISCAL YEAR 1994

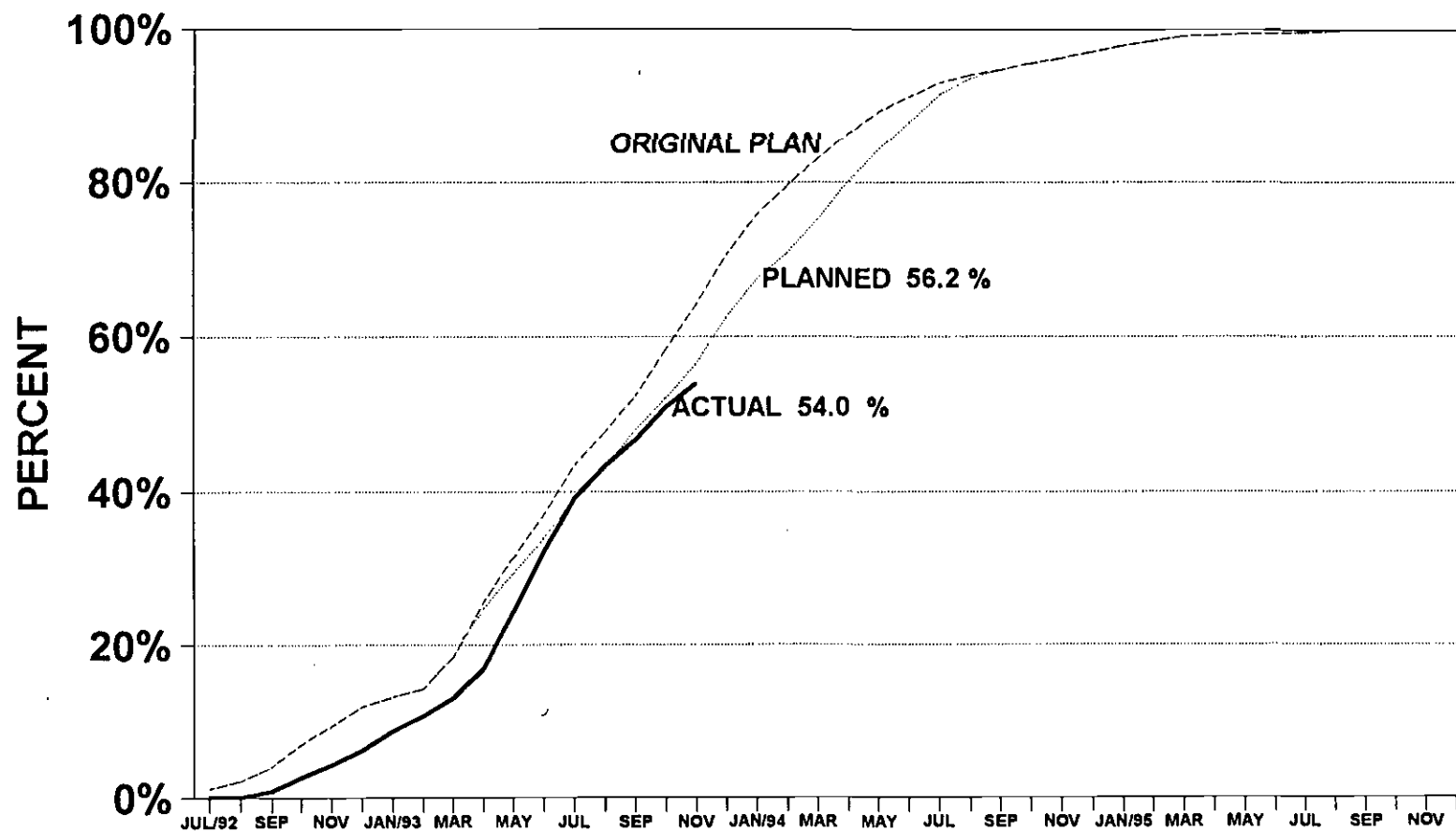


* No actuals recorded for 7/93

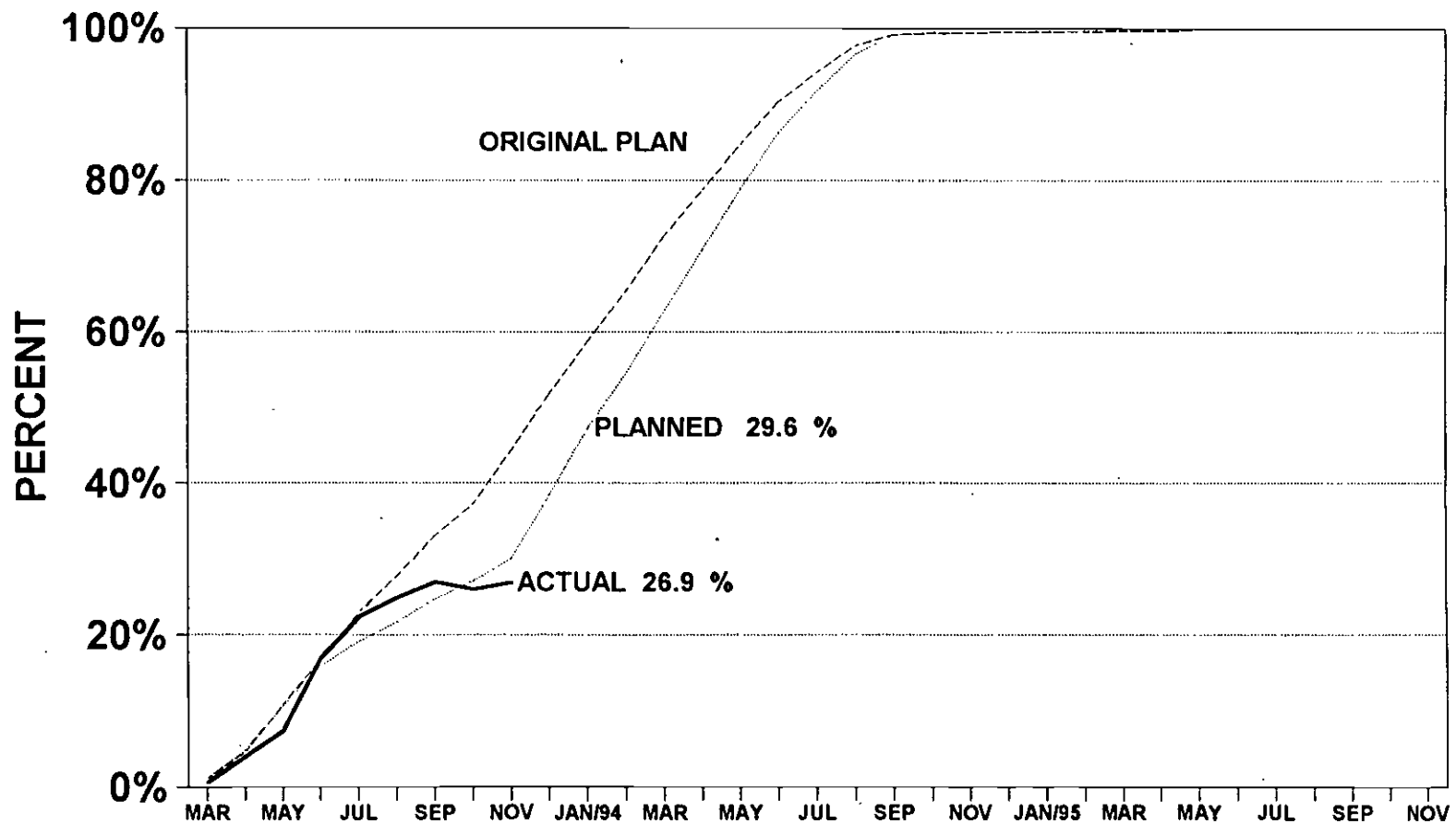
PROJECT CASH FLOW - PROJECT FISCAL YEAR

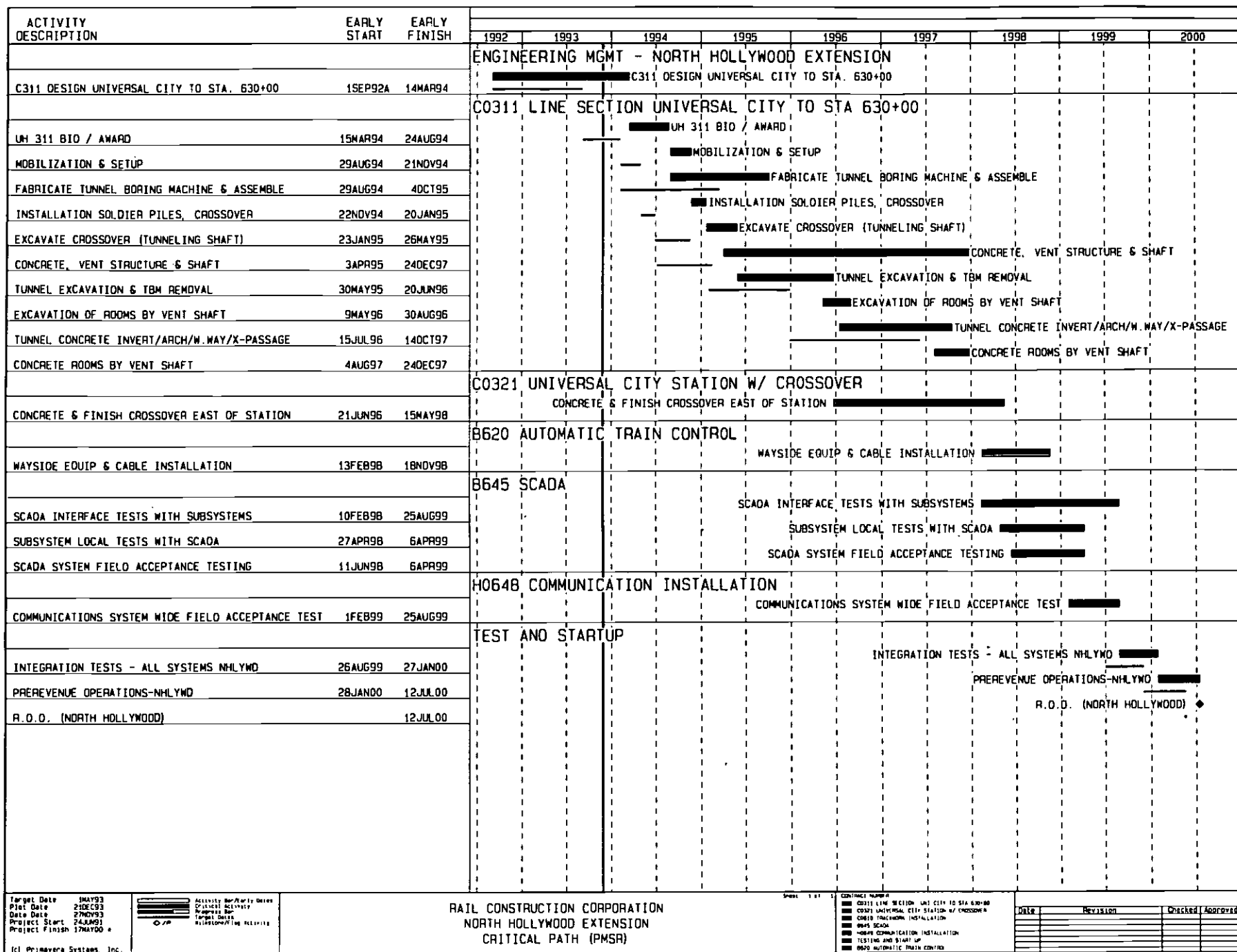


METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXT- FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN





Target Date 3MAY93
Plot Date 21DEC93
Date Data 27NOV93
Project Start 24JAN93
Project Finish 17MAY00

Activity Bar/Early Dates
Project Activity
Progress Bar
Target Dates
Relationship Activity

RAIL CONSTRUCTION CORPORATION
NORTH HOLLYWOOD EXTENSION
CRITICAL PATH (PMRS)

CONTRACT NUMBER
C0311 LINE SECTION UN CITY TO STA 630+00
C0321 UNIVERSAL CITY STATION W/ CROSSOVER
C0618 TUNNELING INSTALLATION
B645 SCADA
H064B COMMUNICATION INSTALLATION
TESTING AND STARTUP
B620 AUTOMATIC TRAIN CONTROL

Date	Revision	Checked	Approved

ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH								
			1993	1994	1995	1996	1997	1998	1999	2000
			CRENSHAW/OLYMPIC STATION							
C0401 STATION CONSTRUCTION	4APR96	7OCT98								
			TUNNEL WILS/WEST TO PICO/SAN VIC							
C0411 TUNNEL CONSTRUCTION	26SEP94	2JUN97								
			PICO/SAN VICENTE STATION W/X-OVER							
C0421 FINAL DESIGN	4MAY93A	21NOV94								
C0421 STATION CONSTRUCTION	1MAY95	25SEP98								
			PICO/SAN VICENTE-OLYMPIC/CRENSHAW DEMOLITION							
C0428 ROW ACQUISITION	1APR93A	16JUN94								
C0428 DESIGN	1JUL93A	11FEB94								
C0428 DEMOLITION PHASE I	17JUN94	19OCT94								
			TRACKWORK INSTALLATION							
C0610 TRACKWORK INSTALLATION	15JAN97	23APR98								
			AUTOMATIC TRAIN CONTROL							
B-620 INSTALLATION	4JUN97	6OCT98								
			SCADA							
B-645 INSTALLATION	15APR97	18DEC98								
			COMMUNICATIONS INSTALLATION							
H0648 INSTALLATION	17JAN97	18DEC98								
			TESTING AND START-UP							
GENERAL INTERFACE TESTING	19NOV98	23APR99								
PRE-REVENUE OPERATIONS	26APR99	26AUG99								
R00		26AUG99								