

RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**



A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status (\$000)
 Original Budget 1,249,900
 Expended to Date 1,396,372 *
 Current Budget 1,450,019

Project Progress
 Design:
 Actual: 100%
 Construction:
 Actual: 99%

Schedule Status

Revenue Operations Date:
 Original April 1992
 Actual January 1993

Metro Red Line Segment 2

Cost Status (\$000)
 Original Budget 1,446,432
 Expended to Date 494,222 *
 Current Budget 1,511,682

Project Progress
 Design:
 Actual: 95%
 Construction:
 Actual: 24%

Schedule Status: Revenue Operations Dates:

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

Metro Red Line Segment 3 - North Hollywood Extension

Cost Status (\$000)
 Original Budget 1,310,822
 Expended to Date 36,997 *
 Current Budget 1,310,822

Project Progress
 Design:
 Actual: 47%
 Construction:
 Actual: 0%

Schedule Status

Revenue Operations Date:
 Original 2000
 Forecast 2000

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
 Original Budget 490,663
 Expended to Date 1,812 *
 Current Budget 490,663

Project Progress
 Design:
 Actual: 26%
 Construction:
 Actual: 0%

Schedule Status

Revenue Operations Date:
 Original 1999
 Forecast 1999

Metro Green Line (Budget and forecast excludes North Coast Segment)

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 392,629 *
 Current Budget 722,402

Project Progress
 Design:
 Actual: 99%
 Construction:
 Actual: 70%

Schedule Status

Revenue Operations Date:
 Original October 1994
 Forecast May 1995

* Expenditure data through August 1993

Metro Pasadena Blue Line

Cost Status	(\$000)
Original Budget	841,000
Expended to Date	21,062 *
Current Budget	841,000

Project Progress

Design:	
Actual:	47%
Construction:	
Actual:	0%

Schedule Status:

Revenue Operations Date:	
Original	November 1997
Forecast	November 1997

* Expenditure data through August 1993

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

STATUS DATE: 09/30/93

(IN THOUSANDS)

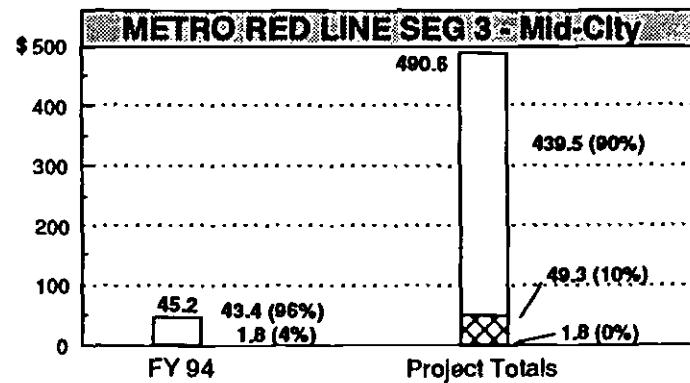
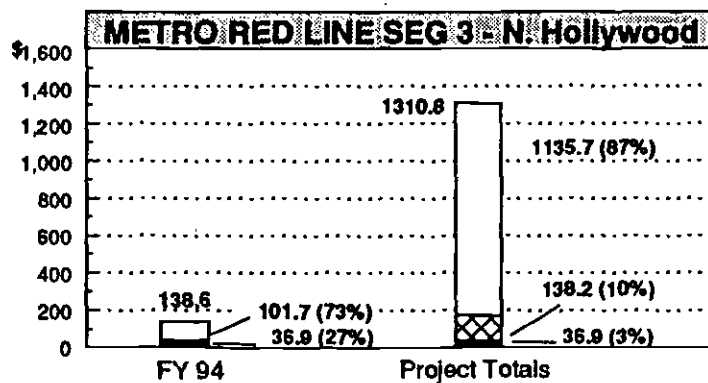
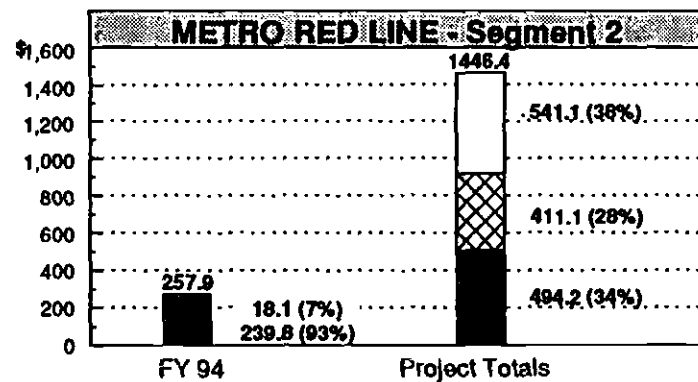
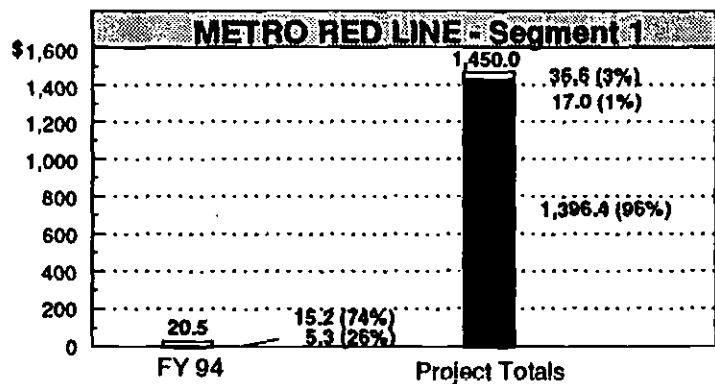
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	4,296,583	4,507,109	25,282	2,345,807	45,743	1,860,471	38,125	1,794,339	4,437,606	(69,503)
S PROFESSIONAL SERVICES	1,453,048	1,734,284	37,835	1,307,559	12,150	973,285	17,002	968,857	1,746,607	12,323
R REAL ESTATE	453,432	517,647	10,684	294,928	12,902	294,774	12,902	294,684	528,845	11,198
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	118,439	442	101,018	(392)	78,100	863	77,580	127,106	8,667
D SPECIAL PROGRAMS	11,044	20,870	383	6,501	159	1,481	184	1,481	27,954	7,084
C CONTINGENCY	452,990	276,654	0	0	0	0	0	0	312,329	35,675
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	0	(6,410)	(1,312)	(7,722)	(36,695)	(300)
PROJECT GRAND TOTAL	6,781,169	7,138,609	74,627	4,054,996	70,564	3,201,703	67,764	3,129,220	7,143,753	5,143

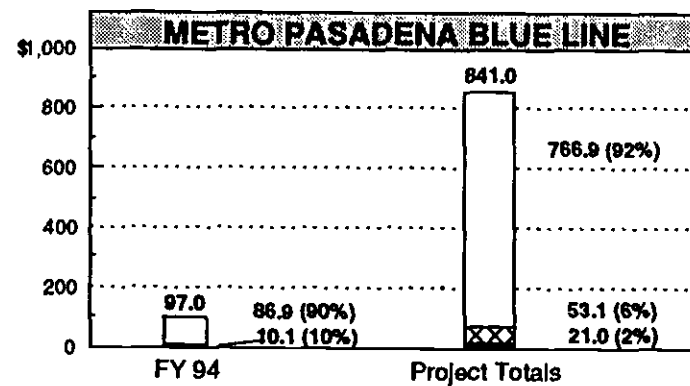
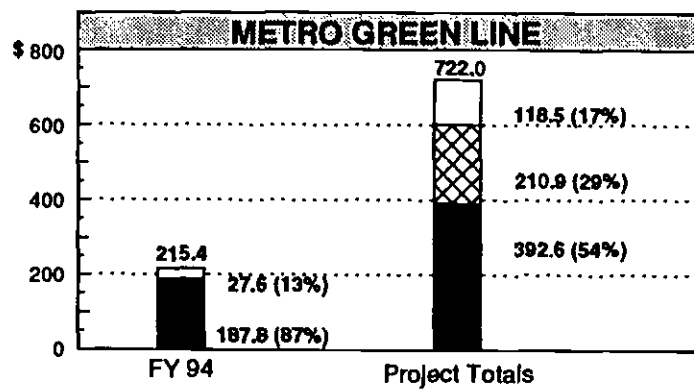
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	55,024	0	15	0	0	0	0	54,661	(363)
S PROFESSIONAL SERVICES	0	8,226	0	4,465	0	4,025	17	2,687	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	98	98
C CONTINGENCY	0	2,000	23	23	5	8	5	8	2,000	0
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,250	23	4,503	5	4,033	22	2,695	64,985	(265)
PROJECT GRAND TOTAL	6,781,169	7,203,859	74,650	4,059,499	70,569	3,205,736	67,786	3,131,915	7,208,738	4,878

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

BUDGET STATUS - October 1, 1993
(In \$ Millions)

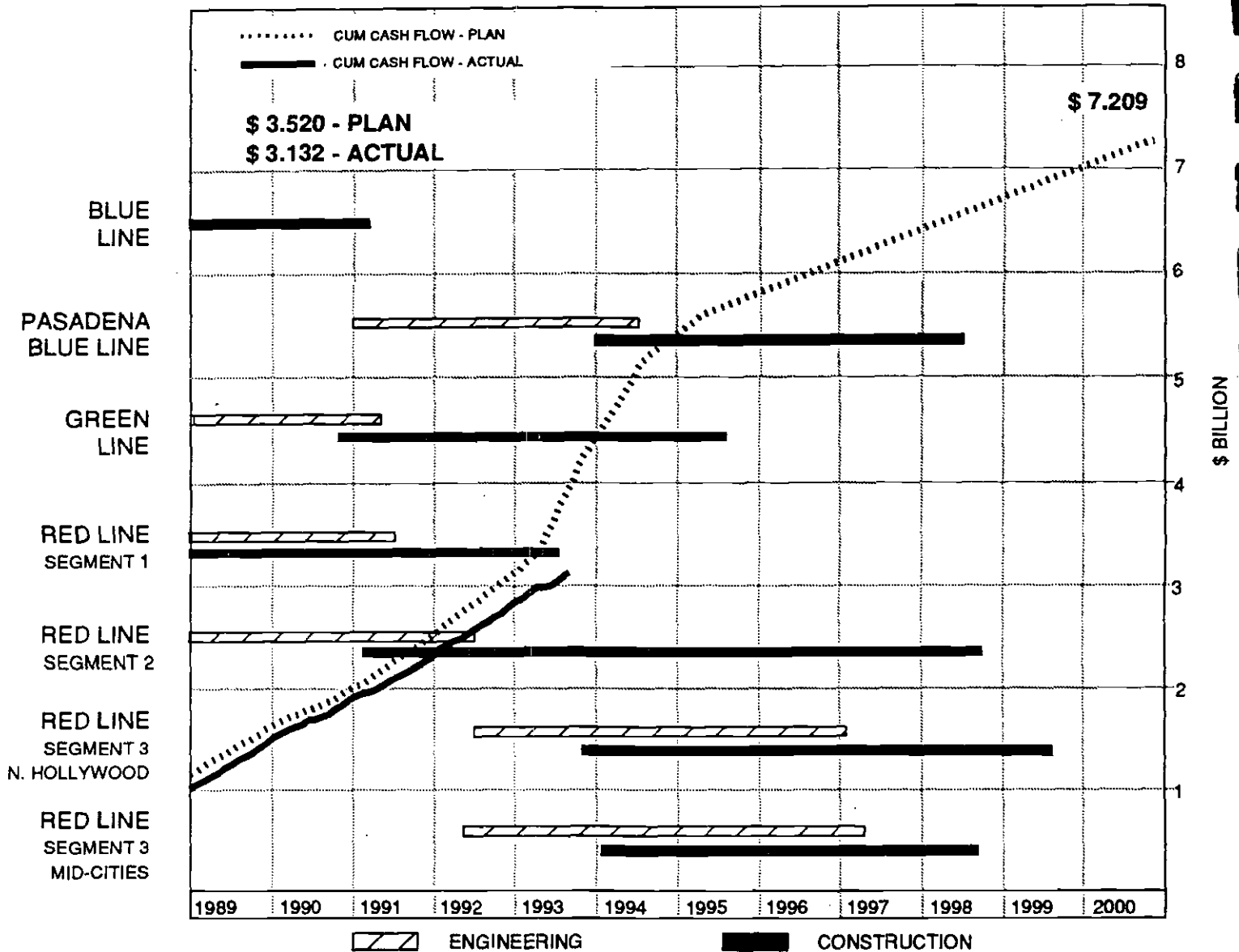


BUDGET STATUS - October 1, 1993
(In \$ Millions)



Actual Spent Encumbered Remaining Budget

Figure 1 - Rail Construction Plan



RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	2195.9	31
ISTEA											25.0	2	55.4	11	80.4	1
FLEXIBLE CONGESTION RELIEF													26.0	5	26.0	0
FTA-SECTION 9							90.6	6							90.6	1
STATE			398.0	47	106.0	15	210.3	15	186.0	12	190.0	14	72.3	15	1162.6	16
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			436	52	404.9	56					344.7	26	94.4	19	1280.0	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												
TOTAL	877.2	100	841.0	100	722.4	100	1450.1	100	1511.7	100	1310.8	100	490.7	100	7196.9	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

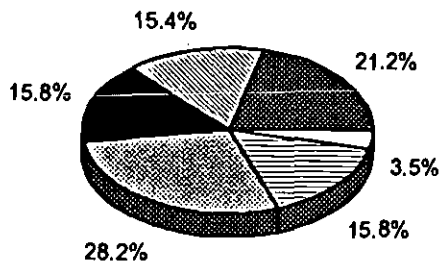
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 10/01/93

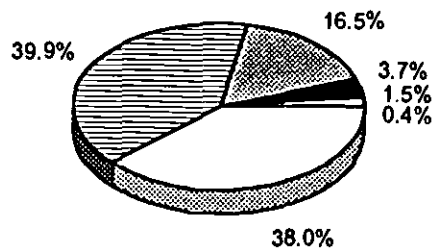
COST LEVEL

Total: \$49 Million

VOLUME



DOLLARS

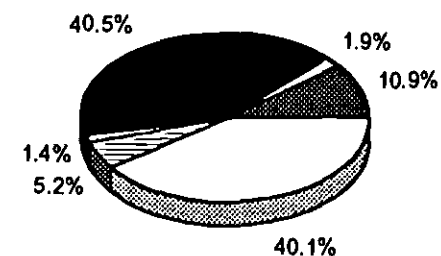
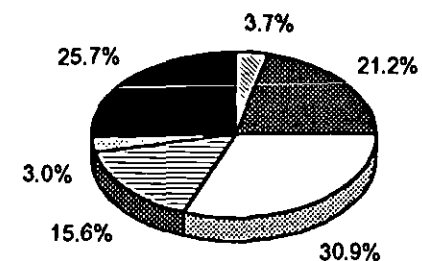


Legend

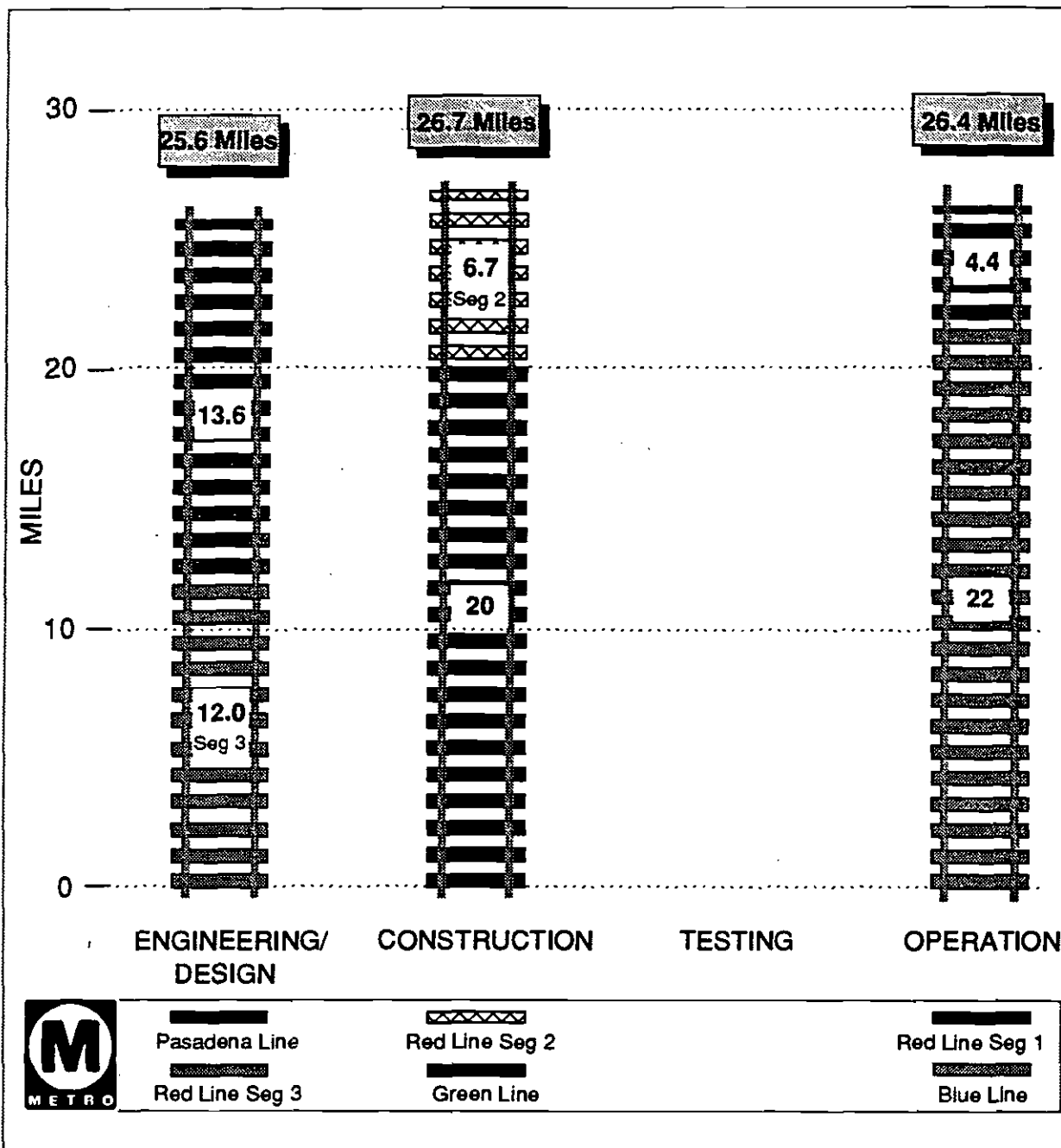
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 269



METRO RAIL SYSTEMS PROGRESS REPORT



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	62	4	11	47	135
Green Line	39	39	0	0	0
Red Line Seg 2	87	74	7	6	84
Red Line Seg 3 NH	178	8	153	21*	90
Red Line Seg 3 MC	59	0	53	6*	90

* 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 24.7% which exceeds the corporate goal by 4.7%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.2% of total program costs, which just exceeds the 4% corporate goal by 0.2%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

(IN THOUSANDS)

	METRO BLUE LINE		METRO PASADENA 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%	495,802	58.60%	494,178	68.41%	812,270	56.11%	987,202	65.32%	833,604	63.59%	337,562	68.80%	4,618,105	64.06%	
REAL ESTATE	55,592	6.34%	74,308	8.78%	26,048	3.61%	140,000	9.66%	89,751	5.94%	94,888	7.24%	48,259	9.84%	528,846	7.34%	
PROFESSIONAL SERVICES:																	
ENGINEERING/DES	69,587	7.93%	75,121	8.88%	73,166	10.13%	221,659	15.29%	143,423	9.49%	82,187	6.27%	34,463	7.02%	699,606	9.70%	
CONSTR MGMT.	91,642	10.45%	71,580	8.46%	70,339	9.74%	116,429	8.03%	132,484	8.77%	102,800	7.84%	35,000	7.13%	620,274	8.60%	
STAFF	17,655	2.01%	31,338	3.70%	27,607	3.82%	95,558	6.59%	59,506	3.94%	52,433	4.00%	19,627	4.00%	303,724	4.21%	4%
OTHER	14,222	1.62%	25,886	3.06%	18,019	2.49%	32,671	2.25%	22,883	1.51%	36,127	2.76%	10,381	2.12%	160,189	2.22%	
SUBTOTAL	193,106	22.01%	203,925	24.10%	189,131	26.18%	466,317	32.16%	358,296	23.71%	273,547	20.87%	99,471	20.27%	1,783,793	24.74%	20%
CONTINGENCY	963	0.11%	72,109	8.52%	19,563	2.71%	31,432	2.17%	76,468	5.06%	108,782	8.30%		0.00%	309,317	4.28%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%		0.00%	5,371	1.09%	(31,324)	-0.43%	
GRAND TOTAL	877,271	100.00%	846,144	100.00%	722,402	100.00%	1,450,019	100.09%	1,511,417	100.00%	1,310,821	100.00%	490,683	100.00%	7,208,737	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 September Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - September 1993

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.

ONGOING - August 1993

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.

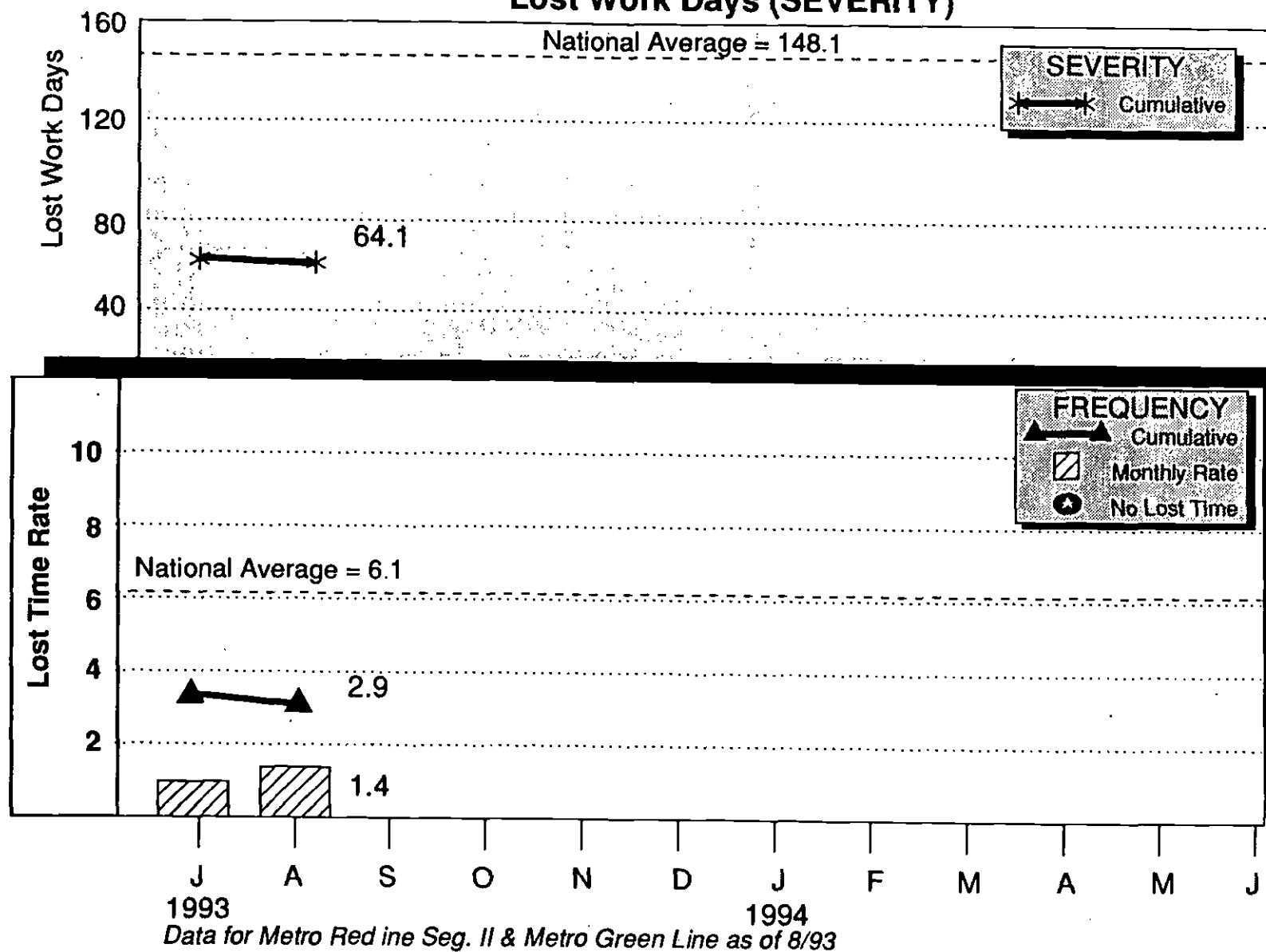
Status: The MPL staff has agreed to this recommendation and is preparing an action plan.

RESOLVED -

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

Status: This design criteria was approved by RCC.

TOTAL PROGRAM

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

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Line Section

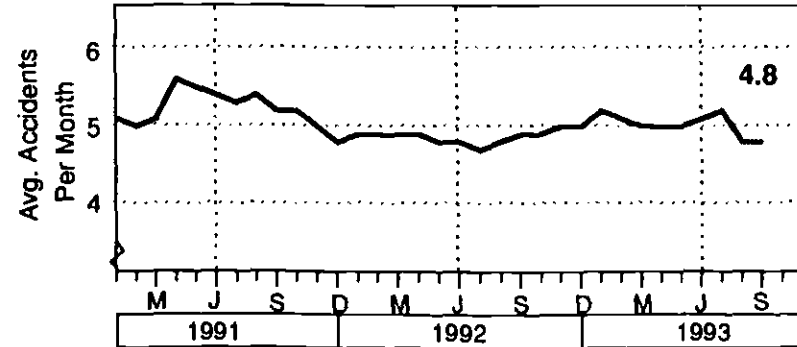
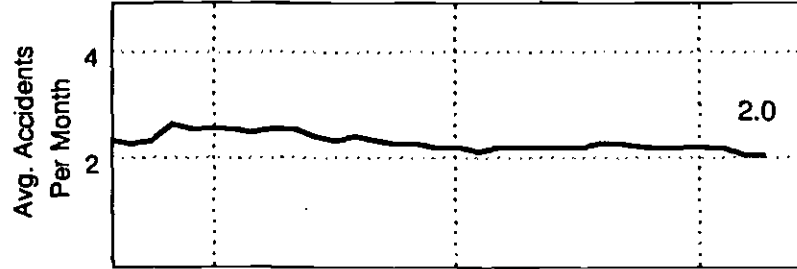
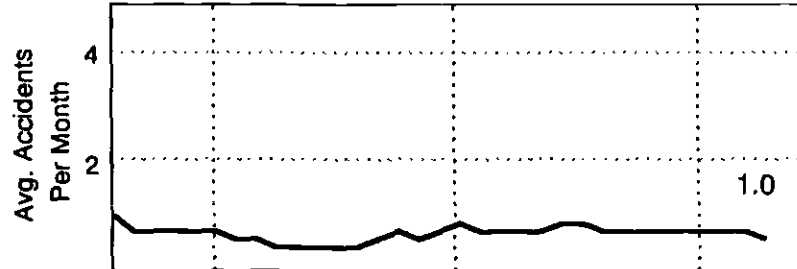
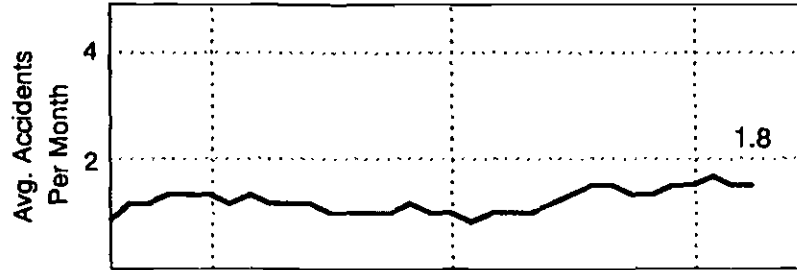
Los Angeles Street Running -
Slow Speeds.

Cab Signal -
Speeds Between 25 and 55 MPH.

Long Beach Street Running -
Slow Speeds.

Blue Line Summary

Cumulative Accident Rate Per Month



Total Accidents

75 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
2 Accidents this month.

40 Accidents
Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.
No Accidents this month.

83 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
4 Accidents this month.

198 Total Accidents
6 Accidents this month.

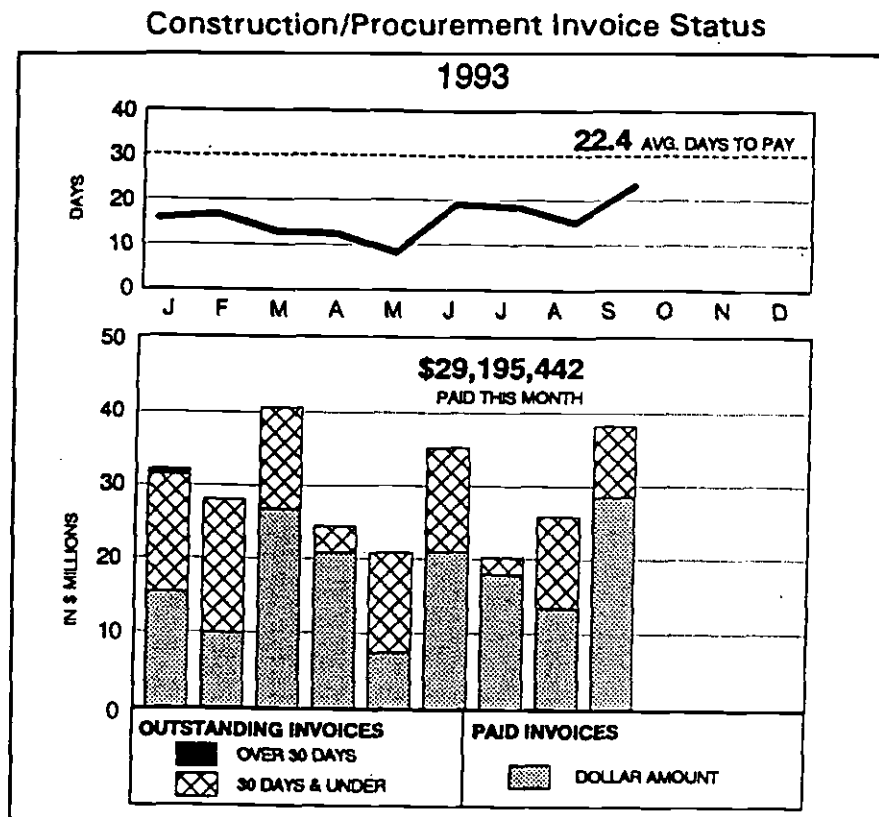
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 22.4 days.

- 52 invoices were paid this month for a total value of \$29,195,442.

- There were 18 outstanding Construction or Procurement invoices under 30 days old for \$ 9,867,849.

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



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

OUTSTANDING INVOICES

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

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

Page: 1

UPDATE:13-Oct-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

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

Page: 3

UPDATE:13-Oct-93

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls Lead
B261	VERMONT/SUNSET STATION	unit			10/25/93	11/18/93	12/21/93	12/31/93	02/07/94	02/23/94	MAHLER \Carmichael \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		10/25/93	11/10/94	12/09/94	12/24/94	01/10/94	01/26/94	MARROQUIN\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

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

Page: 4

UPDATE:13-Oct-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
C0311	Line Section: Univ. City to Station 638	Unit			01/10/94	02/07/94	04/20/94	05/20/94	06/13/94	06/29/94	Gatewood \Wilson \Pierce
C0328	Universal City Demolition for C0311	Unit			10/29/93	11/12/93	12/08/93	12/22/93	01/10/94	01/19/94	Gatewood \Wilson \Pierce

EXECUTIVE SUMMARY

COST STATUS (in millions)

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

(A) Includes an estimated \$5 million in grant monies for "Urban Greenways" Program and widening of College Street in Chinatown which is not included in the current budget.

SCHEDULE STATUS

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

- Actual 47%

- Construction Progress

- Actual 00% (B)

(B) Construction planned to begin February 01, 1994

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	62	4	11	47	135
LAST MONTH	64	4	11	49	136

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing, with the Pre-Final Arroyo Seco Bridge submittal issued to RCC for review. Pre-Final review has been completed for Los Angeles River Bridge. Overall design progress, now stands at 47% complete - an increase of 5%.

Notice to Proceed has been issued for the remaining Del Mar to Walnut design segment. All final station designs have been awarded, except 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 & Shops.
- Action:** EMC/RCC to resolve engineering issues related to the provision for an Elysian Park bike path and operational issues in the Yard.
- Status:** Final design is continuing on the Yard & Shops. RCC is continuing to address MTA Operation and Maintenance issues. A meeting has been scheduled with Southern Pacific to discuss operational issues for movement of Capitol Milling freight cars. Regional bikeway route is being defined. The preferred route through Midway Yard follows the Los Angeles River along Los Angeles DWP property.

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. Modified permanent and construction easements beyond the previously defined easement require further negotiation with Catellus.
- Action:** RCC and Metrolink continue to meet regularly with Catellus and Ratkovich; they have reached an agreement on Pasadena and Metrolink Alignments. Final Design continues on Chinatown Aerial Structure. Design has started on Union Station platform.
- Status:** RCC continues to address technical issues with Catellus and Ratkovich. Draft agreement for Pasadena between MTA and Catellus is being negotiated. Negotiations with Ratkovich for permanent and construction easements have started.

Real Estate

- Concern:** The Real Estate acquisition effort is behind schedule. In-Progress design include 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 design.
- Status:** Regular joint development meetings continue to refine a concept for the transportation center. Del Mar final station design is on hold. Agreement on concept for transportation center and budget pending.

Sierra Madre Villa Station

- Concern:** Evaluation of alternative Johnson & 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:** Acceptable traffic mitigation at Johnson and Johnson site is a major concern. RCC is reviewing two additional station sites: Builder's Emporium and an automobile dealership.

KEY ACTIVITIES - SEPTEMBER

- Continued certification process for additional full takes and identification of partial takes required along Avenue 50-Avenue 60. Finalized scope of work for the SEIR with the exception of SMV station alternative.
- Finalized right-of-way certification for permanent LRT alignment easement through Union Station. Construction easement was identified and discussed with Catellus and Ratkovich.
- 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 started for remaining Del Mar to Walnut Line segment and all LRT station except for Memorial Park, Fillmore and Mission.

KEY ACTIVITIES - PLANNED FOR OCTOBER

- Award SEIR services contract, begin SEIR process.
- 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.
- 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.
- Obtain RCC Board authorization to advertise contract C6410, Los Angeles River Bridge.
- Receive RCC Board approval for Construction Management firm for FY '94.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
METRO PASADENA PROJECT
Project Cost by Element

Page: 1
Report Date: 06-Oct-93
Status Date: 01-Oct-93

(\$ x 0000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	515,171	480,929	0	708	(4)	687	0	687	484,461	3,552
S Professional Services	183,208	197,415	29,791	71,842	(650)	20,014	2,639	20,014	194,679	(2,536)
R Real Estate	68,100	72,308	59	84	0	7	0	7	74,308	2,000
F Utility/Agency Force Accounts	8,442	11,321	(52)	1,513	(1,231)	334	24	334	11,321	0
D Special Programs	3,377	4,402	0	61	(20)	40	5	40	9,046	4,644
C Contingency	62,705	74,625	0	0	0	0	0	0	72,109	(2,516)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	29,796	74,188	(1,905)	21,082	2,688	21,082	848,144	5,144

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

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

18-Oct-93

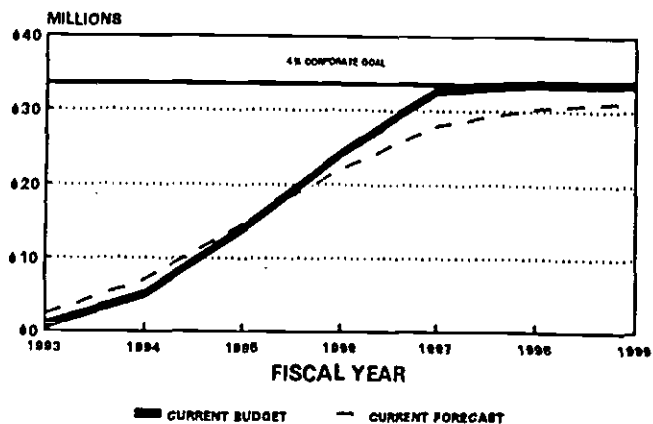
SEPTEMBER 93

STATUS OF FUNDS BY SOURCE

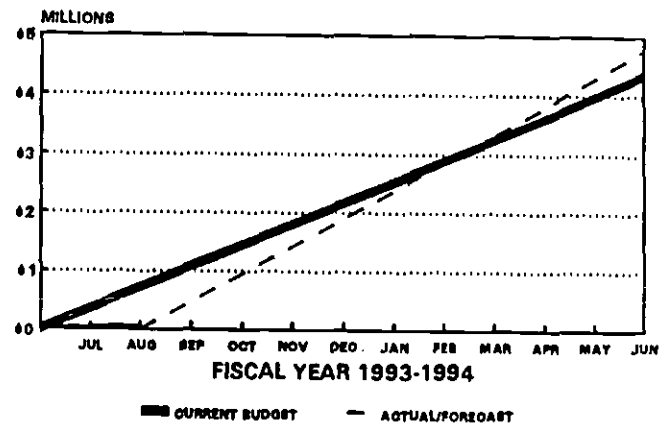
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP C	\$846,144	\$56,841	\$74,188	9%	\$21,082	2%	\$21,082	2%
TOTAL	\$846,144	\$56,841	\$74,188	9%	\$21,082	2%	\$21,082	2%

NOTES: EXPENDITURES ARE THROUGH AUGUST 1993.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



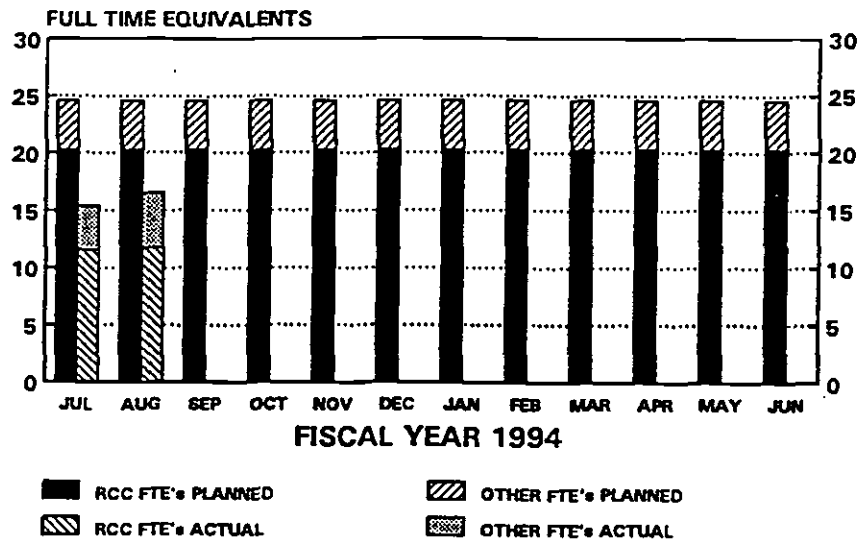
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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	\$ 4

STAFFING PLAN VS. ACTUAL PASADENA LINE

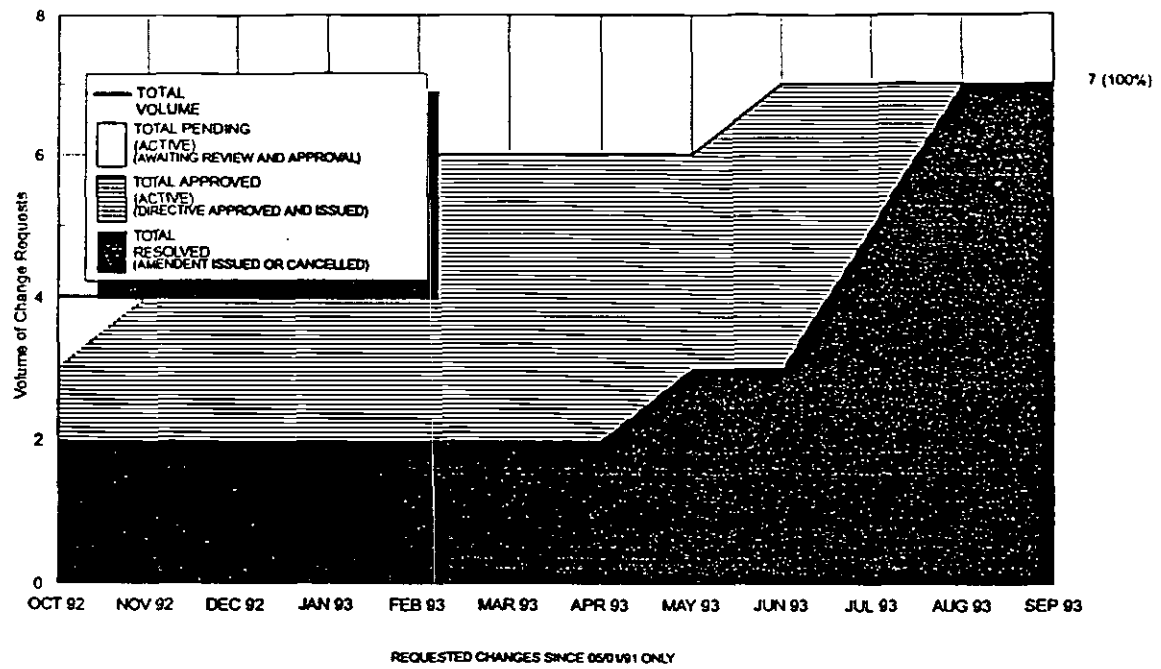


FY'94 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

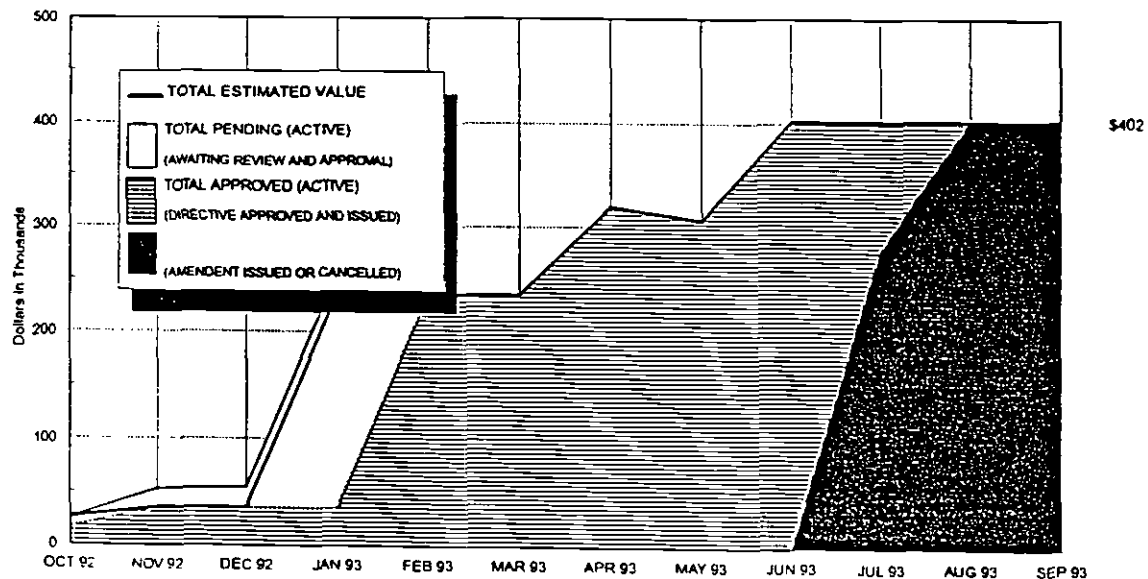
RCC FTE's PLANNED	21
RCC FTE's ACTUAL	12
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	17

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VOLUME

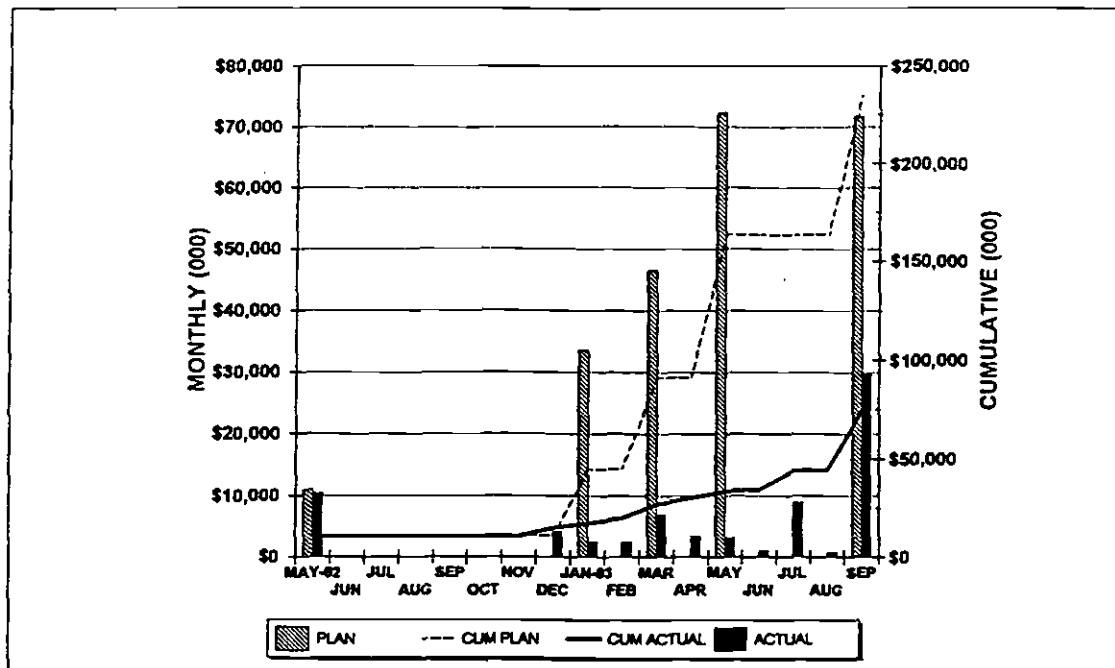


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

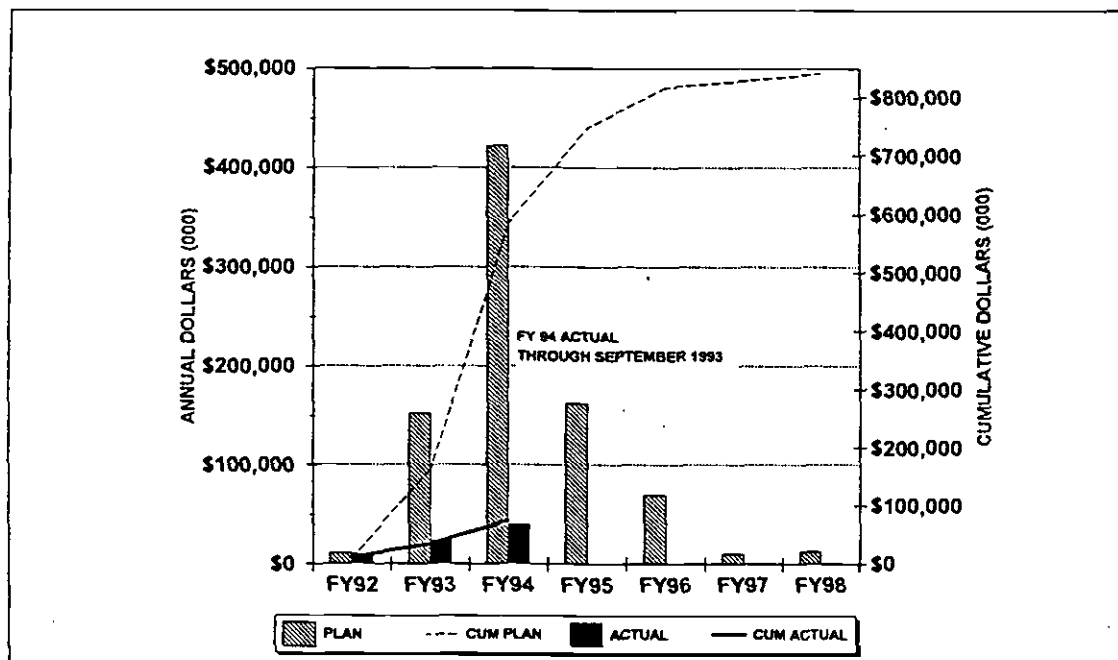
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VALUES



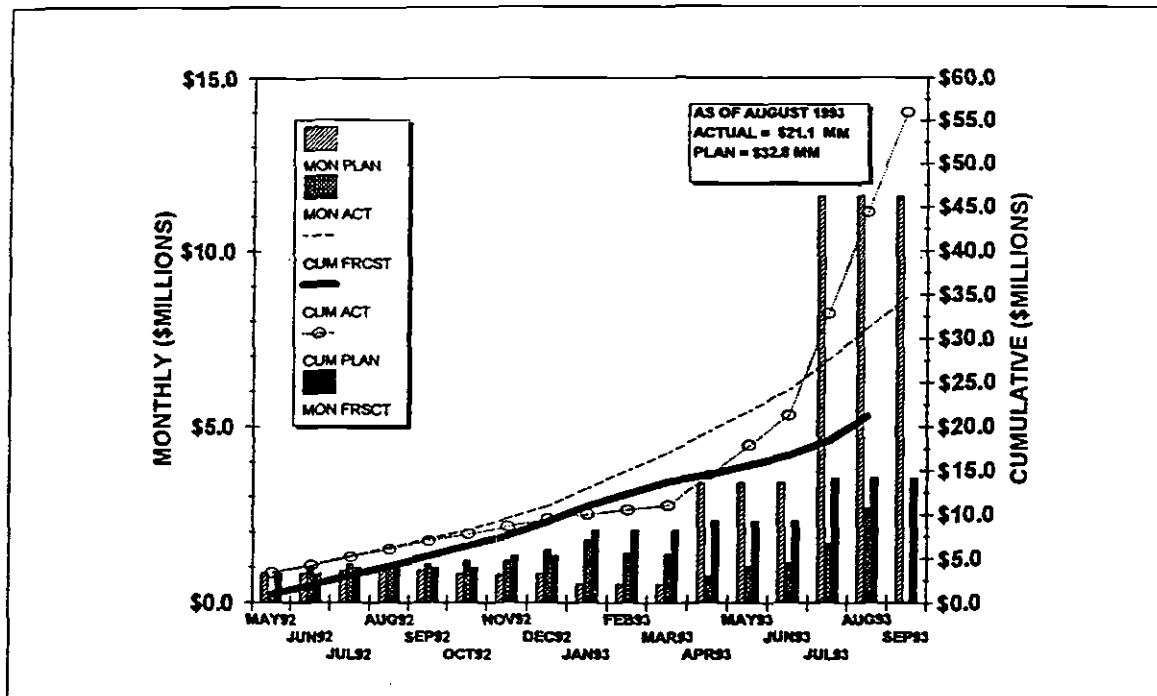
ANNUAL PROJECT COMMITMENTS



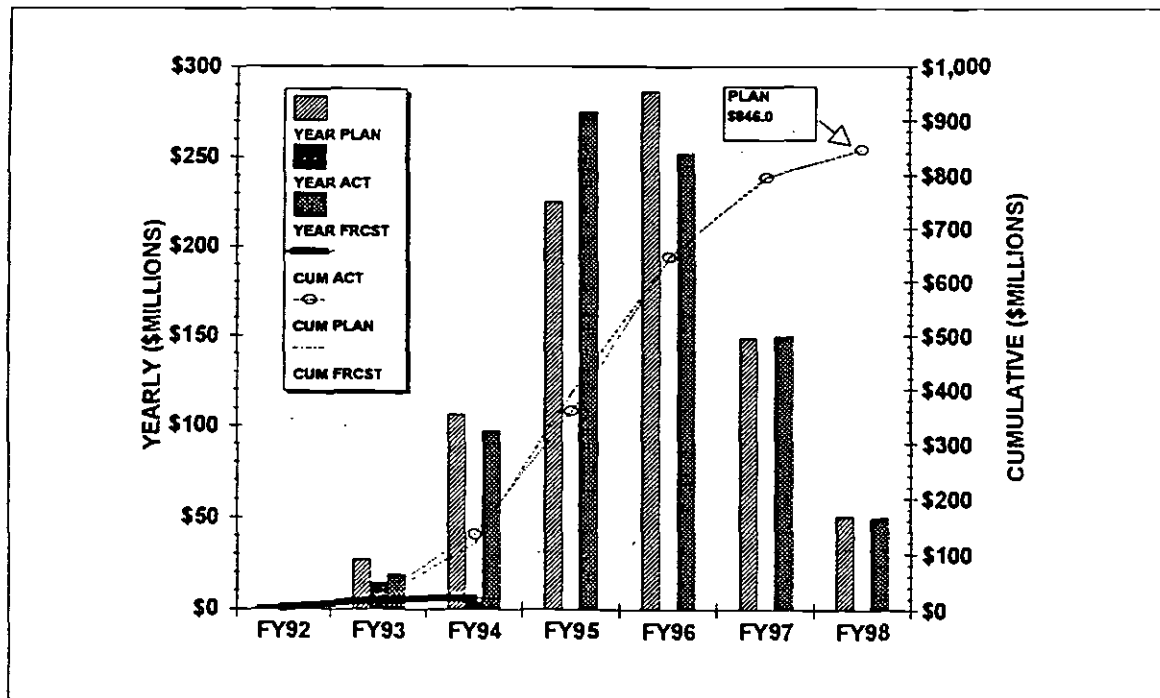
TOTAL PROJECT COMMITMENTS

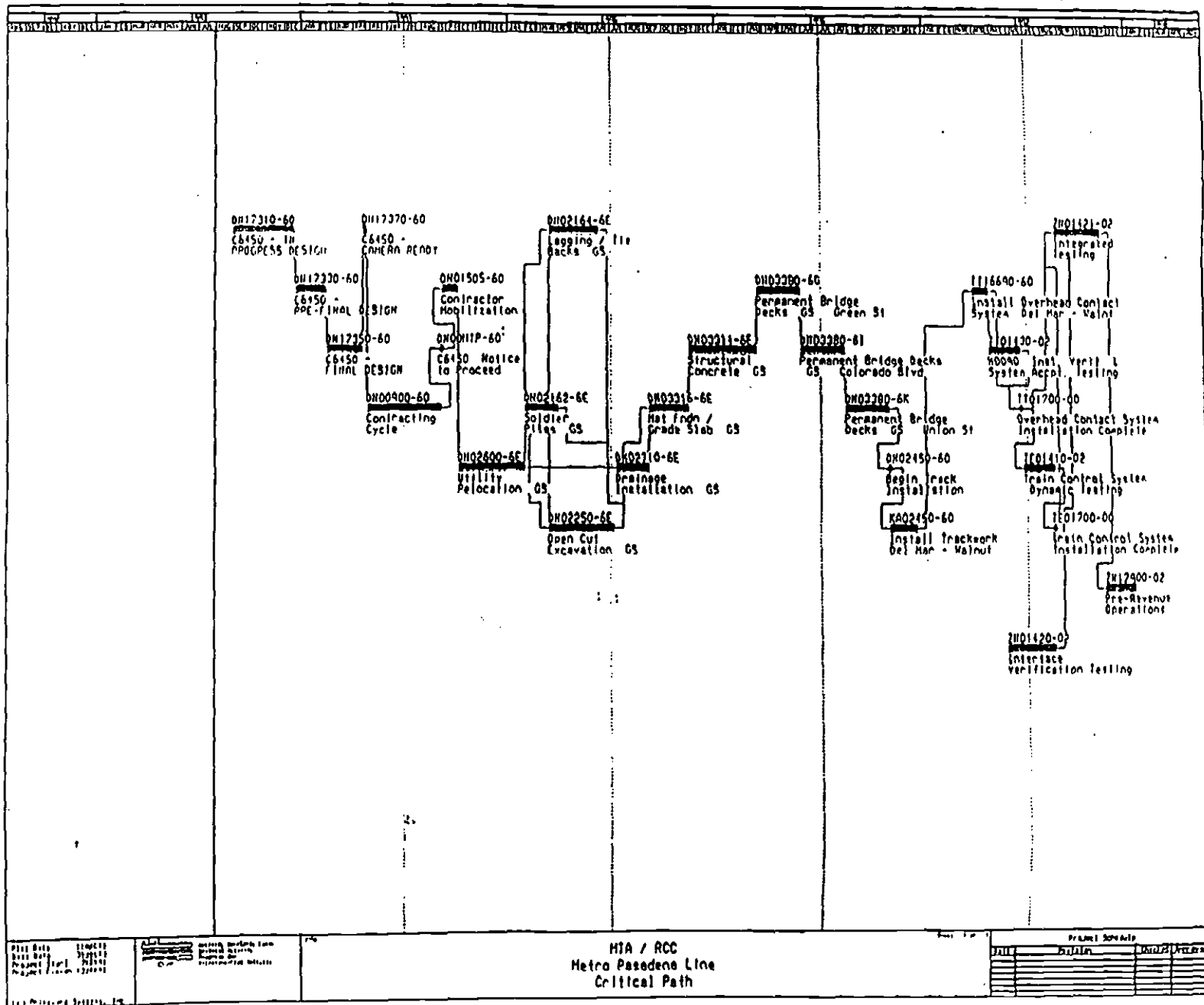


ANNUAL PROJECT CASHFLOW

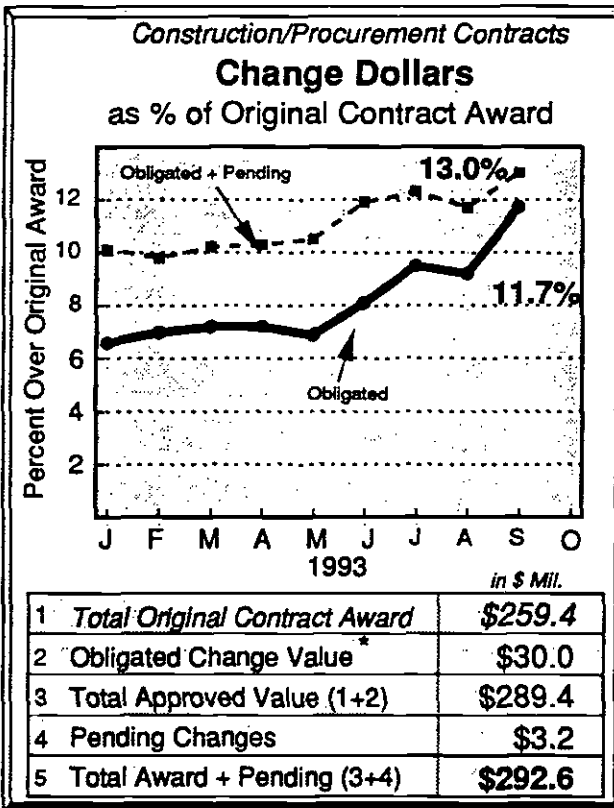
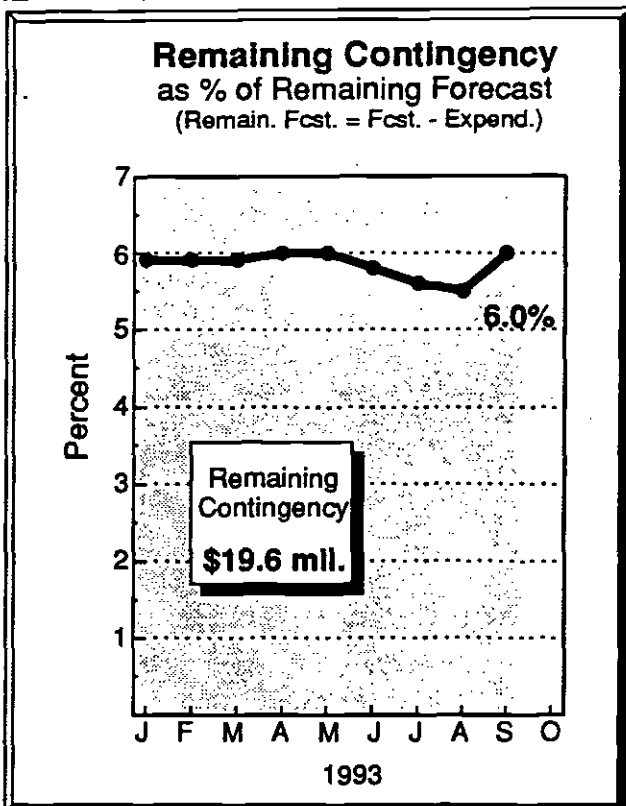
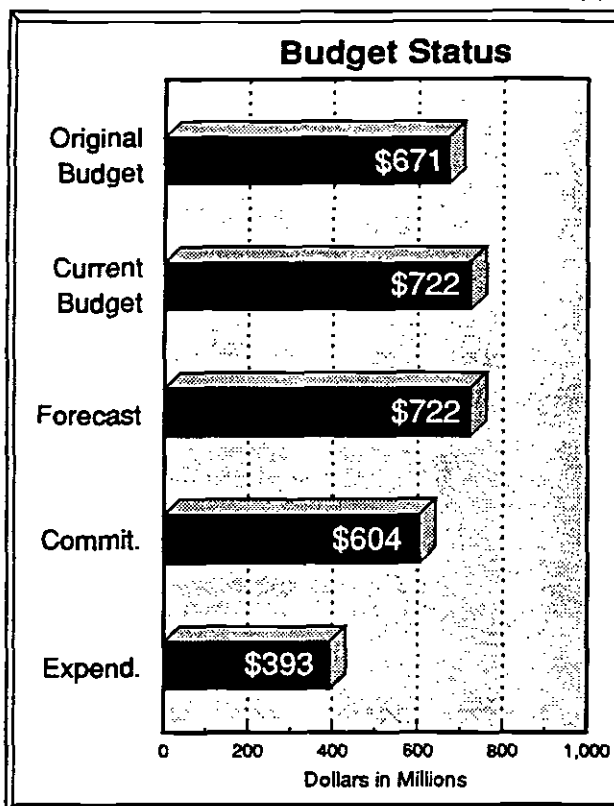


TOTAL PROJECT CASH FLOW



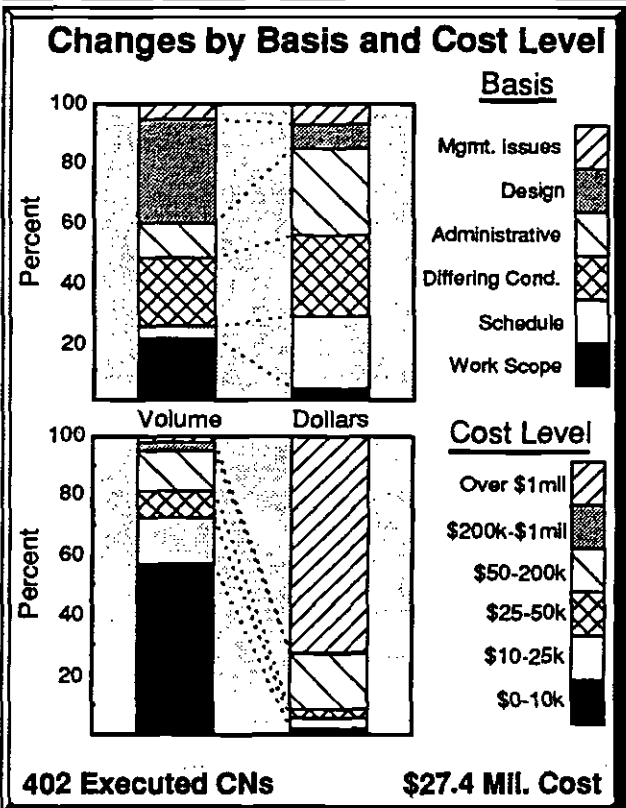


FINANCIAL STATUS



R2300031.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

November 1993

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

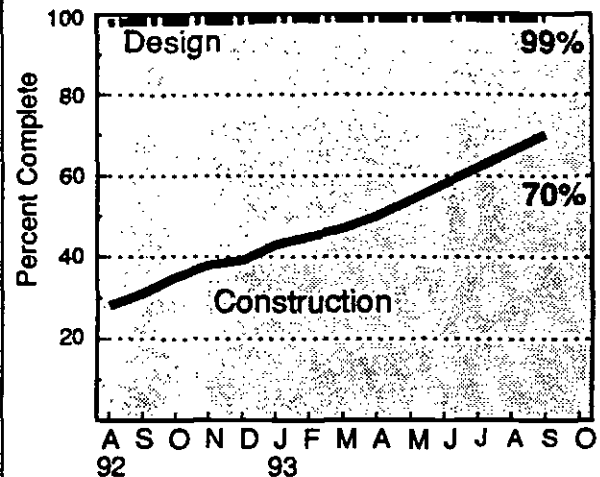
Months of Employment Provided

11,385

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

Schedule Status

PROGRESS

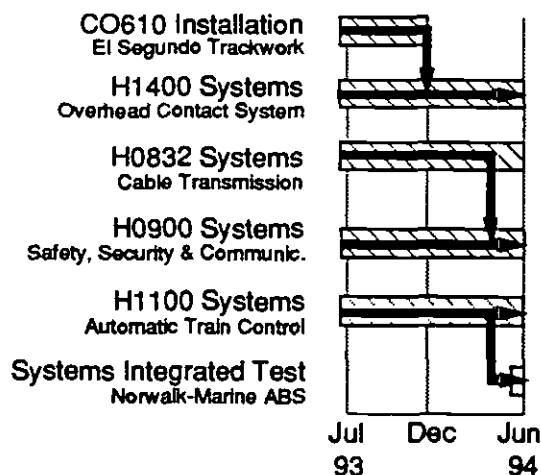


Revenue Operation Date: **May 1995**
(Approved)

Schedule Status

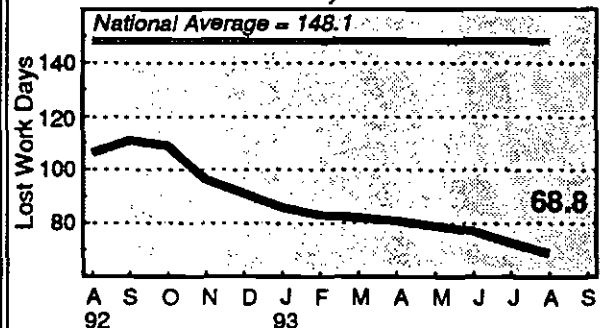
CRITICAL PATH - 1 Year Outlook

On Schedule
(0 days of float)

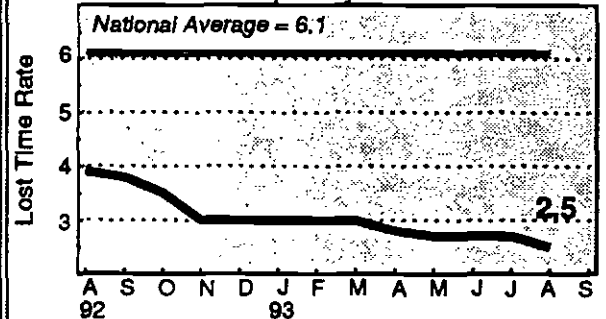


Safety

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 70%

REAL ESTATE STATUS

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

AREAS OF CONCERN**NEW****Contract C0100 (El Segundo Guideway and Stations) 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: Contractor will be asked to supply a recovery plan where structural steel installation is delayed.

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.

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 may have possible impact to ROD.

Action: Several alternatives are being reviewed: allow joint access by the H0832 and C0600 contractors in Segments CT033, CT037, and CT049; request Caltrans to prioritize and give MGL beneficial occupancy of the manholes and ductbanks west of the I-605/I-105 Station; allow H0832 contractor access to CT043-2 before C0600 lays ballast; and/or arrange partial joint access for the Contracts H0832 and C0610 contractors on the El Segundo guideway.

Status: The alternatives are being evaluated and final recommendations for action will forthcoming.

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: Interim milestones are being monitored to confirm schedule recovery. Verification activities for AF900 are being monitored and expedited where possible.

ONGOING

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 Contract 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:** 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 for beneficial occupancy is still being worked out at sites not fully acceptable yet. All sites are available to the contractor and he is currently completing the remaining TCCB/DWP buildings and sitework only sites.
- Status:** The contractor is working on punchlist items and installing sitework such as driveways, landscaping and irrigation. 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. Change notice, NCR work and testing are ongoing.

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:** Workaround scenarios to expedite turnover to the Contract C0600 contractor have been developed. The monitoring of the contractor's construction schedule has been increased to better assess delays and time extensions.
- Status:** Potential schedule impacts to the Metro Green Line opening have been mitigated by resequencing the follow-on activities. However, potential cost impacts due to the projected turnover of this segment for December 15, 1993 are still being addressed.

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

- Concern:** Site access for Century trackwork installation, originally scheduled November 1, 1992, has been withheld until the contract milestone is satisfied and construction is completed. Complete access is forecast for September 1, 1993. Several systems contracts may also be affected.
- Action:** Caltrans is working aggressively with its contractor, Ball, Ball & Brosamer, to overcome problems associated with soil exportation.

Status: The project was turned over to the Contract C0600 contractor on September 2, 1993.

KEY ACTIVITIES - SEPTEMBER 1993

Caltrans Segment CT033 turned over to the Contract C0600 (Century Trackwork Installation) contractor.

KEY ACTIVITIES - PLANNED FOR OCTOBER 1993

Compton Frames 1 through 4 to be turned over to the C0610 (El Segundo Trackwork Installation) contractor.

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

Project: **R23 METRO GREEN LINE**

Period: Aug 27, 1993 to Oct 1, 1993
Run Dates: Oct 8, 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	
Y CONSTRUCTION	470,191	-261	492,129	3,891	413,195	19,410	263,153	18,251	232,534	-222	483,677	-8,452
B PROFESSIONAL SERVICES	100,962	0	100,477	2,019	152,563	3,433	129,334	3,433	129,334	0	184,341	3,864
R REAL ESTATE	36,927	0	28,522	1	23,995	1	23,987	1	23,987	0	26,047	-2,475
F UTILITY/AGENCY FENCE ACCOUNTS	7,156	0	10,500	0	10,422	47	6,904	47	6,904	0	10,500	0
D SPECIAL PROGRAMS	4,675	0	4,790	406	4,628	138	472	138	472	-53	4,790	0
C PROJECT RESERVE	159,141	0	12,500	0	0	0	0	0	0	276	19,563	7,062
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	8,313	603,542	23,071	423,247	21,911	392,629	0	722,402	0

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

08-Oct-93

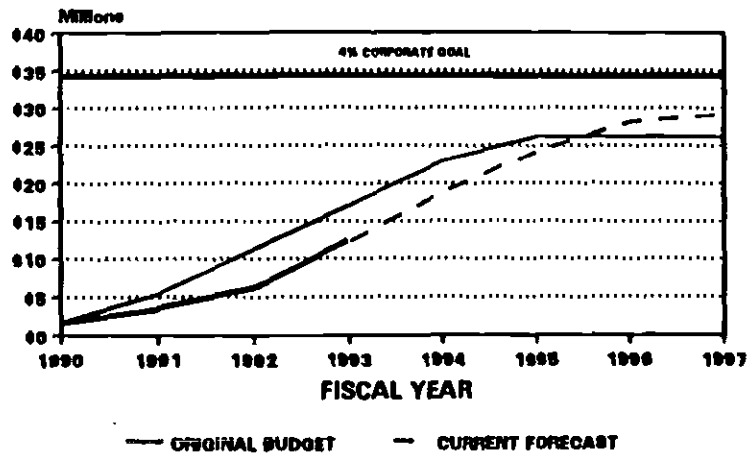
SEPTEMBER 93

STATUS OF FUNDS BY SOURCE

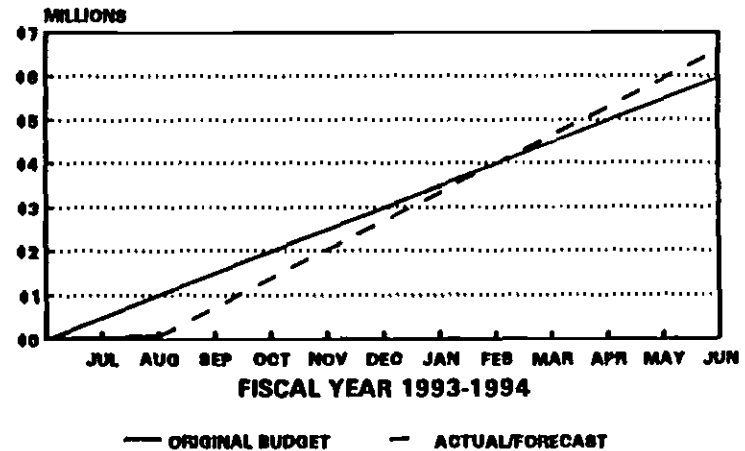
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C	\$92,366	\$187,493	\$187,493	203%	\$187,493	203% (1)	\$187,493	203%
PROP C (HIGHWAY 25%)	\$158,000	\$0	\$158,000	100%	\$0	0%	\$0	0%
TDM RESERVE REALLOCATION (PROP C 25%)	\$100,000	\$0	\$52,913	53%	\$0	0%	\$0	0%
TOS PROGRAM REALLOCATION (PROP C 25%)	\$50,000	\$0	\$0	0%	\$0	0%	\$0	0%
STATE PROP 108	\$108,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$4,600	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$8,400	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$722,402	\$392,630	\$603,542	84%	\$392,629	54%	\$392,629	54%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



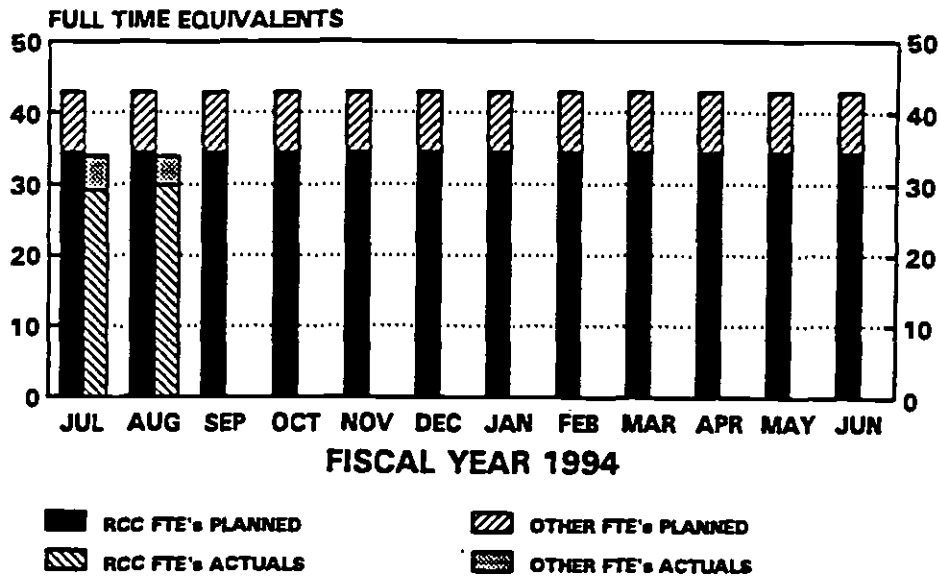
PROJECT AGENCY COSTS GREEN LINE (\$000)

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	\$ 76

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	30
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	34

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 09/30/93

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED	
A.	B.	C.	D. = [BxC]	E. [B+D]	F.	G = [B+F]	H.	I.	J. [D-F]	K. **	L. [J-K]	M.	
C0090	\$3,828,910	10%	\$382,891	\$4,212,801	\$0	\$3,828,910	0%	2%	\$382,891	\$0	\$382,891	0%	
C0095	\$9,573,083	12%	\$1,106,808	\$10,679,891	\$290,825	\$9,863,908	26%	58%	\$814,983	\$244,501	\$570,482	48%	
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$4,353,478	\$64,182,188	49%	86%	\$4,817,812	\$929,563	\$3,688,249	59%	
C0101	\$11,278,980	63%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	86%	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	\$18,320,000	12%	\$2,222,000	\$21,542,000	\$1,768,489	\$21,088,489	80%	88%	\$453,531	\$104,490	\$349,041	84%	
C0501	\$5,008,841	10%	\$500,884	\$5,507,625	\$455,128	\$5,481,869	91%	75%	\$45,556	\$221,118	(\$176,562)	136%	
C0800	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,353,893	\$19,887,893	72%	87%	\$1,674,007	\$391,330	\$1,282,677	79%	
C0810	\$10,248,812	15%	\$1,537,336	\$11,786,248	\$227,400	\$10,478,312	15%	78%	\$1,309,836	\$1,287,277	\$22,559	99%	
H0831	\$1,480,460	155%	\$2,297,474	\$3,777,924	\$1,851,027	\$3,431,477	85%	18%	\$346,447	\$131,400	\$215,047	91%	
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$8,974,509	\$10,858,597	81%	34%	\$1,583,903	\$71,000	\$1,512,903	82%	
H0900	\$9,946,180	10%	\$994,820	\$10,941,000	\$239,848	\$10,188,128	24%	7%	\$754,872	\$83,000	\$671,872	32%	
H0901	\$3,298,328	10%	\$329,833	\$3,628,162	\$0	\$3,298,328	0%	10%	\$329,833	\$60,000	\$269,833	18%	
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,593,700	\$59,378,700	34%	15%	\$3,029,100	(\$560,293)	\$3,589,393	22%	
H1200	\$18,796,123	15%	\$2,819,418	\$21,615,541	\$632,824	\$19,428,047	22%	74%	\$2,186,494	\$285,596	\$1,900,899	33%	
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	2%	\$194,775	\$0	\$194,775	0%	
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$168,875	\$11,604,975	15%	36%	\$976,825	\$58,900	\$919,925	20%	
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	(\$737,115)	\$4,641,093	-264%	99%	\$1,016,025	\$0	\$1,016,025	-264%	
TOTAL:	\$255,429,832	20%	\$50,988,864	\$306,418,696	\$29,802,470	\$285,032,301	58%	70%	\$21,384,384	\$3,305,880	\$18,078,504	65%	

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

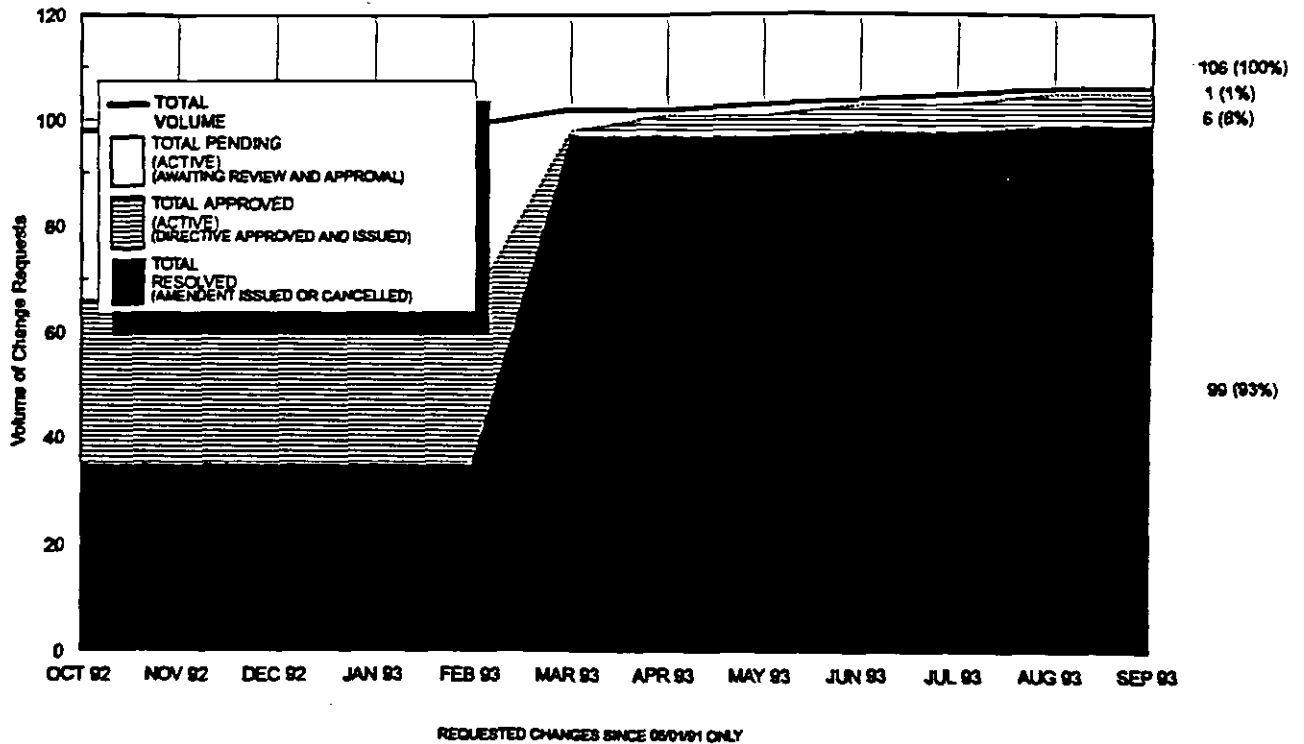
rev 1.4 10/12/93 lee

L. SIMPSON - RCC PROG. MG
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METRO GREEN LINE

SEPTEMBER 1993

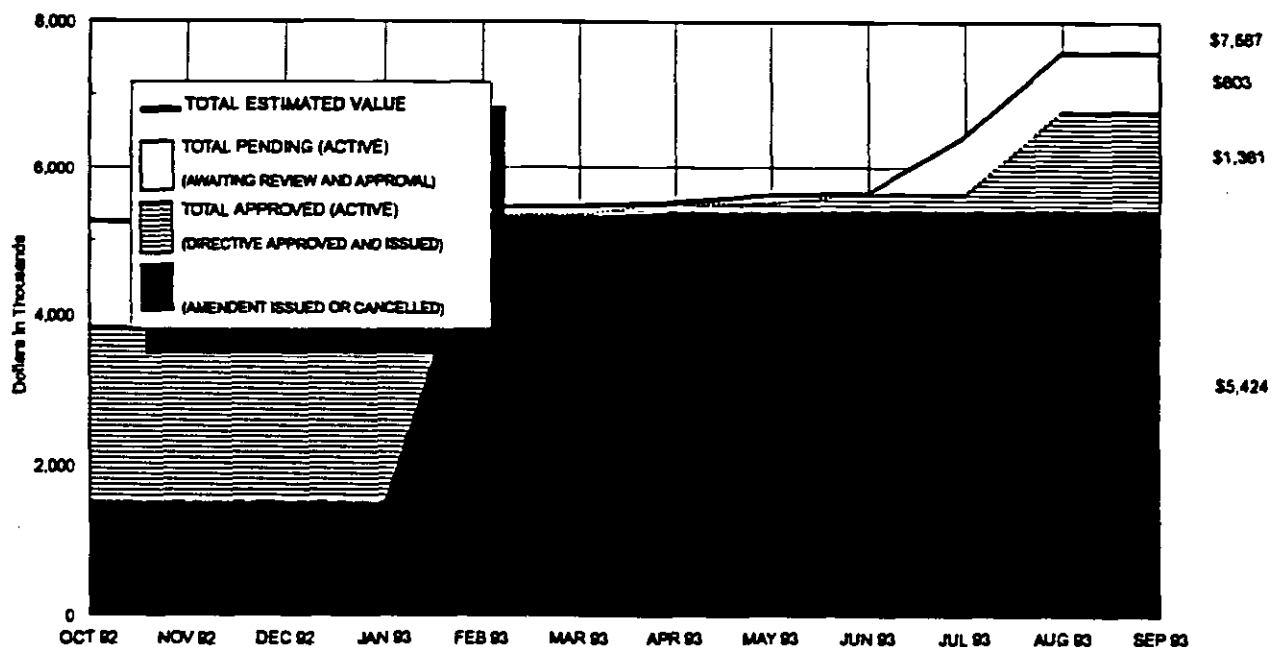
CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



AGE OF UNRESOLVED CONSULTANT CHANGES

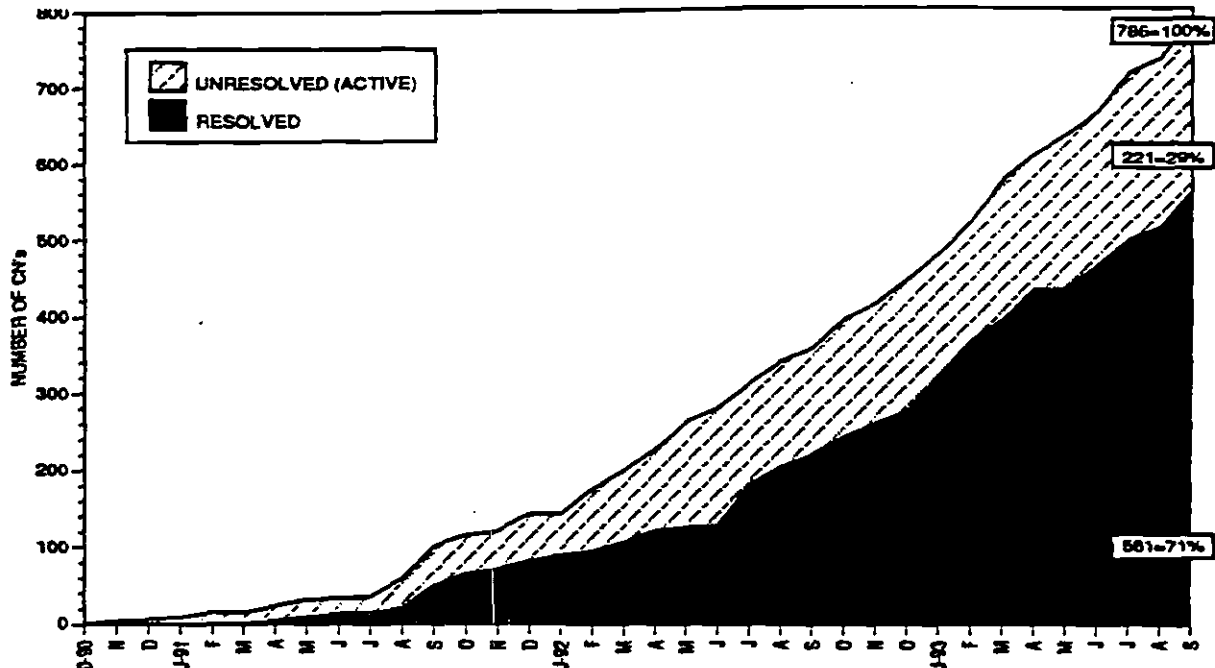
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	1	1	5	7
PERCENT	0%	14%	14%	72%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

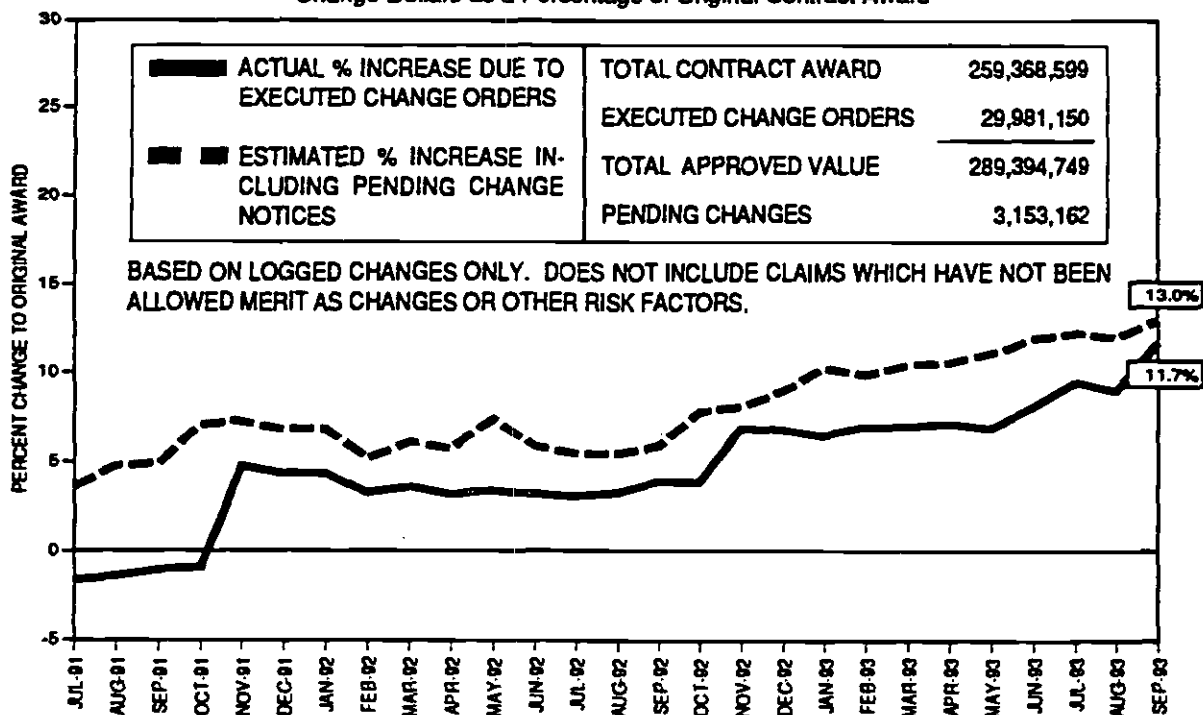
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	74	20	24	106	224
PERCENT	33%	9%	11%	47%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award

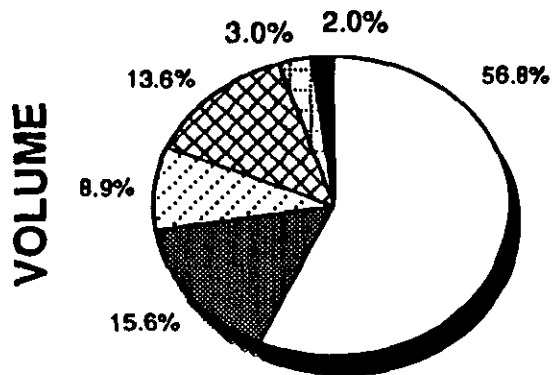


CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

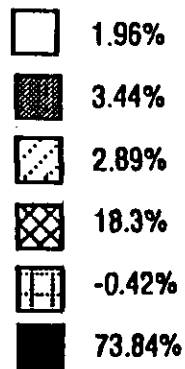
Executed Changes as of 10/1/93

COST LEVEL

Total: \$27,418,242.62



DOLLARS

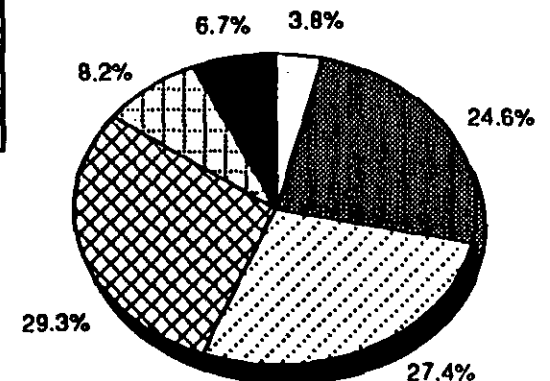
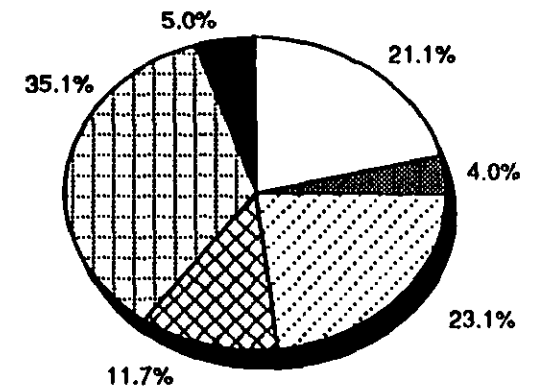


LEGEND

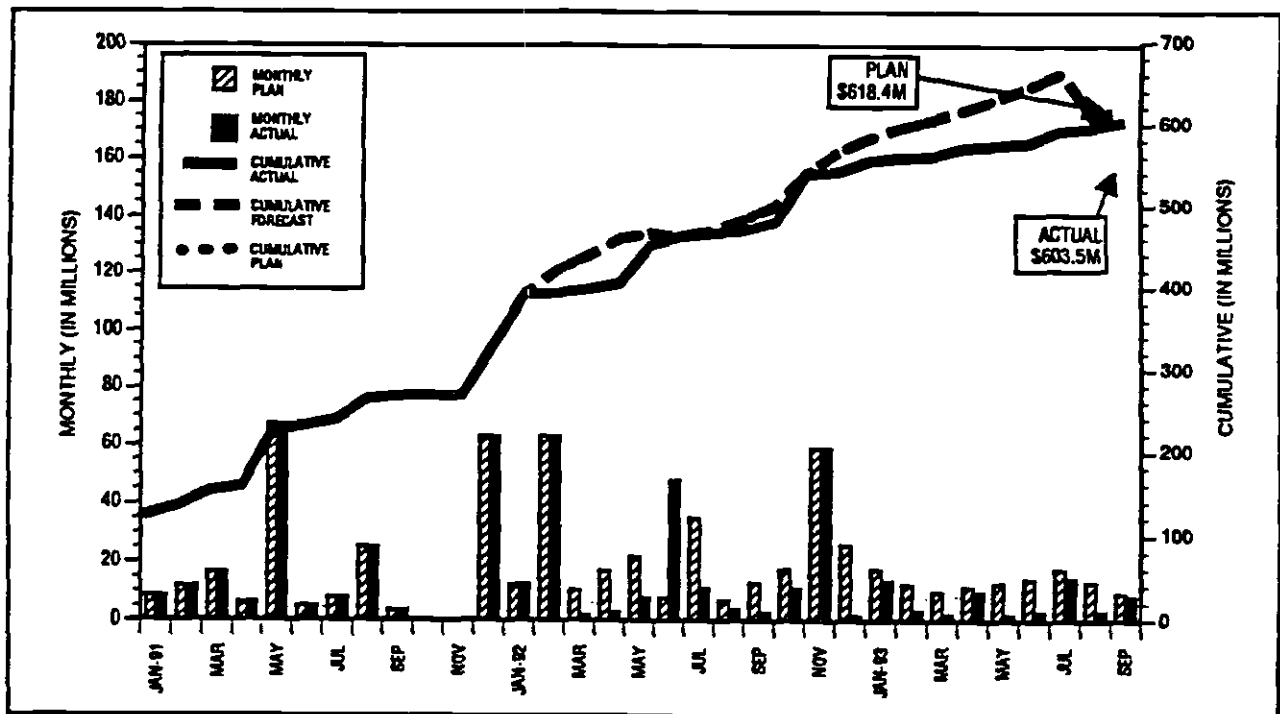
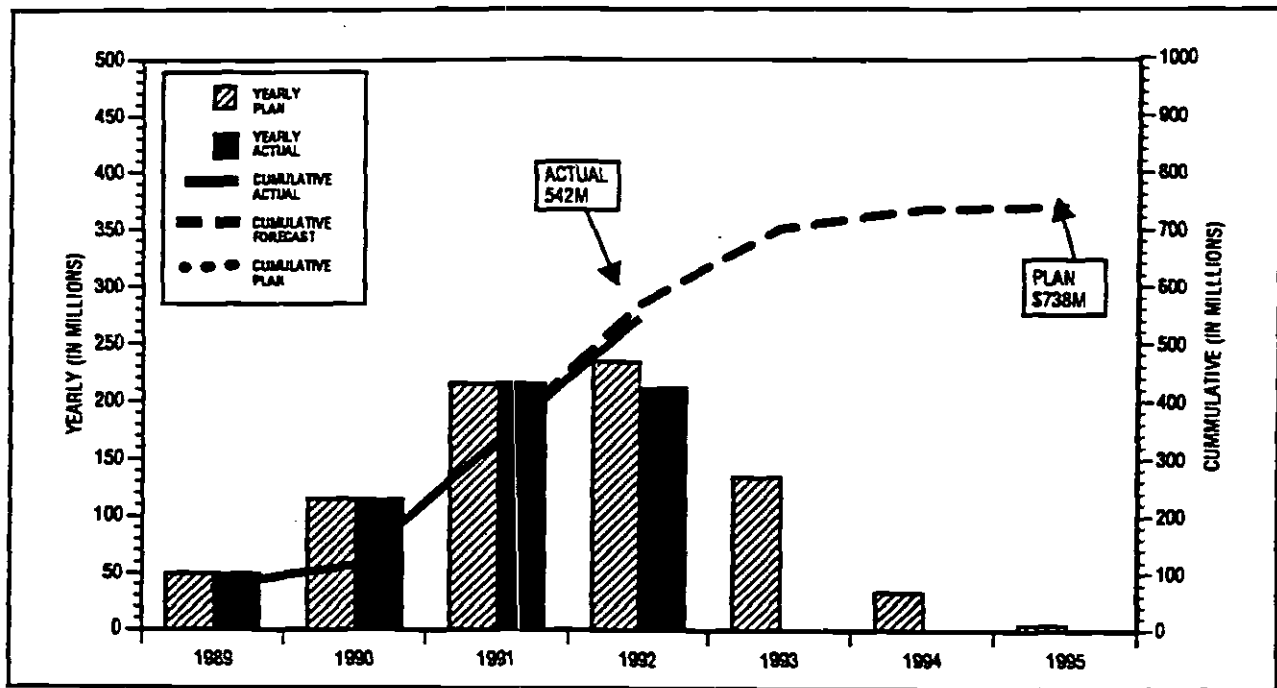
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 402

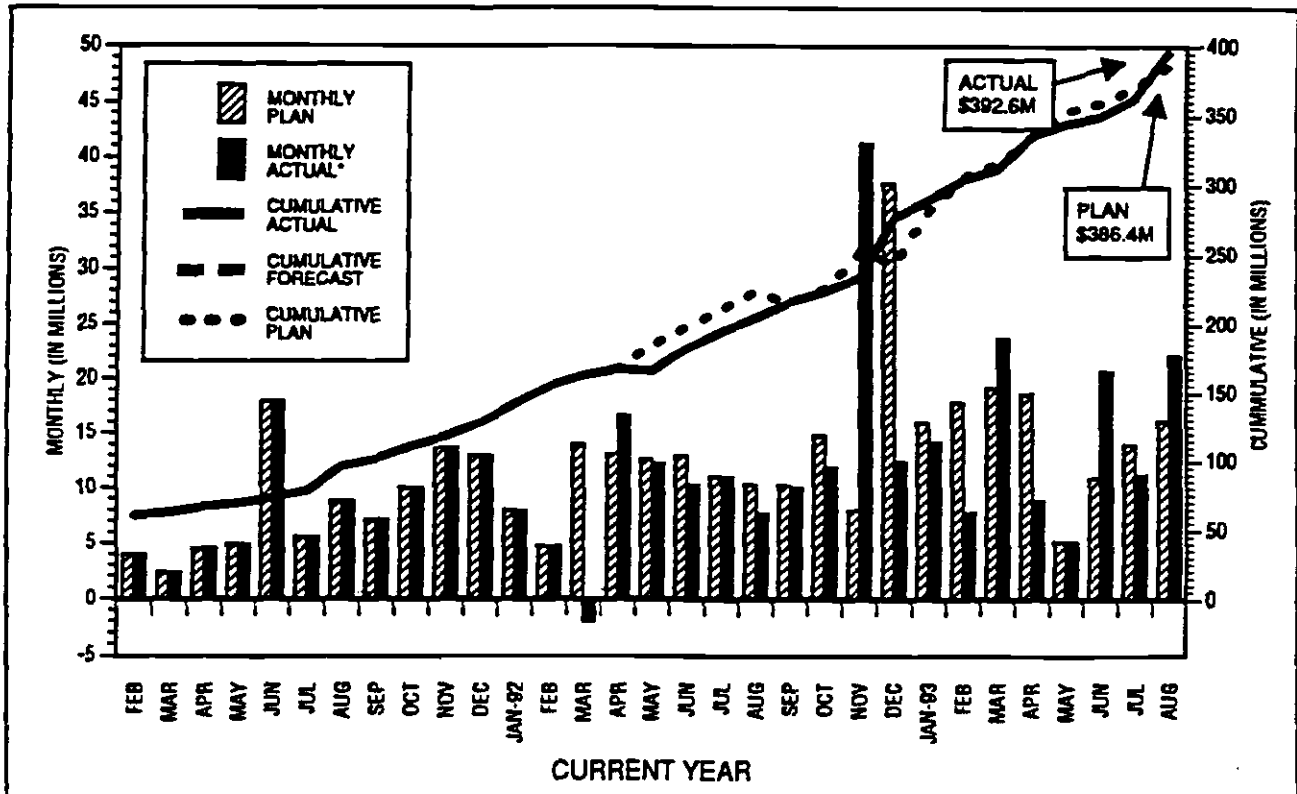
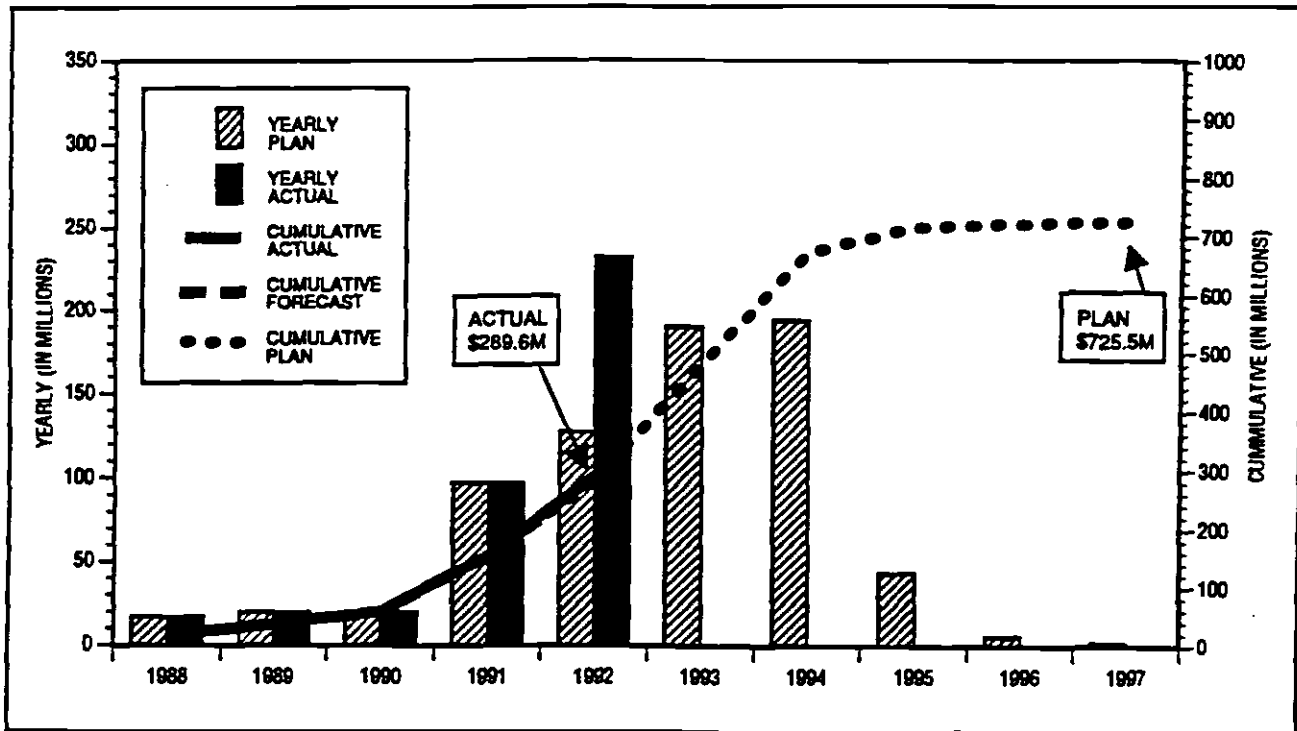


PROJECT COMMITMENTS



CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.



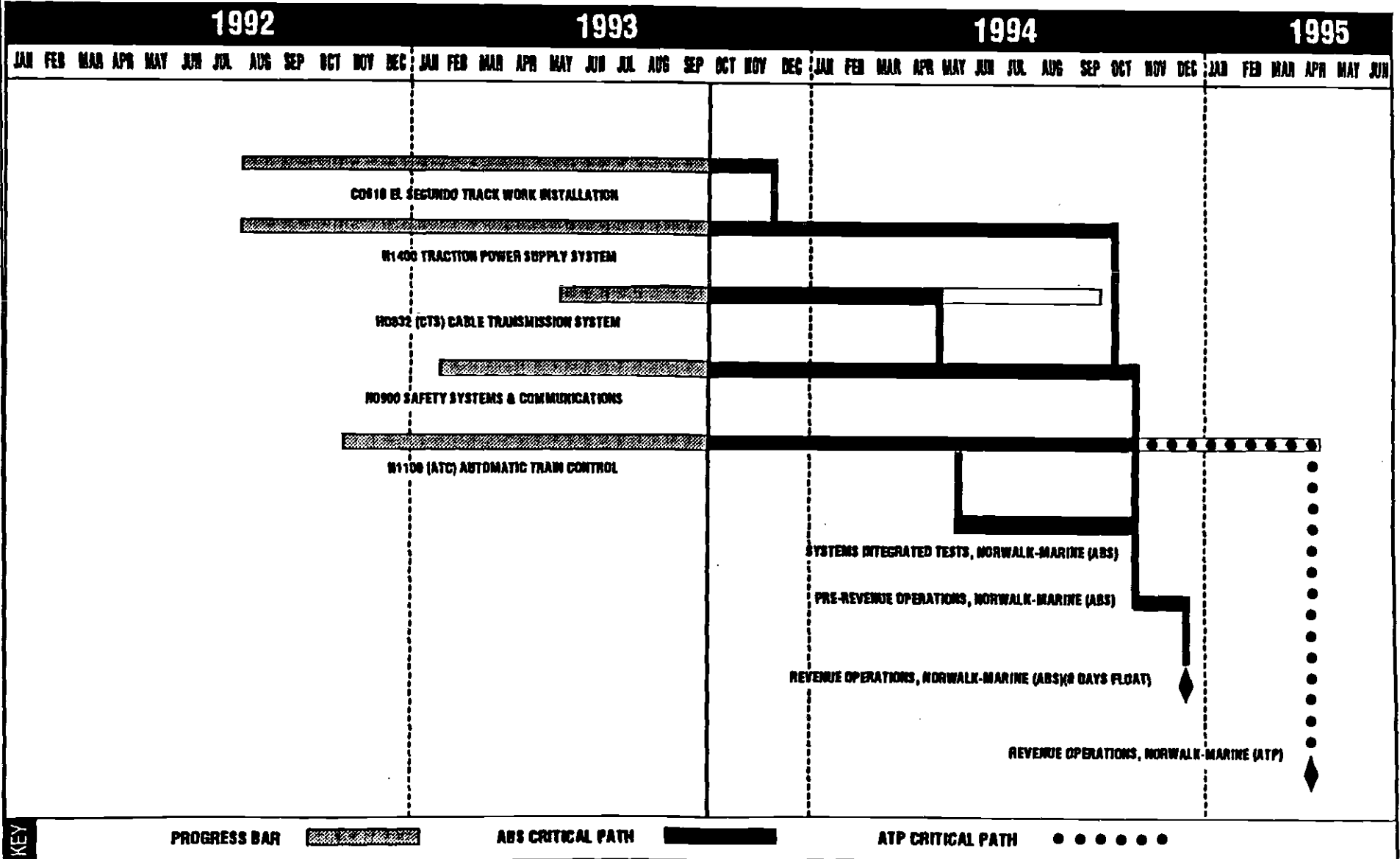
METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

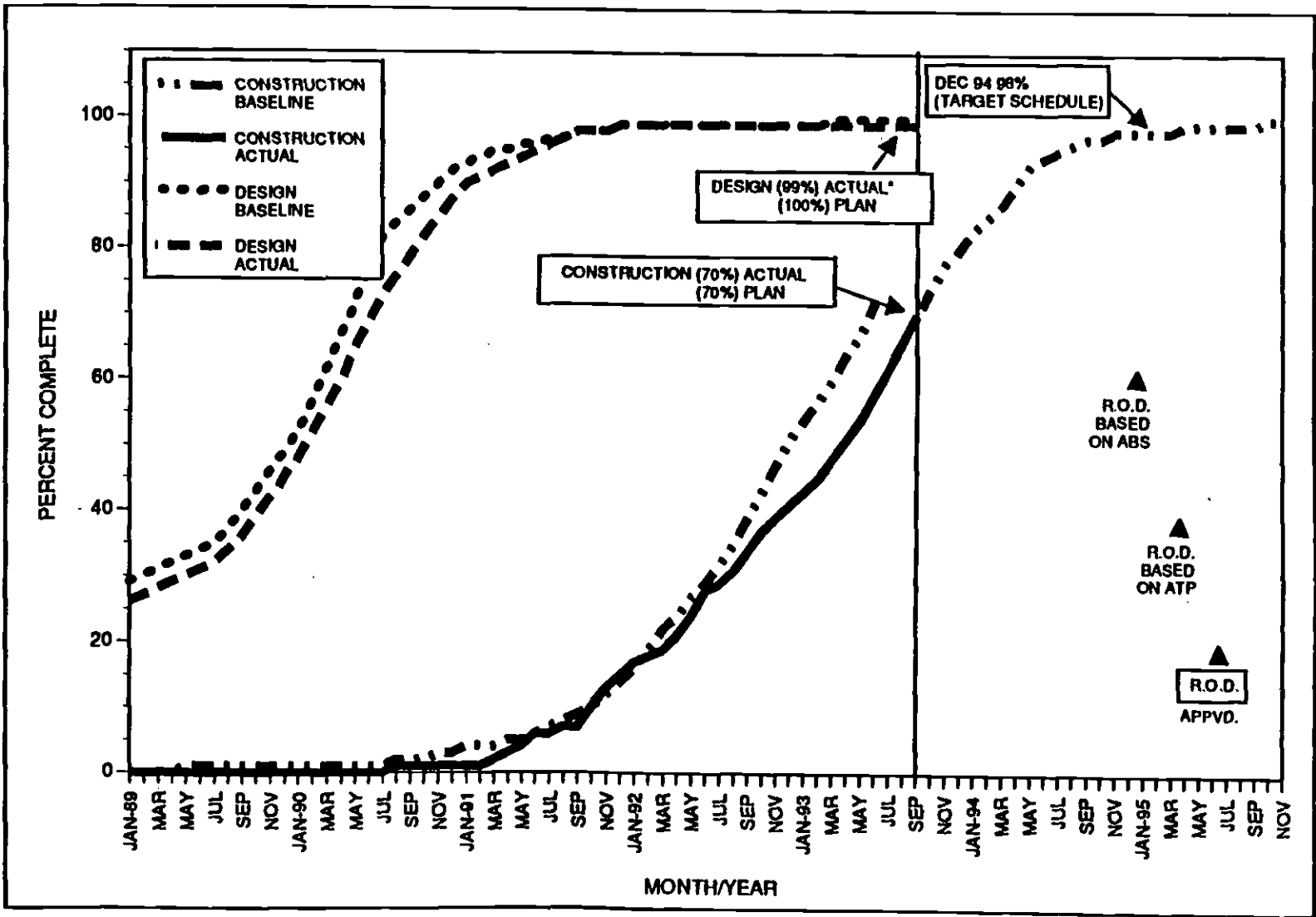
Critical Path Summary
Data Date: October 1, 1993

METRO GREEN LINE

SEPTEMBER 1993



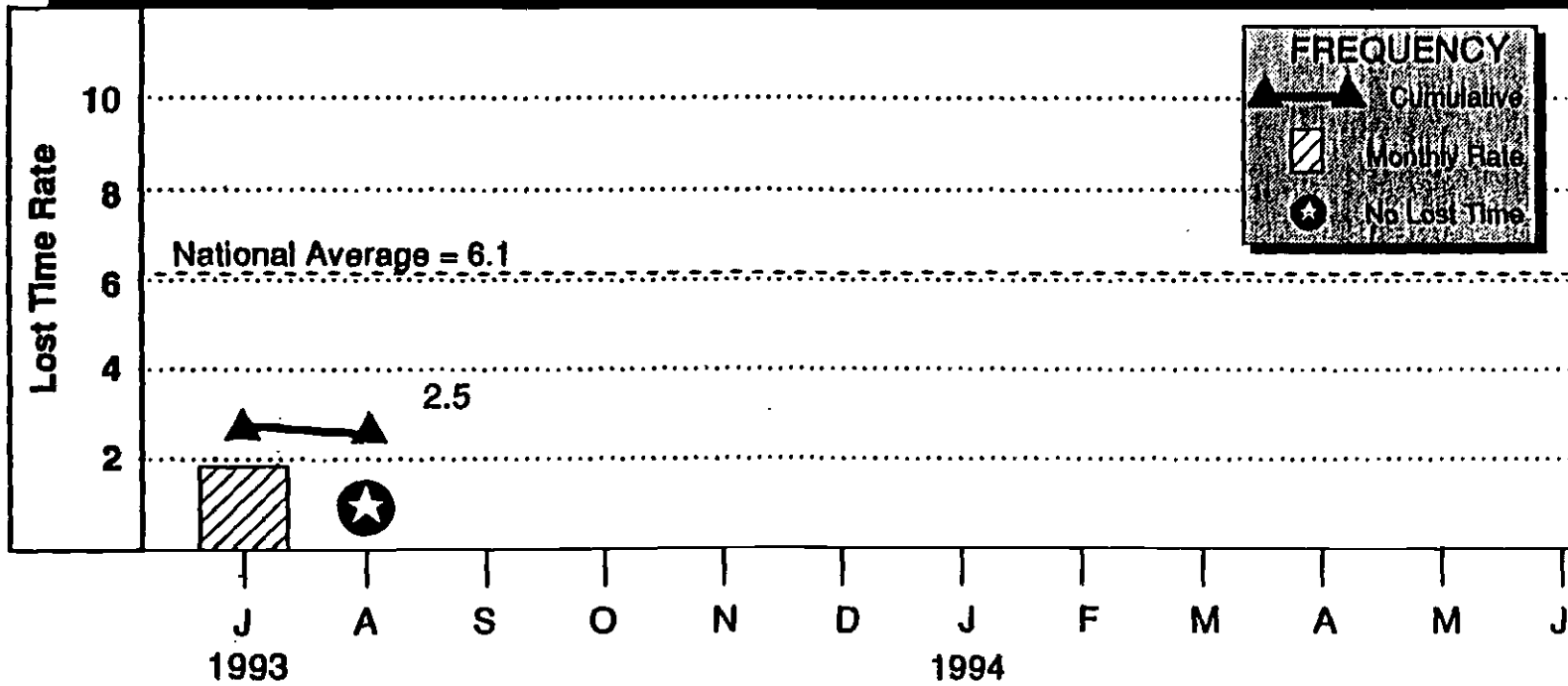
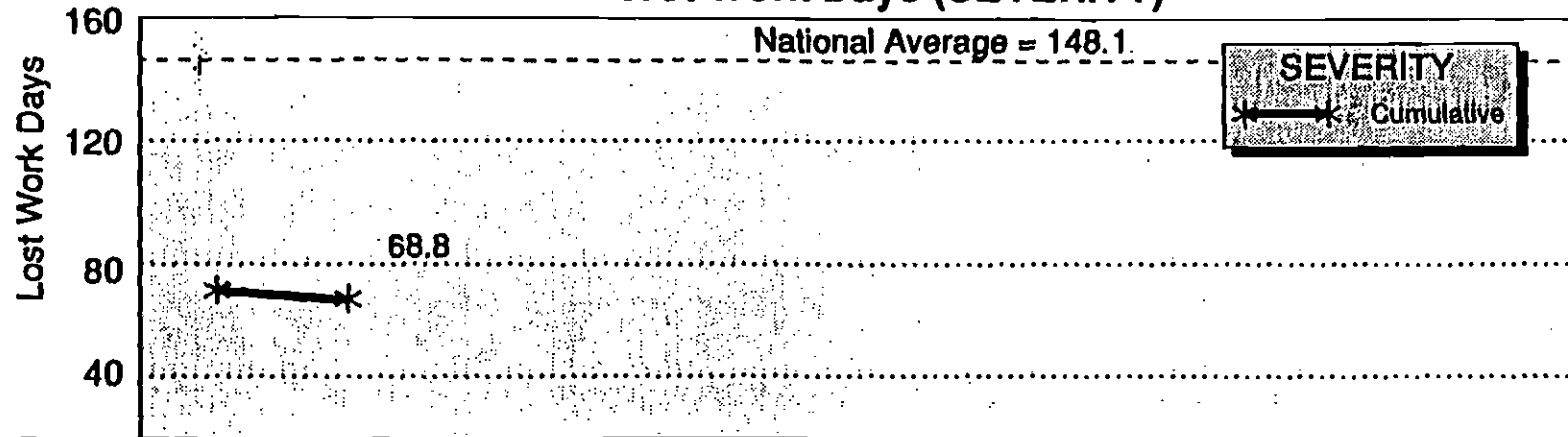
PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION

METRO GREEN LINE

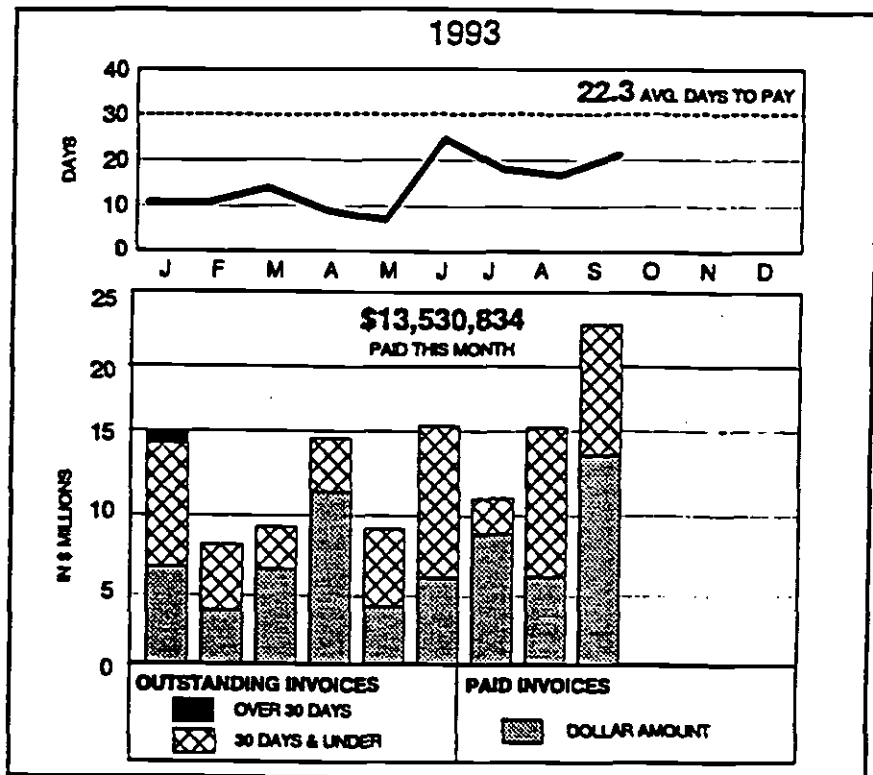
Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 22.3 days.
- 30 invoices were paid for a total value of \$ 13,530,834.
- There were 13 outstanding Construction or Procurement invoices under 30 days old for \$ 8,469,850.
- There were no outstanding Construction or Procurement invoices over 30 days old.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

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

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

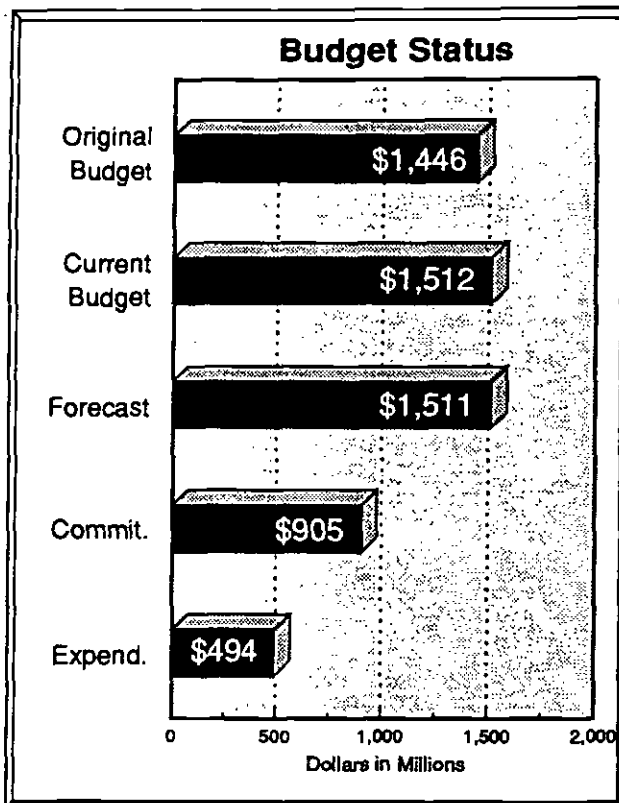
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A130	Yard Lead Transfer Zone	0	0	0	0	0	Contract closed - pending final release.	Oct 93
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			0			Contract closed - pending final release.	
A620	Automatic Train Control	0	0	0	0		Outstanding claims.	Dec 93
A630	Traction Power Equipment		0	0			Contract closed - pending final release.	
A631	TPE Install			0			Contract closed - pending final release.	
A640	Communications	0	0	0	0	0	Active contract.	Jan 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract.	TBD
A710	Escalators & Elevators		0	0			Contract closed - pending final release.	

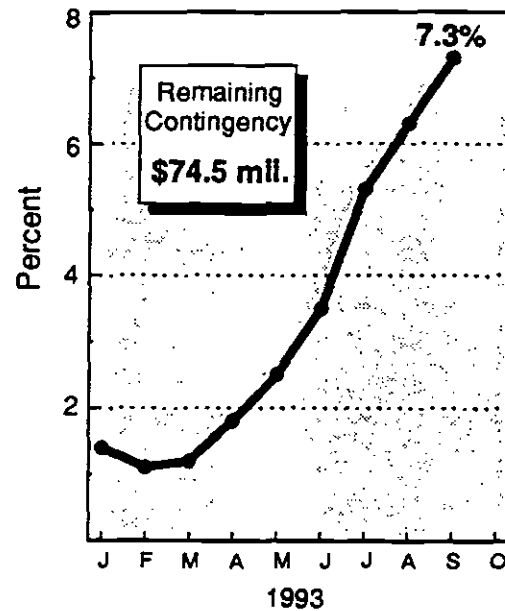
REMAINING ACTIVITIES

- 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.

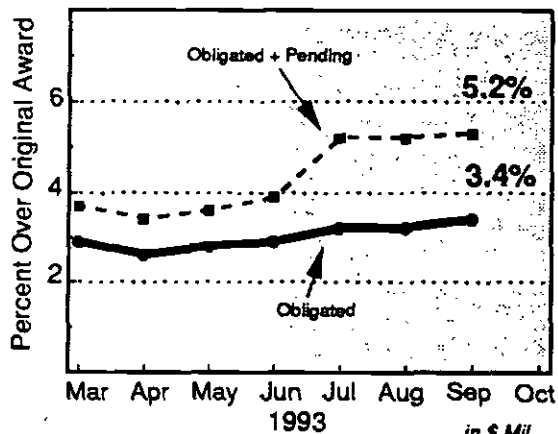
FINANCIAL STATUS



Remaining Contingency as % of Remaining Forecast (Remain. Fcst. = Fcst. - Expend.)



Construction/Procurement Contracts Change Dollars as % of Original Contract Award

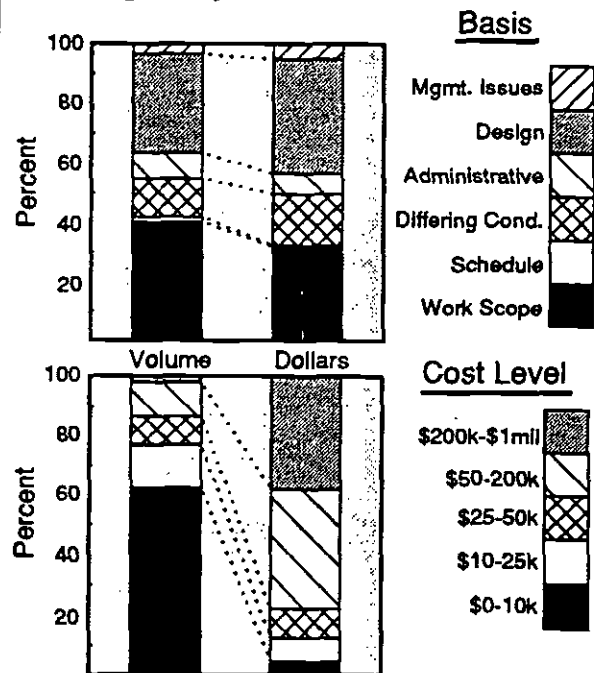


1	Total Original Contract Award	\$391.4
2	Obligated Change Value*	\$13.3
3	Total Approved Value (1+2)	\$404.7
4	Pending Changes	\$8.0
5	Total Award + Pending (3+4)	\$412.7

R8100031.DRW

* Includes Approved and NTE Authorizations

Changes by Basis and Cost Level



303 Executed CNs

\$9.7 Mil. Cost

SCHEDULE AND SAFETY STATUS

MTA Critical Activities

November 1993

- ✓ **AWARD APPROVAL**
No contract awards this month.

Employment Status

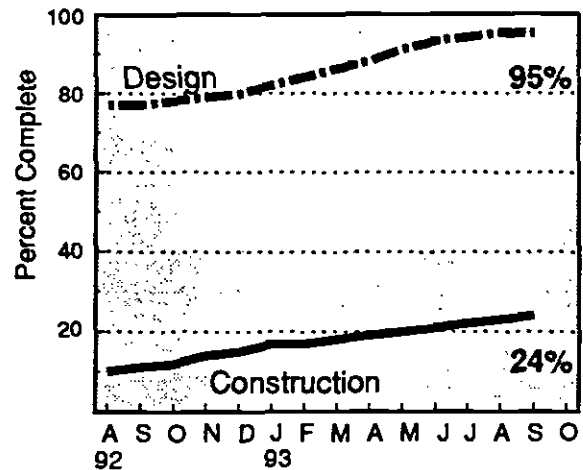
Months of Employment Provided

14,326

Based 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**

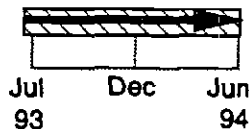
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

19 days ahead
(positive float)

B215 Construction
Wilshire/Vermont Station (Stage II)



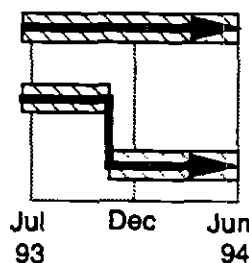
Vermont/Hollywood

41 days behind
(negative float)

B251 Construction
Vermont/Hollywood Tunnel

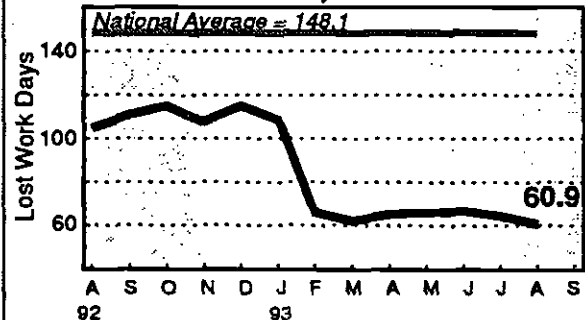
B241 Bid/Award
Vermont/Beverly Station

B241 Construction
Vermont/Beverly Station

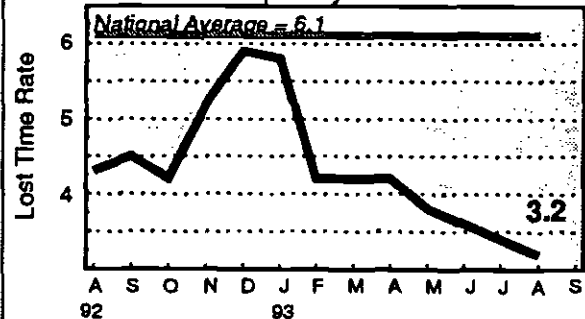


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1511.7
- Current Forecast \$1511.4
(including new requirements)

SCHEDULE STATUS

- Current Revenue Operation Dates

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress 95%
- Construction Progress 24%

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	74	7	6	84
LAST MONTH	86	71	8	7	104

- 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 right-of-entry and one temporary license.

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

EXECUTIVE SUMMARY (CON'T)

To date, there have been 74 parcels acquired. Forty-two of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- Preparations for the start of side structure work at the Wilshire/Normandie Station proceeded on the Wilshire Corridor. Staff responded with a presentation of upcoming construction activities before the Wilshire Chamber of Commerce Property Managers Committee. Negotiations were also undertaken with several building managers regarding use of their property for pedestrian access during side structure work.

A tentative agreement was reached with the Los Angeles Unified School District and the Los Feliz Elementary School regarding trucking activities at Contract B251, Vermont/Hollywood Tunnels. On the Hollywood Corridor, an alignment meeting was organized between the Citizens Committee on Metro Construction (CCMC) members, the RCC and the Parsons-Dillingham staff in an effort to develop a common vision for members of the Project Team.

AREAS OF CONCERN

NEW

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: If found necessary to avoid impact to ROD, the LACMTA Board will be asked to reconsider issuance of full NTP at its October 27, 1993, meeting.

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 impacting tunnel driving. There is also 200 to 250 gpm of water being carried in the Vermont AR tunnel.

Action: The contractor and Parsons-Dillingham are developing a plan to install sumps into both tunnels around station 416 \pm then drill holes to the RCC controlled real estate at Vermont and Santa Monica. A water treatment plant with 1,500 gpm capacity is planned for this location to treat the water for solids and pH adjustment.

Status: The plan is under development.

ONGOING

Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations

Concern: A halt in tunneling operations in the HAR tunnel was called 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 51 wells are currently installed to alleviate the problem, 43 wells are pumping.

AREAS OF CONCERN (CON'T)

Status: The dewatering process is proceeding and the current pumping rate is 530 gpm. This procedure will continue through the month of October until enough water has been pumped from the tunnels to allow tunneling to proceed.

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 acquired; offers have been made on two and three will be going to the Board in October.

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 need dates.

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: Although an investigative report has been completed and no major contamination was found, additional dewatering and pump test plans are underway.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

NONE

ONGOING

March 1993, Financial Management Information System

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

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

Status: A team assigned to this project has been meeting and plans to issue a request for bids before the end of October.

RESOLVED

NONE

KEY ACTIVITIES - SEPTEMBER

Design

- Issued re-configured final design submittal for Contract B641, Radio.
- Issued camera ready submittals for Contract B643, Close Circuit Television Procurement, and Contract B644, Cable Transmission Equipment Procurement.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continued mechanical work inside the pump house. Completed asphalt lining of lake bottom and began installation of aeration piping.
- Contract B211, Wilshire/Vermont Station Stage I, completed upper track level east end interior walls and lower track level slab-on-grade in turnout structure.
- Contract B221, Wilshire/Normandie Station and Line, completed the interior walls at east and west mezzanine level, and began installation of excavation support system for station entrance and appendages.
- Contract B231, Wilshire/Western station and Crossover, continued to pour concrete for the main station entrance, to construct station appendages, and to backfill station box in preparation for street restoration.
- 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.
- Contract B630, Traction Power Substation Equipment, has several submittals under review.
- Contract B740, Ventilation Equipment, efforts focused on resubmitting several drawings or data and fabrication for various stations.
- Contract B745, Air Handlers & TPSS Fans, Governair completed the final assembly of AHU components (fans, actuators motor) during this period.

KEY ACTIVITIES - PLANNED FOR OCTOBERDesign

- Issue in-progress design submittal for Contract B216, Wilshire/Vermont Site Restoration.
- Issue camera ready submittals for Contract B261, Vermont/Sunset Station, Contract B641, Radio, Contract B642, Public Address Procurement, and Contract B647, Gas Monitoring Equipment.
- Begin design for Contract B648B, Communications Installation for Vermont/Hollywood Corridor, and Contract B680, Operational Graphics.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, refill MacArthur Park lake, complete pump house, and emergency exit.
- Contract B211, Wilshire/Vermont Station Stage I, continue rebar and formwork for upper track level north and south exterior walls, and rebar, formwork, electrical and mechanical embeds for lifts #1 and #2 ancillary slab.
- Contract B221, Wilshire/Normandie Station and Line, continue placement of concrete for station roof slab and ancillary walls and interior walls. Conclude the excavation and installation of excavation support system at turnout structure, station entrance and side structures. Continue tunnel cleanup and structural concrete placement in the turnout structure.
- Contract B231, Wilshire/Western Station and Crossover, continue pouring concrete, applying acoustical spray, backfilling at side structures, and setting wall rebar at exterior walls of station main entrance.
- Contract B251, Vermont/Hollywood Tunnel, continue with the VAR and VAL tunnel excavation. Continue the excavation of crosspassage #18 and crosspassage #25 utility relocation.
- Contract B630, Traction Power Substation Equipment, continue with the review of switchgear data sheets.
- Contract B740, Ventilation Equipment, proceed with review of drawings and data, and with the fabrication of the fan motors, fan blades and hubs.
- Contract B745, Air Handlers & TPSS Fans, continue negotiations on the AHU Height Reduction and AHU sectionalization.

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	\$384,065	58%	\$196,193	29%	\$190,140	29%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$44,532		\$35,870		\$33,852	
STATE	\$185,985	\$133,000	\$133,000	72%	\$133,000	72%	\$133,000	72%
MTA	\$439,447	\$76,377	\$260,155	59%	\$68,106	15%	\$70,128	16%
CITY OF LA.	\$96,000	\$49,600	\$57,107	59%	\$36,385	38%	\$31,456	33%
BENEFIT ASSESS.	\$58,000	\$0	\$21,973	38%	\$21,973	38%	\$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%	\$21,973	
TOTAL	\$1,446,432	\$876,265	\$900,832	62%	\$491,527	34%	\$480,549	33%
PROP C: AMERICAN DISABILITY ACT	\$5,065	\$0	\$351	7%	\$184	4%	\$184	4%
PROP A: TRANSIT ENHANCEMENTS	\$59,920	\$0	\$4,152	7%	\$2,511	4%	\$2,511	4%
GRAND TOTAL	\$1,511,417	\$876,265	\$905,335	60%	\$494,222	33%	\$483,244	32%
(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 August 1993.								

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project : METRO RED LINE SEGMENT 2

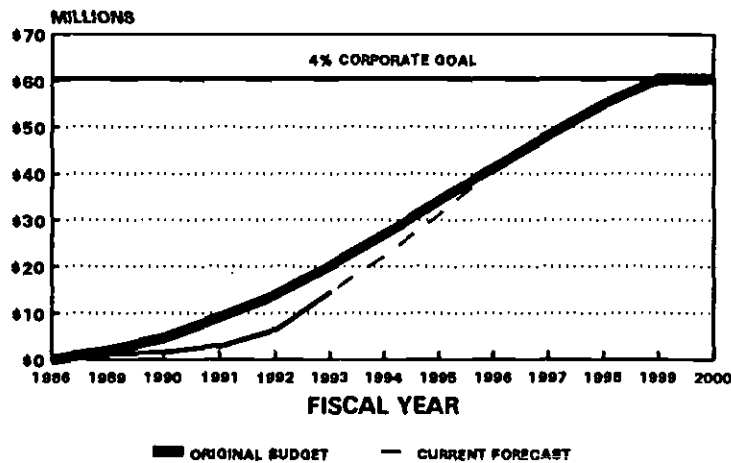
Status Period: 28-August-93 to 1-October-93
Status Date : 1-October-93
Units : Dollars in Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	0	948,352	3,350	497,988	15,787	272,508	7,933	250,957	(10,828)	903,970	(44,382)
S Professional Services	289,150	0	354,803	(9,719)	314,256	4,156	169,878	5,698	167,878	820	343,049	(11,754)
R Real Estate	79,827	0	83,568	(10)	68,431	(205)	66,644	(205)	66,644	0	89,751	6,183
F Utility/Agency Force Accounts	36,668	0	18,775	0	19,212	353	5,920	353	5,920	299	28,571	9,796
D Special Programs	2,044	0	4,402	(23)	945	5	310	5	310	0	6,923	2,521
C Contingency	145,743	0	36,532	0	0	0	0	0	0	9,709	74,468	37,936
A Project Revenue	0	0	0	0	0	0	(182)	0	(182)	0	(300)	(300)
PROJECT TOTAL	1,446,432	0	1,446,432	(6,402)	900,832	20,096	515,078	13,784	491,527	0	1,446,432	0

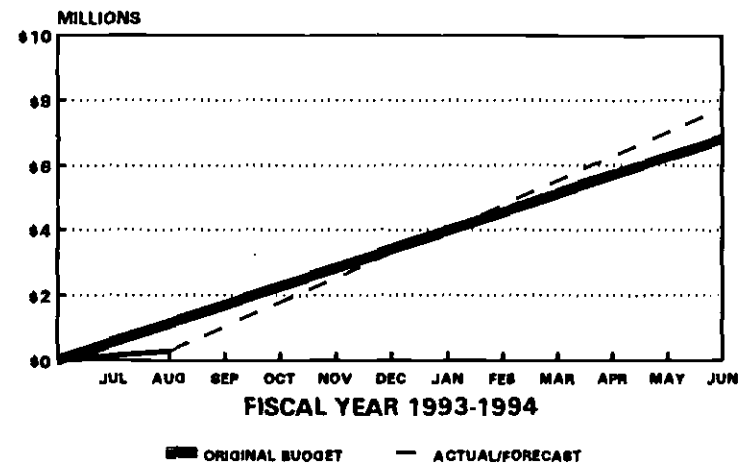
NEW REQUIREMENTS												
T Construction	0	0	55,024	0	15	0	0	0	0	(44)	54,661	(363)
S Professional Services	0	0	8,226	0	4,465	0	4,025	17	2,687	0	8,226	0
R Real Estate	0	0	0	0	0	0	0	0	0	0	0	0
F Utility/Agency Force Accounts	0	0	0	0	0	0	0	0	0	0	0	0
D Special Programs	0	0	0	23	23	5	8	5	8	0	98	98
C Contingency	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	23	4,503	5	4,033	22	2,695	(44)	64,985	(265)
SEGMENT 2 PROJECT TOTAL	1,446,432	0	1,511,682	(6,379)	905,335	20,101	519,111	13,806	494,222	(44)	1,511,417	(265)

(1) EXPENDITURES ARE FOR THE PERIOD OF 30-JULY-93 TO 27-AUGUST-93
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

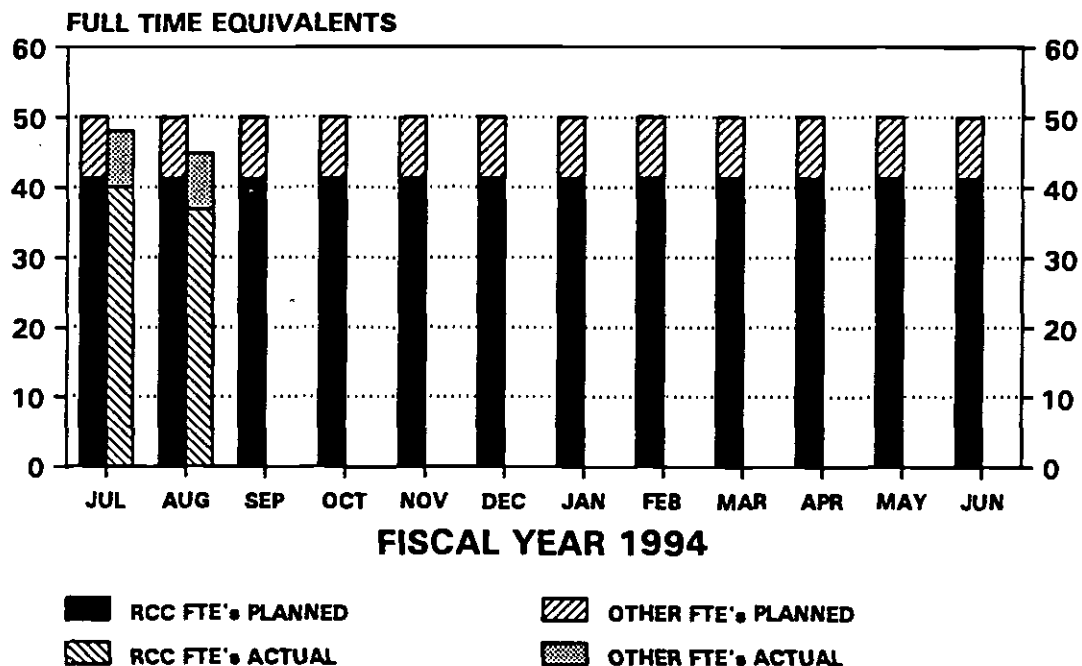
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$60,467
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$59,506
FORECAST % OF TOTAL PROJECT	3.9%

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$7,776
ACTUAL TO DATE	\$293

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	37
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	8
TOTAL FTE's PLANNED	50
TOTAL FTE's ACTUAL	45

Metro Red Line Seg-2
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 09/30/93

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	\$4,758,493	\$49,338,766	53%	95%	\$4,184,234	\$128,620	\$4,037,614	55%		
B211	\$38,478,177	13%	\$4,987,818	\$43,445,995	\$1,655,387	\$40,133,574	33%	87%	\$3,312,421	\$202,949	\$3,109,472	37%		
B213	\$102,800	5%	\$5,130	\$107,730	(\$200)	\$102,400	-4%	1%	\$5,330	\$0	\$5,330	-4%		
B218	\$64,000	135%	\$86,800	\$150,800	\$80,194	\$144,194	93%	100%	\$6,406	\$0	\$6,406	83%		
B219	\$368,170	20%	\$73,634	\$441,804	\$0	\$368,170	0%	1%	\$73,634	\$0	\$73,634	0%		
B221	\$78,812,793	10%	\$7,981,279	\$87,794,072	\$3,384,387	\$83,187,180	42%	87%	\$4,596,012	\$2,306,163	\$2,290,749	71%		
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$2,324,185	\$56,889,386	43%	83%	\$3,040,335	\$928,070	\$2,114,265	61%		
B251	\$163,464,680	10%	\$16,346,468	\$179,811,148	\$1,043,590	\$164,608,270	6%	16%	\$15,302,878	\$7,799,568	\$7,503,310	54%		
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	97%	100%	\$250	\$0	\$250	97%		
B288	\$76,478	14%	\$10,622	\$87,100	\$8,645	\$88,323	93%	100%	\$777	\$0	\$777	83%		
B611	\$12,697,350	10%	\$1,269,735	\$13,967,085	\$0	\$12,697,350	0%	0%	\$1,269,735	\$0	\$1,269,735	0%		
B614	\$5,455,543	10%	\$545,554	\$6,001,097	\$0	\$5,455,543	0%	0%	\$545,554	\$15,000	\$530,554	3%		
B616	\$1,688,274	10%	\$168,827	\$1,854,901	\$0	\$1,688,274	0%	0%	\$168,827	\$0	\$168,827	0%		
B620	\$28,981,800	13%	\$3,739,916	\$32,731,516	\$0	\$28,981,800	0%	0%	\$3,739,916	\$11,000	\$3,728,916	0%		
B630	\$11,570,125	10%	\$1,157,012	\$12,727,137	\$77,584	\$11,647,709	7%	0%	\$1,078,428	\$292,414	\$787,014	32%		
B710	\$22,253,493	23%	\$5,024,385	\$27,277,878	\$0	\$22,253,493	0%	2%	\$5,024,385	\$0	\$5,024,385	0%		
B740	\$19,328,966	10%	\$1,932,897	\$21,269,663	\$125,000	\$19,481,966	6%	20%	\$1,807,897	\$50,000	\$1,757,897	8%		
B745	\$2,841,630	10%	\$284,163	\$3,125,793	\$306,280	\$3,147,910	108%	20%	(\$22,117)	\$189,528	(\$191,643)	167%		
TOTAL:	\$486,500,353	12%	\$57,689,687	\$543,390,040	\$13,773,284	\$499,273,637	24%	23%	\$44,116,403	\$11,899,910	\$32,217,093	44%		

I = AFE increase may be required to cover pending changes

II = AFE increase required to cover obligated changes

Note: The data in this chart is current as of September 30, 1993. The data in the Project Change Value Summary in the Cost Summary is based on September 17, 1993 data. This differential will be corrected in the October 1993 PMSR.

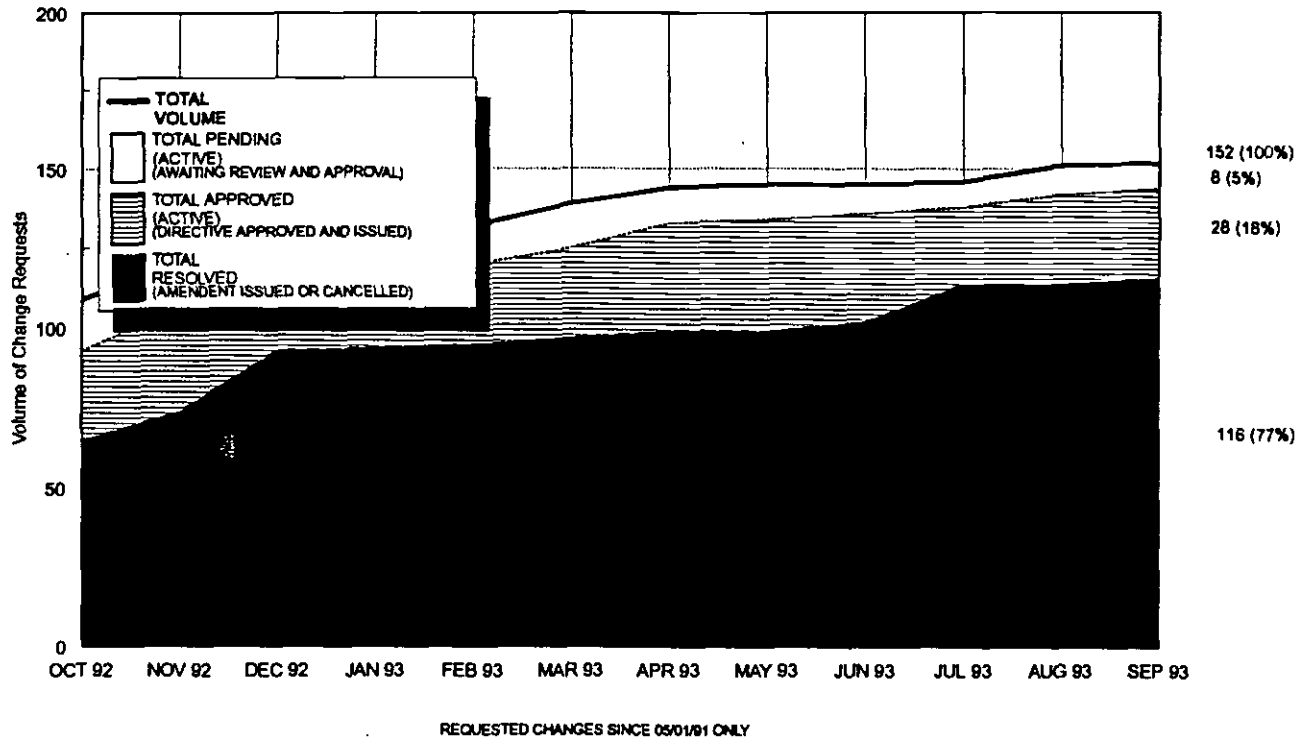
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.

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

rev 1.4 10/12/93 lss

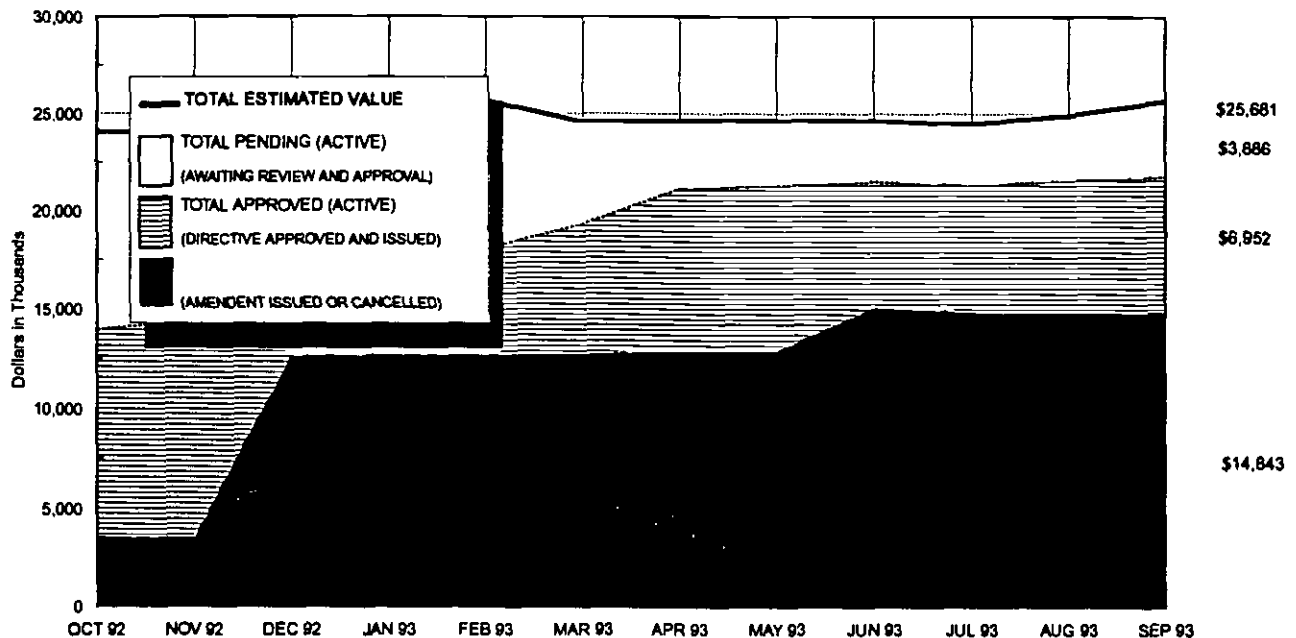
L. SIMPSON - RCC PROG. M3
10/15/93 13:20:50

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

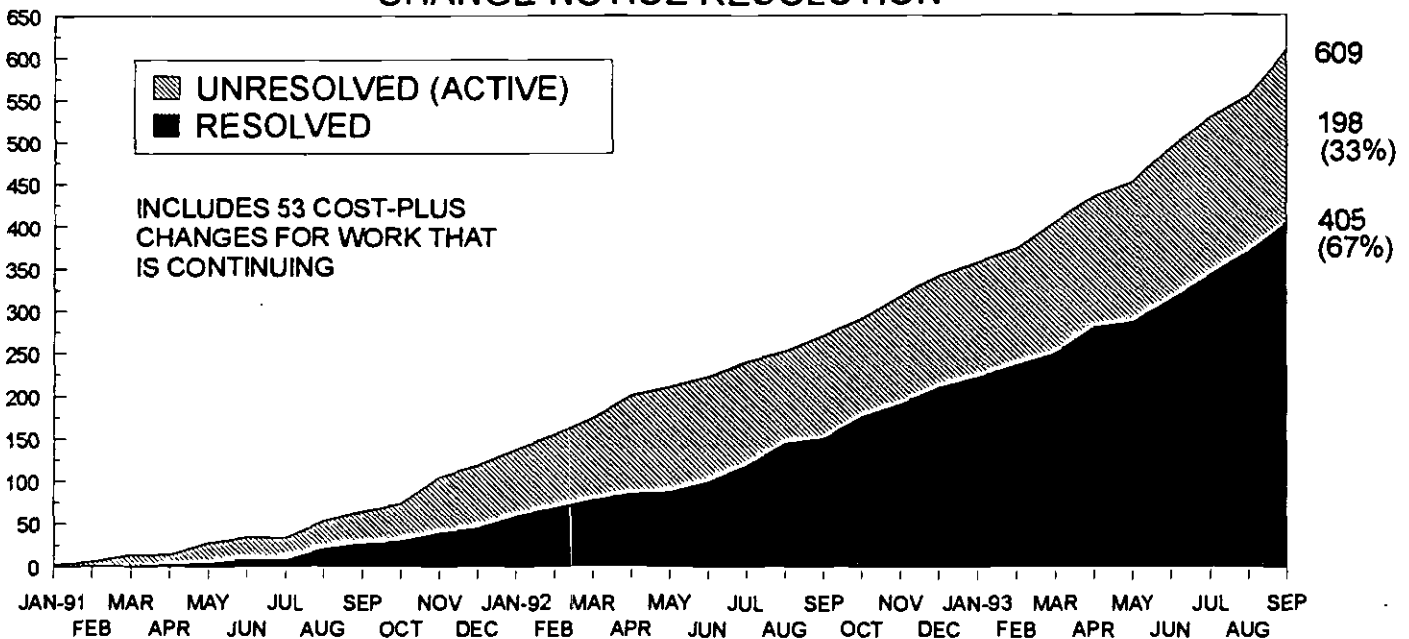


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	4	1	29	36
PERCENT	8%	15%	4%	73%	100%

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



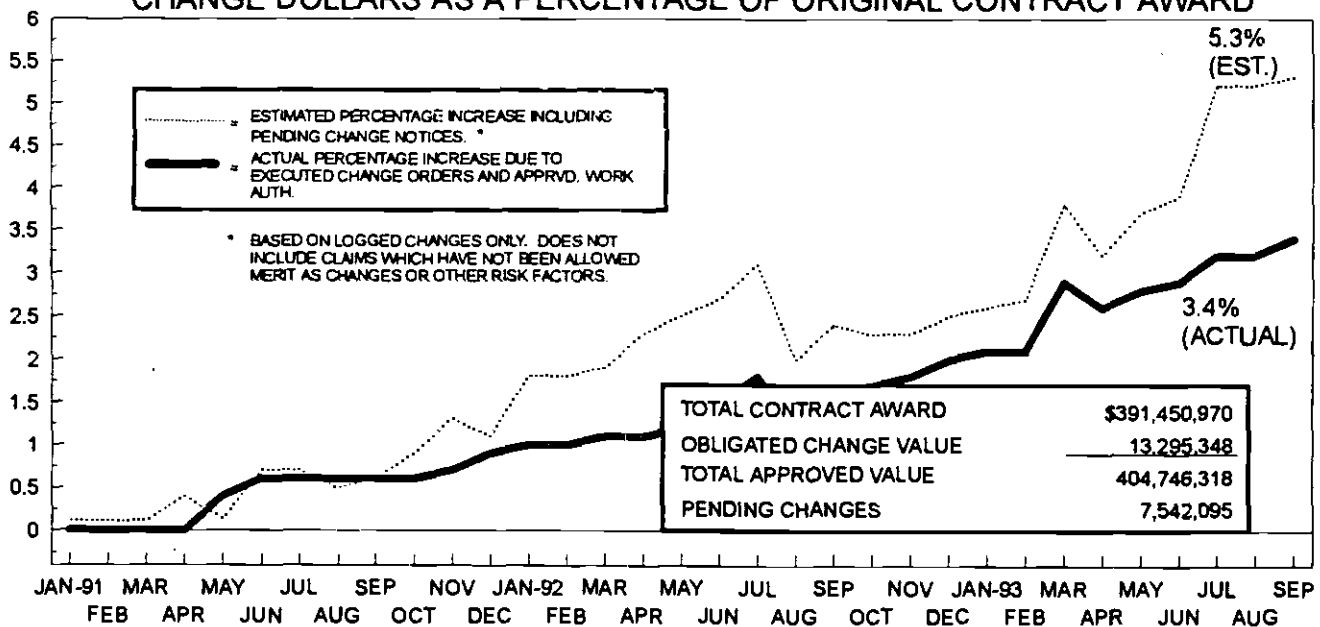
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	79	31	16	72	198
PERCENT	40%	15%	8%	37%	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 10/01/93

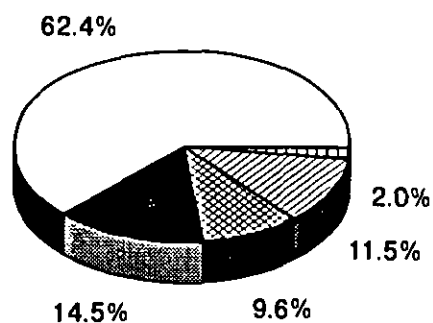
COST LEVEL

Total Cost: \$9,687,894*

BASIS

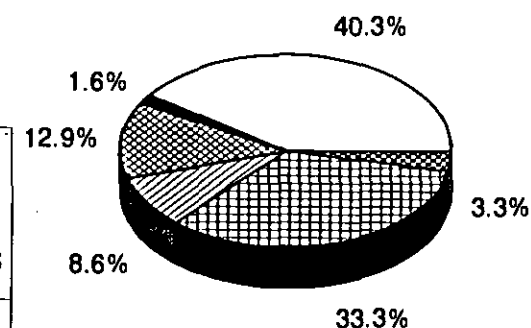
Total Volume: 303 CN's

VOLUME

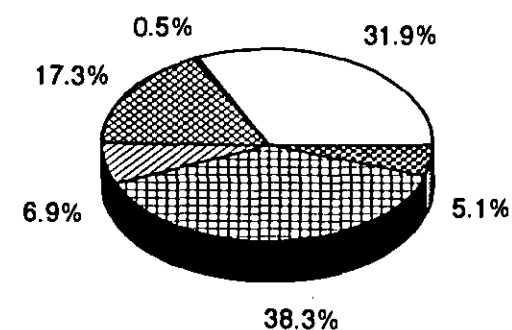
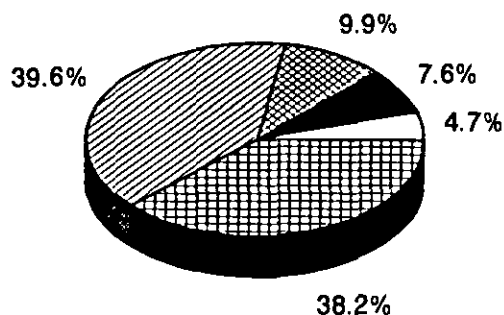


Legend

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

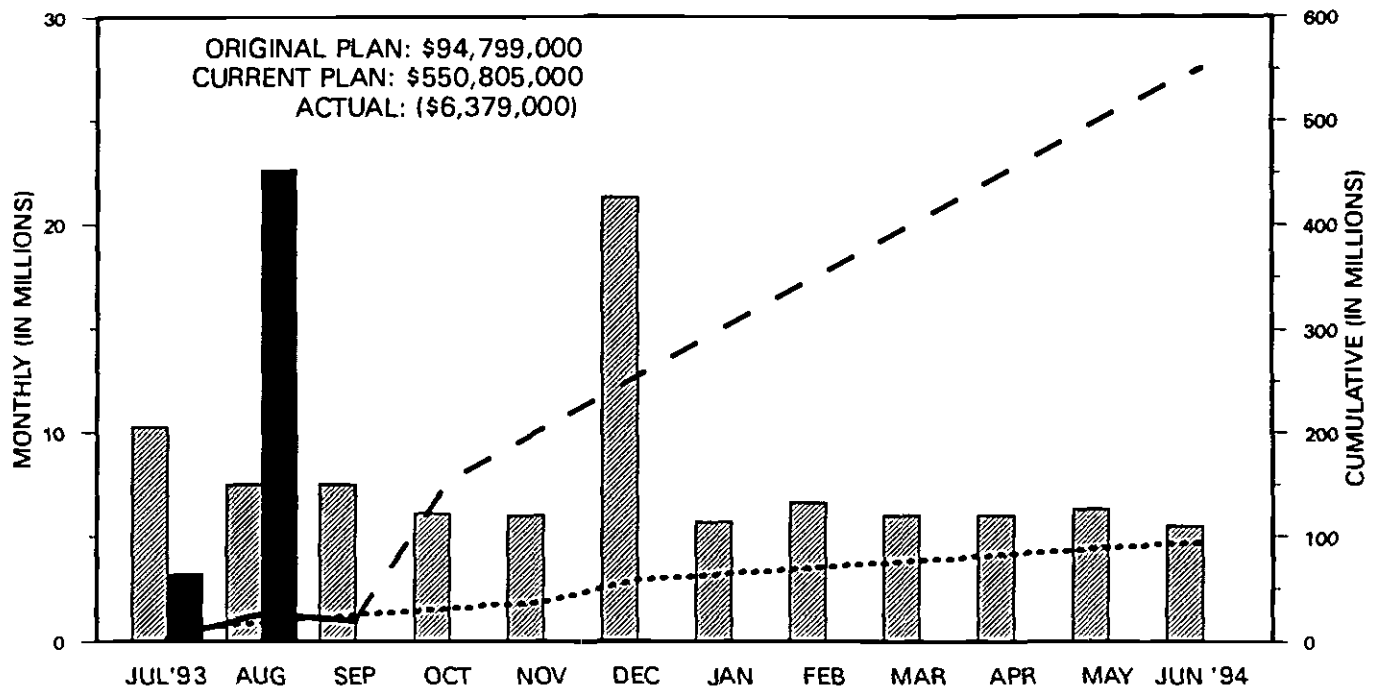


DOLLARS



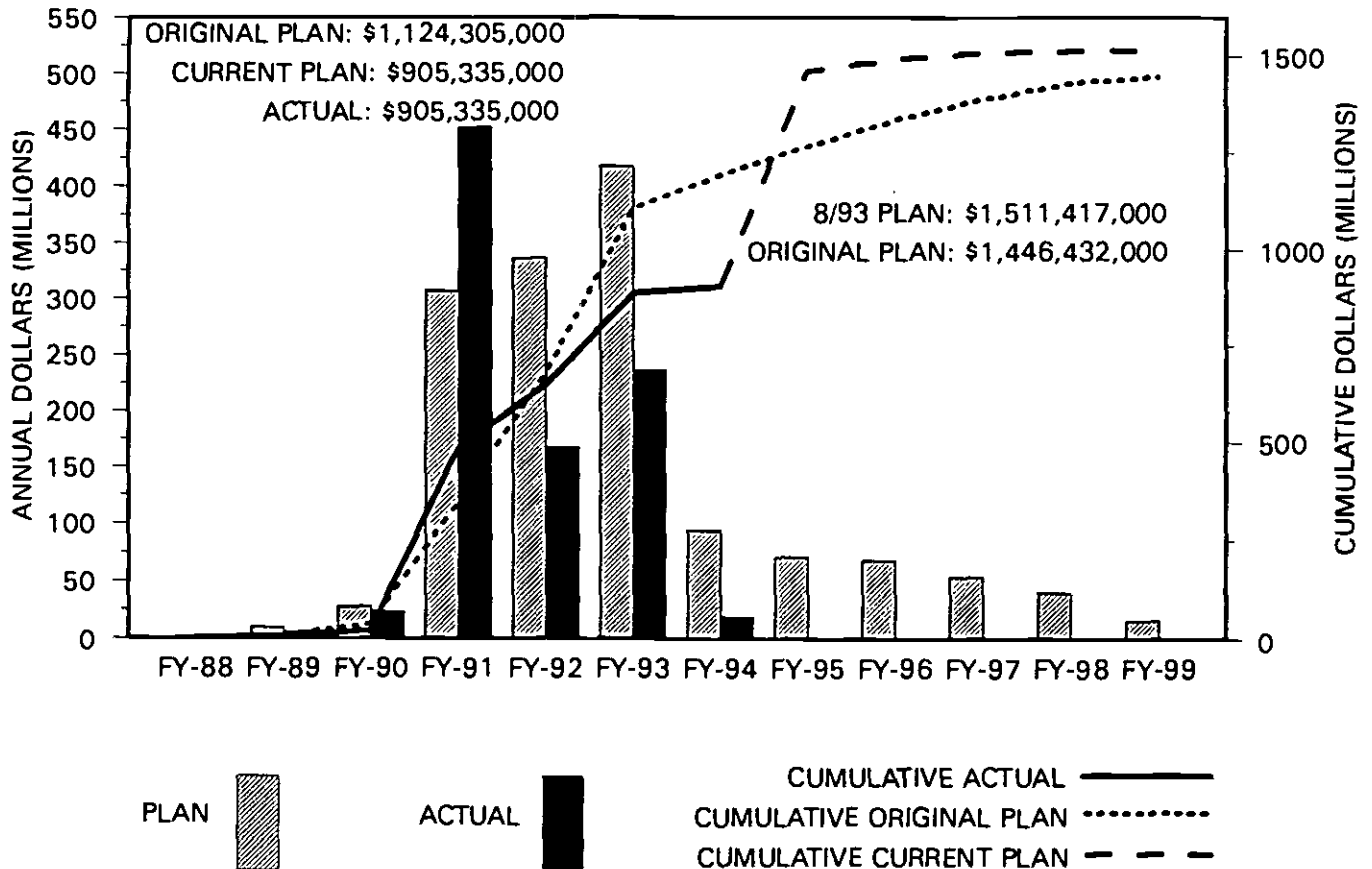
* INCORPORATES SOME SEGMENT 3 COSTS

ANNUAL PROJECT COMMITMENTS (FY '94)*

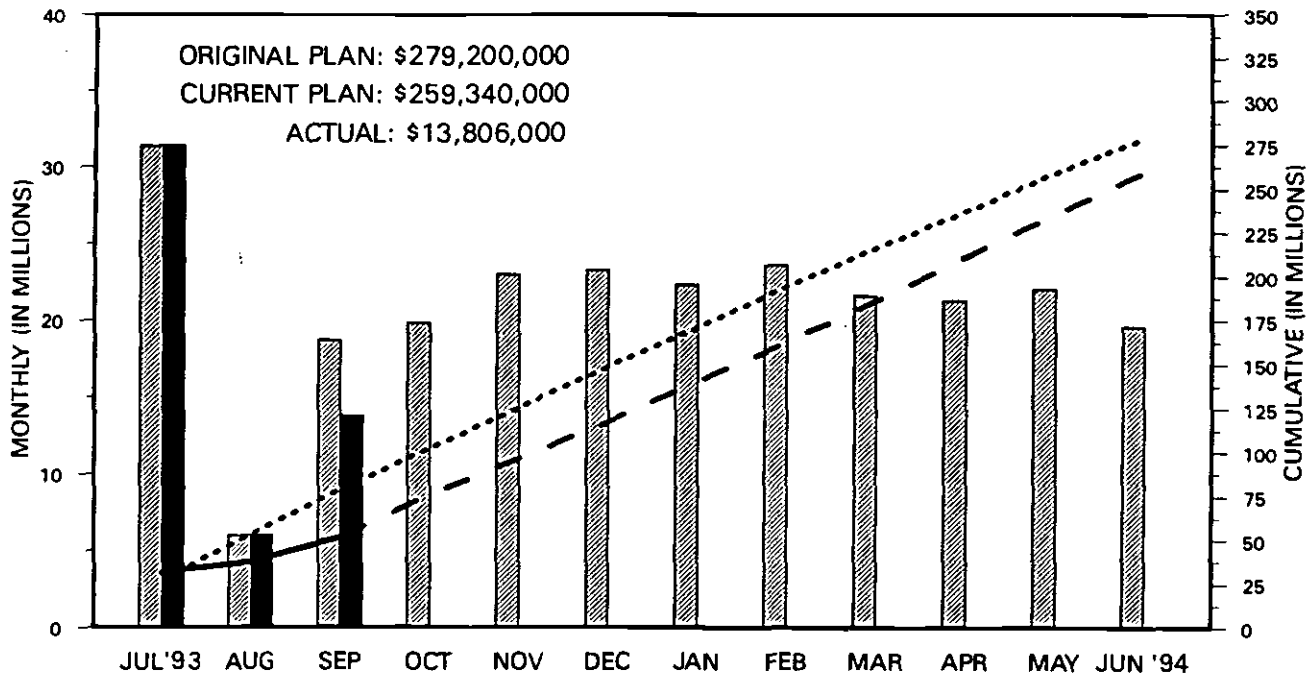


*ANNUAL COMMITMENT PLAN INFORMATION NOT AVAILABLE

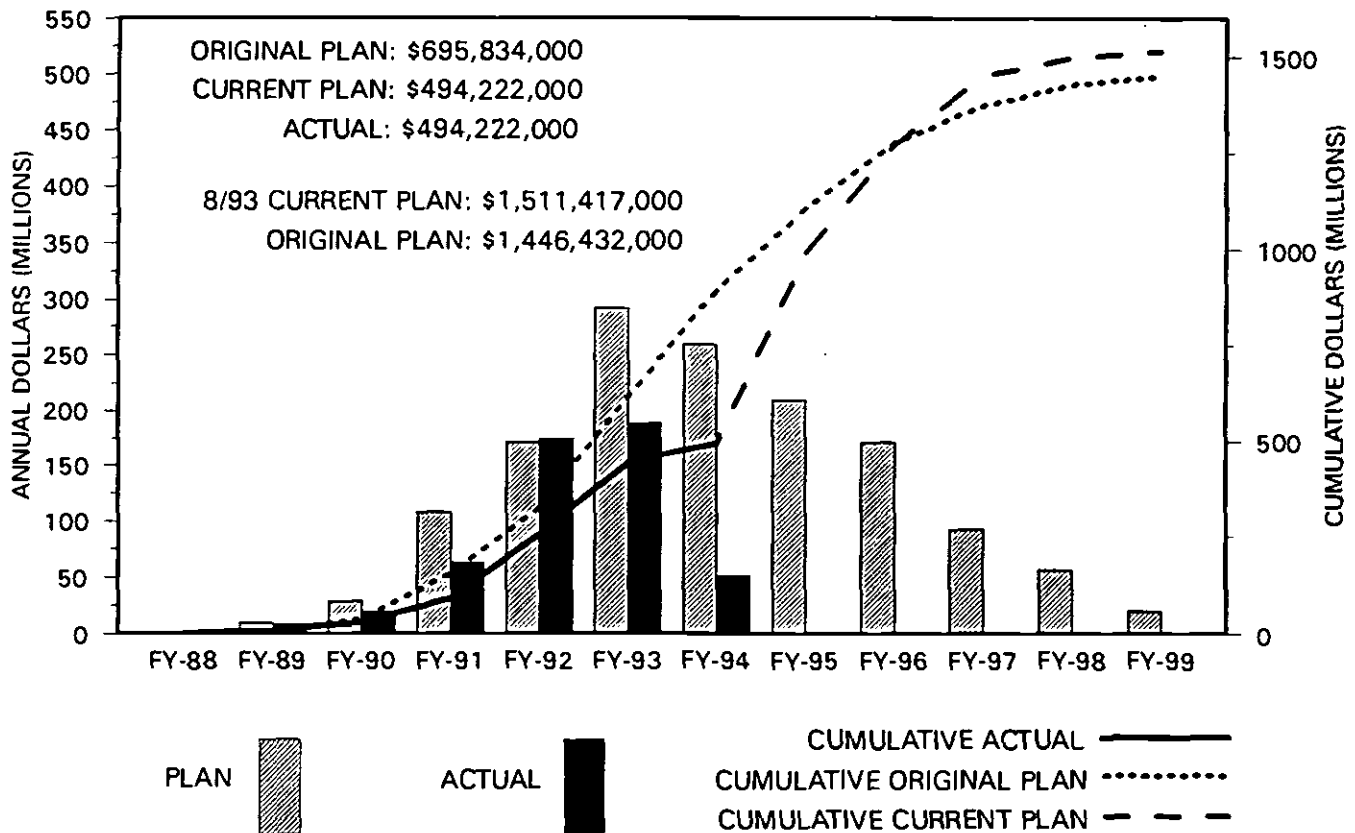
TOTAL PROJECT COMMITMENTS



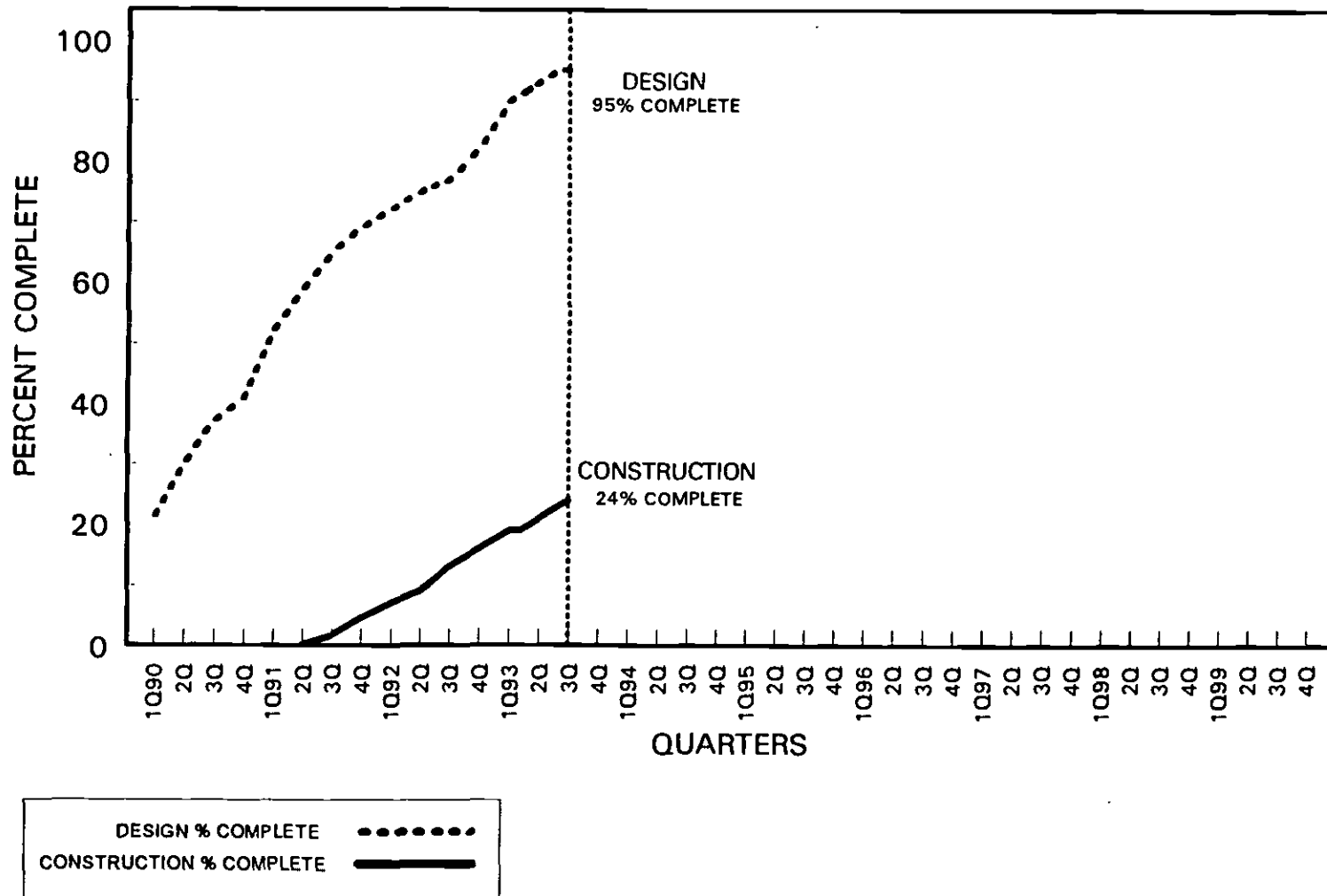
ANNUAL PROJECT CASHFLOW (FY '94)



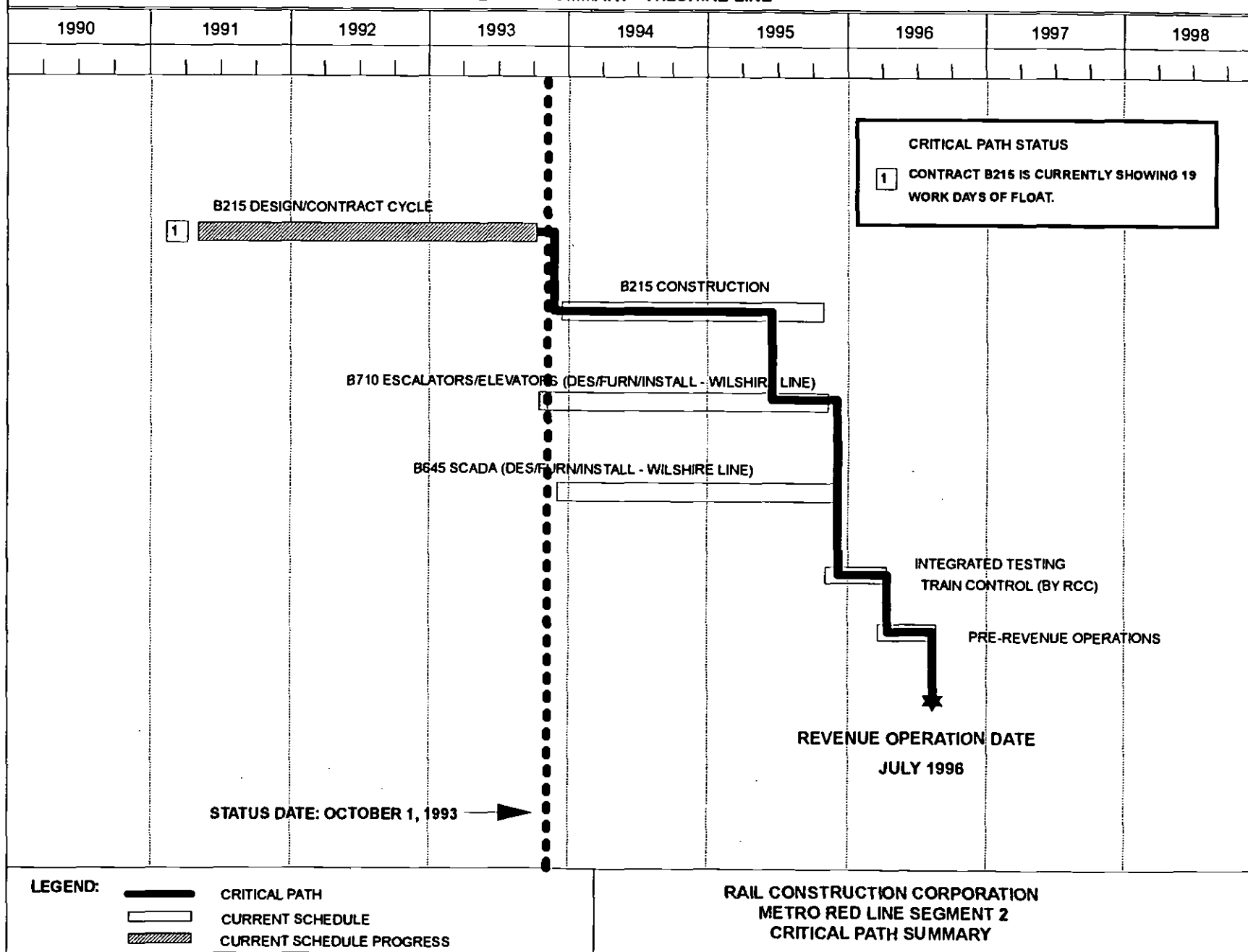
TOTAL PROJECT CASHFLOW



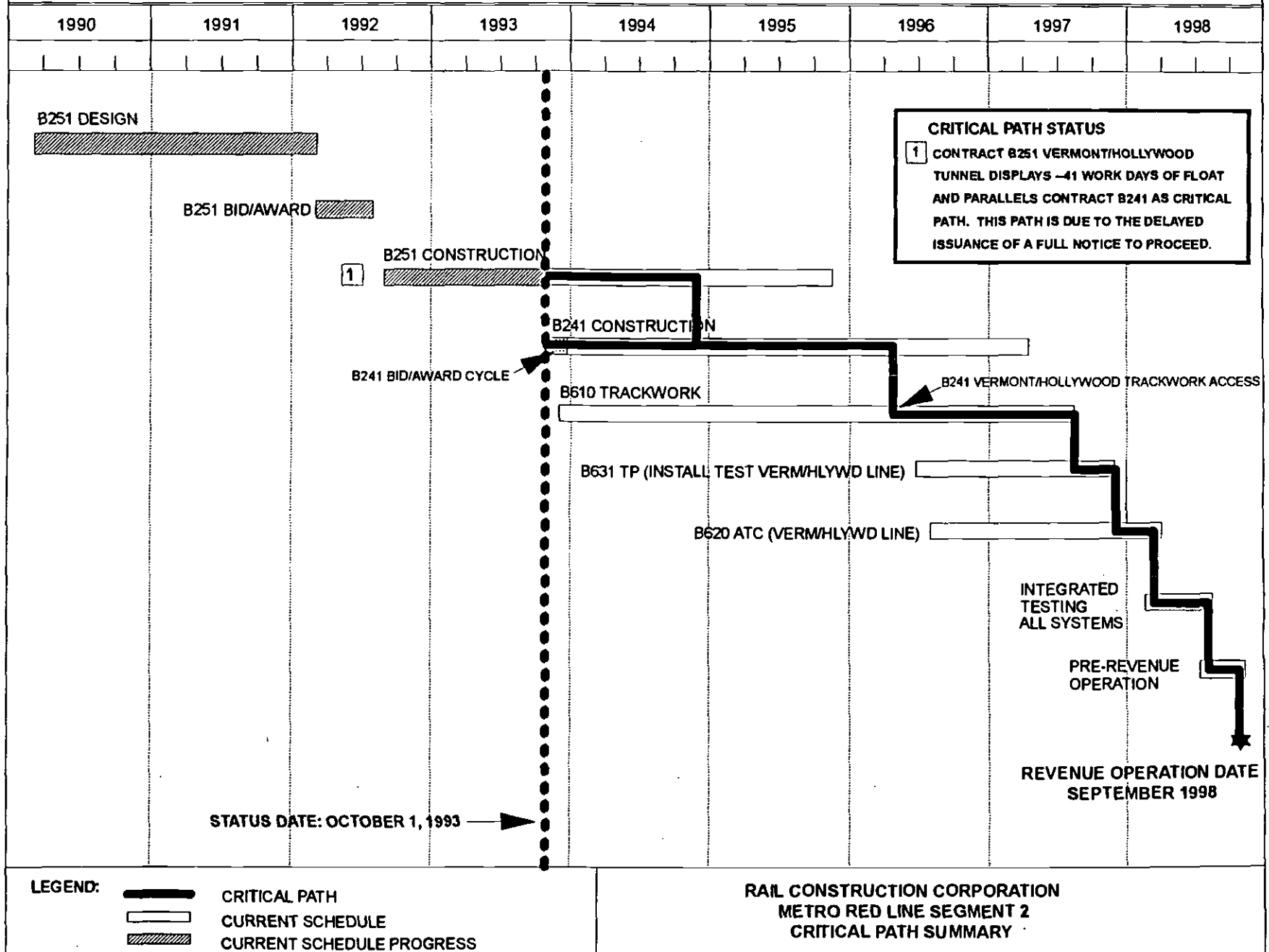
RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



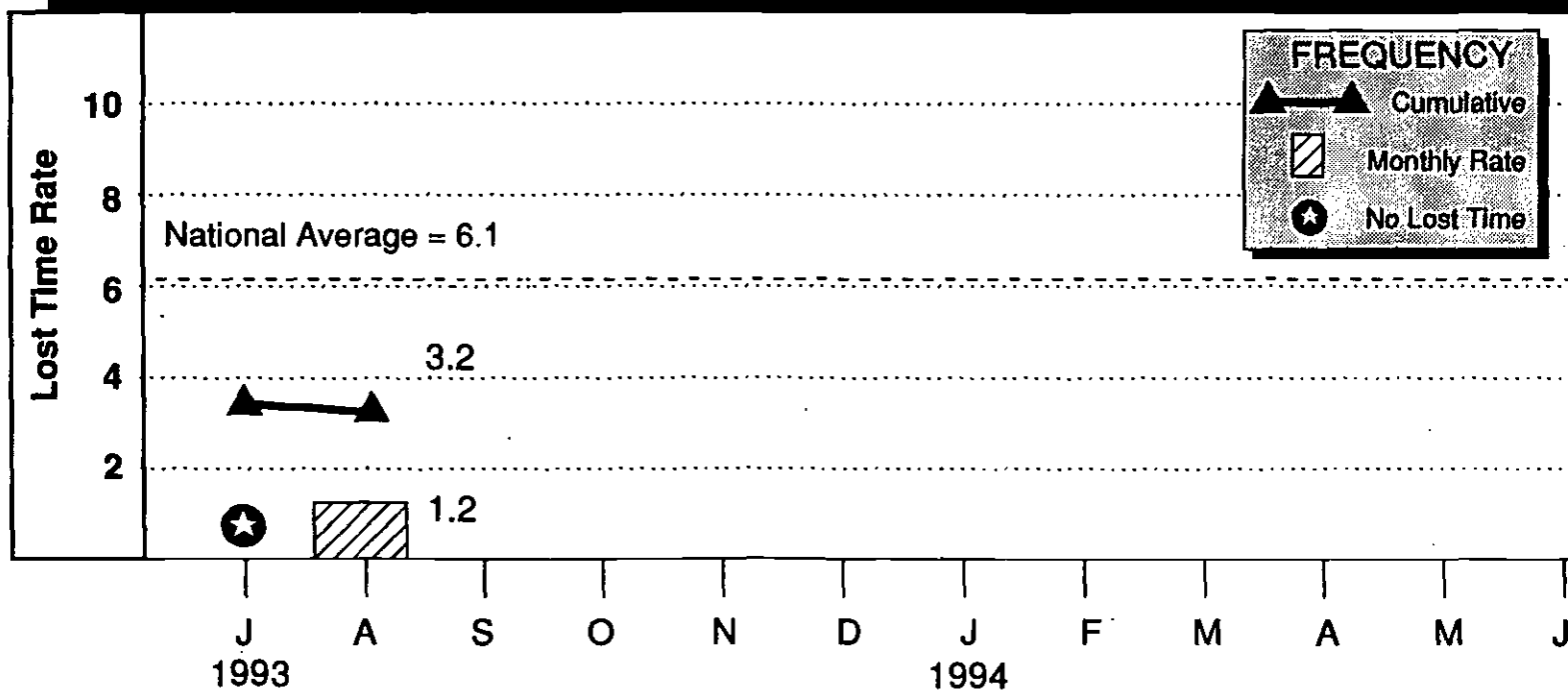
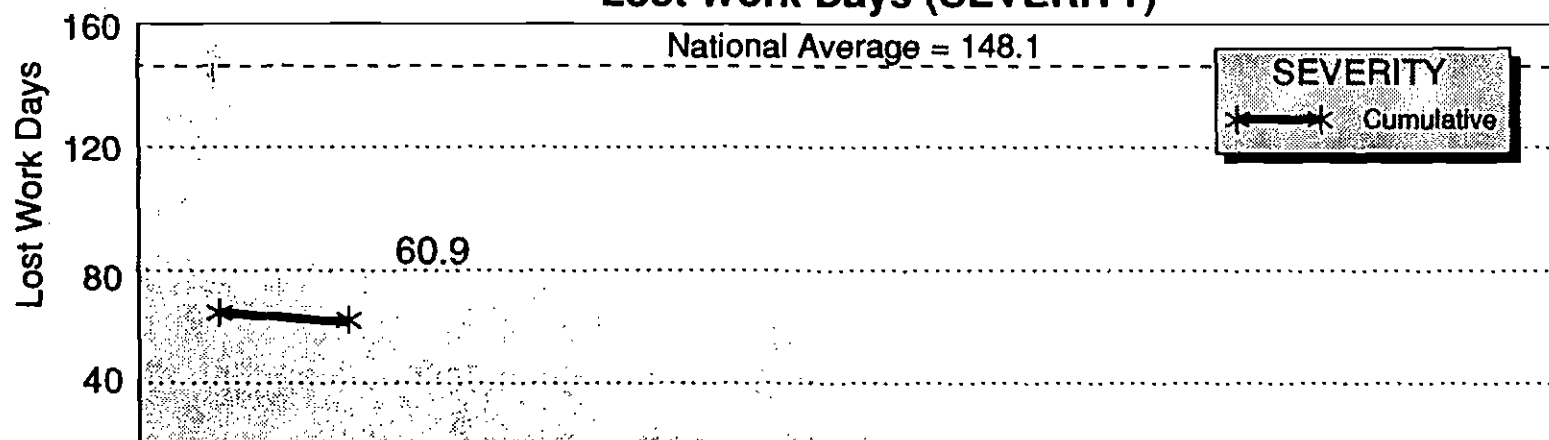
CRITICAL PATH SUMMARY - WILSHIRE LINE



CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



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



INVOICE PROCESSING

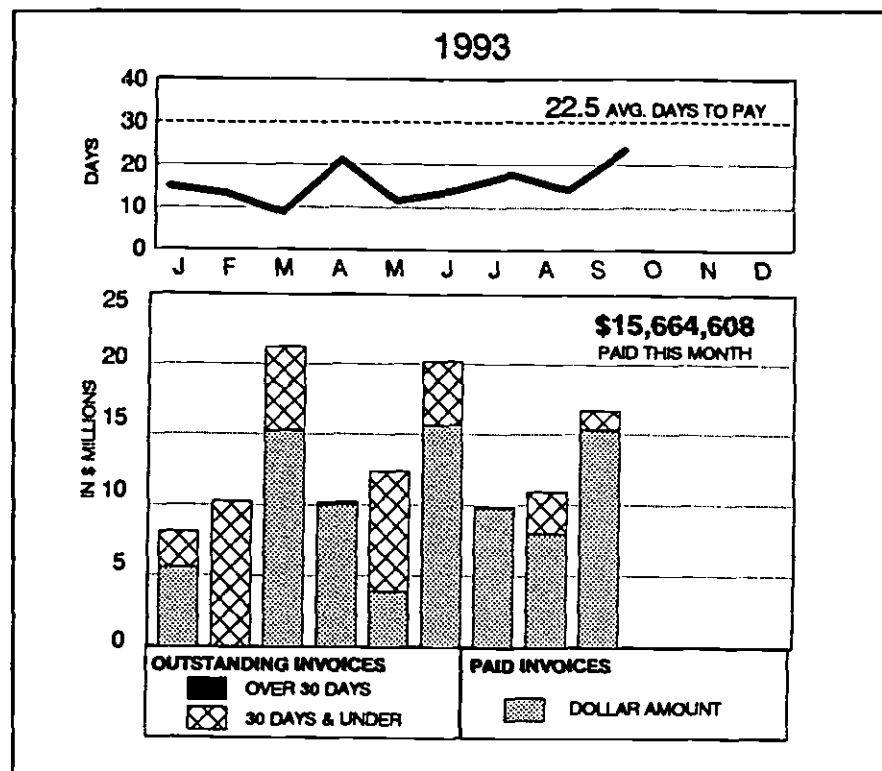
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 22.5 days.

• 22 invoices were paid for a total value of \$ 15,664,608.

• There were 5 outstanding Construction or Procurement invoices under 30 days old for \$ 1,397,999.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1993	3	172,497	0	0	36	3,373,742	7	113,632
MAY 1993	5	8,651,451	0	0	44	8,205,542	11	304,775
JUN 1993	4	4,612,570	0	0	31	4,653,152	7	408,750
JUL 1993	4	64,198	0	0	34	838,793	2	373,900
AUG 1993	7	2,994,305	0	0	32	1,991,444	1	100,253
SEP 1993	5	1,397,999	0	0	35	3,020,002	3	221,924

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION** - Contract C0311, Line Section from Universal City Station to 630+00, Camera Ready date was changed to February 14, 1994, causing the Revenue Operations Date (ROD) to slip 39 working days. Contracts C0311 and C0321, Universal City Station with Crossover, continue on the Critical Path. Significant trends included the negotiated value of professional services contracts; the inclusion of sprinkler systems in station contracts due to a Uniform Building Code requirement that automatic sprinkler systems be included in the design of all below ground level structures larger than 1500 square feet; a safety awareness program; reduction in station box costs in C0301 Contract, Hollywood/Highland Station, and the deletion of tunnel HDPE lining and selected crosspassages in the C0311 Contract.

In September a special in-progress design submittal for tunnel concrete and finishes was submitted for Contract C0301, Hollywood/Highland Station. The prefinal design progressed for Contract C0311, Line Section from Universal City Station to 630+00, with the deletion of the pocket track and the addition of two single crossovers. Locations of the ventilation shaft, access to the vent structure site and the roadway design continue to be studied. MTA Board approval of the appointment of a Section Designers for North Hollywood and Universal City Stations were completed on September 15, 1993. Contract C0331, Line Section, North Hollywood to Universal City, is scheduled for RCC Board approval on October 11, 1993, and MTA Board approval on October 27, 1993.

- **MID CITY EXTENSION** - Delays continue with Contract C0411 Line Section design due to environmental concerns. Additional environmental information, a draft Geotechnical Design Summary Report (GDSR) and bore drawings were received for this contract and a revision of the tunnel alignment was approved in connection with the revised design for Contract C0401, Crenshaw/Olympic Station. A value engineering study was performed to produce an alternative design for the Crenshaw/Olympic Station and a new preliminary design will be developed by November 1, 1993. Contract negotiations were concluded with the Section Designer for Contract C0401.

The most significant cost trend in September resulted in a reduced cost forecast related to the C0401 value engineering study. The station was raised and shortened, resulting in reductions in earthwork, concrete appendages, finishes, and other requirements. Trend number 55

EXECUTIVE SUMMARY (CON'T)

increased the cost forecast due to an additional parcel required for the placement of water and air treatment facilities at Contract C0401, Crenshaw/Olympic Station, the forecast increased due to a Uniform Building Code requirement that automatic sprinkler systems be included in the design of all below ground level structures larger than 1500 square feet.

- **EAST SIDE EXTENSION** - The LACMTA staff completed the subconsultant services selection process for the Final Environmental Impact Statement/Final Environmental Impact Report and Project Planning (FEIS/FEIR/PP). The RCC staff concluded the negotiations with the EMC to provide complete Preliminary Engineering Services. Full release of the consultant services is pending RCC and MTA concurrence. The first draft of the Project Management Plan was reviewed by the FTA and a revision based on resulting comments is underway. Preliminary plans and profiles for all stations have been developed. A study is being conducted to identify impacts to operations for the station proposed to be located inside the existing yard. Work continues to refine the track alignment to improve train operating speed. A study is underway to identify additional special trackwork required for single track operation.

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.

EXECUTIVE SUMMARY (CON'T)**SCHEDULE STATUS****North Hollywood Extension**

- The critical path for the North Hollywood Extension currently shows -39 days of total float. Camera Ready date was delayed to February 14, 1994, for Contract C0311, Line Section from Universal City Station to Station 630+00. Design progress of the major facilities for the North Hollywood Extension is 46.5% actual versus 52.2% early plan. The variance between actual and planned is mainly due to delays in the appointment of section designers for Contracts C0321 and C0351 and scope changes to Contract C0311.

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

Mid City Extension

- The critical path for the Mid City Extension is currently showing zero days of float. The acquisition of an additional parcel at Crenshaw/Olympic Station to support the station excavation is a concern. However, no impact to the ROD is forecasted at this time. Design progress of the major facilities for the Mid City Extension is 25.9% actual versus 33.1% planned. A description of the critical path for the Mid City Extension is indicated below:

Following the acquisition of the Real Estate, the critical path proceeds through Contract C0428, Pico/San Vicente Demolition, 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 to the ROD of July 1999.

EXECUTIVE SUMMARY (CON'T)

East Side Extension

- The Preliminary Engineering (PE) schedule has been established in support of the February 1, 1994, completion date. Specific interdisciplinary interfaces have been identified to highlight critical activities. An overall schedule depicting final environmental work, urban planning and PE have also been completed. The schedule supports the plan to receive an FTA Record of Decision by June 1, 1994.

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	178	8	153	21*	90
LAST MONTH	178	8	153	25*	60

*NINE PARCELS ARE ON THE CRITICAL PATH

Mid City Extension

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	59	0	53	6*	90
LAST MONTH	59	0	53	6*	160

*PARCELS ARE ON THE CRITICAL PATH

PUBLIC AFFAIRS

On the North Hollywood Extension, Public Affairs staff met with concerned citizens in the area of Runyon Canyon Park, the North Hollywood Chamber of Commerce and businesses operating near the construction site. Fact sheets were developed and shared with interested parties. In addition to responding to several inquiries regarding the Universal City Station, a meeting with the Universal City Station Condominium Owners will occur in early December 1993.

Mid City planning of mitigation efforts is underway. These plans will be communicated to the public in January 1994.

There were no major activities to report on the East Side Extension during this reporting cycle.

AREAS OF CONCERN

NEW

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 has been instructed to make an alternate proposal.

Status: Pending review and approval of alternate art concept, the design will then be integrated into the contract documents for installation purposes.

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: EMC is drafting a report and developing costs based on, and in conjunction with, investigative and planning efforts by Enviro-Rail, RCC and others for review and direction. EMC is also proceeding to certify additional parcels required for the C0401 water treatment plant.

Status: Action is in progress toward a October 8, 1993, report, October 20, 1993, peer review, and October 25, 1993, final report to determine course of action.

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 approval.

Status: RCC and MTA Board Approvals are scheduled for October 11, 1993, and October 27, 1993, respectively.

AREAS OF CONCERN (CON'T)**ONGOING****C0311, Line Section: Delays and Impacts to Project Revenue Operations Date - North Hollywood Extension**

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

Action: Expedite the real estate acquisition process and design efforts.

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

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 may subsequently delay Section Designer procurement.

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

Status: Investigations of alternative designs are underway. The Section Designer's Notice To Proceed may include a delay in commencing site restoration work.

Cost, Constructibility, and Environmental Concerns - Mid City Extension

Concern: Ongoing concerns relative to cost, constructibility, and environmental issues are hampering progress. Concentrations of hydrogen sulfide and methane are of particular concern.

Action: RCC directed EMC to proceed to advance the C0401 and C0411 designs based on value engineering study as discussed.

AREAS OF CONCERN (CON'T)

Status: EMC is proceeding with revisions to achieve an updated C0401 preliminary engineering design prior to the Section Design Consultant's Notice To Proceed.

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. This additional scope is funded outside the FFGA by 100% local funds. The section design consultant scope, Contract Unit C0411, and the design and construction schedule will be affected.

Action: RCC is reviewing an EMC report containing design options with related rough order-of-magnitude construction costs.

Status: A recommended design is under the Area Team's review.

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.

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: RCC Environmental staff and subconsultants are currently looking at ways to compress the process.

AREAS OF CONCERN (CON'T)**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.

Action: Review alternative designs and construction methodologies.

Status: EMC is undertaking a Value Engineering effort to address concerns and seek viable alternatives.

RESOLVED**Appointment of Section Designers - North Hollywood Extension**

Concern: A delay in the approval of Section Designers contracts for North Hollywood Extension and consequent delay in issuance of Notice to Proceed resulted in a revision of the camera ready submittal dates. This will impact the contracting cycle and the EMC staffing plan.

Action: Expedite approval and contracting process. Compress the schedules within reasonable constraints allowing float to recover schedule contingencies.

Status: Section designers were approved by the MTA Board on September 15, 1993. Notice to Proceed will be issued on October 6, 1993, for Contract C0351. Contract C0321 Notice to Proceed is awaiting site restoration studies.

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

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

NEW NONE

ONGOING NONE

RESOLVED NONE

NORTH HOLLYWOOD EXTENSION**KEY ACTIVITIES - SEPTEMBER**Design/Construction

A special in-progress design submittal for the tunnel concrete and finishes included in Contract C0301, Hollywood/Highland Station was made on September 15, 1993.

Section designer contracts for C0321, Universal City Station and C0351, North Hollywood Station were approved by the MTA Board. The Notice to Proceed for C0321 should be issued following the outcome of site restoration studies now in progress. The Notice to Proceed for C0351 will be issued on October 6, 1993.

KEY ACTIVITIES - PLANNED FOR OCTOBERDesign/Construction

The final design submittal for Contract C0329, Demolition to support the C0311 tunnel and C0321 station contracts is scheduled for October 25, 1993.

The final design submittal for an expanded C0328 Demolition package at Universal City is also planned for October 25, 1993.

The Section Designer for North Hollywood Station will initiate the final design efforts related to station finishes, entrance, site restoration and appendages

Mid City Extension

KEY ACTIVITIES - SEPTEMBER

Design/Construction

Negotiations with the section design consultants for the Mid City Stations continued, Crenshaw/Olympic being concluded and Pico/San Vicente reaching substantial agreement. The contracts will be submitted for RCC and LACMTA Board approval during October.

A Value Engineering report including an alternative cost-saving design for Contract C0401, Crenshaw/Olympic Station, was finalized, reviewed, and ensuing decisions made.

Additional environmental information and the draft GDSR and boring log drawings for the C0411 tunnel were resolved. Revision of the tunnel alignment was approved in concert with the revised design for C0401.

Pico/San Vicente Station bus and parking facility alternatives were developed, including costs. Recommended contract packing and construction staging has been completed. Review and concurrence by Area Teams is pending.

Certification of subsurface parcels was completed.

KEY ACTIVITIES - PLANNED FOR OCTOBER

Design/Construction

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

Commencement of gas pre-venting field investigations. Completion of the GDSR and the environmental alternatives report.

The prefinal design submittal for C0428, Demolition for Mid City sites is planned for October 28, 1993.

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

Project: RB2 METRO RED LINE - SEGMENT 3 - N. HOLLYWOOD

Period: Aug 27, 1993 to Oct 1, 1993
Run Date: Oct 14, 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	8,814	72,020	20	6,454	20	6,454	-14,273	820,366	-70,362
S PROFESSIONAL SERVICES	254,747	0	254,747	15,000	89,275	2,224	16,816	2,224	16,816	18,800	273,547	18,800
R REAL ESTATE	84,534	0	84,534	92	13,698	92	13,698	92	13,698	3,834	94,888	10,354
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	105	0	27	0	27	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	-8,360	108,782	41,207
GRAND TOTAL	1,310,822	0	1,310,822	23,906	175,101	2,336	36,997	2,336	36,997	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: Aug 27, 1993 to Oct 1, 1993
Run Date: Oct 14, 1993
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	4,151	13,907	4	29	4	29	-6,256	332,473	-1,665
S PROFESSIONAL SERVICES	98,133	0	98,133	0	36,693	500	1,783	500	1,783	0	99,471	-1,338
R REAL ESTATE	53,303	0	53,303	0	8	0	0	0	0	885	48,259	-5,044
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	492	492	0	0	0	0	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	5,371	5,371	5,371
GRAND TOTAL	490,663	0	490,663	4,644	51,102	505	1,812	505	1,812	0	490,663	0

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

SEPTEMBER 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	\$138,191	20%	\$198	0%	\$198	0%
FED SURFACE TRANSIT PROG	\$25,000	\$20,019	\$20,019	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$15,649	30%	\$15,649	30%		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	\$1,242	0%	\$1,242	0%	\$16,891	5%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,609	\$175,101	13%	\$36,997	3%	\$36,997	3%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1993.

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

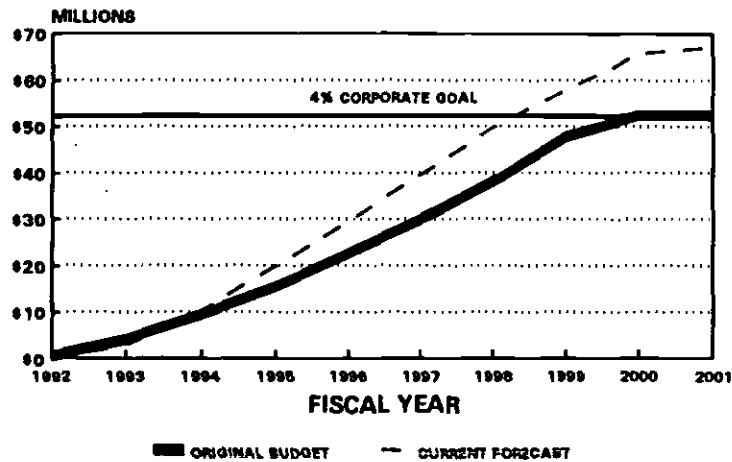
SEPTEMBER 93

STATUS OF FUNDS BY SOURCE

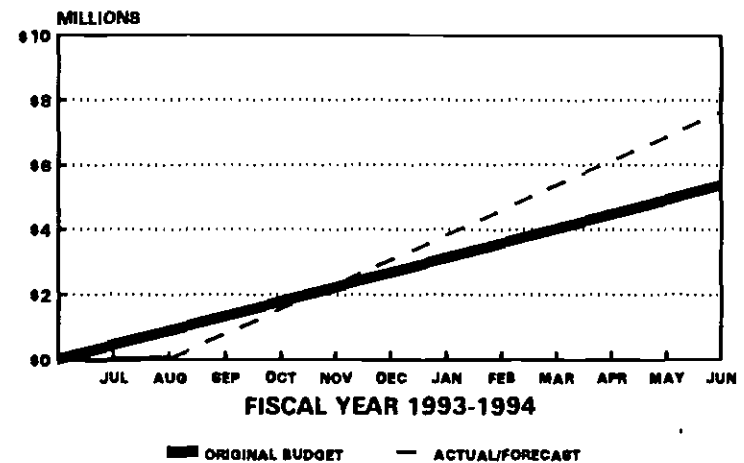
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$49,796	21%	\$505	0%	\$505	0%
FED SURFACE TRANSIT PROG	\$55,400	\$1,307	\$1,307	2%	\$1,307	2%	\$1,307	2%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$21,157	\$51,103	10%	\$1,812	0%	\$1,812	0%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1993.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



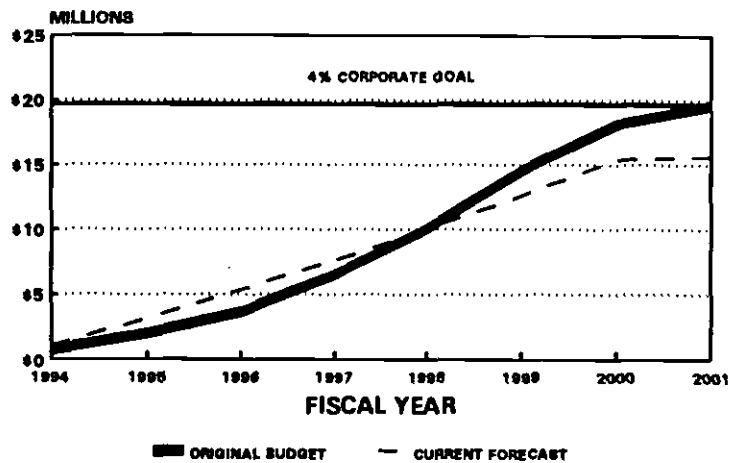
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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%

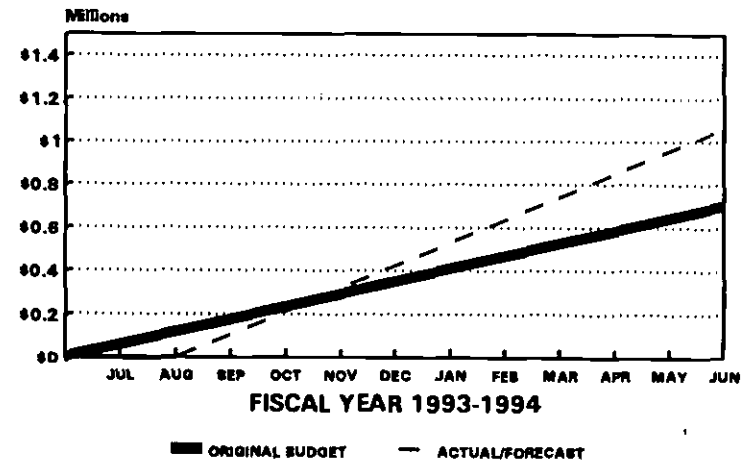
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$7,660
ACTUAL TO DATE	\$ 33

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

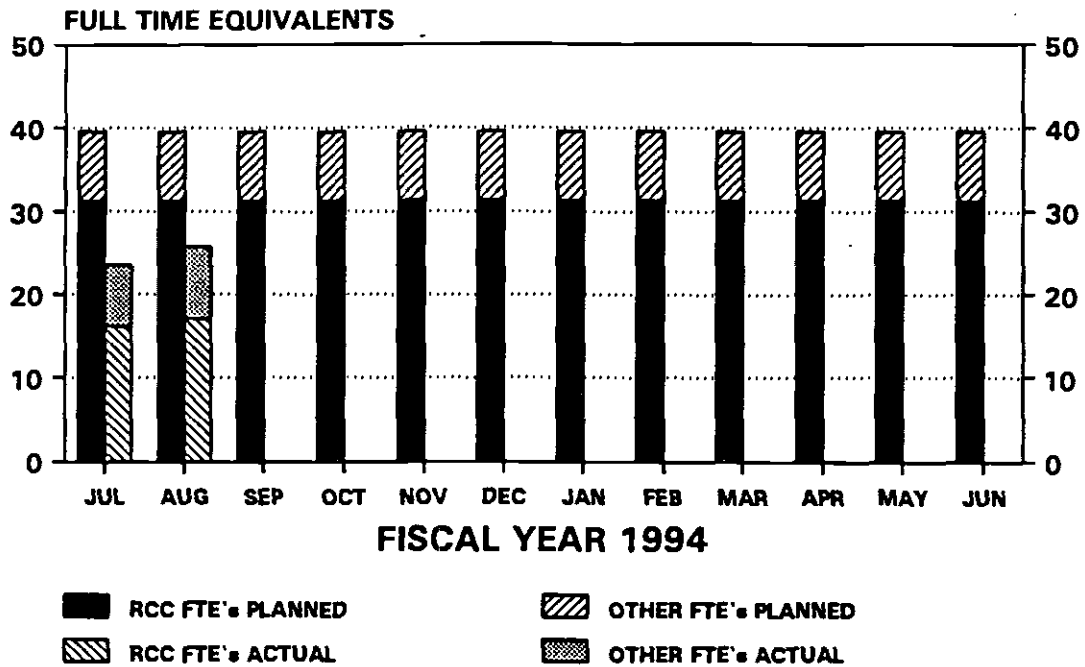
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$1,065
ACTUAL TO DATE	\$ 0

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

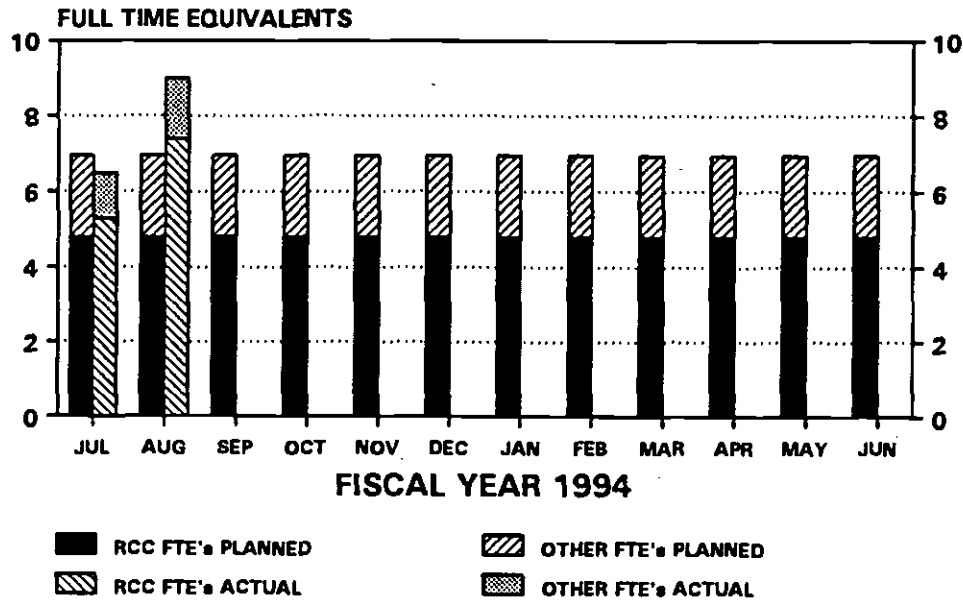
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	31
RCC FTE's ACTUAL	17
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	40
TOTAL FTE's ACTUAL	26

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'94 Budget

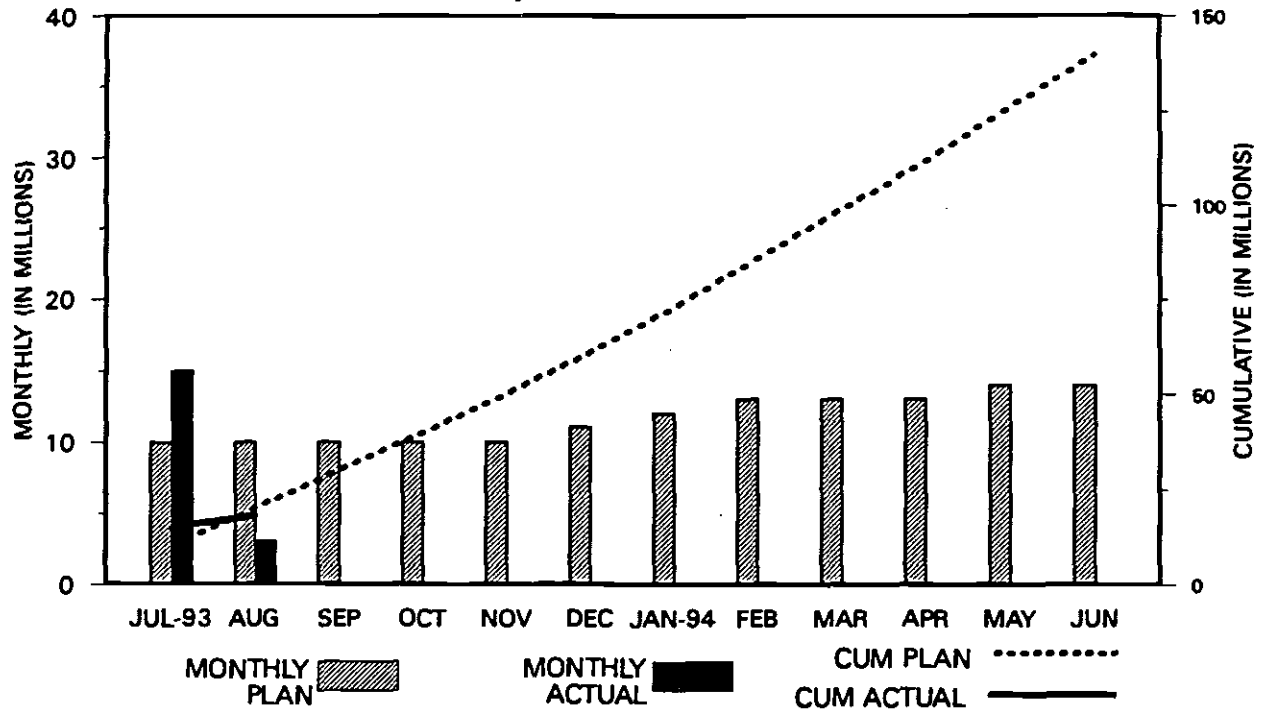
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

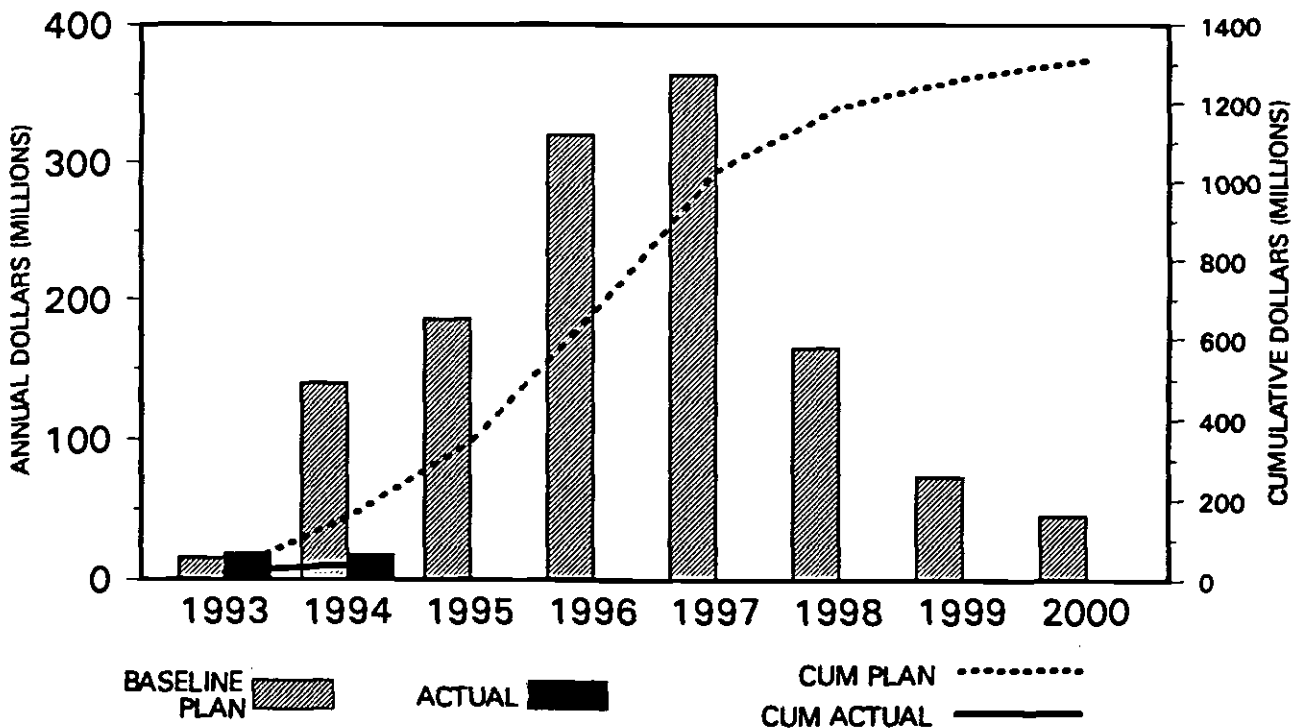
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	7
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	9

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



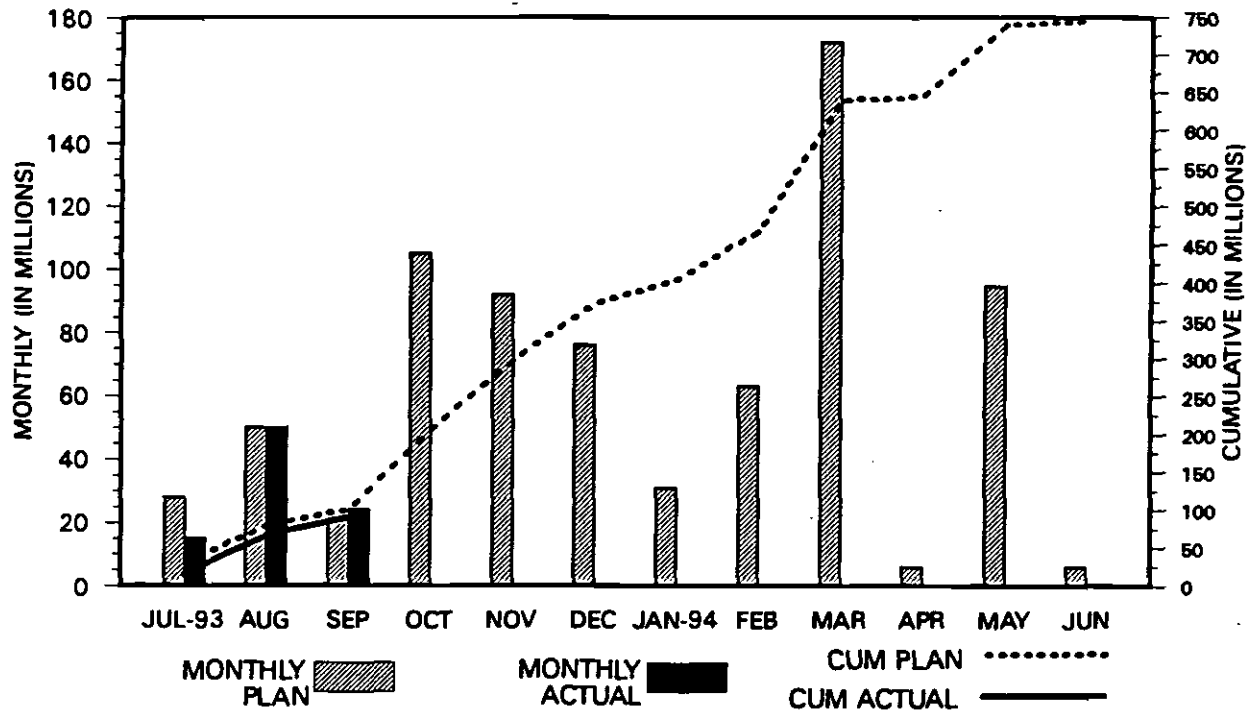
PROJECT CASH FLOW - PROJECT FISCAL YEAR



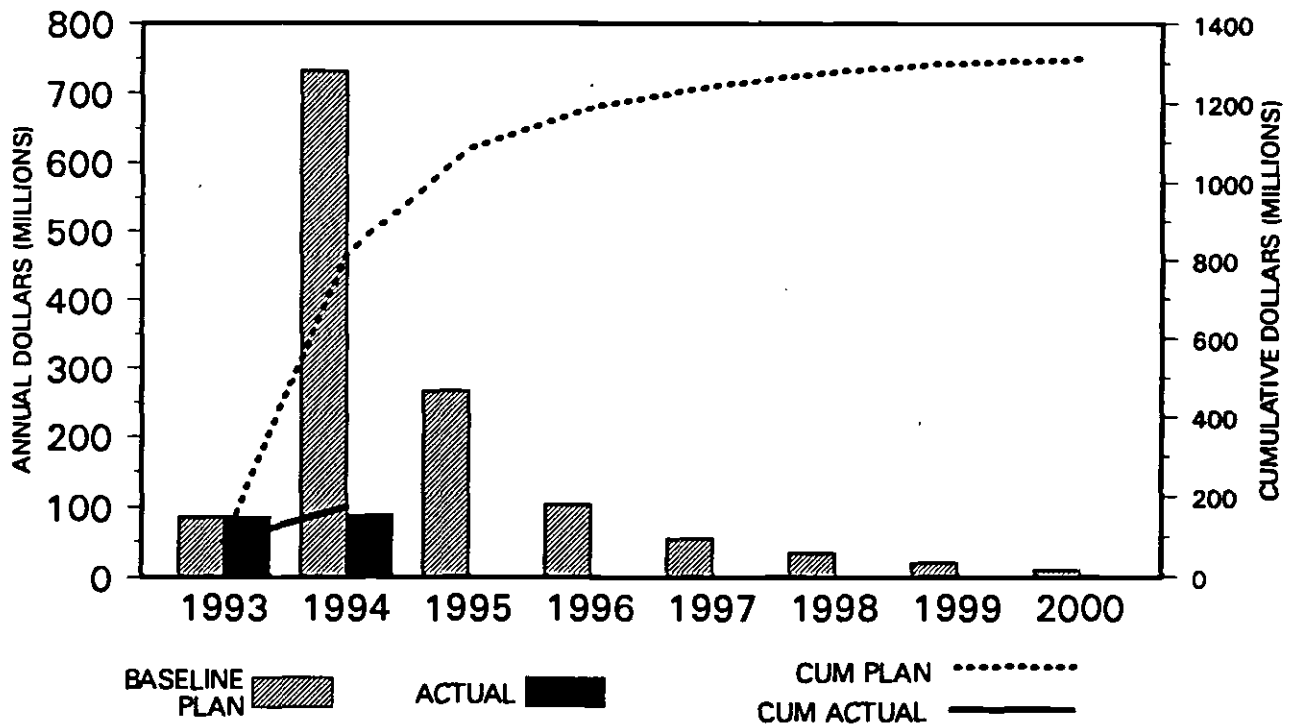
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH AUGUST 1993

NORTH HOLLYWOOD

PROJECT COMMITMENT - ANNUAL FISCAL YEAR - 1994

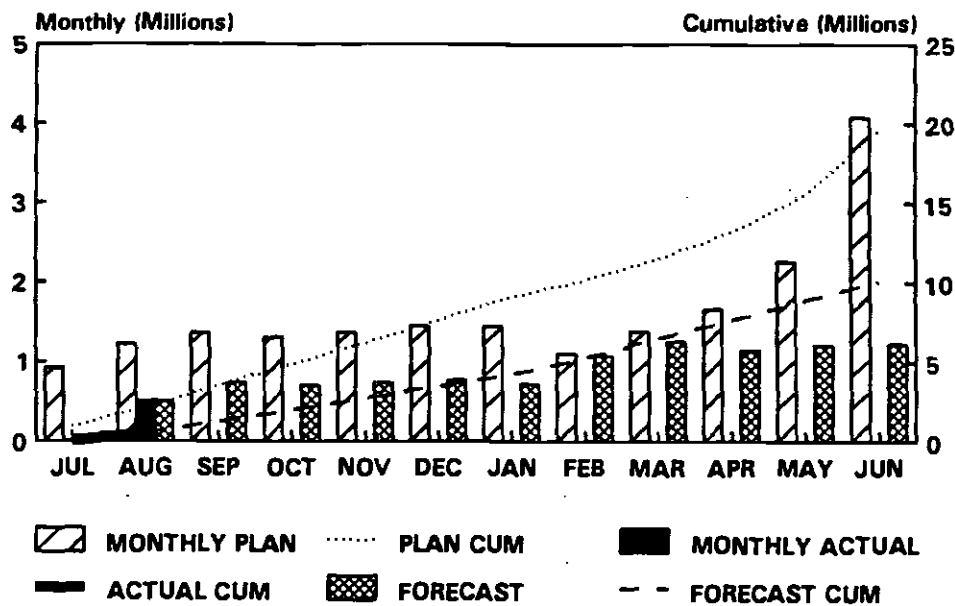


PROJECT COMMITMENT - PROJECT FISCAL YEAR



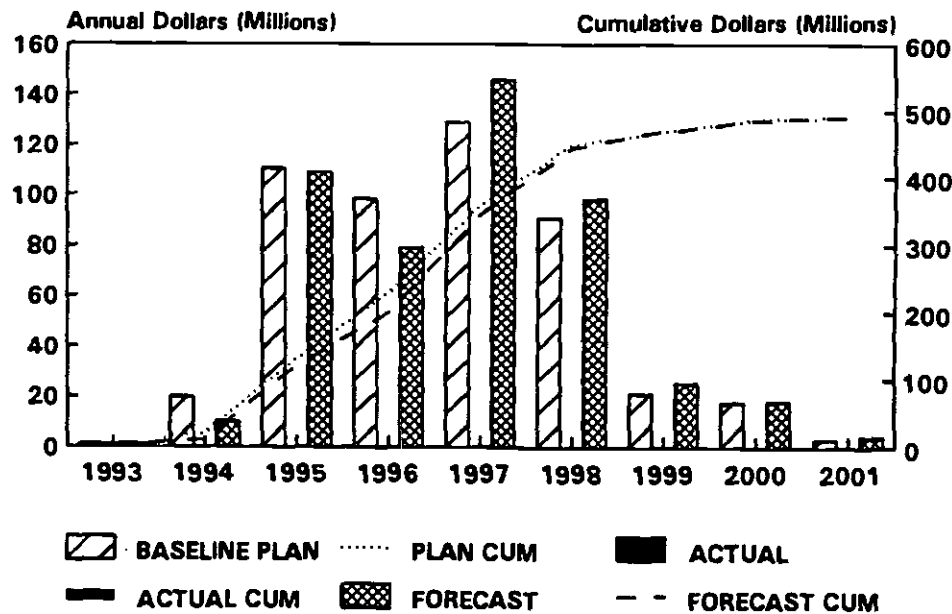
MID CITY EXTENSION

PROJECT CASH FLOW - ANNUAL FISCAL YEAR 1994



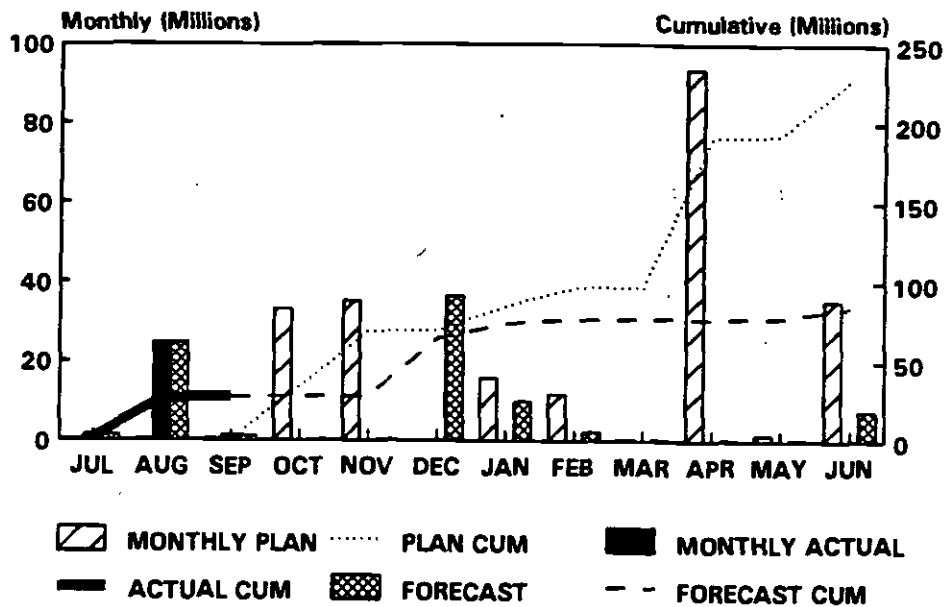
* No actuals recorded for 7/93

PROJECT CASH FLOW - PROJECT FISCAL YEAR

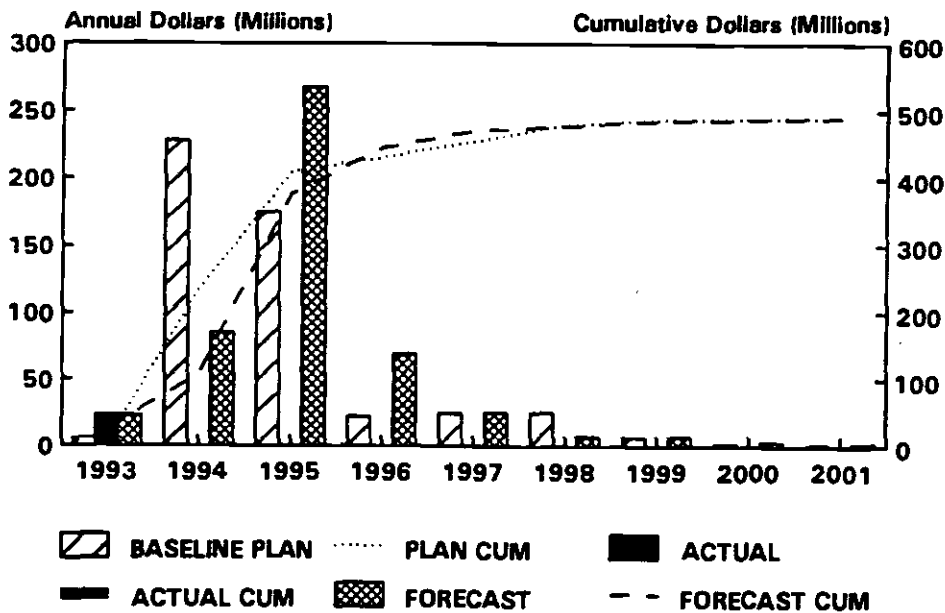


MID CITY EXTENSION

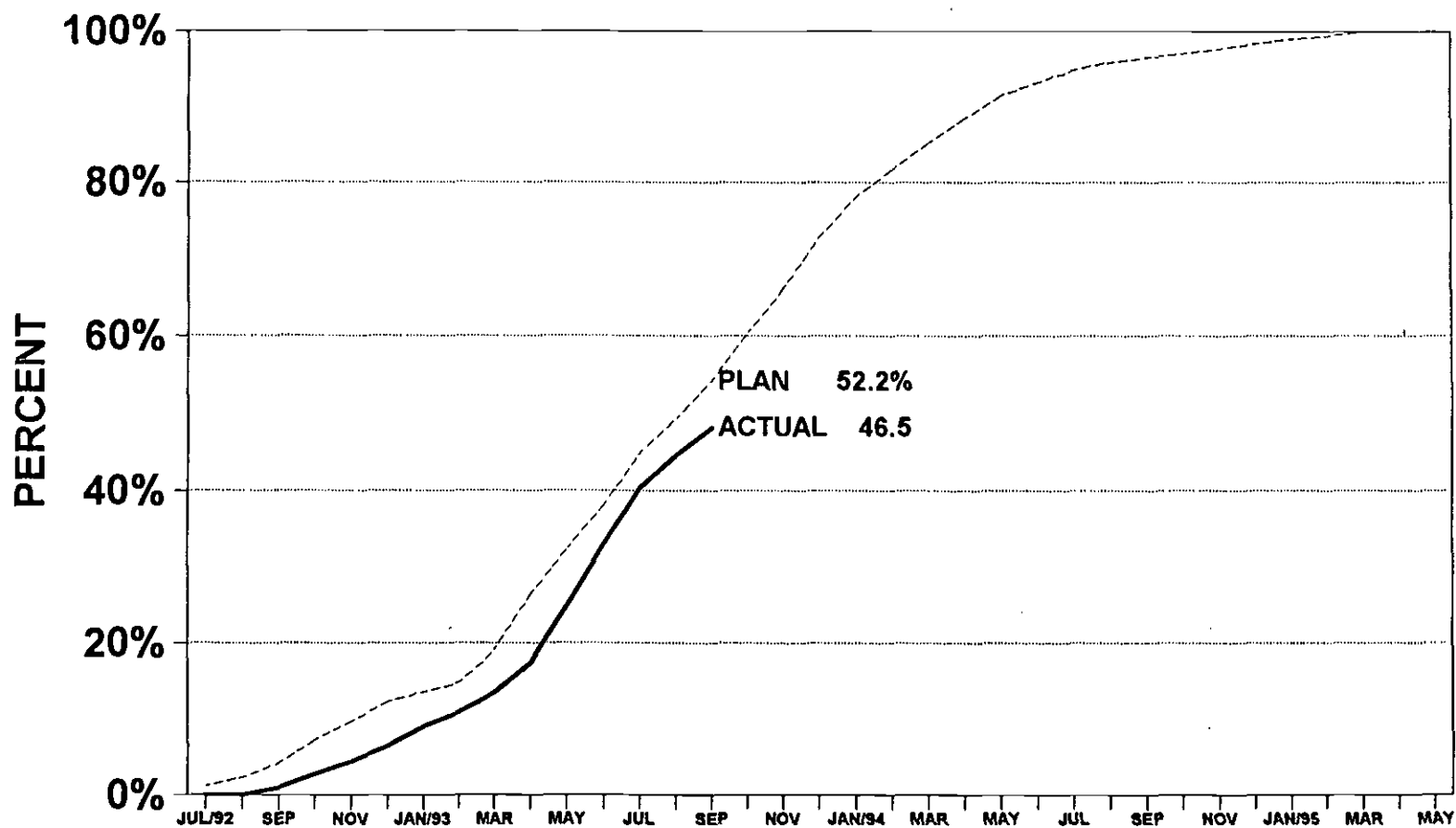
PROJECT COMMITMENTS - ANNUAL FISCAL YEAR



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

