

Legend:

- METRO BLUE LINE** (Dashed line)
- METRO RED LINE** (Solid line)
- THE METRO GREEN LINE** (Line with cross-ticks)
- METRO ORANGE LINE** (Line with vertical dashes)
- Currently under study/ study performed** (Line with horizontal dashes)
- Possible future extensions** (Line with circles)
- Commuter Rail Line under development** (Line with diagonal dashes)

Map Labels: SANTA CLAYTA, SYLMAR, SAN FERNANDO VALLEY, PACOIMA, BURBANK, GLENDALE, PASADENA, SAN GABRIEL VALLEY, AZUSA, COVINA, POMONA, WHITTIER, NORWALK, LAKEWOOD, LONG BEACH, SAN PEDRO, PALMS VERDES, TORRANCE, EL SEGUINDO, LAX, COMPTON, DORNEY, LOS ANGELES, EL MONTE, EL MONTE BLVD, BEVERLY HILLS, HOLLYWOOD, NORTH HOLLYWOOD, WESTLAKE VILLAGE, CANOGA PARK, MALIBU, PACIFIC OCEAN, L.A. COUNTY, SAN BERNARDINO COUNTY, ORANGE COUNTY.



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)	Project Progress	
Original Budget	1,249,900	Design:	
Expended to Date	1,174,625	Plan	100%
Current Forecast	1,450,019	Actual	98%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	92%
Original	April 1992	Actual	92%
Forecast	June 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	153,087	Plan	79%
Current Forecast	1,446,432	Actual	73%
Schedule Status		Construction:	
ROD:	Wilshire	Plan	6%
Original	Jul '96	Actual	5%
Forecast	Jul '96		
	Vermont/Hwyd		
	Sep '98		
	Sep '98		

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

Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design:	
Expended to Date	155,011	Plan	100%
Current Forecast	786,000	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	17%
Original	October 1994	Actual	15%
Forecast	May 1995		

Metrolink (includes 4 start-up lines, shared facilities, and LAUPT)

Cost Status	(\$000)	Project Progress	
Original Budget	473,262	Design:	
Expended to Date	64,929	Plan	99%
Current Forecast	473,262	Actual	98%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	15%
Original	October 1992	Actual	14%
Forecast	October 1992		

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

STATUS DATE: 12/27/91

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST	VARIANCE (9-2)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,556,544	2,829,275	80,010	1,767,153	37,163	1,276,307	30,147	1,251,993	2,923,392	94,117
PROFESSIONAL SERVICES	916,961	1,055,114	30,237	923,847	19,437	752,498	15,902	736,458	1,157,558	102,444
REAL ESTATE	247,495	301,211	3,558	242,085	2,780	233,708	2,153	233,623	317,792	16,581
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	228	81,327	69	65,105	58	64,720	93,616	5,194
SPECIAL PROGRAMS	7,668	14,110	23	2,297	66	809	50	729	25,150	11,040
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	86,032	(159,233)
PROJECT REVENUE	(18,115)	(43,675)	(7,524)	(8,205)	(101)	(6,314)	(1)	(7,545)	(43,975)	(300)
PROJECT GRAND TOTAL	4,138,684	4,489,722	106,532	3,008,504	59,414	2,322,113	48,309	2,279,978	4,559,565	69,843

RAIL PROGRAM STATUS SUMMARY

DECEMBER 1991

Figure 1 - Rail Construction Plan

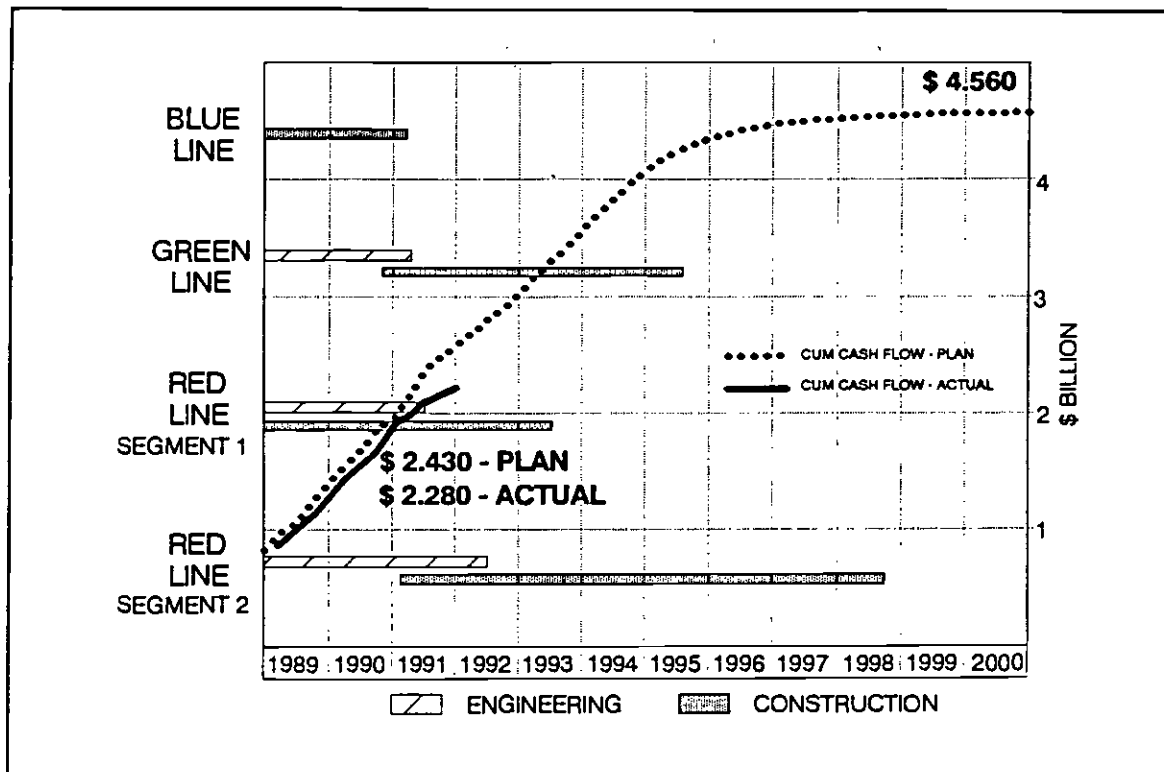


Figure 2 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

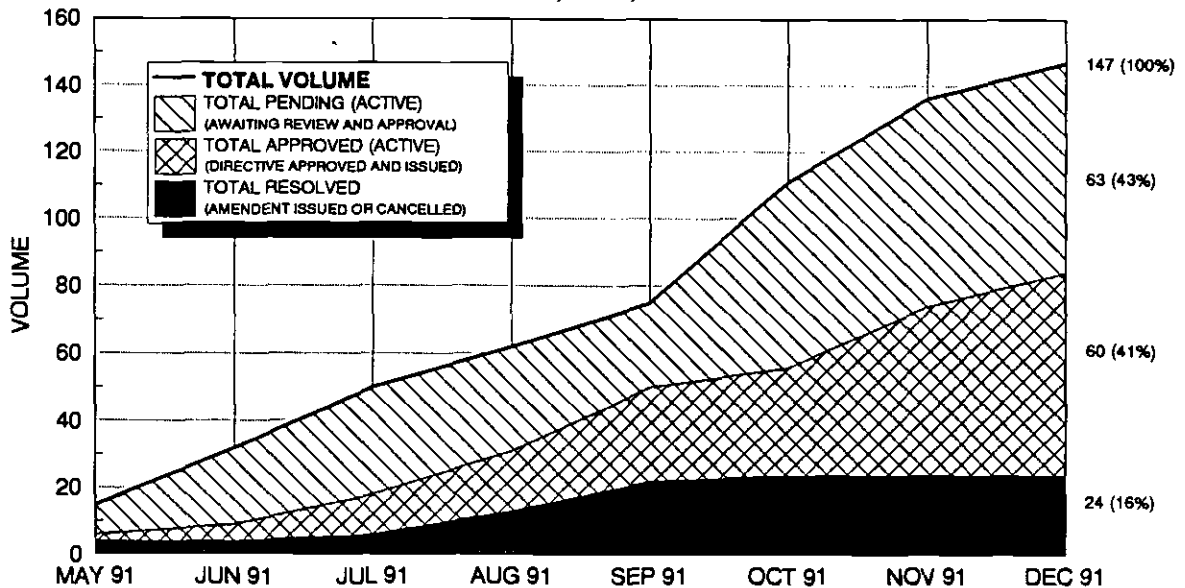
Figure 2 - Rail Construction Funding Sources

(IN MILLIONS)

	METRO BLUE LINE*		METRO GREEN LINE***		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SEC 3					605.3	42	667.0	46	1272.3	27
FTA-SEC 9					90.6	6			90.6	2
STATE			107.5	12	213.1	15	186.0	13	506.6	11
LOCAL (PROP A)	877.0	100	778.5	88	176.6	12	439.4	30	2271.5	49
CITY OF L.A.					34.0	2	96.0	7	130.0	3
BENEFIT ASSESS					130.3	9	58.0	4	188.3	4
FORECAST					200.1	14			200.1	4
TOTAL	877.0	100	886.0	100	1450.0	100	1446.4	100	4659.4	100

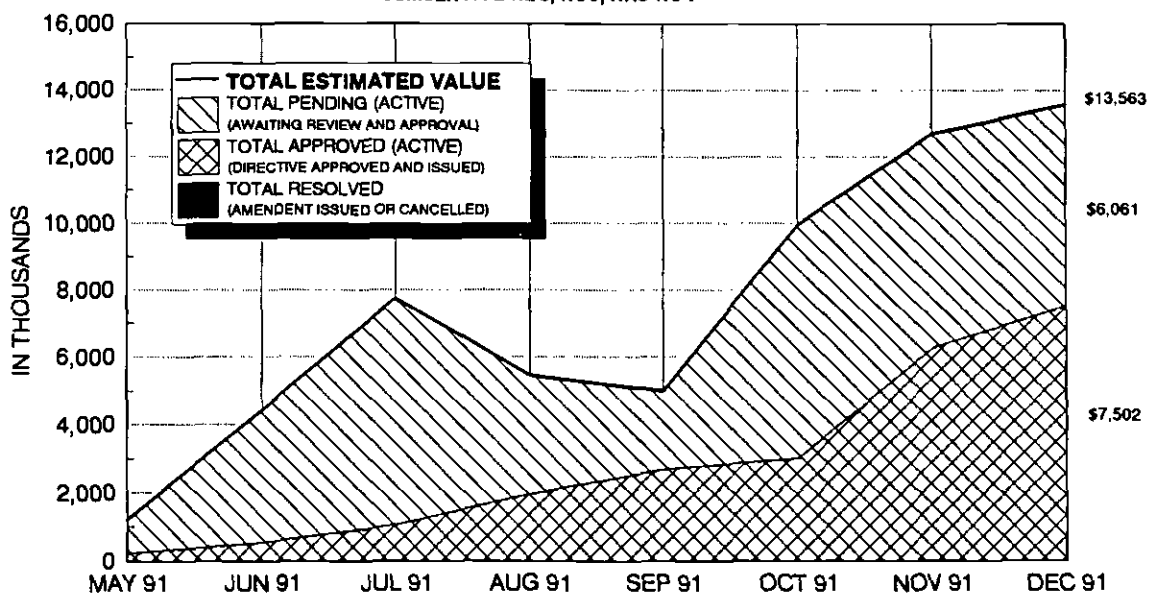
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.
 *** CONSISTS OF FUNDS ALLOCATED FOR NORTH COAST SEGMENT.

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE R23, R80, AND R81**



AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	11	27	35	50	123
PERCENT	9%	22%	28%	41%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST VALUES
CUMULATIVE R23, R80, AND R81**



EXECUTIVE SUMMARY

**CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 12/27/91**

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		MRTC: 2997/E0002		PD: 3369		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
R01: BLUE LINE	9	1,438									9	1,438	9	1,438	0	0
R23: GREEN LINE	43	3,415					11	892	1	31	55	4,338	50	4,003	5	335
R80: RED LINE S1			1	91	39	6,002					40	6,093	39	6,119	1	(26)
R81: RED LINE S2			12	2,287	16	845					28	3,132	23	2,568	5	564
R82: RED LINE S3			5	2,048							5	2,048	5	1,769	0	279
CONTRACT TOTAL	52	4,853	18	4,426	55	6,847	11	892	1	31	137	17,049	COMMENTS:			
LAST MONTH	49	4,654	17	3,730	50	6,726	9	756	1	31	126	15,897				
VARIANCE	3	199	1	696	5	121	2	136	0	0	11	1,152				

NOTE: DOLLAR VALUES SHOWN INCLUDE CONSULTANTS ROUGH-ORDER-OF-MAGNITUDE ESTIMATES AND DO NOT NECESSARILY REFLECT RCC'S FORECAST OF FINAL CHANGE COSTS.

REAL ESTATE

Figure 3 summarizes the real estate status for Metro Green Line and Metro Red Line Segment 2.

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
Green Line	40	39	1	0	0
Red Line Seg 2	71	27	40	4	84

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 146 positions are filled with regular full time staff and 24 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

- * The contract/temporary number was revised to exclude SCRTD staff.

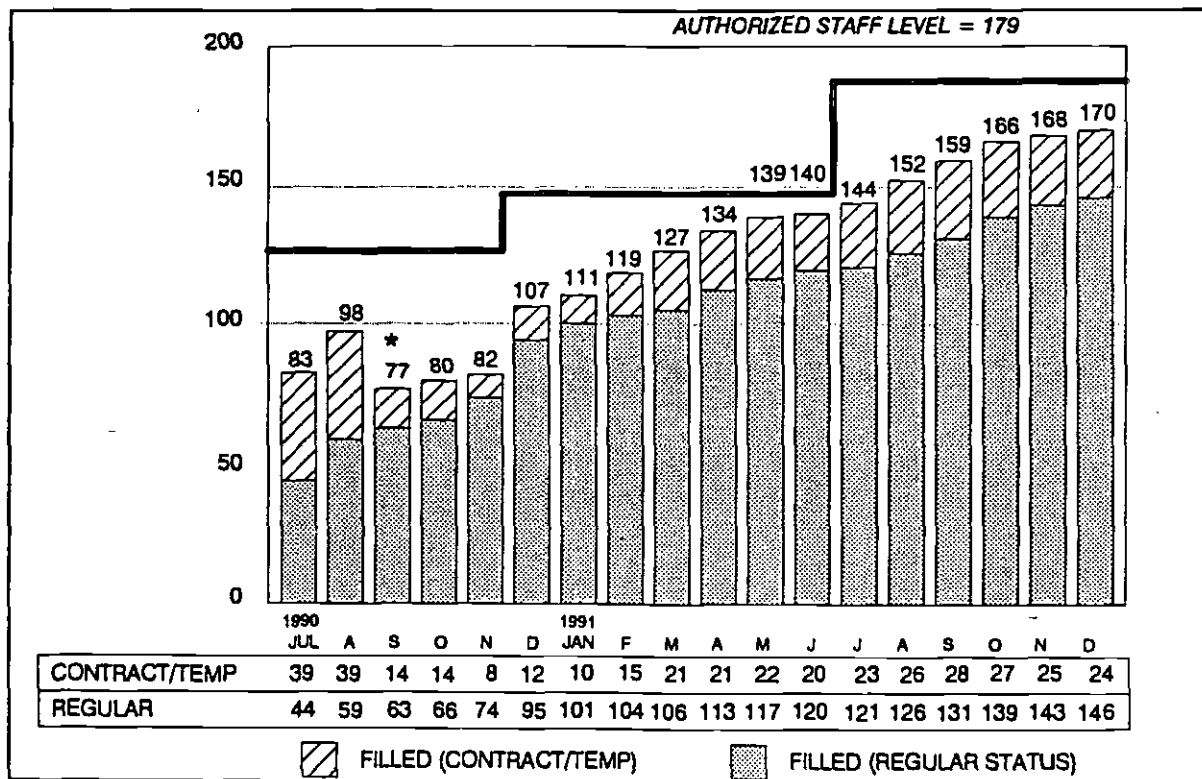
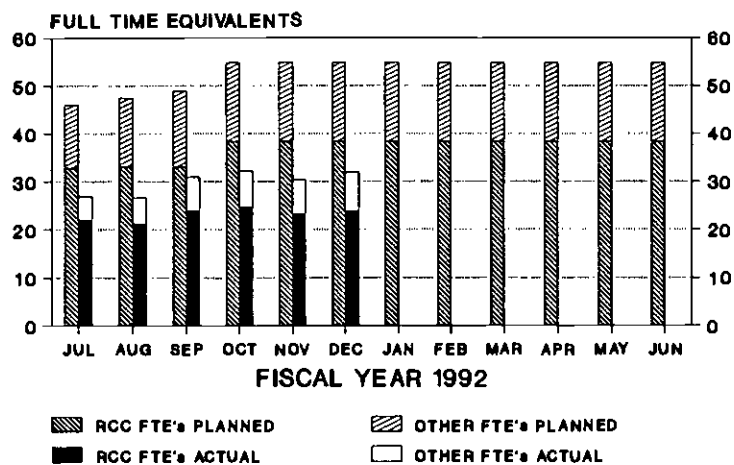
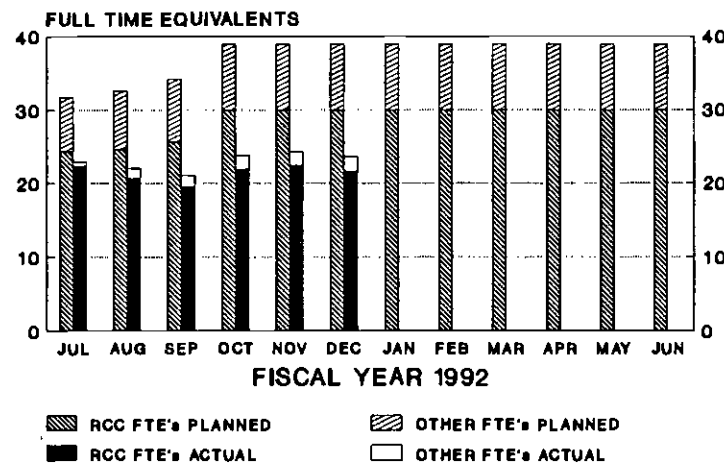


Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

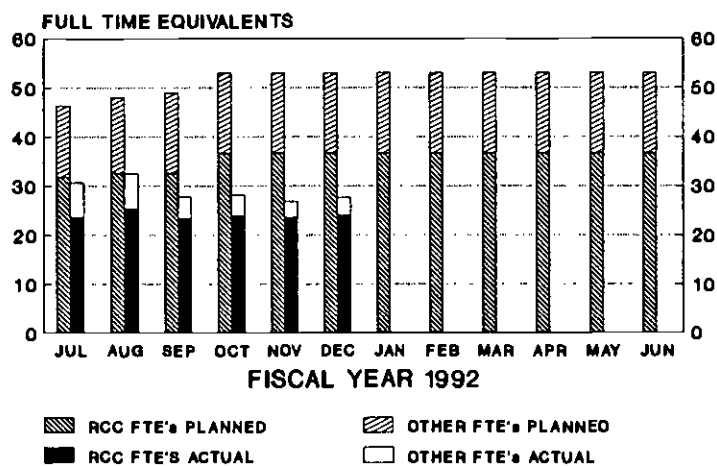
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



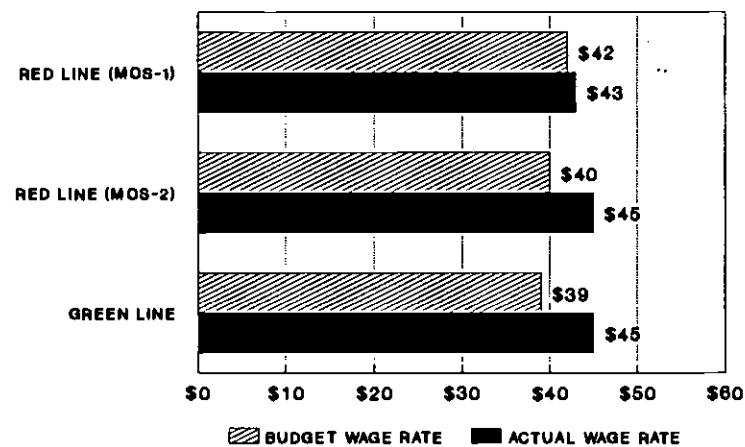
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



STAFFING PLAN VS. ACTUAL GREEN LINE



LABOR WAGE RATE* RED LINE (SEGMENT 1 & 2), GREEN LINE



*Salaries and Fringe Benefits Only

DECEMBER 91

Figure 5



RAIL CONSTRUCTION CORPORATION
EXECUTIVE SUMMARY LABOR DISTRIBUTION REPORT
 For Period: December 1991
 (All Figures in FTE Person Months)

Page: 1
 Date: 1/23/92
 Time: 1:58 am

DIVISION		R01 Blue Line		R05 Pasadena		R23 Green Line		R80 Red Seg 1		R81 Red Seg 2		R82 Red Seg 3		Sub Total		R60/70 Comm Rail		Rxx Other Proj		R92 System Wide		000 Overhead		Sub Total		Grand Total		ANNUAL BUDGET
		PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	PER	YTD	
Strategic Group	BUDGET	1.7	9.7	.3	1.0	8.4	49.4	3.9	22.8	2.9	17.3	.3	1.0	17.5	101.4											17.3	101.4	206.4
	ACTUAL	.6	3.7	0.0	.0	1.9	15.5	.2	1.6	1.0	3.1	0.0	.2	3.6	24.0											3.6	24.0	
Area Teams	BUDGET	0.0	0.0	1.2	7.2	.1	.6	0.0	0.0	.4	2.4	.4	2.4	2.1	12.6											2.1	12.6	25.2
	ACTUAL	.1	.6	1.0	4.1	.0	.5	0.0	.3	.8	3.7	1.0	3.9	2.8	13.0											2.8	13.0	
FAST	BUDGET	2.3	11.9	.4	2.0	7.9	45.3	5.1	28.3	13.2	73.0	.3	1.3	29.1	161.7											29.1	161.7	336.0
	ACTUAL	.4	1.5	.5	1.4	1.7	13.0	1.9	7.4	6.1	32.7	.3	.7	10.8	54.7											10.8	54.7	
Commuter Rail	BUDGET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											0.0	0.0	0.0
	ACTUAL	0.0	0.0	0.0	0.0	0.0	.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.3											0.0	.3	
Rail Construction Corporation	BUDGET	1.7	9.3	13.0	66.3	36.7	207.1	30.0	164.3	38.4	214.0	2.7	14.4	123.1	675.4	4.0	32.7	1.5	6.3	0.0	0.0	42.8	233.7	50.2	272.7	173.3	948.1	1993.9
	ACTUAL	2.7	19.3	3.3	10.6	24.0	143.8	21.6	128.6	24.0	139.5	2.0	4.7	77.5	446.4	3.1	20.5	5.5	72.0	0.0	0.0	48.9	187.6	57.5	280.1	133.0	726.5	
COMMISSION TOTAL	BUDGET	5.6	30.9	15.7	76.7	33.1	302.2	39.0	215.4	54.8	306.9	3.6	19.0	171.8	951.1	6.0	32.7	1.5	6.3	0.0	0.0	42.8	233.7	50.2	272.7	222.0	1223.8	
	ACTUAL	3.8	25.0	4.8	16.1	27.6	173.1	23.6	137.8	31.9	179.0	3.2	9.4	94.7	540.5	3.1	20.5	5.5	72.0	0.0	0.0	48.9	187.6	57.5	280.1	152.2	820.5	
ANNUAL BUDGET		64.2		171.2		620.6		449.2		635.9		40.6				68.4		15.3		0.0		486.2						2561.5

CORPORATE COST TARGETS RELATIVE TO CONSTRUCTION

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%. Based on the current cost forecast data for each project, the project administration cost totals 25.9% which is an increase of 1.7% from last month. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.3% of total program costs, a decrease of .1% from last month, which exceeds the 4.0% corporate goal. 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 GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		TOTAL PROGRAM		CORPORATE GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	573,114	72.93%	809,532	55.83%	976,875	67.54%	3,017,008	66.17%	
REAL ESTATE	55,592	6.34%	29,232	3.72%	139,679	9.63%	93,289	6.45%	317,792	6.97%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	75,425	9.60%	220,154	15.18%	126,816	8.77%	491,982	10.79%	
CONSTR MGMT.	91,642	10.45%	72,889	9.28%	138,125	9.53%	131,394	9.08%	434,050	9.52%	
STAFF	17,655	2.01%	19,960	2.54%	101,279	6.98%	57,541	3.98%	196,435	4.31%	4%
OTHER	14,222	1.62%	14,921	1.90%	988	0.07%	30,110	2.08%	60,241	1.32%	
SUBTOTAL	193,106	22.01%	183,195	23.31%	460,546	31.76%	345,861	23.91%	1,182,708	25.94%	20%
CONTINGENCY	963	0.11%	14,100	1.79%	40,262	2.78%	30,707	2.12%	86,032	1.89%	
PROJECT REVENUE	(29,877)	-3.41%	(13,798)	-1.76%	0	0.00%	(300)	-0.02%	(43,975)	-0.96%	
GRAND TOTAL	877,271	100.00%	785,843	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,559,565	100.00%	

CONSTRUCTION SAFETY

Figure 7 shows the combined Construction Safety report for the Metro Blue Line, the Metro Green Line and the Metro Red Line, Segment 1 and Segment 2 projects. The frequency index (Lost Time) and the severity index (Lost Days) of accidents for November decreased dramatically from the previous month. Figure 8 shows the cumulative incident rates for Lost Time Accidents and Lost Work Days.

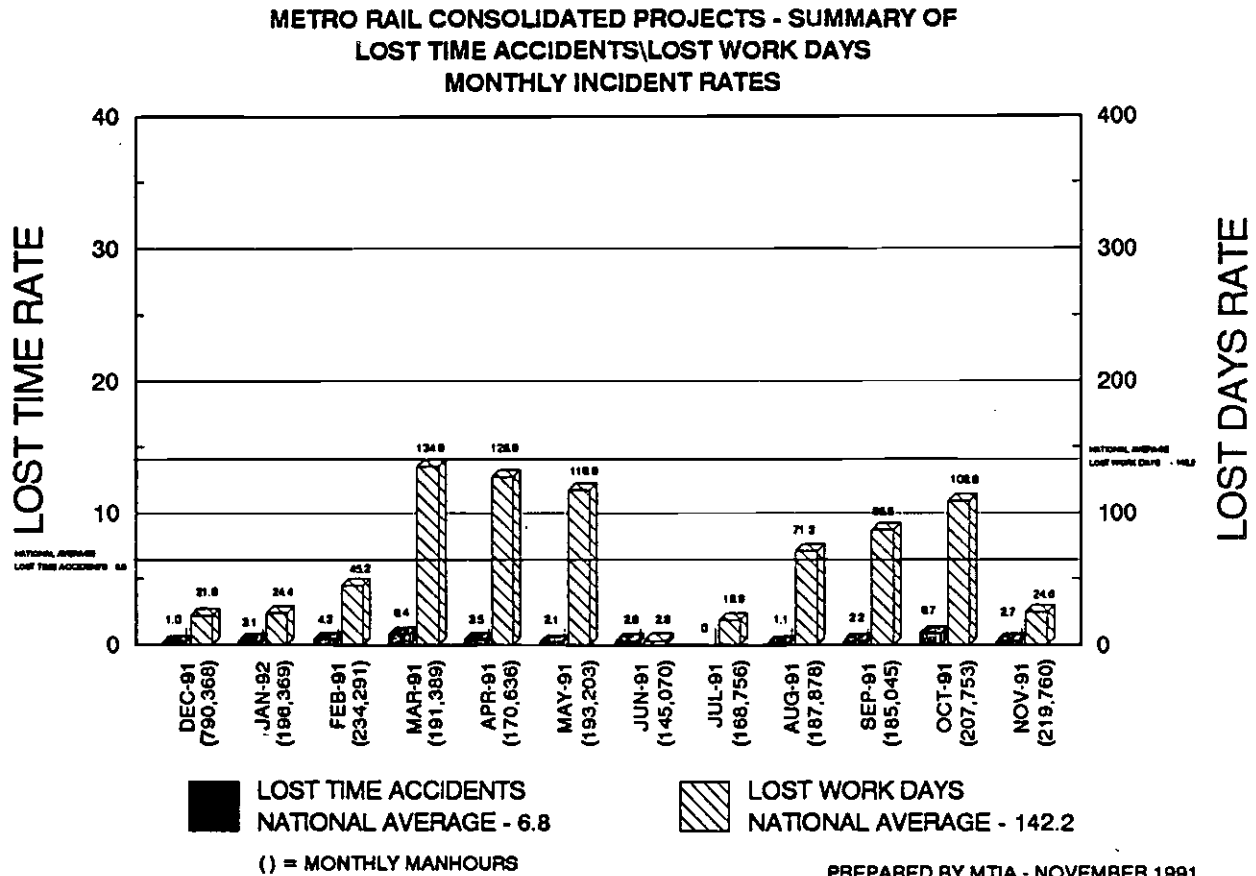
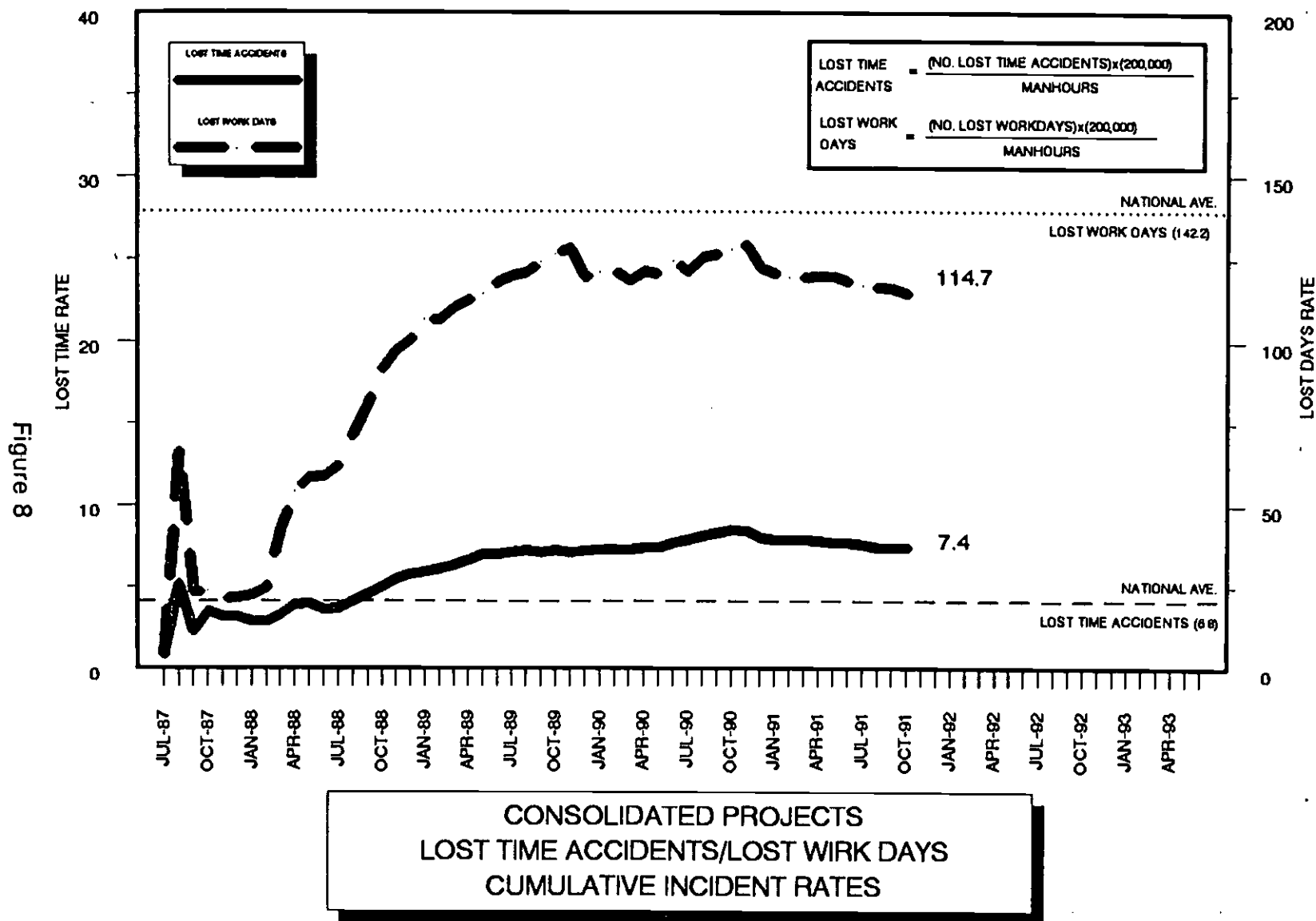


Figure 7



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.3 days.

- 32 invoices were paid this month for a total value of \$ 17,130,866.

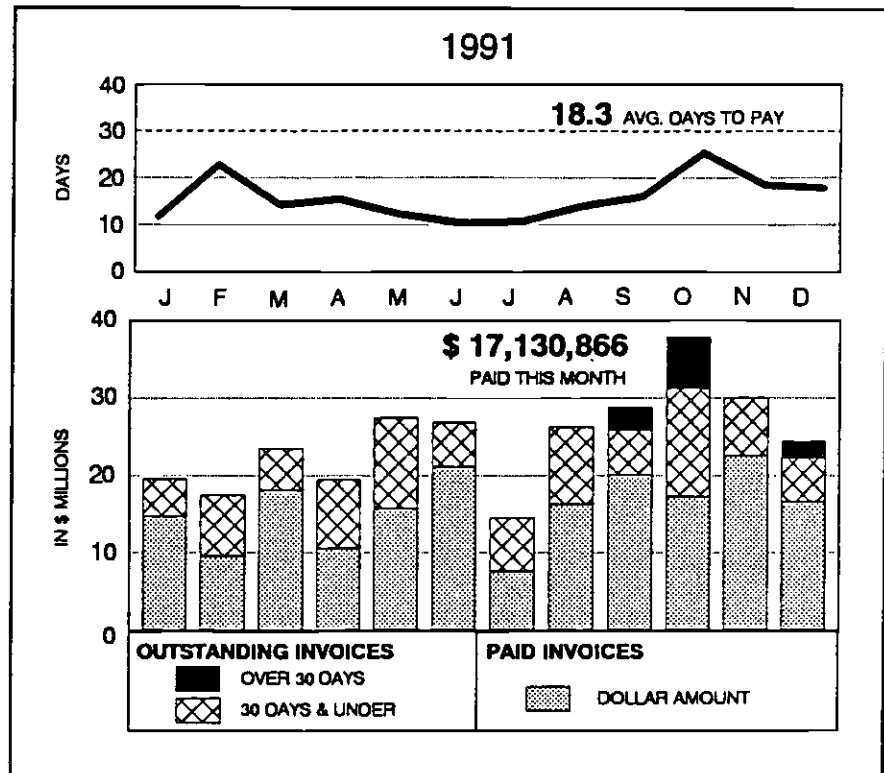
- There were 13 outstanding Construction or Procurement invoices under 30 days old for \$ 5,834,032.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 2,240,824.

- Note Insurance invoices were adjusted to include only those actually due during the current period.

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.

Construction/Procurement Invoice Status



OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	9	7,105,141	0	0	29	1,232,385	10	860,903
AUG 1991	47	10,276,078	0	0	25	3,553,708	17	1,278,235
SEP 1991	30	5,942,306	18	3,107,172	34	3,436,076	19	1,670,643
OCT 1991	17	14,328,654	30	6,818,530	44	7,513,568	17	876,002
NOV 1991	16	7,640,255	2	27,063	49	7,791,884	22	1,218,880
DEC 1991	13	5,834,032	1	2,240,824	67	3,882,141	31	2,172,469

METROLINK - COMMUTER RAIL**DECEMBER 1991
VEHICLE PROGRESS REPORT
PASSENGER COACHES (UTDC)****PROGRESS THIS PERIOD:**

- Car number 7 of the base (15) cab cars is in "splice"; subsections for an additional seven (7) cars (base 40) are in production floor assembly fixtures.
- Total quantity of passenger vehicles remains at 70: 24 cab cars plus 46 trailer cars.
- Total contract dollar value decrease (resulting from the reduction of Canadian Custom Duties and Processing Fees) has been received and is being reviewed.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Issuance of Change Order for spare parts for option cars.
- Pricing for pending Change Orders resulting from modifications required for ADA compliance (due Dec-Jan).
- Production rate to maintain level of 2 vehicles every 3 weeks until mid-February '92 when a rate of 1 vehicle a week will be achieved.
- Arrival of first car anticipated beginning of April, 1992.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL**DECEMBER 1991
VEHICLE PROGRESS REPORT
LOCOMOTIVES (GM)****PROGRESS THIS PERIOD:**

- Finalizing of engineering details of modifications to base locomotives for SCRRA operations, e.g., radios, dynamic braking grids, head-end power, air conditioning and emissions, etc., to insure start of production fabrication of subcomponents in mid-January 1992.
- Total quantity of locomotives remains at seventeen (17) - Base Order.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Processing and cleanup of Change Orders and Change Notices.
- Decision on optioning additional locomotives above base order.
- Continuing discussions with engine manufacturer on NOx reductions.

CRITICAL NEEDS:

- None

**RAIL CONSTRUCTION CORPORATION
COMMUTER RAIL**

CONTRACTING SCHEDULE

UPDATE: 27-Dec-91

PAGE: 7 of 8

CONT NO	CONTRACT DESCRIPTION	CAMERA READY	ADVERTISE DATE	PRE-BID MEETING	SUBMISSION DATE	REPORT COMPLETE	UPA APPROVAL	COMMISSION APPROVAL		NOTICE TO PROCEED	RESPONSIBLE <small>Enging/Contracts/ProjCont</small>
T5020	COMMUTER RAIL OPERATION SERVICE		07-Jun-91	18-Jun-91	06-Jul-91	06-Sep-91	21-Nov-91	N/A		15-Jan-92	Sojow/Sechler
C6000	TAYLOR YARD & SHOPS	02-Aug-91	19-Aug-91	04-Sep-91	30-Sep-91	04-Oct-91	11-Oct-91	N/A		01-Nov-91	Duval/Gatewood
C6010	TRACKWORK, SIGNALS - EAST LINE	15-Jun-91	24-Jun-91	10-Jul-91	31-Jul-91	02-Aug-91	09-Aug-91	N/A		01-Sep-91	Mendoza/Gatewood
C6090	MIDWAY TRACK & SIGNALS	Apr-92	Apr-92	T.B.D.	T.B.D.	T.B.D.	Dec-91	N/A		Jul-92	
C6100	WEST & NORTH LINES TRACKS & BRIDGES	19-Aug-91	23-Aug-91	05-Sep-91	24-Sep-91	04-Oct-91	11-Oct-91	N/A		04-Nov-91	Alice/Lochuga
C6120	TRACKWORK, WEST LINE & EL MONTE	26-Aug-91	30-Aug-91	12-Sep-91	01-Oct-91	04-Oct-91	11-Oct-91	N/A		04-Nov-91	Mianhan/Lochuga
H2030	SIGNAGE FABRICATE INSTALL	OCT '91	OCT '91	T.B.D.	T.B.D.	T.B.D.	Jul-92	N/A		DEC '91	
H2040	TICKET VENDING MACHINES	AUG '91	AUG '91		01-Oct-91		08-Nov-91	N/A		27-Nov-91	
H2050	C.T.C. DISPATCH CENTER DESIGN & BUILD	T.B.O.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	N/A		T.B.D.	Rinard/
	SPTC FORCE ACCOUNT (SIGNALS)	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	N/A		T.B.D.	Rinard/Sechler
H2060	COMMUNICATION SYSTEM CONSTRUCTION L.A. RIVER TO SAN BERNARDINO	21-Oct-91	02-Dec-91	11-Dec-91	31-Dec-91	03-Jan-92	10-Jan-92	N/A		20-Jan-92	/Mahler/Rinard
CR022	TESTING LABORATORY	30-Oct-91	31-Oct-91		18-Nov-91	06-Dec-91	13-Dec-91	N/A			
TBD	BROADWAY CONNECTOR	FEB '92	MAR '92	MAR '92	APR '92	MAY '92	MAY '92	N/A		MAY '92	
TBD	CONDUITS	MAR '92	APR '92	MAY '92	JUN '92	JUN '92	JUN '92	N/A		JUN '92	
TBD	TAYLOR UNDERPASS	FEB '92	MAR '92	APR '92	MAY '92	MAY '92	JUN '92	N/A		JUN '92	
TBD	SEISMIC RETROFIT	JAN '92	FEB '92	FEB '92	MAR '92	APR '92	APR '92	N/A		APR '92	
*** LIMITED NOTICE-TO-PROCEED		ACTUAL DATE =		CHANGES SINCE THE LAST UPDATE= 'BOLD ITALICS'							

A: COMMRAIL.WKI

LACTC COST RECOVERY STATUS REPORT
as of 12/31/91

December changes shaded

CLAIMS IN PROCESS

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
BLUE LINE										
Compton	F202	MC-5 Alternative (See Note 1)	10,158,808	8,842,373	6,925,219	6,427,163	498,047	0	See Page 2	LACTC \$ exposure/45 day tr
HJO	C140	C140 Counterclaim	5,171,204	1,000,000	1,000,000	1,000,000	0	0	HJO Claim Reduction (1/91)	Balance to E&O - TBD
	C117	Third Party Backcharges	35,674	Included in line above						
Long Beach	C335	LB Station Superstructures - Indirect	211,733						In Negotiation	Follow with Long Beach
	Various	Long Beach Prop A Projects	193,673						In Negotiation	Develop addl documentation
LA-BSL	C117/C140	Betterment & Backcharges	788,848						In Neg - Most issues resolved	Will discuss shortly
LA-CRA	C610	105th Street Pedestrian Crossing	376,000	376,000					Agreed	
	C810	105th Street Land Issues	250,000						Being appraised by CRA	Real Estate to check zoning
LA-DPW	C117	Flower St. Improvements	2,148,803						Meeting soon	Revise attorney letter
	C140	8" Sewer Relocation	500,000						In Negotiation	Waiting for DPW analysis
	C140	Roof Drains	160,000						In Preparation	
LA County	F208	Florence-Graham Park-N-Ride	400,000						Developing cash out strategy	
	F208	Graham Avenue Widening	TBD							Monitoring TIA action
So Cal Edison	C325	Install Duct Bank at PCH	19,114	19,114	19,114		19,114	0	Re-invoiced 1/8/92	Track invoice progress
SCRTD	H812	Maintenance Parts	70,000	70,000	70,000		70,000	0	RTD wants to include in start-up W/O	Will be negotiated in start-up W/O closeout
		WorkOrders: Blue Line Work Order Closeout	13,428,331						Submitted to RTD 12/18/91	RTD init response due mid Jan
SPTC	C416/F208	Firestone Bridge	830,000	830,000	830,000	763,078	46,922	0	Invoice in process	Track invoice progress
	C610	105th Street Ped Crossing	17,700						Agmt at SPTC	Awaiting SP response on 105th
	C610	SPTC Share - Caldwell Ave. Ped Xing	32,550	32,550	32,550		32,550	0	Invoiced 12/6/91	Track invoice progress
CNA Insurance	Various	Errors & Omissions	10,818,118						In Process	
BLUE LINE TOTALS			45,391,550	8,170,037	7,876,874	7,210,241	668,633	0		
RED LINE										
LA-BSL	A165	7th Street Streetscape	300,000						Add btrmnts to be discussed	Analyze amount of claim
SCRTD	A165	Duplicate Indirect Costs	4,400,000	Credit due Red Line from RTD					In proc - Acknowl by RTD	
RED LINE TOTALS			4,700,000	0	0	0	0	0		

14-Jan-92

RAIL PROGRAM STATUS SUMMARY

DECEMBER 1991

LACTC COST RECOVERY STATUS REPORT

as of 12/31/91

December changes shaded

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
OTHER LINES										
TIA (Argonaut Insurance)		Refund, W/C Ins premiums	2,052,000	2,052,000	2,153,207	2,153,207	0	(101,207)	Refund larger than estimated	
Various		Refund, Gen Liab Ins premiums	490,000	490,000	247,417	247,417	0	242,583	A/R after Ins Co rate audit	
Glendale		Route Refinement Study	75,000	75,000	57,181	57,181	0	17,819		
Lawndale		Costal Corridor Study	16,800	16,800	16,800	16,800	0	0		
Pasadena		Route Refinement Study	150,000	150,000	104,786	104,786	0	45,214	Billed as Bechtel bills LACTC	
Redondo Beach		Costal Corridor Study	7,000	7,000	7,000	7,000	0	0		
Torrance		Costal Corridor Study	46,200	46,200	46,200	46,200	0	0		
CalTrans	64K576	LAUPT Access Study	200,000	200,000	149,302	147,809	1,493	50,698		
OTHER LINE TOTALS			3,037,000	3,037,000	2,781,893	2,780,400	1,493	255,107		
TOTAL CLAIMS IN PROCESS			53,128,556	11,207,037	10,658,767	9,990,641	668,126	255,107		
TOTAL CLAIMS RECOVERED (See Page 3)			4,968,232	4,735,581	4,735,661	4,735,581	0	0		
GRAND TOTALS			58,096,788	15,942,618	15,394,348	14,726,222	668,126	255,107		

NOTES

NOTE 1 - MC-5

COURTESY BILLINGS FOR WILLDAN ASSOCIATES involving MC-5 projects billed to LA County, through LACTC, on behalf of Compton

	Authorized	Willdan Charges	Invoiced	Paid	Unpaid Balance	Available	Status	Action Items
West Alameda Underpass	702,660	587,176	587,176	567,176	0	135,484	In progress	
Administration Charges			10,050	0	10,050		Negotiation with Cmpn started	Set mtg with Johnson
Mealy St - Environmental Assessment	87,699	84,284	84,284	84,284	0	3,415	Completed	
Administration Charges			1,320	0	1,320		Negotiation with Cmpn started	Set mtg with Johnson
SUBTOTALS	790,359	651,460	662,830	651,460	11,370			

FUNDING FOR COMPTON for its MC-5 share

Grant	Original Amount	Drawdowns	Invoiced	Paid	Unpaid Balance		
FWHA (C421)	5,983,498	2,995,590	2,995,590	2,995,590	0		
LA County (C420 & other MC-5)	5,600,000	2,195,323	2,266,790	1,780,113	486,677		
Chevron Oil Relocation			416,210		416,210	LA Co reviewing oblig to pay	Waiting for LA Co response
C420 Design Support & Const Mgt.			100,000		100,000	Preparing claim	Assemble backup documents
SUBTOTALS	11,483,498	5,190,913	5,262,380	4,775,703	486,677		

MC-5 TOTALS (figures transferred to Page 1)

5,842,373 5,925,210 5,427,183 498,047

OTHER MC-5 ISSUES

Owens Corning / Mealy Street Spur	80,000					Contingent on MC-5 complete	Bill on completion
-----------------------------------	--------	--	--	--	--	-----------------------------	--------------------

LACTC COST RECOVERY STATUS REPORT

as of 12/31/91

December changes shaded

CLAIMS RECOVERED

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
BLUE LINE										
CalTrans	C415	Firestone Bridge	458,000	458,000	458,000	458,000	0	0	Cash Collected (7/91)	
	C415	Firestone Bridge - Indirect	232,851	0	0	0	0	0	Payment capped at \$458,000	
Compton	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Watson Land	24,117	24,117	24,117	24,117	0	0	Cash Collected (7/91)	
	C510	SPTC/Right-of-Way Acquisition	108,984	108,984	108,984	108,984	0	0	Cash Collected (7/91)	
LongBeach	C335	LB Station Superstructures	415,000	415,000	415,000	415,000	0	0	Cash Collected (9/91)	
LA-BSL	C140	Supplemental Agreement	259,000	259,000	259,000	259,000	0	0	Cash Collected (3/91)	
LA-CRA	C510	Century Blvd. Grade Crossing	544,052	544,052	544,052	544,052	0	0	Cash Collected	
LA-DWP-W	C140	HJO Repairs - Faulty DWP Joints	17,500	17,500	17,500	17,500	0	0	Cash Collected (8/91)	
Simmons Cable TV		Install Duct Bank - 10th St. & LB	6,084	6,084	6,084	6,084	0	0	Cash Collected	
SCRTD	F815	Central Control Facility	1,580,000	1,580,000	1,580,000	1,580,000	0	0	Cash Collected	
	F815	7th & Flower Sta, Ref of Ins Prem	655,970	655,970	655,970	655,970	0	0	Cash Collected	
United Logistics		K-Line Spur	325,000	325,000	325,000	325,000	0	0	Cash Collected	
BLUE LINE TOTALS			4,968,232	4,735,581	4,735,581	4,735,581	0	0		

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

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.		
H840	Fare Collection						Board Approval Completed; GFI Submittals Due	Jan. 92
P851	Hi-Rail Trucks						Awaiting Delivery of Truck	Mar. 92
C355R	Long Beach Landscaping	O					Transferred to RCC	Mar. 92

METRO PASADENA LINE DECEMBER 1991 STATUS REPORT

EXECUTIVE SUMMARY

The Pasadena Project team in coordination with the Central Area Team developed an alternate location for the yard and shops. The Taylor Yard area was originally identified as the location for the light maintenance area. However, interface conflicts within the shared right of way with Commuter Rail required engineering solutions that would bear additional Real Estate and Construction costs beyond the intended budget for the project. The EMC has developed a proposed yard layout within the Cornfield Site which may eliminate the problem areas listed above. RCC Operations and the Area Teams are reviewing the layout to verify the feasibility of the alternate site.

Bi-weekly coordination meetings are underway with the Commuter Rail team to evaluate potential conflicts within those areas adjacent to the proposed Pasadena alignment. On-going communications have been established with the Glendale EIR Project Manager to coordinate activities which could impact their planned alignment.

The EMC delivered a proposal for preliminary Engineering on December 23, 1991. The proposal is under review and it is expected that negotiations will conclude by month end January 1992.

The EMC will implement an "Earned Value" control system to monitor project progress within the framework of the RCC policy by the end of January.

AREAS OF CONCERN

RESOLVED

Concern:	The interface between the Pasadena LRT alignment with an access roadway proposed in the Alameda District plan for the Union Station vicinity.
Action:	The RCC has directed the EMC to address this concern and to meet with Korve (a consultant of Ratkovich and Catellus) to refine the upper level roadway design and alignment.
Status:	The Central Area team will schedule a meeting with Korve to include the EMC, Central Area team, and Korve.

Concern: Terminal Annex property (adjacent Union Station/Chinatown) alternative alignments are under review by Korve which, at a minimum, might result in the widening of Vignes Street thus creating a possible interference between the LRT aerial structure and the road.

Action: EMC will prepare a set of plan and profile drawings which will accurately illustrate the alignment through the area in question based on input from the Area Team.

Status: A first draft of the Alignment Plan and Profile was submitted by the EMC, and reviewed by the RCC. A second iteration will be prepared by the EMC which addresses the issues raised during the review process. The drawings will be available on or before January 10, 1992.

ONGOING

Concern: Interface with the Commuter Rail and freight traffic at the Cornfield Site and into the Taylor Yard may require adjustments to the Pasadena alignment which would be costly and operationally disadvantageous.

Action: An alternate to the Taylor Yard is under investigation by the Project/Area team.

Status: The EMC submitted the preliminary feasibility study including a yard layout to the Project team and Area Team leader. RCC Operations is concurrently reviewing the information with the Project team.

KEY ACTIVITIES - DECEMBER

- Proposal for Preliminary Engineering was received from the EMC on 12/9/91. RCC requested additional backup and resubmittal which was provided by the EMC on 12/23/91.
- Feasibility of the layout of the Cornfield Site Light Maintenance Facility was completed and presented to the RCC on 12/17/91.
- Alternate Construction Management approach for the Pasadena LRT Project was presented to Ed McSpedon on 12/12/91.
- OCIP Proposals were received on 12/20/91.

- Selection of a Survey Consultant was completed and aerial photography has been flown. The consultant has commenced intersection research and laid out photogrammetric panels.
- The EMC began preparation of the System Operating Plan scheduled for completion in February 1992.

KEY ACTIVITIES - PLANNED FOR JANUARY

- Evaluate/Negotiate a Contract Work Order with the EMC for Preliminary Engineering 1/21.
- Continue feasibility study for alternate Yard and Shop location (Cornfield Site) 1/27.
- Begin Geotechnical Investigation 1/27.
- Review proposals for the OCIP 1/9.
- Commence development of track alignments for the connection to the Glendale LRT 1/24.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

	N-ES Segment	No. Coast Segment*
• Current Budget	716	209
• Current Forecast	786	n/a
• Project Expenditure	155	n/a
• Project Commitments	331	n/a

* Activities for North Coast Segment are on hold. No current forecast is available due to expected scope changes. Expenditures are included in the NES segment at the present time.

SCHEDULE STATUS

- Current Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 17.2% (based on Oct., 1994 ROD)
 - Actual 14.8%
- The Metro Green Line Master Schedule will be revised during January, 1992 to incorporate the recently approved Revenue Operation Date of May, 1995.
- The LACTC Board approved the award of Contract H1100 (Automatic Train Control) to Union Switch & Signal and Contract P1900 (High Performance Transit Vehicles) to Sumitomo.

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	40	39	1	0	0
Last Month	40	39	1	0	0

AREAS OF CONCERN**ONGOING****Vehicle Delivery/Integrated Testing Conflict**

Concern: Contract P1900 (High Performance Transit Vehicles) has been approved for award with Notice to Proceed anticipated in January, 1992. With the delay in award of this contract and Contract H1100 (Automatic Train Control), the control line testing scheduled to start in January, 1994, will have to be performed using substitute vehicles. Furthermore, the first two Metro Green Line vehicles will not be available for systems integrated testing until late July 1994. Consequently, a workaround has to be developed to use alternate vehicles for much of the control line testing and the initial stages of integrated testing.

Action: The H1100 (Automatic Train Control) contractor will be directed to initiate plan testing using alternate vehicles. Integrated test plans will address the workaround.

Status: Addendum 5 to Contract H1100 (Automatic Train Control) documents has provided the option of using alternate vehicles should the need arise. In order to use the alternate method for testing, the ATC contractor will have to submit plans incorporating this for review and approval.

NEW**Caltrans Contract CT043-2 (I-105 to Studebaker)/Contract C0600 (Century Trackwork Installation) Access Date Conflict**

Concern: Contract CT043-2 has been advertised with a 300-workday duration and no mention of early access required for the LRT portion of the contract. Bid date is January 9, 1992. With the 300-day duration, this will deny site access to the trackwork contractor on November 2, 1992, the date given in the Contract C0600 documents. The delayed trackwork installation will impact the follow-on systems contracts and will cause potential delay damage costs.

Action: OKA will provide the RCC with additional clauses to be included in the Contract CT043-2 bid document giving a 210-calendar day access for the LRT portion and pertinent liquidated damages.

Status: If the bid documents are not revised to include the 210-calendar day access date, a change order will have to be issued after the award of the contract to enforce this requirement.

SCE Power Lines/Contract C0100 (Aerial Guideways) Conflict

Concern: SCE has begun work related to raising their electrical transmission lines by installing new and taller towers at the Kramer property area. One guideway foundation (Bent 97) could not be constructed by the Contract C0101 (Foundations and Utilities) contractor due to the existing power line height conflicts, and has been removed from that contract's scope of work and added to Contract C0100. As the SCE line/tower raising work is scheduled to take approximately six months to complete with completion presently set for May, 1992, a potential conflict exists with the Contract C0100 contractor's scheduled activities at this area.

Action: This matter is receiving in-depth discussion and review at each monthly SCE/RCC/OKA coordination meeting.

Status: OKA and the RCC are monitoring closely with SCE in an attempt to coordinate a window for Contract C0100's construction to take place during SCE's scheduled activities.

Caltrans Permits

- Concern:** Caltrans encroachment permits are required for each project working on Caltrans right-of-way. The first requirement is for Contract C0600 (Century Trackwork Installation). The permit is being held up due to Caltrans concerns over the stray current issue.
- Action:** The RCC negotiated with Caltrans and recommended execution of a Contract C0600 option and/or change order. The RCC will apply for all other permits.
- Status:** Contract C0600 action awaits the results of the RCC's negotiations with Caltrans. A list of other contracts requiring permits was compiled and given to the RCC by OKA.

Rosecrans Bridge Falsework

- Concern:** The Rosecrans falsework submittal has been approved; however, the two central span falsework portions adjacent to Bents 119 and 120 which may be situated above Chevron gas lines will be in violation of a California state law that prohibits any construction or obstruction adjacent to any hazardous liquid pipeline easement.
- Action:** Two solutions are being studied:
1. Determine the location and position of Chevron gas lines where the falsework could be supported by cast-in-place concrete shafts allowing access, or
 2. Reduce the lengths of the cast-on-falsework portion of the main span and instead add two cantilever segments allowing access.
- Status:** Pot holing is being performed for Chevron pipe locations in the area. OKA has made a schedule analysis to determine the time impact of Option #2 above. A recommendation will be made by OKA in January with respect to the two available alternatives.

RESOLVED**Chevron Oil Line Relocation**

Concern: A further delay has been caused in the relocation of the six oil lines belonging to Chevron on the TRW property (south of Rosecrans Avenue). Chevron's last completion date of November 23, 1991 has slipped to a December date.

Action: The RCC is working with Chevron to minimize impacts this present slippage may cause.

Status: The Chevron oil line relocation was completed by mid-December.

Construction Permits

Concern: The City of Los Angeles permit for construction of the guideway crossing Aviation Boulevard is not yet in hand. The requirement for approval of the City of Los Angeles permit was potentially a problem to the Contract C0100 (Aerial Guideways) contractor. A slight resequencing of the schedule has relieved some of the criticalness of the issue. However, additional concerns on the part of the City continue to surface which require further documentation and review.

Action: The RCC has continuously assisted the contractor in securing the necessary permits.

Status: The City of Los Angeles issued final approval for construction on December 6, 1991. The "B" permit which the contractor was required to secure after issuance of the revocable permit is expected to be approved by early January.

KEY ACTIVITIES -- December, 1991

- The LACTC Board approved the award of Contract H1100 (Automatic Train Control).
- The LACTC Board approved the award of Contract P1900 (High Performance Transit Vehicles).
- The LACTC Board approved a revised N-ES budget of \$716 million.
- Notice to Proceed was issued for Contract C0600 (Century Trackwork Installation).
- Notice to Proceed was issued for Contract H1200 (Traction Power Supply System).
- Notice to Proceed was issued for Contract H1400 (Overhead Contact System).

KEY ACTIVITIES -- Planned for January, 1992

- Notice to Proceed will be issued for Contract H1100 (Automatic Train Control).
- Notice to Proceed will be issued for Contract P1900 (High Performance Transit Vehicles).
- Contract H0901 (Platform Intrusion Detection System) will be advertised for bids.
- Caltrans will receive bids for Project CT043-2 (I-105 to Studebaker).

O'BRIEN-KREITZBERG
RCC
Project: R23

RAIL CONSTRUCTION CORPORATION
METRO GREEN LINE - NORWALK/EL SEGUNDO
Project Cost by Element

Page: 1
Report Date: 01/15/92
Status Date: 12/27/91

[\$ x 000's]

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance (9-2)
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T Construction	470,192	562,614	60,392	207,864	23,343	60,733	7,801	53,715	562,614	0
S Professional Services	108,562	108,562	8,820	101,104	13,752	83,910	5,294	78,589	178,405	69,843
R Real Estate	36,927	29,232	1,126	23,498	649	22,502	22	22,507	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	390	6,078	37	542	26	677	10,500	0
D Special Programs	4,676	4,790	15	1,002	19	162	3	82	4,790	0
C Contingency	59,613	14,100	0	0	0	0	0	0	14,100	0
A Project Revenue	(16,626)	(13,798)	(7,524)	(8,649)	(101)	(559)	0	(559)	(13,798)	0
Project Grand Total :	671,000	716,000	63,219	330,897	37,699	167,290	13,146	155,011	785,843	69,843

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

14-Jan-92
02:21 PM

DECEMBER 91

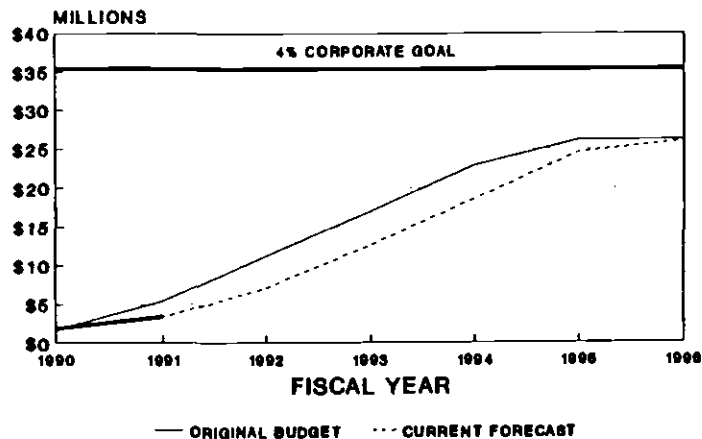
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC	\$778,500	\$110,908	\$267,884	34%	\$155,011	20%	\$155,011	20%
STATE	\$107,500 (1)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$886,000	\$110,908	\$267,884	30%	\$155,011	17%	\$155,011	17%

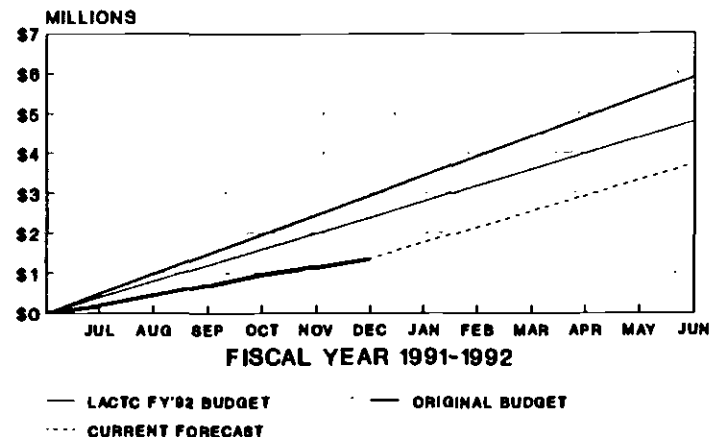
NOTES:

(1) On hold. No requests for funding from the State have been processed.

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

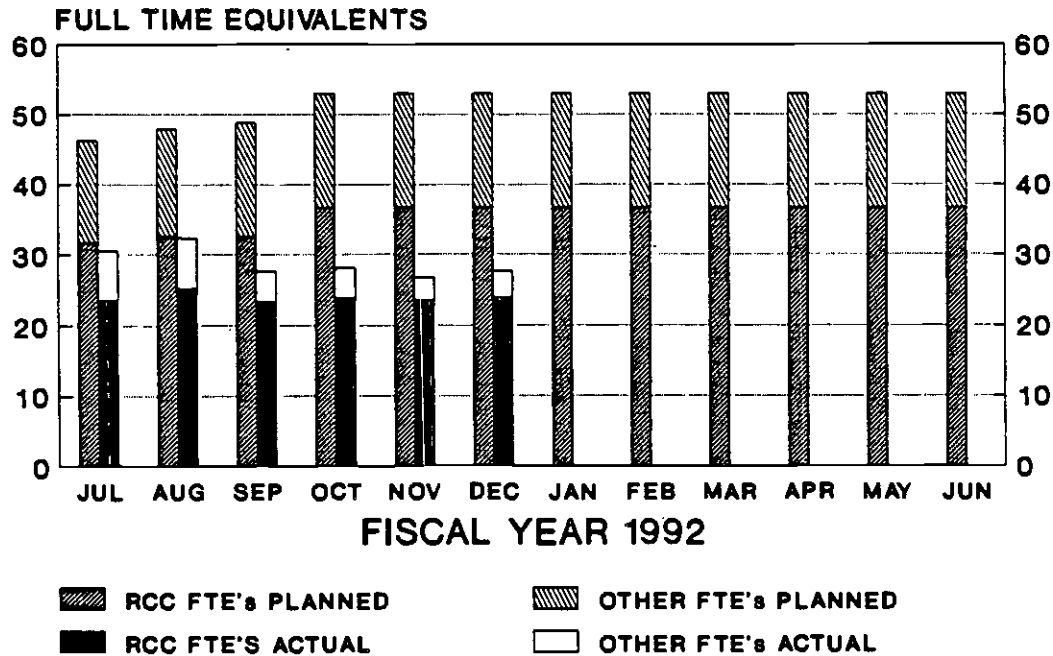
TOTAL PROJECT BUDGET	\$886,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$26,084
FORECAST % OF TOTAL PROJECT	2.9%
4% CORPORATE GOAL	\$35,440

FISCAL YEAR 1992 AGENCY COSTS GREEN LINE (\$000)

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$3,712
ACTUAL \$ TO DATE	\$1,364

Revised forecast as of December 1991.

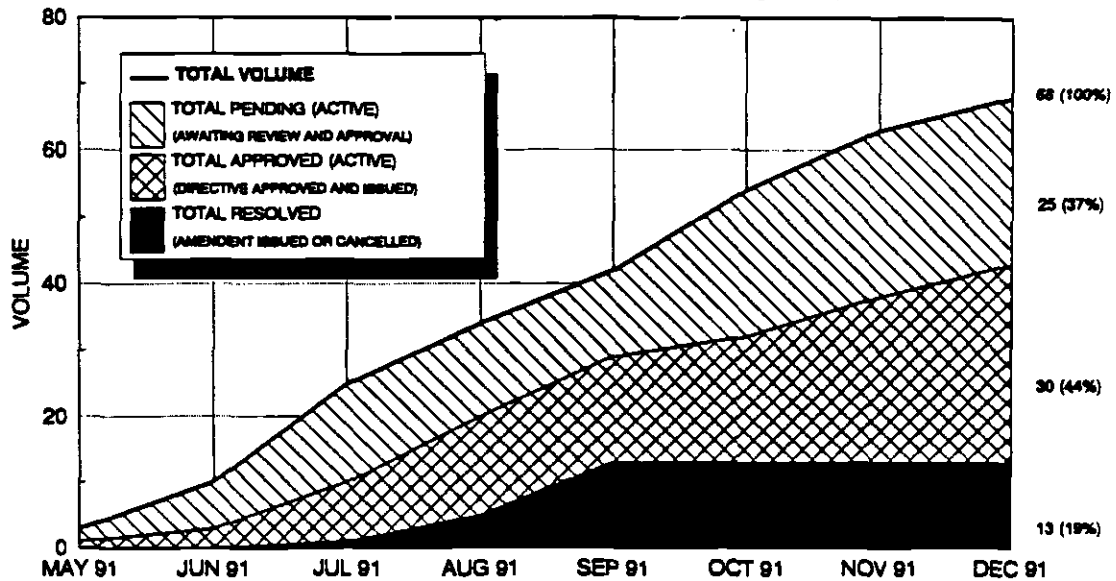
STAFFING PLAN VS. ACTUAL GREEN LINE



GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$39
ACTUAL WAGE RATE (\$/HOUR)	\$45
RCC FTE's PLANNED	37
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	16
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	53
TOTAL FTE's ACTUAL	28

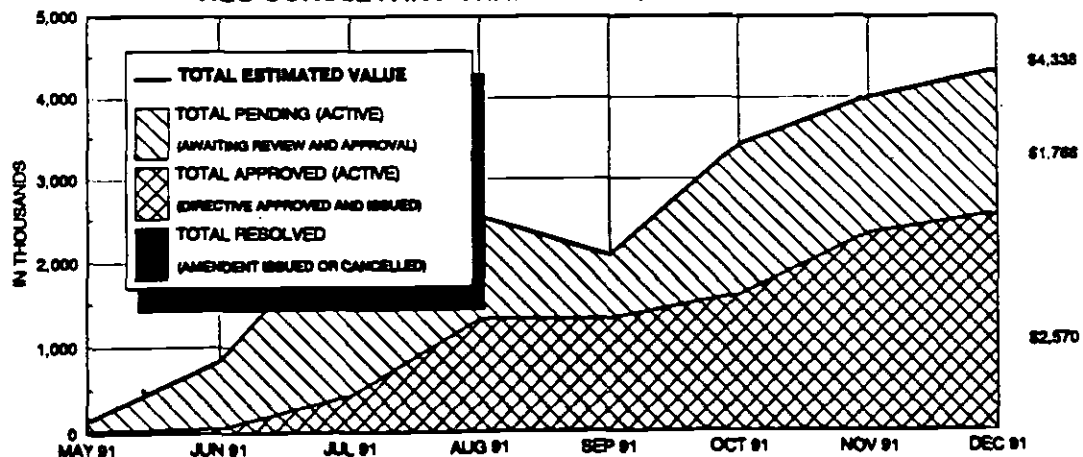
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST RESOLUTION**



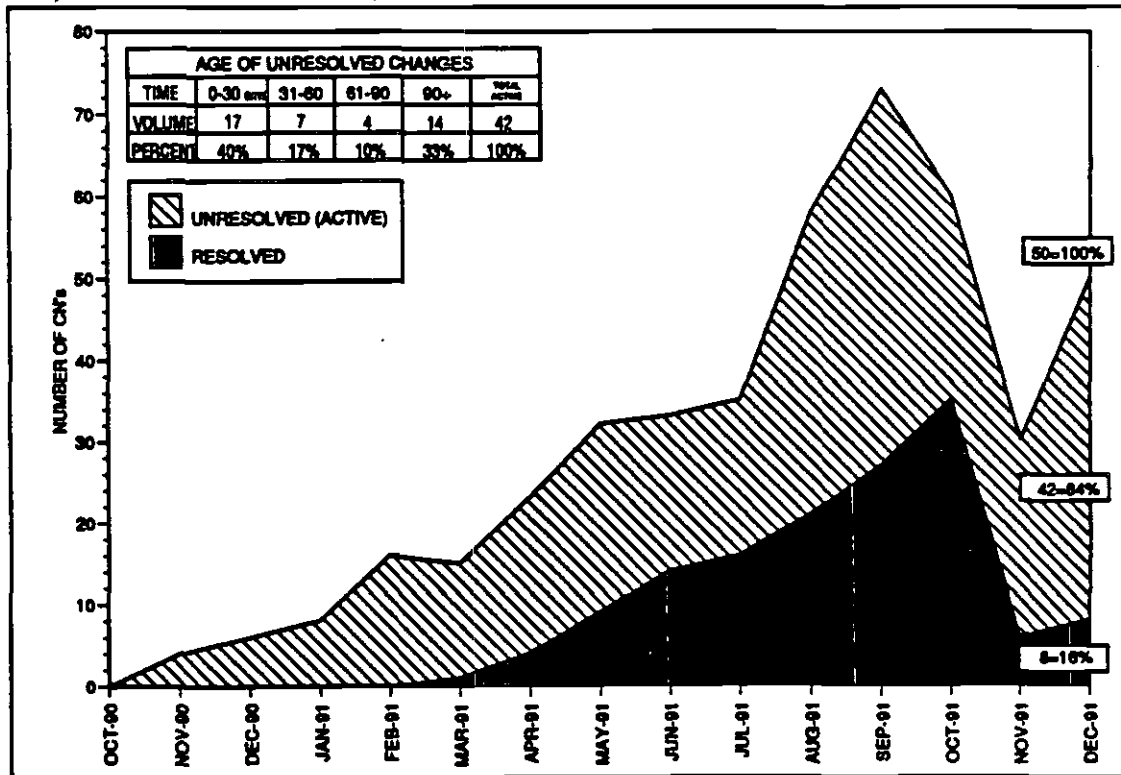
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	11	11	28	55
PERCENT	9%	20%	20%	51%	100%

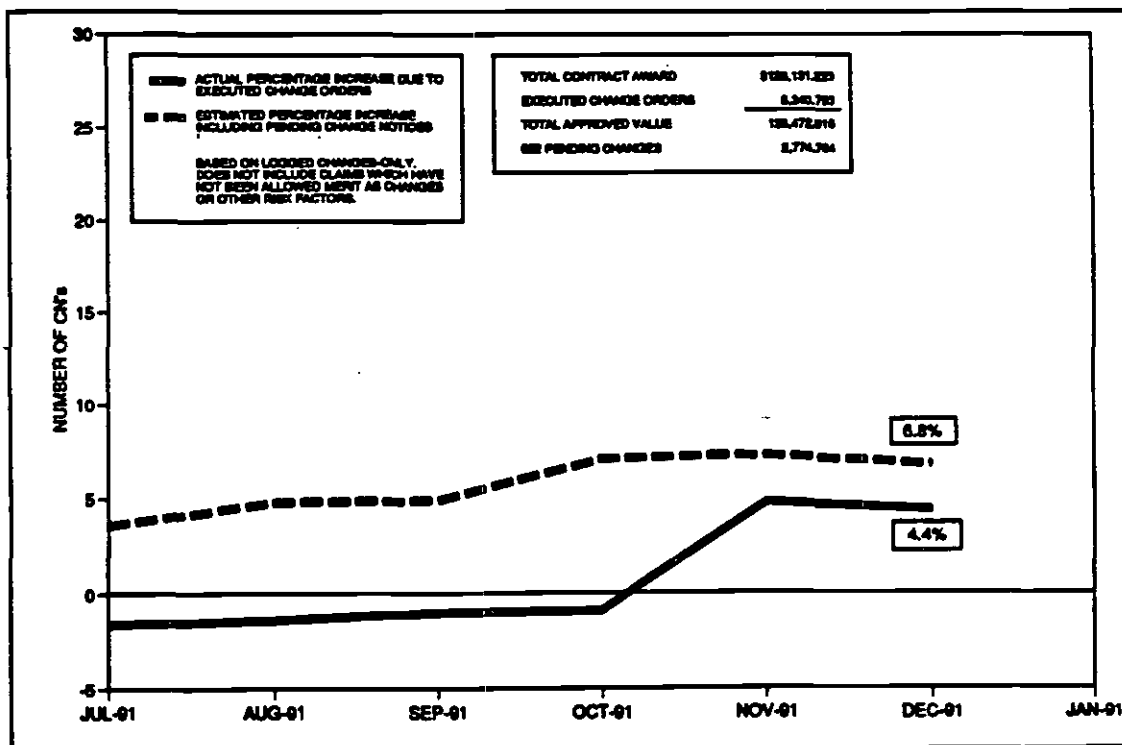
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST VALUES**



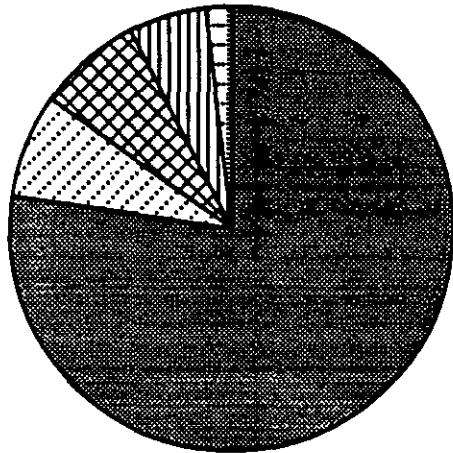
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
Change Notice Resolution



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



CONSTRUCTION/PROCUREMENT Change Volume and Cost By Cost Level



CHANGE BASIS VOLUME
TOTAL AS OF 12/27/91 = 53

CHANGE VOLUME ABSOLUTE VALUES

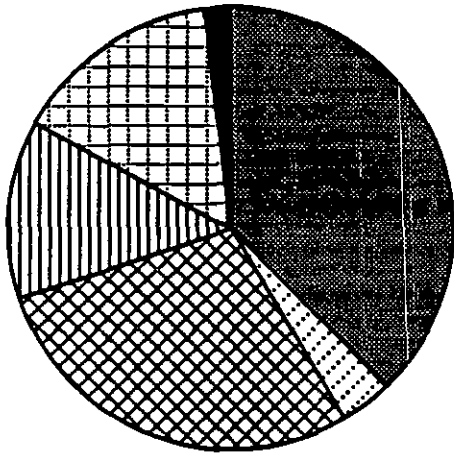
41	75.93%		<25,000
4	7.41%		<50,000
4	7.41%		<200,000
3	5.56%		>200,000
1	1.85%		>1,000,000

CHANGE COST ABSOLUTE VALUES

\$311,075.49		<25,000
\$77,229.98		<50,000
\$414,863.00		<200,000
(\$1,250,375.00)		>200,000
\$5,788,000.00		>1,000,000

CONSTRUCTION/PROCUREMENT

Change Volume and Cost By Change Basis Type



CHANGE BASIS VOLUME
TOTAL AS OF 12/27/91 = 53

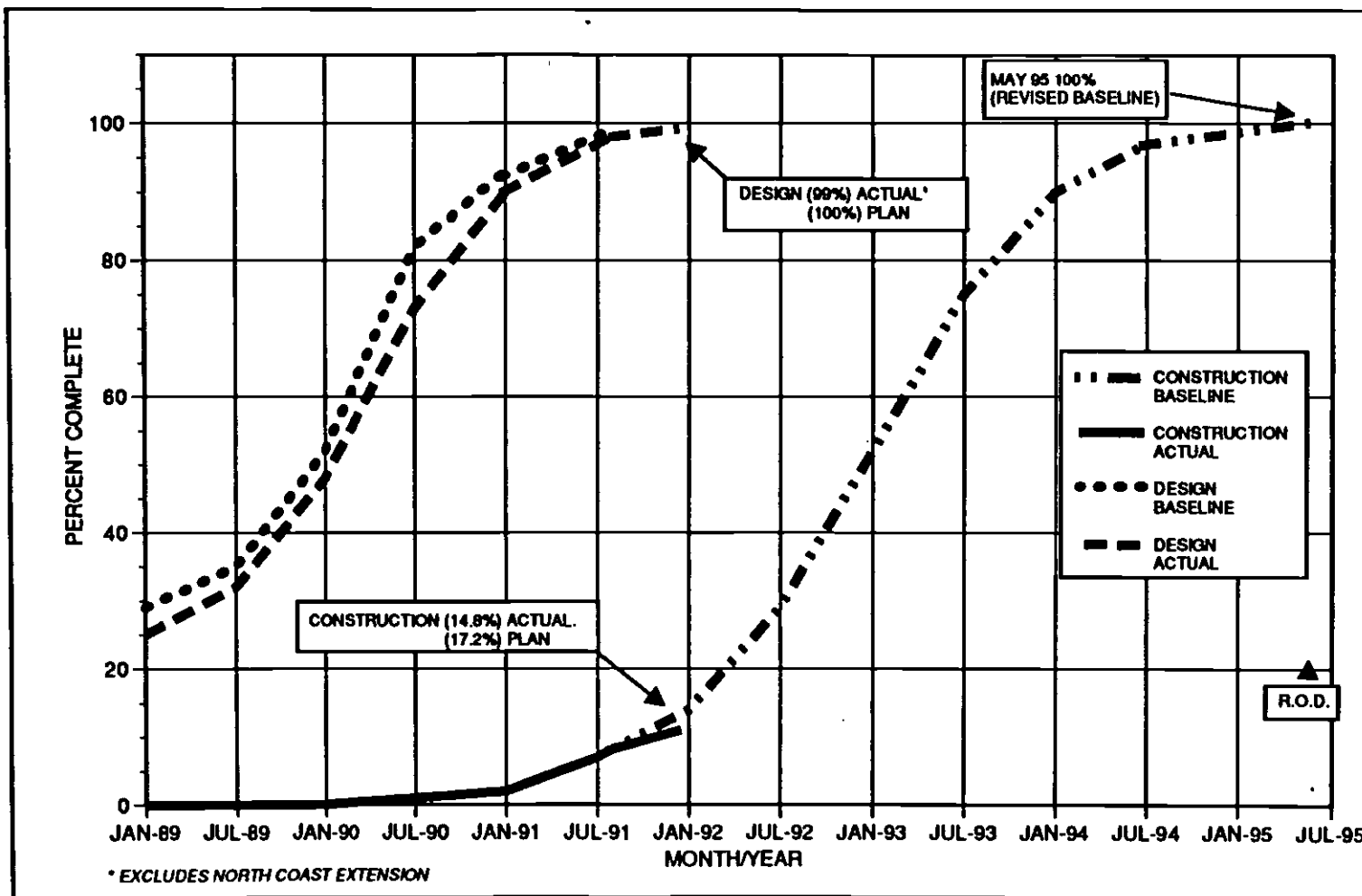
CHANGE BASIS VOLUME ABSOLUTE VALUES

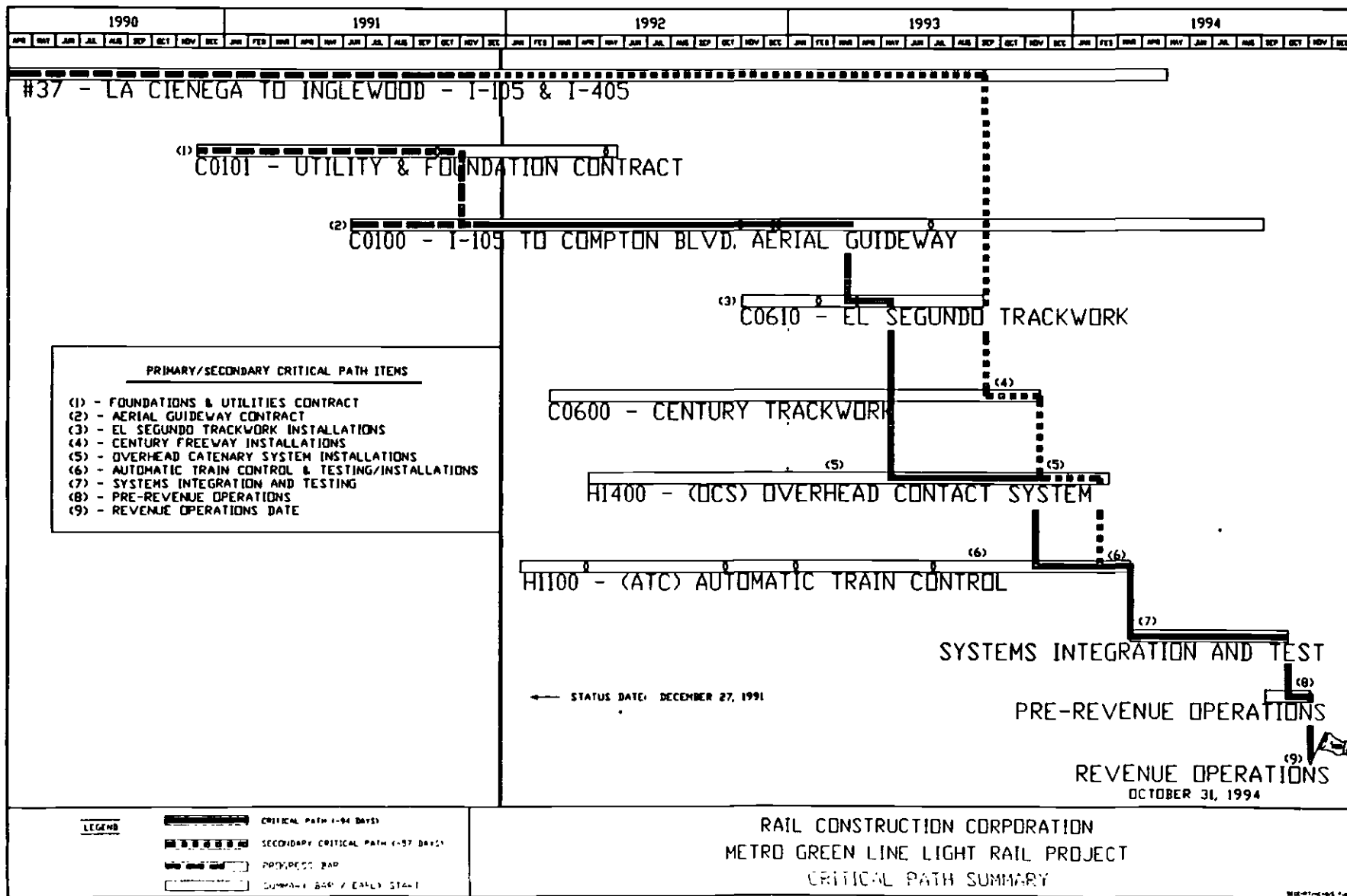
20	33.3%		Work Scope Changes
2	4.17%		Schedule Changes
15	29.17%		Differing Conditions
7	12.5%		Administrative Changes
8	16.67%		Design Changes
1	2.08%		Other

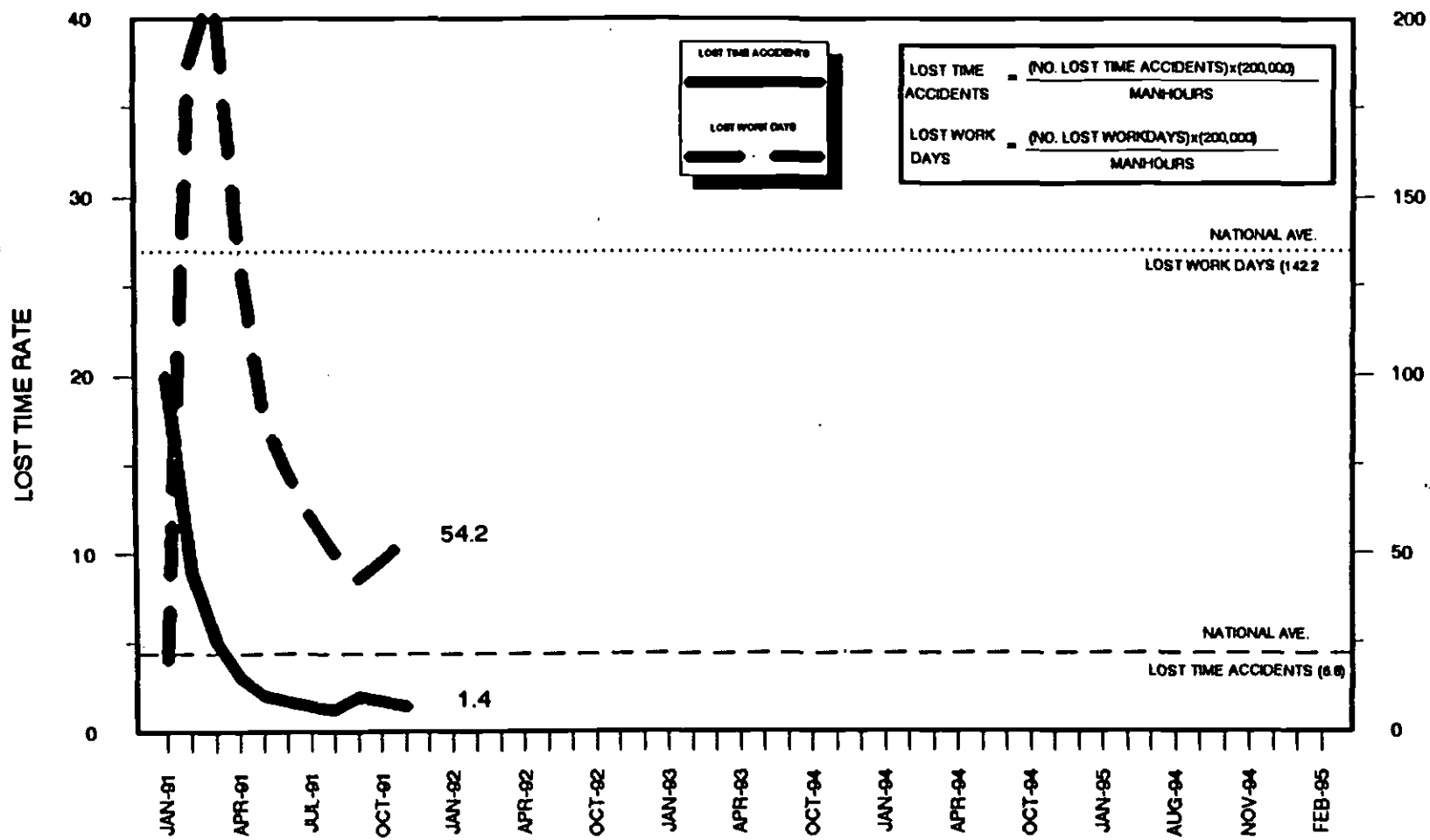
CHANGE BASIS COST ABSOLUTE VALUES

(\$90,114.41)		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,176,065.34		Differing Conditions
(\$267,371.71)		Administrative Changes
(\$647,768.75)		Design Changes
\$159,298.00		Other

PROGRESS SUMMARY



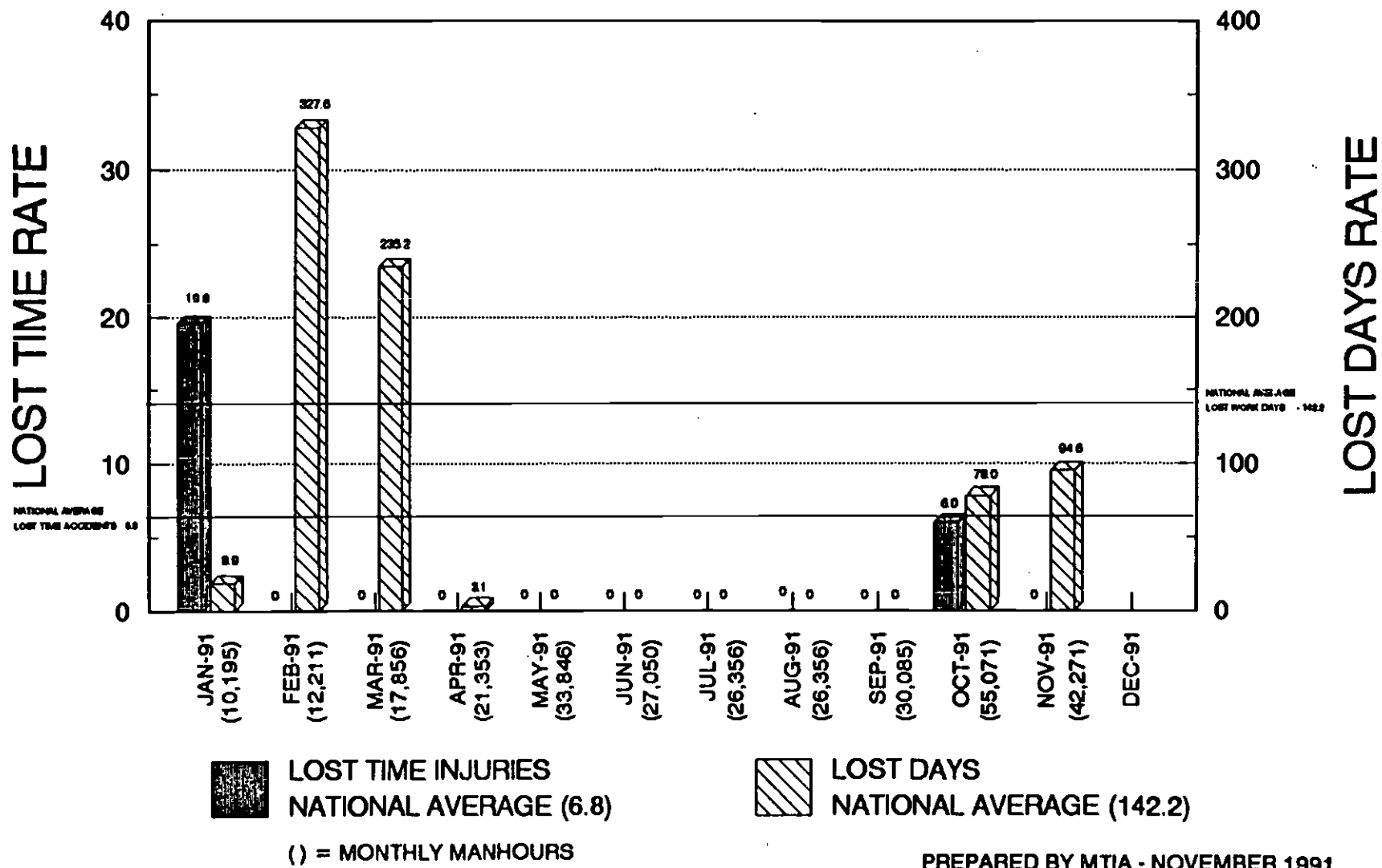




**METRO GREEN LINE
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES**

Total manhours as of November 1991: 295,120

GREEN LINE PROJECT - SUMMARY OF LOST TIME ACCIDENTS/LOST WORK DAYS MONTHLY INCIDENT RATES



PREPARED BY MTIA - NOVEMBER 1991

METRO GREEN LINE
QUARTERLY PROJECT SUMMARY
ENDING DATE: 09/30/91

REPORT DATE: 12/23/91

Ethnic Categories	Original Award	DBE/WBE Committed to Date	DBE/WBE Commt X	Paid to Date	Paid X	DBE/WBE Goals Met
1 Black	1,601,305	1,601,305	1.41	1,152,965	72.00	1.0
2 Hispanic	5,739,611	5,739,611	5.06	4,322,517	75.31	3.8
3 Asian	4,143,727	4,143,727	3.65	2,503,559	60.42	2.2
4 Native American	0	0	0.00	0	0.00	0.0
F Women	7,115,949	7,115,949	6.27	4,500,387	63.24	4.0
TOTAL	18,600,592	18,600,592	16.39	12,479,428	67.09	11.0

**METRO GREEN LINE
QUARTERLY PROJECT SUMMARY
ENDING DATE: 09/30/91**

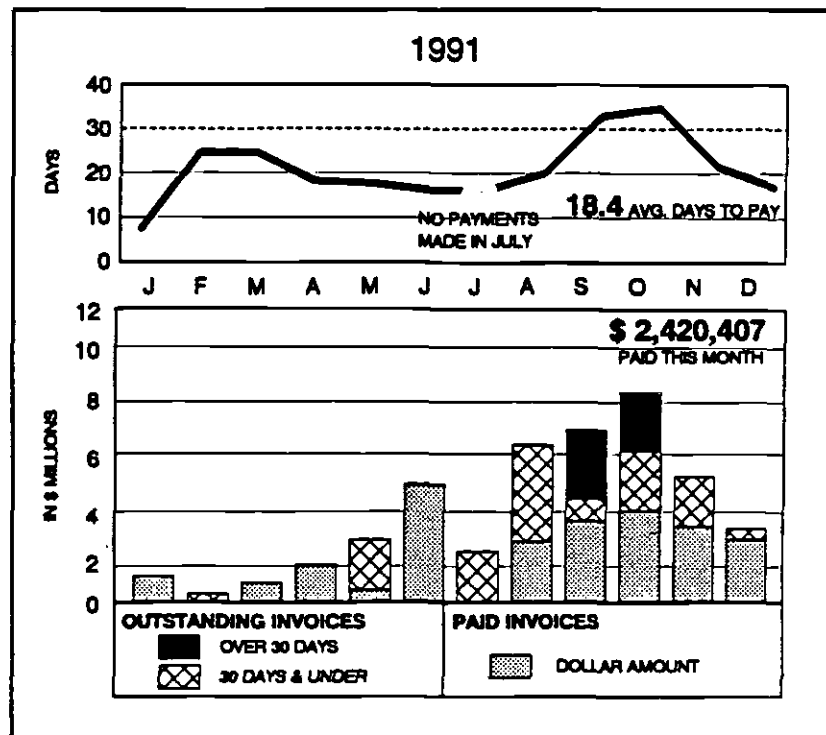
REPORT DATE: 12/23/91

Contract Award Categories	Original Award	PRIME		Paid X	Original Award	DBE/WBE		Paid X	DBE/WBE Goals Met
		Committed to Date	Paid to Date			Committed to Date	Commit X		
ARTS PROGRAM	44,000	44,000	0	0.00	DBEs	0	0	0.00	0.0
					WBEs	0	0	0.00	0.0
					TOTAL DBE/WBE	0	0	0.00	0.0
CONSTRUCTION	18,601,497	22,006,197	7,076,788	32.16	DBEs	379,290	379,290	1.72	.6
					WBEs	1,417,598	1,417,598	6.44	0.0
					TOTAL DBE/WBE	1,796,888	1,796,888	8.17	.6
ENGINEERING & PROF SERV	20,988,472	91,360,138	49,025,200	53.66	DBEs	11,105,353	11,105,353	12.16	8.6
					WBEs	5,698,351	5,698,351	6.24	4.9
					TOTAL DBE/WBE	16,803,704	16,803,704	18.39	13.5
REAL ESTATE CONTRACTS	43,400	44,150	38,845	87.98	DBEs	0	0	0.00	0.0
					WBEs	0	0	0.00	0.0
					TOTAL DBE/WBE	0	0	0.00	0.0
TOTAL	39,677,369	113,454,485	56,140,833	49.48	DBEs	11,484,643	11,484,643	10.12	7.0
					WBEs	7,115,949	7,115,949	6.27	4.0
					TOTAL DBE/WBE	18,600,592	18,600,592	16.39	11.0

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.4 days.
- 10 invoices were paid for a total value of \$ 2,420,407.
- There was 1 outstanding Construction or Procurement invoice under 30 days old for \$ 413,186.
- There were no outstanding Construction or Procurement invoices over 30 days old.
- Note Insurance invoices were adjusted to include only those actually due during the current period.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	2	1,944,180	0	0	13	984,391	1	128
AUG 1991	17	3,782,404	0	0	9	1,422,542	2	9,013
SEPT 1991	2	837,776	12	2,725,230	10	1,591,965	1	520
OCT 1991	2	2,334,769	10	2,271,025	12	3,566,036	3	8,800
NOV 1991	5	1,953,086	0	0	15	4,892,586	6	105,454
DEC 1991	1	413,186	0	0	13	406,258	8	107,071

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The Construction Forecast increased as a result of electrical and mechanical work at the Stage II contracts, offsite corrective work at Contract A167, and identification and/or resolution of several claims issues.

SCHEDULE STATUS

- Current Revenue Operations Date June 1993
- Construction Progress - Plan 92%
- Actual 92%
- The incorporation of CN 224 into the Project schedule indicates that the ROD date of June 1993 will still be supported. In addition, we have 38 days of total float to manage.

SAFETY STATUS

- The Safety Training Program implemented for third rail activation has trained over 1300 personnel from the RCC, Parsons-Dillingham, CAL-OSHA, MRTC and the contractors.

REAL ESTATE

- All of the real estate required for Segment 1 construction is available under ownership by the Rapid Transit District or under a right-of-entry. Currently, seven parcels are in the final acquisition process.

EXECUTIVE SUMMARY (CON'T)

RAIL ACTIVATION

The Rail Activation Group continued coordination and management activities related to systems integration, testing and commissioning activities for the Project.

Activities

During the reporting period, the activities of the Rail Activation Group included the following:

- Provided logistical support and coordination for delivery and operation of first married pairs of Metro-Dade Transit vehicles.
- Reviewed the training schedule and the availability of associated materials.
- "Rules and Procedures for conducting Test Operations" were completed and approved by the RCC. Procedures have been distributed.

Future activities will focus on:

- Yard testing of Metro-Dade Transit vehicles.

AREAS OF CONCERN

NEW

Contract A147, Civic Center Station, Stage II and Contract A157, Pershing Square Station, Stage II

Concern: The fire dampers located in the cross passages are inconsistent with the fire rating of the surrounding walls.

Action: Analyze damper fire rating requirements in accordance with specifications.

Status: A corrective design has been determined and a procurement and construction schedule for completion of work is being developed. Corrected design work will be carried out by the contractor.

AREAS OF CONCERN (CON'T)**ONGOING****Contract A650, Vehicles (Booz Allen Hamilton)**

Concern: The delivery of vehicles in time for systems testing is a concern for maintaining the Project schedule.

Action: The Rail Construction Corporation (RCC) has developed a plan which would alter the vehicle testing sequence at the Transportation Test Center (TTC) in Pueblo, Colorado, to release the first pair of vehicles directly to Los Angeles by the dates required to support systems testing.

The RCC has also developed a plan which will use four vehicles from the Metro-Dade Transit System (Miami) in order to support the integrated testing program.

Status: The Metro-Dade Transit vehicles arrived as scheduled during November 1991 to support integrated testing.

The vehicle testing sequence at the Transportation Test Center (TTC) in Pueblo, Colorado, is proceeding. Subsequent deliveries to Los Angeles are expected in early March. Deliveries to Los Angeles of production vehicles directly from Italy are under review.

Contract A640, Communications

Concern: Completion of the design review of the technical proposal submitted by the A640 contractor, Bechtel, for the Rail Control Center relocation to the Central Control Maintenance Facility (A640-CO-025) is behind schedule.

Action: A "Fast Track" team has been organized to pursue completion of the relocation.

Status: This activity is no longer on the critical path. The Fast Track team has been successful in keeping the relocation progressing. The required equipment for the Control Center has been ordered. Installation activities related to the Rail Control Center relocation are progressing.

AREAS OF CONCERN (CON'T)

Negotiations to finalize Change Order A640-CO-025 are ongoing and will be completed by the end of February.

Contract A640, Communications

Concern: Procurement of the fire and emergency panels equipment has been delayed due to the submittals review and acceptance process. This delay could potentially impact the Project schedule.

Action: Parsons-Dillingham has taken the following mitigating actions:

- Worked with MRTC/RCC to expedite design submittals
- Directed contractor to procure critical items; scheduled remaining procurements
- Met with contractor to target issues and obtain commitment to maintain schedule
- Worked with the contractor to make up the time lost
- Established a Quick Response Team Task Force to review design changes and incorporate them immediately
- Developed a mitigation plan which includes resequencing of work

Status: A manloaded schedule is being used to track and manage the critical path items. Design requirements for Fire and Emergency Management throughout the system have been established, pricing and design data (CN 224) was issued in late November.

The complete impact of CN 224 is now being evaluated. As a result, a formal Change Notice has been defined and issued to Bechtel. There still exists a high level of confidence that all contractual milestones will be met.

Analyses were conducted of Bechtel's proposed schedules which show impacts of CN 224 to the A640 contract schedule. A recommendation was made of an acceptable mitigated schedule to be incorporated into the Project schedule.

AREAS OF CONCERN (CON'T)

Contract A640, Communications

- Concern:** Installation of additional radiax cable throughout the tunnels to support LAPD radio frequencies. Costs of this undertaking could directly impact contingency funds.
- Action:** Review of alternate design concepts are under study to provide data allowing for the determination of cost and schedule impacts to Contract A640.
- Status:** The police radio system requirements are currently under review by the Contractor and the Resident Engineer for Contract A640, and are expected to be completed by late January 1992. There exists a high level of confidence that additional radiax cabling can be avoided through system reconfiguration.

Contingency Drawdown Rate

- Concern:** The rate of contingency drawdown is causing concern as projections based on the current rate indicate a possible depletion of the contingency fund prior to Project completion.
- Action:** Continue to identify and mitigate forecast increases, where possible. Also, Change Orders and Change Notices in the change control data base have been prioritized, and a process developed to manage backchargeable items to their final resolution.
- Status:** Staff has been dedicated to analyze individual Change Notices and Change Orders for cost recovery potential. The Construction Manager has completed an extensive review and identified potential construction contract backcharges. Refinement of this backcharge data base is continuing.

Increase in Change Notice Backlog

- Concern:** An increase in Change Notice backlog as a result of electrical/mechanical interface issues.
- Action :** The construction manager has increased the estimating staff to mitigate the Change Notice backlog increase.

AREAS OF CONCERN (CON'T)

Status: Efforts have been prioritized to identify and decrease the Change Notice backlog.

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

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

ONGOING NONE

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - DECEMBER

- Activated the third rail and successfully operated a pair of Metro-Dade Transit vehicles in the Yard.
- Completed UPS acceptance tests at all locations, ETS installation in cross passages, CTS terminations in cross passages, and Fire Telephone (FTEL) cable pulls for both the AR and AL tunnel.
- Substantially completed the trainway duct support system at Contract A136, Union Station, Stage II.
- Energized the DWP substation at Contract A157, Pershing Square Station, Stage II.
- Completed the settlement of the Contract A135 asbestos litigation case.
- Completed analyses of Bechtels' proposed schedules which show impacts of CN 224 to the A640 contract schedule. Provided the RCC with recommendation of an acceptable mitigated schedule for incorporation into the Project schedule.

KEY ACTIVITIES - PLANNED FOR JANUARY

- Continue close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station, Stage I; A141, Line Section, Union Station to Pershing Square and Civic Center Station, Stage I; A145, Pershing Square Station, Stage I; A146, Line Section, Pershing Square - 7th/Flower; A165, 7th/Flower Station, Stage I; A175, Wilshire/Alvarado, Stage I.
- Conduct police radio test at Westlake/MacArthur.
- Conduct tunnel testing of Metro-Dade Transit vehicles.
- Continue to assess and resolve electrical/mechanical interfaces for all Stage II contracts as they surface.
- Complete emergency trip stations and radio maintenance channels throughout the system.

METRO RED LINE SEGMENT 1

DECEMBER 1991

RAIL CONSTRUCTION CORPORATION PROJECT COST REPORT COST BY ELEMENT

STATUS PERIOD: NOVEMBER 30, 1991 TO DECEMBER 27, 1991
STATUS DATE : DECEMBER 27, 1991
UNITS : DOLLAR IN THOUSANDS

PROJECT 1000 METRO RAIL RED LINE SEGMENT 1

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		RECORDED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-12)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	696,156	0	761,872	18,085	708,847	7,318	627,858	16,248	627,564	2,333	767,514	46,542
S	PROFESSIONAL SERVICES	387,765	0	461,830	27,024	437,238	7,385	414,831	7,385	414,831	18,281	459,568	22,372
R	REAL ESTATE	80,884	0	138,820	832	124,528	832	124,528	832	124,528	0	138,820	(14)
F	UTILITY RELOCATIONS	18,820	0	12,140	0	12,818	36	8,333	36	8,333	0	12,818	(122)
D	SPECIAL PROGRAMS	848	0	848	0	848	35	488	35	488	0	848	40
C	PROJECT CONTINGENCY	53,225	0	53,225	0	0	0	0	0	0	5,828	40,242	(42,847)
A	PROJECT REVENUE	0	0	0	0	0	0	0	(1)	(1,231)	0	0	0
PROJECT GRAND TOTAL		1,246,850	0	1,430,015	47,951	1,291,381	16,718	1,178,251	23,948	1,174,825	0	1,460,018	0

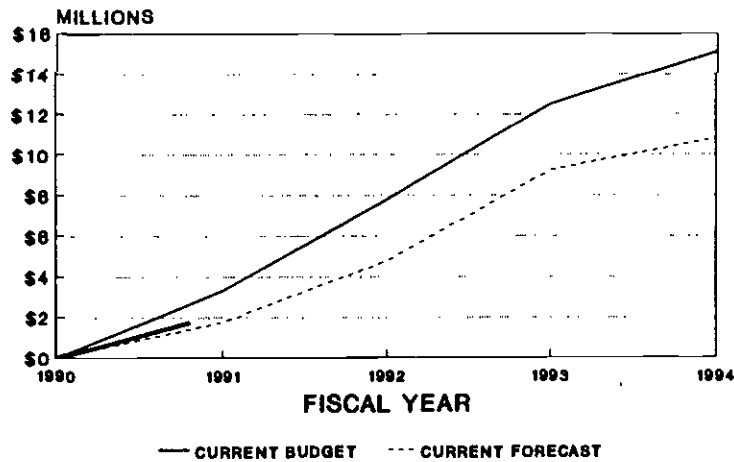
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

RAIL CONSTRUCTION CORPORATION METRO RAIL PROJECT SEGMENT 1 (IN THOUSAND OF DOLLARS)

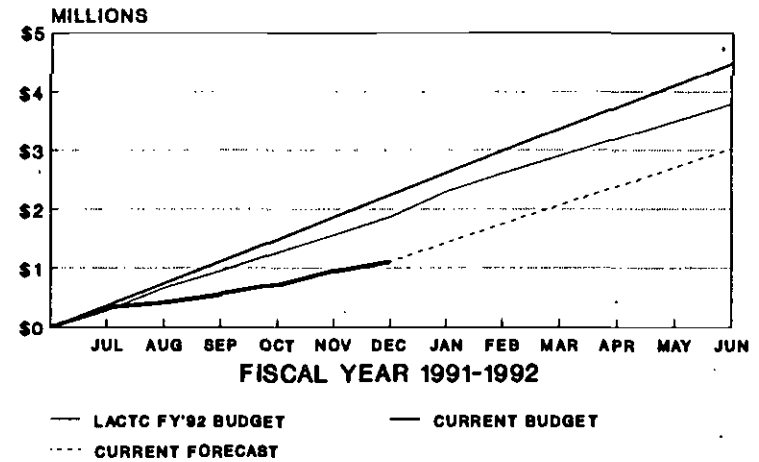
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$596,900	99%	\$564,421	93%	\$535,848	89%
FTA-SECTION 9	\$90,584	\$90,584	\$87,362	96%	\$85,330	94%	\$80,431	89%
STATE	\$213,076	\$214,016	\$194,488	91%	\$181,511	85%	\$208,162	98%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$156,104	88%	\$155,781	88%
CITY OF L.A.	\$34,000	\$34,000	\$29,561	87%	\$28,835	85%	\$28,445	84%
BENEFIT ASSESS.	\$130,300	\$19,082	\$113,303	87%	\$113,303	87%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$38,764	19%	\$20,125	10%	\$18,494	9%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$94,221	
TOTAL	\$1,450,019	\$1,173,501	\$1,236,080	85%	\$1,149,629	79%	\$1,140,464	79%
NOTES:								
(1) The Cost Overrun Account includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns								
(2) The current Benefit Assessment District revenue shortfall is being funded by SCRTD and LACTC								

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1



PROJECT AGENCY COSTS RED LINE SEGMENT 1 (\$000)

TOTAL PROJECT BUDGET	\$1,450,019
CURRENT BUDGET *	\$15,091
CURRENT FORECAST *	\$10,818

*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

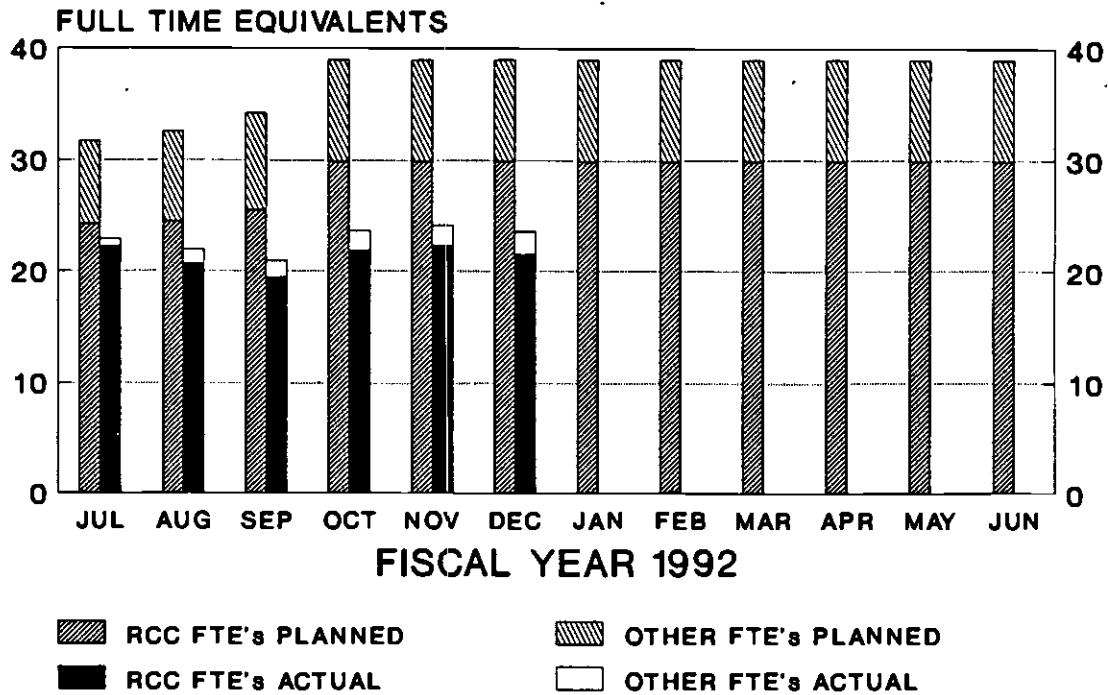
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$3,027
ACTUAL \$ TO DATE	\$1,109

Current forecast as of December 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1

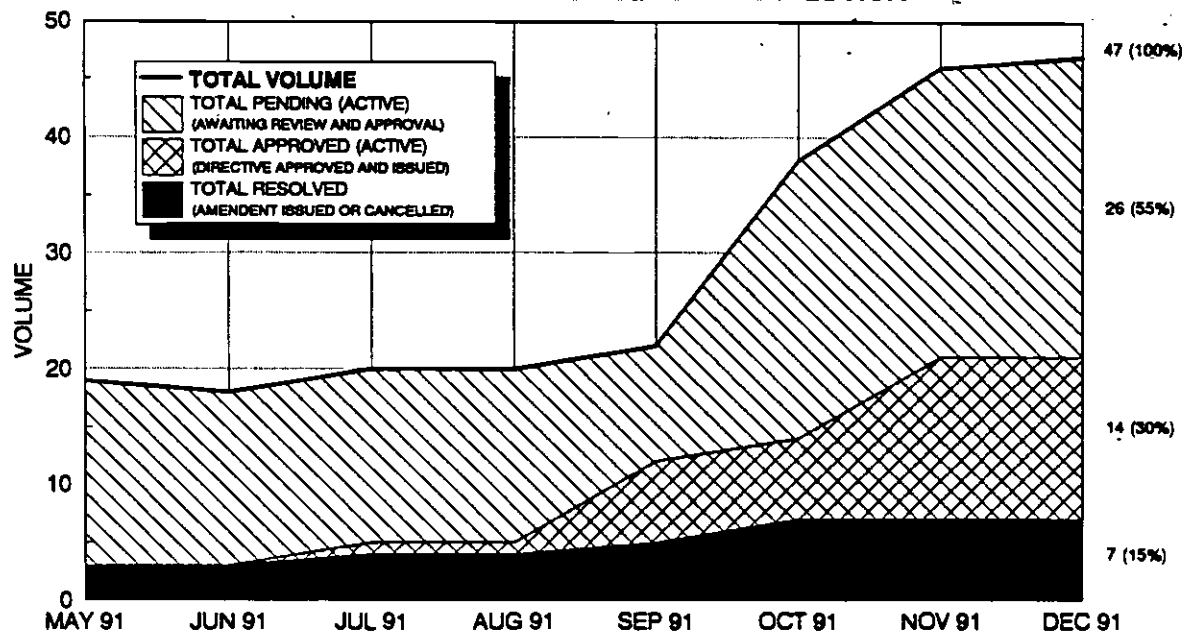


RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$43
RCC FTE's PLANNED	30
RCC FTE's ACTUAL	22
OTHER FTE's PLANNED	9
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	39
TOTAL FTE's ACTUAL	24

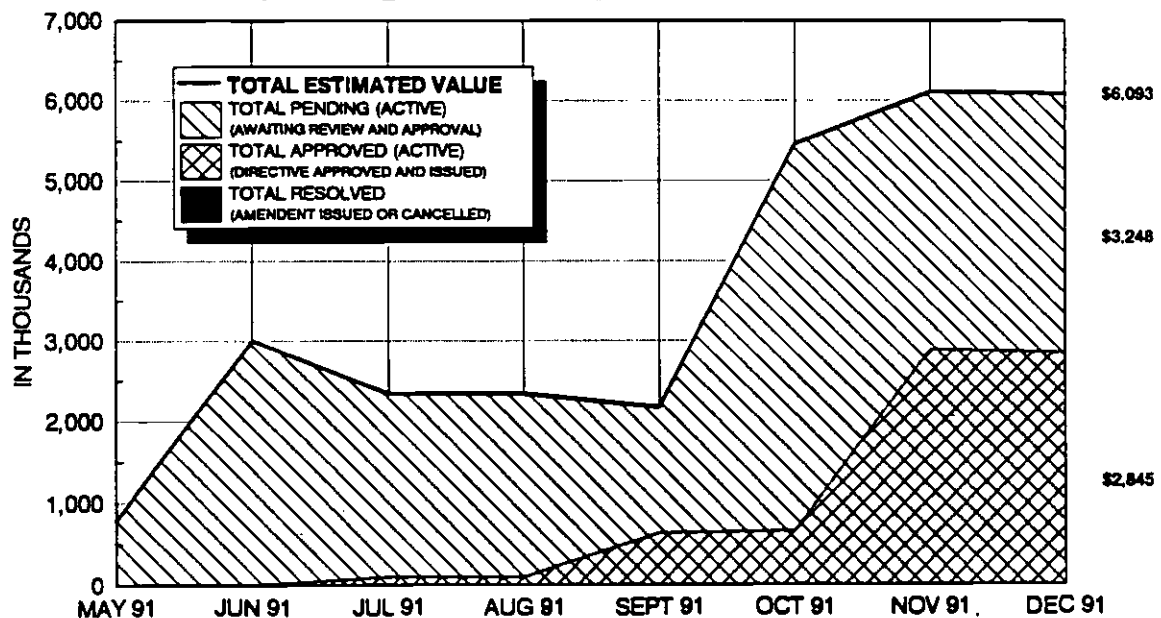
**CONSULTANT CONTRACT CHANGE SUMMARY
R80 CONSULTANT CHANGE REQUEST RESOLUTION**



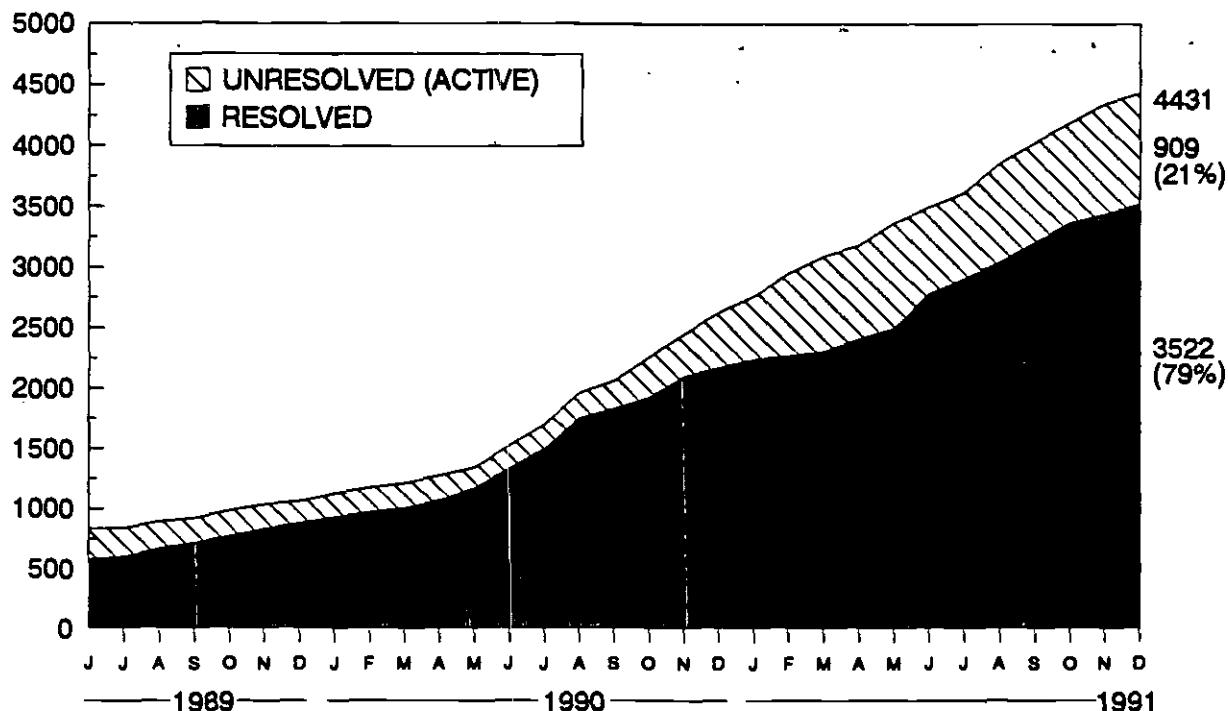
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	8	16	15	40
PERCENT	2.5%	20%	40%	37.5%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
R80 CONSULTANT CHANGE REQUEST VALUES**



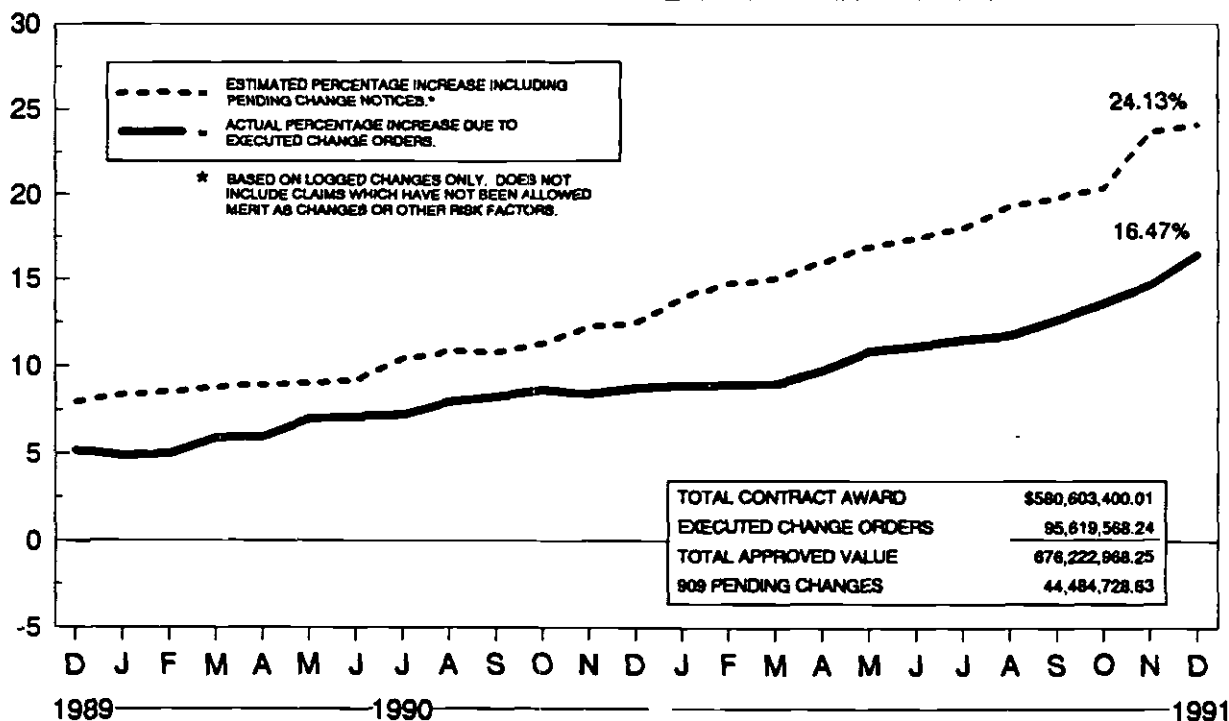
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



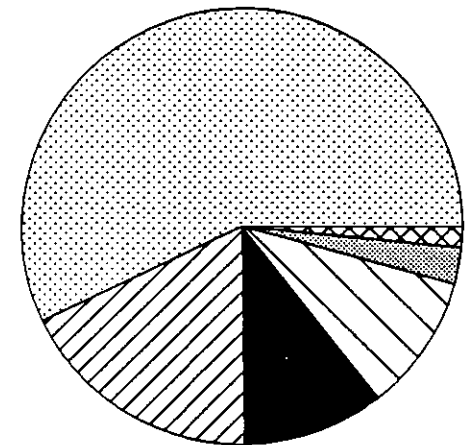
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	282	99	83	445	909
PERCENT	31%	11%	9%	49%	100%

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



**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 12/27/91**



CHANGE VOLUME
TOTAL VOL: 1934 CO'S (2885 CN'S)

1102 57.1%

351 18.1%

201 10.4%

198 10.2%

53 2.7%

29 1.5%

ABSOLUTE VALUES



< \$10,000



< \$25,000



< \$50,000



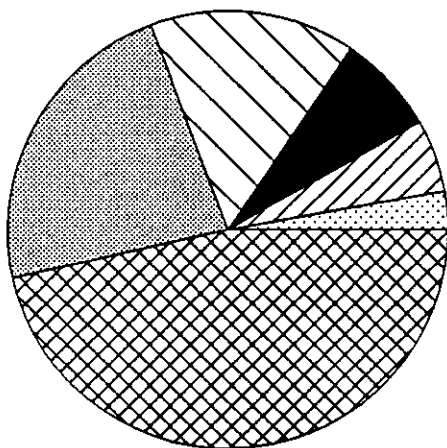
< \$200,000



> \$200,000



> \$1,000,000



CHANGE COST
TOTAL COST: \$95,619,568

\$2,724,664 2.8%

\$5,189,472 5.4%

\$7,054,045 7.4%

\$14,473,030 15.1%

\$21,730,174 22.8%

\$44,448,183 46.5%



< \$10,000



< \$25,000



< \$50,000



< \$200,000

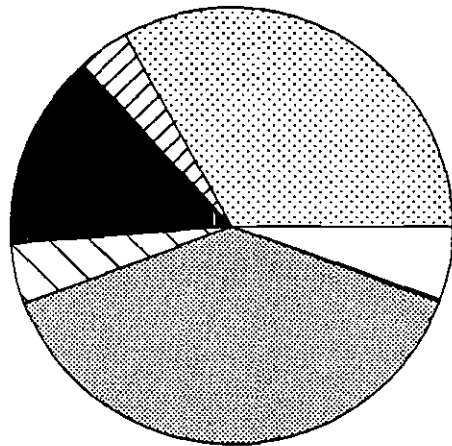


> \$200,000



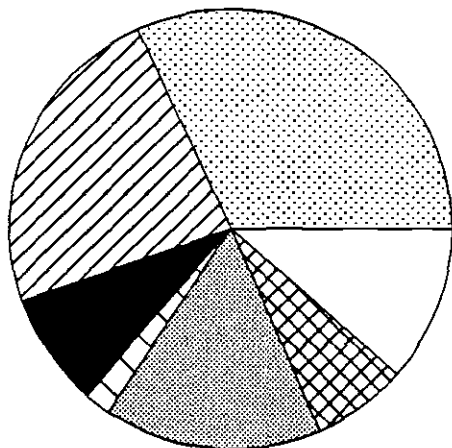
> \$1,000,000

**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 12/27/91**



CHANGE BASIS VOLUME
TOTAL VOL: 2885 CN'S (1934 CO'S)

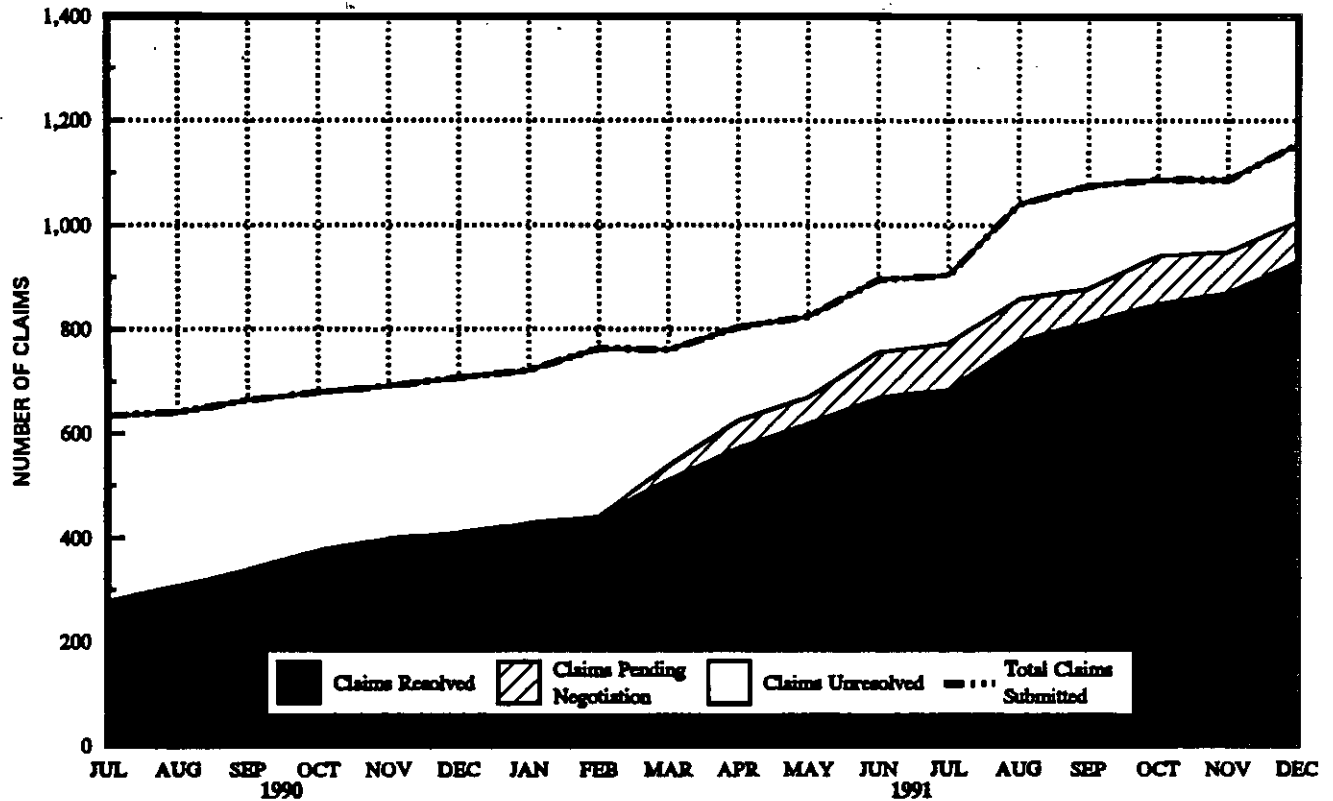
950	33.0%		WORK SCOPE CHANGES
107	3.7%		SCHEDULE CHANGES
421	14.6%		DIFFERING CONDITIONS
131	4.5%		ADMINISTRATIVE
1114	38.6%		DESIGN CHANGES
7	0.2%		MANAGEMENT ISSUES
155	5.4%		UNASSIGNED



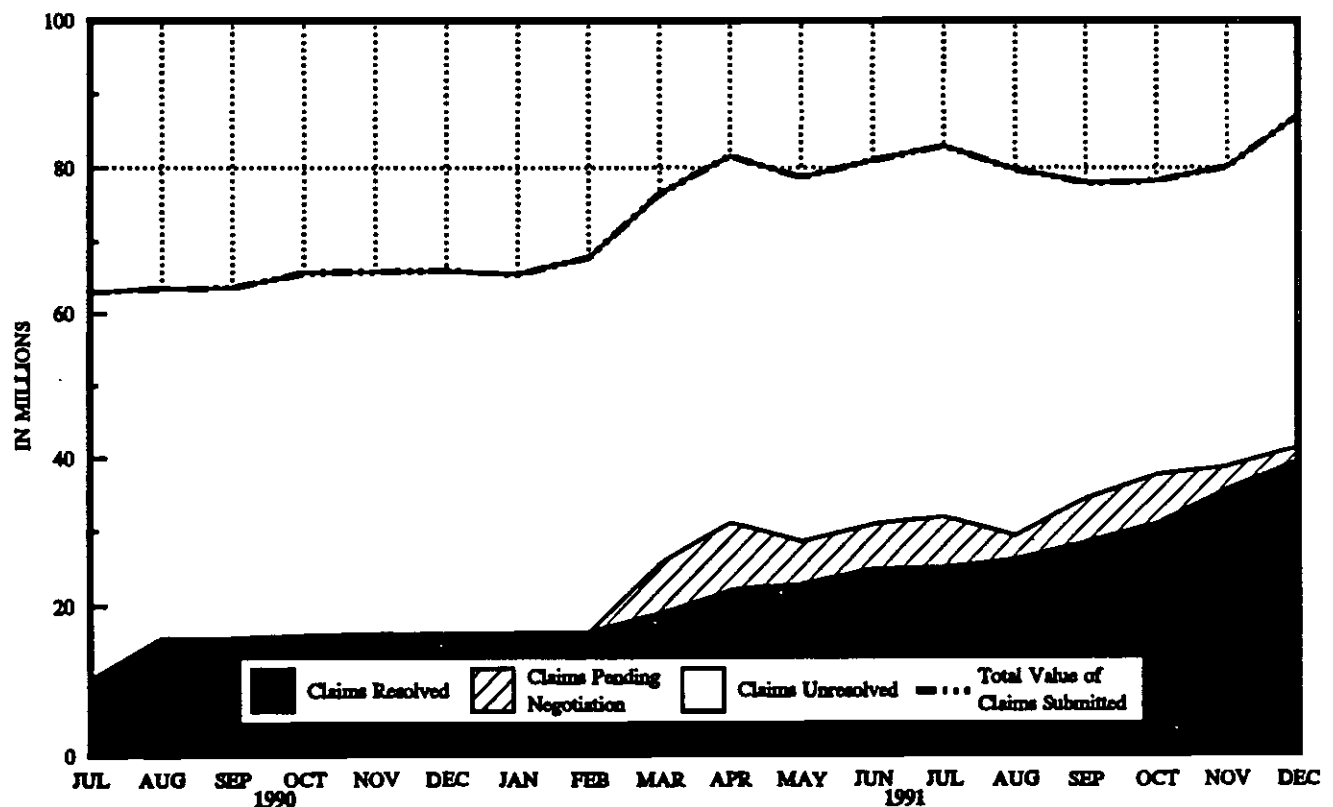
CHANGE BASIS COST
TOTAL COST: \$95,619,568

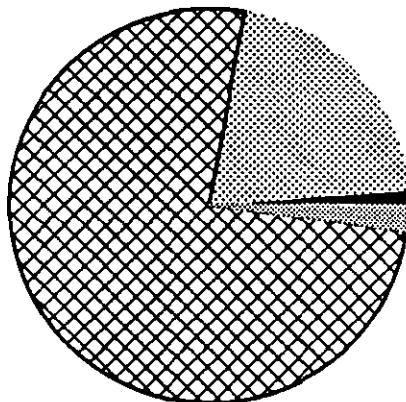
\$30,498,566	31.9%		WORK SCOPE CHANGES
\$22,504,338	23.5%		SCHEDULE CHANGES
\$8,003,001	8.4%		DIFFERING CONDITIONS
\$1,830,209	1.9%		ADMINISTRATIVE
\$15,175,614	15.9%		DESIGN CHANGES
\$6,621,651	6.9%		MANAGEMENT ISSUES
\$10,986,189	11.5%		UNASSIGNED

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COST



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Total All Filed Claims as of 12/27/91****COUNT****TOTAL = 149**

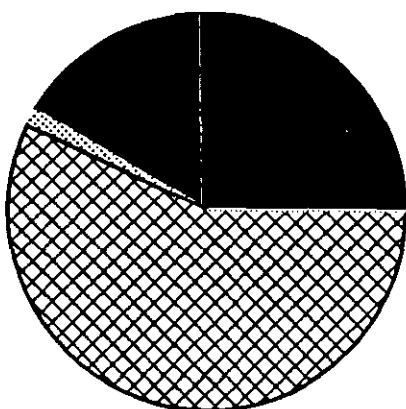
2 1.3% Litigation

0 0.0% Closed

31 20.8% Rejected

113 75.8% Pending Merit

3 2.1% In Dispute

**COST****TOTAL = \$45,610,140**

\$18,963,385 41.6% Litigation

\$0 0.0% Closed

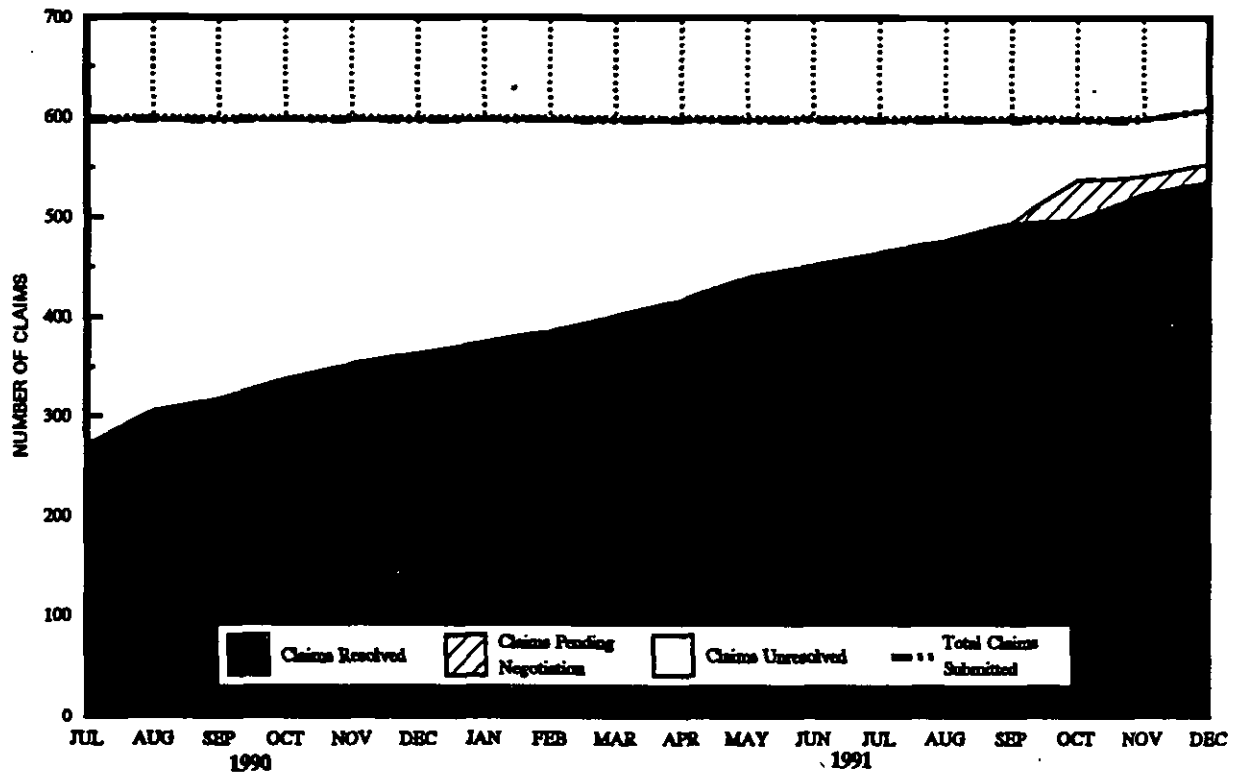
\$674,091 1.5% Rejected

\$25,948,617 56.9% Pending Merit

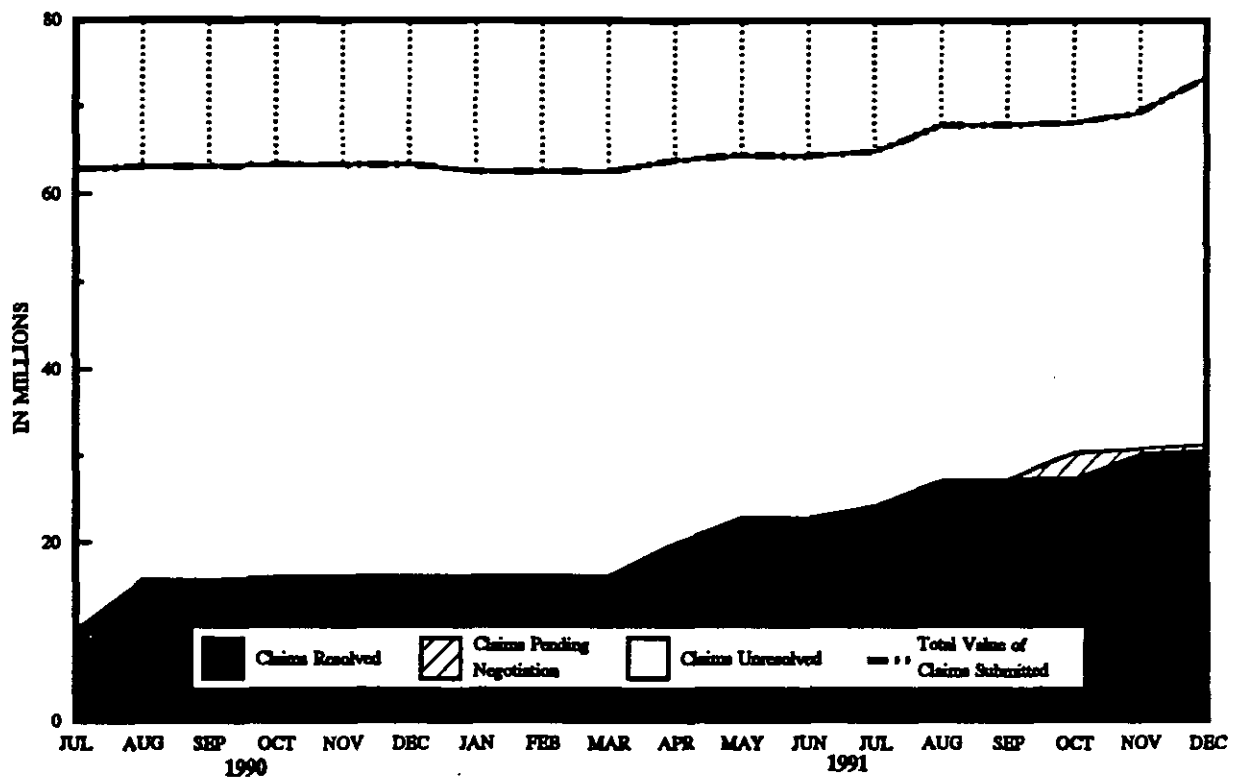
\$24,047 0.1% * In Dispute

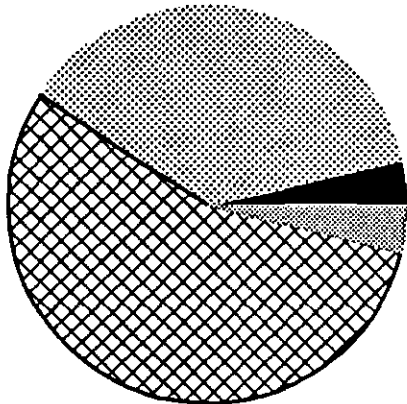
*** TOTALS TO 100.1% DUE TO CALCULATION ROUNDING**

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COUNT








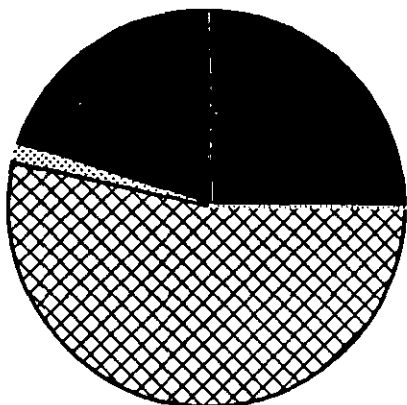
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COST








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed Prior to 07/01/90 as of 12/27/91**

COUNT
TOTAL = 54

2	3.7%		Litigation
0	0.0%		Closed
20	37.0%		Rejected
30	55.6%		Pending Merit
2	3.7%		In Dispute

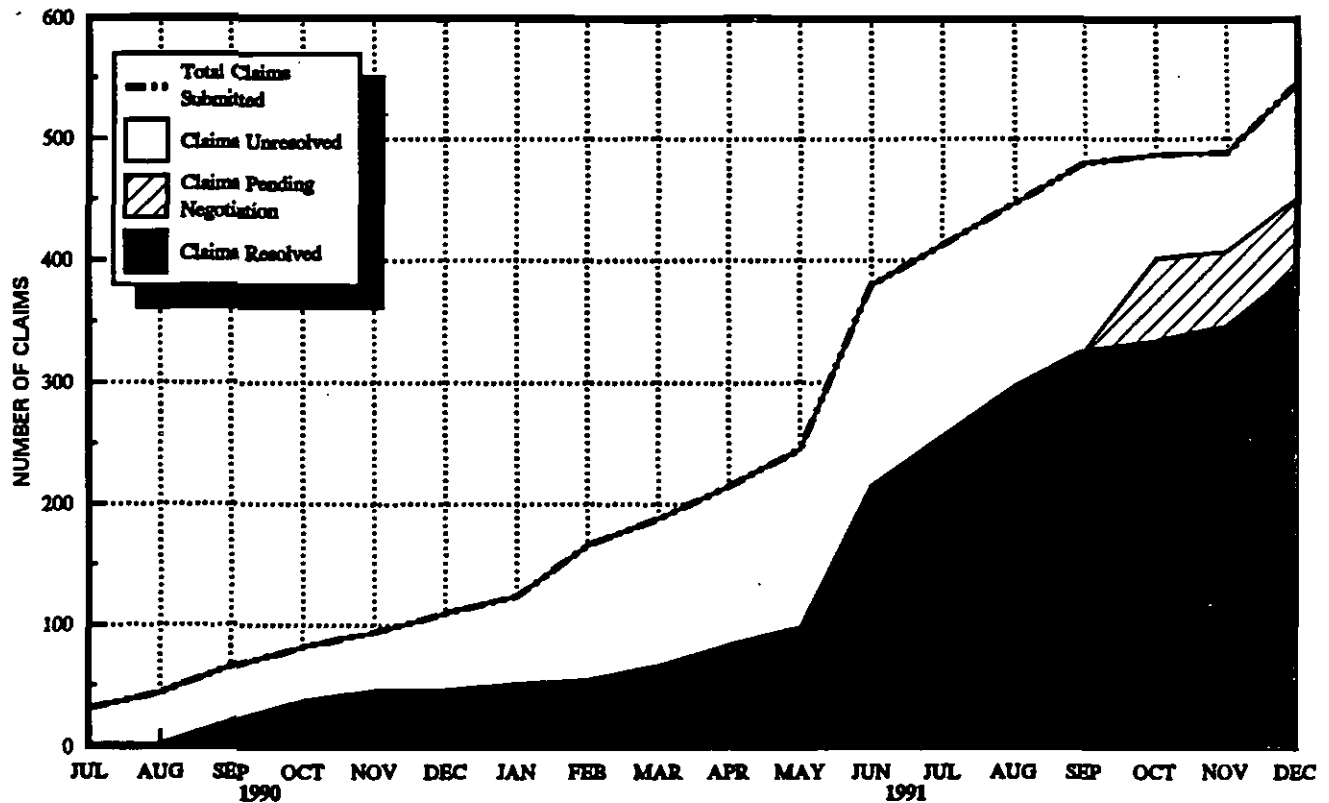


COST
TOTAL = \$42,054,198

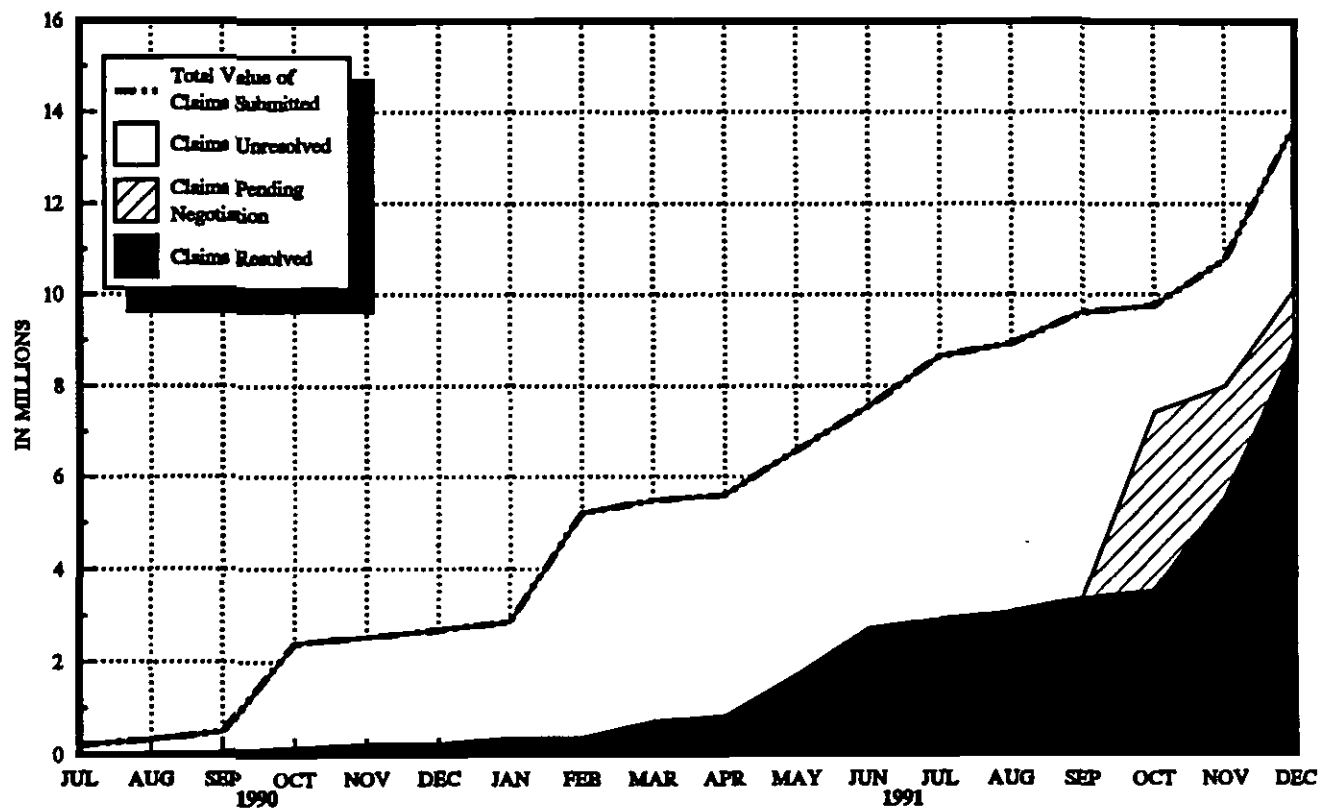
\$18,963,385	45.1%		Litigation
\$0	0.0%		Closed
\$585,948	1.4%		Rejected
\$22,480,818	53.5%		Pending Merit
\$24,047	0.1% *		In Dispute

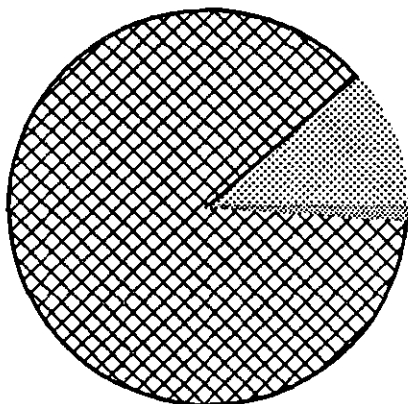
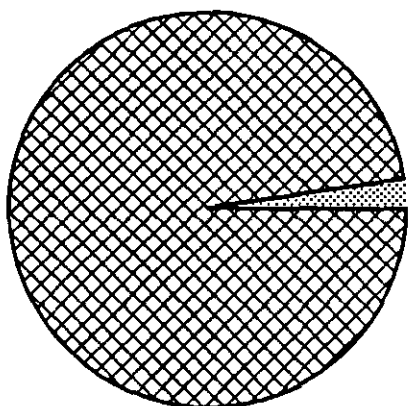
TOTALS TO 100.1% DUE TO CALCULATION ROUNDING

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COUNT



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COST



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 12/27/91****COUNT****TOTAL = 95****COST****TOTAL = \$3,555,942**

0 0.0% Litigation

0 0.0% Closed

11 11.6% Rejected

83 87.4% Pending Merit

1 1.0% In Dispute

\$0 0.0% Litigation

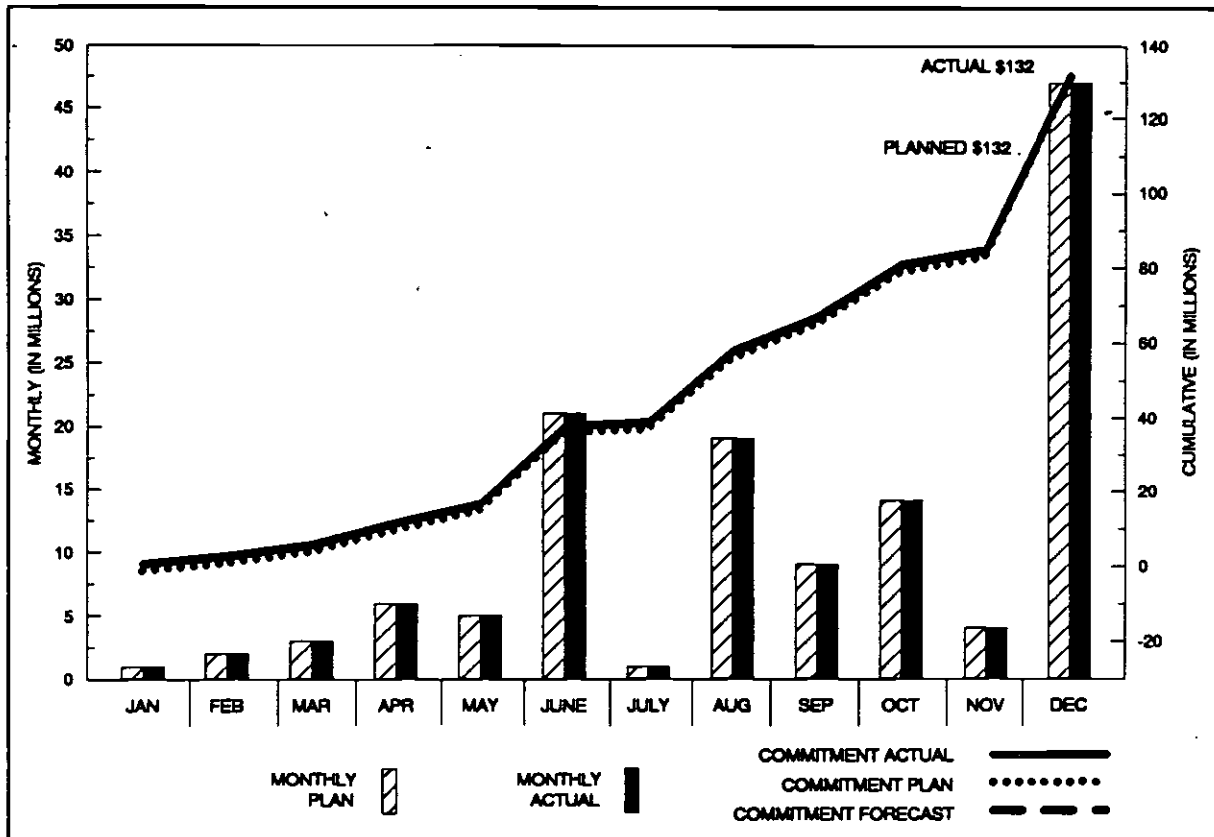
\$0 0.0% Closed

\$88,143 2.5% Rejected

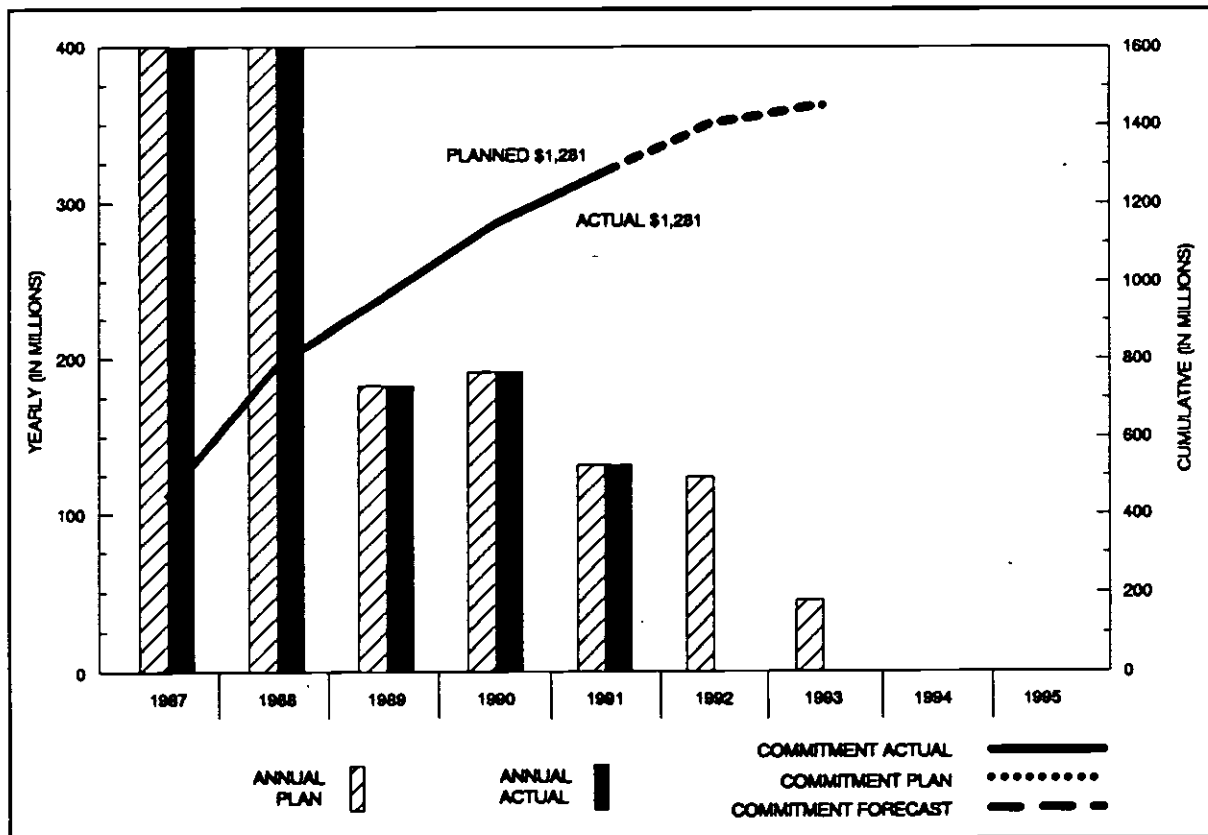
\$3,467,799 97.5% Pending Merit

\$0 0.0% In Dispute

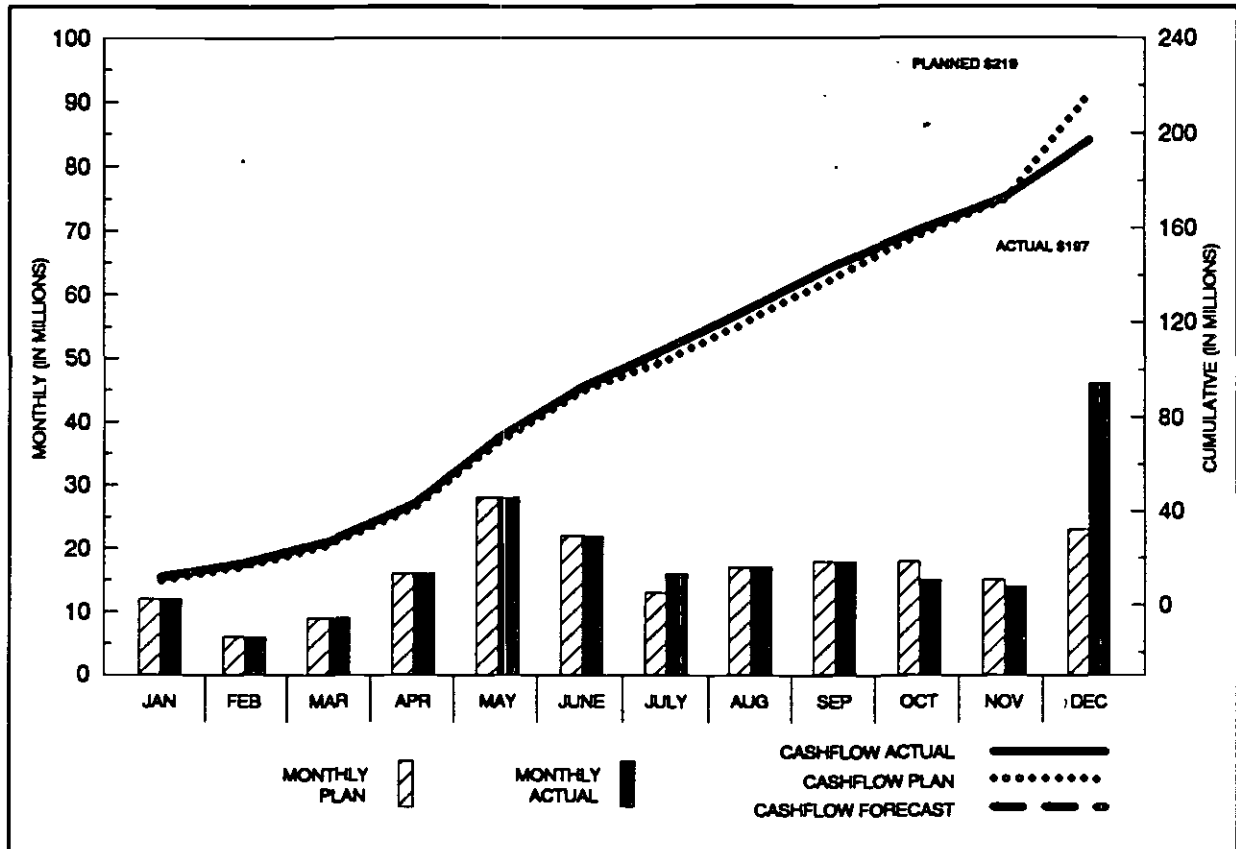
PROJECT COMMITMENTS - ANNUAL



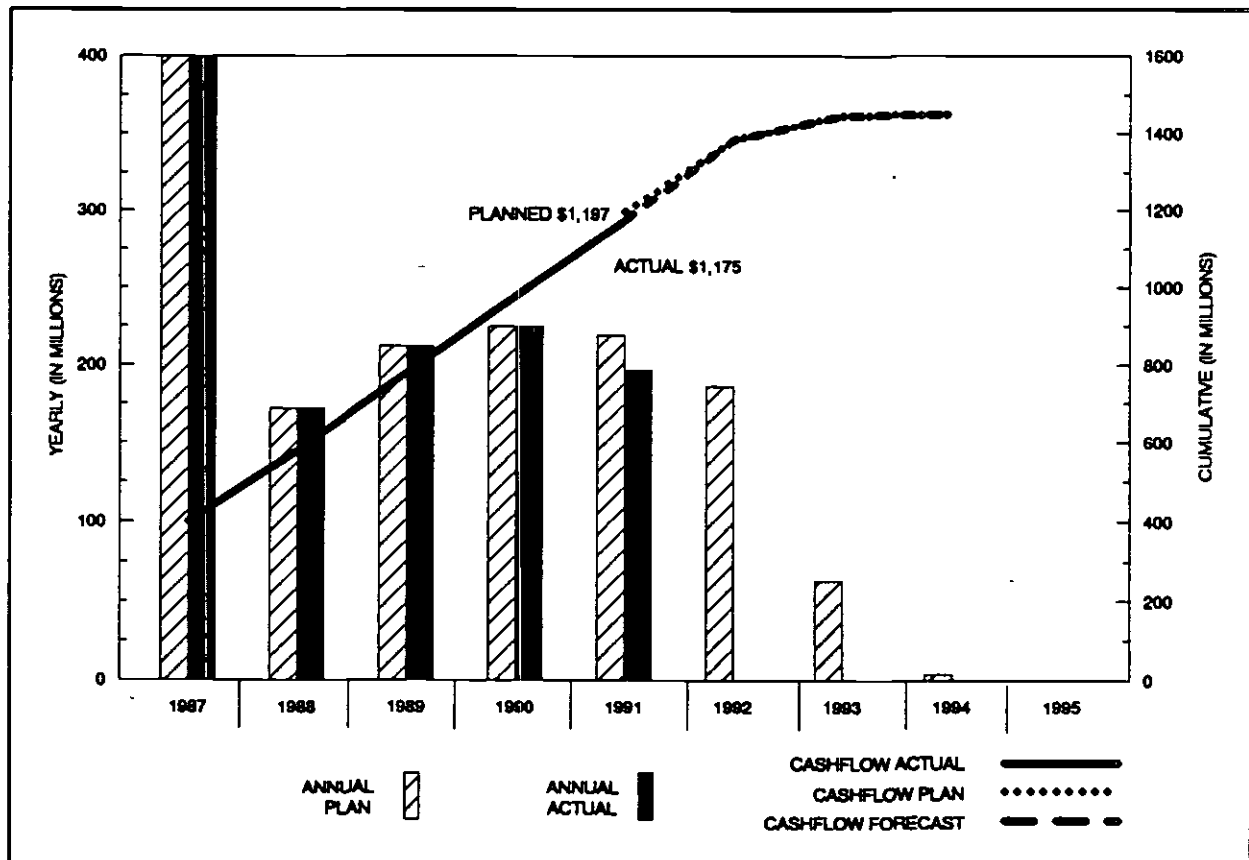
PROJECT COMMITMENTS - PROJECT



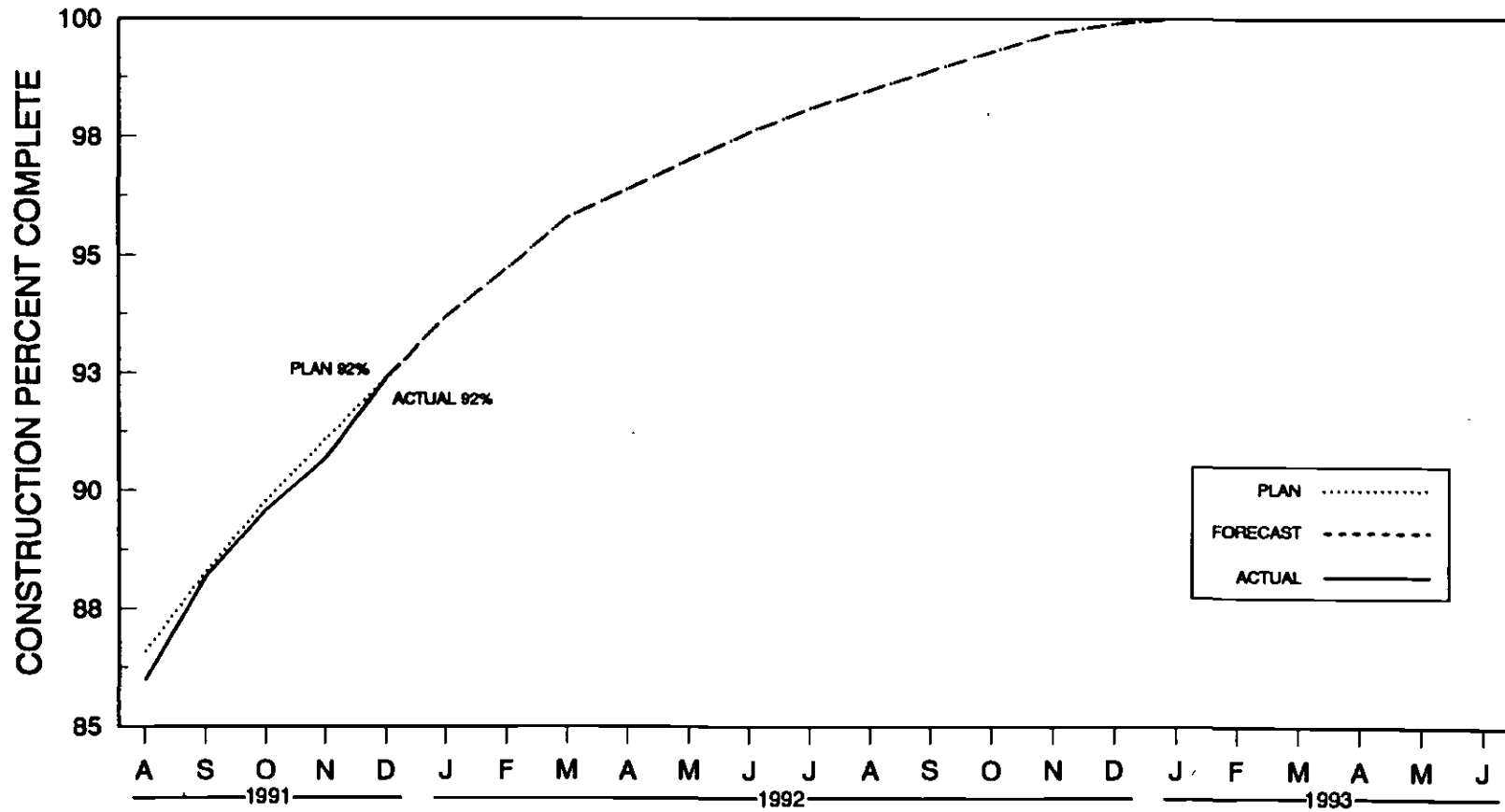
PROJECT CASH FLOW – ANNUAL

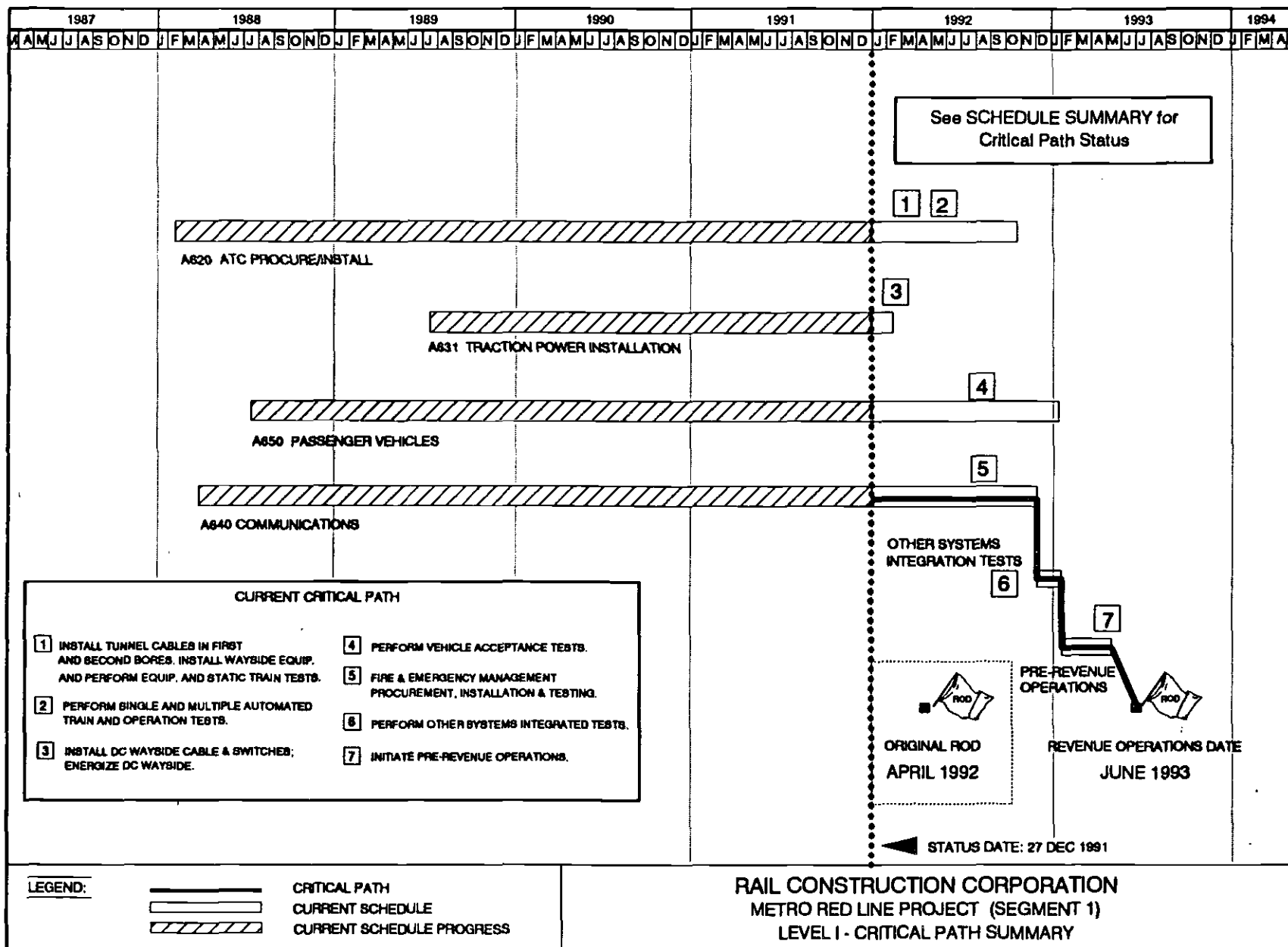


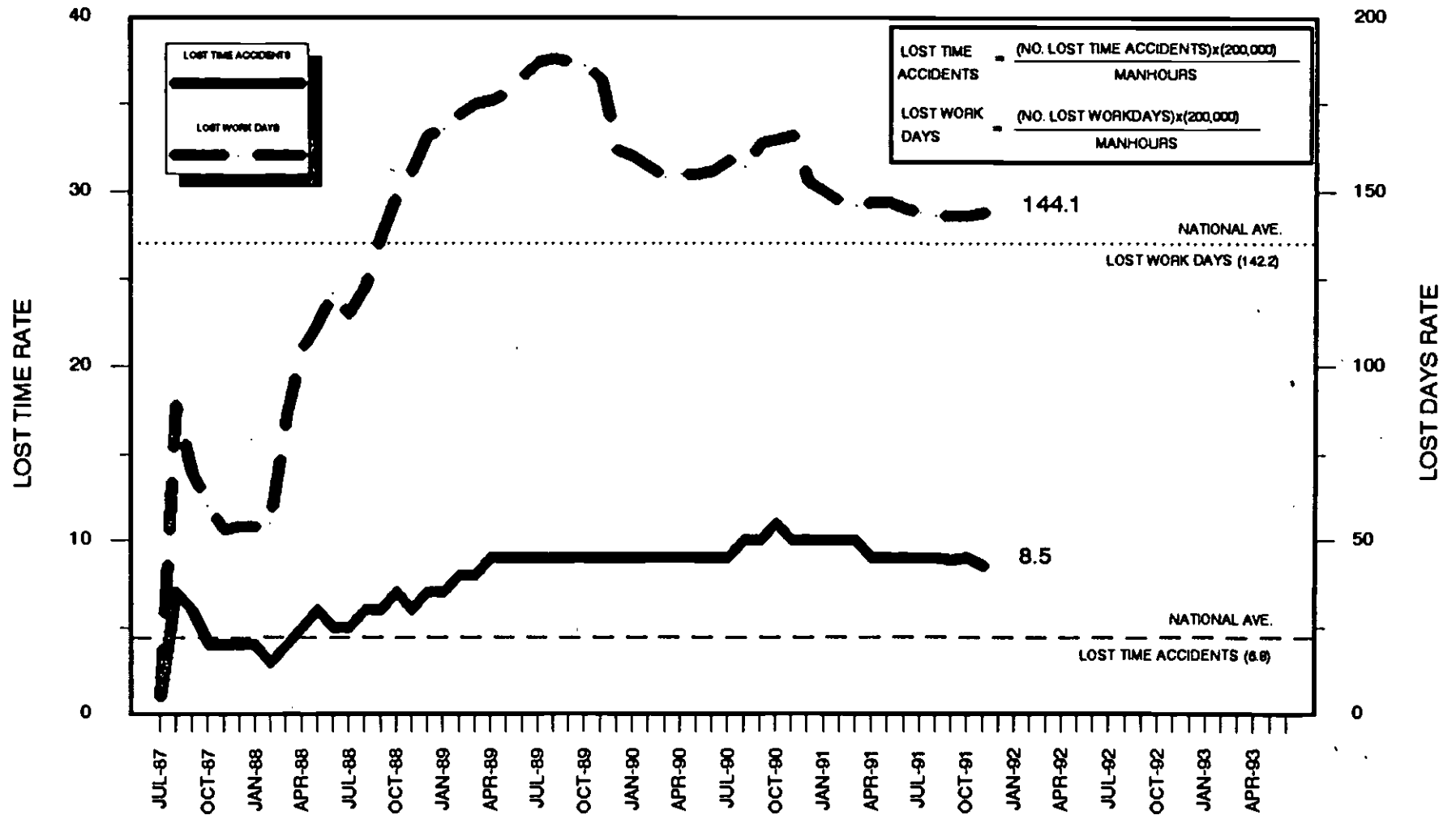
PROJECT CASH FLOW – PROJECT



RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 1
PROGRESS SUMMARY



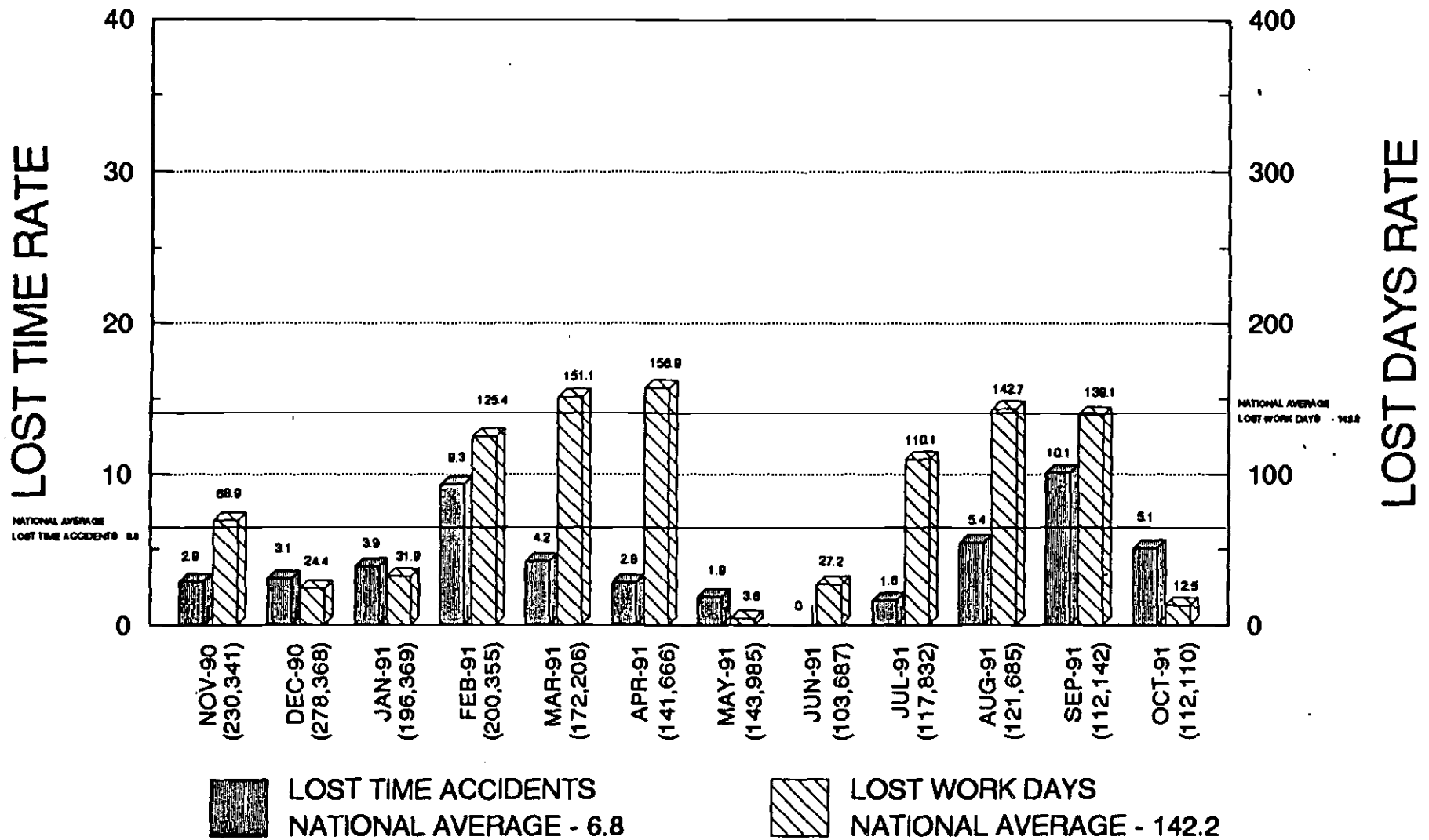




**METRO RED LINE - SEGMENT 1 SUMMARY OF
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES**

Total manhours as of November 1991: 9,489,419

METRO RED LINE - SEGMENT 1 SUMMARY OF LOST TIME ACCIDENTS\LOST WORK DAYS MONTHLY INCIDENT RATES



PREPARED BY MTIA - NOVEMBER 1991

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A135	Union Station - Stage 1	O					Minor dispute resolution	Mar 92
A175	Wilshire/Alvarado - Stage 1	O					Notice of completion to be filed in Jan. 1992	Feb 92

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.4 days.

- 13 invoices were paid for a total value of \$ 8,063,600.

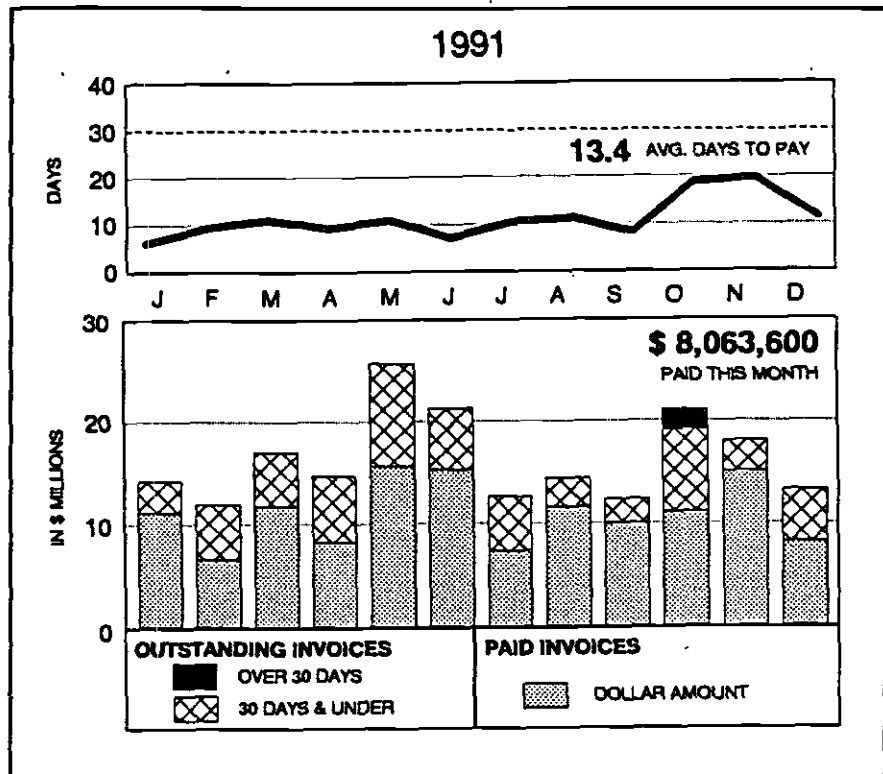
- There were 10 outstanding Construction/ or Procurement invoices under 30 days old for \$ 4,952,526.

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

- Note Insurance invoices were adjusted to include only those actually due during the current period.

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.

Construction/Procurement Invoice Status



OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	7	5,160,961	0	0	8	145,799	5	808,989
AUG 1991	15	2,780,335	0	0	7	2,083,900	6	1,193,922
SEPT 1991	18	2,302,417	0	0	13	1,769,480	7	1,600,881
OCT 1991	13	7,927,716	10	1,895,120	19	3,487,114	3	798,966
NOV 1991	6	2,956,345	2	27,063	18	2,800,800	4	1,040,811
DEC 1991	10	4,952,526	0	0	23	2,850,368	9	1,991,918

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The defined costs forecast increased primarily due to the Engineering Management Consultants Contract Change; Project Administration and CM Forecast Revisions; Contracts B241 and B252, Great Space Concept; Awarded Contracts Forecast Changes; and Revised Real Estate Forecasts. The increase is partially offset by decreases in Contract B251, Prefinal Estimate and OCIP Forecast Revisions. The balance of the increase in direct costs was offset by a decrease in Contingency.

SCHEDULE STATUS

- Current Revenue Operation Date

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998

- Design Progress

- Plan	79%
- Actual	73%

The design progress reflects a decrease in planned and actual progress this month. This is a result of incorporating systems design contract work not previously included in the overall progress calculations.

- Construction Progress

- Plan	6%
- Actual	5%

- The Wilshire Corridor is currently showing Zero Float to the Revenue Operations Date. Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, tunnel excavation began in mid-December on the right alignment. Contract B211, Wilshire/Vermont Station, Stage I, is currently demolishing buildings. Soldier pile installation along the south side of Wilshire Boulevard is underway on Contract B221, Wilshire/Normandie Station and Line. Soldier pile work continues along the south side of Wilshire Boulevard on Contract B231, Wilshire/Western Station, which is currently on schedule.

The critical path for the Wilshire Corridor is Contract B211, Wilshire/Vermont Station. Following completion of the Contract B211 trackway access, the critical path continues through Contract B610, Trackwork, Contract B620 Automatic Train Control, Integrated Testing and Pre-revenue Operations to the Revenue Operation Date of July 1996.

The critical path for the Vermont/Hollywood Corridor is Contract B241, Vermont/Beverly Station. Following completion of Contract B241, the Critical Path continues through Contract B610, Trackwork, Contract B620, Automatic Train Control, Integrated Testing and Pre-Revenue Operations to the Revenue Operations Date of September 1998.

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	71	27	40	4	84
LAST MONTH	71	28	34	9	26.1

- There are 71 parcels of land required for the Segment 2 Project. The acquisition breakdown is as follows: 20 full takes, two partial takes, 41 subsurface easements, two surface easements, one temporary construction easement, two leases, and three parcels for the Vermont/Hollywood Tunnel.
- To date, there have been 27 parcels acquired. 15 of these parcels were acquired through condemnation and the remaining 12 were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: There are four parcels which may not be available by their scheduled need dates. This number has decreased by five since last month. Of the four parcels, two are approved for condemnation and are expected to be available before needed for construction. The other two parcels are delayed for environmental approvals.

Action: Maintain schedule to recover negative float.

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

Delay in Design Progress

Concern: During the month, there was little schedule recovery based on the current plan. Section Designers for Contracts B241 and B252 have been issued notices to redesign for the Great Space Concept. Cost containment measures were evaluated for Contract B271. Design of the entrance and plaza at Contract B261 started. In previous reports, elements of systems design, not yet covered by MRTC's budget, were not included in the overall design progress curve. This report incorporates all system design activities and are reflected in the overall curve. This has the effect of indicating a smaller computed degree of completion than previously reported.

Action: MRTC to reevaluate planned progress curve based on redesign effort by the Section Designers. The new plan curve will be in alignment with actual progress.

Status: Overall planned progress is 79% complete versus actual progress of 73% complete.

Wilshire Corridor Revenue Operation Date

Concern: The four major Facility Contracts for the Wilshire Corridor have been awarded to the same contractor. The contractor has indicated intent to use one tunnel shield machine to excavate both tunnel sections. The schedules are tight with tunnel drive rates that were never attained during the Segment 1 construction experience.

Action: A contingency plan must be developed and agreed upon with the contractor to help assure that the milestone dates will be met if the anticipated drive rates are not attained.

Status: Discussions are ongoing, Parsons-Dillingham has submitted several contingency plans to the RCC for consideration and eventual discussion with the contractor.

A Change Notice has been issued to the contractor providing for the purchase of a roadheader attachment for the tunnel shield machine in the event of the contractor tunneling through harder ground than he may have anticipated.

Blast Relief Shafts Relocation

- Concern:** In August, the City of Los Angeles required that the Under Platform Exhaust (UPE) and Blast Relief Shafts (BRS) penetrate the surface at locations away from the traveled (vehicle and pedestrian) way.
- Action:** Continue to work with the City Bureau of Engineers and Department of Transportation to find the most cost effective solution to the City's concerns.
- Status:** Contract B252 UPE and BRS terminations have been finalized in the sidewalks adjacent to Vermont. Contracts B241 and B261 shaft termination locations are still under discussion with the DOT and BOE. Along Hollywood Boulevard, Contracts B271, B281 and C301 will probably have terminations located in roadway medians.

Noise Mitigation

- Concern:** The noise level of construction work at Contract B221 has raised complaints from the Wilshire Koreana Hotel. Without the implementation of noise mitigation measures, construction work could be held up, resulting in possible delays to the contract.
- Action:** Resolution of noise complaints and implementation of noise mitigation measures throughout the Segment 2 construction.
- Status:** Parsons-Dillingham/RCC have implemented noise mitigation measures at Contracts B211, B221 and B231. Steps undertaken include enforcement of noise regulations, site monitoring, review and upgrading of equipment as required, and installation of sound barriers/acoustical enclosures for night work. LADOT now requires noise mitigation plans to be submitted by utility subcontractors. Site specific noise mitigation measures have been identified and are being implemented at each Segment 2 contract work area.
- Site specific noise mitigation measures continue to be identified for Contracts B221 and B231 for impacts to both the north and south side of Wilshire Boulevard. Measures will be implemented in accordance with LADOT and RCC standards and will reflect tenant concerns.

NEW**Mined Station Concept**

- Concern:** In order not to jeopardize the Revenue Operations Date for the Vermont/Hollywood Line, a final decision must be reached on the Mined Station Concept and any excavation pre-support design requirements.

Action: Finalize decision and begin design progress.

Status: Consultant's Deloitte and Kellogg are presently finalizing their review of the Mined Station Concept, and will be presenting their recommendation to the RCC.

RESOLVED

GC Contract Negotiations

Status: Negotiations have been completed with the scope and staffing finalized.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

April 1991 Project Procedures

Concern: Certain project procedures have not being issued. Additionally, some of the procedures reviewed are not in accordance with the Project Management Plan (PMP).

Action: The RCC QA department will develop a plan for procedure development. A review and revision of the PMP is in process.

Status: The PMP review has been completed and revisions are in process. The revised PMP is scheduled to be submitted at the next FTA quarterly meeting. Procedure review is in process.

NEW **NONE**

RESOLVED **NONE**

KEY ACTIVITIES - DECEMBER

- Completed assembly of tunnel shield machine at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, and commenced tunneling on the AR side. Approximately 80 linear feet of tunnel accomplished to date. Placed approximately 360 linear feet to date of pocket track structural invert concrete, and completed installation of soldier piles in shaft #17 and emergency exit at Commonwealth and Wilshire Boulevard.
- Completed all asbestos abatement and demolition of the Kaplan Building at Contract B211, Wilshire/Vermont Station.
- Completed installation of soldier piles on the north side, relocated traffic and started utility relocation and soldier pile installation on the south side of Contract B221, Wilshire/Normandie Station.
- Issued revised In-Progress Submittal for Contract B215, Wilshire/Vermont Station, Stage II.
- Reactivated Section Designer for Contract B261, Vermont/Sunset Station, to incorporate new station entrance and plaza.
- Installed 652 soldier piles to date in the portal and pocket track areas at MacArthur Park, (Contract B201), and along the Wilshire Corridor Stations (Contracts B221 and B231).

KEY ACTIVITIES - PLANNED FOR JANUARY

- Continue Contract B201 pocket track structural excavation, concrete invert, walls, and roof placements of pocket track structure, street decking on east side of Alvarado Street, and tunneling of the AR tunnel.
- Complete delivery of soldier piles and begin pile installation for Contract B211, Wilshire/Vermont Station, and complete demolition of the Wilshire/Shatto Plaza Building.
- Commence installation of soldier piles for turn-out structure at 6th/Vermont site for Contract B221.
- Complete Contract B231 soldier pile installation and start street decking operations at Wilshire/Western Station.
- Complete bid documents for Contract B251, Vermont/Hollywood Tunnel.
- Issue Final Design Submittal for Contract B241, Vermont/Beverly Station.
- Issue Prefinal Design Submittal for Contract B271, Hollywood/Western Station.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R81 METRO RED LINE MOS-2

Period: 30-Nov-91 to 27-Dec-91
Run Date: 21-Jan-92
Units: Dollars in Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	0	905,830	523	299,815	6,502	55,489	7,097	48,173	5,426	953,155	47,325
S Professional Services	289,150	0	297,844	(5,807)	205,302	(1,710)	73,457	3,213	65,167	43,661	332,817	34,973
R Real Estate	79,827	0	78,567	1,500	45,327	1,199	38,711	1,199	38,711	3,375	93,289	16,722
F Utility/Agency Force Account	36,668	0	18,404	(162)	4,969	(4)	1,020	(4)	1,020	(523)	23,720	5,316
D Special Programs	2,044	0	2,044	8	347	12	148	12	148	0	13,044	11,000
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(51,939)	30,707	(115,036)
A Project Revenue	0	0	0	0	0	0	(132)	0	(132)	0	(300)	(300)
Project Grand Total:	1,448,432	0	1,448,432	(3,733)	555,560	5,989	168,693	11,517	153,087	0	1,448,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

STATUS OF FUNDS BY SOURCE

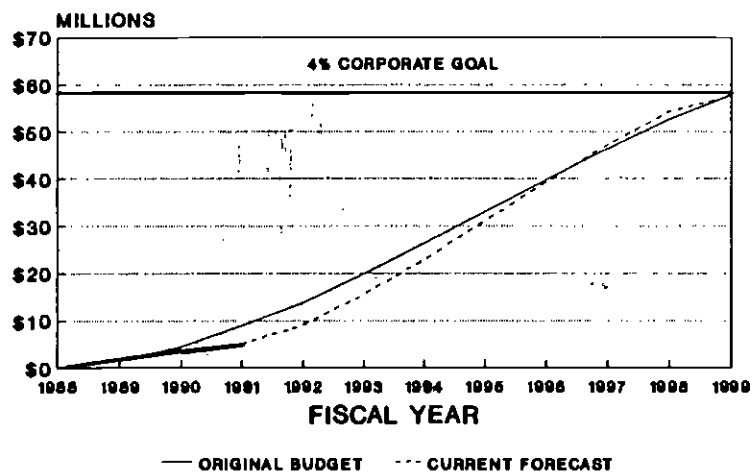
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$235,839	35%	\$39,035	8%	\$34,242	5%
STATE	\$185,985	\$27,000 (1)	\$78,317	41%	\$27,215	15%	\$0	0%
LACTC	\$439,447	\$70,776	\$192,801	44%	\$39,179	9%	\$39,179	9%
CITY OF L.A.	\$96,000	\$40,000	\$42,278	44%	\$39,172	41%	\$39,172	41%
BENEFIT ASSESSMENT	\$58,000	\$0	\$8,524	15%	\$8,486	15%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$5,208	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESSMENT SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	\$0	\$8,486	
TOTAL	\$1,448,432	\$621,902	\$555,560	38%	\$153,087	11%	\$121,079	8%

(1) STATE FUND TRANSFER AGREEMENT HAS BEEN EXECUTED. BILLINGS TO COMMENCE IN JANUARY 1992.

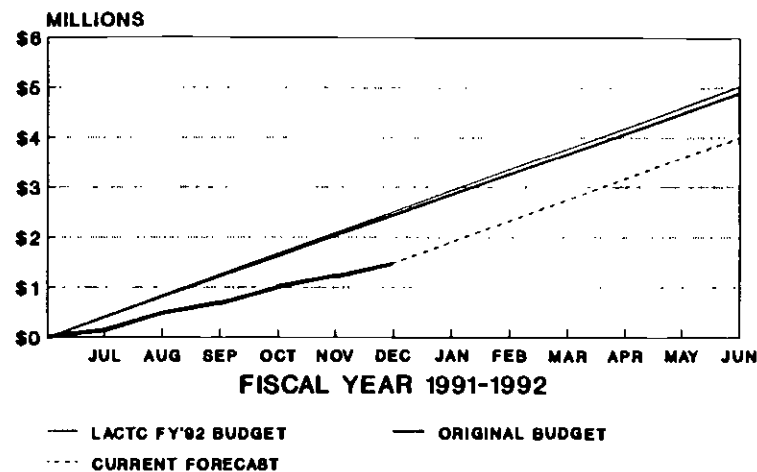
(2) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(3) THE CURRENT BENEFIT ASSESSMENT DISTRICT REVENUE SHORTFALL IS BEING FUNDED BY LACTC.

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2



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

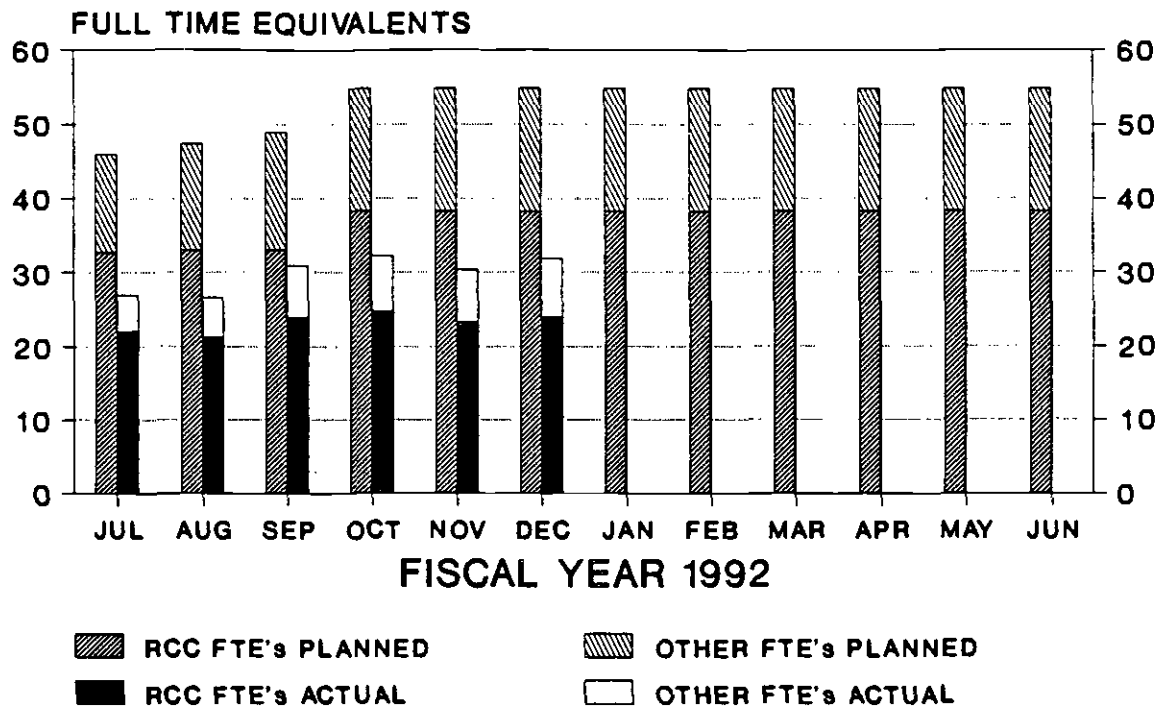
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$57,541
FORECAST % OF TOTAL PROJECT	3.9%

FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,001
ACTUAL \$ TO DATE	\$1,483

Current forecast as of December 1991.

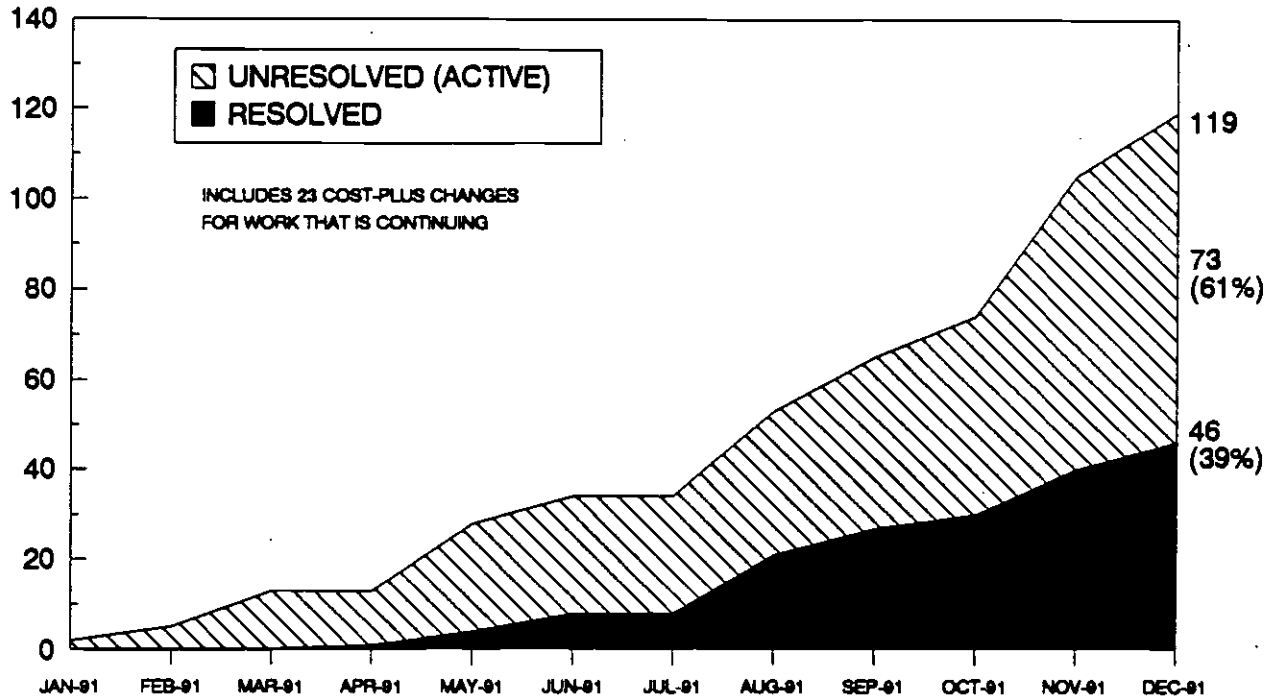
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



RED LINE (SEGMENT 2) STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$40
ACTUAL WAGE RATE (\$/HOUR)	\$45
RCC FTE's PLANNED	38
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	17
OTHER FTE's ACTUAL	8
TOTAL FTE's PLANNED	55
TOTAL FTE's ACTUAL	32

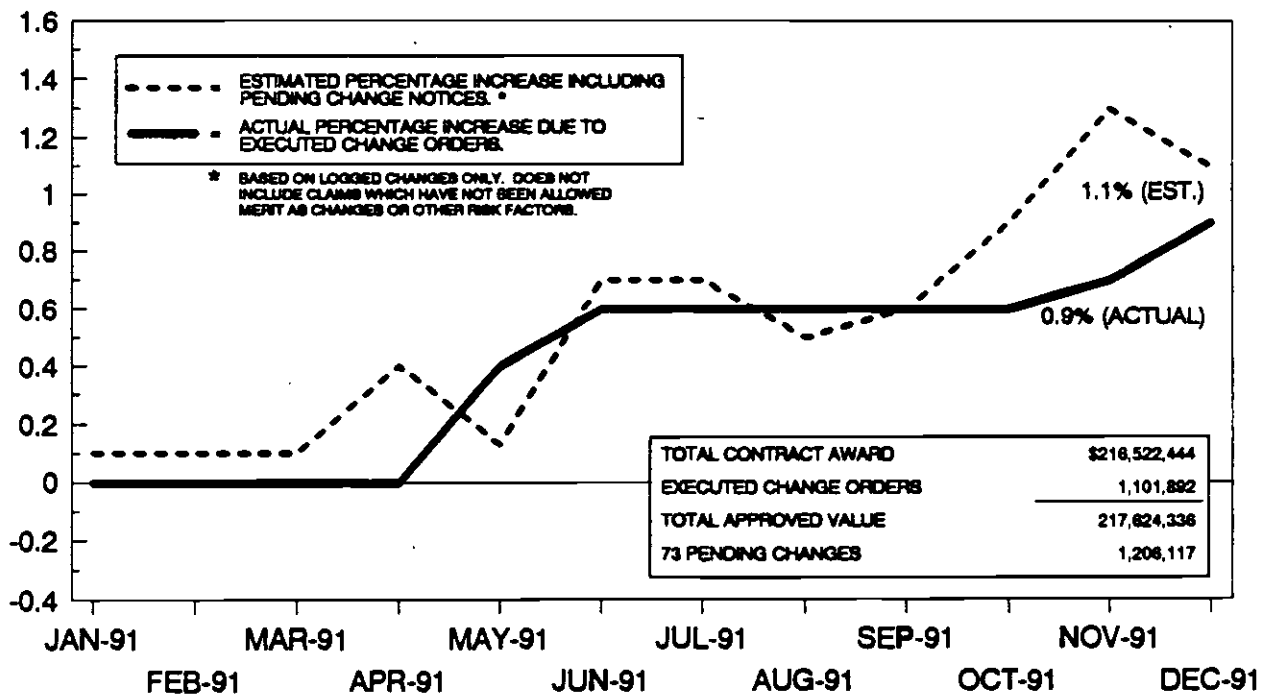
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



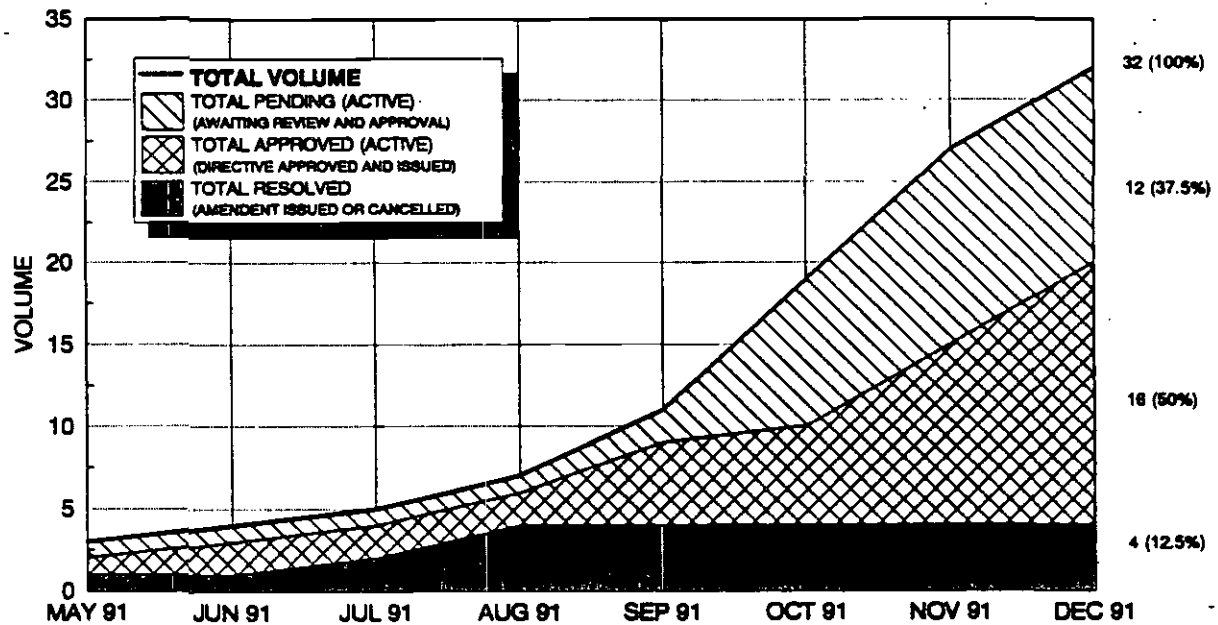
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	35	10	12	16	73
PERCENT	48%	14%	16%	22%	100%

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



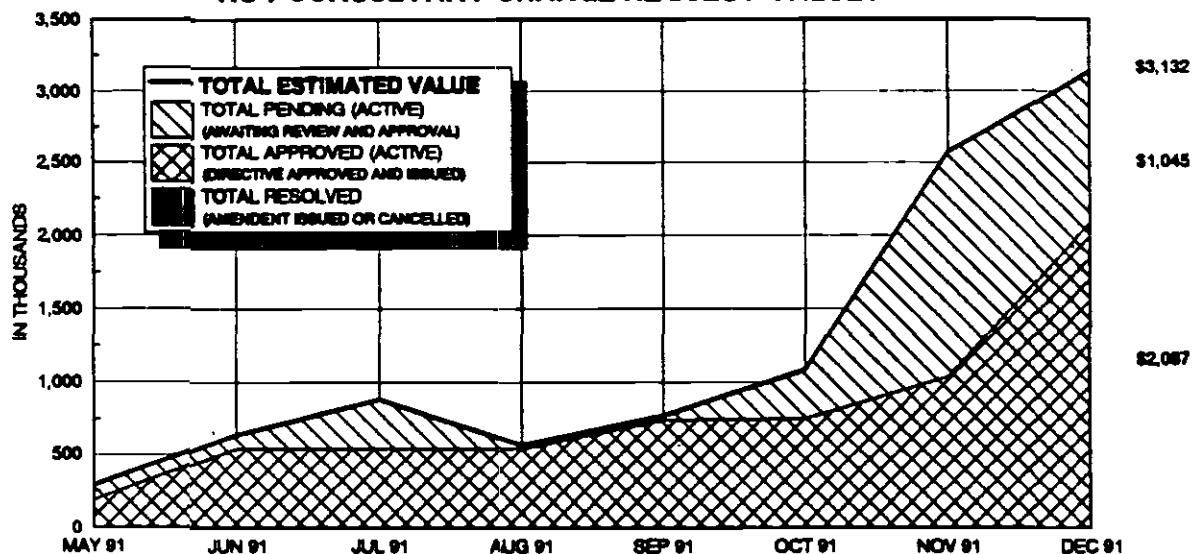
**CONSULTANT CONTRACT CHANGE SUMMARY
R81 CONSULTANT CHANGE REQUEST RESOLUTION**



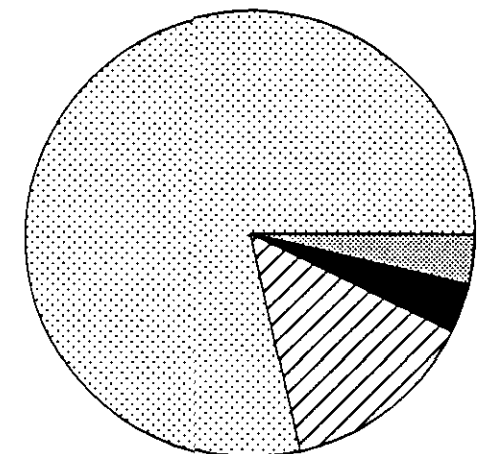
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	8	8	7	28
PERCENT	18%	28.5%	28.5%	25%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
R81 CONSULTANT CHANGE REQUEST VALUES**









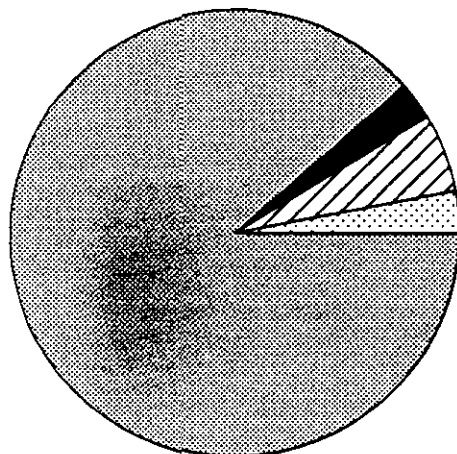
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 12/27/91**









CHANGE VOLUME
TOTAL VOLUME: 28 CO'S (31 CN'S)

ABSOLUTE VALUES

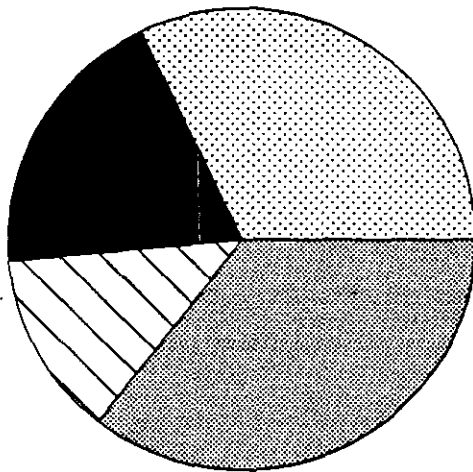
22	78.6%		< \$10,000
4	14.2%		< \$25,000
1	3.6%		< \$50,000
0	0.0%		< \$200,000
1	3.6%		> \$200,000
0	0.0%		> \$1,000,000










CHANGE COST
TOTAL COST: \$1,101,892

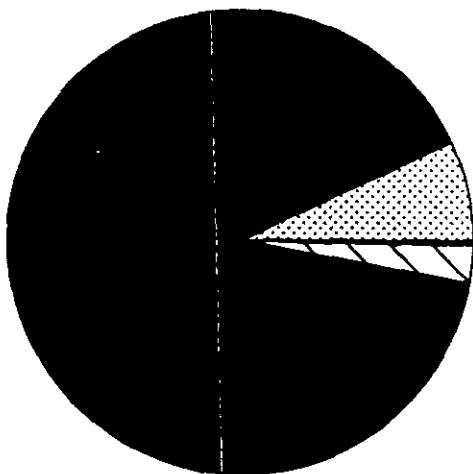
\$33,483	3.0%		< \$10,000
\$62,819	5.7%		< \$25,000
\$30,590	2.8%		< \$50,000
\$0	0.0%		< \$200,000
\$975,000	88.5%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 12/27/91**










CHANGE BASIS VOLUME
TOTAL VOL: 31 CN'S (28 CO'S)

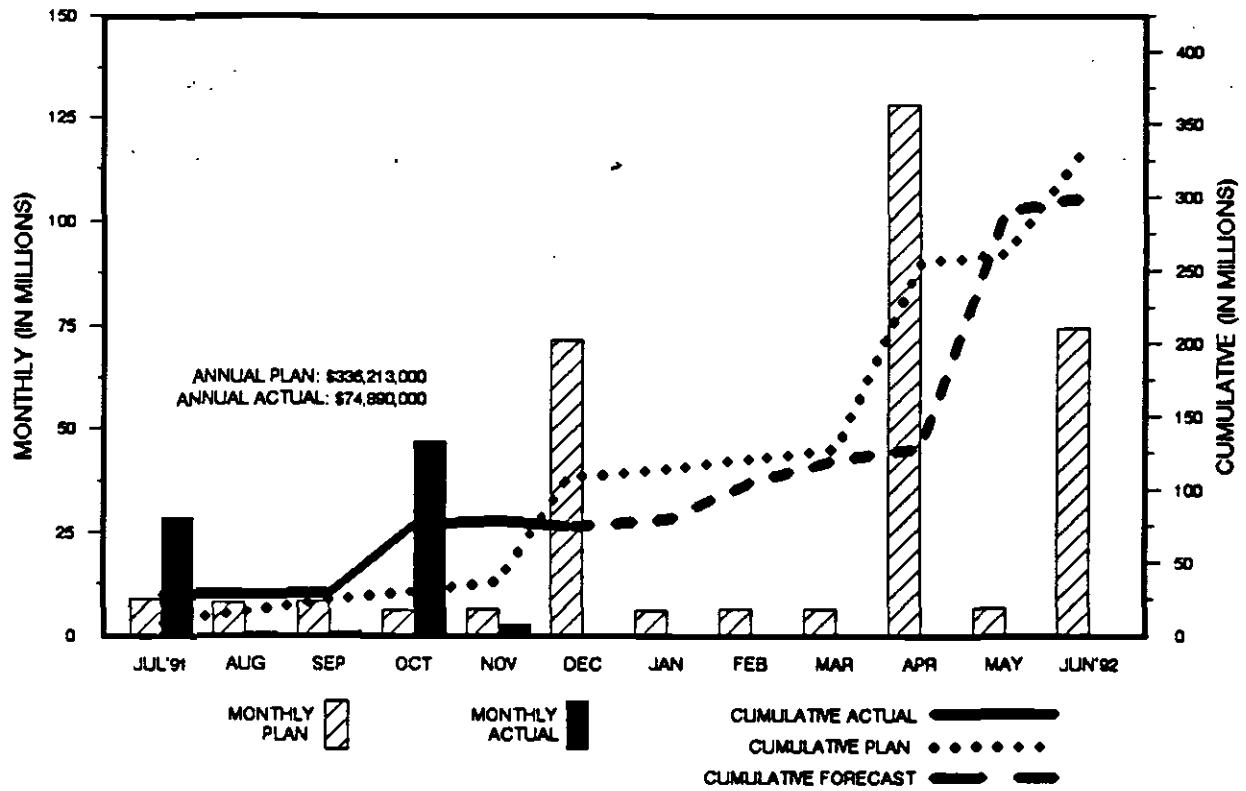
10	32.2%		WORK SCOPE CHANGES
0	0%		SCHEDULE CHANGES
6	19.3%		DIFFERING CONDITIONS
4	13.0%		ADMINISTRATIVE
11	35.5%		DESIGN CHANGES
0	0%		MANAGEMENT ISSUES/CLAIMS
0	0%		UNASSIGNED



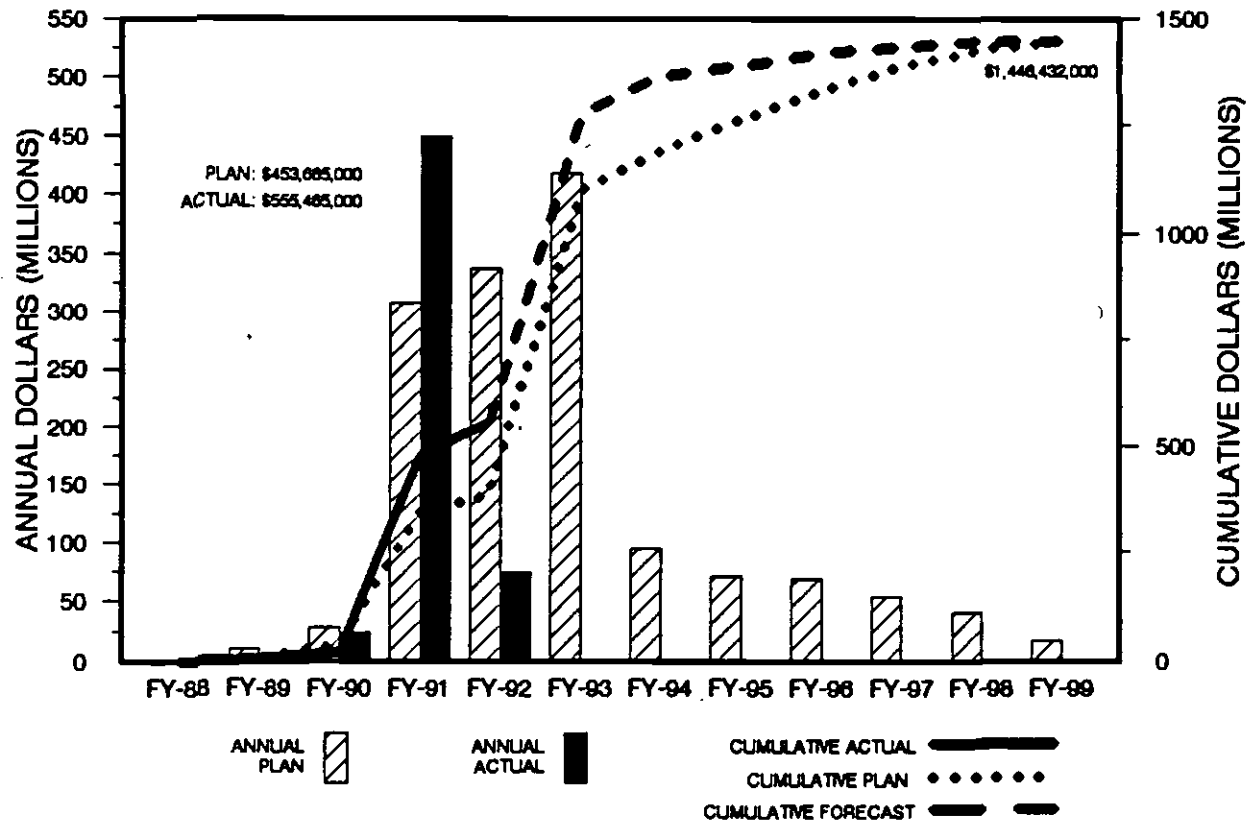
CHANGE BASIS COST
TOTAL COST: \$1,101,892

\$77,447	7.0%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$993,321	90.1%		DIFFERING CONDITIONS
\$28,590	2.6%		ADMINISTRATIVE
\$2,534	0.3%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES/CLAIMS
\$0	0%		UNASSIGNED

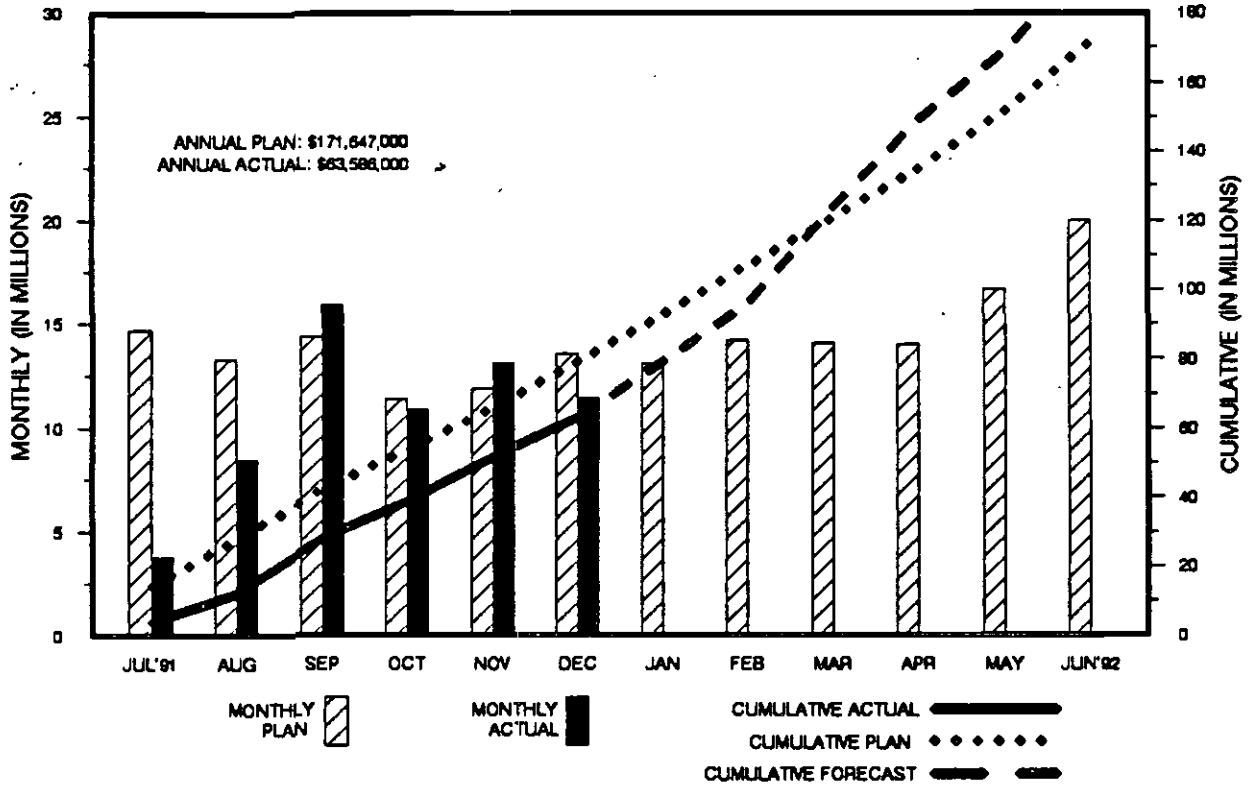
ANNUAL PROJECT COMMITMENTS (FY '92)



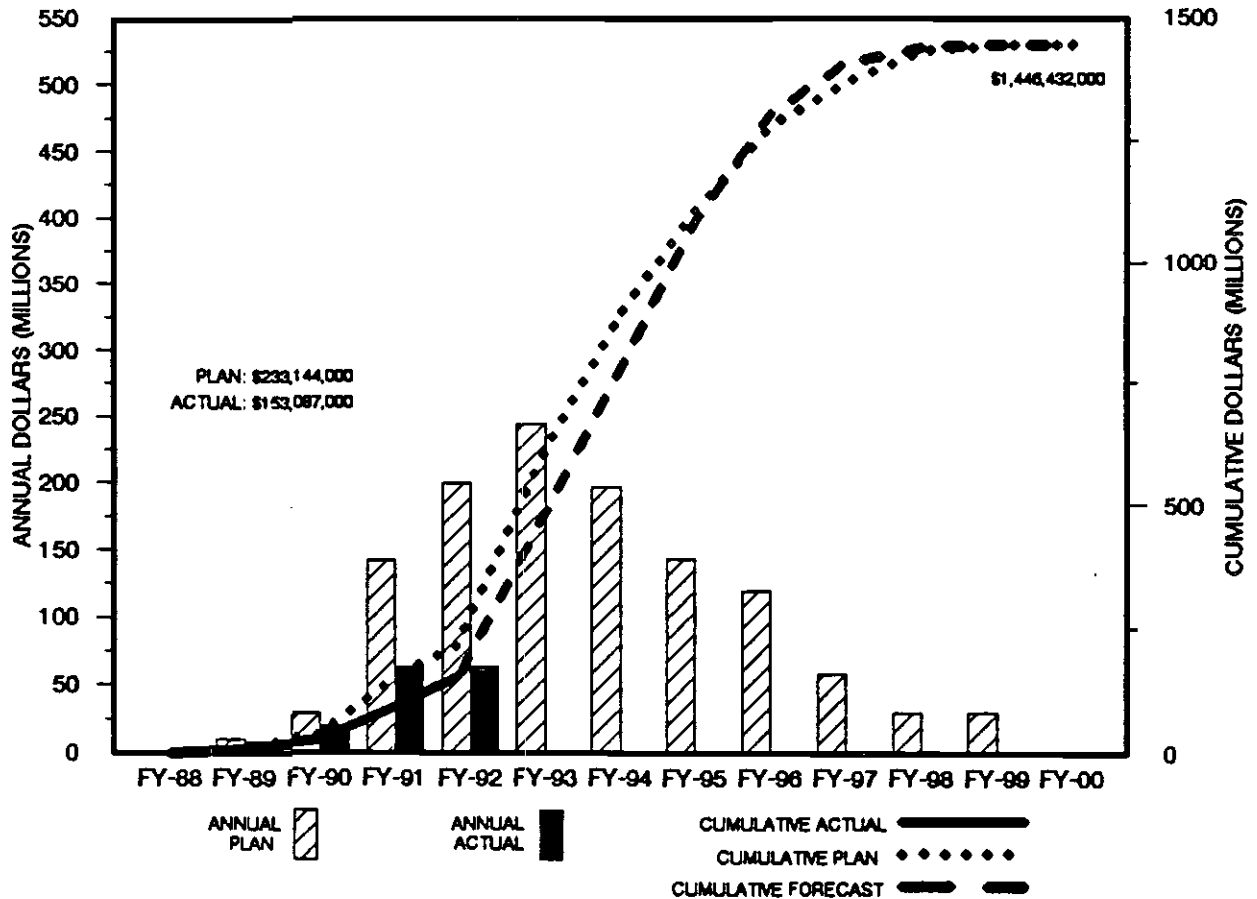
TOTAL PROJECT COMMITMENTS



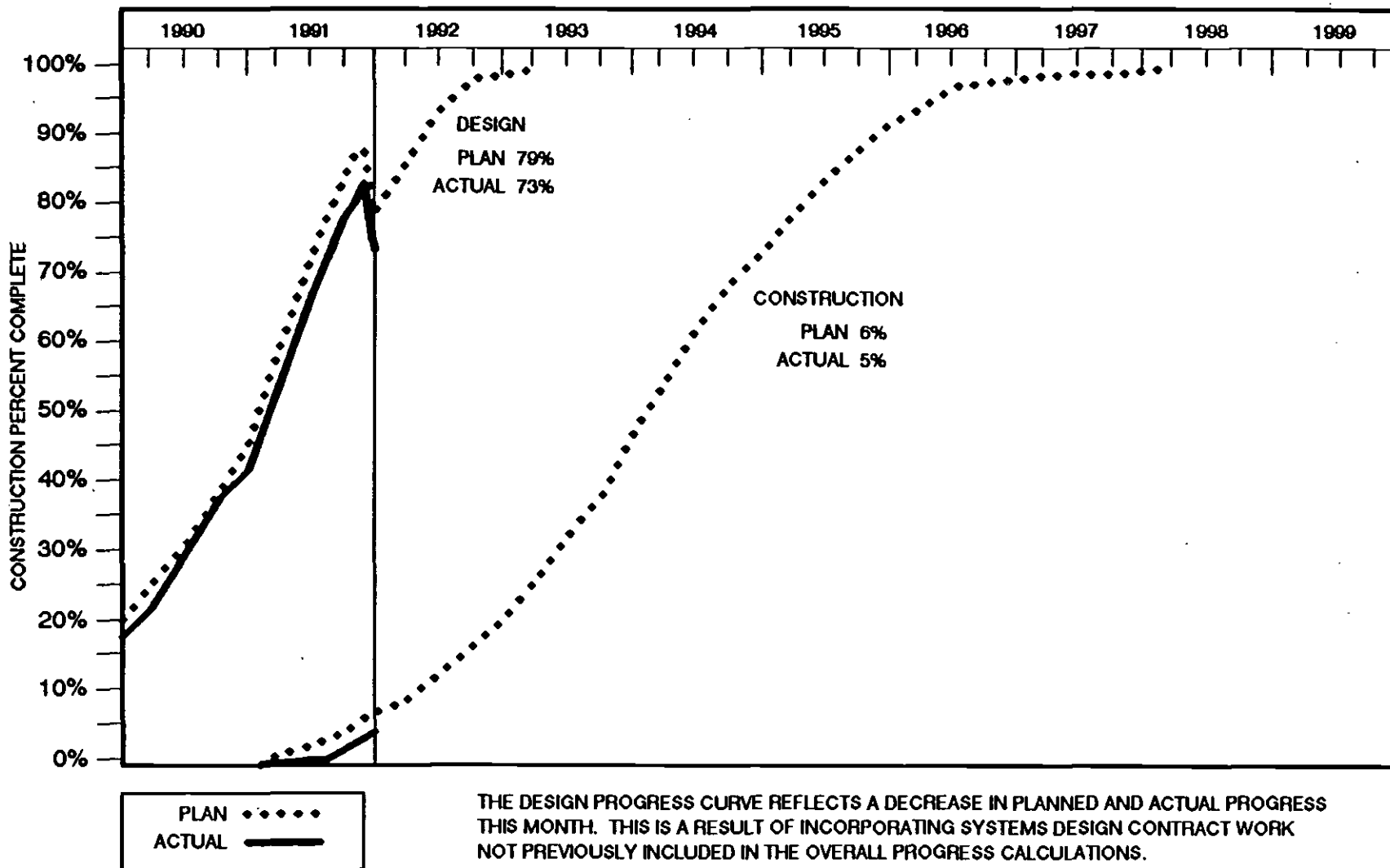
ANNUAL PROJECT CASHFLOW (FY '92)



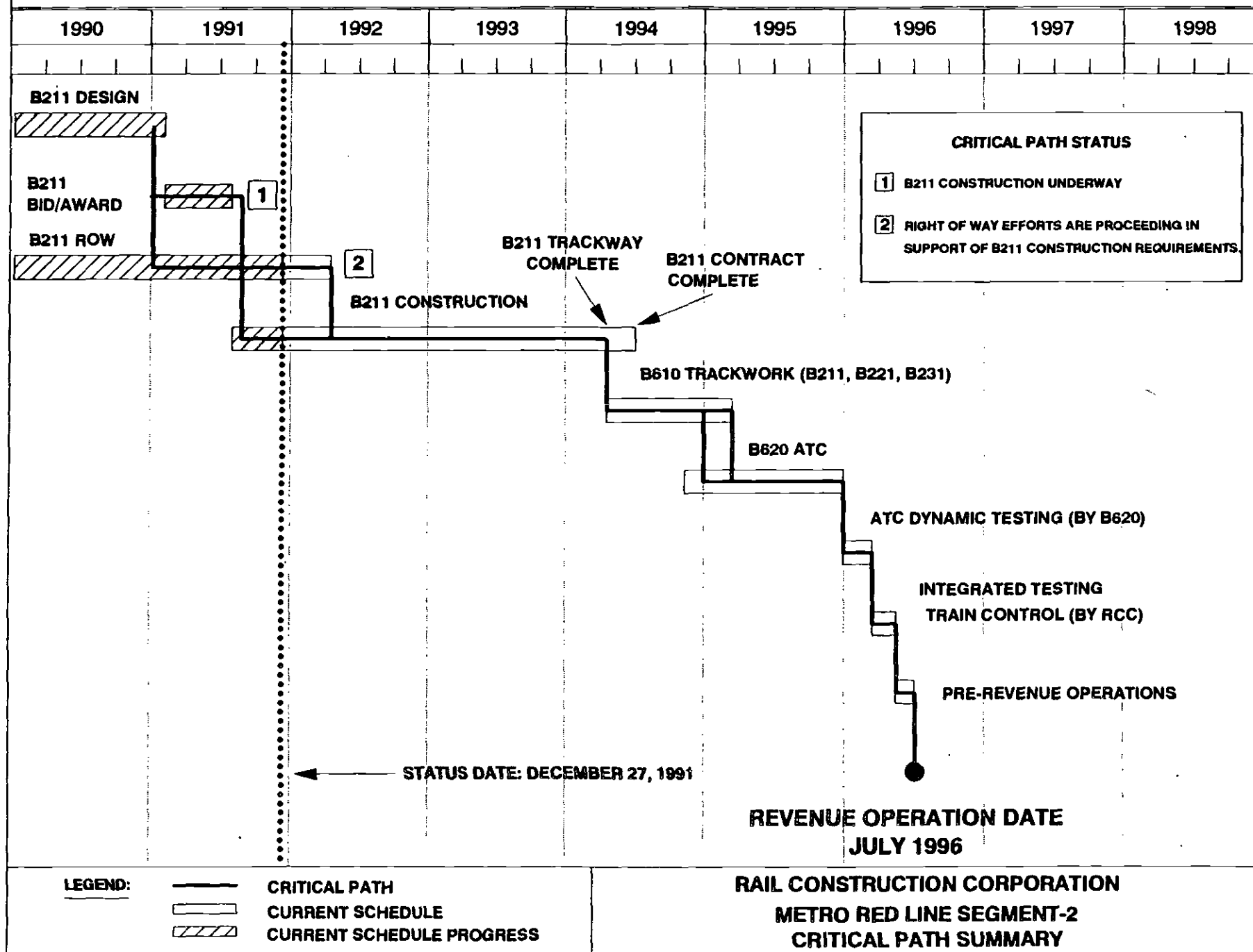
TOTAL PROJECT CASHFLOW

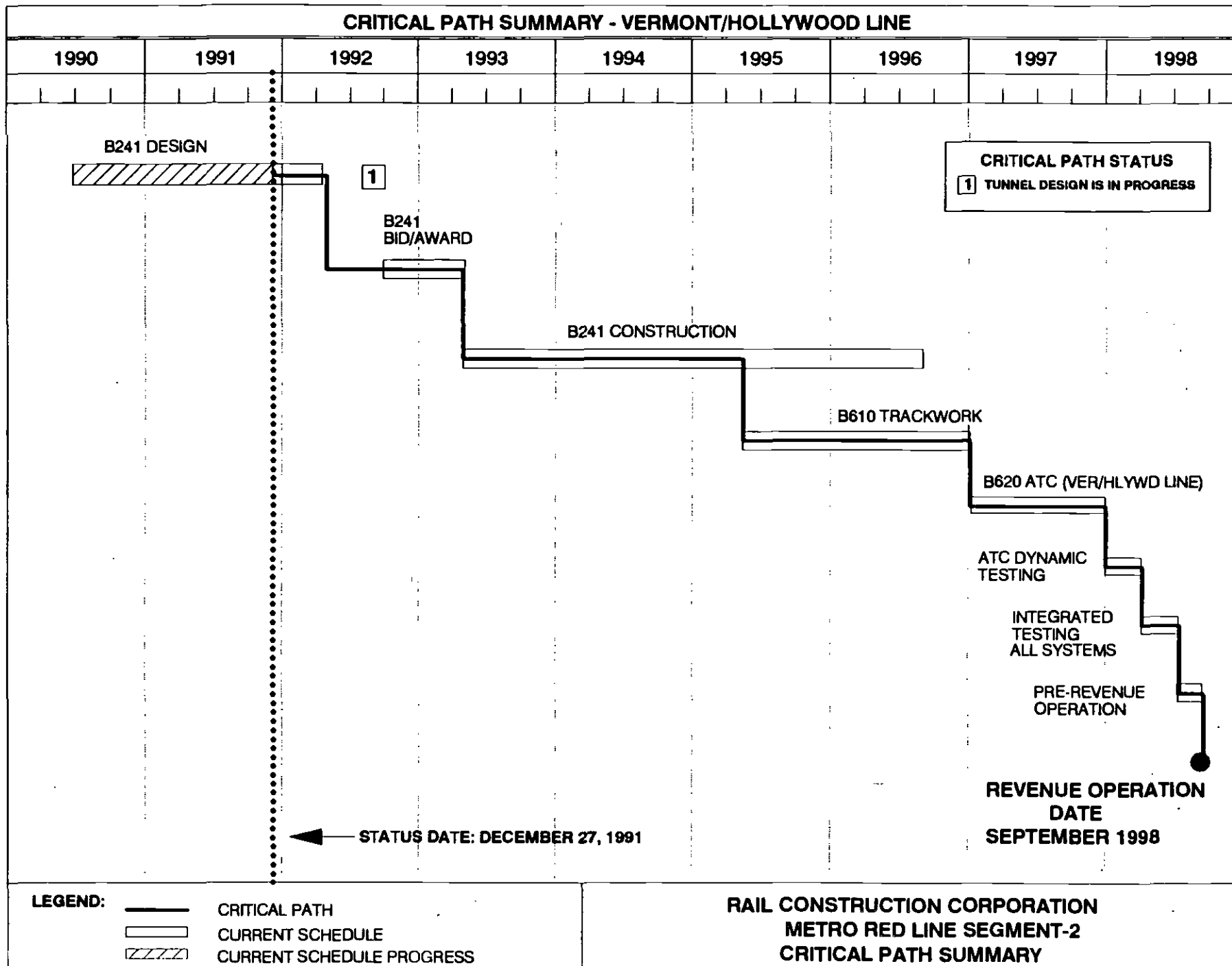


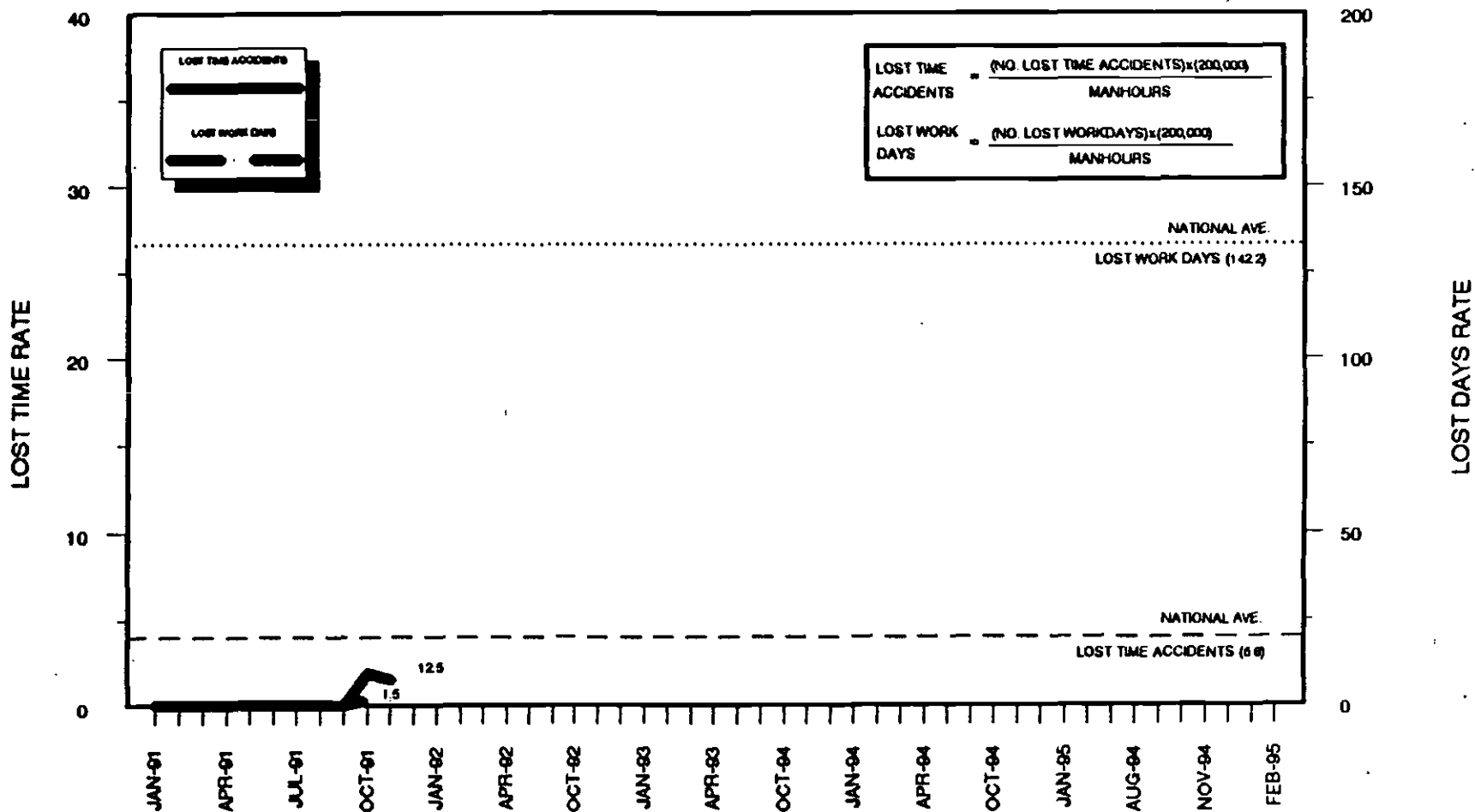
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY



CRITICAL PATH SUMMARY - WILSHIRE LINE







**METRO RED LINE - SEGMENT 2 SUMMARY OF
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES**

Total manhours as of November 1991: 271,916

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 25.3 days.

- 9 invoices were paid for a total value of \$ 6,646,859.

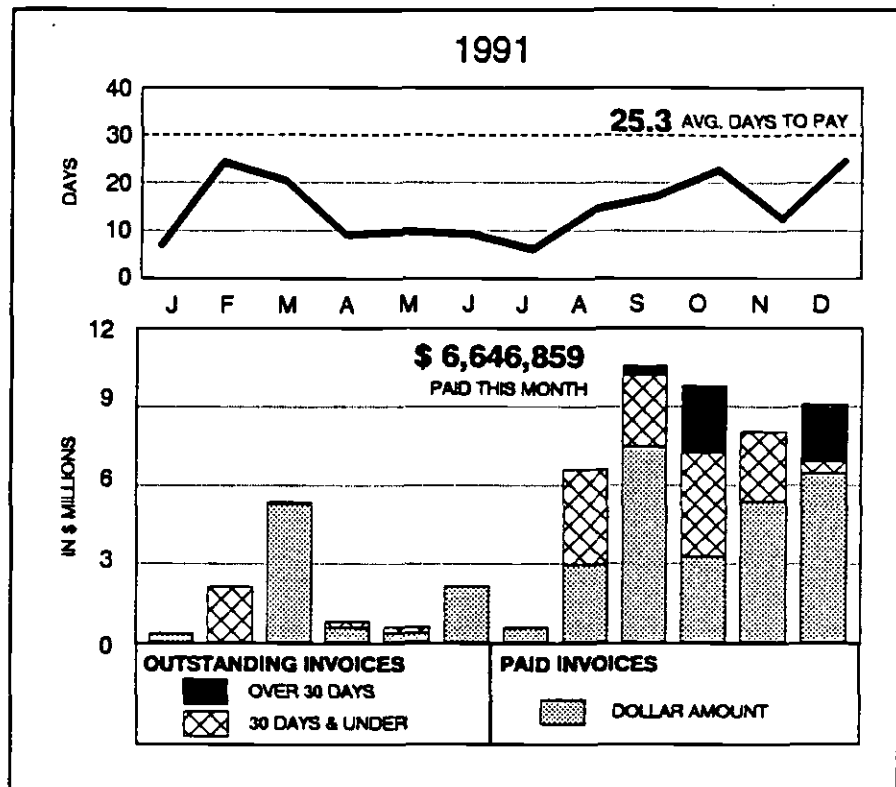
- There were 2 outstanding Construction or Procurement invoices under 30 days old for \$ 468,320.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 2,240,824.

- Note Insurance invoices were adjusted to include only those actually due during the current period.

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.

Construction/Procurement Invoice Status



OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JUL 1991	0	0	0	0	8	102,195	4	51,786
AUG 1991	15	3,713,339	0	0	9	47,266	9	75,300
SEPT 1991	10	2,802,113	6	381,942	11	74,631	11	69,242
OCT 1991	2	4,066,169	10	2,652,385	13	460,418	11	68,236
NOV 1991	5	2,730,824	0	0	17	96,407	12	72,615
DEC 1991	2	468,320	1	2,240,824	31	625,515	14	73,480