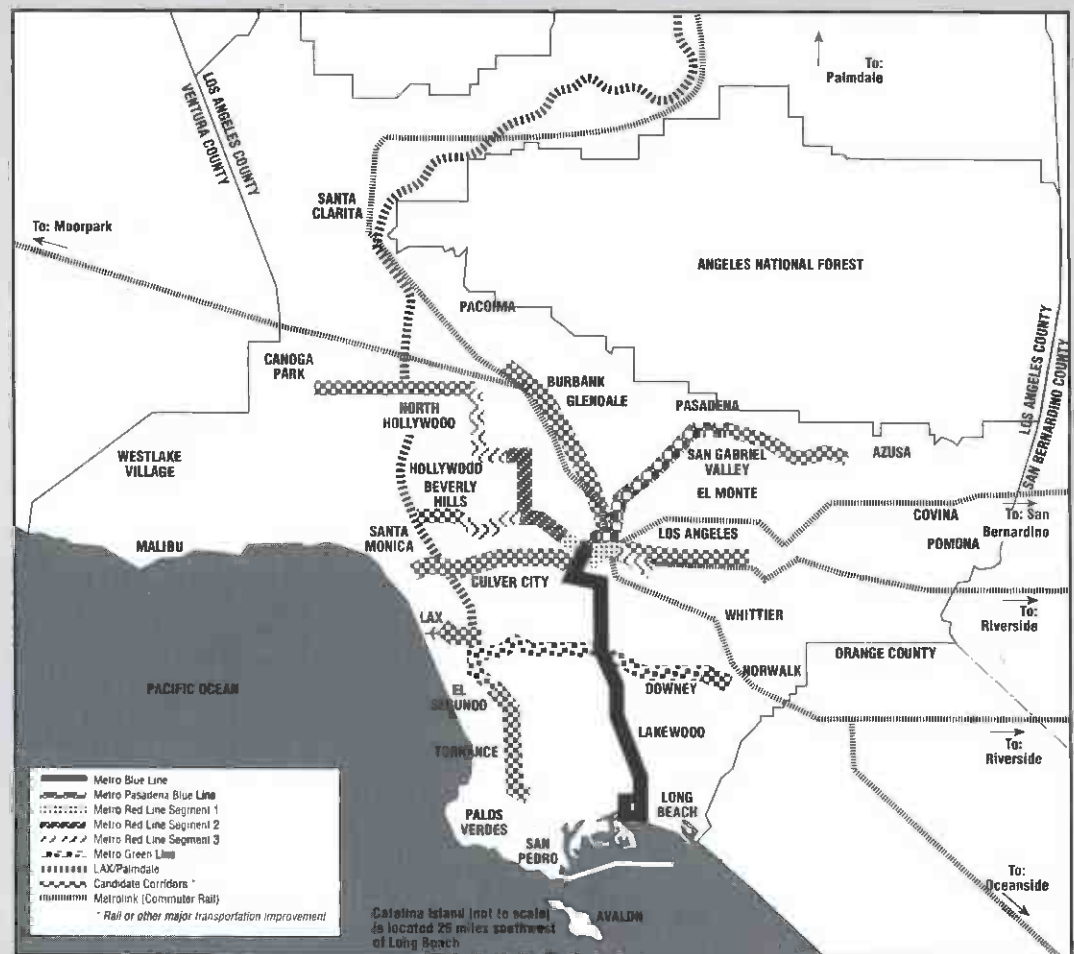


RAIL CONSTRUCTION CORPORATION



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	511,170 *	Actual:	95%
Current Budget	1,511,682	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	43,326 *	Actual:	51%
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	2,167 *	Actual:	26%
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	407,189 *	Actual:	99%
Current Budget	722,402	Construction	
Schedule Status		Actual:	73%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		

* Expenditure data through Sept. 1993

Metro Pasadena Blue Line

Cost Status	(\$000)
Original Budget	841,000
Expended to Date	27,862 *
Current Budget	841,000

Schedule Status:

Revenue Operations Date:	
Original	November 1997
Forecast	June 1998

Project Progress

Design	Actual:	51%
Construction	Actual:	0%

*** Expenditure data through Sept. 1993**

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

STATUS DATE: 10/31/93

(IN THOUSANDS)

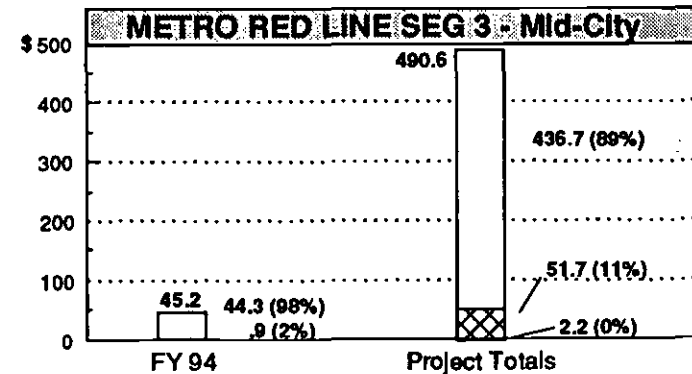
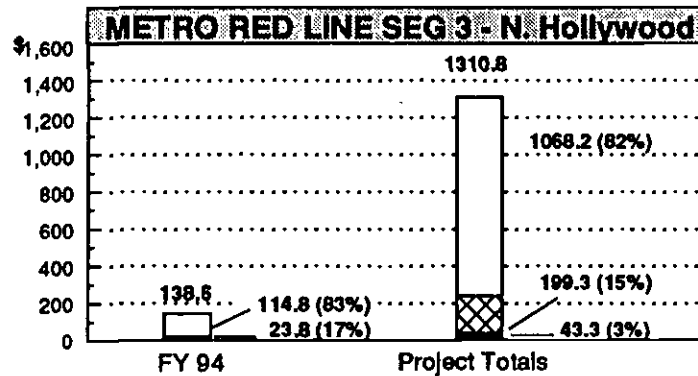
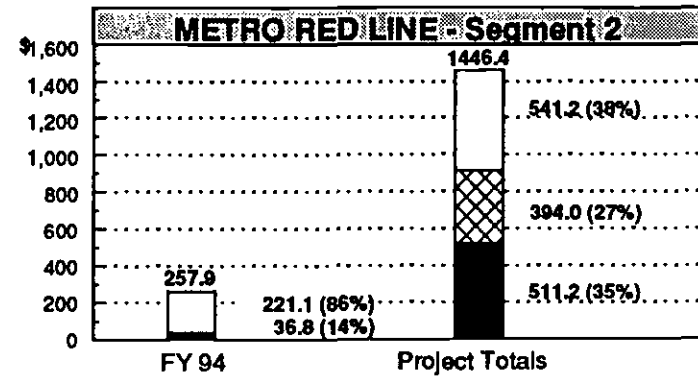
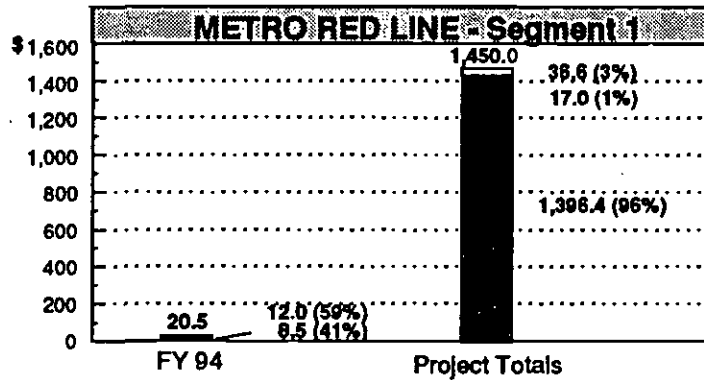
PROJECT: TOTAL RAIL PROGRAM

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	4,491,621	76,123	2,418,871	29,857	1,926,110	37,278	1,819,714	4,426,369	(65,252)
S PROFESSIONAL SERVICES	1,453,048	1,734,283	(778)	1,310,497	10,473	985,130	10,473	982,701	1,756,732	22,449
R REAL ESTATE	453,432	517,647	10,703	295,090	17,371	299,123	17,371	299,034	529,221	11,574
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	129,460	1,108	102,125	816	78,517	816	77,998	127,107	(2,353)
D SPECIAL PROGRAMS	11,044	20,870	87	6,611	395	1,833	395	1,833	28,169	7,299
C CONTINGENCY	452,990	281,121	0	0	0	0	0	0	331,703	50,582
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	87,243	4,132,376	58,914	3,284,305	65,022	3,173,560	7,162,608	24,000

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	0	0	0	0	0	0	54,542	(482)
S PROFESSIONAL SERVICES	0	8,226	0	4,480	0	3,327	0	3,327	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	0	4,480	0	3,327	0	3,327	64,768	(482)
PROJECT GRAND TOTAL	6,781,169	7,203,858	87,243	4,136,856	58,914	3,287,632	65,022	3,176,887	7,227,376	23,518

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

BUDGET STATUS - October 29, 1993
(In \$ Millions)



BUDGET STATUS - October 29, 1993
(In \$ Millions)

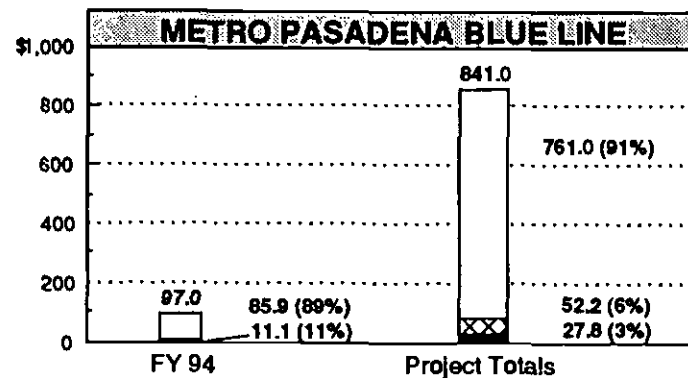
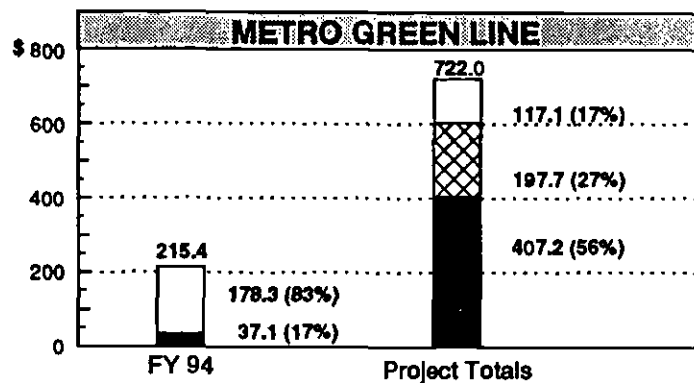
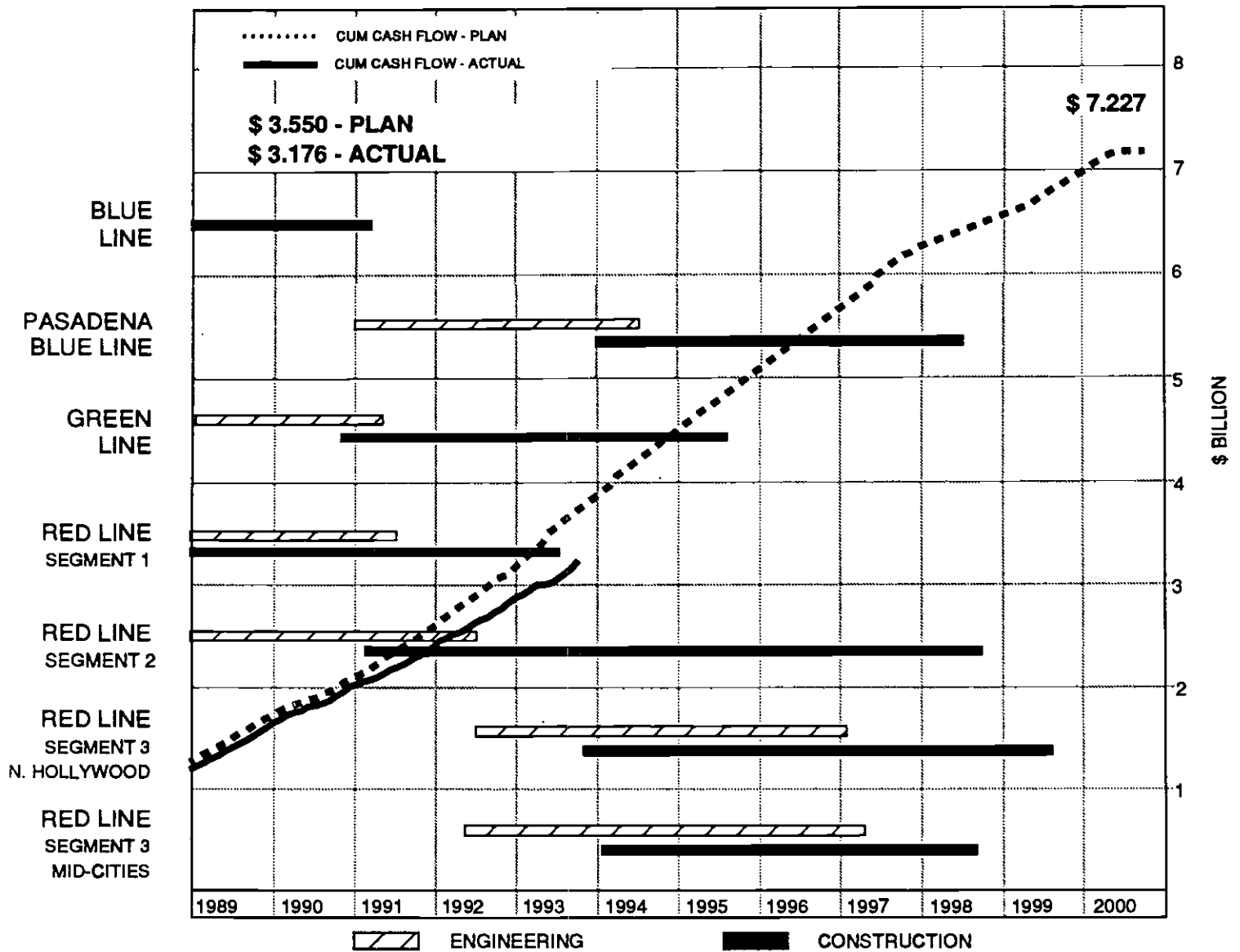


Figure 1 - Rail Construction Plan



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.

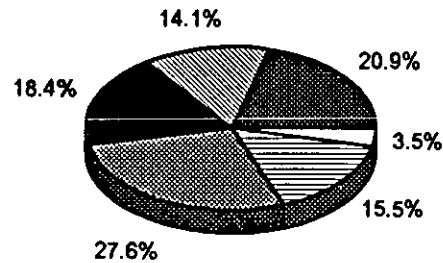
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 11/01/93

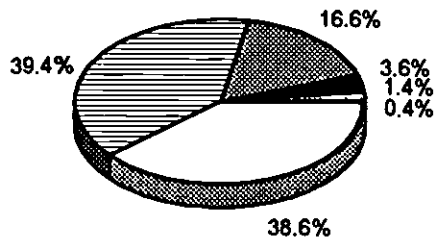
COST LEVEL

Total: \$52 Million

VOLUME



DOLLARS

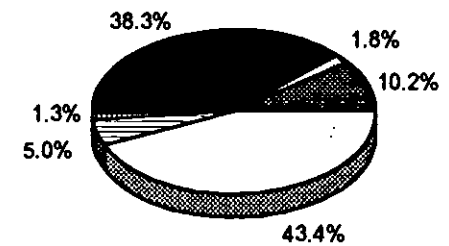
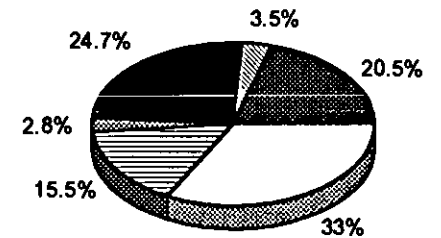


Legend

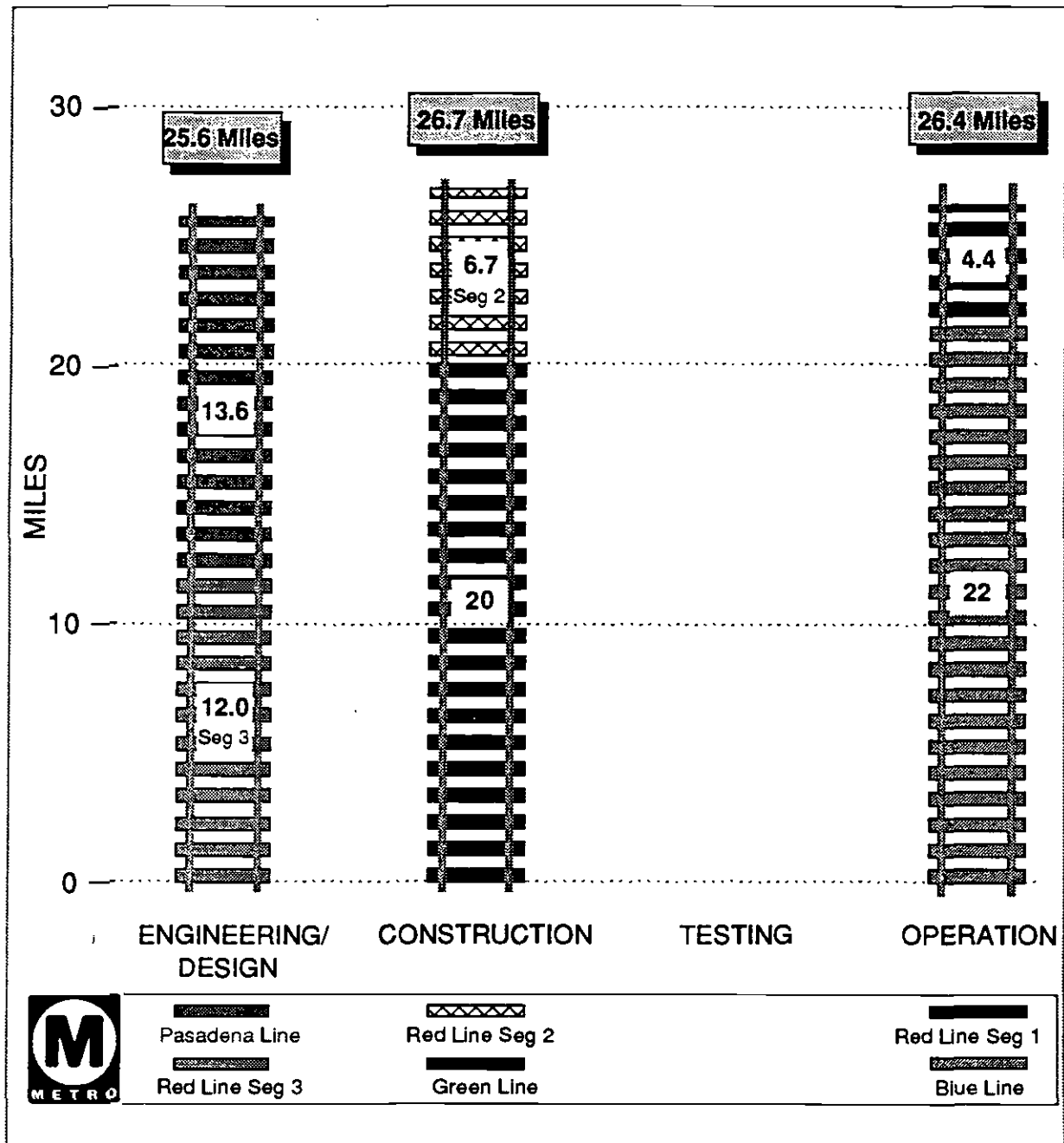
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 283



METRO RAIL SYSTEMS PROGRESS REPORT



JUNE 1993

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	130	6	124	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	75	6	6	17.32
Red Line Seg 3 NH	186	8	167	11**	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 24.8% which exceeds the corporate goal by 4.8%. 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%	506,852	58.60%	493,870	68.36%	812,270	56.11%	1,003,500	66.40%	797,453	60.84%	335,316	68.34%	4,606,748	63.74%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,048	3.61%	140,000	9.66%	89,751	5.94%	94,980	7.25%	48,543	9.89%	529,222	7.32%	
PROFESSIONAL SERVICES:																	
ENGINEERING/DES	69,587	7.93%	74,604	8.62%	78,683	10.89%	221,659	15.29%	143,423	9.49%	82,187	6.27%	34,463	7.02%	704,606	9.75%	
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%	10,381	2.12%	161,693	2.24%	
SUBTOTAL	193,106	22.01%	208,651	24.12%	194,648	26.94%	466,317	32.16%	358,296	23.71%	273,547	20.87%	99,471	20.27%	1,794,036	24.82%	20%
CONTINGENCY	963	0.11%	75,189	8.69%	14,354	1.99%	31,432	2.17%	59,953	3.97%	144,840	11.05%		0.00%	326,731	4.52%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%		0.00%	7,333	1.49%	(29,362)	-0.41%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,511,200	100.00%	1,310,820	100.00%	490,663	100.00%	7,227,375	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 - October 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.

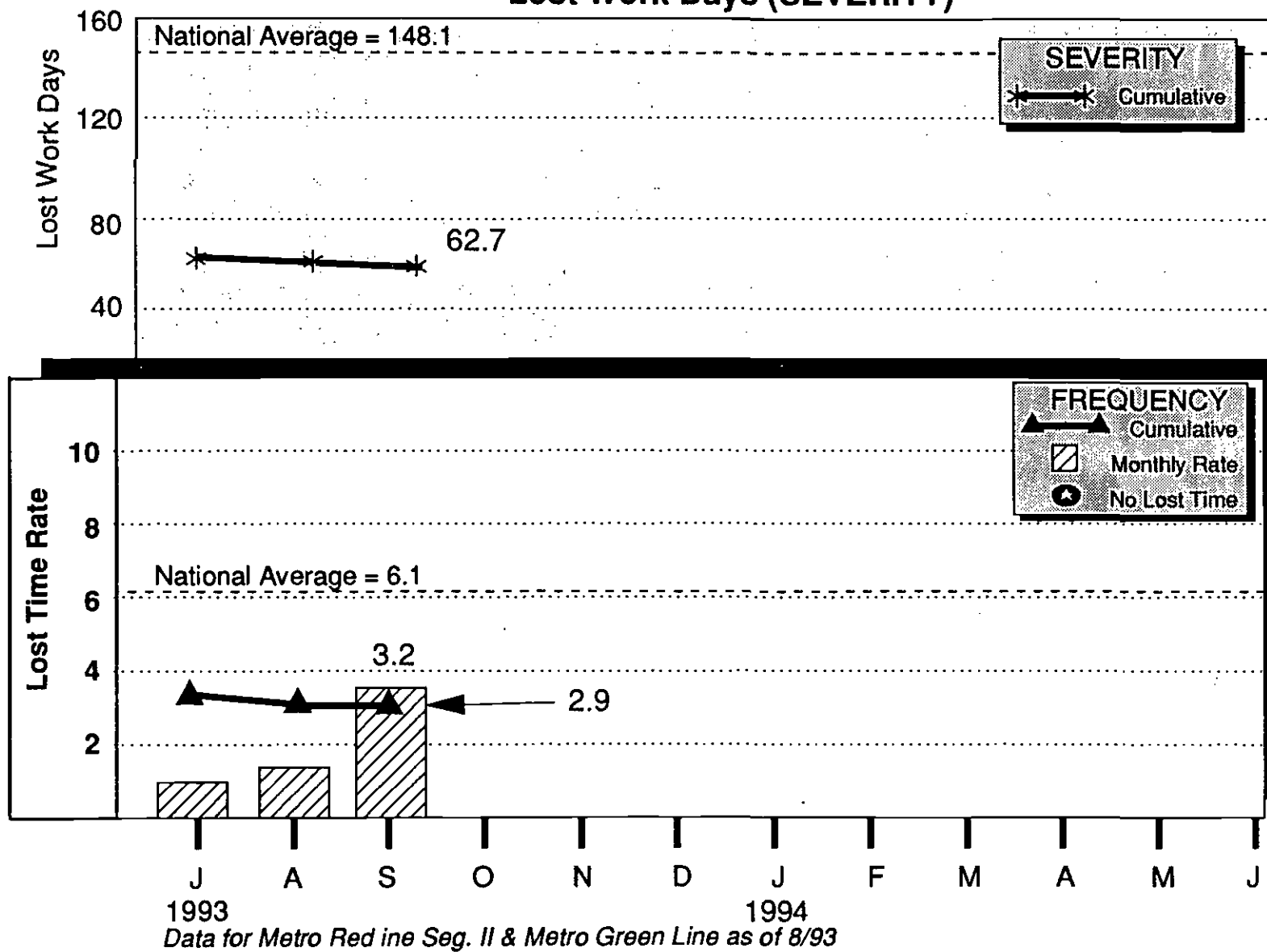
Action: A schedule for conducting Value Engineering should be developed immediately.

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.**

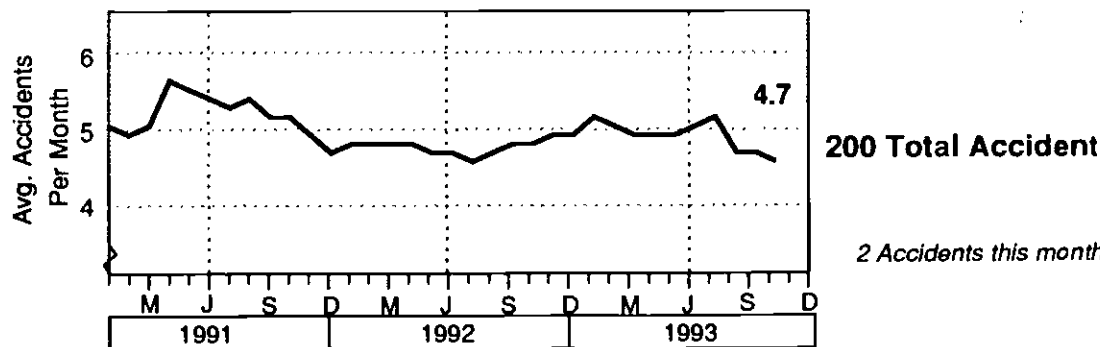
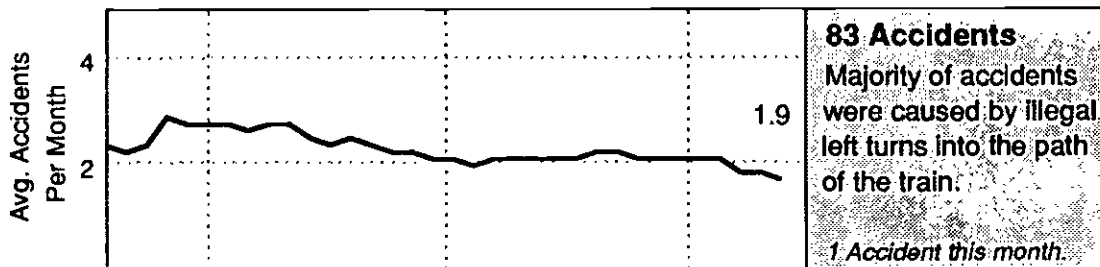
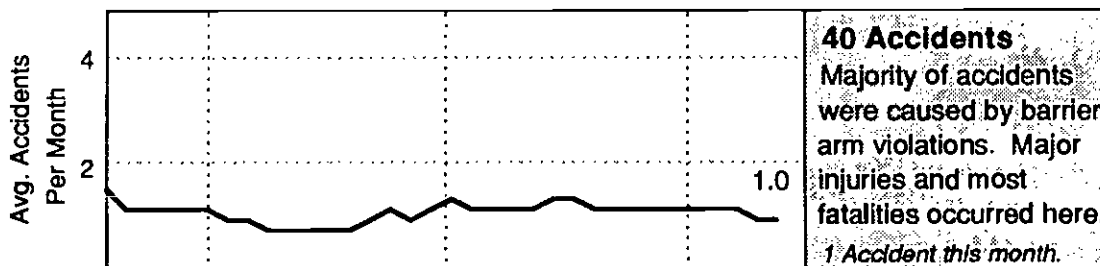
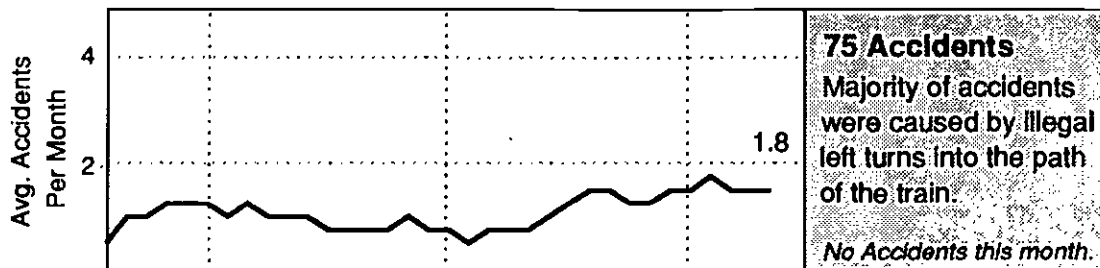
**Long Beach
Street Running -
Slow Speeds.**

Long Beach
Transit Mall

**Blue Line
Summary**

Cumulative Accident Rate Per Month

Total Accidents



INVOICE PROCESSING

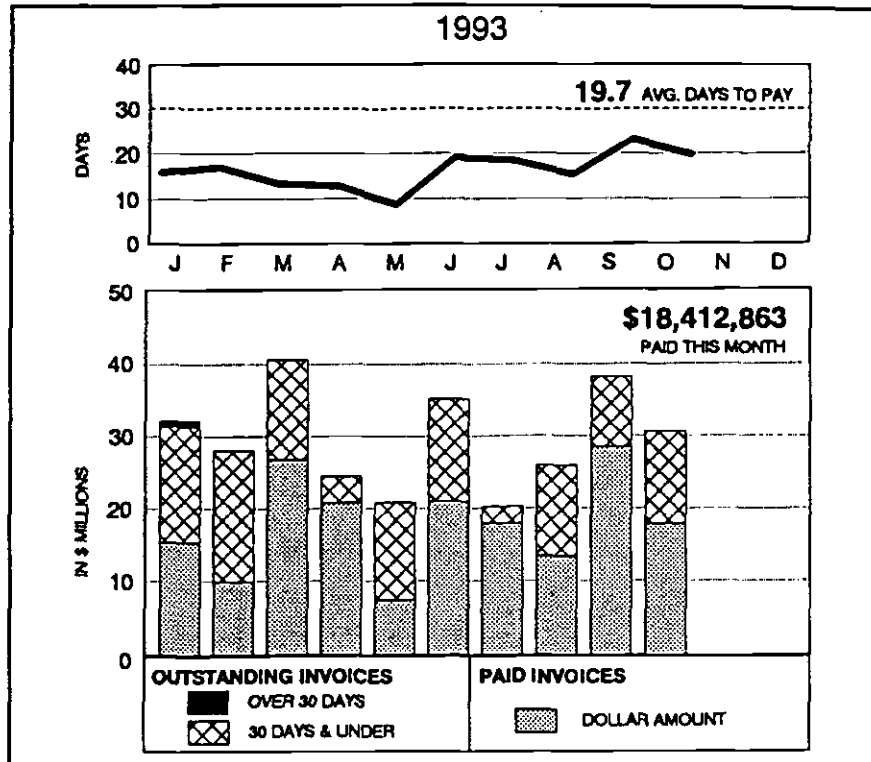
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.7 days.

- 31 invoices were paid this month for a total value of \$18,412,863.

- There were 12 outstanding Construction or Procurement invoices under 30 days old for \$12,963,796.

- 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

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
R05 Metro Pasadena Project**

Page: 2

UPDATE:05-Nov-93

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C6410	LA River Bridge	FP			10/13/93	10/27/93	11/24/93	12/08/93	01/10/94	01/26/94	VRANESH \SCALA \LEDUFF
MC013	Construction Management Services	CPFF			01/19/93	02/10/93	03/02/93	06/01/93	08/16/93	11/17/93	BACA \ADAMS \LEDUFF

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
R23 Metro Green Line**

Page: 3

UPDATE:05-Nov-93

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
C0170	ADA Elevators-Civil Work	Cons			10/04/93	11/23/93	11/13/94	01/27/94	02/21/94	03/02/94	J. Jackson \A. Griesbach \J. Dale

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

Page: 6

UPDATE:05-Nov-93

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
-----------	------------------------	---------------	----------------------	---------------	----------------	-----------------	-------------	---------------------	--------------------	----------------	---

Awarded Contracts (cont.)

Awarded Contracts

B241	VERMONT/BEVERLY STATION	unit			05/03/93	06/03/93	08/05/93	08/13/93	08/30/93	09/15/93	MAHLER \Carmichael \McCamy
B252	VERMONT/SANTA MONICA STATION	unit			04/19/93	05/20/93	07/15/93	07/30/93	08/16/93	10/07/93	Antenucci \Carmichael \Brown
B612	Contr. Rail,Coverboard & Insulator-Pro	unit	02/08/92		05/17/93	06/16/93	08/12/93	08/13/93	08/30/93	09/15/93	MARROQUIN\Guzman \Brown
B631	Traction Power (Desing/Install)	unit			05/17/93	06/17/93	09/09/93	09/24/93	10/11/93	10/27/93	MARROQUIN\Guzman \McCamy

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

Page: 5

UPDATE:05-Nov-93

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
B215	Wilshire/Vermont Station, Stage II	unit			08/16/93	09/08/93	10/15/93	10/21/93	11/15/93	11/17/93	Ben Mahler	M. Tamuri	\Brown
B216	WILSHIRE/VERMONT SITE RESTORATIO	unit			01/30/95	02/16/95	03/30/95	04/14/95	05/01/95	05/24/95	CERVANTES	\Tamuri	\Brown
B217	WILSHIRE/VERMONT SITE DEMOLITION	unit			04/12/94	05/12/94	06/09/94	06/17/94	07/11/94	07/27/94	B. MAHAFFEY		\
B229	Temporary Ventilation, Wilshire Corridor	unit			07/07/93	07/28/93	09/01/93	09/24/93	10/11/93	10/27/93	M. Marroquin	S. Agrawal	\
B261	VERMONT/SUNSET STATION	unit			10/25/93	11/18/93	12/21/93	01/14/94	01/31/94	02/23/94	MAILER	\Carmichael	\Brown
B271	HOLLYWOOD/WESTERN STATION	unit			08/30/93	09/23/93	11/18/93	12/24/93	01/10/94	01/26/94	Antenucci	\Tamuri	\McCamy
B281	HOLLYWOOD/VINE STATION & Crossove	unit			07/19/93	08/12/93	10/20/93	10/29/93	11/15/93	11/17/93	Mahler	\Tamuri	\McCamy
B4239	TELEPHONE				02/21/94	03/14/94	05/05/94	05/20/94	06/06/94	06/22/94	Cervantes	\Morales	\Brown
B610	TRACKWORK (PROCURE/DESIGN/INST	unit	02/14/93		08/16/93	09/09/93	10/21/93	10/29/93	11/15/93	11/17/93	MAHAFFEY	\Mazzo	\Brown
B641	Radio System (Design/Furnish/Install)	unit	02/12/92		11/02/93	11/16/93	12/10/93	12/24/93	01/10/94	02/16/94	MARROQUIN	\Bennett	\Brown
B642	PUBLIC ADDRESS SYSTEM (PROCUREMENT	unit	02/19/93		11/15/93	12/07/93	01/11/94	01/14/94	01/31/94	02/25/94	MARROQUIN	\Morales	\Brown
B643	CLOSED CIRCUIT TV (PROCUREMENT)	unit	02/14/93		10/19/93	11/11/93	12/16/93	12/24/93	01/10/94	01/26/94	MAHAFFEY	\Bennett	\Brown
B644	CABLE TRANSMISSION SYSTEM (PROC	unit	01/19/93		09/20/93	10/14/93	11/17/93	11/24/93	12/06/93	12/15/93	Cervantes	\Morales	\Brown
B645	Supervisory Control Sys (SCADA) (Design	RFP	02/25/92		07/20/93	08/19/93	10/27/93	12/24/93	01/10/94	01/26/94	CERVANTES	\Morales	\Brown
B646	Fire & Emergency Mgmt Sys (Procurement	unit	02/20/92		08/05/93	08/11/93	09/16/93	09/24/93	10/11/93	11/17/93	Antenucci	\Morales	\Brown
B648	COMMUNICATIONS (INSTALL)				09/20/93	10/07/93	12/09/93	12/17/93	01/10/94	01/26/94	Cervantes	\Morales	\Mora
B648A	COMMUNICATIONS INSTALL (WILSHIRE	unit			01/31/94	02/17/94	03/24/94	04/01/94	04/18/94	05/25/94	Cervantes	\Morales	\Brown
B648B	COMMUNICAITONS INSTALL (VERM/HL	unit			06/27/94	07/21/94	09/01/94	09/16/94	10/03/94	10/26/94	Cervantes	\Morales	\Brown
B650	PASSENGER VEHICLE (DESIGN/SUPPLY	RFP			11/01/93	12/16/93	01/13/94	01/28/94	02/07/94	02/23/94	Antenucci	\Nelson	\Brown
B760	SIGNS & GRAPHICS (DESIGN/SUPPLY)	unit	01/06/93		10/01/93	10/12/93	11/11/93	11/19/93	12/06/93	12/15/93	MAHAFFEY	\	\
B795	U.P.S. EQUIPMENT (DESIGN/SUPPLY)				08/06/93	08/18/93	09/14/93	09/24/93	10/11/93	10/27/93	Cervantes	\Durrant	\Brown

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

Page: 7

UPDATE:05-Nov-93

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
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
C0303	Hollywood/Highland Utility Rearrangeme	Unit			11/08/93	11/23/93	12/15/93	01/05/93	01/10/94	01/26/94	Gatewood \Mori \Pierce
C0311	Line Section: Univ. City to Station 638	Unit			02/15/94	03/15/94	06/10/94	07/05/94	07/11/94	07/27/94	Gatewood \Wilson \Pierce
C0321	Universal City Station	Unit			09/12/94	10/06/94	11/18/94	12/07/94	12/26/94	01/19/95	Gatewood \Wilson \Pierce
C0326	Universal City Roadways & Restoration	Unit			01/02/96	01/24/96	03/05/96	03/20/96	04/08/96	04/24/96	Mendoza \Wilson \Pierce
C0328	Universal City Demolition for C0311	Unit			11/16/93	11/30/93	12/22/93	01/13/94	01/31/94	02/23/94	Gatewood \Wilson \Pierce
C0329	Universal City Demolition for C0311/0321	Unit			02/15/94	03/09/94	04/08/94	04/22/94	05/02/94	05/25/94	Gatewood \Wilson \Pierce
C0331	Line Section: N. Hollywood to Univ. City	Unit			06/02/93	07/13/93	09/15/93	09/24/93	10/11/93	10/27/93	Gatewood \Mori \Pierce
C0351	North Hollywood Station	Unit			08/29/94	09/21/94	11/02/94	11/17/94	12/05/94	12/14/94	Gatewood \Wilson \Pierce
C0352	North Hollywood Station Sitework	Unit			10/14/96	11/04/96	12/17/96	01/03/97	01/27/97	02/12/97	Mendoza \Wilson \Pierce
C0358	North Hollywood Detnition	Unit			01/28/94	02/18/94	03/14/94	03/25/94	04/18/94	04/27/94	Mendoza \Wilson \Pierce
C0390	Miscellaneous Construction	Unit			01/04/96	01/23/96	03/04/96	03/19/96	04/08/96	04/24/96	Mendoza \Sohn \Pierce
C0401	Olympic/Crenshaw Station	Unit			10/13/95	11/06/95	12/20/95	01/08/96	01/25/96	02/12/96	Gatewood \Fuks \Williams
C0411	Line Sec: Wilshire/Western to Pico/S. Vic	Unit			03/09/94	04/05/94	05/25/94	06/14/94	07/11/94	07/27/94	Gatewood \Fuks \Williams
C0421	Pico/San Vicente Station	Unit			10/03/94	10/25/94	12/08/94	12/23/94	01/13/95	01/31/95	Gatewood \Fuks \Williams
C0428	Pico/San Vicente Demolition	Unit			02/04/94	02/21/94	03/25/94	04/07/94	04/18/94	04/27/94	Mendoza \Fuks \Williams
C0490	Miscellaneous Construction	Unit			06/14/96	07/08/96	08/19/96	09/03/96	09/20/96	10/08/96	Mendoza \Sohn \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 37%

Overall Design Progress - Actual 51%

- 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	130	6	124	TBD *	TBD *
LAST MONTH	62	4	11	47	135

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

EXECUTIVE SUMMARY (CONT'D)

Due to delays in awarding the design for the Del Mar to Memorial Park Line Segment, the ROD date is now forecasted for June, 1998. An additional \$24,000K is anticipated for the Urban Greenways Program, extension of administrative support services, and further escalation among the various construction contracts.

Final Design is continuing, with the In-Progress L.A. River to Arroyo Seco and Pre-Final Chinatown Aerial Structure submittals issued to RCC for review. Camera Ready submittal has been completed for Los Angeles River Bridge. In-Progress review has been completed for the Arroyo Seco to Del Mar line segment and Pre-Final review for the Arroyo Seco Bridge Reconstruction. Overall design progress, now stands at 51% complete - an increase of 4%.

Notice to Proceed is pending completion of negotiation on final station designs for Memorial Park, Fillmore and Mission.

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

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

- Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Final Design is proceeding to define the scope of work for the Yard and Shops.
- 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 is incorporating MTA Operation and Maintenance comments within budget constraints. Operational issues discussed with Southern Pacific regarding movement of Capitol Milling freight carts. A third party agreement between MTA, SCRRA and Southern Pacific is required. 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 (CONT'D)

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 essentially completed with Catellus with execution of the agreement forthcoming. Negotiations continue with Ratkovich for permanent and construction easements; appraisal in progress.

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 to continue discussions with the City of Pasadena and MTA bus operations on site development and to provide direction to EMC for final station design.
- Status:** Del Mar final station design remains on hold. Preparation of Memorandum of Understanding outlining City and MTA responsibilities is in progress.

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 continues to review two additional station sites: Builder's Emporium and an automobile dealership. A meeting has been scheduled with CALTRANS to present proposed traffic mitigation at city-preferred site at Johnson and Johnson.

KEY ACTIVITIES - OCTOBER

- Continued certification process for additional full takes and identification of partial takes required along Avenue 50-Avenue 60.
- Submitted right-of-way certification for exclusive LRT alignment easement and construction easements through Union Station.
- Continued final design on Chinatown Aerial Structure, LA River Bridge, LA River to Arroyo Seco line segment, Arroyo Seco Bridge, Arroyo Seco to Del Mar line segment and the 210 Freeway line segment bridge modifications.
- Final design in progress Del Mar to Walnut Line segment and all LRT stations except for Memorial Park, and Mission and Fillmore.
- SEIR service contract awarded. Notice of Preparation in progress.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

- Finalize special permitting process with the City of Pasadena.
- Award remaining EMC Final Design sub-contracts for the following: Memorial Park, Fillmore and Mission station design contracts.
- Execute Pasadena agreement with Catellus.
- Finalize negotiations for LRT alignment easement modifications at Union Station and Terminal Annex.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Bid opening on Contract C6410, Los Angeles River Bridge.

RCC
Project R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 05-Nov-93
Status Date: 29-Oct-93

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original	Current	Period	To Date	Period	To Date	Period	To Date	Forecast	Variance
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9-2)
T Construction	515,171	480,929	4,445	5,154	0	687	0	687	495,554	14,624
S Professional Services	183,206	197,415	407	72,249	6,661	26,675	6,661	26,675	199,488	2,073
R Real Estate	68,100	72,308	50	114	0	7	0	7	74,308	2,000
F Utility/Agency Force Accounts	8,442	11,321	902	2,415	119	453	119	453	11,298	(23)
D Special Programs	3,377	4,402	75	136	0	40	0	40	9,163	4,761
C Contingency	62,705	74,625	0	0	0	0	0	0	75,189	564
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	5,879	80,067	6,780	27,662	6,780	27,662	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)

09-Nov-93

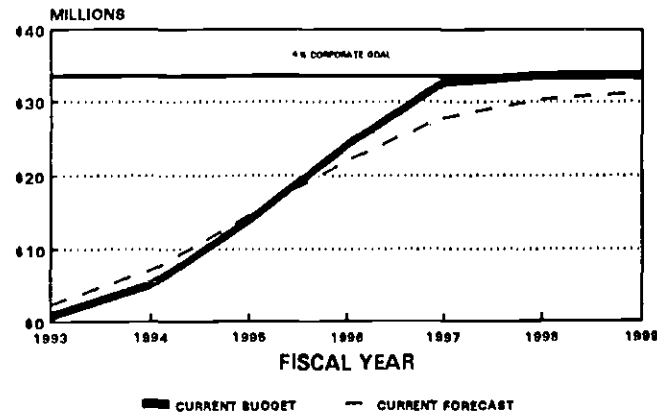
OCTOBER 93

STATUS OF FUNDS BY SOURCE

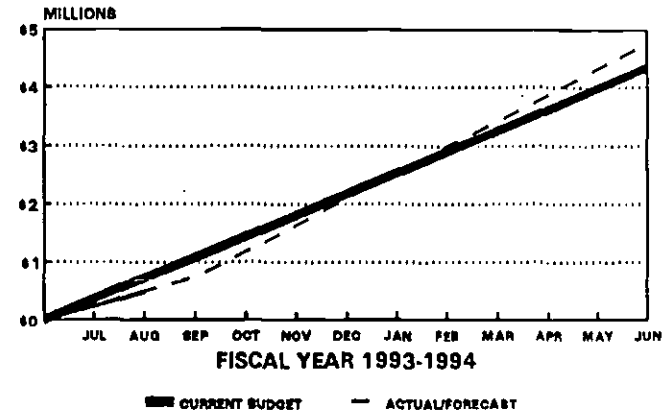
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE	\$345,400	\$0	\$0	0%	\$0	0%	\$0	0%
CITY OF PASADENA	\$7,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$488,600	\$56,841	\$80,067	16%	\$27,862	6%	\$27,862	6%
TOTAL	\$841,000	\$56,841	\$80,067	10%	\$27,862	3%	\$27,862	3%

NOTES: EXPENDITURES ARE THROUGH SEPTEMBER 1993.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



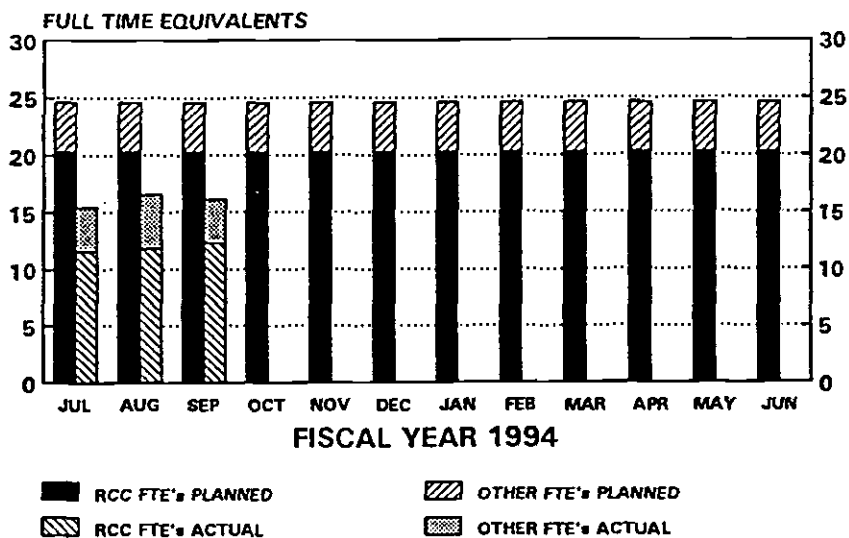
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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	\$ 745

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE

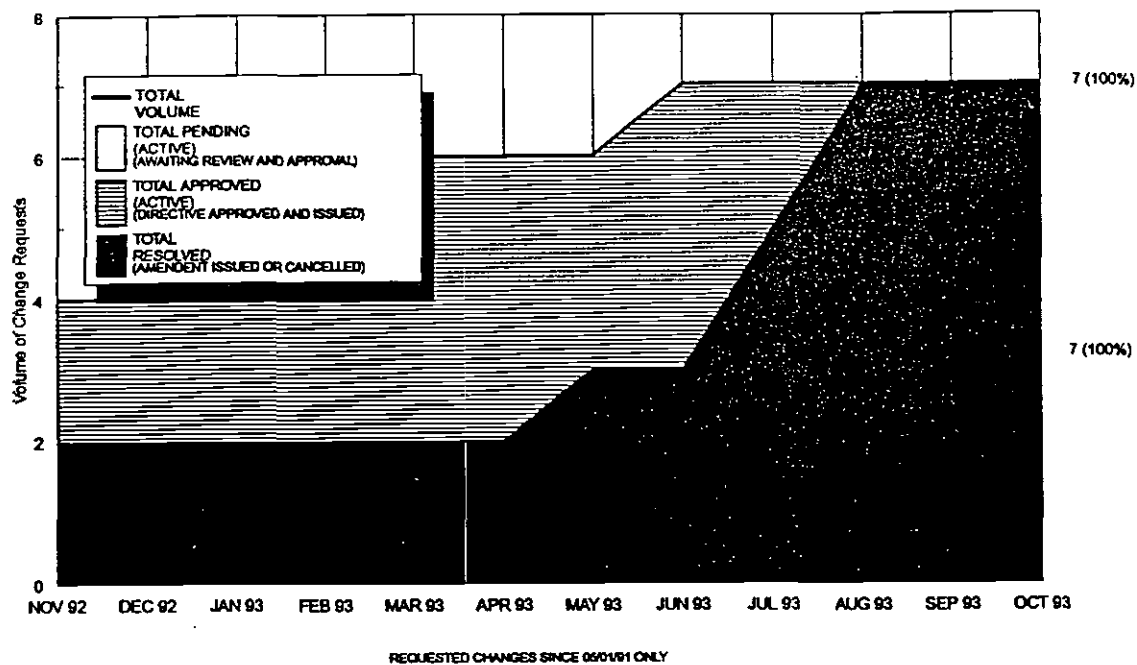


FY'94 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

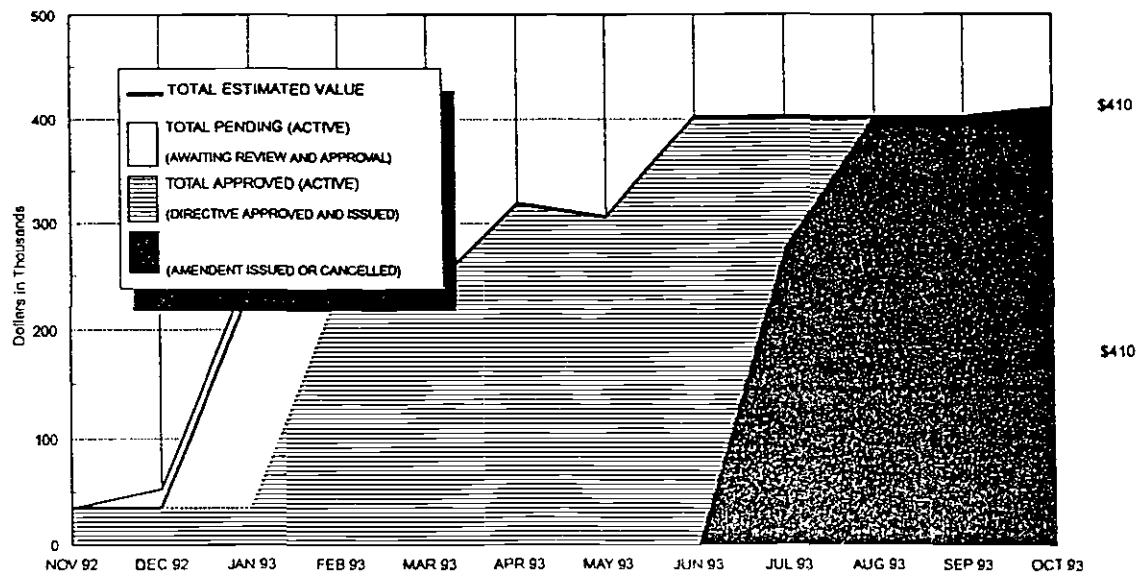
RCC FTE's PLANNED	21
RCC FTE's ACTUAL	12
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	16

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VOLUME

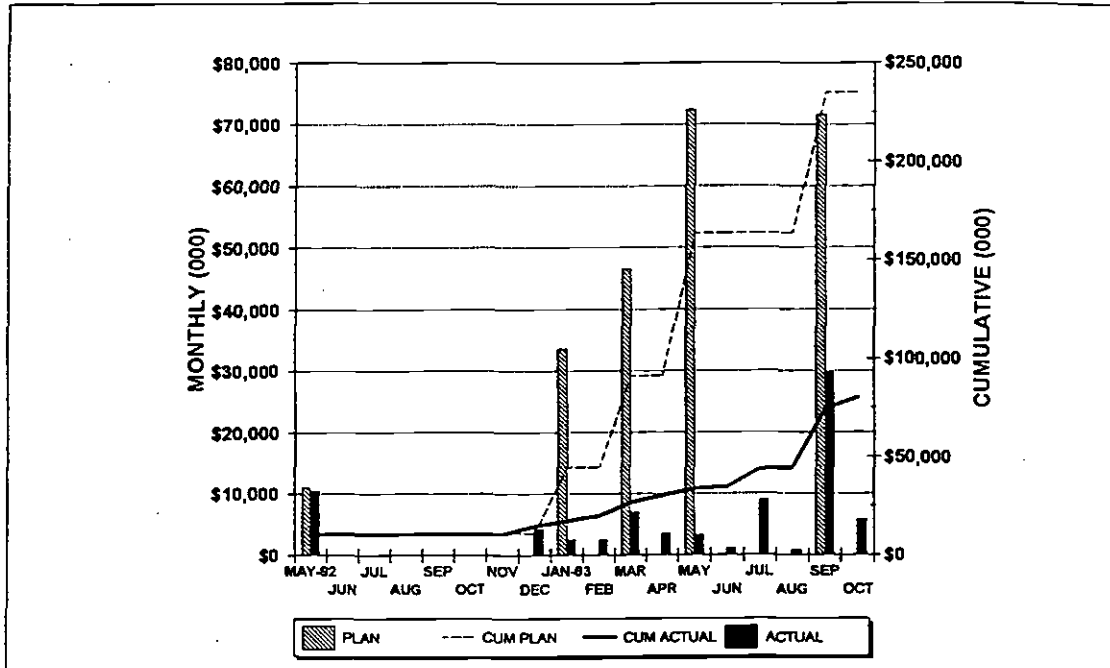


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

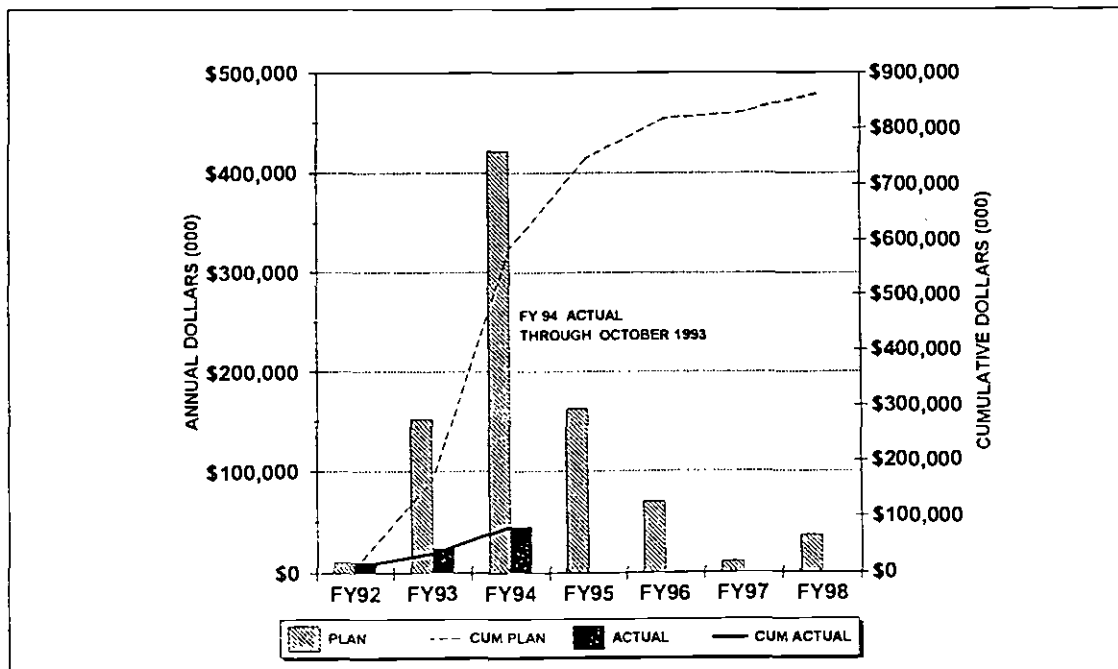
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VALUES



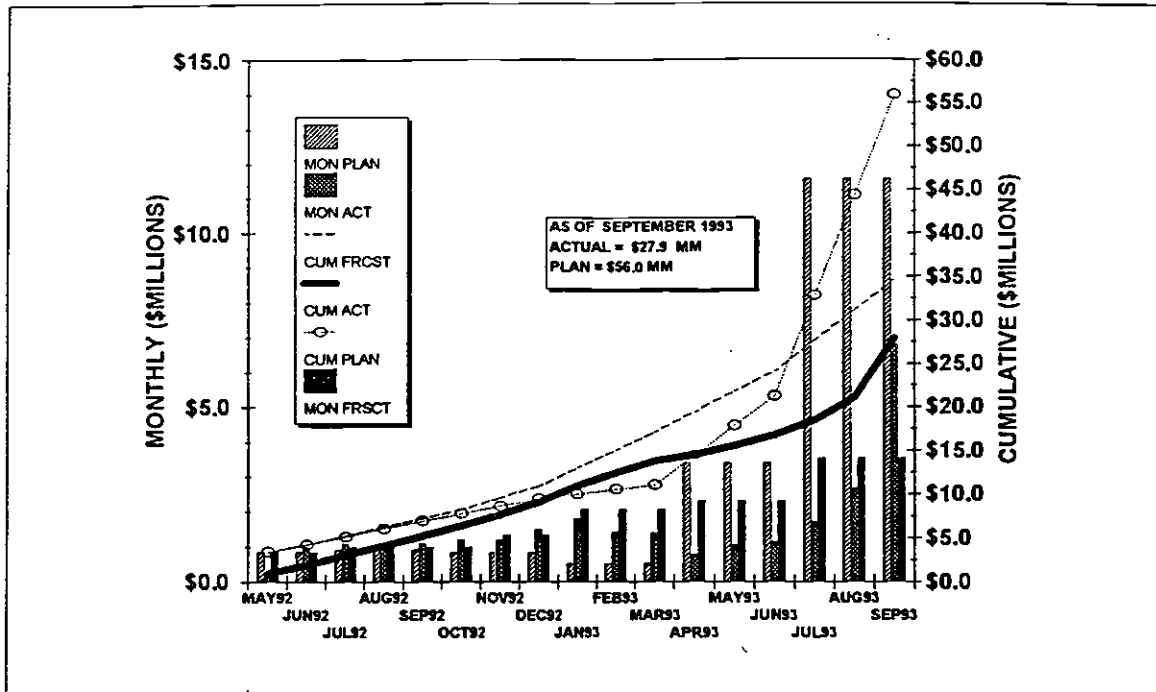
ANNUAL PROJECT COMMITMENTS



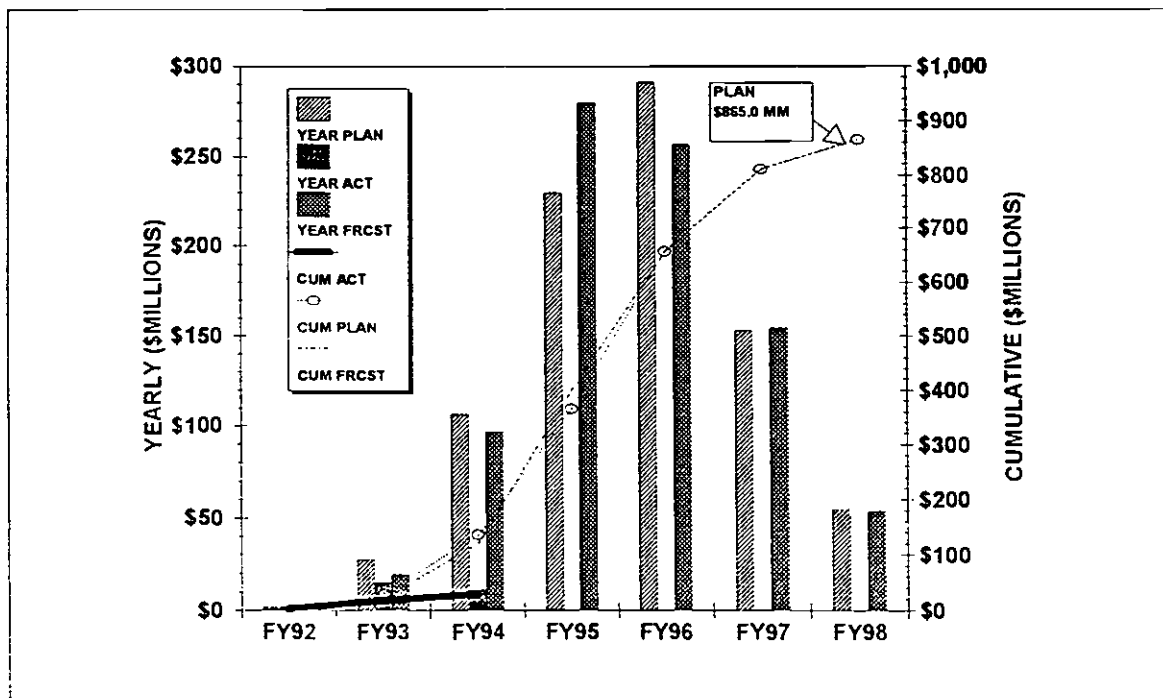
TOTAL PROJECT COMMITMENTS

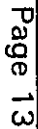


ANNUAL PROJECT CASHFLOW

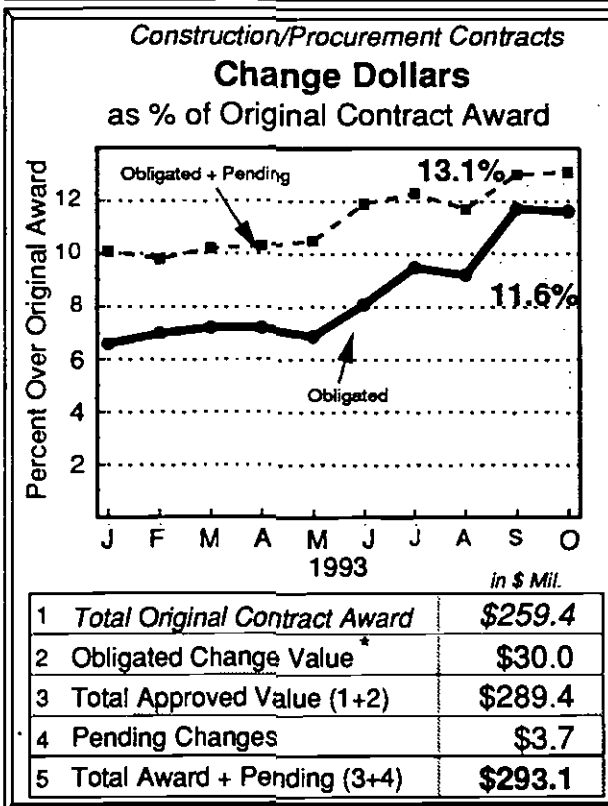
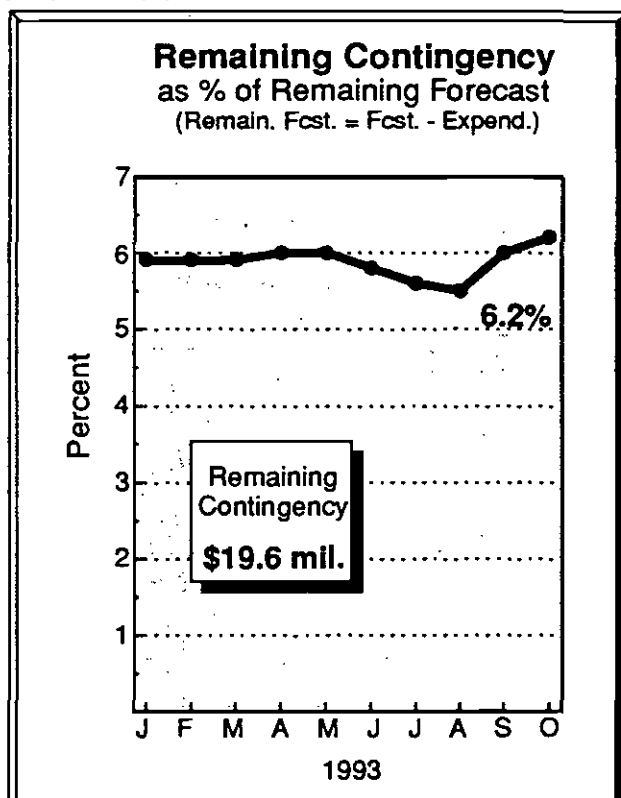
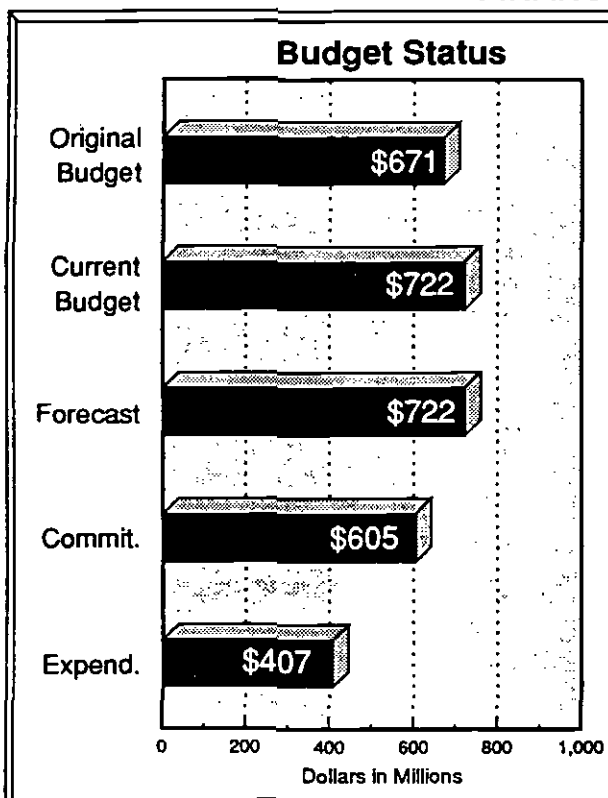


TOTAL PROJECT CASH FLOW



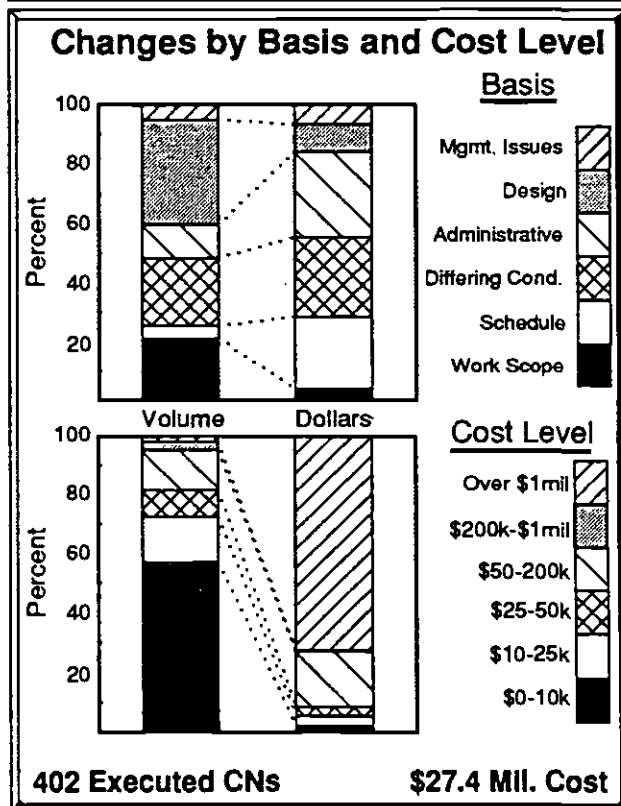


FINANCIAL STATUS



R2310001.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

December 1993



AWARD APPROVAL
No contract awards this month.

Employment Status

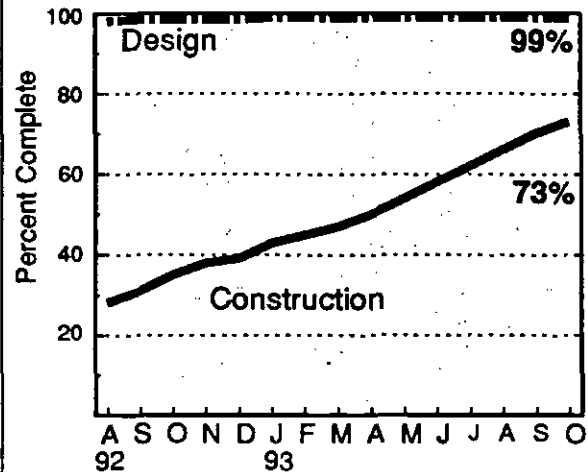
Months of Employment Provided

11,806

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

Schedule Status

PROGRESS

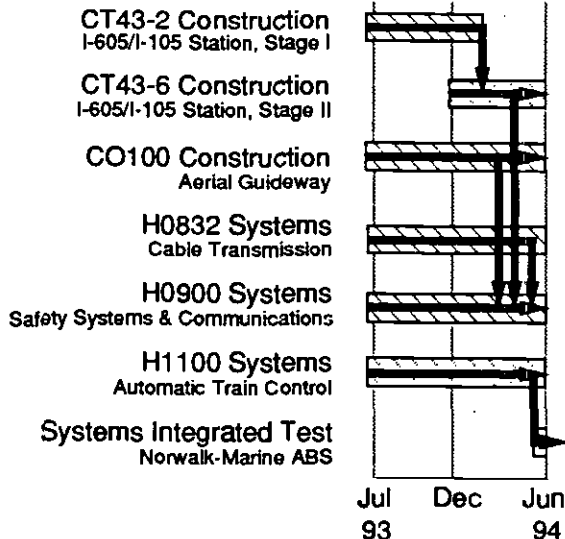


Revenue Operation Date: **May 1995**
(Approved)

Schedule Status

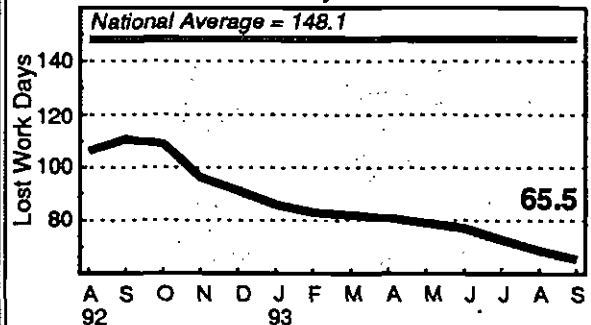
CRITICAL PATH - 1 Year Outlook

On Schedule
(0 days of float)

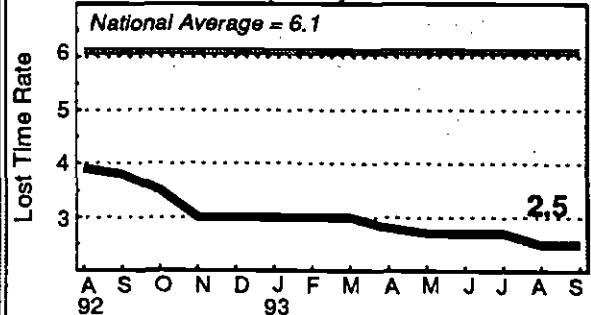


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 73%

REAL ESTATE STATUS

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

AREAS OF CONCERN

ONGOING

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 Mariposa, Douglas, and Marine Stations.

Action: Weekly review of structural steel deliveries is being done. 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. There have also been delivery delays, to date.

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 rework is scheduled to be completed in November, 1993.

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 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 Contracts C0600 and H0832 contractors.

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's 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 continue to slip. The Yard wayside design work has also slipped and show an impact of two weeks 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: Meetings are being held with the contractors to review progress and to determine workarounds as needed.

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.

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 for beneficial occupancy is ongoing at sites not fully acceptable yet. All sites are available to the contractor and he is currently completing remaining the TCCB buildings and sitework only sites. RCC and OKA are reviewing the transfer of some work items from Contract C0501 to Contract C0090 (Ancillary Construction and Maintenance) to facilitate expediency.
- Status:** The final contract completion schedule is slipping and conclusion of the beneficial occupancy punchlist has not been achieved within the 30-day requirement after turnover to Contract H1100 (Automatic Train Control) for each site.

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 CT043-2 contractor will be offered an incentive to complete the LRT work and turn over the site to the C0600 contractor on or before December 14, 1993.
- Status:** An incentive offer will be made to the contractor the week of November 1, 1993.

KEY ACTIVITIES - OCTOBER 1993

Advertised Contract C0170 (Ancillary Construction and Maintenance) was advertised for bid.

KEY ACTIVITIES - PLANNED FOR NOVEMBER 1993

No key activities are planned for November, 1993.

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

Project: R23 METRO GREEN LINE

Period: Oct 1, 1993 to Oct 29, 1993

Run Date: Nov 5, 1993

Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	492,129	261	413,457	16,487	279,640	11,768	244,302	-332	483,345	-8,784
S PROFESSIONAL SERVICES	108,562	0	180,477	877	153,440	2,261	131,597	2,261	131,597	5,517	189,858	9,381
R REAL ESTATE	36,927	0	28,522	111	24,107	111	24,098	111	24,098	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	100	10,522	53	6,957	53	6,957	24	10,524	24
O SPECIAL PROGRAMS	4,675	0	4,790	12	4,640	366	838	366	838	0	4,790	0
C PROJECT RESERVE	59,613	0	12,500	0	0	0	0	0	0	-5,208	14,354	1,853
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	1,362	604,904	19,279	442,526	14,560	407,189	0	722,402	0

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

09-Nov-93

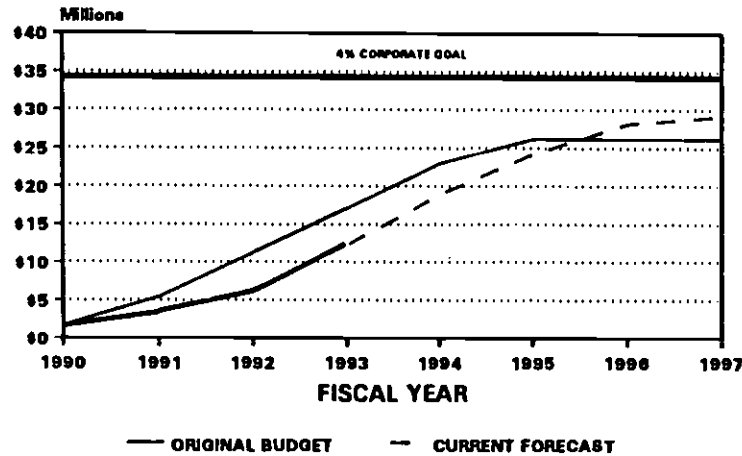
OCTOBER 93

STATUS OF FUNDS BY SOURCE

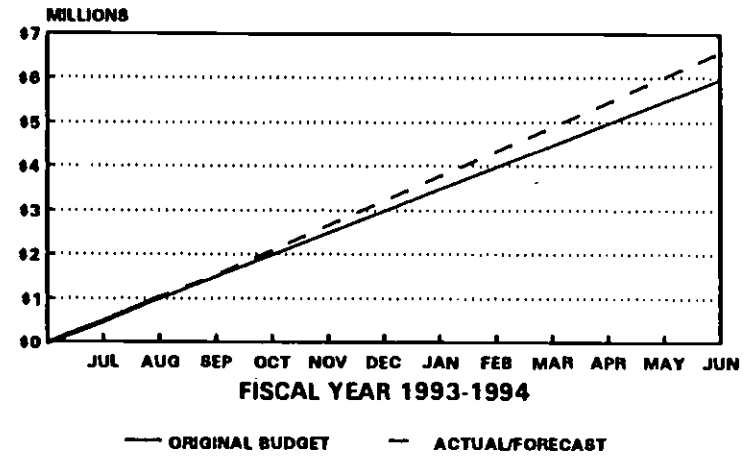
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$202,053	\$237,338	267%	\$201,658	226% (1)	\$202,053	227%
PROP C (25% ALLOCATION)	\$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%	\$395	6%	\$0	0%
TOTAL	\$722,402	\$407,190	\$604,904	84%	\$407,189	56%	\$407,189	56%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



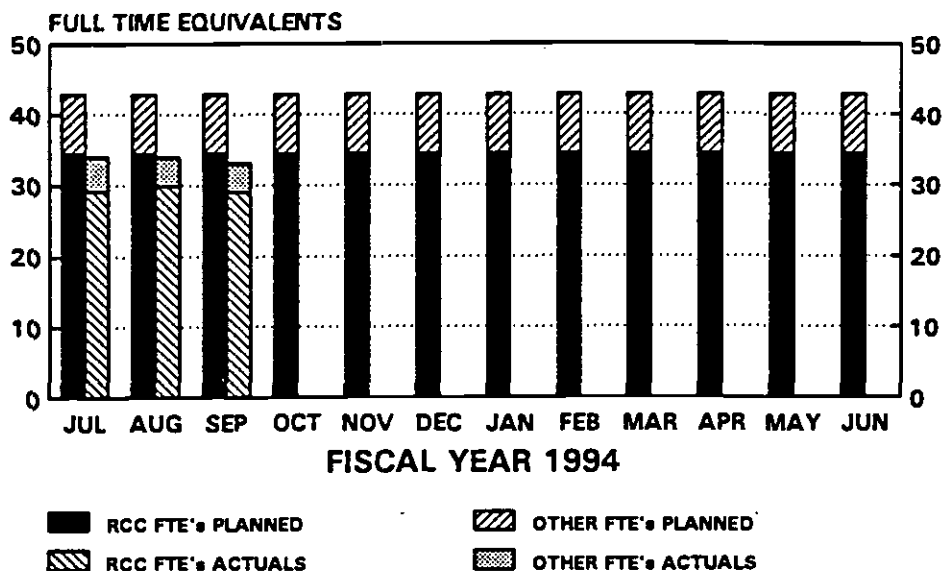
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$5,965
FORECAST	\$6,577
ACTUAL \$ TO DATE	\$1,530

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	35
RCC FTE's ACTUAL	29
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	33

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 10/29/93

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.
C0090	\$3,739,910	13%	\$472,991	\$4,212,901	\$0	\$3,739,910	0%	0%	\$472,991	\$0	\$472,991	0%
C0095	\$9,573,083	12%	\$1,105,808	\$10,678,891	\$316,825	\$9,889,908	29%	74%	\$788,983	\$653,678	\$135,305	88%
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$4,591,420	\$64,420,130	51%	87%	\$4,379,870	\$1,130,647	\$3,249,223	64%
C0101	\$11,279,960	63%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	88%	100%	\$1,015,113	\$0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,226,282	\$8,547,819	65%	100%	\$652,181	\$0	\$652,181	65%
C0400	\$19,320,000	12%	\$2,222,000	\$21,542,000	\$1,840,102	\$21,160,102	83%	72%	\$381,898	\$158,166	\$223,732	90%
C0501	\$5,008,841	14%	\$718,124	\$5,724,965	\$473,128	\$5,479,969	66%	85%	\$244,996	\$211,441	\$33,555	95%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,612,400	\$20,126,400	77%	94%	\$1,415,600	\$413,628	\$1,001,972	83%
C0610	\$10,248,912	15%	\$1,537,336	\$11,786,248	\$894,372	\$10,164,540	6%	91%	\$1,631,708	\$1,802,359	\$1170,651	111%
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$1,951,027	\$3,431,477	85%	20%	\$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%	40%	\$1,583,903	\$71,000	\$1,512,903	82%
H0888	\$3,938,759	11%	\$438,876	\$4,377,635	\$0	\$3,938,759	0%	27%	\$438,876	\$0	\$438,876	0%
H0900	\$8,948,180	10%	\$894,820	\$10,843,000	\$238,948	\$10,188,128	24%	8%	\$764,872	\$95,500	\$659,372	34%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,329	18%	11%	\$269,833	\$0	\$269,833	18%
H1100	\$57,795,000	8%	\$4,622,800	\$62,407,800	\$1,598,630	\$59,383,630	35%	17%	\$3,024,170	\$560,603	\$3,584,773	22%
H1200	\$18,796,123	15%	\$2,819,418	\$21,615,541	\$589,031	\$19,486,154	24%	75%	\$2,130,387	\$574,381	\$1,556,007	45%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	6%	\$194,775	\$0	\$194,775	0%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$180,975	\$11,618,975	16%	41%	\$962,825	\$268,700	\$696,125	39%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$737,115	\$4,841,093	-264%	98%	\$1,016,025	\$0	\$1,016,025	-264%
TOTAL:	\$269,278,591	20%	\$51,733,170	\$311,011,760	\$30,027,716	\$289,308,307	58%	73%	\$21,706,453	\$4,863,496	\$16,841,957	67%

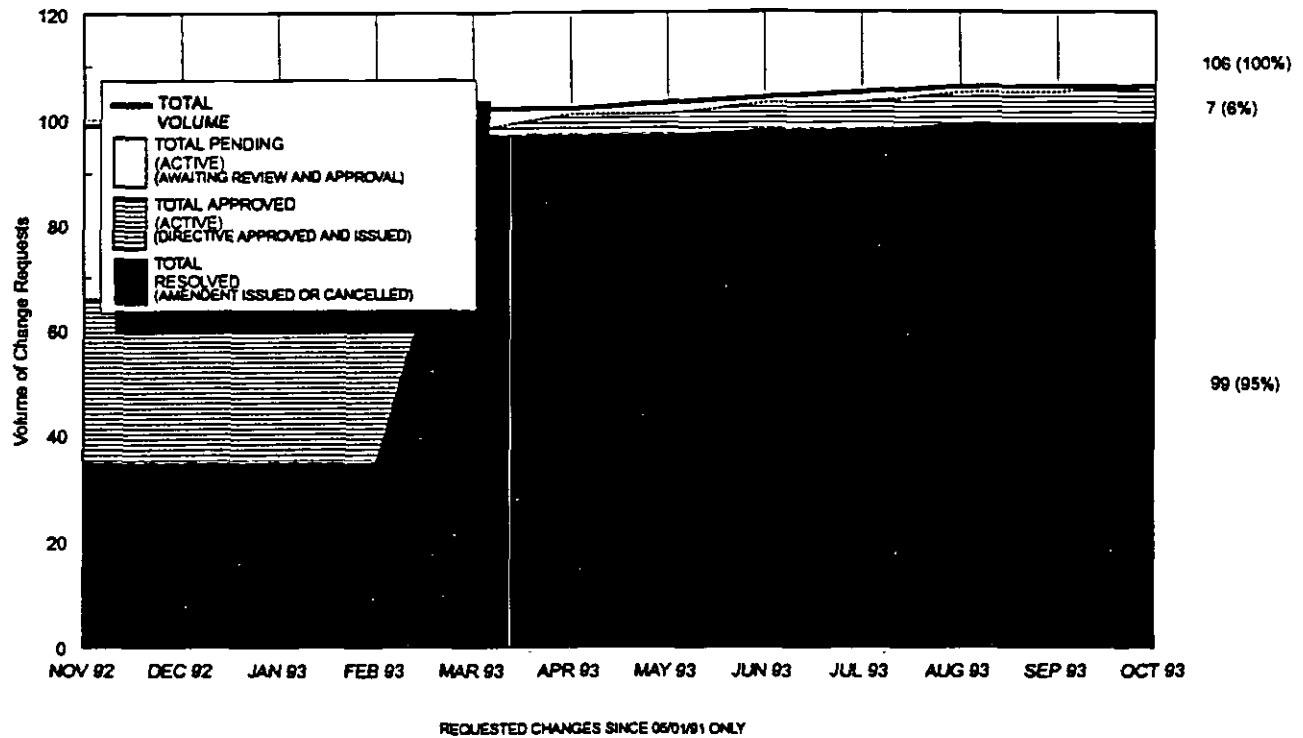
I = AFE increase may be required to cover pending changes

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

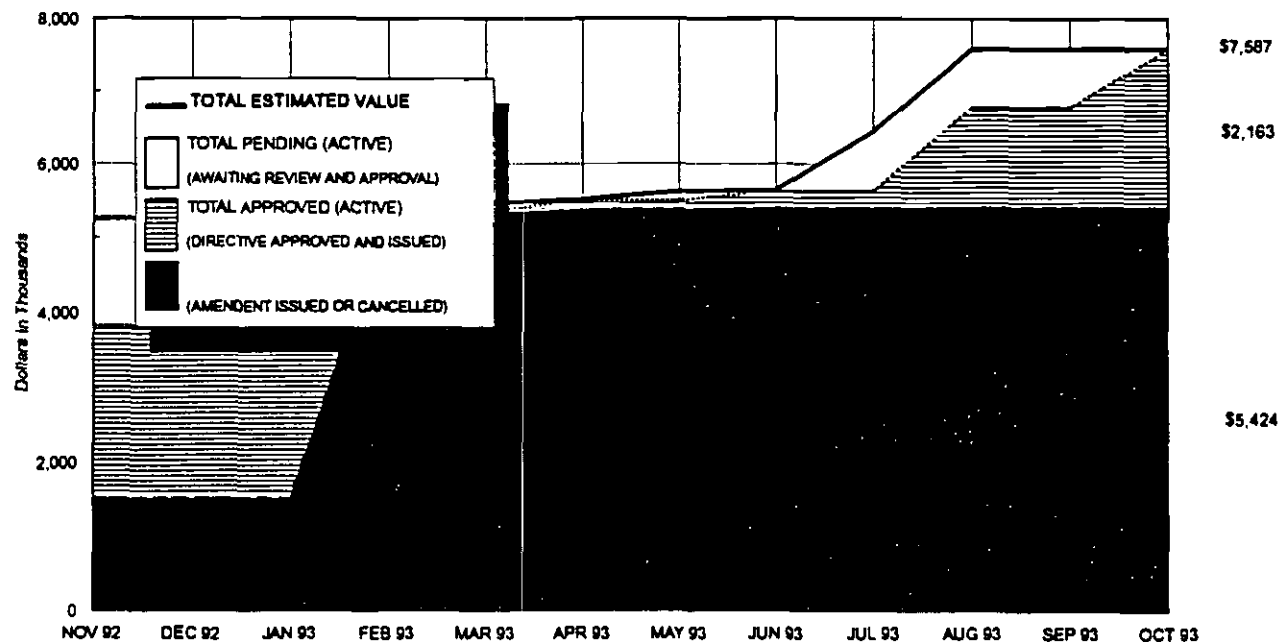
NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER REPORTS SHOWING APPROVED CHANGE VALUES

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

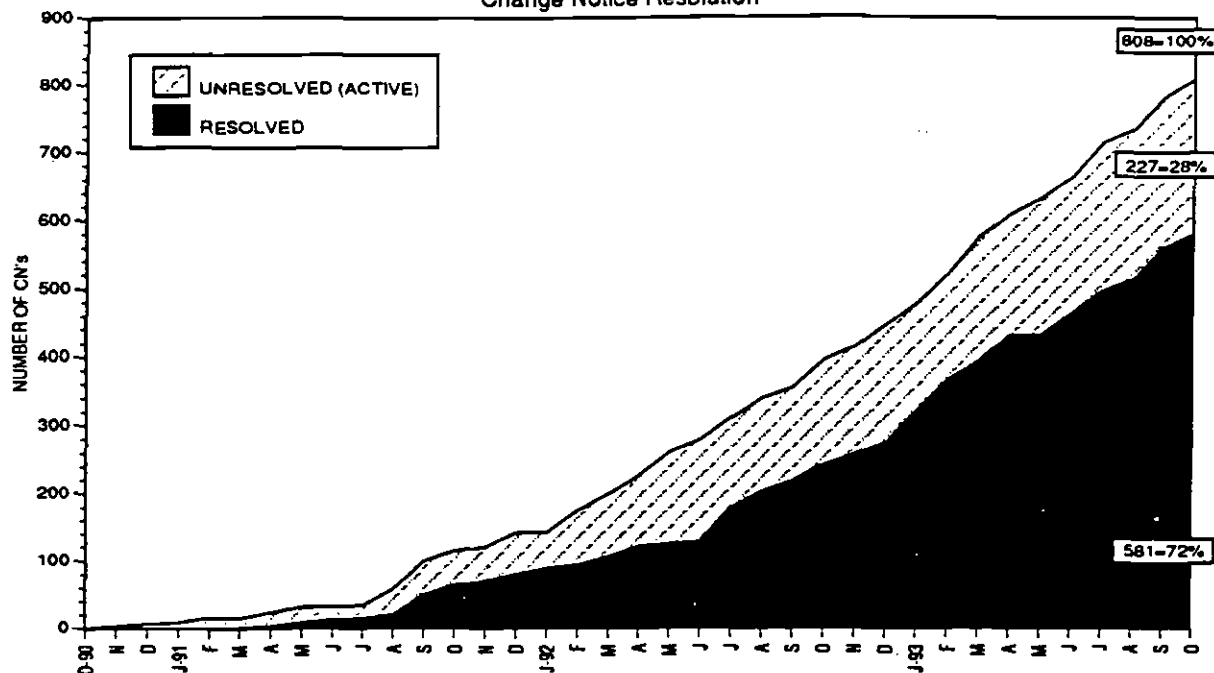


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	2	5	7
PERCENT	0%	0%	28%	72%	100%

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

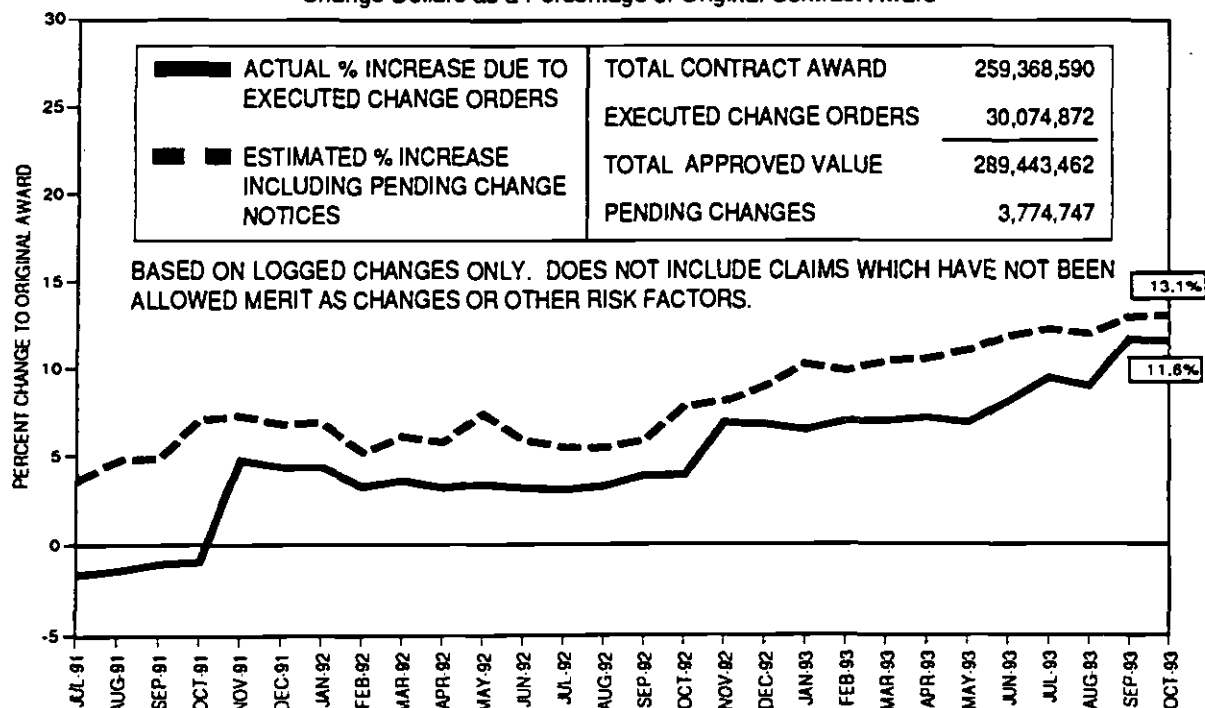


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	65	29	18	115	227
PERCENT	29%	13%	8%	50%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Dollars as a Percentage of Original Contract Award



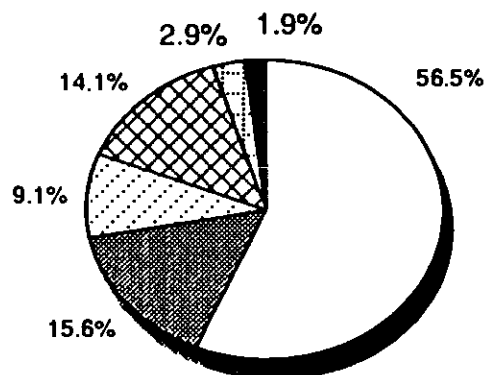
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 10/29/93

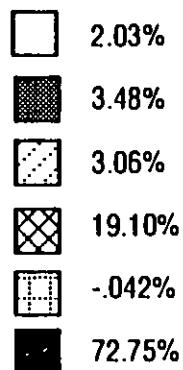
COST LEVEL

Total: \$27,418,242.62

VOLUME



DOLLARS

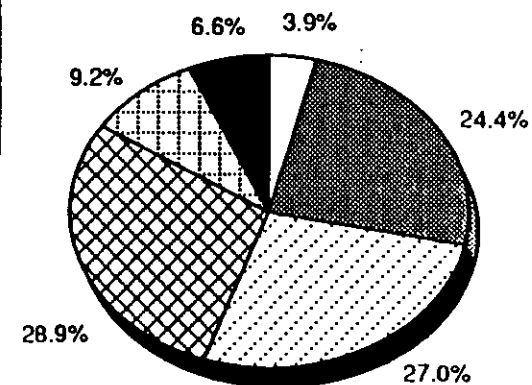
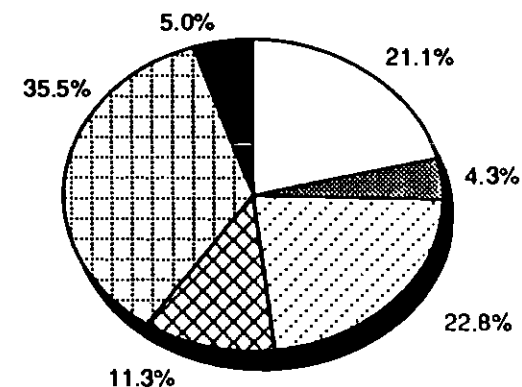


LEGEND

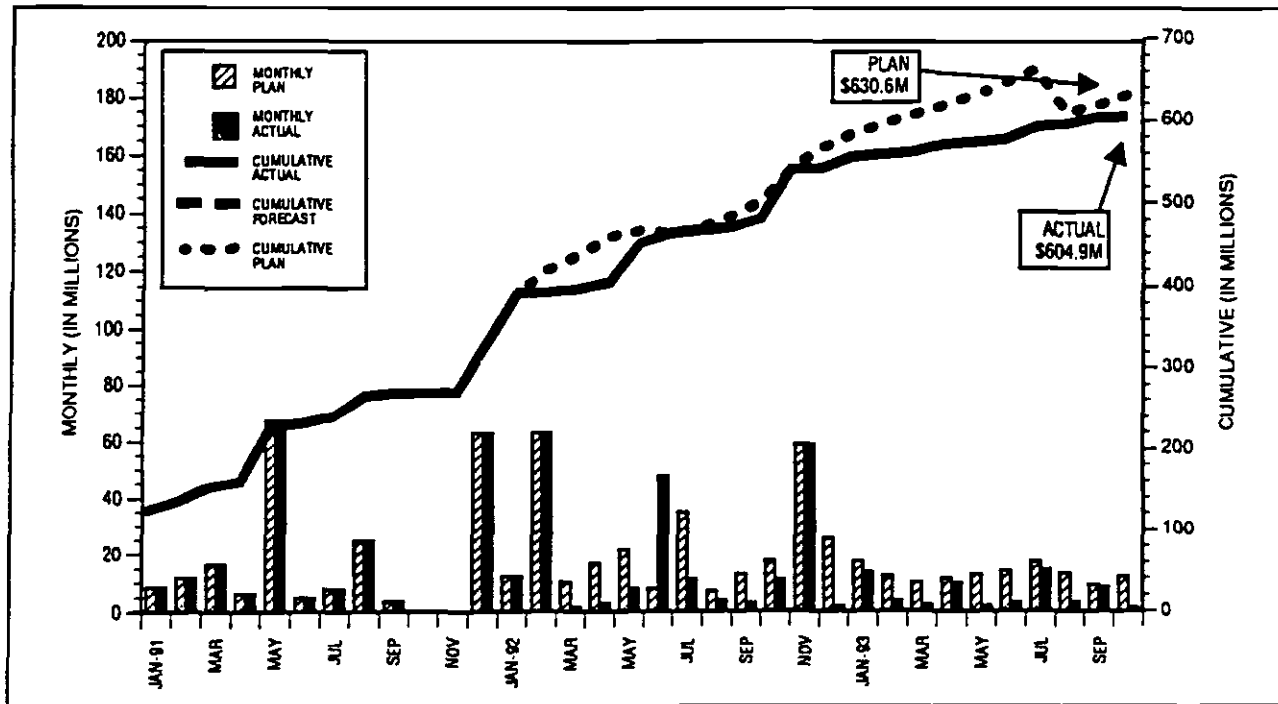
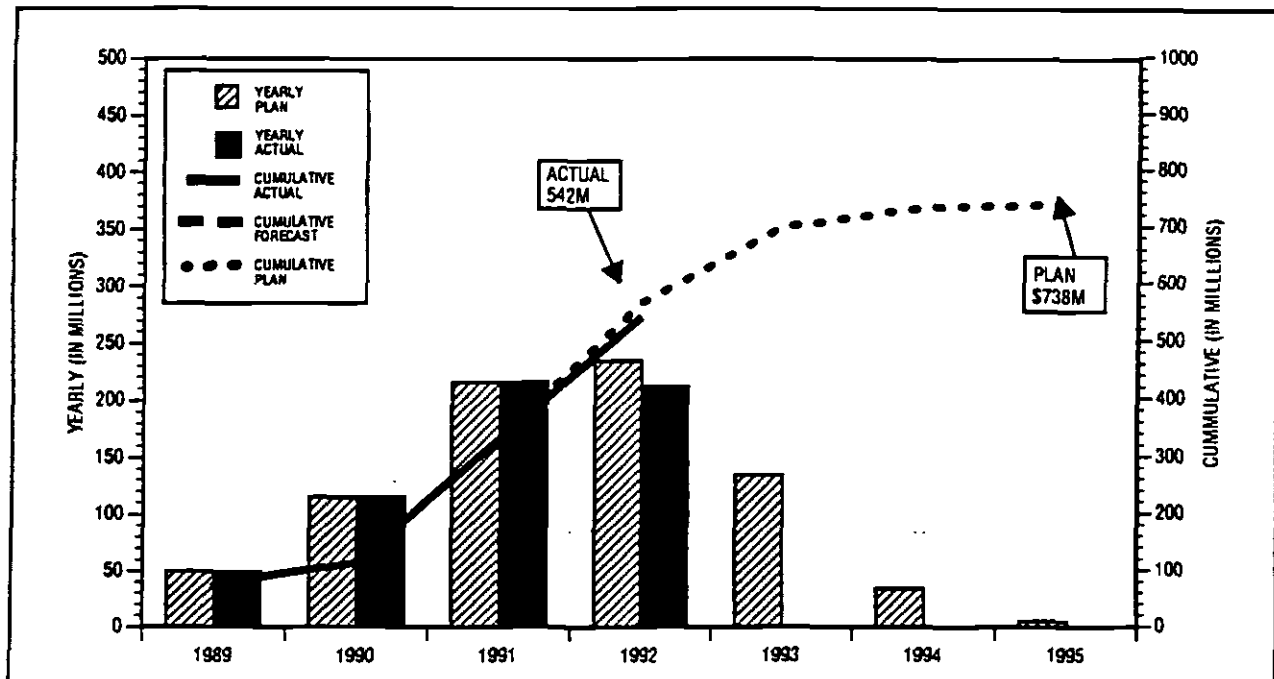
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 402

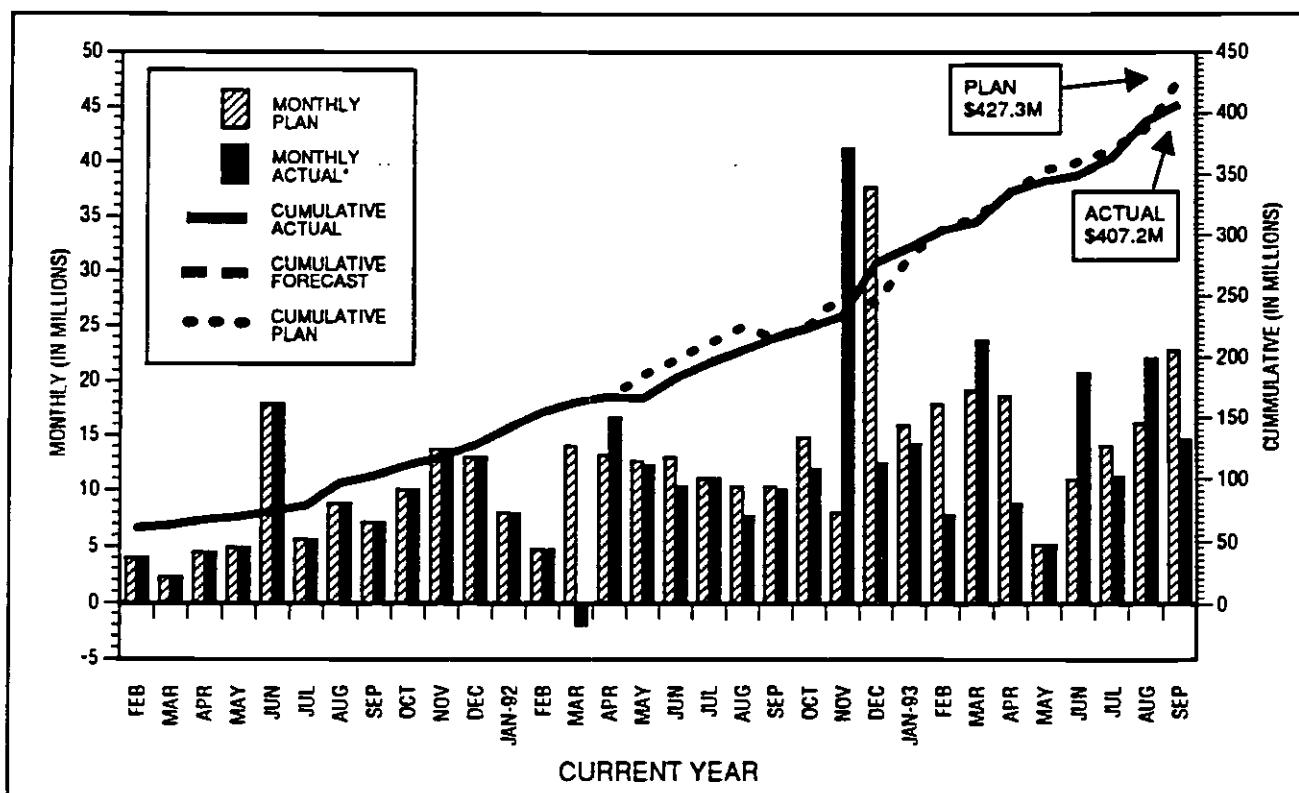
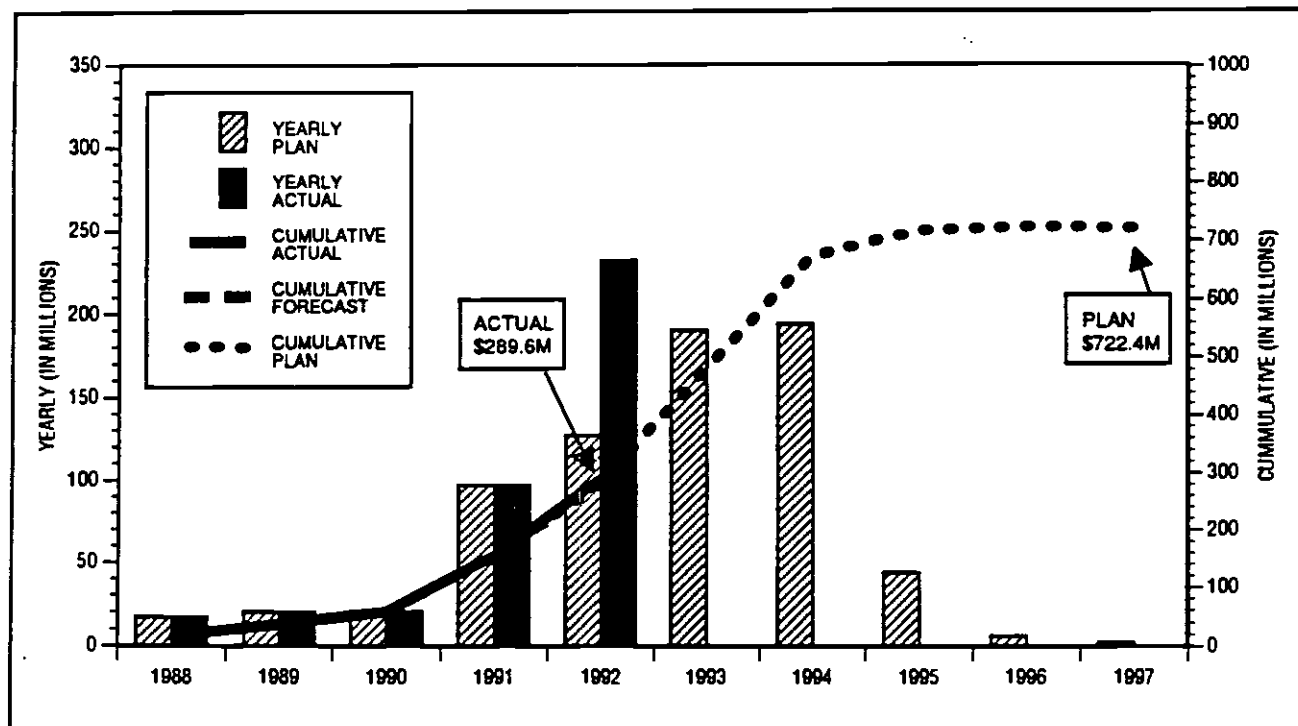


PROJECT COMMITMENTS



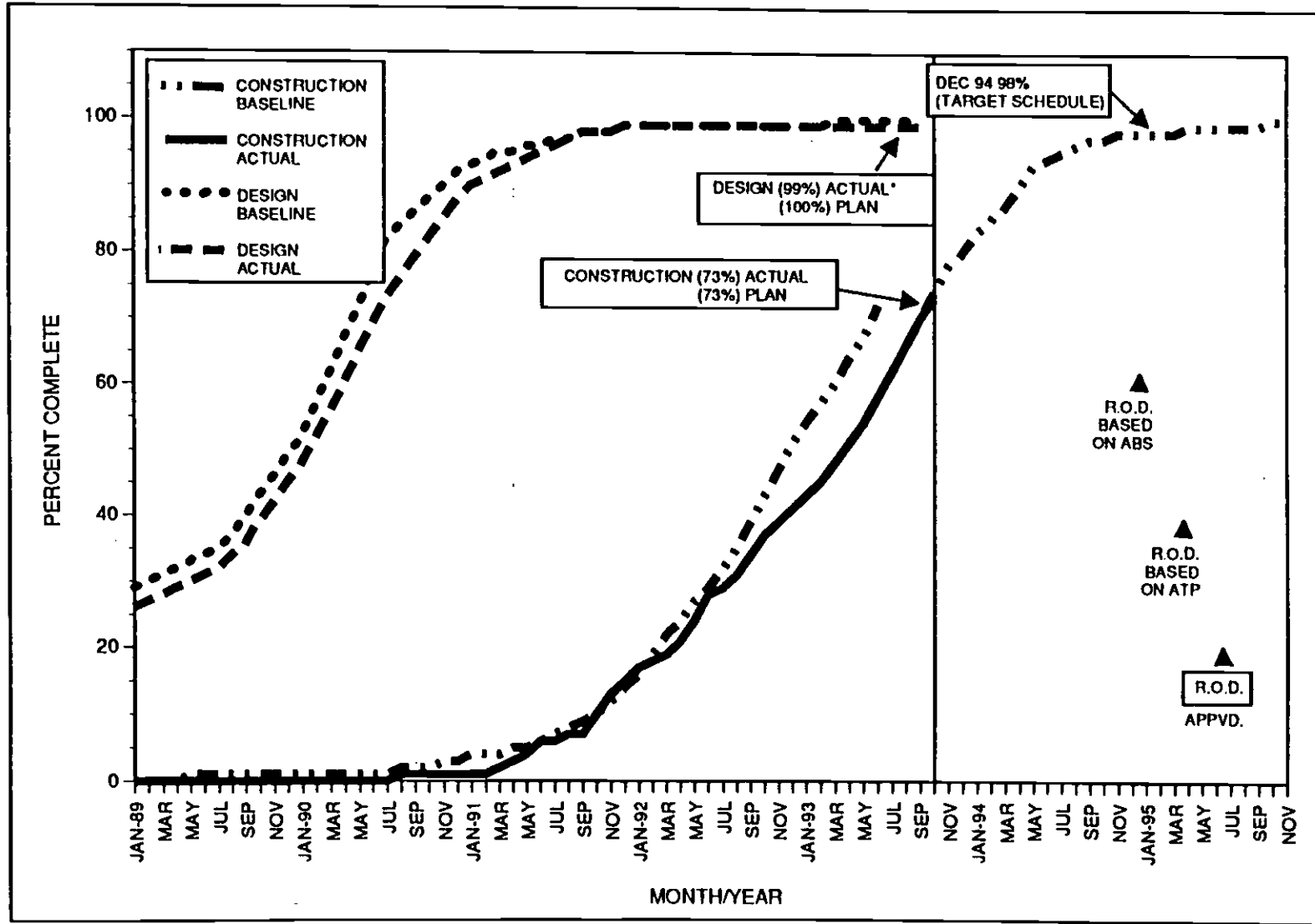
CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



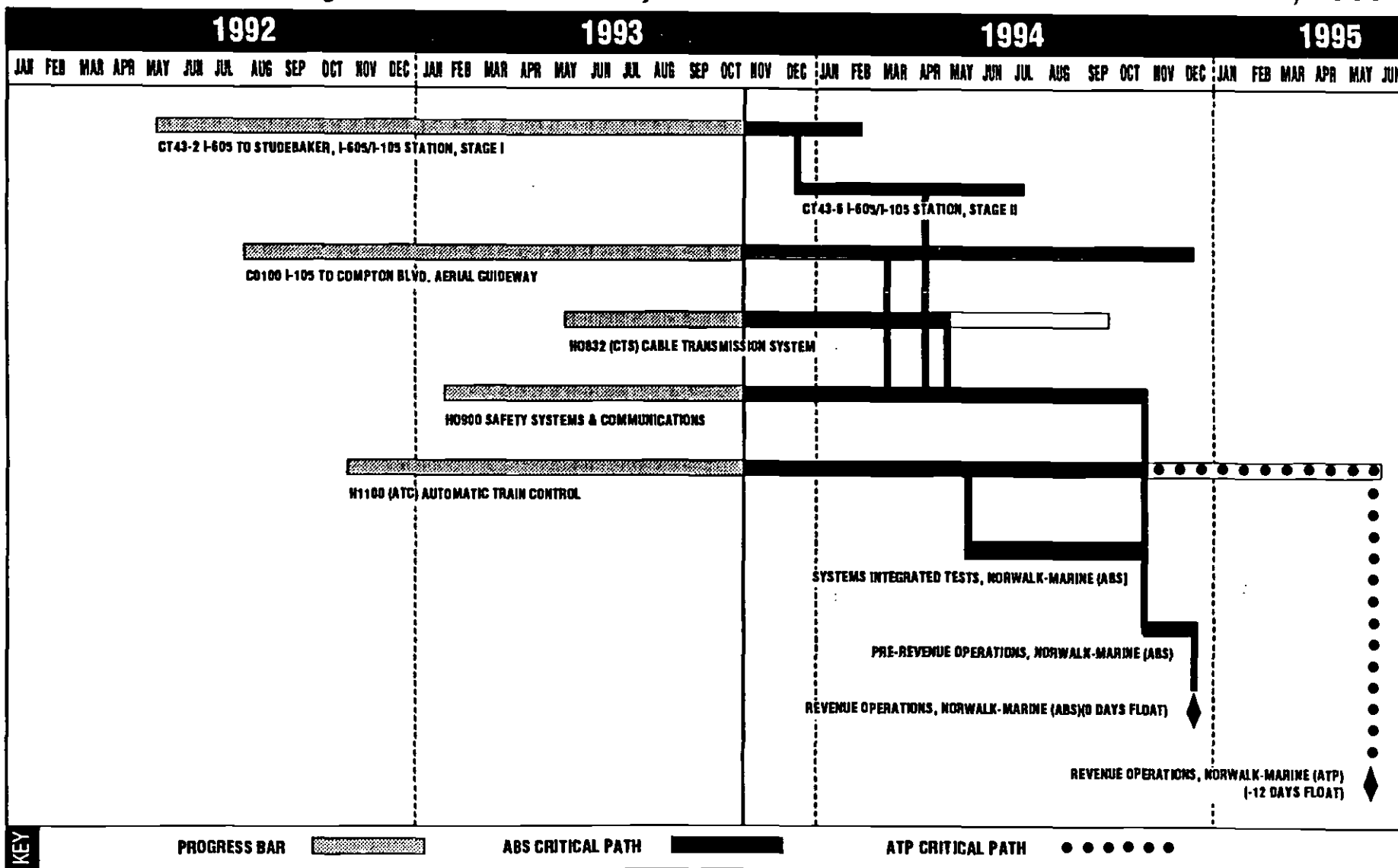
* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

Critical Path Summary
Data Date: October 30, 1993



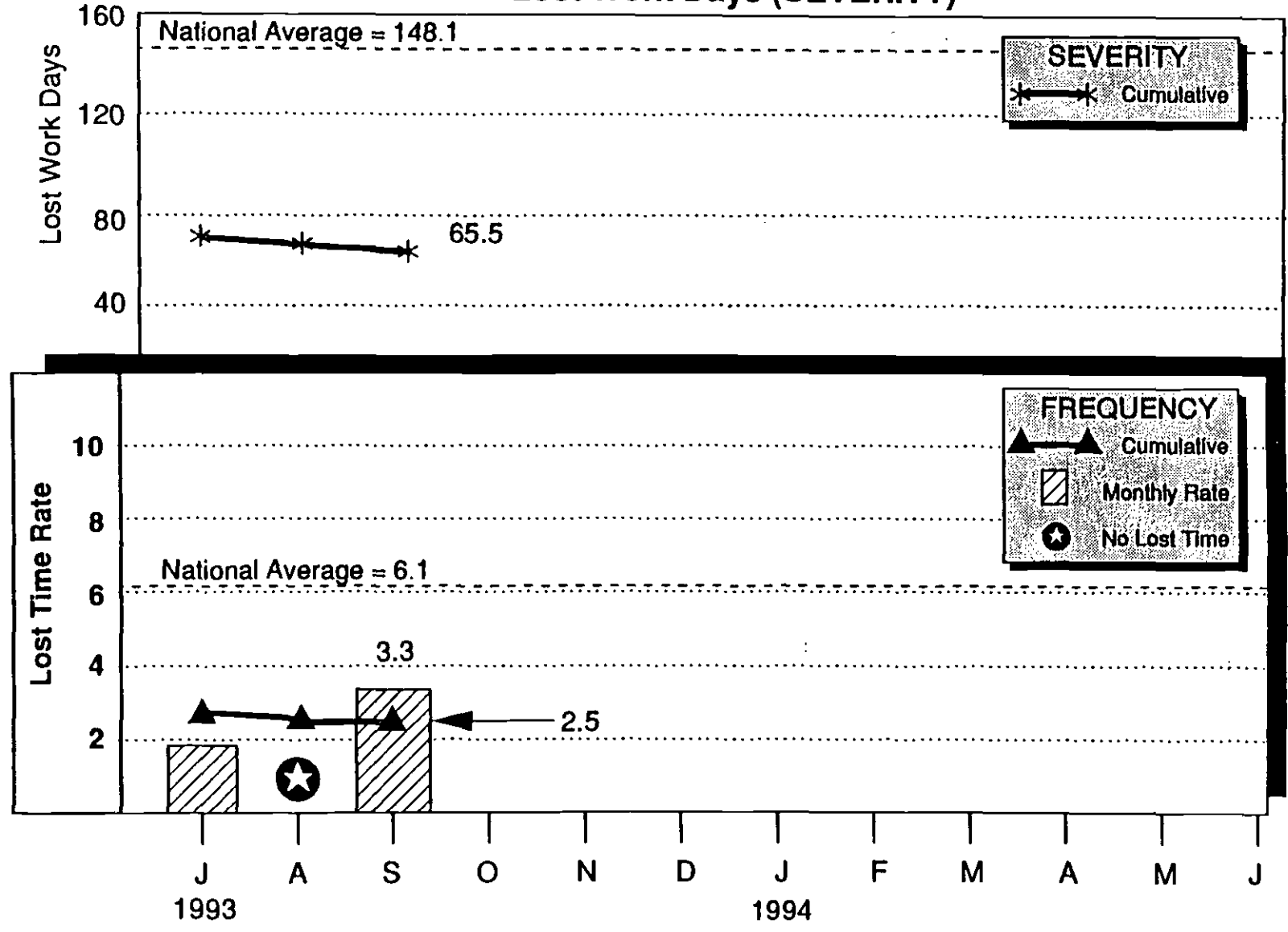
MGL896 CRITICAL PATH MONTHLY 10/11/93

METRO GREEN LINE

OCTOBER 1993

METRO GREEN LINE

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



INVOICE PROCESSING

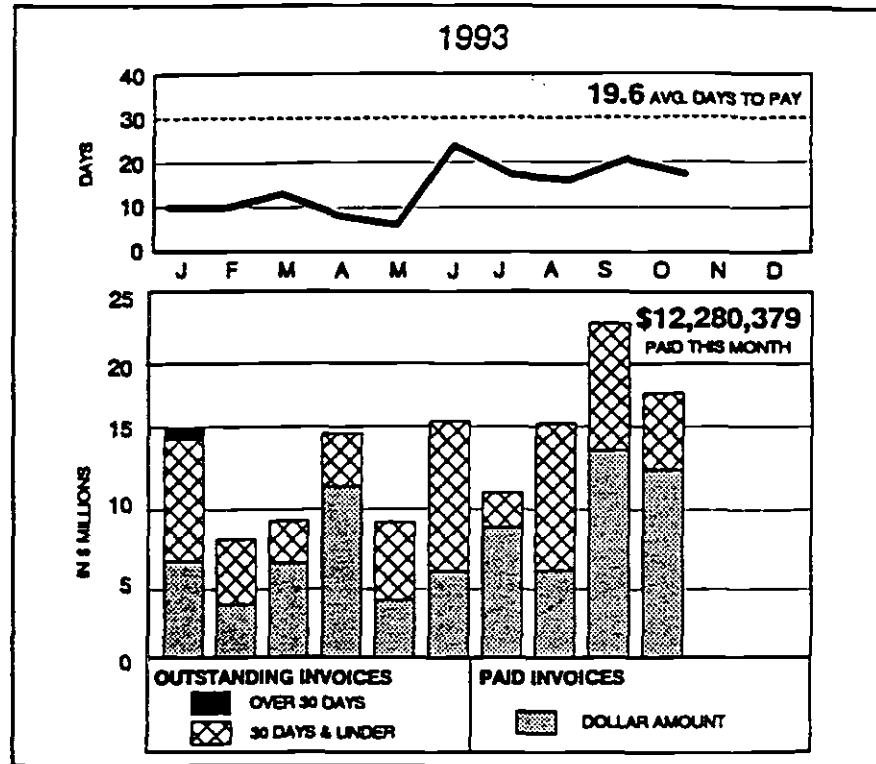
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.6 days.

- 21 invoices were paid for a total value of \$ 12,280,379.

- There were 7 outstanding Construction or Procurement invoices under 30 days old for \$ 5,020,676.

- 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

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

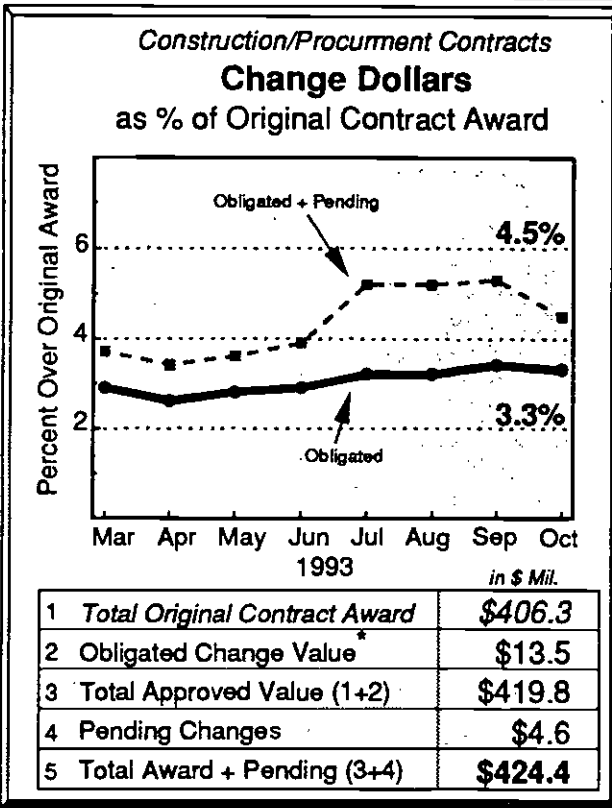
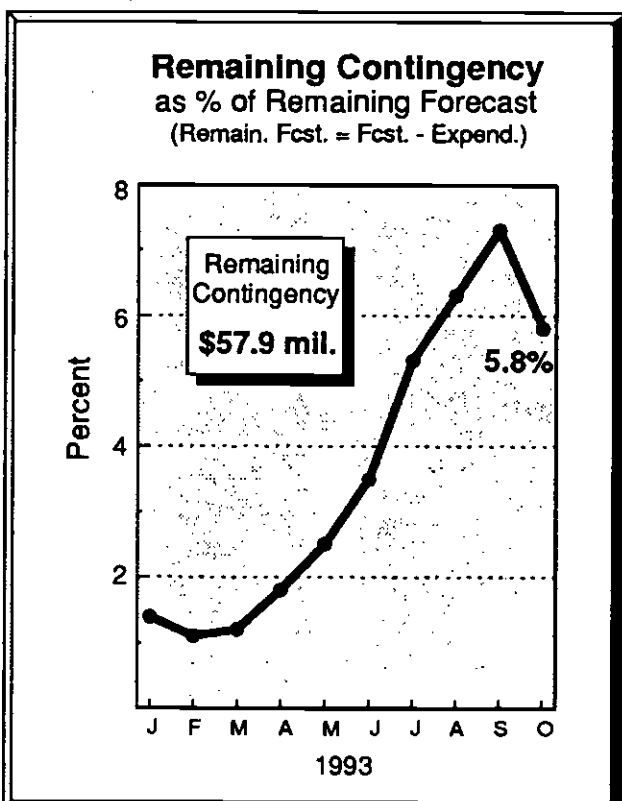
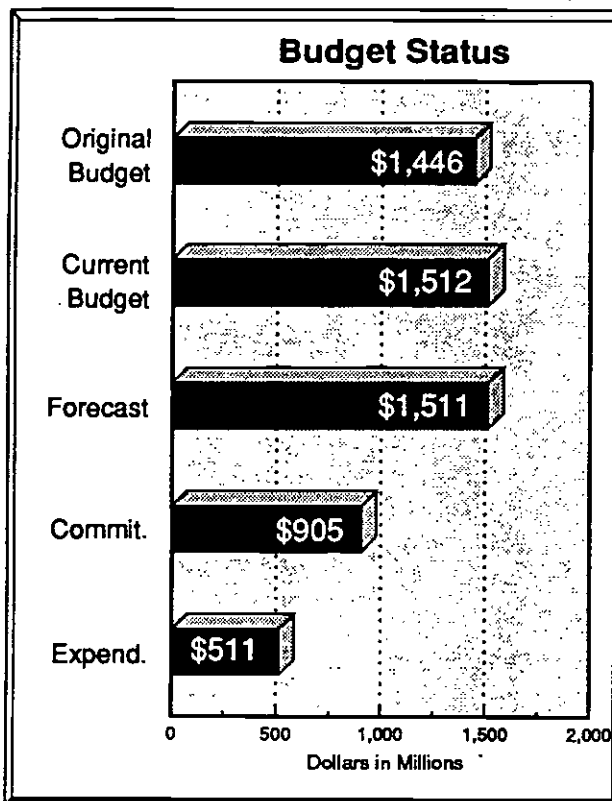
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.	Nov 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.	Nov 93
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	TBD
A612	Contact Rail						Contract closed.	
A620	Automatic Train Control	0	0	0	0		Outstanding claims.	Dec 93
A630	Traction Power Equipment						Contract closed.	
A631	TPE Install						Contract closed.	
A640	Communications	0	0	0	0	0	Active contract.	Jan 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract. Optim pending.	TBD
A710	Escalators & Elevators						Contract closed.	

REMAINING ACTIVITIES

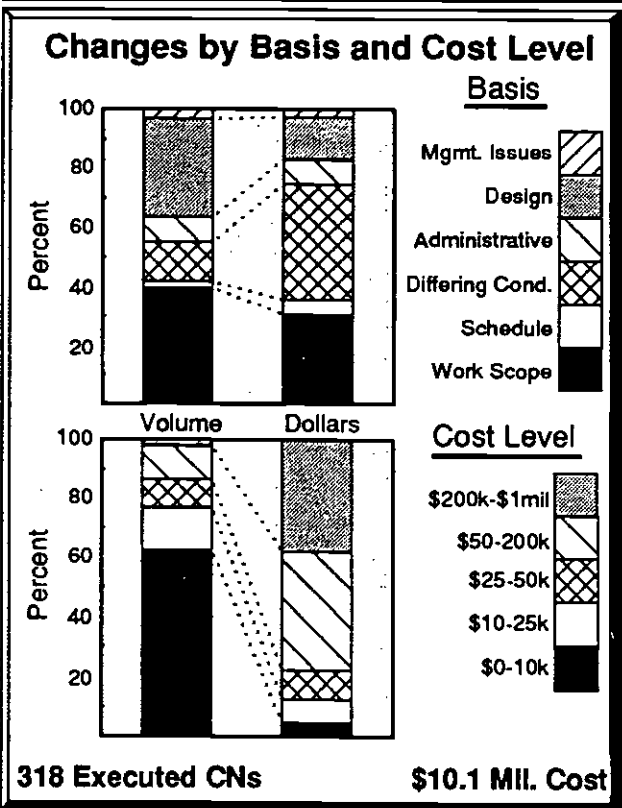
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



RB110031.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

December 1993

✓ AWARD APPROVAL

B281 Hollywood/Vine Station

B644 Cable Transmission Equipment

B760 Signs & Graphics

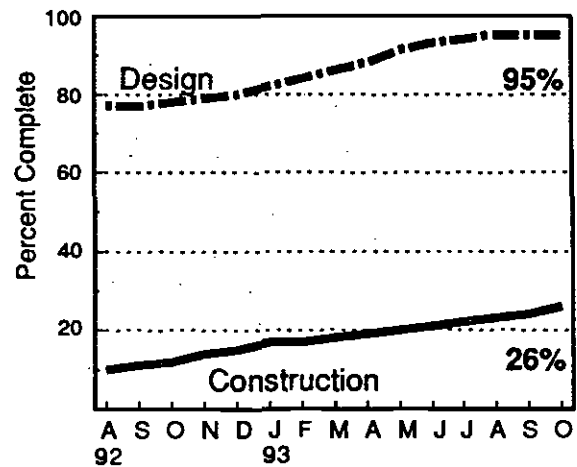
Employment Status

Months of Employment Provided

14,819Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



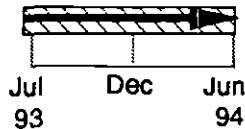
Revenue Operation Date:

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

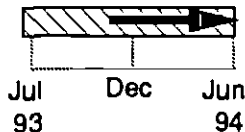
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

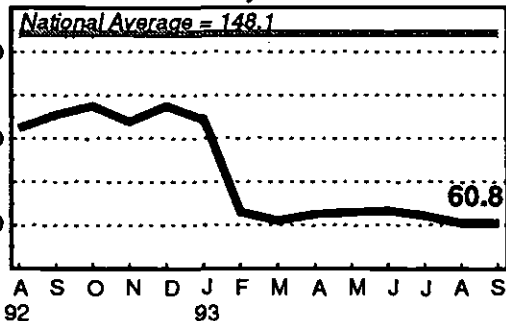
**19 days ahead
(positive float)**B215 Construction
Wilshire/Vermont Station (Stage II)

Vermont/Hollywood

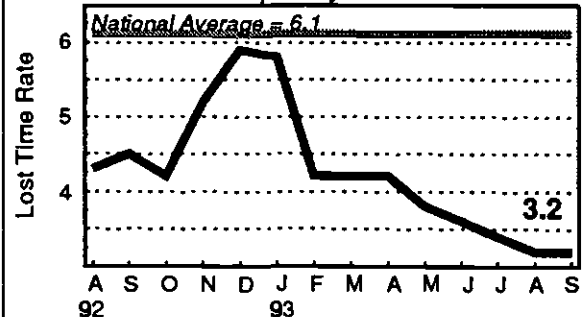
**41 days behind
(negative float)**B241 Construction
Vermont Beverly Station

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,511.2

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		95%
• 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	17.32
LAST MONTH	87	74	7	6	84

- 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.

To date, there have been 75 parcels acquired. Forty-two of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

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

EXECUTIVE SUMMARY (CON'T)

PUBLIC AFFAIRS

- Mitigation agreements for Contract B221, Wilshire/Normandie Station and Line, side structure work were finalized with two property managers. The execution of an agreement granting permission to detour pedestrians onto private property was finalized for the Metroplex Building on Wilshire Blvd. Public Affairs efforts also continued at Contract B231, Wilshire/Western Station and Crossover; in particular with the McKinley Building and the Wiltern Theater. Meetings were also held regarding reconstruction of the Wiltern Building's terrazzo entrance.

On the Vermont Corridor progress updates relating to Department of Water & Power (DWP) work for Contract B241, Vermont/Beverly Station, were circulated among local business owners and meetings with Contract B261, Vermont Sunset Station, area hospitals continued.

For the Hollywood Corridor an Alignment Meeting was held between the Rail Construction Corporation (RCC) and the Citizens Committee on Metro Construction (CCMC) to establish avenues of communication and common objectives. Staff addressed noise level concerns of the Barnsdall community through an informative presentation.

AREAS OF CONCERN

ONGOING

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.

AREAS OF CONCERN (CON'T)

Action: The RCC is evaluating the impact of a delayed full NTP on the Segment 2 Project schedule.

Status: The MTA Board authorized staff to proceed with demolition work only.

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 has prepared two treatment plant plans: (1) a settlement pond and (2) a lamella clarifier.

Status: A design for the treatment plant will be completed in November 1993.

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 52 wells are currently installed and are pumping.

Status: The dewatering process is proceeding and the current pumping rate is 530 gpm. This procedure will continue through the month of November until enough water has been pumped from the tunnels to allow tunneling to proceed. Several new wells are being installed to complete this effort.

AREAS OF CONCERN (CON'T)

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."

Of the six parcels showing a negative float, one parcel may not be needed; offers have been made on three and offers will be tendered on the remaining two parcels by November 15, 1993.

There remains a good probability that all parcels will be available before they are needed for construction to proceed.

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: As of the end of October, Geotechnical is in the process of completing pump/test investigations.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING NONE

RESOLVED NONE

KEY ACTIVITIES - OCTOBER

Design

- Issued in-progress design submittal for Contract B216, Wilshire/Vermont Site Restoration.
- Issued final design submittal for Contract B642, Public Address Procurement.
- Issued camera ready submittals for Contract B261, Vermont/Sunset Station, and Contract B641, Radio.
- Advertised Contract B261, Vermont/Sunset Station, Contract B760, Signs and Graphics, and Contract B643, Procure Closed Circuit Television.
- Held bid openings for Contract B281, Hollywood/Vine Station and Crossover, Contract B645, SCADA, Contract B610, Trackwork, and Contract B215, Wilshire/Vermont Station, Stage II.
- MTA approved Contracts B229, Temporary Ventilation, B631, Traction Power Installation, and B646, Fire Management Equipment.
- Issued Notice to Proceed for Contract B252, Vermont/Santa Monica Station and Crossover, and Contract B612, Contact Rail and Coverboard.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, completed placement of asphalt lining and aeration piping in the lake bottom.
- Contract B211, Wilshire/Vermont Station Stage I, continued placement of station concrete and ancillary level slabs through #5. Started filling MacArthur Park lake with water.
- Contract B221, Wilshire/Normandie Station and Line, continued concrete placement in the station, roof slabs through #8, and in the crosspassages. Continued with the side structure construction.
- Contract B231, Wilshire/Western station and Crossover, continued station appendage concrete and backfill, station entrance construction, station finish work, HVAC and electrical installation.

KEY ACTIVITIES - OCTOBER (CON'T)

- Contract B251, Vermont/Hollywood Tunnels, continued underpinning pile installation, production of precast segments and tunnel excavation along the Vermont Corridor. The Hollywood Corridor tunnels remain on hold while dewatering continues. Completed drilling of Vermont Corridor ventilation shafts.
- Contract B630, Traction Power Substation Equipment, several submittals were approved.
- Contract B740, Ventilation Equipment, the fabrication and assembly of the fans for Contracts B221 and B231 were completed.
- 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 NOVEMBER**Design**

- Advertise Contract B641, Radio, and Contract B642, Public Address Procurement.
- Bid openings for Contract B271, Hollywood/Western Station, Contract B644, Cable Transmission Equipment Procurement, and Contract B760, Signs and Graphics.
- MTA approval of Contract B281, Hollywood/Vine Station and Crossover, Contract B610, Trackwork, and Contract B215, Wilshire/Vermont Station, Stage II, and B795, Uninterruptible Power Supplies.
- Issuance of Notice to Proceed for Contract B631, Traction Power Installation, Contract B646, Fire and Emergency Management, and Contract B229, Temporary Ventilation.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue restoration of MacArthur Park, including re-fill of MacArthur Park Lake, installation of foundations, poles, and fixtures, for the lake walkway lighting, and replanting of trees in the park.
- Contract B211, Wilshire/Vermont Station Stage I, continue placement of rebar for ancillary level east bulkhead and lift #1 exterior walls. Erecting shoring, installing formwork, placing rebar, and installing mechanical and electrical embeds for ancillary slab lifts #5 through #8.
- Contract B221, Wilshire/Normandie Station and Line, continue excavation for station entrance and installation of excavation support system. Continue installation of curbs for floating slab in BL east tunnel, complete tunnel cleanup and proceed with electrical work.
- Contract B231, Wilshire/Western Station and Crossover, continue concrete pour for exterior walls at the station entrance, backfill operation over the station roof, side structures and slurry operation under the utilities.
- Contract B251, Vermont/Hollywood Tunnel, continue production of precast segments, underpinning pile installation, tunnel excavation VAR and VAL and Hollywood and Vermont dewatering.

KEY ACTIVITIES - PLANNED FOR NOVEMBER (CON'T)

- 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, continued 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: 01 Oct-93 to 28-Oct-93
Status Date : 28-Oct-93

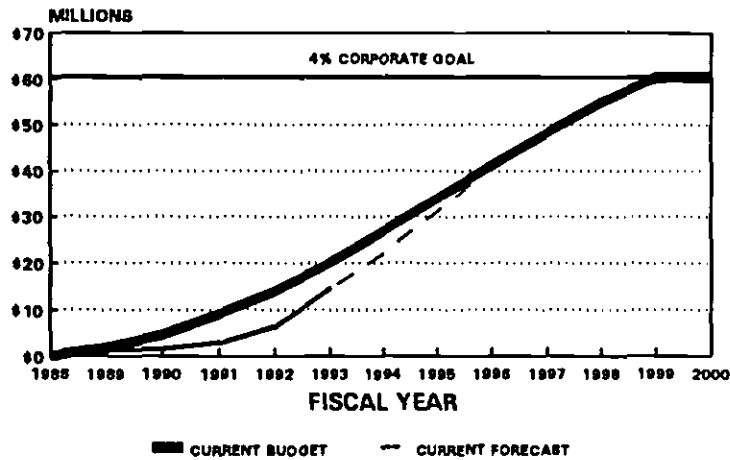
ELEMENT/DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO-DATE	PERIOD	TO-DATE	PERIOD	TO-DATE	PERIOD	TO-DATE	PERIOD	TO-DATE	
T Construction	893,000	(15,488)	832,865	(180)	497,823	2,692	321,505	13,441	284,410	16,696	820,387	(12,475)
S Professional Services	289,150	0	354,802	(4,480)	314,241	(3,327)	170,408	(3,327)	170,408	0	343,048	(11,753)
R Real Estate	78,827	0	83,568	0	68,431	122	66,767	122	66,767	0	88,751	6,183
F Utility/Agency Force Account	38,668	11,022	28,786	0	19,212	233	6,153	233	6,153	(180)	28,571	(1,225)
D Special Programs	2,044	0	4,402	0	968	(7)	298	(7)	298	0	7,021	2,619
C Contingency	145,743	4,467	40,999	0	0	0	0	0	0	(16,515)	87,953	16,954
A Project Revenue	0	0	0	0	0	0	(181)	0	(181)	0	(300)	(300)
PROJECT TOTAL	1,446,432	0	1,446,432	(4,660)	900,675	(287)	568,938	10,462	507,843	0	1,446,432	0
NEW REQUIREMENTS												
T Construction	0	0	65,024	0	0	0	0	0	0	0	64,642	(482)
S Professional Services	0	0	8,226	0	4,480	0	3,327	0	3,327	0	8,226	0
R Real Estate	0	0	0	0	0	0	0	0	0	0	0	0
F Utility/Agency Force Account	0	0	0	0	0	0	0	0	0	0	0	0
D Special Programs	0	0	0	0	0	0	0	0	0	0	0	0
C Contingency	0	0	2,000	0	0	0	0	0	0	0	2,000	0
A Project Revenue	0	0	0	0	0	0	0	0	0	0	0	0
NEW REQUIREMENTS TOTAL	0	0	65,250	0	4,480	0	3,327	0	3,327	0	64,768	(482)
SEGMENT 2 PROJECT TOTAL	1,446,432	0	1,511,682	(4,660)	905,155	(287)	568,265	10,462	511,170	0	1,511,200	(481)

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

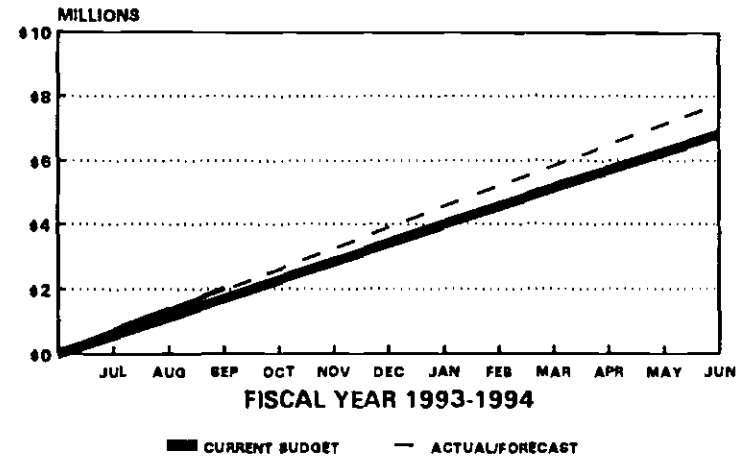
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$382,157	57%	\$205,745	31%	\$196,207	29%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$43,896		\$39,054		\$35,874	
STATE	\$185,985	\$133,000	\$133,000	72%	\$133,000	72%	\$133,000	72%
MTA	\$439,447	\$76,377	\$261,699	60%	\$70,347	16%	\$73,550	17%
CITY OF LA.	\$96,000	\$49,600	\$57,446	60%	\$37,220	39%	\$35,157	37%
BENEFIT ASSESS.	\$58,000	\$0	\$22,477	39%	\$22,477	39%	\$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%	\$22,477	
TOTAL	\$1,446,432	\$876,265	\$900,675	62%	\$507,843	35%	\$496,265	34%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$351	6%	\$259	4%	\$259	4%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$4,129	7%	\$3,068	5%	\$3,068	5%
GRAND TOTAL	\$1,511,682	\$876,265	\$905,155	60%	\$511,170	34%	\$499,592	33%
(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 September 1993.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

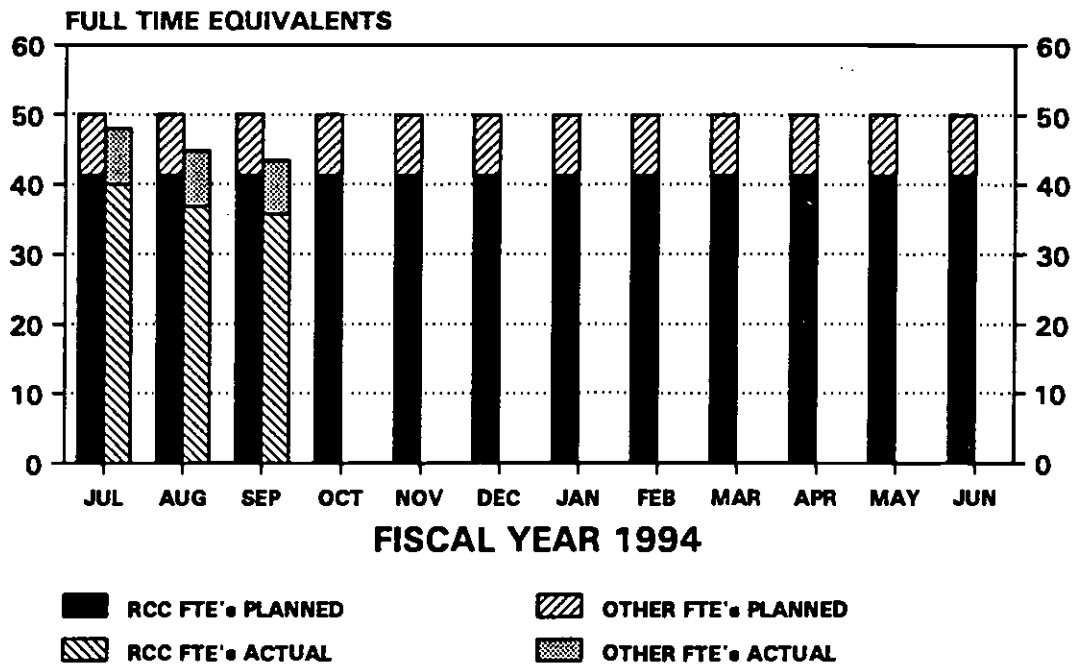
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$60,467
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$59,506
FORECAST % OF TOTAL PROJECT	3.9%

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$7,776
ACTUAL TO DATE	\$2,075

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	36
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	8
TOTAL FTE's PLANNED	50
TOTAL FTE's ACTUAL	44

Metro Red Line Seg-2
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 10/29/93

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)		APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP. LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K.**	L. (J-K)	M.
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$4,579,625	\$48,158,888	51%	88%	\$4,343,102	\$237,218	\$4,105,884	54%
B211	\$38,478,177	13%	\$4,987,818	\$43,446,885	\$1,680,397	\$40,158,574	34%	68%	\$2,207,421	\$338,292	\$2,549,129	41%
B213	\$102,600	5%	\$5,130	\$107,730	(\$200)	\$102,400	-4%	100%	\$5,330	\$0	\$5,330	-4%
B218	\$84,000	135%	\$113,400	\$197,400	\$80,194	\$144,194	83%	100%	\$6,400	\$0	\$6,400	93%
B210	\$368,170	20%	\$73,634	\$441,804	\$0	\$368,170	0%	1%	\$73,634	\$0	\$73,634	0%
B221	\$78,812,793	10%	\$7,881,279	\$86,694,072	\$3,535,978	\$83,348,772	44%	68%	\$4,445,300	\$2,658,863	\$1,786,438	78%
B228	\$957,428	10%	\$95,742	\$1,053,170	\$0	\$957,428	0%	0%	\$95,742	\$0	\$95,742	0%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$2,681,422	\$56,328,299	50%	85%	\$2,683,089	\$898,390	\$1,784,699	87%
B241	\$40,957,557	10%	\$4,095,755	\$45,053,312	\$0	\$40,957,557	0%	0%	\$4,095,755	\$0	\$4,095,755	0%
B251	\$183,484,880	10%	\$18,348,488	\$201,833,368	\$1,186,715	\$184,651,386	7%	22%	\$15,158,753	\$4,014,268	\$11,144,485	32%
B260	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$90,550	87%	100%	\$250	\$0	\$250	97%
B288	\$76,478	14%	\$10,622	\$87,100	\$9,845	\$80,323	83%	100%	\$777	\$0	\$777	83%
B611	\$12,897,350	10%	\$1,289,735	\$14,187,085	\$0	\$12,897,350	0%	0%	\$1,289,735	\$0	\$1,289,735	0%
B612	\$9,128,389	18%	\$1,643,837	\$10,772,226	\$0	\$9,128,389	0%	0%	\$1,643,837	\$0	\$1,643,837	0%
B614	\$5,455,543	10%	\$545,554	\$6,001,097	\$0	\$5,455,543	0%	0%	\$545,554	\$15,000	\$560,554	3%
B618	\$1,686,274	10%	\$168,627	\$1,854,901	\$0	\$1,686,274	0%	0%	\$168,627	\$0	\$168,627	0%
B620	\$28,991,800	13%	\$3,739,916	\$32,731,716	\$0	\$28,991,800	0%	0%	\$3,739,916	\$98,000	\$3,837,916	3%
B630	\$11,570,125	10%	\$1,157,012	\$12,727,137	\$77,584	\$11,647,708	7%	0%	\$1,070,420	\$292,414	\$778,014	32%
B631	\$4,467,185	10%	\$446,717	\$4,913,902	\$0	\$4,467,185	0%	0%	\$446,717	\$0	\$446,717	0%
B640	\$3,937,039	14%	\$551,185	\$4,488,224	\$0	\$3,937,039	0%	0%	\$551,185	\$0	\$551,185	0%
B710	\$22,253,483	23%	\$5,118,285	\$27,371,768	\$0	\$22,253,483	0%	0%	\$5,118,285	\$0	\$5,118,285	0%
B740	\$18,328,866	10%	\$1,832,886	\$20,161,752	\$170,000	\$18,491,752	8%	21%	\$1,762,887	\$15,000	\$1,777,887	10%
B745	\$2,841,830	10%	\$284,183	\$3,126,013	\$308,280	\$3,147,010	108%	20%	(\$22,117)	\$368,125	\$346,008	237%
TOTAL:	\$544,047,011	12%	\$64,520,443	\$608,567,454	\$14,318,390	\$550,284,301	22%	26%	\$50,213,053	\$8,931,570	\$41,281,484	36%

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.

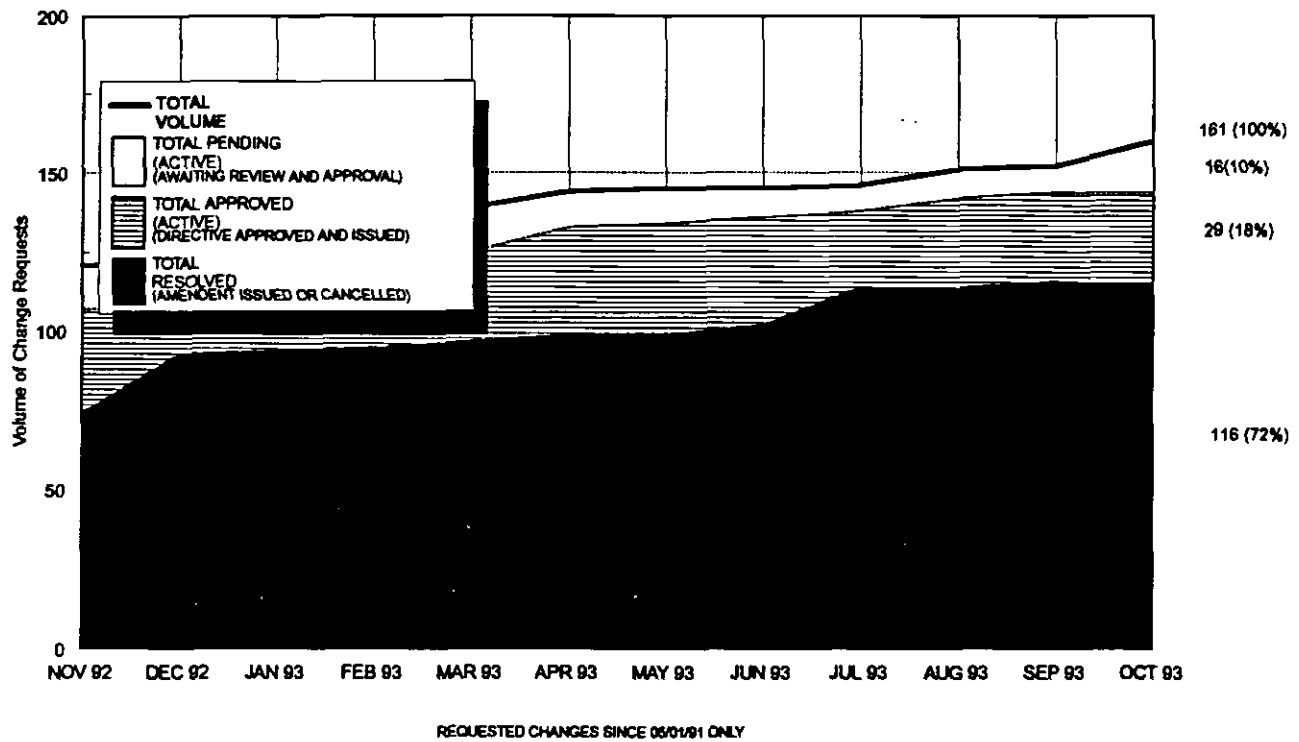
** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

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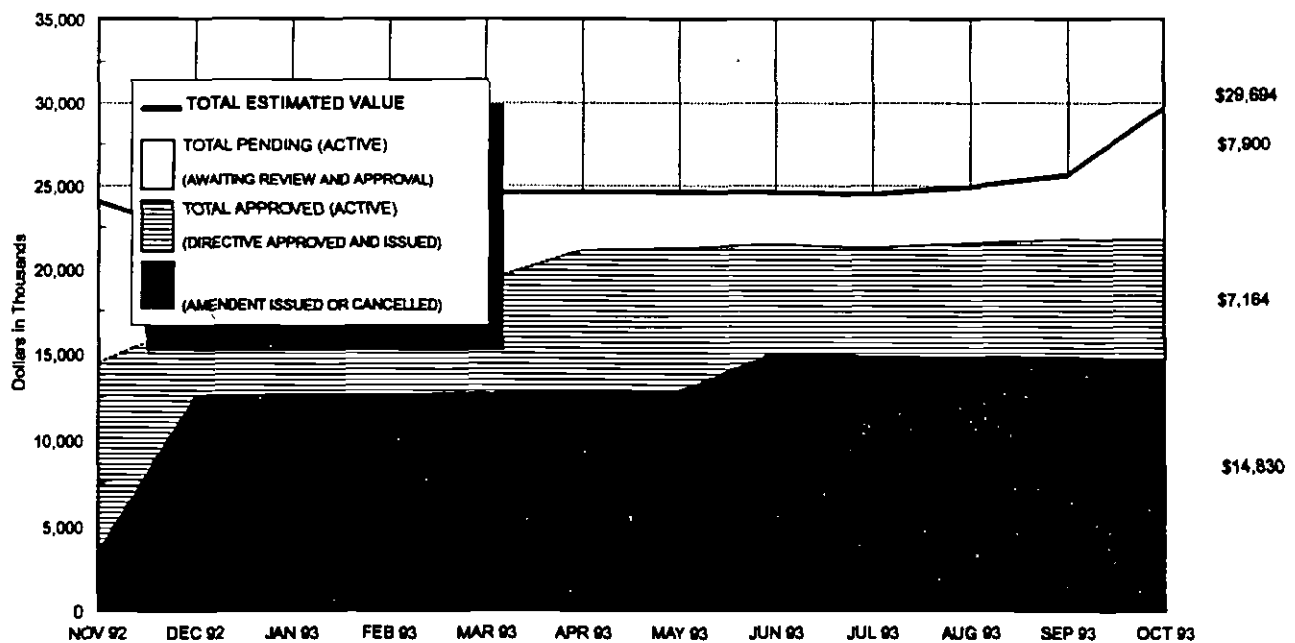
Dennis Partridge
 11/10/93 14:15:51

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

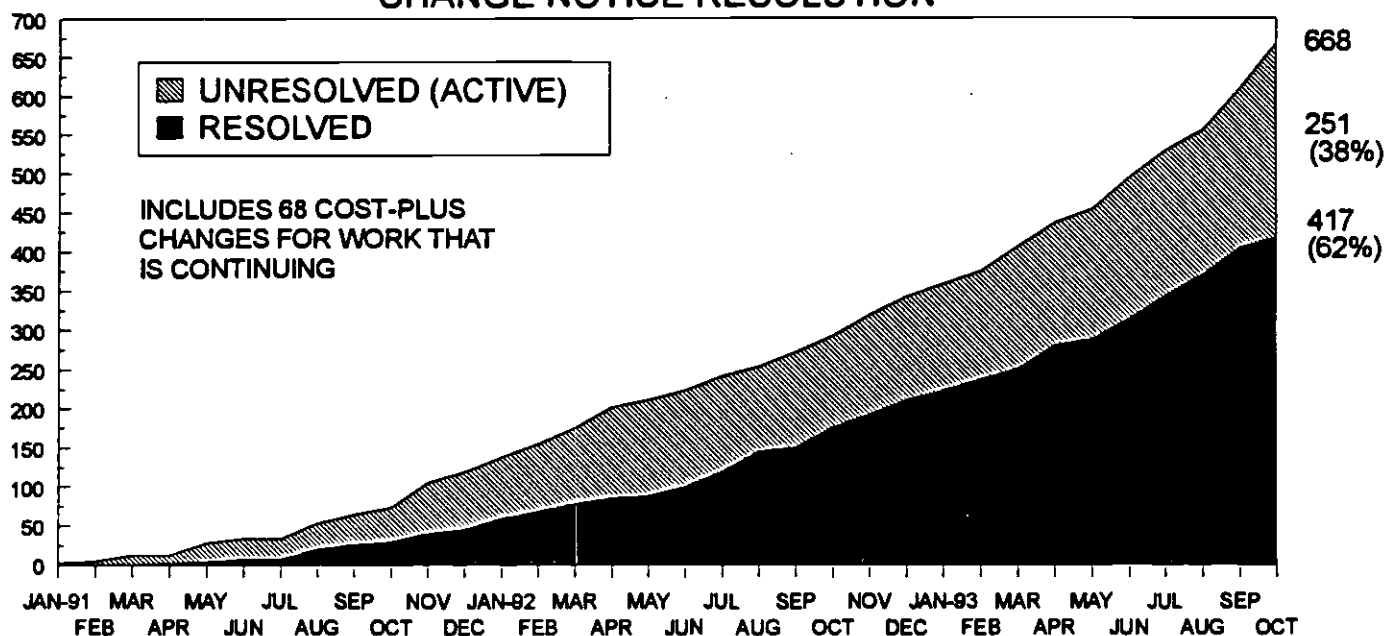


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	5	1	30	45
PERCENT	22%	11%	2%	65%	100%

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

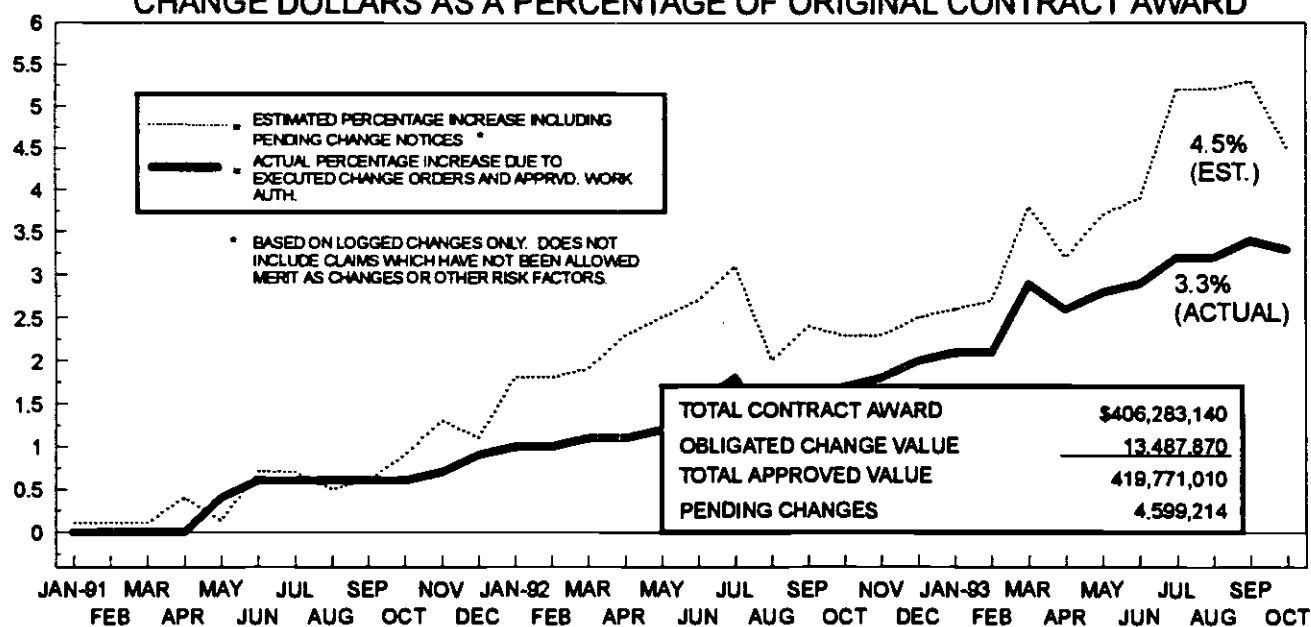


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	117	31	23	81	251
PERCENT	47%	12%	9%	32%	100%

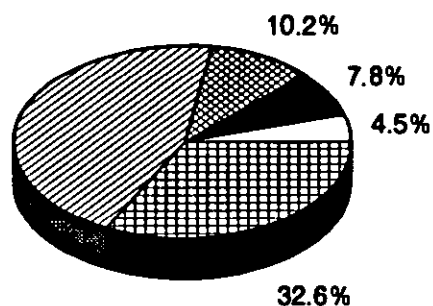
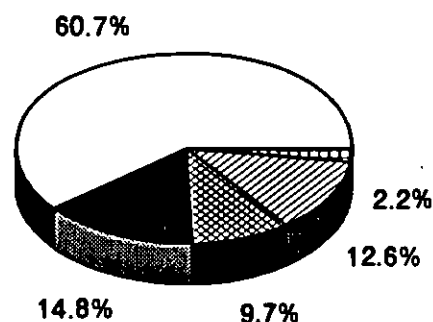
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 10/29/93

COST LEVEL

Total Cost: \$10,128,976*

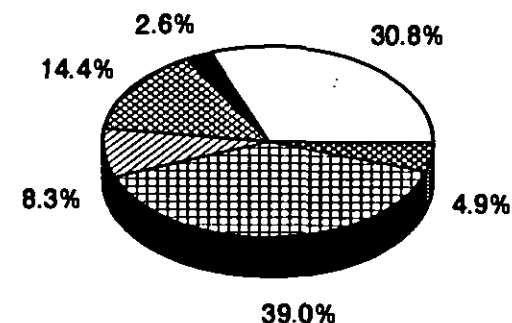
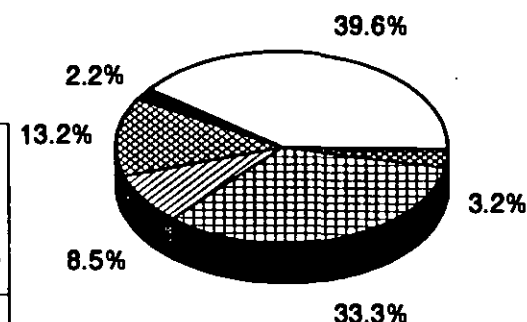


Legend

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: 318 CN's

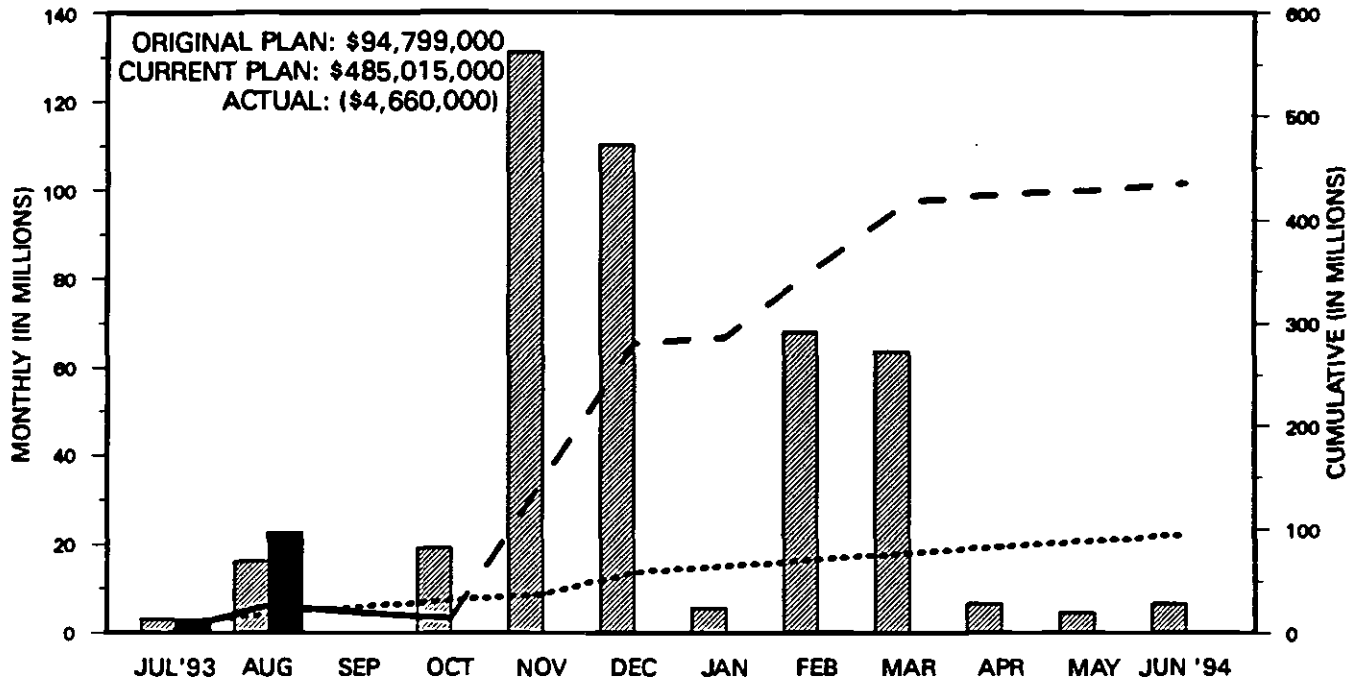


*INCORPORATES SOME SEGMENT 3 COSTS

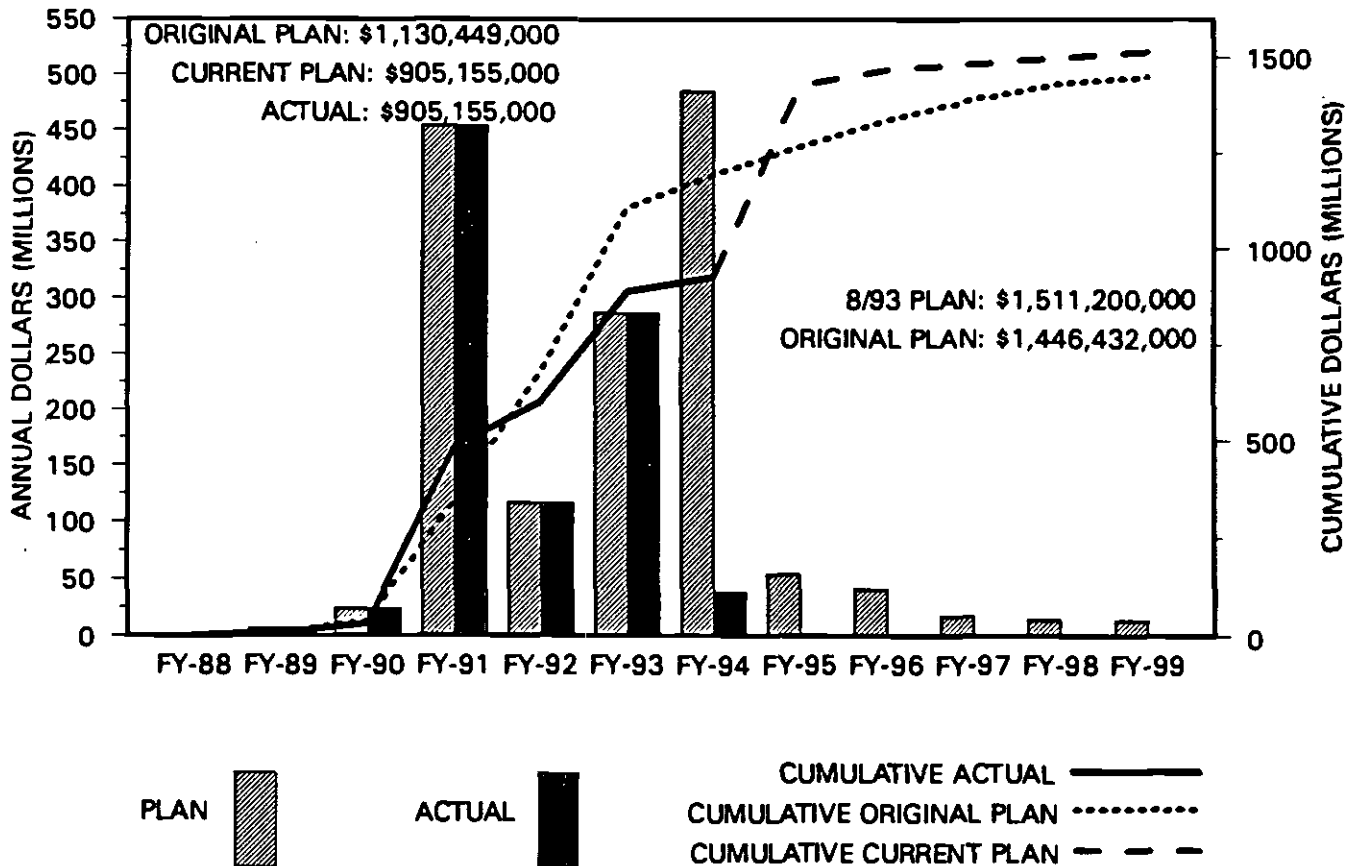
VOLUME

DOLLARS

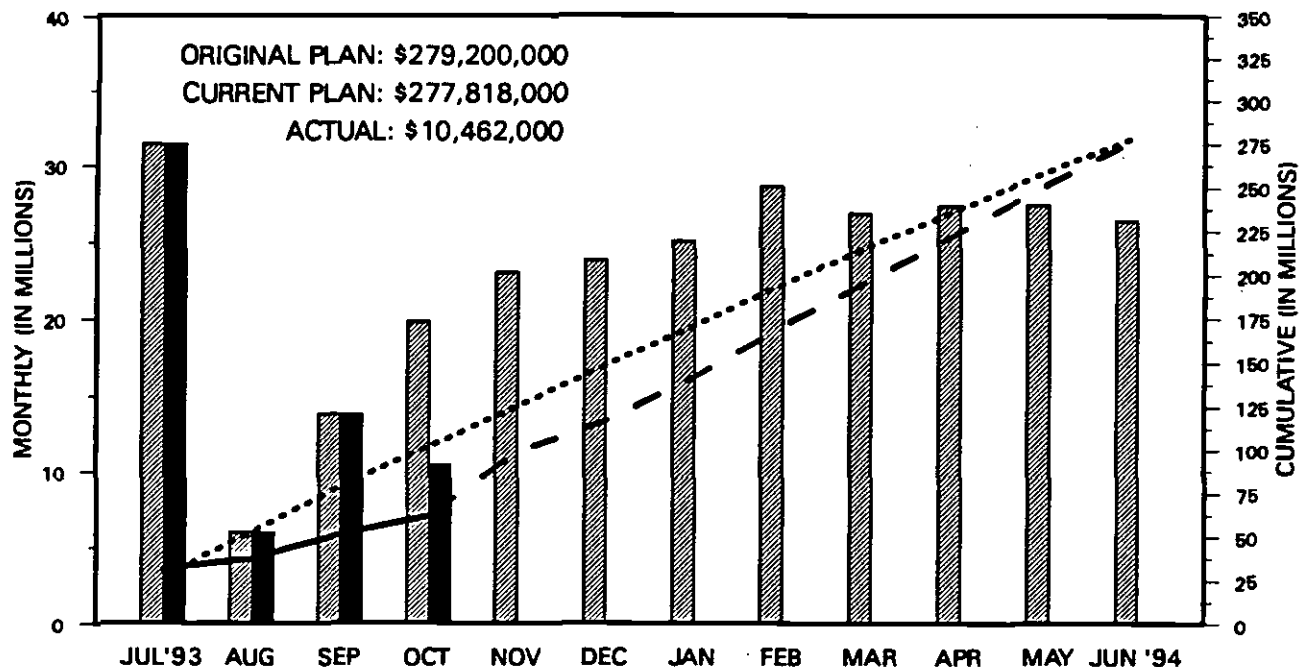
ANNUAL PROJECT COMMITMENTS (FY '94)



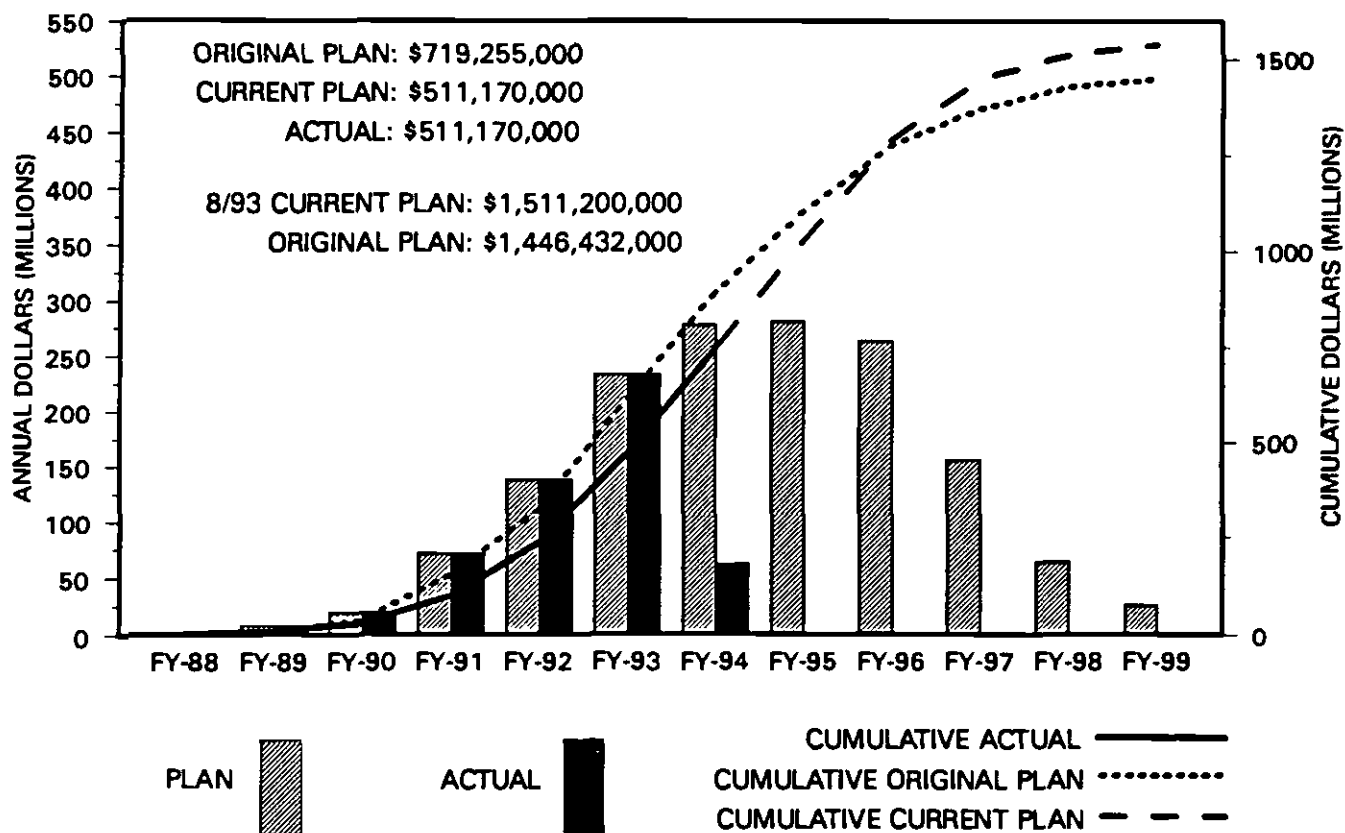
TOTAL PROJECT COMMITMENTS



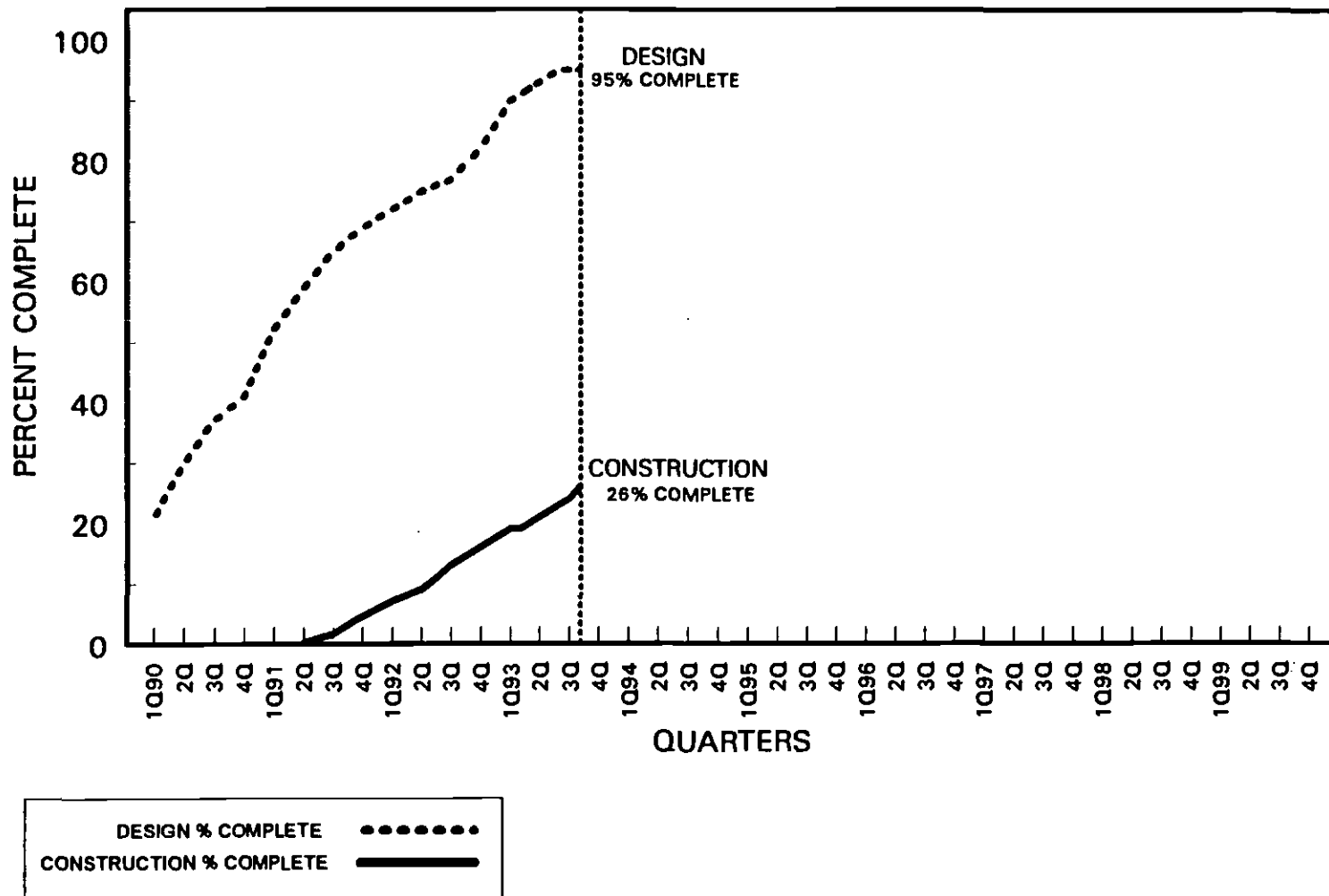
ANNUAL PROJECT CASHFLOW (FY '94)



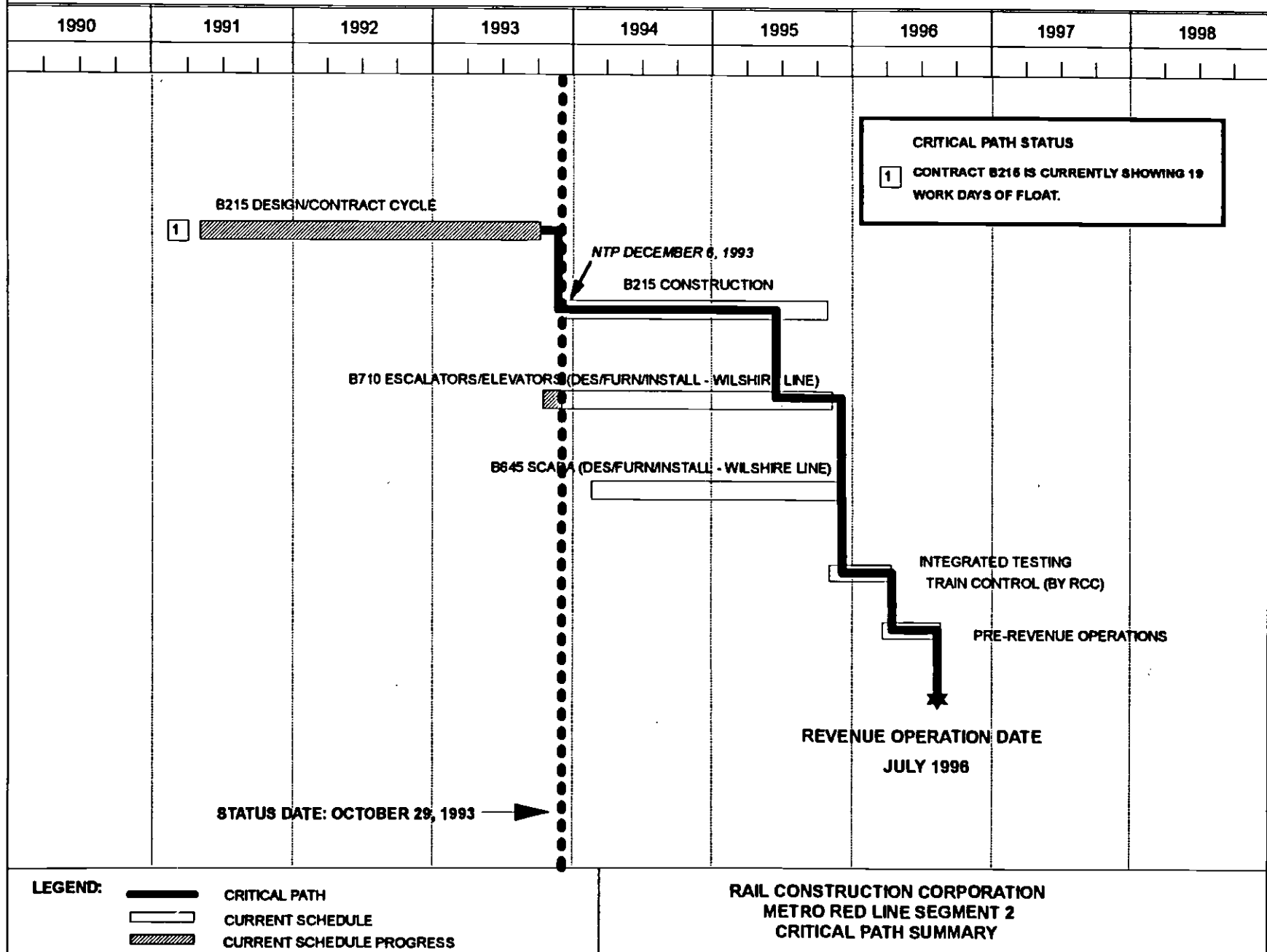
TOTAL PROJECT CASHFLOW



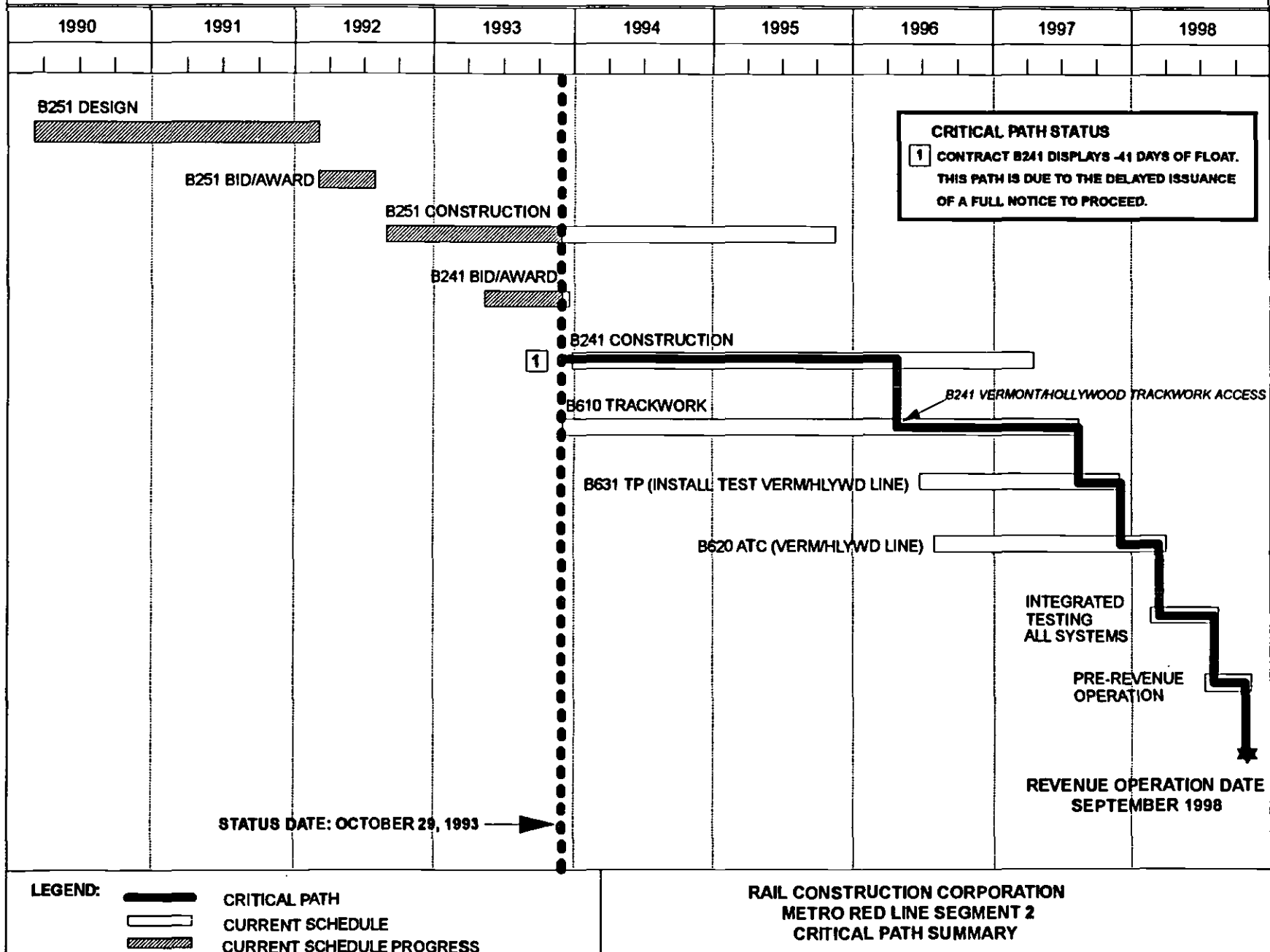
RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



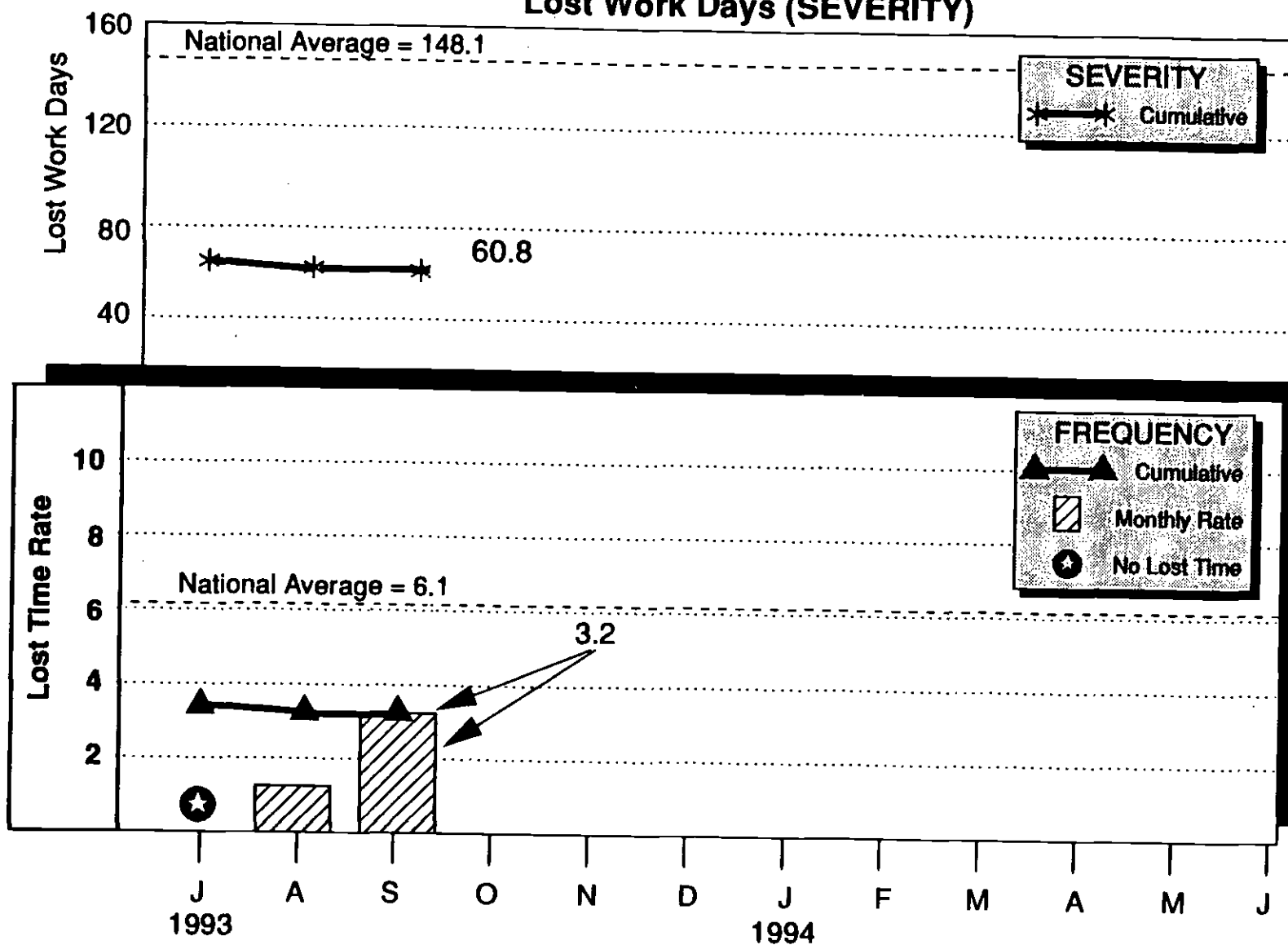
CRITICAL PATH SUMMARY - WILSHIRE LINE



CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



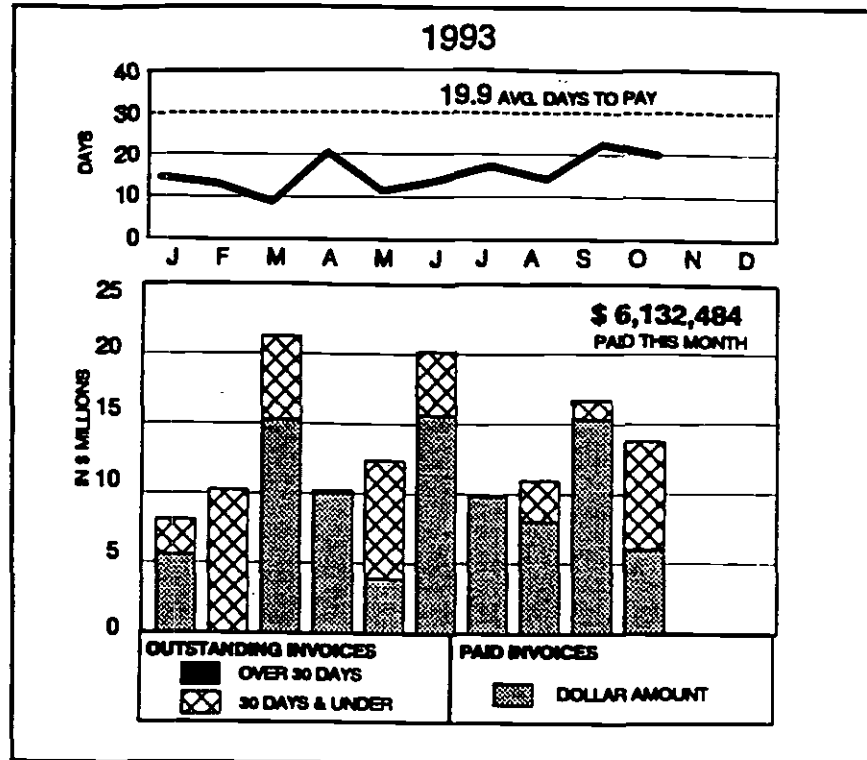
METRO RED LINE SEGMENT 2 Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.9 days.
- 10 invoices were paid for a total value of \$ 6,132,484.
- There were 5 outstanding Construction or Procurement invoices under 30 days old for \$ 7,943,120.
- 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	221,824
OCT 1993	5	7,943,120	0	0	24	4,836,370	1	100,253

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION** - The MTA Board approved the award of Contract C0331; Line Section from Universal City Station to Station 630+00 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 December 1, 1993.

Facility engineering progress through October was measured at 51.2% completed versus a planned 51.7%. Revised camera ready dates have been established for Contracts C0311 Line Section: Universal City to Station 630 +00 and C0321 Universal City Station to account for scope changes and delays in the award of the Section Designer, respectively.

The NTP for the North Hollywood Station Section Designer was given on October 11, 1993. Efforts on this station are now focused on the architectural presentation planned for January 1994.

Direction to incorporate two single crossovers in Contract C0311 was provided as a result of special trackwork studies. Other studies underway include Contract B251, Line Section: Hollywood/Vine to Station 630 (from Segment 2); schedule delay; mitigations - led by the Segment 2 Project Team - and options for operation of the Hollywood/Highland Station and Tunnels to Station 606+00 with the Segment 2 Revenue Operation Date (ROD).

Costs for North Hollywood remain forecasted at \$1.31 billion. An increase to the Project Contingency of \$36 million is indicated as a result of lower than anticipated award values of Contracts C0331 Line Section: Universal City Station to Station 630+00; and B710 Elevators and Escalators, as well as several forecast revisions to systems contracts.

- **MID CITY EXTENSION** - Environmental and constructibility issues continue to pose areas of concern for the Mid City Extension. A Tunnel Review Panel met on October 20, 1993, to resolve environmental issues and EMC is proceeding with an alternative mitigation study in preparation for a Second Tunnel Review Board meeting scheduled for December 1993. Changes to Contract C0401, were explored in a Value Engineering Study with comments pertaining to tunnel alignment, excavation, and support. Appointment of Section Designers for the Mid City Extension were approved by the MTA Board on October 27, 1993. Their Notice to Proceed remain on hold.

EXECUTIVE SUMMARY (CON'T)

Facility engineering progress through October was measured at 25.6% complete versus a planned 26.8%. The critical path for the Mid City Extension is currently showing zero days of floats. Following the acquisition of Real Estate, the critical path proceeds through Contract C0428, Pico/San Vicente Demolition, Contract C0411, Line Section: Pico/San Vicente to Wilshire/Western, Contract C0401, Crenshaw/Olympic Station. The critical path continues through Contract C0610, Trackwork Installation, Contract B620, Automatic Train Control, Contract H0648, Communications Installation, Contract B645, SCADA, Integrated Testing and Pre-Revenue Operation Date of July 1999.

The Current Forecast for the Mid City Extension remains at \$491 million. The Project Contingency for the extension increased during October as a result of decreases in the construction forecast and currently stands at \$7.3 million.

- **EAST SIDE EXTENSION** - The LACMTA Board approved the full release of consultant services for Aerial Mapping, Geotechnical Services, Noise and Vibration Studies, and Final Environmental Impact Statement/Final Environmental Impact Report and Project Planning (FEIS/FEIS/PP). Preliminary Engineering is proceeding with several analytical studies and refinements of the LPA. In addition, Special Trackwork Studies and Construction Access Shafts throughout the alignment are being investigated.

A review was provided to solicit input from RCC Fire/Life/Safety and MTA Operations relative to the construction and operation of the Little Tokyo Station in the area of the current Red Line yard. This facility adheres to the Locally Preferred Alternative design adopted by the MTA Board on June 30, 1993.

A set of property identification drawings, along with printouts of parcels were provided to the MTA Real Estate staff to be utilized in preparation of real estate estimates.

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**

- Design progress of the major facilities for the North Hollywood Extension is 51.2% actual versus 51.7% early plan. The variance between actual and planned percentages during the month of October 1993 is mainly due to delays in the appointment of Section Designers for Contract C0321 and scope changes to Contract C0311.

A description of the critical path is as follows: Contract C0311, Line Section from Universal City Station to Station 630+00, Design, Bid and Award Cycle, Construction of the Tunnels; construction of C0321, Universal City Station, Crossover Completion and Trackwork Access; and Contract C0610, Trackwork. The critical path continues through Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

EXECUTIVE SUMMARY (CON'T)

Mid City Extension

- The critical path for the Mid City Extension is currently showing zero days of float. Environmental and constructibility issues are an ongoing concern. No impact to ROD is forecasted at this time. Design progress of the major facilities for the Mid City Extension is 25.6% actual versus 26.8% planned. A description of the critical path for the Mid City Extension is shown below.

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

East Side Extension

- The schedule for Geotechnical and Aerial Mapping activities has been developed to support the project schedule. Preliminary Engineering progress is measured at 27% complete versus 36% planned. The variance is attributed to slower than planned development of the LPA. Completion of Preliminary Engineering is still planned for January 31, 1994.

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	186	8	167	11*	90
LAST MONTH	186	8	153	21*	90

*FOUR PARCELS ARE ON THE CRITICAL PATH

EXECUTIVE SUMMARY (CON'T)

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	59	0	53	6*	90

* ALL PARCELS ARE ON THE CRITICAL PATH

PUBLIC AFFAIRS

- On the North Hollywood Extension, staff distributed information flyers regarding work in the area of Lankershim Boulevard in the C0331 excavation area. Meetings with residents were conducted to the vent shaft proposed for the Runyon Canyon Park area.
- A Joint Development Committee for the Mid City Extension was hosted to review the construction activities planned for the Pico/San Vicente Station area.

AREAS OF CONCERN

ONGOING

Universal City Roadways Design - North Hollywood Extension

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.

AREAS OF CONCERN (CON'T)

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: Various studies are being conducted to develop possible options that could mitigate ROD delays.

Appointment of Section Designers - Mid City Extension

Concern: Delay in the approval of section designer contracts, and consequently delayed issuance of Notice To Proceed for design of the station packages has resulted in revision of the camera ready submittal dates.

Action: Finalization of contracts by EMC upon receipt of pending instructions.

Status: Section designers were approved by the MTA Board on October 27, 1993. Notices To Proceed are temporarily on hold.

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 was convened October 20, 1993 to consider the draft Geotechnical Design Status Report (GDSR) and available environmental information for the C0411 Tunnel.

Status: The Tunnel Review Panel is scheduled to meet again on December 2, 1993.

AREAS OF CONCERN (CON'T)

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 schedule will be affected.

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

Status: Finalization of Section Design consultant scoping documents awaits outcome of actions related to above noted environmental area of concern. The Section Design consultant NTP 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 Date.

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

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

RESOLVED

C0401, Olympic/Crenshaw Station - Mid City Extension

Concern: Utility interfaces along Country Club Drive are imposing potentially costly construction impacts to station and adjoining line section. The depth of the station is being dictated by concentrated utility services along Country Club Drive forcing tunnel alignment into less favorable geology.

AREAS OF CONCERN (CON'T)

Action: Review alternative designs and construction methodologies.

Status: A Value Engineering study was completed, reviewed and approved with comments, and is in the process of implementation.

Design of Artwork at Public Plaza - North Hollywood Extension

Concern: The proposed art design concept is being reconsidered. Delays in finalizing the artwork will preclude it from being incorporated into the prefinal submittal.

Action: The artist developed an alternate proposal.

Status: Pending review and approval, the alternate art concept will be integrated into the design at the final submittal.

Delay in Obtaining Environmental Permits - Mid City Extension

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

Action: Expedite permitting process to avoid negative float.

Status: All necessary permits have been obtained.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING NONE

RESOLVED NONE

North Hollywood Extension**KEY ACTIVITIES - OCTOBER**Design/Construction

Notice to Proceed was given to the Section Designer for Contract C0351, North Hollywood Station on October 11, 1993.

Design submittals for Contracts C0328 and C0329, Demolition packages to support the C0311 tunnel and C0321 station contracts are on hold due to the site restoration studies.

Contract C0331, Line Section North Hollywood to Universal City Station, was approved by the MTA Board on October 27, 1993. The Notice to Proceed is scheduled for December 1, 1993.

KEY ACTIVITIES - PLANNED FOR NOVEMBERDesign/Construction

The prefinal submittal for Contract C0301, Hollywood/Highland Station, is due November 1, 1993.

Contract C0303 is scheduled to be advertised on November 16, 1993.

The final design submittal for an early C0358 Demolition package at North Hollywood is planned for November 8, 1993 and the camera ready submittal for November 29, 1993. The remaining parcels are incorporated into the scope of work of the Section Designer for North Hollywood Station.

Mid City Extension

KEY ACTIVITIES - OCTOBER

Design/Construction

The section design consultants for Crenshaw/Olympic and Pico/San Vicente Stations were approved by the RCC and LACMTA Boards on October 11 and 27, 1993, respectively.

Preliminary design development for Contract C0401, Crenshaw/Olympic Station is proceeding based on the recommendations of the Value Engineering report finalized in September.

The Mid City draft environmental alternatives report was completed.

A Tunnel Review Panel was convened October 20, 1993 to consider the draft GDSR and available environmental information for the C0411 tunnel. Based on their preliminary suggestions further investigations are being conducted and various design alternatives are being explored. The panel is scheduled to meet again on December 2, 1993.

Pico/San Vicente Station bus and parking facility alternatives including costs and recommendations for contract packaging and construction were reviewed and approved.

KEY ACTIVITIES - PLANNED FOR NOVEMBER

Design/Construction

Continue development of a new preliminary design for Crenshaw/Olympic Station based on decisions arising out of the Value Engineering study. Completion is scheduled for December 1, 1993.

Continuation of environmental field investigations and completion of second draft environmental alternatives report.

The prefinal design submittal for C0428, Demolition for Mid City sites is planned for November 30, 1993.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: RB2 METRO RED LINE - SEGMENT 3 - NORTH HOLLYWOOD

Period: Oct 1, 1993 to Oct 29, 1993
Run Date: Nov 17, 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	67,472	139,493	153	6,608	153	6,608	-36,148	784,217	-106,511
S PROFESSIONAL SERVICES	254,747	0	254,747	0	89,275	2,039	18,856	2,039	18,856	0	273,547	18,800
R REAL ESTATE	84,534	0	84,534	0	13,698	4,122	17,821	4,122	17,821	91	94,980	10,446
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	105	12	39	12	39	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	36,057	144,840	77,265
GRAND TOTAL	1,310,822	0	1,310,822	67,472	242,573	6,328	43,326	6,328	43,326	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 1, 1993 to Oct 29, 1993
Run Date: Nov 11, 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	1,048	14,956	0	29	0	29	-2,244	330,228	-3,910
S PROFESSIONAL SERVICES	98,133	0	98,133	1,669	38,362	352	2,135	352	2,135	0	99,471	1,338
R REAL ESTATE	53,303	0	53,303	0	8	2	2	2	2	284	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	104	597	0	0	0	0	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	1,960	7,332	7,332
GRAND TOTAL	490,663	0	490,663	2,822	53,925	354	2,167	354	2,167	0	490,663	0

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

OCTOBER 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	\$201,426	30%	\$2,179	0%	\$2,179	0%
FED SURFACE TRANSIT PROG	\$25,000	\$20,019	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$19,996	38%	\$19,996	38%		0%
STATE ARTICLE XIX	\$20,000			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$344,685	\$20,740	\$1,243	0%	\$1,243	0%	\$21,239	6%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,609	\$242,573	19%	\$43,326	3%	\$43,326	3%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1993.

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

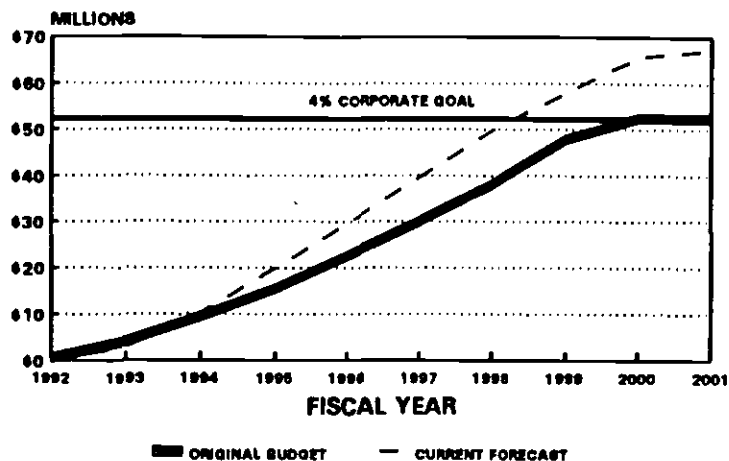
OCTOBER 93

STATUS OF FUNDS BY SOURCE

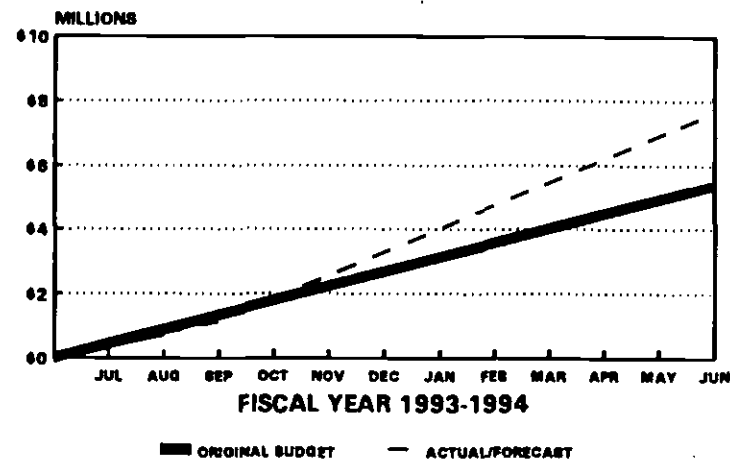
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$52,507	22%	\$749	0%	\$749	0%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$21,268	\$53,925	11%	\$2,167	0%	\$2,167	0%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1993.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



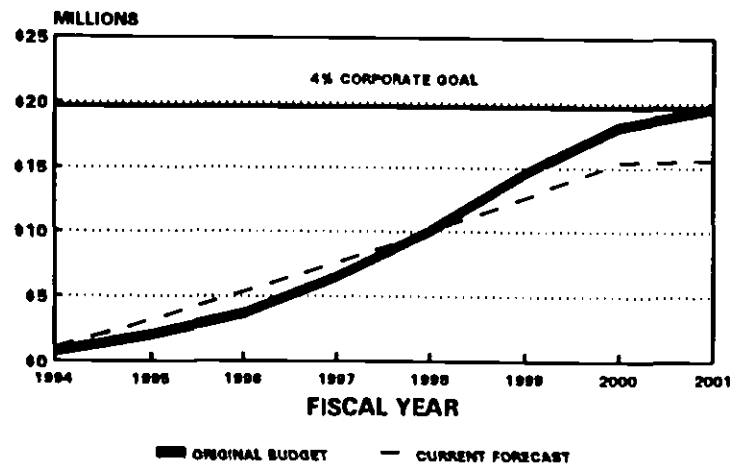
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

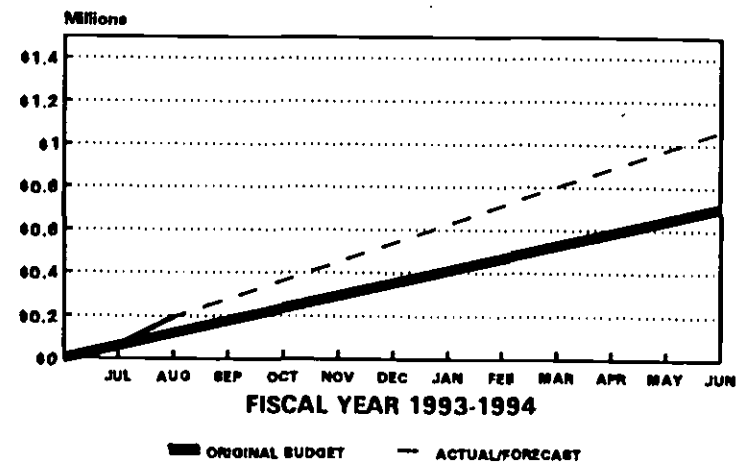
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$7,660
ACTUAL TO DATE	\$1,126

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

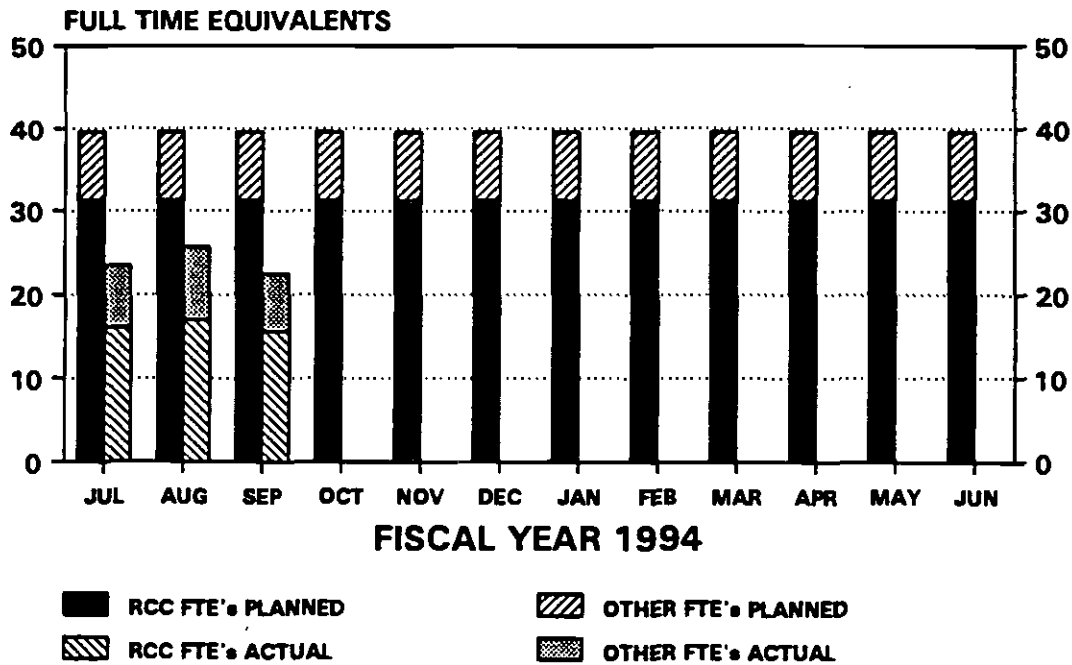
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$1,065
ACTUAL TO DATE	\$ 280

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

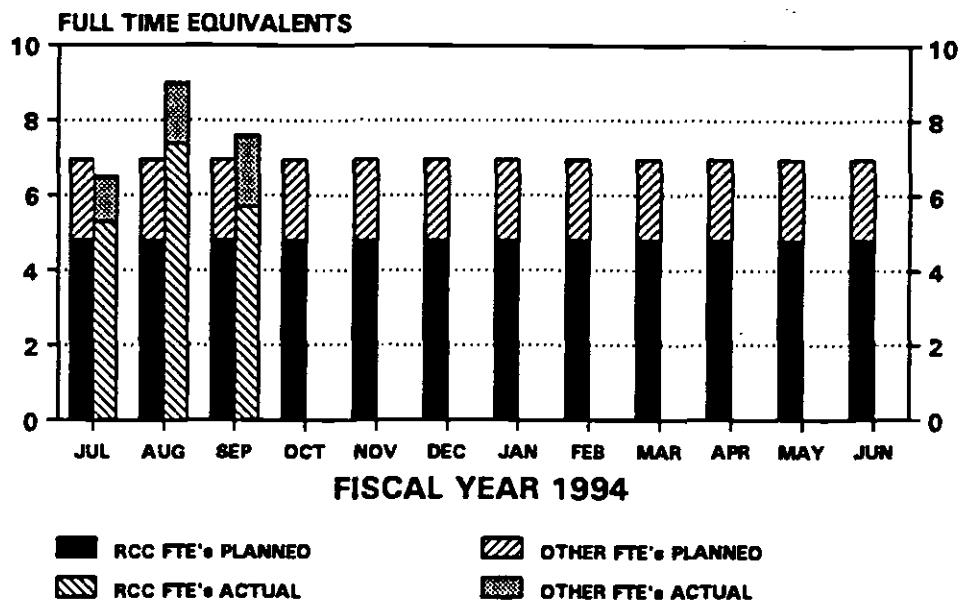
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	31
RCC FTE's ACTUAL	16
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	40
TOTAL FTE's ACTUAL	23

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'94 Budget

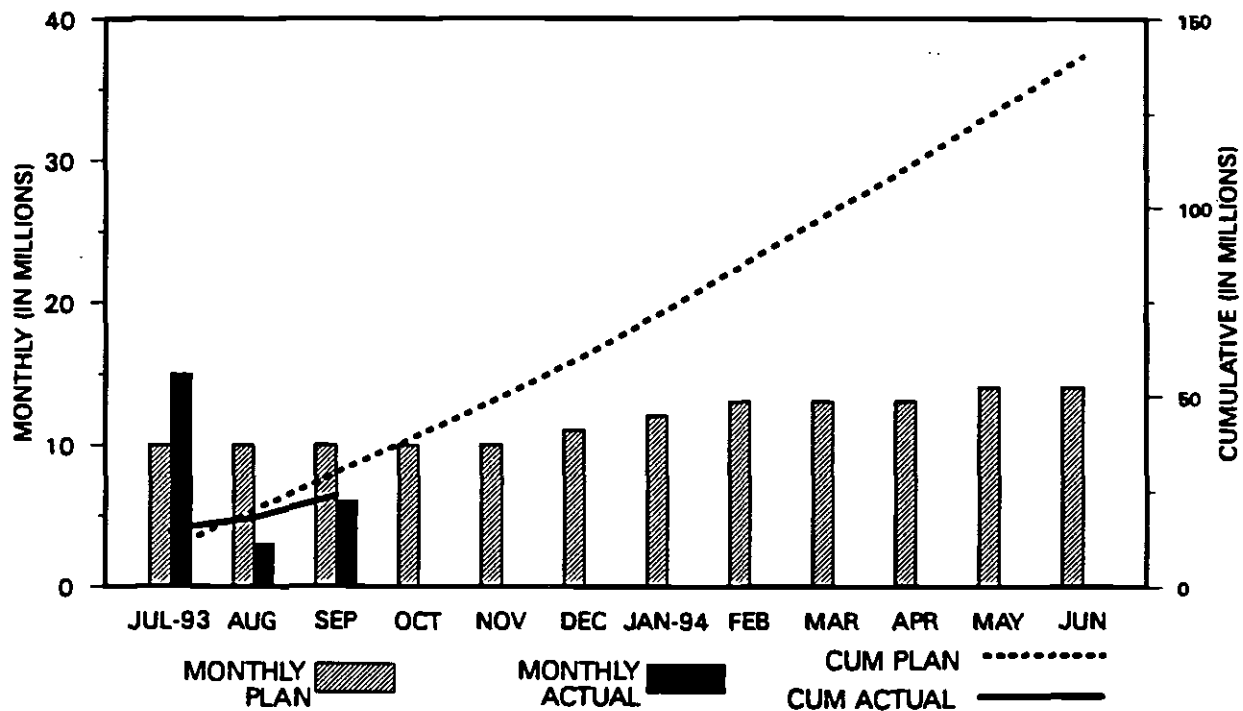
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

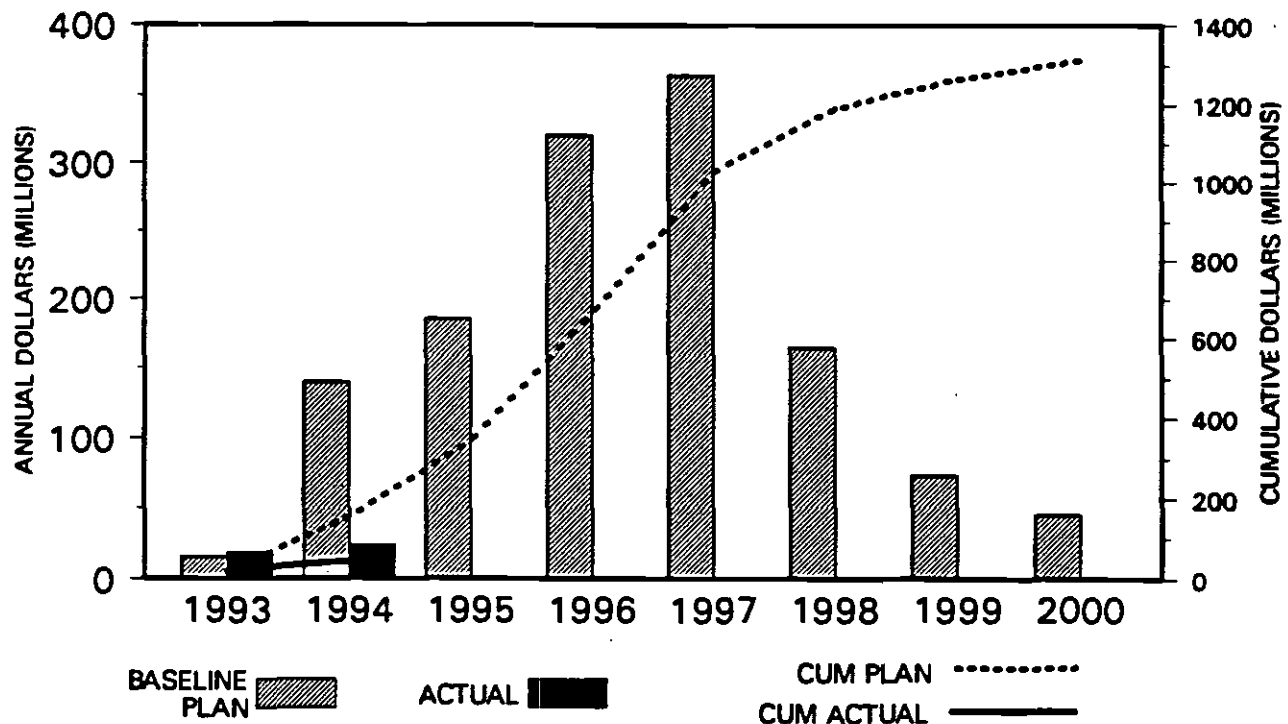
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	6
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	8

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



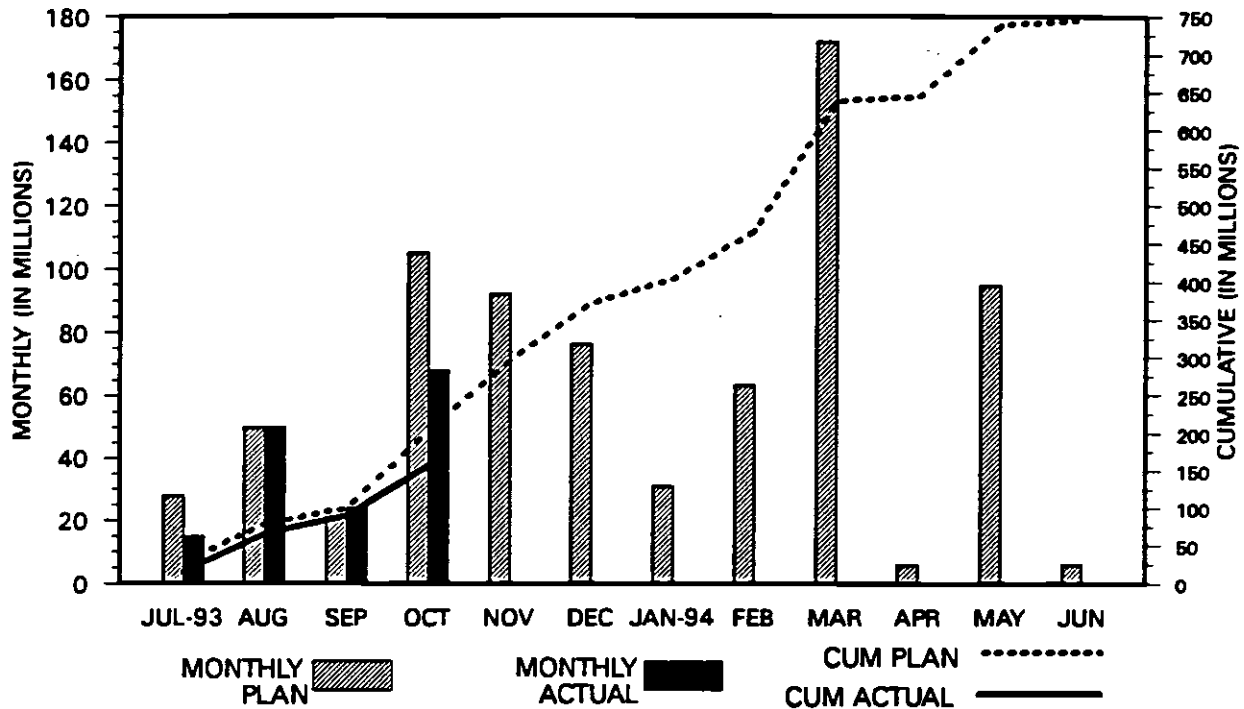
PROJECT CASH FLOW - PROJECT FISCAL YEAR



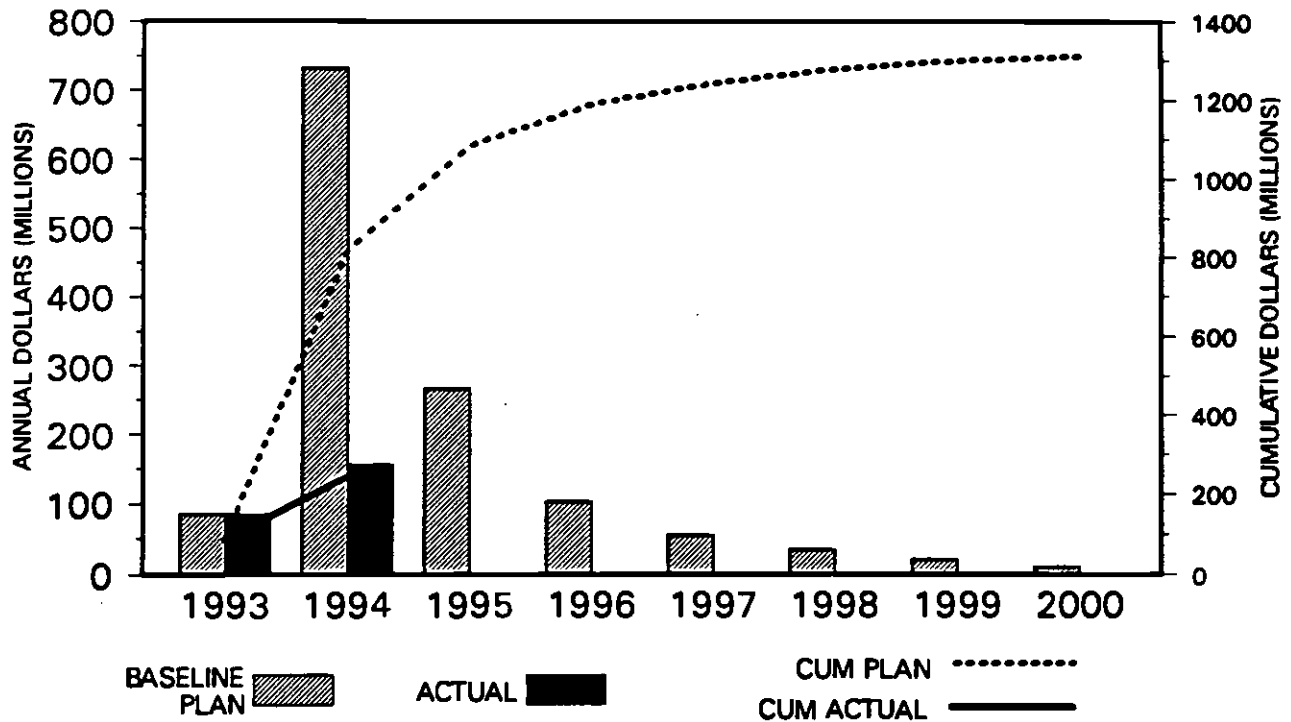
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH SEPTEMBER 1993

NORTH HOLLYWOOD

PROJECT COMMITMENT - ANNUAL
FISCAL YEAR - 1994



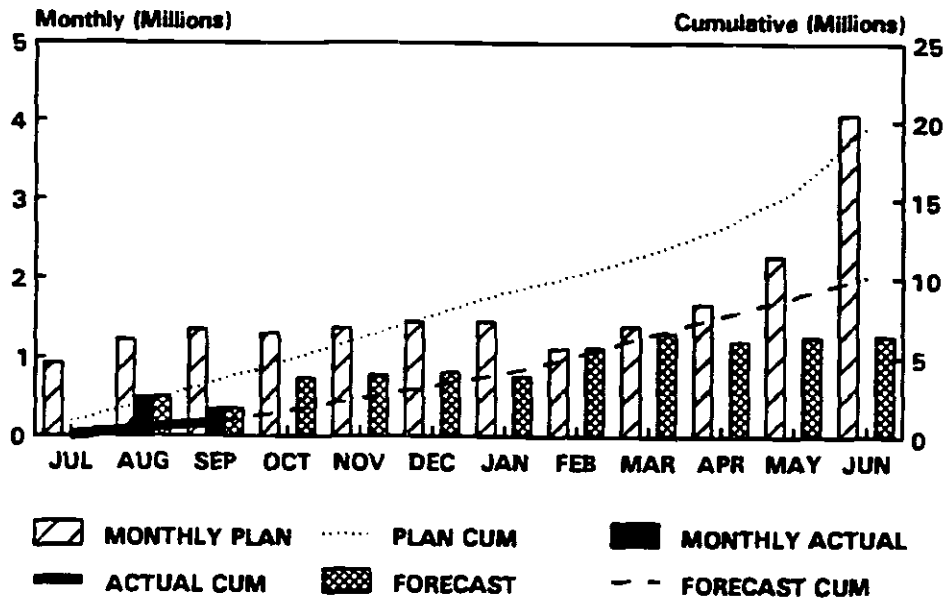
PROJECT COMMITMENT - PROJECT FISCAL YEAR



MID CITY EXTENSION

PROJECT CASH FLOW - ANNUAL

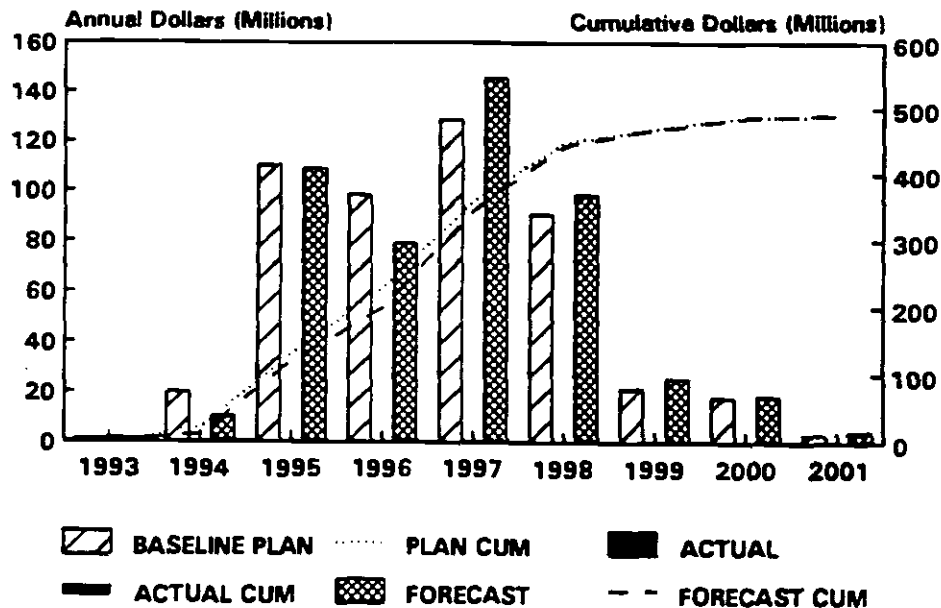
FISCAL YEAR 1994



* No actuals recorded for 7/93

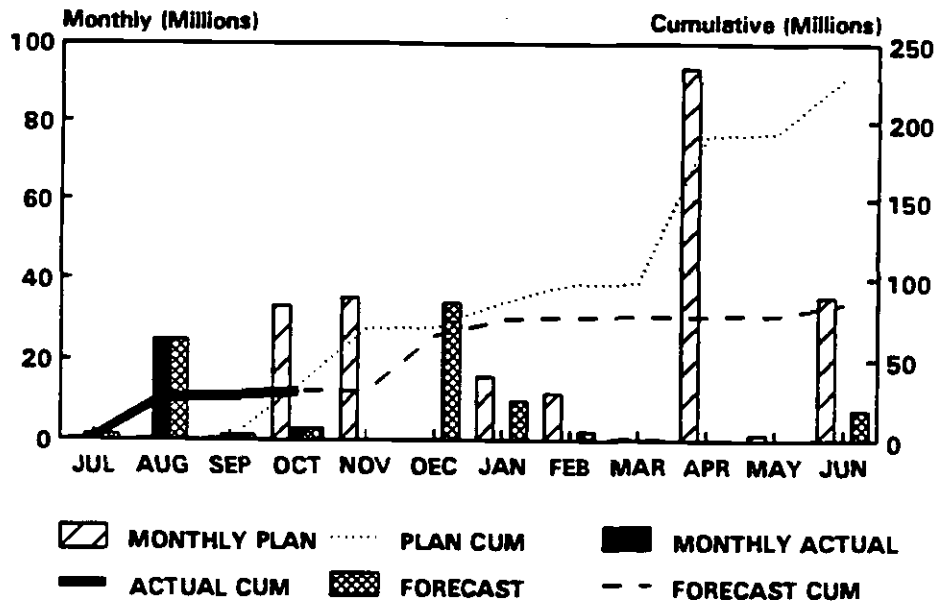
PROJECT CASH FLOW - PROJECT

FISCAL YEAR

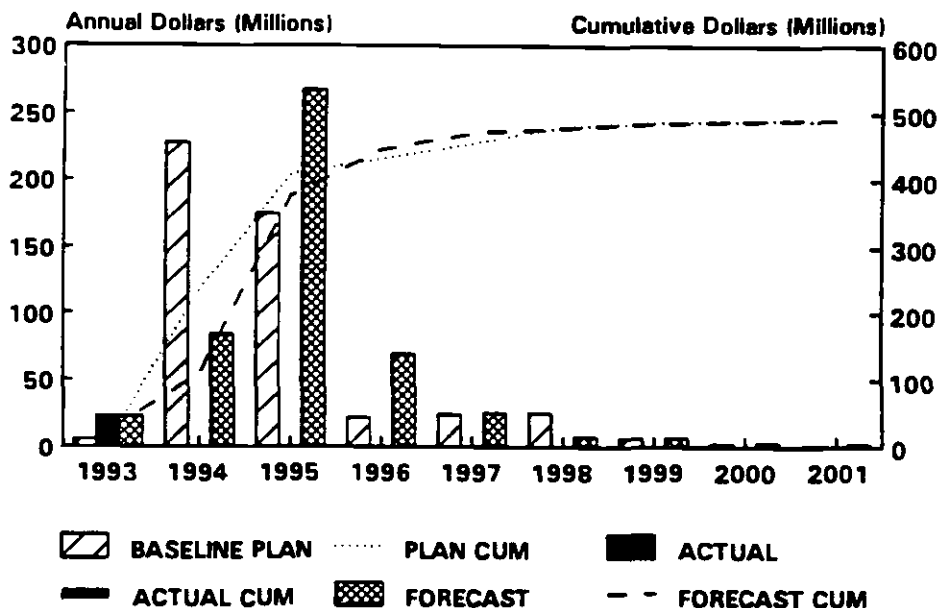


MID CITY EXTENSION

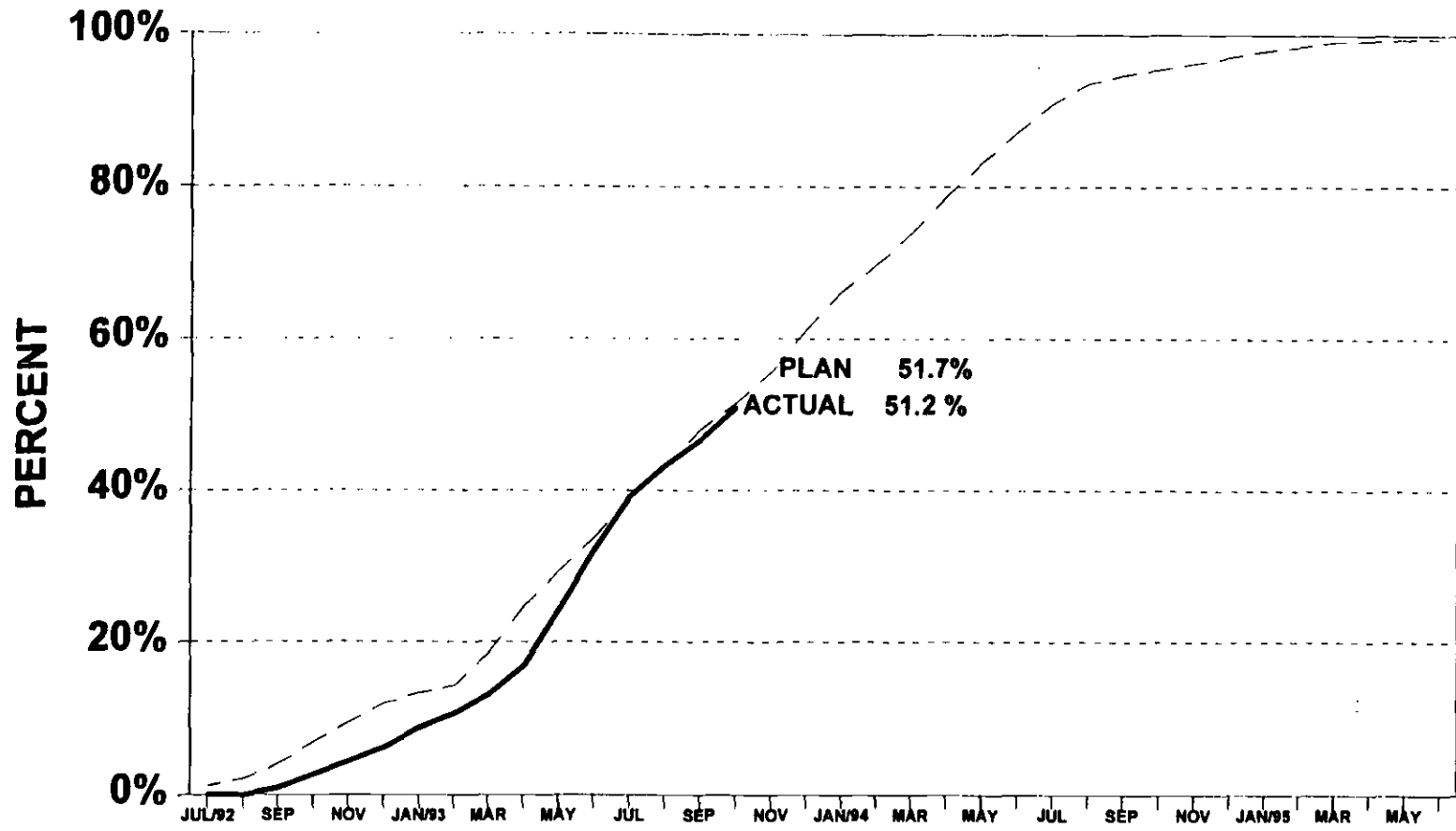
PROJECT COMMITMENTS - ANNUAL FISCAL YEAR



PROJECT COMMITMENTS - PROJECT FISCAL YEAR



METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT- FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN

