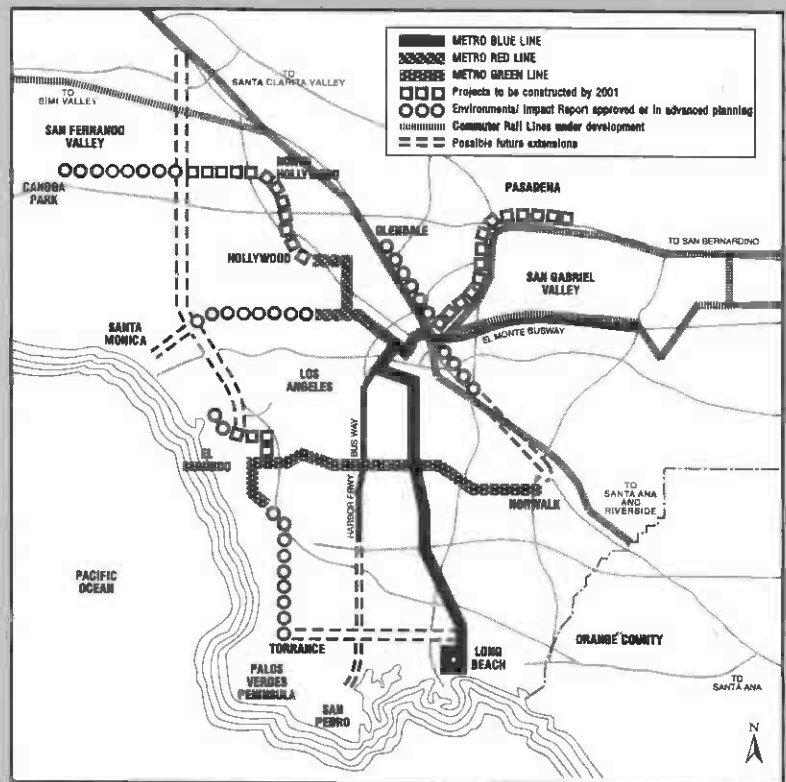


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM SUMMARY STATUS

RAIL PROGRAM STATUS SUMMARY

PROGRAM BUDGET AND FORECAST

The rail design and construction program consists of four individual projects - the Metro Blue Line, the Metro Green Line, and the Metro Red Line, MOS-1 and MOS-2. The final Metro Blue Line station (7th and Flower) was completed and opened for operation on February 14, 1991. The Metro Blue Line is now in the contract close out stage. The RCC projects have a combined budget of \$4,659,722,000 and a combined current forecast of \$4,659,722,000. The budget increased from last month due to board approval of the Metro Green Line North Coast Extension (\$287,000,000) and board approval of the Metro Red Line MOS-1 budget to \$1,450,019,000 from \$1,353,900,000.

The number of outstanding change notices on Metro Red Line MOS-1 increased by 188 and the number of unresolved change notices increased by 159. The total dollar value of executed change orders for the Metro Red Line MOS-1 increased by about one hundred thousand dollars to \$51.9 million. There were 6 new change notices to the Metro Blue Line and the percent of unresolved change notices went down to 6% from 9% for the previous period. Minor change notice activity has occurred on the Metro Red Line MOS-2 and the Metro Green Line.

The program summary cost report (Figure 1) shows a more complete cost status of the program. This summary report includes the active design and construction projects.

PROGRAM CASH FLOW

Through February 1991, total program expenditures for active projects is \$1,920,794,000. This is an increase of approximately \$28 million for this month. Figure 2 illustrates the major project objectives and attendant cash requirements through completion of the approved projects. This rail construction plan is based on the total cost forecast for each project.

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

STATUS DATE: 03/01/91

(IN THOUSANDS)

PROJECT: R01,R23,R80,R81 TOTAL RAIL PROGRAM	(1)	(2)	(3)		(4)	(5)		(6)	(7)		(8)	(9)		(10)	(11)		(12)
	BUDGET		AUTHORIZED FOR EXPENDITURE			COMMITMENTS			INCURRED COST			EXPENDITURES			FORECAST		
DESCRIPTION	ORIGINAL	CURRENT	PERIOD	TO DATE		PERIOD	TO DATE		PERIOD	TO DATE		PERIOD	TO DATE		CURRENT	(11-2) VARIANCE	
CONSTRUCTION	2,488,741	2,846,161	53,890	1,347,357		4,161	1,221,638		22,794	1,055,201		23,377	1,037,067		2,862,653	16,492	
PROFESSIONAL SERVICES	913,373	1,113,872	93	533,991		1,556	673,651		1,069	592,511		2,616	617,364		1,113,040	(832)	
REAL ESTATE	245,664	322,062	25,045	212,067		(4,485)	221,545		(7,874)	173,782		1,891	208,922		320,366	(1,696)	
UTILITY/AGENCY FORCE ACCOUNTS	112,620	107,892	13	64,499		1,068	74,404		605	63,451		676	62,902		106,398	(1,494)	
SPECIAL PROGRAMS	5,522	12,394	60	658		(30)	758		0	297		19	269		17,442	5,048	
PROJECT RESERVE	318,879	303,844	0	0		0	0		0	0		0	0		291,426	(12,418)	
PROJECT REVENUE	(18,115)	(46,503)	0	0		(173)	(693)		(480)	(3,943)		(573)	(5,730)		(51,603)	(5,100)	
GRAND TOTAL PROJECT	4,066,684	4,659,722	79,101	2,158,572		2,097	2,191,303		16,114	1,881,299		28,006	1,920,794		4,659,722	0	

Figure 1

Figure 2 - Rail Construction Plan

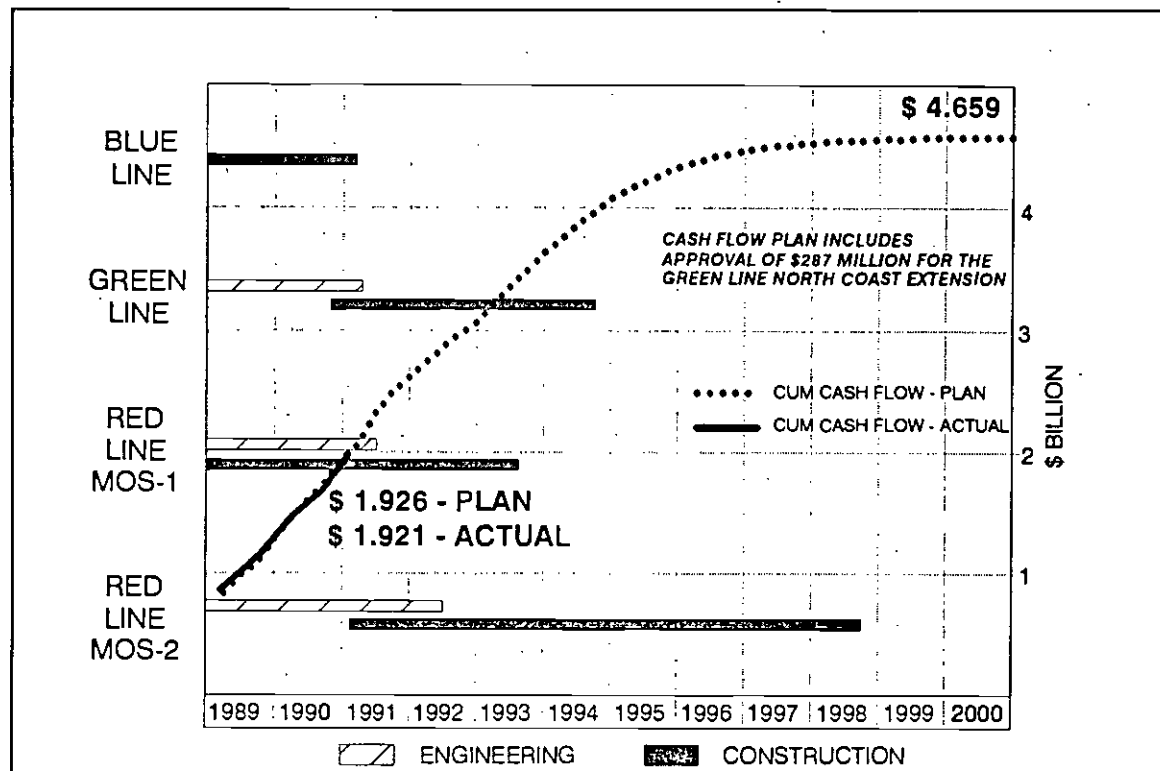


Figure 3 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

Figure 3 - Rail Construction Funding Sources

BASED ON PROJECT COST FORECASTS (DOLLARS IN MILLIONS)										
	BLUE LINE		GREEN LN		RED LINE MOS-1		RED LINE MOS-2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
UMTA					696	48	667	45	1363	29
STATE					214	15	185	13	399	9
LOCAL (PROP A)	877	100	886	100	228	16	440	30	2431	52
BENEFIT ASSESSMENT					130	9	58	4	188	4
CITY OF LOS ANGELES					86	6	96	7	182	4
UNALLOCATED FCST					96	6	—		96	2
TOTAL	877	100	886	100	1450	100	1446	100	4659	100
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30)										
** LRT PORTION INCLUDED IN BLUE LINE FORECAST										

PROGRAM SCHEDULE

The Metro Blue Line completed its final phase (Seventh and Flower station to Pico Station) on February 14, 1991.

The Metro Green Line is scheduled for Revenue Operations in October 1994. The project is now 105 days behind schedule (an additional 40 days behind from the last period) primarily because of slippage in the Vehicle Procurement (P1900) contract package. The delay is being caused by prospective bidders asking for a longer bid response time and by design evolution.

The Metro Red Line, MOS-1 is scheduled to begin Revenue Operations in September 1993. The critical path for this project involves completion of all trackbed area work in stations and tunnels to allow trackwork access. This remains an achievable schedule.

The Wilshire Segment of the Metro Red Line, MOS-2 is scheduled to begin Revenue Operations in July 1996, with the Vermont/Hollywood Segment scheduled for opening in September 1998. No impacts to these dates are presently seen.

Figure 4 is a listing of key events for all projects scheduled over the next twelve (12) months and is intended as a planning guide only.

6 MONTH OUTLOOK

PROJECT STATUS / KEY EVENTS
TOTAL PROGRAM

DATA DATE: 01 MAR 91

	CUMULATIVE		FEBRUARY '91		MARCH	APRIL	MAY	JUNE	JULY
	PLAN	ACTL	PLAN	ACTL					
In Progress						2	2		
Pre-Final						1	1	3	
Final	TO BE UPDATED		1		1				1
TOTAL			1		1	3	3	3	1
Advertise			8	4		3			
Bid Due	NEXT MONTH				2	7	1	1	
Award			2	1	3	2		4	1
Real Estate								1	1
Notice to Proceed					2	3	2	3	2
Contract Completed			2		2	3	3	2	

NOTE: 1.) REPORT REFLECTS ONLY CONTRACT PACKAGES FOR MAJOR SYSTEMS.

REAL ESTATE ACQUISITIONS

To date, one hundred ninety-six (196) real estate parcels have been identified as required for the Metro Red Line (MOS-1 and MOS-2) and the Metro Green Line. During the month, two parcels were made available for construction (1 for the Metro Green Line and 1 for the Metro Red Line MOS-2). There was 1 less parcel than last month as a result of a parcel deletion for the Metro Green Line. Figure 5 summarizes the real estate status for each project.

Figure 5 - Real Estate Acquisition Status Summary

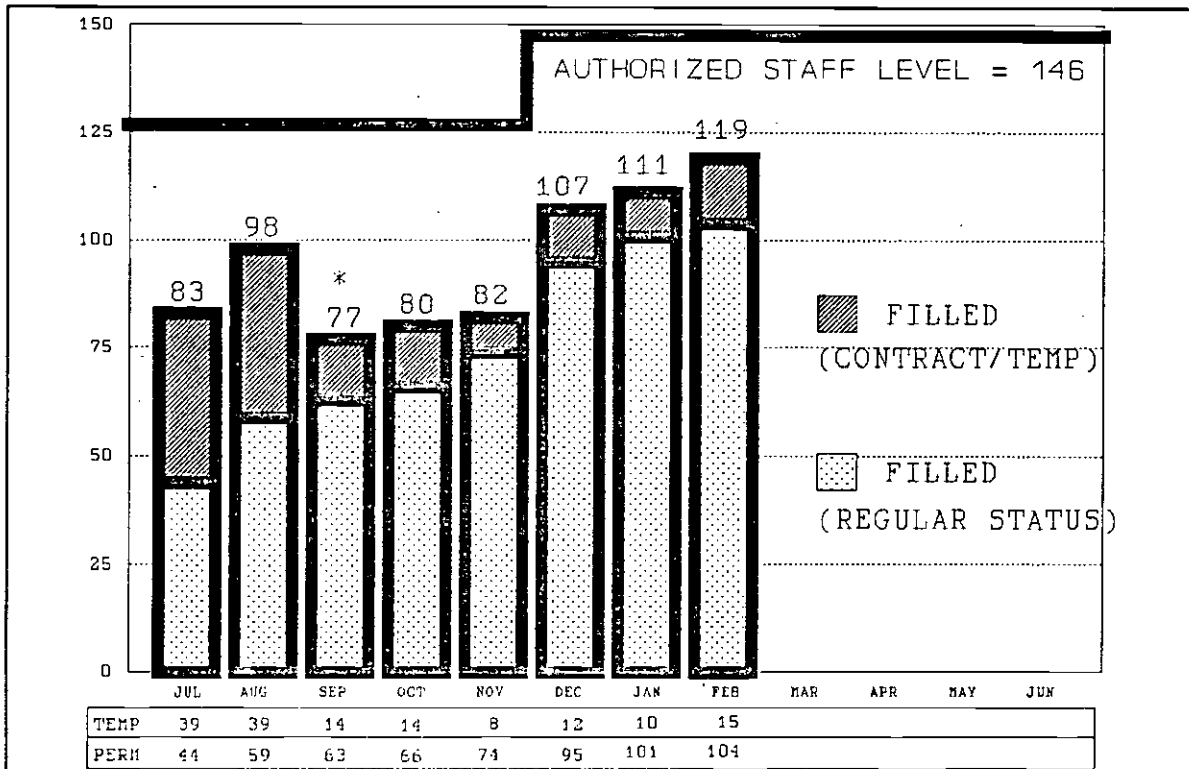
REAL ESTATE - STATUS SUMMARY TOTAL							
PROJECT	NO. OF PARCELS	NUMBER CERT'D	JUST COMP APPROVED	OFFERS MADE	CONDEM- NATION	PARCELS AVAIL	PARCELS NOT AVAIL
GREEN	35	31	NA	NA	1	20	15
MOS-1	94	94	94	94	22	94	0
MOS-2	67	32	22	23	4	4	63
TOTAL	196	157	116	117	27	118	78
PREVIOUS MONTH	197	152	116	116	27	116	80

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Authorized staff level for the RCC is one hundred forty-six (146). Presently, one hundred four (104) positions are filled with regular full time staff and fifteen (15) positions are filled with contract or temporary employees. Active recruitment continues for the remaining positions. Staff levels beginning July 1, 1990 are illustrated in Figure 6.

Figure 6 - RCC Staff Levels

* The contract/temporary number was revised from 39 in August to 14 in September to exclude SCRTD staff supporting the transition process.



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. Based on the current cost forecast data for each project, the project administration cost totals 24%, the same as last month. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line MOS-1 project was under SCRTD management.

Staff costs are projected at 4% of total program costs, down from 5% for last month. This 4% staff costs meets the established corporate goal. Figure 7 illustrates the forecast figures for each project and for total program.

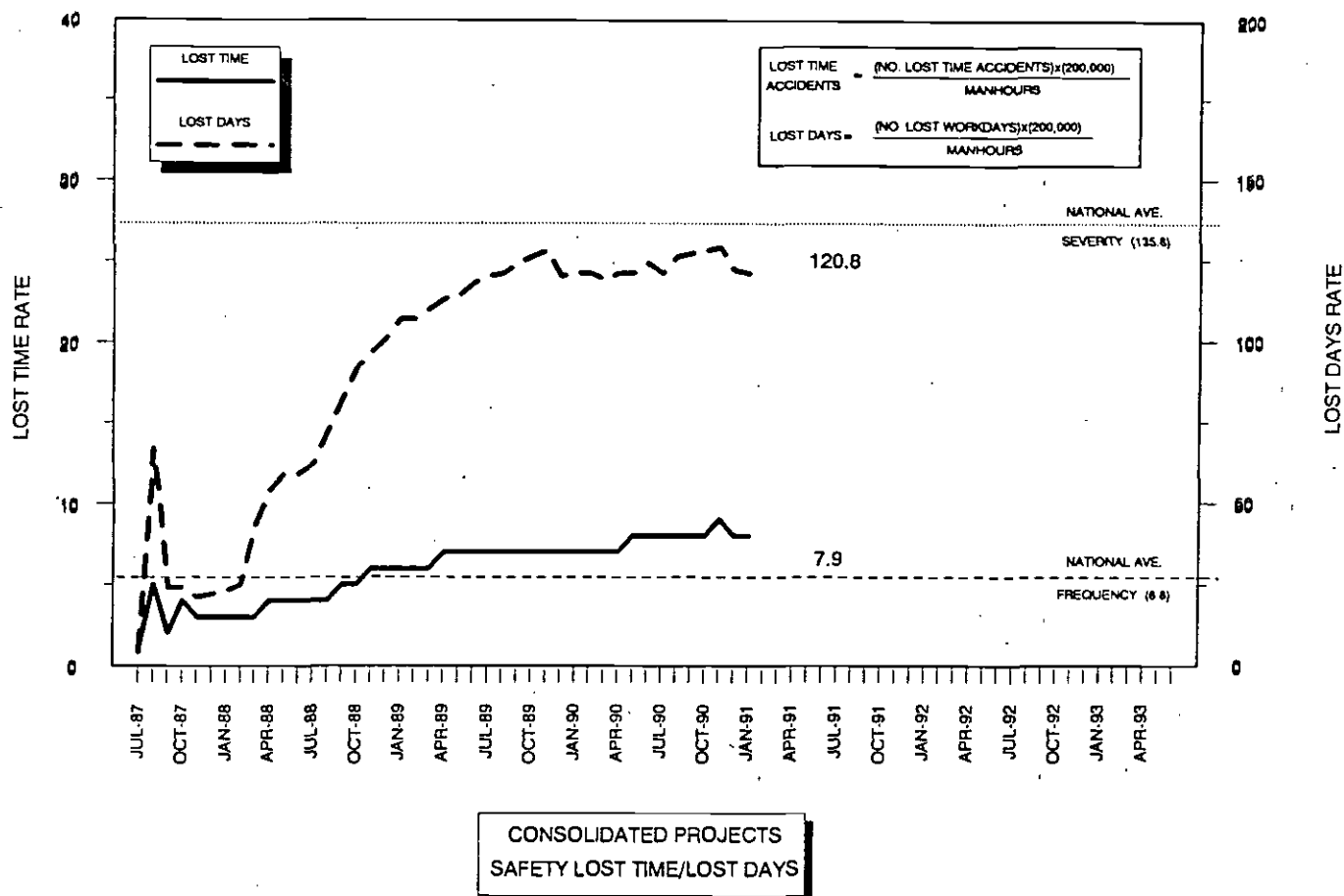
COST PERFORMANCE RELATIVE TO CORPORATE GOALS
IN THOUSANDS

	METRO BLUE LINE		METRO GREEN LINE		METRO RED LINE MOS-1		METRO RED LINE MOS-2		PROJECT TOTALS		CORPORATE
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	GOAL
CONSTRUCTION	657,487	75%	604,709	68%	767,617	53%	958,992	66%	2,988,805	64%	
REAL ESTATE	55,592	6%	52,616	6%	139,820	10%	72,338	5%	320,366	7%	
PROFESSIONAL SERVICES:											
ENGINEERING/DESIGN	69,587	8%	78,470	9%	215,511	15%	82,084	6%	445,652	10%	
CONSTRUCTION MGMT.	91,642	10%	50,165	6%	138,100	10%	104,977	7%	384,884	8%	4%
STAFF	17,655	2%	26,189	3%	107,939	7%	56,166	4%	207,949	4%	
OTHER	14,222	2%	7,543	1%	948	0%	49,489	3%	72,202	2%	20%
SUBTOTAL	193,106	22%	162,367	18%	462,498	32%	292,716	20%	1,110,687	24%	
PROJECT RESERVE	963	0%	82,934	9%	80,084	6%	127,486	9%	291,467	6%	
PROJECT REVENUE	(29,877)	-3%	(16,626)	-2%	0	0%	(5,100)	-0%	(51,603)	-1%	
GRAND TOTAL	877,271	100%	886,000	100%	1,450,019	100%	1,446,432	100%	4,659,722	100%	

Figure 7

CONSTRUCTION SAFETY

Figure 8 shows the combined Construction Safety report for the Metro Blue Line and the Metro Red Line (MOS-1).



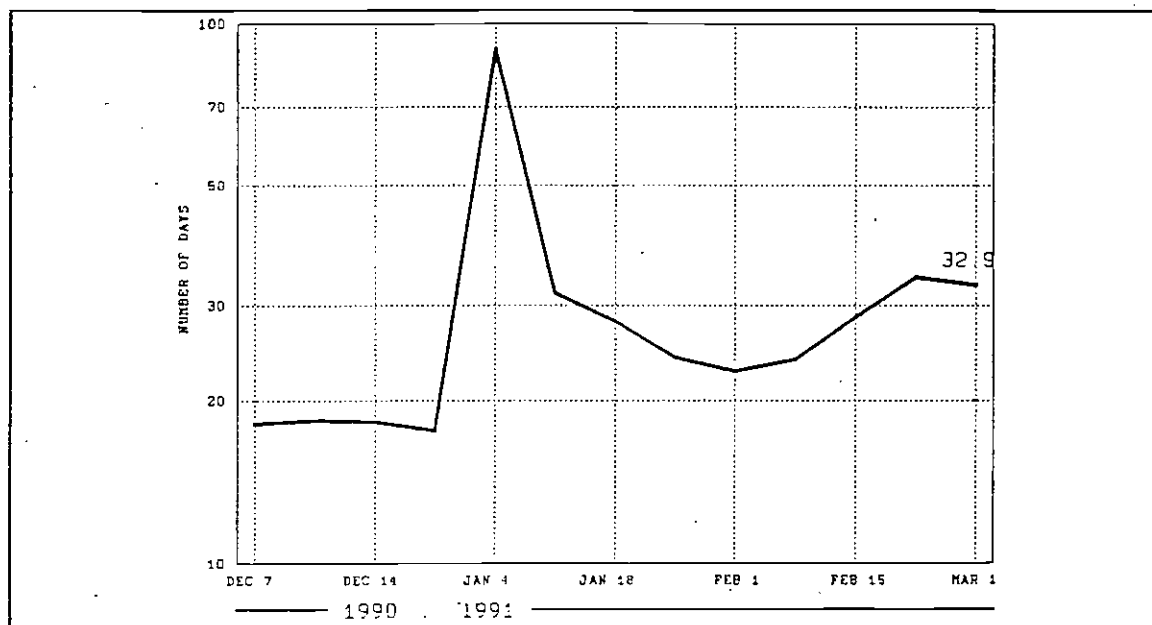
Total manhours as of January 1991: 12,714,939

Figure 8

INVOICE PROCESSING

Figure 9 illustrates the average days the RCC takes from time of invoice submittal to actual payment. The payment curve shows that it has taken over 30 days to make payments. The primary reason for this is because many of the payments have been held up pending approval of contract amendments on Metro Red Line MOS-1 and Metro Blue Line.

Figure 9 - Average Days to Invoice Payment
(4 week moving average)



Week Ending Date	Invoices Paid		Outstanding Invoices 30 days & Under		Outstanding Invoices Over 30 days	
	Invoices	\$ Amount	Number	\$ Amount	Number	\$ Amount
12/07/90	12	5,118,584				
12/14/90	36	12,003,612				
12/21/90	37	13,771,757				
12/28/90	20	2,140,137	-	-	-	-
Total	105	33,034,090				
01/04/91	24	3,024,997				
01/11/91	19	4,423,290				
01/18/91	10	2,043,813				
01/25/91	33	10,798,329	-	-	-	-
Total	86	20,290,429				
02/01/91	23	5,472,338				
02/08/91	24	5,367,789				
02/15/91	23	3,676,961				
02/22/91	8	2,827,964				
03/01/91	21	3,246,382	85	19,698,837	98	11,093,076
Total	99	20,591,434				

EXECUTIVE SUMMARY

PROJECT COST

The current Project Budget is \$877,271,000 which was approved by the Commission in July, 1990. The current forecast is \$877,271,000. This figure includes the MC-5 contracts valued at \$30,322,000.

Costs totalling \$789,412,017 (90% of the budget) have been incurred to date and \$827,931,733 (94.4% of the budget) has been committed during the same time period.

PROJECT SCHEDULE

Construction progress through February 1991, was measured at 99.8% compared to the planned progress of 99.8%.

The last station, 7th and Flower, was completed on February 14, 1991.

On the MC-5 package, the contract for the Rosecrans Avenue/Alameda Overpass was given NTP.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT - METRO BLUE LINE
SUMMARY BY COST ELEMENT

STATUS DATE: 03/01/91

(IN THOUSANDS)

PROJECT: R01 METRO BLUE LINE	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		FORECAST	
DESCRIPTION	ORIGINAL	CURRENT	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	CURRENT	(11-2) VARIANCE
CONSTRUCTION	497,194	608,859	0	571,703	2,253	543,246	11,125	512,783	10,324	511,641	610,109	1,250
PROFESSIONAL SERVICES	121,494	186,778	0	164,821	1,170	178,238	1,170	178,236	1,171	175,838	186,778	0
REAL ESTATE	39,847	55,592	0	49,463	(8,816)	48,693	(9,293)	47,928	(5,517)	47,838	55,592	0
UTILITY/AGENCY FORCE ACCOUNTS	50,177	47,378	0	44,434	538	57,310	541	54,043	591	53,318	47,378	0
SPECIAL PROGRAMS	0	6,328	0	0	0	0	0	0	0	0	6,328	0
PROJECT RESERVE	64,129	2,213	0	0	0	0	0	0	0	0	963	(1,250)
PROJECT REVENUE	(1,489)	(29,877)	0	0	(68)	444	(480)	(3,578)	(480)	(3,578)	(29,877)	0
GRAND TOTAL PROJECT	771,352	877,271	0	830,421	(4,923)	827,931	3,063	789,412	6,089	785,057	877,271	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT - METRO BLUE LINE
(LIGHT RAIL PORTION)
SUMMARY BY COST ELEMENT
(IN THOUSANDS)

STATUS DATE: 03/01/91

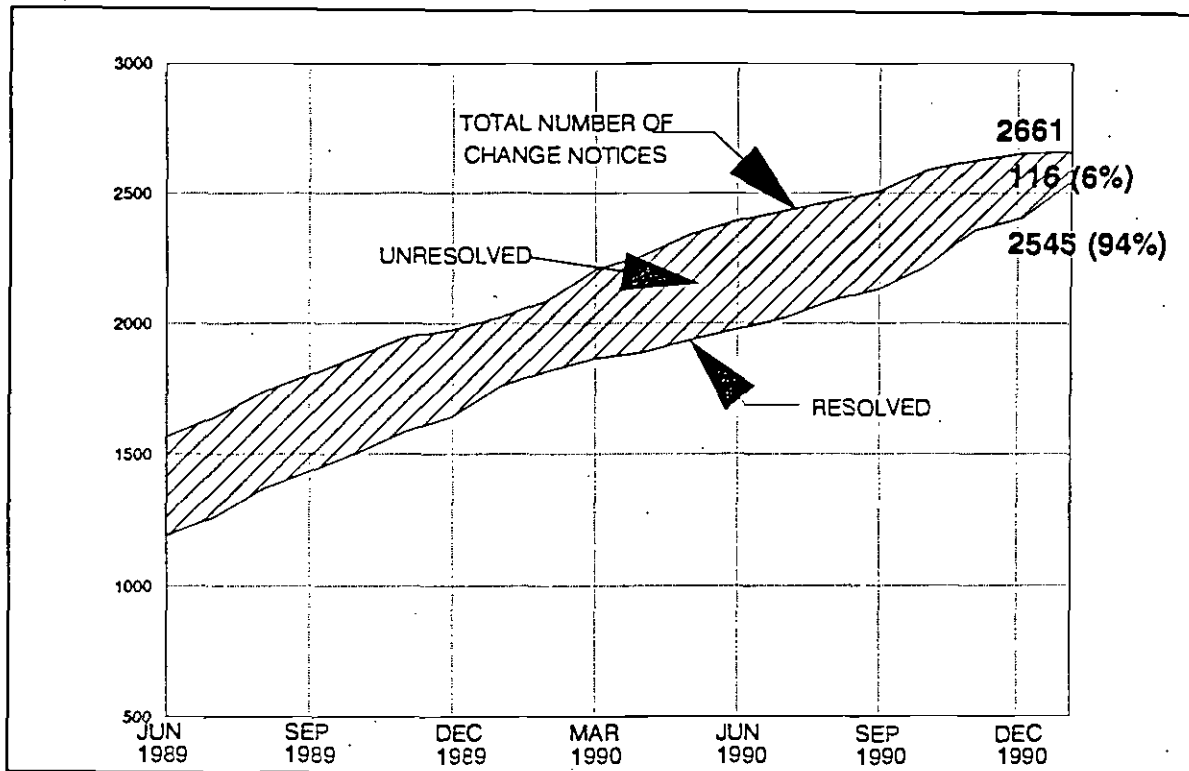
PROJECT: R01 METRO BLUE LINE	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		FORECAST	
DESCRIPTION	ORIGINAL	CURRENT	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	CURRENT	(11-2) VARIANCE
CONSTRUCTION	497,194	578,894	0	568,479	2,253	539,916	10,910	509,788	10,110	508,646	580,144	1,250
PROFESSIONAL SERVICES	121,494	183,458	0	164,821	1,141	178,209	1,141	178,207	1,142	175,809	183,458	0
REAL ESTATE	39,847	52,065	0	49,463	(8,816)	48,693	(9,293)	47,928	(5,517)	47,838	52,065	0
UTILITY/AGENCY FORCE ACCOUNTS	50,177	47,378	0	44,434	538	57,310	541	54,043	591	53,318	47,378	0
SPECIAL PROGRAMS	0	2,728	0	0	0	0	0	0	0	0	2,728	0
PROJECT RESERVE	64,129	1,713	0	0	0	0	0	0	0	0	463	(1,250)
PROJECT REVENUE	(1,489)	(19,287)	0	0	(68)	444	(135)	(3,233)	(135)	(3,233)	(19,287)	0
GRAND TOTAL PROJECT	771,352	846,949	0	827,197	(4,952)	824,572	3,164	786,733	6,191	782,378	846,949	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT - METRO BLUE LINE
(MCS PORTION)
SUMMARY BY COST ELEMENT
(IN THOUSANDS)

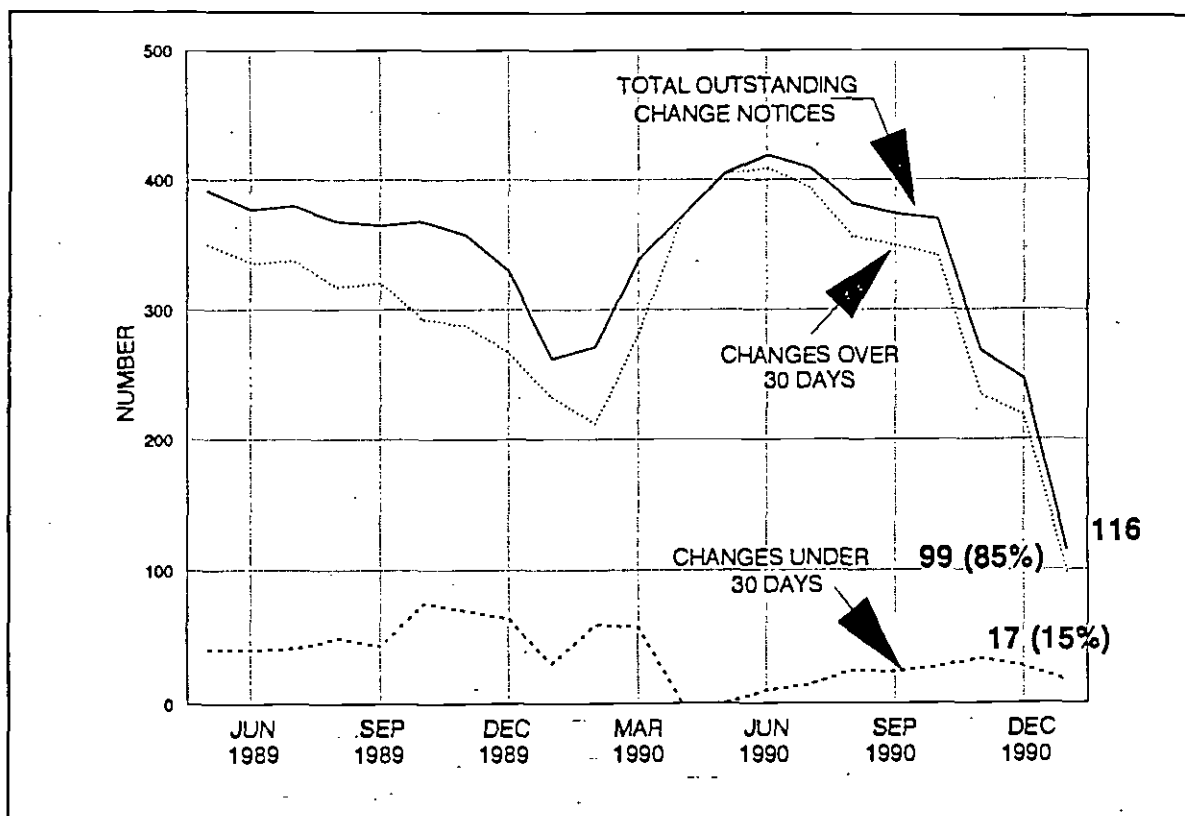
STATUS DATE: 03/01/91

PROJECT: RH1 MCS RR RELOC.	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		FORECAST	
DESCRIPTION	ORIGINAL	CURRENT	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	CURRENT	(11-2) VARIANCE
CONSTRUCTION	0	29,965	0	3,224	0	3,330	215	2,995	214	2,995	29,965	0
PROFESSIONAL SERVICES	0	3,320	0	0	29	29	29	29	29	29	3,320	0
REAL ESTATE	0	3,527	0	0	0	0	0	0	0	0	3,527	0
UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0	0	0
SPECIAL PROGRAMS	0	3,600	0	0	0	0	0	0	0	0	3,600	0
PROJECT RESERVE	0	500	0	0	0	0	0	0	0	0	500	0
PROJECT REVENUE	0	(10,590)	0	0	0	0	(345)	(345)	(345)	(345)	(10,590)	0
GRAND TOTAL PROJECT	0	30,322	0	3,224	29	3,359	(101)	2,679	(102)	2,679	30,322	0

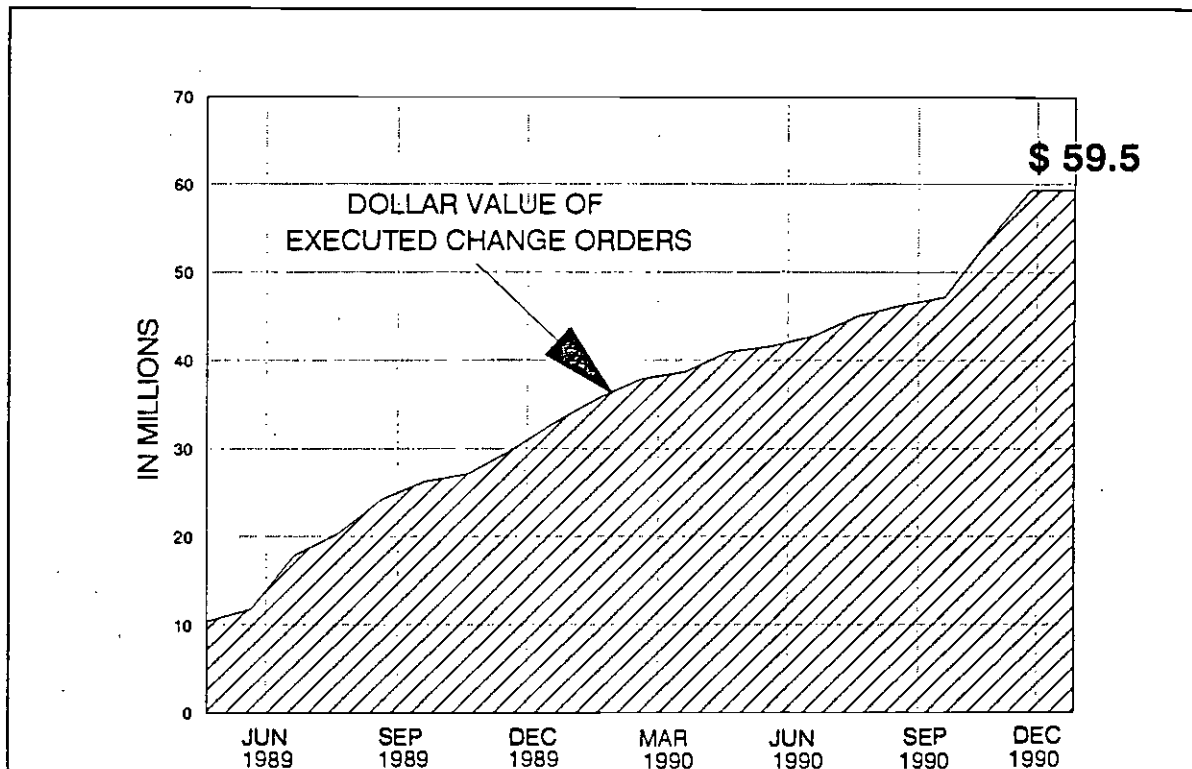
Change Notice Resolution



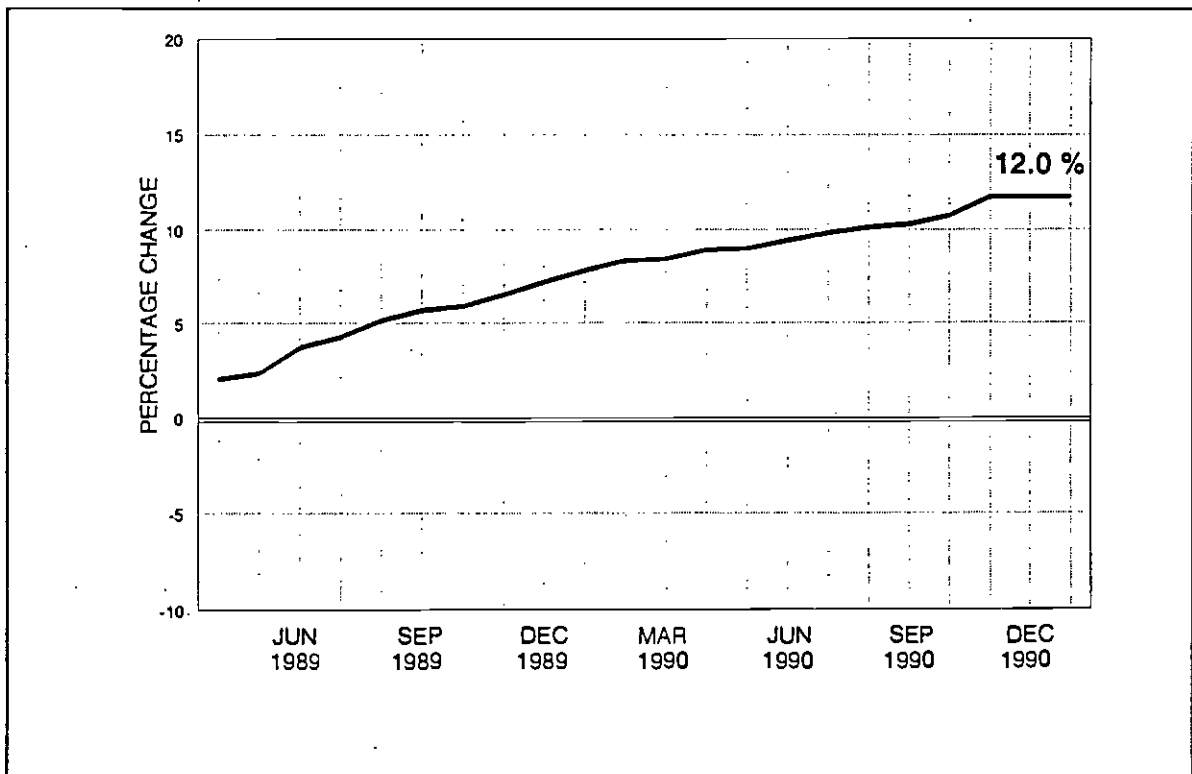
Change Activity Progress



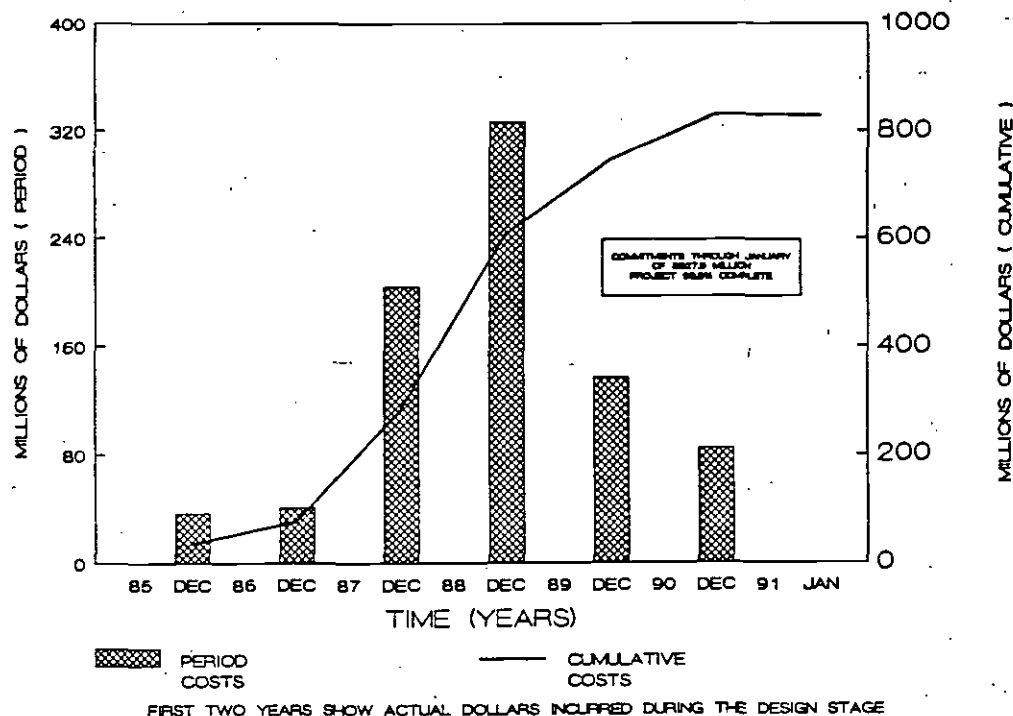
Total Value of Executed Change Orders



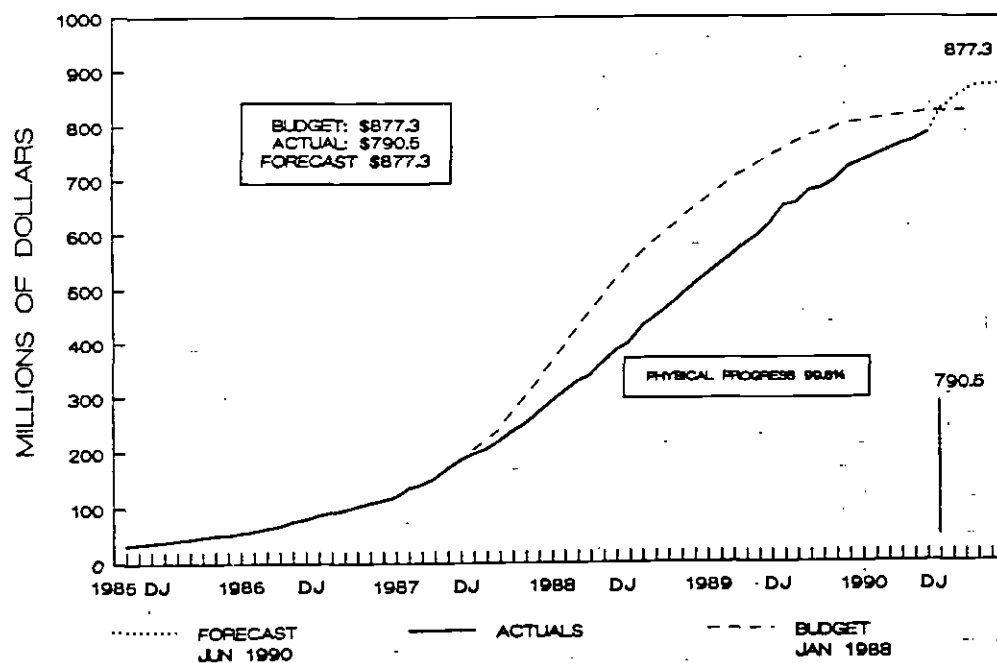
Change Order Dollars as a Percentage of Original Contract Award

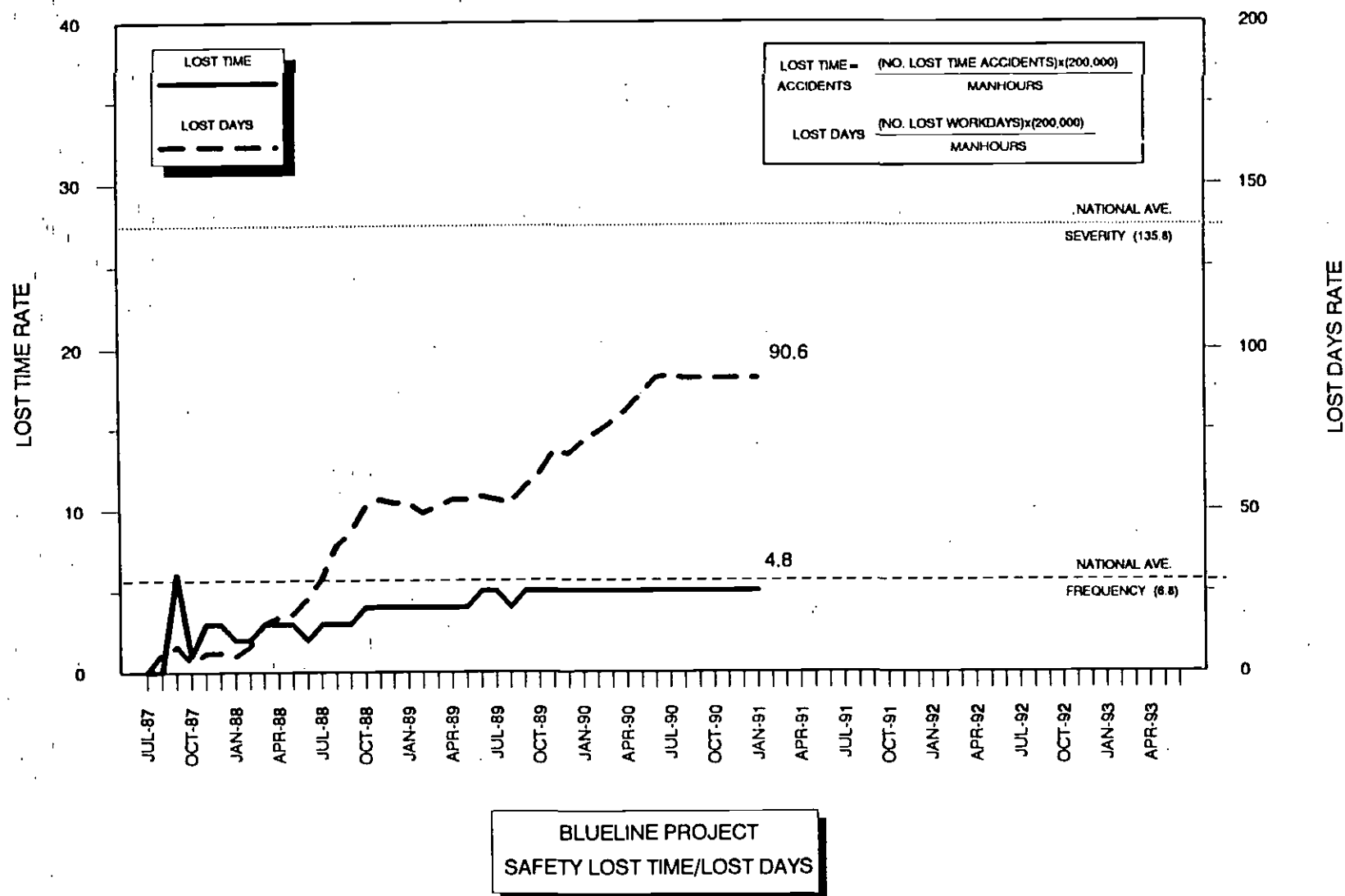


METRO BLUE LINE COMMITTED COSTS



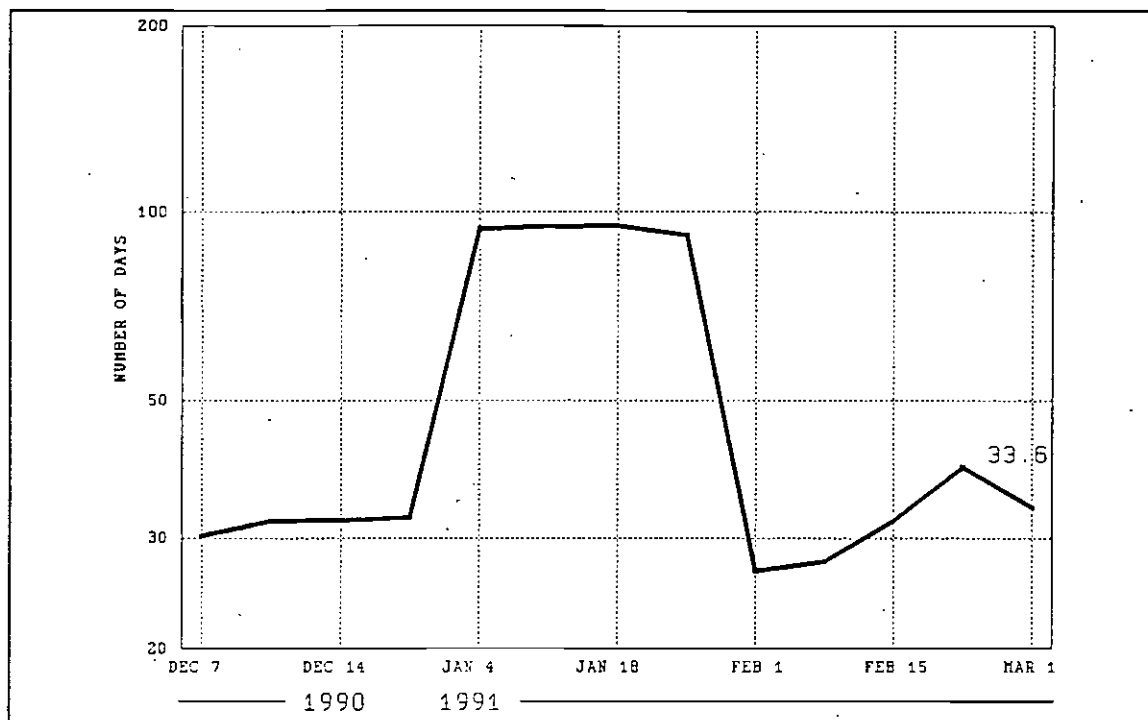
METRO BLUE LINE CASH FLOW PROJECTION





Total manhours as of January 1991: 4,755,427

Average Days to Invoice Payment
(4 Week Moving Average)



The following is a list of the actual number of invoices and dollar amounts of invoice payments for the past three months.

Week Ending Date	Invoices Paid		Outstanding Invoices 30 days & Under		Outstanding Invoices Over 30 days	
	Invoices	\$ Amount	Number	\$ Amount	Number	\$ Amount
12/07/90	2	539,890				
12/14/90	13	2,847,683				
12/21/90	14	3,241,195				
12/28/90	8	410,862	-	-	-	-
Total	37	7,039,630				
01/04/91	14	161,323				
01/11/91	7	1,559,214				
01/18/91	4	207,987				
01/25/91	8	1,906,058	-	-	-	-
Total	33	3,834,582				
02/01/91	7	286,025				
02/08/91	13	1,589,687				
02/15/91	11	1,462,213				
02/22/91	3	20,448				
03/01/91	9	1,062,048	34	2,851,262	59	5,675,047
Total	43	4,420,421				

EXECUTIVE SUMMARY

At the RCC Board meeting held on January 28, 1991 the board increased the Metro Green Line budget by \$287 million to accommodate the addition of the North Coast Extension, a full maintenance yard, and 16 additional rail transit vehicles. The total project budget is now \$886 million and the cashflow information shows a total project expenditure of \$66.9 million. This represents about 8% of the current total dollars. To-date, the project commitments are \$135.6 million, about 15% of the total budget.

The design portion of the base Metro Green Line project is approximately 95% complete. Design of the North Coast Extension Segment has begun, and is scheduled to be complete by June, 1992, with the first design review scheduled for mid-March.

The February 1991 update of the Master Schedule indicates that the project is 105 working days behind the current target Revenue Operations Date (ROD) of October 1994. The current forecast ROD for the project is March 1995. The critical path runs through Vehicle Procurement Contract P1900. The slippage to the forecast ROD is due to a six week delay in the bid opening date for vehicles. The El Segundo segment is on the secondary Critical Path with activities proceeding through contracts C0101, Utility Relocation and Foundations; C0100, Elevated Guideway and Stations; C0610, Trackwork Installation; H1400, Overhead Contact System, H1100, Automatic Train Control; Systems Integration, Testing, Pre-Revenue Operations and Revenue Operations.

A ground breaking ceremony was held on January 28, 1991 to kick off the Metro Green Line construction. Of the four civil construction contracts in the El Segundo segment, only the Utility Relocation & Foundations Contract (C0101) has started construction. The RCC opened bids for the Segmental Bridges Contract (C0110) on January 30, 1991. An award will be made on April 1, 1991. The C0100 Contract was advertised on January 28, 1991. The Pre-Bid Meeting was held on February 20, 1991. The anticipated NTP is May 15, 1991. The Hawthorne Yard & Shops Contract (C0400) was advertised on February 18, 1991. The Automatic Train Control system contract (H1100) was advertised on February 20, 1991. Special Trackwork contract (P1800) was advertised on February 28, 1991. Real Estate actions are keeping pace with construction needs; however, the properties needed for C0110 Contract must be obtained in early March to preclude contract and project delays. Third party utilities relocations are not keeping pace. The most significant impacts are relocations of Chevron and

Four Corners oil lines. SCE utility and property interface in the Marine Station area is also critical.

System-wide contracts are scheduled to be advertised or to begin negotiated procurement between January 1991 and September 1992. All awards are expected to be complete by the beginning of December 1992. The tight curves onto and off of Century Blvd. are being analyzed to optimize turn around time and speeds. LAX has expressed severe reservations about potential electronic, glidepath, radar and visual encroachment of the Guideway and Overhead Contact System (OCS) Poles and Lines.

Metro Transit Insurance Administrators (MTIA) completed the placement of the consolidated OCIP coverages for the Green Line. They also assisted the RCC Real Estate department in continuing discussions with the Santa Fe Railway Company regarding Railroad Protective Liability insurance for the purchase of right-of-way for the Green Line project.

In addition, MTIA prepared coverage applications and underwriting information for Railroad Liability insurance for AT&SF on Contract No. R23-T01-C0101. They also enrolled the first Green Line Contractor, Brinderson Corporation, under the OCIP. Brinderson is the prime contractor for R23-T01-C0101. Brinderson's subcontractors are expected to enroll in the upcoming weeks.

AREAS OF CONCERN

1. Real Estate

Concern: Acquisition of required real estate interests is an area of concern. Among these required interests are the right-of-way to private property for construction of foundations and relocation of utilities at Rosecrans Avenue and Aviation Boulevard; the underground easement/encroachment permit required for timely construction of battered piles at the Kramer property; and the outstanding property acquisition required for Contract C0100 prior to the anticipated Notice to Proceed of May 15, 1991.

Action: To accommodate the above concerns, immediate procurement of Certifications # AS521 and # AS527 (TRW property) is required in order to eliminate the potential impact to Contract C0101, Utilities Relocation and Foundations; the acquisition of new certification as soon as possible for an underground easement/encroachment permit on the Kramer property as NTP for C0110 (Segmental Bridges) is April 1, 1991; and the acquisition of right-of-way/easement to

properties shown on the Base Property and Survey Control Plans by May 15, 1991 to accommodate construction needs of Contract C0100.

2. Third Party Issues

Concern: Third party issues of concern include the relocation of oil lines belonging to Chevron (south of Rosecrans Avenue) and Four Corners, the latter of which is currently on the Critical Path, and the Douglas Station storm drain design which could impact construction on the C0101 contract.

Action: Necessary actions required to remedy these concerns include the procurement of Certifications # AS521 and # AS527 mentioned above and verification that Chevron has completed the design and obtained bids from contractors for the relocation. Also required is assistance to Four Corners to obtain approval from AT&SF Railroad to relocate oil lines to their property or to provide N alternative solution for relocation. Finally Transcal should review the storm drain system at Douglas Station and provide recommendations on any areas which may hinder C0100 construction.

3. Caltrans Rail Access Dates

Concern: The completion of Caltrans design packages and the start of Century Freeway construction continues to slip without any change in rail access dates by Caltrans to accommodate the slippage.

Action: The OKA task force continues to discuss the projected rail access and light rail construction issues with Caltrans. Regular meetings are held with Caltrans design, project control and field personnel in an attempt to identify accurate access dates. Due to a lack of progress in the finalization of access dates, meetings with upper level Caltrans management will be arranged during the 1st week in April. At these meetings, actions that need to be taken to guarantee access dates will be discussed. After the dates have been agreed upon by Caltrans and the Metro Green Line staff, an analysis will take place to determine the effect on the overall project schedule.

4. Kramer Property Hazardous Waste

Concern: It is not yet determined what impact the treatment of Kramer property hazardous material will have on SCE utility relocations or on the Kramer Bridge construction.

Action: A meeting has been arranged with the Department of Health Services (DHS) for March 12, 1991, to brief them on the proposed methodology for the

segmental bridge construction and to respond to any DHS concerns that may arise at the meeting.

5. Vehicle Delivery Schedule

Concern: When the baseline Project Master Schedule was established in December 1989, a delivery date for the first LRV was December 1992. Since that time the delivery of the vehicle has been delayed to August 1993, a schedule slippage of approximately 8 months. This is due to design evolution and extension of bid response time requested by prospective bidders. Although workarounds in the schedule have been incorporated to absorb four months of the slippage, the remaining time has pushed the critical path so that the forecast project completion date is March 5, 1995, 105 days behind schedule. Under the current scenario, if the October 1994 ROD is to be maintained, the current vehicle delivery schedule would allow approximately 2 months for overall systems testing and integration. This is not sufficient time to fully test and commission a driverless, automatic train control system. The baseline schedule allowed seven months for the overall systems testing and integration portion of the project seven months is the minimum amount of time required to complete these tasks.

Action: Meetings between RCC staff, LTK, Transcal II, Flour Daniels and OKA were held in February to pursue any workarounds that would increase the amount of time available for overall testing and systems integration and allow the project ROD to remain at October 1994 to be maintained. The result of these meetings is that an overall Project Master Schedule evaluation is to be carried out. This evaluation is scheduled to be complete in April 1991.

6. Transcal II Design Packages

Concern: Transcal II has developed an in-house Caltrans design package priority list. Transcal's intent was to create a sense of urgency for the production of the design supporting Caltrans construction projects. The most recent publication is a schedule of design delivery dates extending into late March. A number of final submittals require revisions and are currently behind schedule which may impact the current needs of Caltrans construction.

Action: Caltrans light rail design by Transcal II must be expedited to accurately incorporate all design changes in a time frame that will support current construction and change-order negotiations.

O'BRIEN-KREITZBERG
CBE
Project: R23
Period: 1/26/90 to 3/1/91

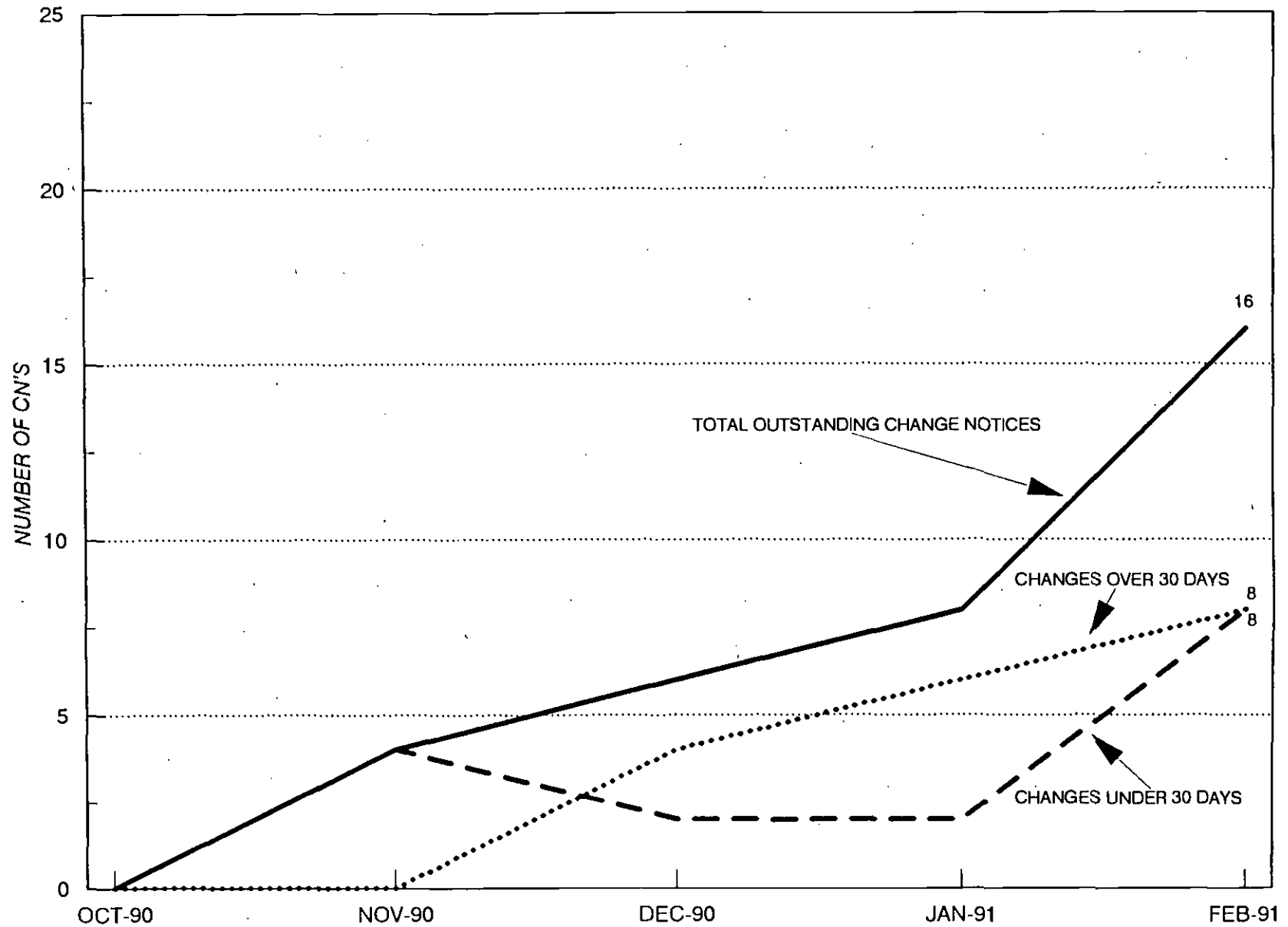
L.A. COUNTY TRANSPORTATION COMMISSION
METRO GREEN LINE
Project Cost by Element

Page: 1
Report Date: 03/08/91
Status Date: 03/01/91

[\$ x 000's]

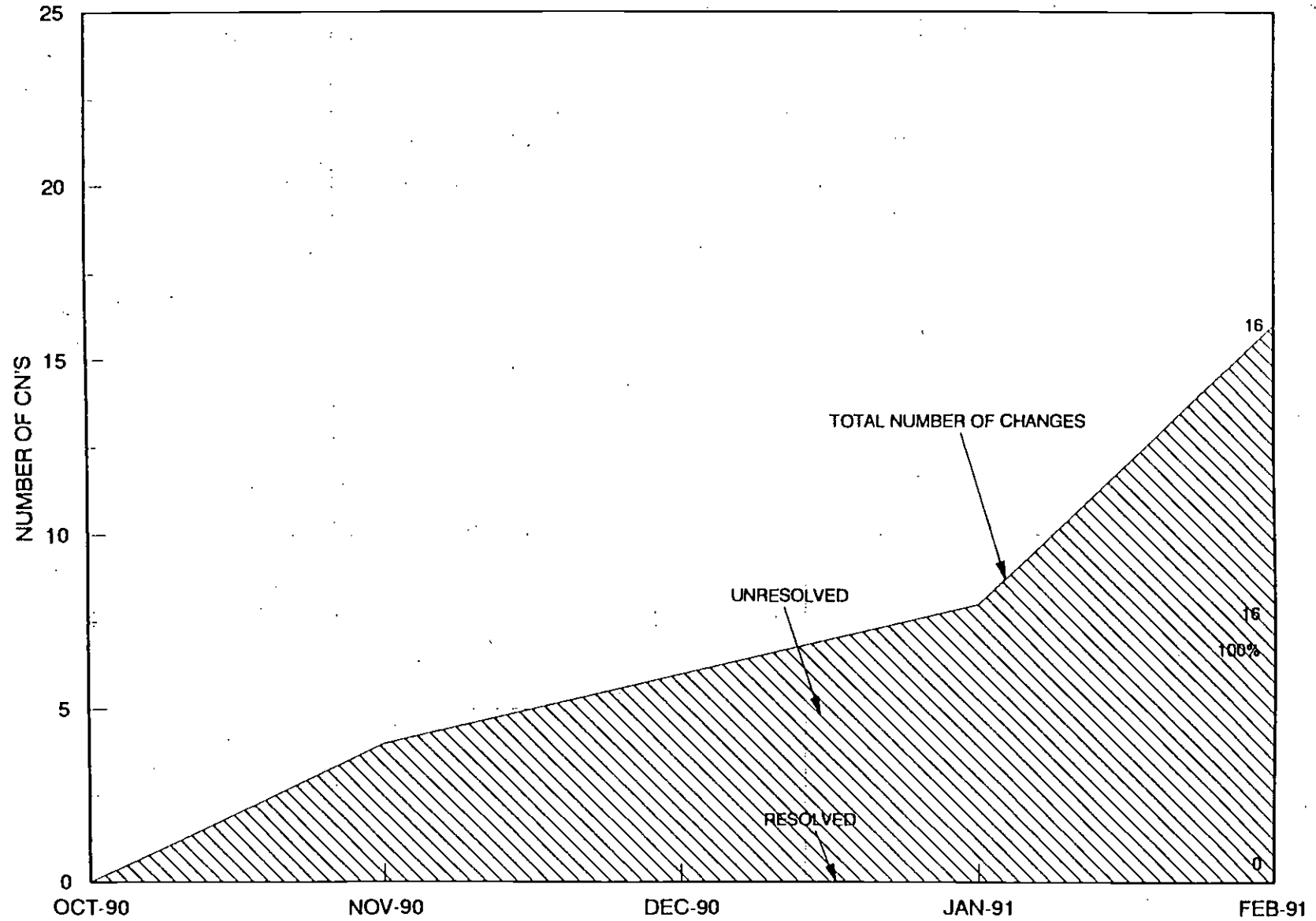
Description	----- Budget -----		--- Authorized --- -- for Expenditure --		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Period (9)	To Date (10)	Forecast (11)	Variance (11-2)
T Construction	404,267	588,253	0	26,451	9	31,653	2,933	20,824	2,475	16,113	588,399	146
S Professional Services	110,295	159,196	0	32,695	308	80,326	2,037	46,774	1,464	41,365	159,296	100
R Real Estate	35,096	49,916	0	10,759	11,000	20,807	3	9,287	2	9,287	52,616	2,700
F Utility/Agency Force Accounts	7,656	16,310	0	7,091	529	3,760	20	373	20	509	16,310	0
D Special Programs	2,530	3,071	0	0	0	100	0	80	0	0	3,071	0
C Project Reserve	55,782	85,880	0	0	0	0	0	0	0	0	82,934	(2,946)
A Project Revenue	(16,626)	(16,626)	0	0	0	(1,032)	0	(365)	12	(353)	(16,626)	0
Project Grand Total :	599,000	886,000	0	76,995	11,847	135,614	4,993	76,972	3,973	66,920	886,000	0

METRO GREEN LINE CHANGE ACTIVITY PROGRESS



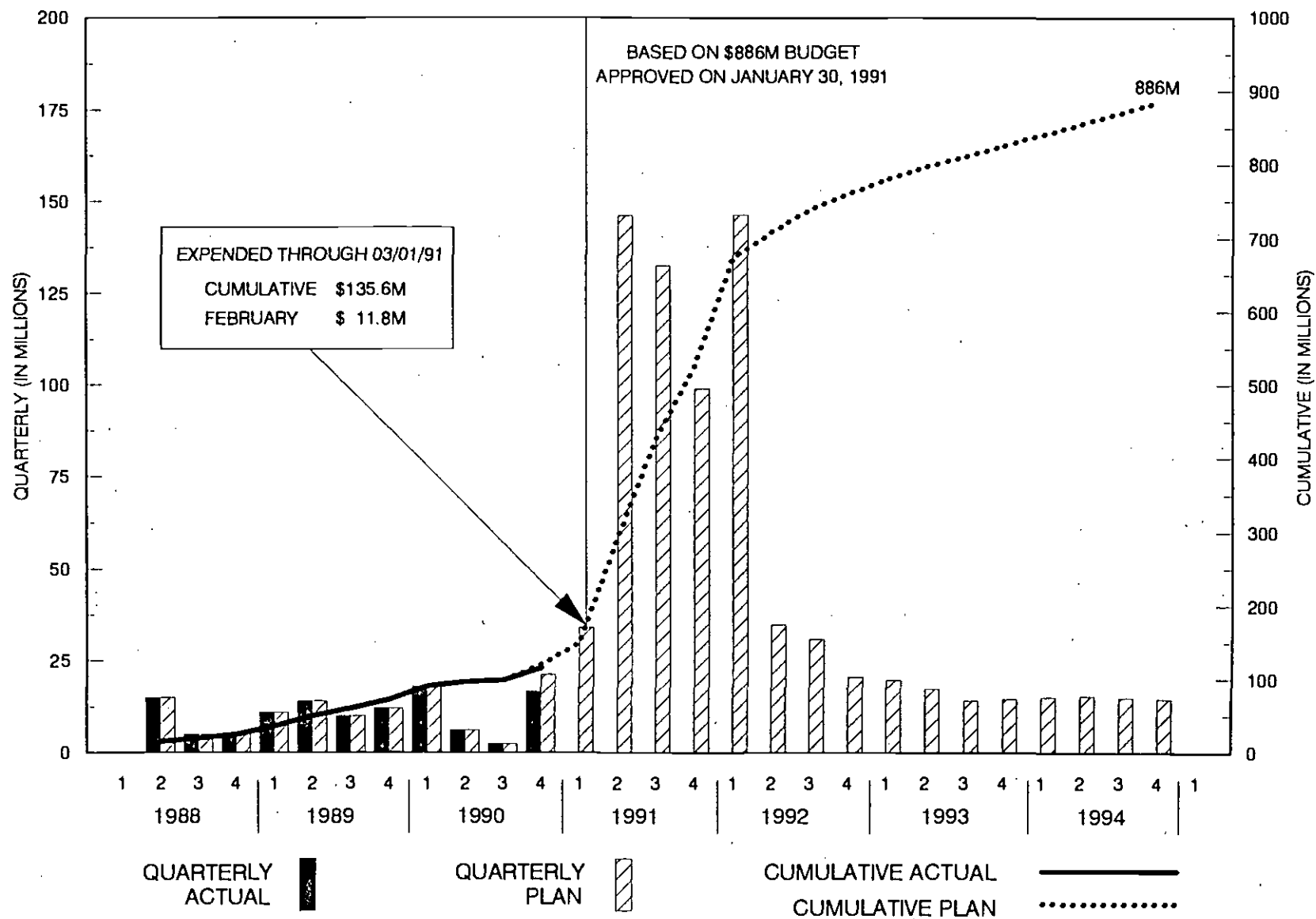
The 16 active Change Notices are all from Contract C0101. Of these, two are included in a Change Order, and are awaiting approval.

METRO GREEN LINE CHANGE NOTICE RESOLUTION

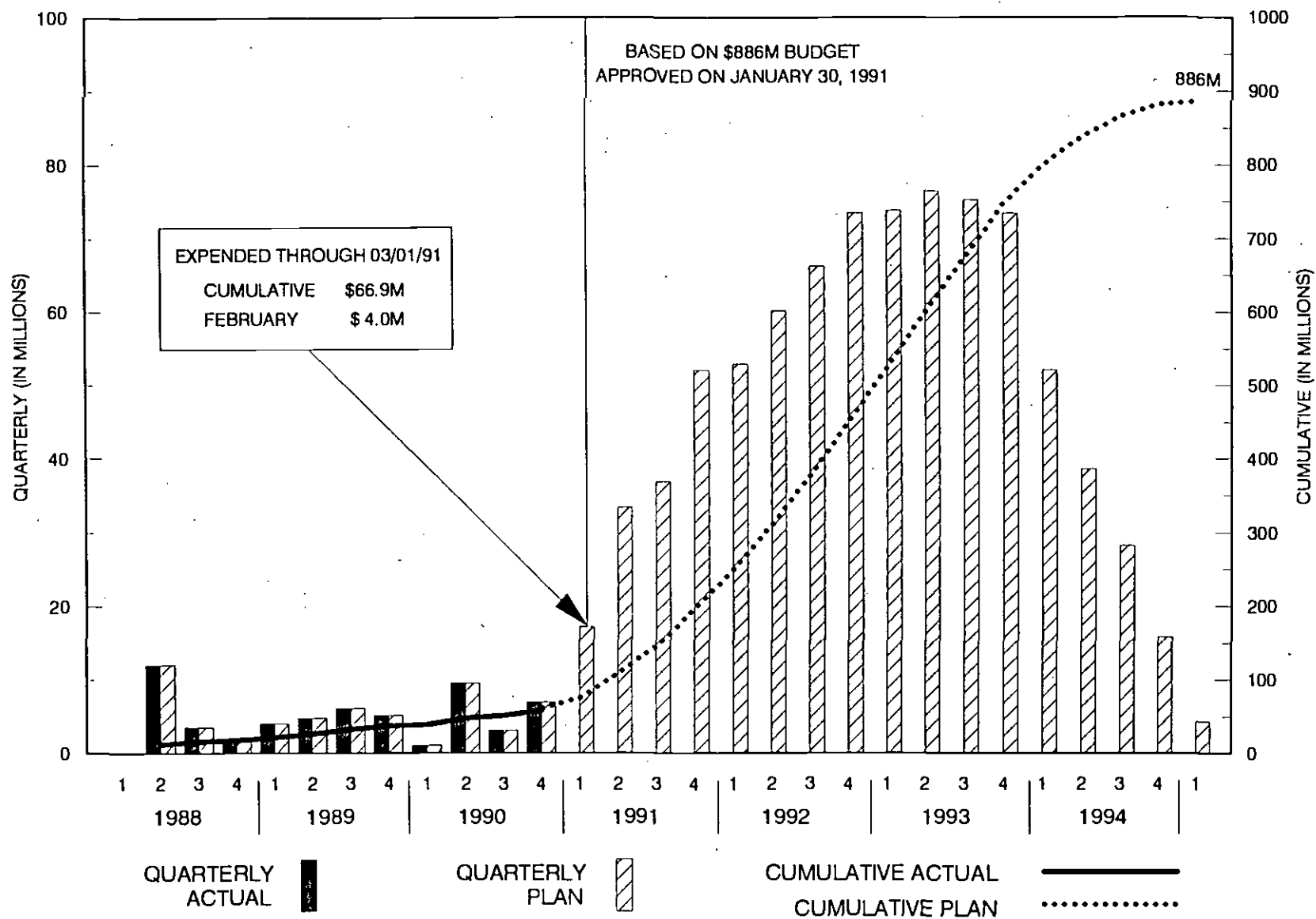


The 16 active Change Notices are all from Contract C0101. Of these, two are included in a Change Order, and are awaiting approval.

METRO GREEN LINE PROJECT COMMITMENTS

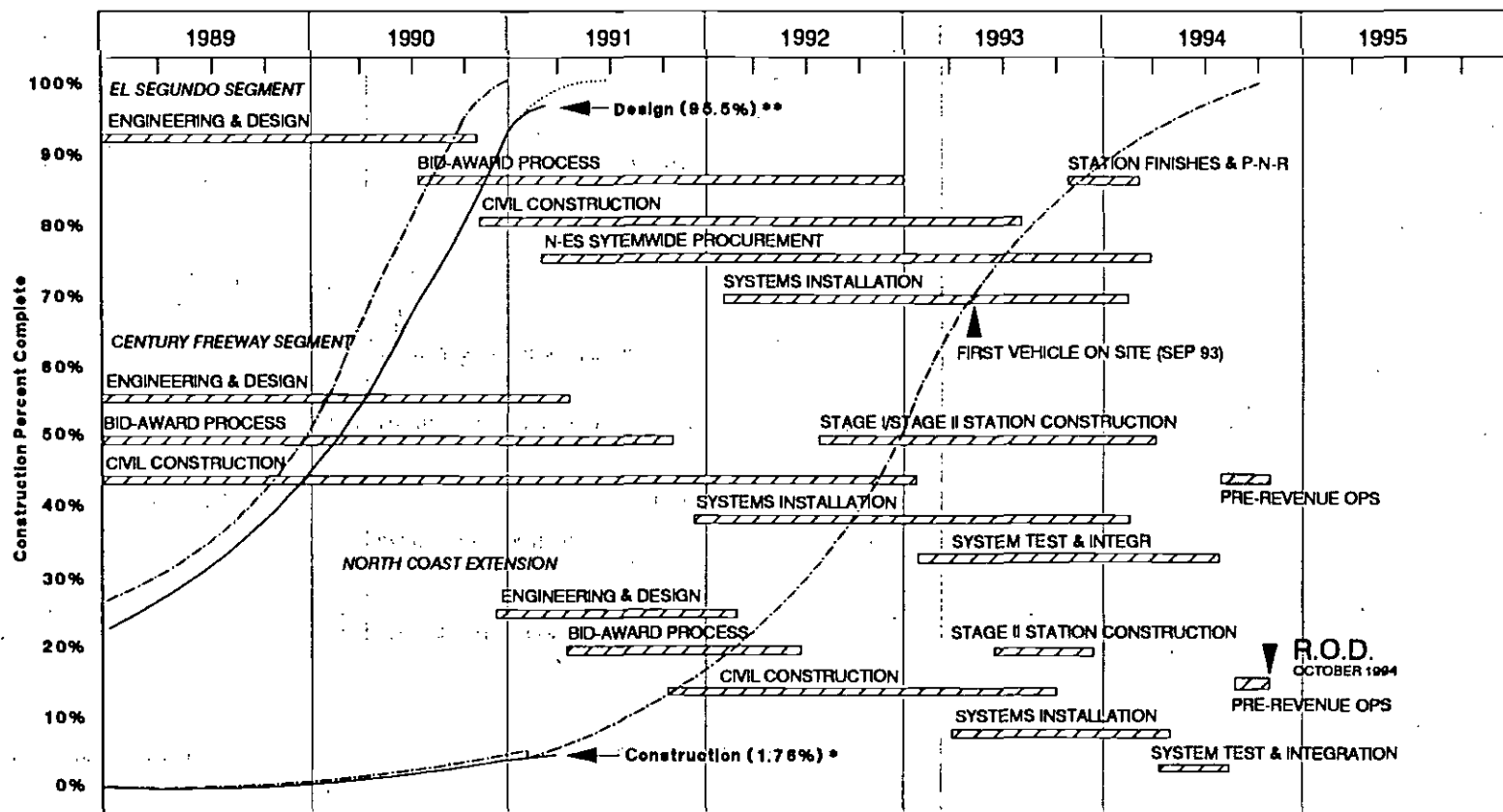


METRO GREEN LINE PROJECT CASH FLOW



RAIL CONSTRUCTION CORPORATION METRO GREEN LINE EXECUTIVE SUMMARY SCHEDULE

Status Date: 01 MAR 91



Note(s):

- ** Excludes North Coast Extension
- * Includes North Coast Extension

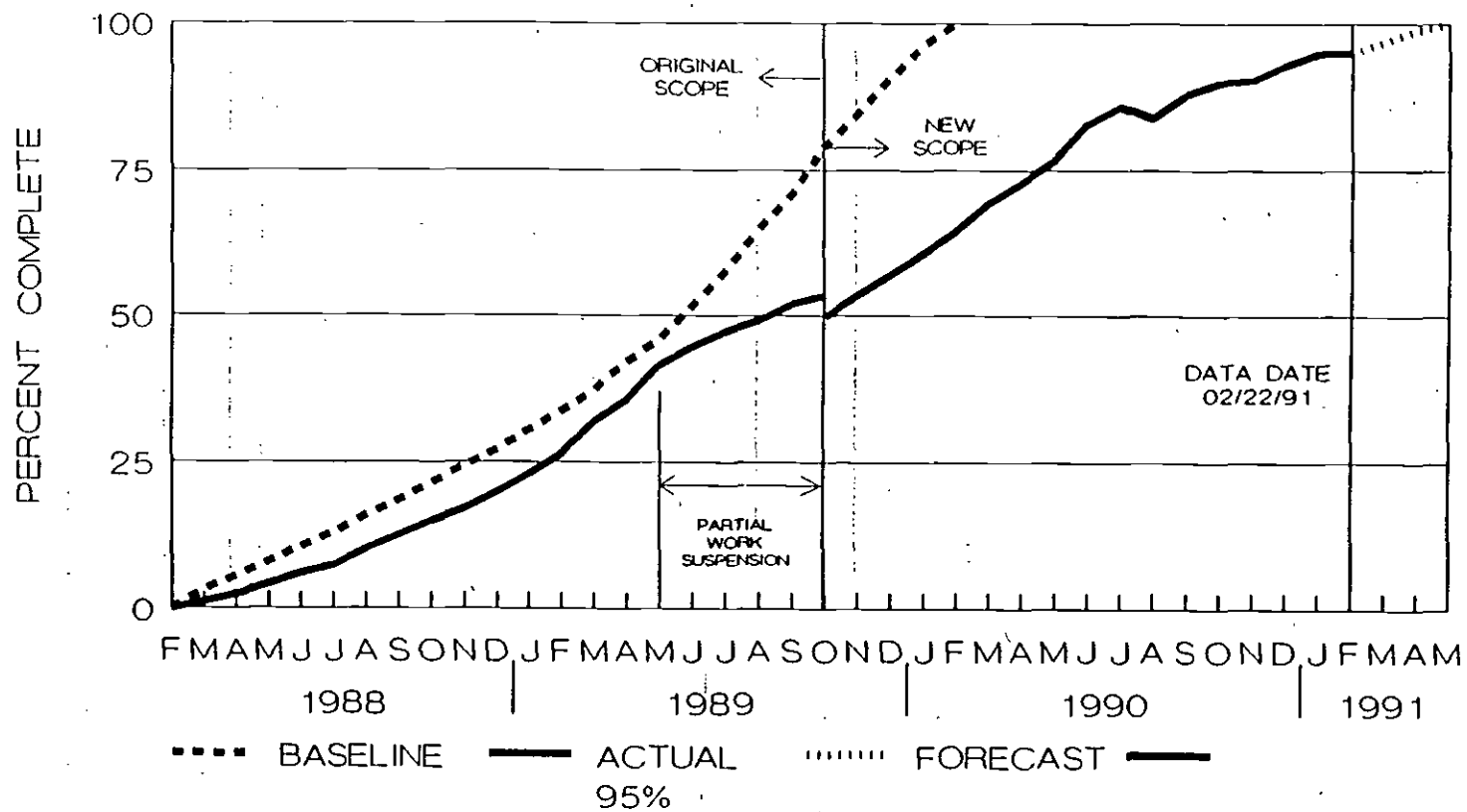
LEGEND

Planned -----
Actual -----
Forecast -----

EX-10000 DWG. JC

TRANSCAL II DESIGN ENGINEERING

*Progress Curve



*Excludes Administrative Level of Effort Activities

GREEN LINE PROJECT SCHEDULE STATUS / KEY EVENTS

R23
90/91

1 YEAR OUTLOOK

DATA DATE: 01 MAR 91

	1990		1991										
	Nov	Dec	Jan	Feb		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
	Act	Act	Act	Pln	Act	Pln	Pln	Pln	Pln	Pln	Pln	Pln	Pln
60% Design Submittal													
85% Design Submittal	1												
100% Design Submittal	2	2	3	1		1							
CR Camera Ready	2	1	2	6	5	2	2	2	1				
AD Advertise	2	1	1	4	4		1				1	1	1
BD Bid Due			1				5	1				1	1
AW Award	2			1	1	3			1	1	2	1	1
RE Real Estate													
NTP Construction	2					1	1	2		2		2	1
MFG Veh. Mfg. NTP													
VT Vehicle Testing													
VA Vehicle Arrival													
LIQ Liquid. Milest.													
CC Contract Complt.									1				

1.) REPORT REFLECTS ONLY CONTRACT PACKAGES FOR MAJOR SYSTEMS.

2.) CONSTRUCTION PROGRESS BASED ON LRT WORK ONLY.

123-RPT4.WK1-JC

REAL ESTATE - STATUS SUMMARY

CCU	NO. OF PARCELS	NUMBER CERT'D	JUST COMP APPROVED	OFFERS MADE	AGREEMENT SIGNED	CONDEM- NATION	PARCELS AVAIL.	PARCELS NOT AVAIL.	CONSTRUCT NTP DATE
C100	9	8	N/A	N/A	N/A	1		9	05/15/91
C101	18*	18	N/A	N/A	N/A	0	17	1	11/26/91
C110	4	4	N/A	N/A	N/A		1	3	04/01/91
C400	4	4	N/A	N/A	N/A		2	2	04/30/91
TOTAL	35	31	N/A	N/A	N/A	1	20	15	

Note:

1) "N/A" Activities identified above are not directly related to required right-of-entry that the contract packages specified.

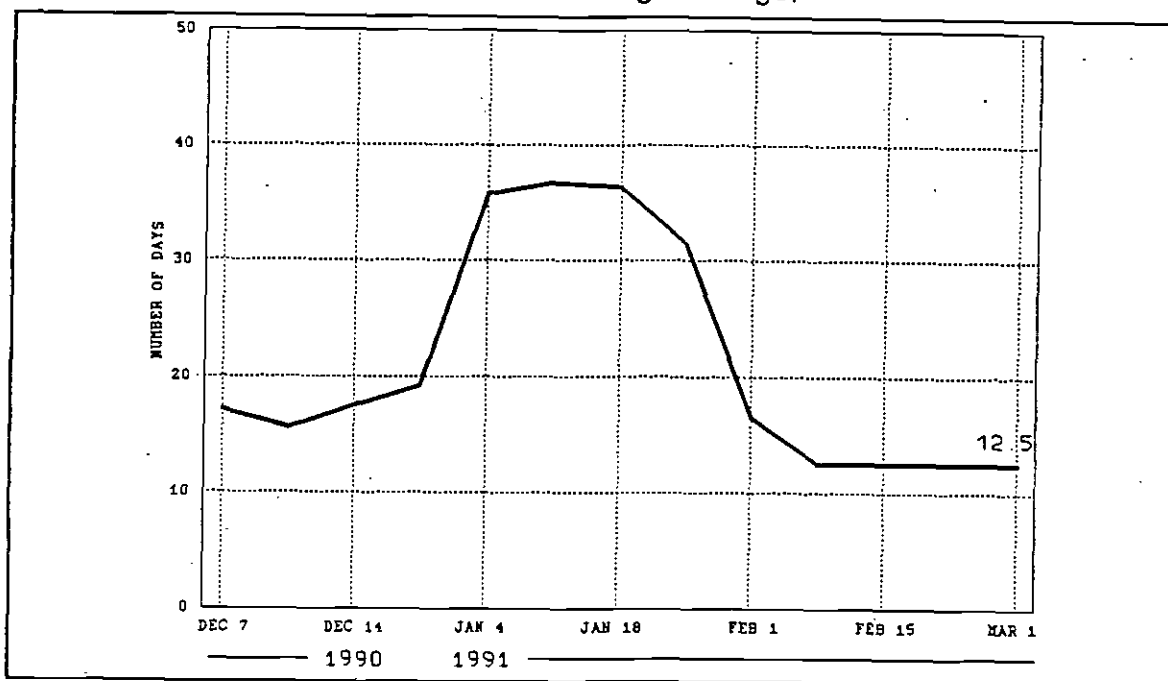
2) C0100 - Parcel #513T has been deleted. It was previously requested as a temporary easement.

3) Certs 506 and 523 are being revised (Affects C100 Parcels).

4) Legal descriptions for Cert 521 and 527 are being reviewed (Effects C0101 and C110 contracts).

* Number includes exhibits A and B railroad right-of-entry (1st Agreement & 2nd Agreement).

Average Days to Invoice Payment
(4 Week Moving Average)



The following is a list of the actual number of invoices and dollar amounts of invoice payments for the past three months.

Week Ending Date	Invoices Paid		Outstanding Invoices 30 days & Under		Outstanding Invoices Over 30 days	
	Invoices	\$ Amount	Number	\$ Amount	Number	\$ Amount
12/07/90	0	0				
12/14/90	5	1,546,425				
12/21/90	1	337,574				
12/28/90	0	0	-	-	-	-
Total	6	1,883,999				
01/04/91	3	89,566				
01/11/91	3	1,161,124				
01/18/91	1	9,412				
01/25/91	3	3,848,126	-	-	-	-
Total	10	5,108,228				
02/01/91	0	0				
02/08/91	4	636,036				
02/15/91	0	0				
02/22/91	0	0				
03/01/91	0	0	8	1,870,215	6	20,968
Total	4	636,036				

EXECUTIVE SUMMARY

As of March 1, 1991, the MOS-1 Revenue Operations Date (ROD) remains September 1993. The Project critical path is dependent on trackwork access. In February, all facilities contractors completed the necessary structural invert work to allow the trackwork contractor access to the tunnel ways.

Rail laying in the AR tunnel was completed in February, from the Contract A135, Union Station crossover to the Contract A175, Wilshire Alvarado Station crossover. Rail laying in the AL tunnel will begin in March 1991.

Contracts A167, 7th/Flower Station, Stage II; A640, Communications; A631, Traction Power Installation, and A710, Escalators and Elevators, coordinated with the RCC to achieve the early opening date of February 14, 1991, for the Blue Line Station at 7th/Flower.

The value of work in place for MOS-1 construction is 76% complete versus a plan of 77%.

The original MOS-1 baseline budget was \$1,249,900,000. The current forecast is \$1,450,019,000. The contingency listed in the revision 7G financial plan is \$83.2 million.

All of the Real Estate required for MOS-1 construction is available either under ownership or under a right-of-entry. Fourteen parcels are in the acquisition process.

AREAS OF CONCERN

1. Contract A136, Union Station, Stage II

Concern: A delay to construction of the west entrance has occurred due to the discovery of archeologically significant items during the excavation of the west entrance.

The internal milestone of Contract A710, Escalators/Elevators, for installation of escalators and elevators in the west entrance area may need to be extended from June to August 1991.

AREAS OF CONCERN (CON'T)

Action: The A136 contractor is furnishing personnel and equipment to expedite the archeological investigation.

2. **Contract A141, Line Section, Union Station to 5th/Hill and Civic Center Station**

Concern: The Contract A141 Field Office site lease expires March 1, 1991. In order to avoid a substantial rent increase, the site must be vacated before March 1, and restored to its original condition.

Action: As of March 1, the contractor is leasing a small section of the site while continuing to restore the site to its original condition. The Project staff has been relocated to the Subway Terminal Building on Hill Street.

3. **Contract A146, Line Section 5th/Hill Station to 7th/Flower Station**

Concern: Certain portions of the tunnel alignment are in conflict with the dynamic envelope. The walkway modifications must be completed so as not to impact the follow-on contractor, Contract A620, Automatic Train Control.

Action: PDCD has determined that two modifications are required for resolution of this issue: Modification of the walkway, and modification of the tunnel liner. Walkway modifications have been approved by the Fire/Life/Safety Committee. Approval by MRTC and subsequent direction to the Resident Engineer is expected by March 8, 1991.

4. **Contract A610, Trackwork Installation, Yard Storage Area
Contract A612, Contact Rail**

Concern: The quality of the rail and rail welds in the Yard appears inconsistent.

AREAS OF CONCERN (CON'T)

Action: The rail welds and rail are being tested to determine their quality and to implement corrective actions, where required.

5. Contract A640, Communications

Concern: Completion of the review of the technical proposal submitted by the A640 contractor, Bechtel, for the RCC relocation to the Central Control Maintenance Facility (A640-CO-025) is behind schedule. The preliminary schedule for the RCC relocation requires re-engineering and equipment orders to begin within the next two months.

Further delay could impact both the Contract A640 schedule and the overall MOS-1 Project schedule.

Action: Completion of MRTC's review is required before further action can be taken.

6. Contract A650, Vehicles (BAH)

Concern: A potential 5 1/2 month late delivery to Los Angeles of the one paired set of vehicles required for testing could impact the system testing and the Project critical path.

Action: The RCC has developed a plan which would alter vehicle testing sequence at the Transportation Test Center to release the first pair of vehicles directly to Los Angeles by the dates required to support systems testing. Other measures may be implemented following the quarterly review meeting in Italy.

7. Cost Management

Concern: Based on current forecast information, many contract Authorizations For Expenditure (AFE) amounts need to be increased.

AREAS OF CONCERN (CON'T)

Action: Expedited action is required by RCC Program Management. RCC Board approval has been obtained; approval by the LACTC is expected in March.

KEY ACTIVITIES - FEBRUARY

- Coordinated with RCC and LRT consultants to ensure a timely completion of construction, integrated testing, and safety certification to meet the February 14, 1991, opening of the 7th/Flower LRT Station.
- Continued to assess and resolve the electrical and HVAC misalignment at the interface between Contract A157, 5th/Hill Station, Stage II, and Contract A631, Traction Power Installation.
- Completed the shutdown of dewatering pumps for Contract A130, Yard Leads and Transfer Zone; Contract A135, Union Station, Stage I; Contract A141, Line Section, Union Station to 5th/Hill Station and Civic Center Station, on February 18, 1991. Placed water treatment plant in stand-by status until March 31, 1991.
- Continued closing-up Union Station shaft.
- Installed all AR rail; commenced AR rail grinding operations.
- Completed factory testing of all substation equipment.

KEY ACTIVITIES - PLANNED FOR MARCH

- Complete ATC room preparation at Contract A136, Union Station, Stage II.
- Develop plan and schedule and commence with Yard remediation work.
- Complete third rail joint testing in the Yard.
- Integrate RTD training and maintenance interfaces into the Project schedule.
- Complete turnover/close-out procedures; continue to integrate a full range of testing activities into the schedule.
- Initiate full scope corrosion control/cathodic protection testing.

STATUS DATE : MARCH 1, 1991
 STATUS PERIOD : JANUARY 26, 1991 TO MARCH 1, 1991

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 PROJECT COST REPORT
 Cost by Element
 (\$000)

PROJECT : METRO RAIL RED LINE MOS-1

ELEMENT / DESCRIPTION	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (11)	VARIANCE (11-2) (12)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	PERIOD (9)	TO DATE (10)		
T CONSTRUCTION	694,280	730,483	0	692,366	3,430	644,995	6,129	518,806	7,231	503,902	733,881	3,398
S PROFESSIONAL SERVICES	392,434	481,306	0	292,636	(64)	376,601	(2,138)	387,501	(2,138)	387,501	481,306	0
R REAL ESTATE	90,894	139,820	1,416	116,567	1,416	116,567	1,416	116,567	1,416	116,567	139,820	0
F UTILITY/AGENCY FORCE ACCOUNTS	18,119	14,255	0	12,962	0	12,962	44	9,036	44	9,036	14,255	0
D SPECIAL PROGRAMS	948	948	0	508	0	508	0	217	0	217	988	40
C PROJECT RESERVE	53,225	83,207	0	0	0	0	0	0	0	0	79,789	(3,438)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	(1,694)	0	0
PROJECT GRAND TOTAL	1,249,900	1,450,019	1,416	1,115,039	4,762	1,151,633	5,451	1,012,127	6,553	995,529	1,450,019	0

ORIGINAL BUDGET - THE ORIGINAL BUDGET AS ESTABLISHED BY THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD) AND INCORPORATED INTO THE FULL FUNDING GRANT AGREEMENT ENTERED INTO WITH THE URBAN MASS TRANSIT ADMINISTRATION.

CURRENT BUDGET - THE CURRENT BUDGET REFLECTS THE FINANCIAL PLAN REV 7G DATED 12/28/90.

AUTHORIZED FOR EXPENDITURE (AFE) - THE MAXIMUM AMOUNT OF FUNDS AUTHORIZED FOR EXPENDITURE BY THE SCRTD AND LACTC FOR EACH CONTRACT OR WORK ORDER.

COMMITMENTS - THE TOTAL OF ACTUAL CONTRACT AWARDS, EXECUTED CHANGE ORDERS OR AMENDMENTS, APPROVED WORK ORDERS OF MASTER COOPERATIVE AGREEMENTS, OFFERS ACCEPTED FOR PURCHASE OF REAL ESTATE, AND OTHER RCC / LACTC ACTIONS WHICH WILL RESULT IN SPECIFIC EXPENDITURES AT A FUTURE TIME.

INCURRED COST - THE TOTAL VALUE OF WORK PERFORMED TO DATE, OF SERVICES RECEIVED, AND OF ACQUIRED MATERIALS OR PROPERTIES.

EXPENDITURES - THE TOTAL DOLLAR AMOUNT OF CHECKS CUT BY LACTC'S ACCOUNTING DEPARTMENT FOR CONTRACTOR OR CONSULTANT INVOICES, THIRD PARTY INVOICES, STAFF SALARIES, AND CLOSING PAYMENTS FOR ESCROW ACCOUNTS.

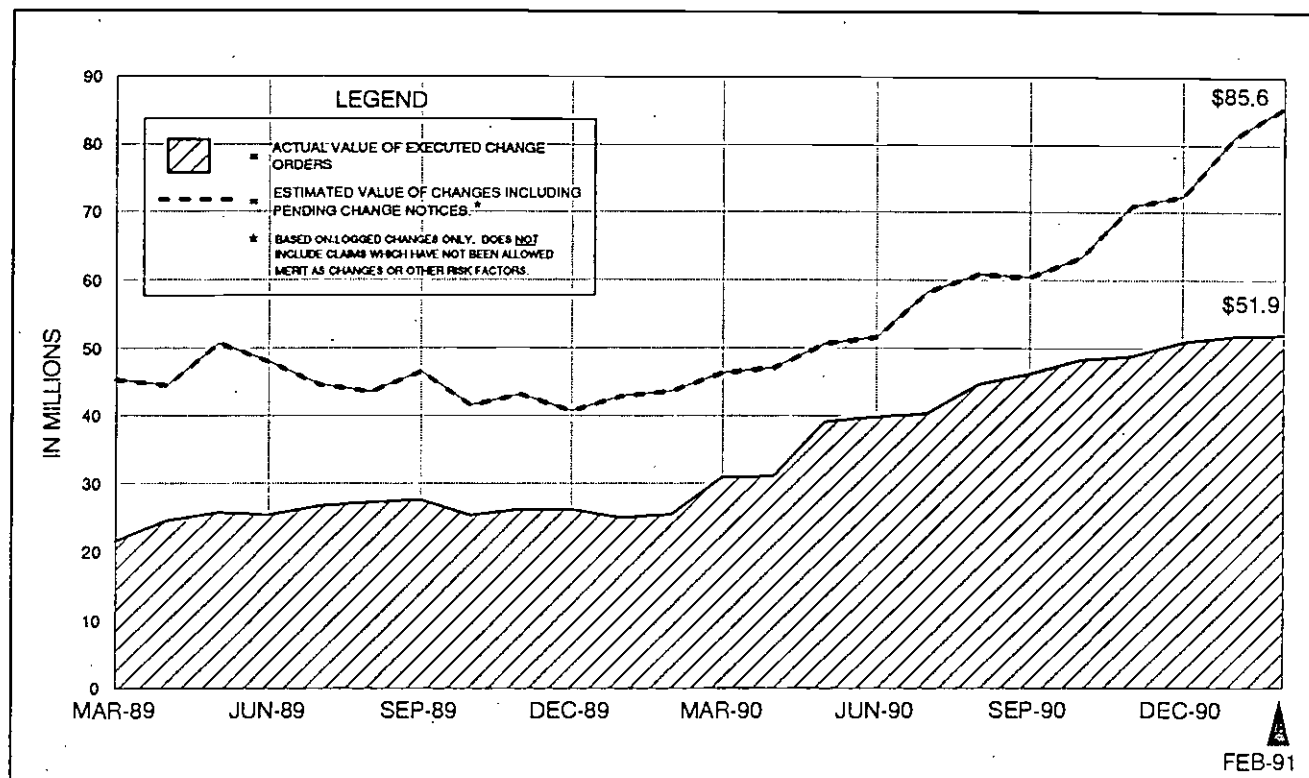
CURRENT FORECAST - THE BEST ESTIMATE OF THE FINAL COST OF THE PROJECT WHEN ALL CHECKS HAVE BEEN ISSUED AND THE PROJECT IS CLOSED OUT.

VARIANCE - THE DIFFERENCE BETWEEN THE CURRENT FORECAST AND THE CURRENT BUDGET. A POSITIVE FORECAST INDICATES A PROJECTED COST OVERRUN WHILE A NEGATIVE VARIANCE INDICATES A PROJECTED COST UNDERRUN.

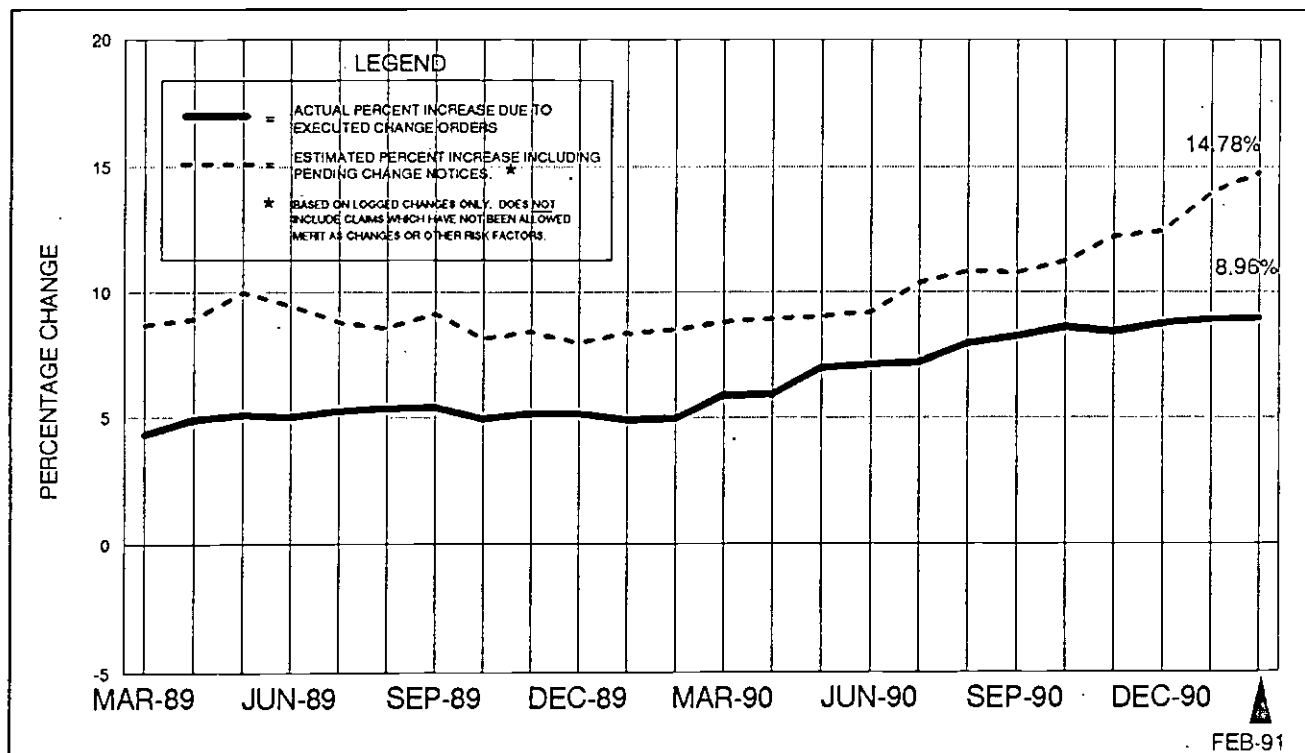
* REPRESENTS LEASE REVENUES RECEIVED BY RCC AT EARLY STAGES OF REAL ESTATE.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

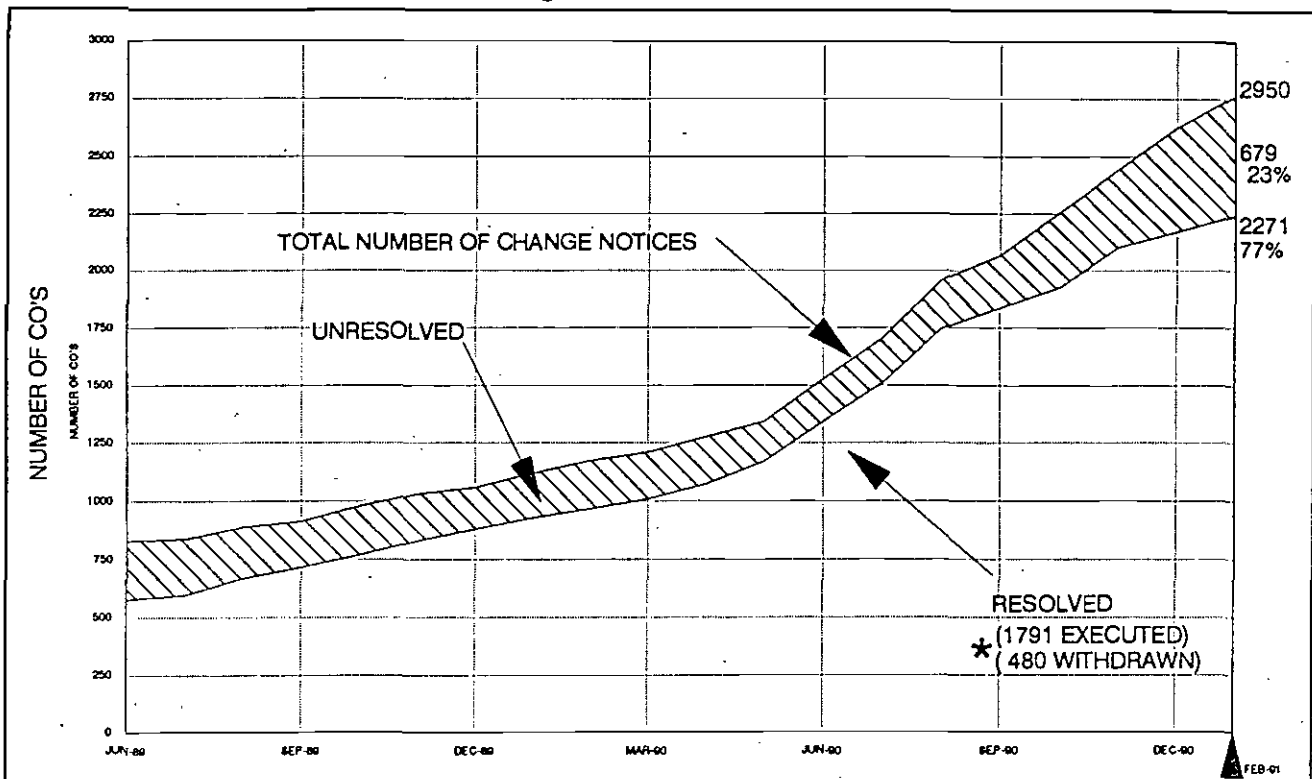
Change Order Value



Change Dollars as a Percentage of Original Contract Award

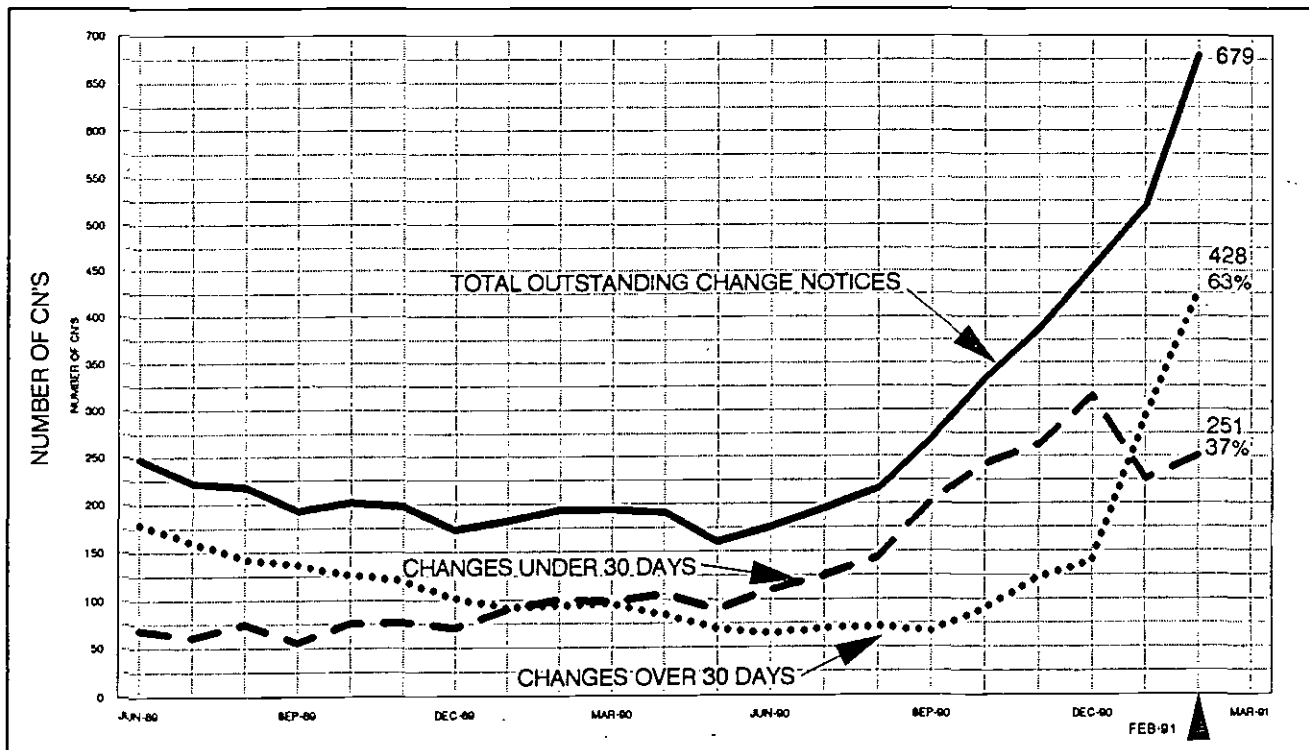


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

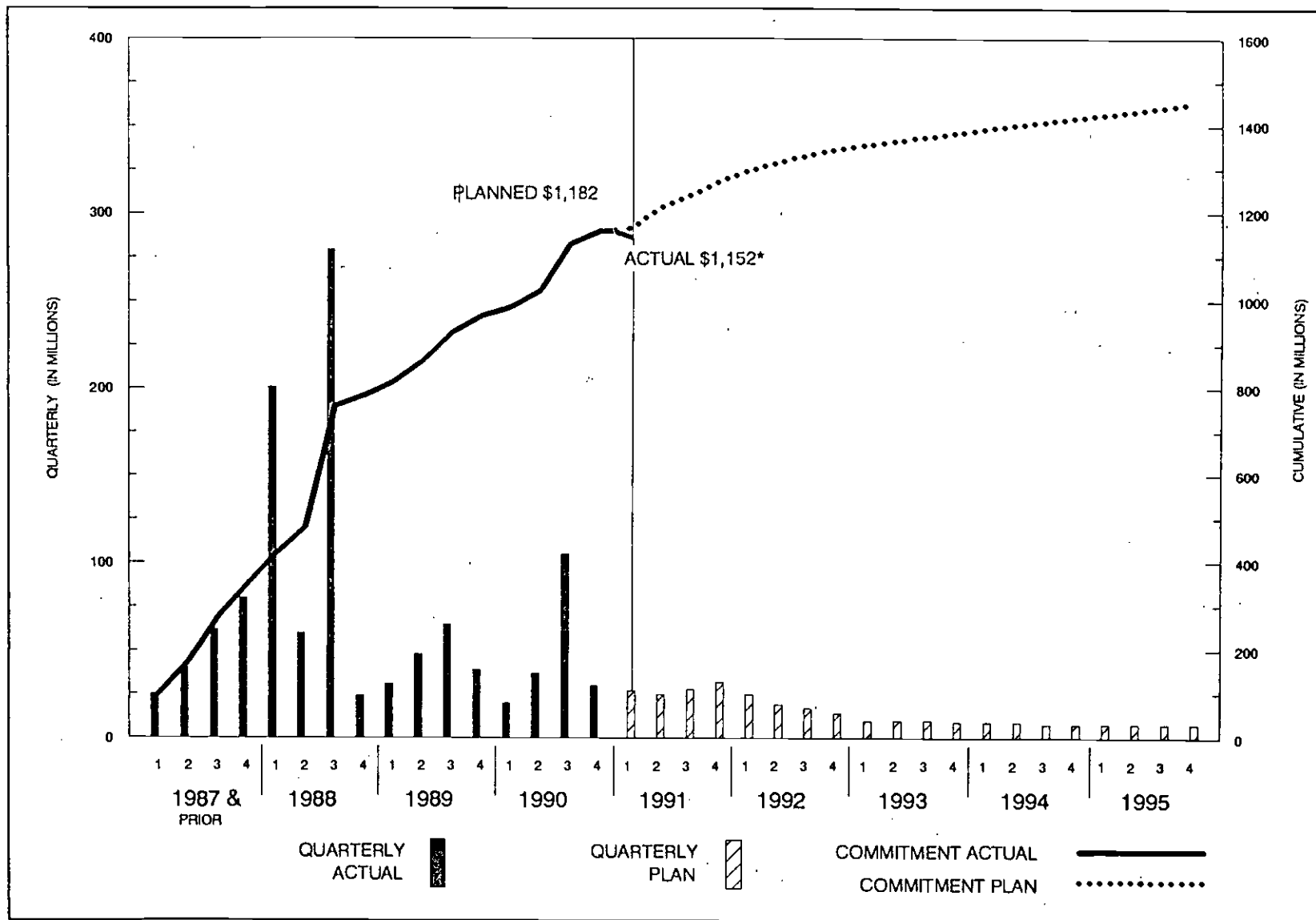


* PRIOR TO JANUARY 1991, WITHDRAWN CN'S WERE NOT INCLUDED IN THIS CHART

Change Activity Progress

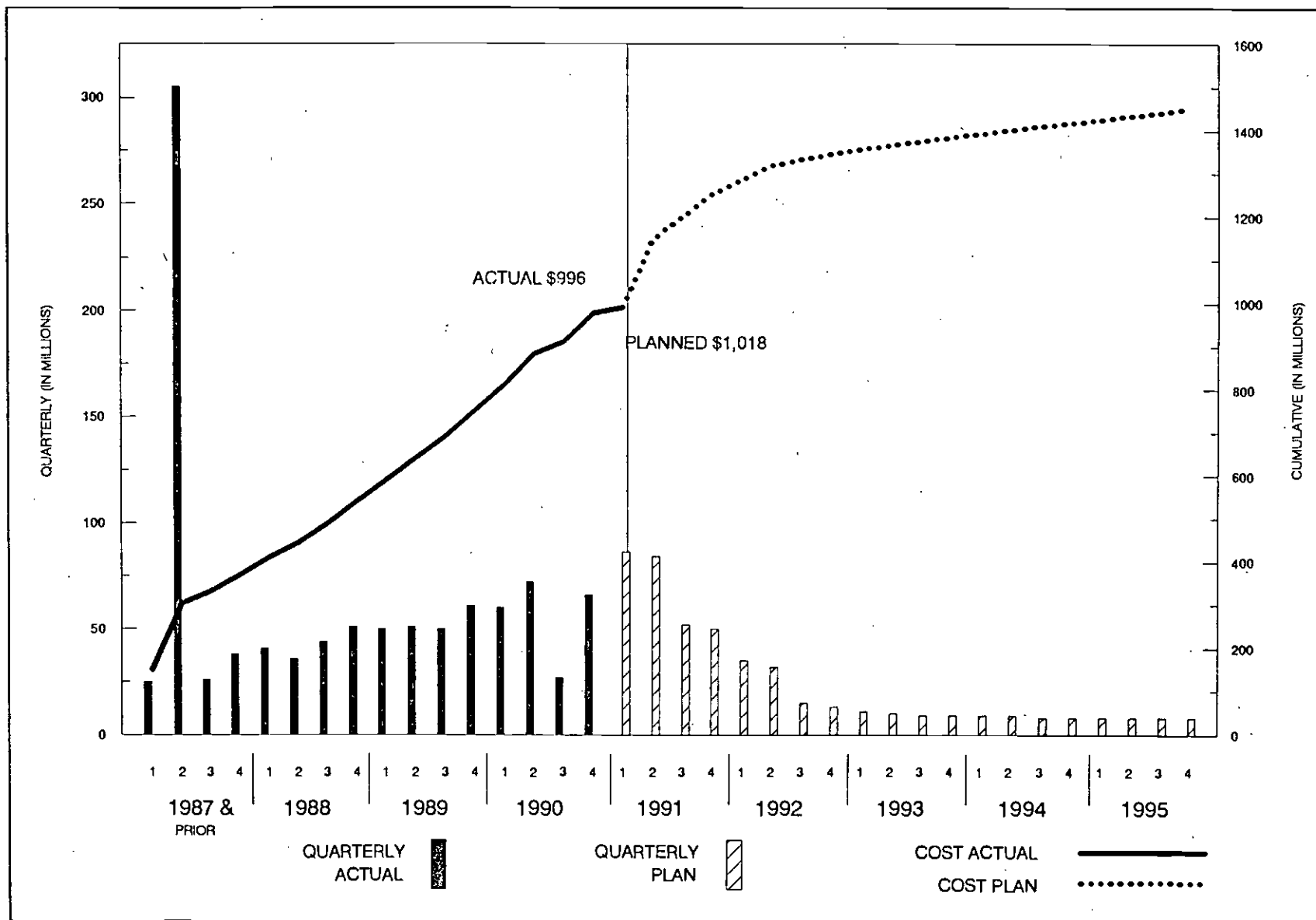


METRO RED LINE MOS-1 COMMITMENT PLAN

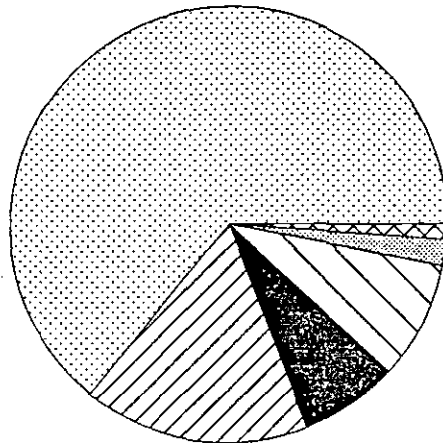


* ACTUALS ARE ESTIMATED PENDING RECEIPT OF RCC AND RTD COMMITTED INFORMATION

METRO RED LINE MOS-1 CASH FLOW









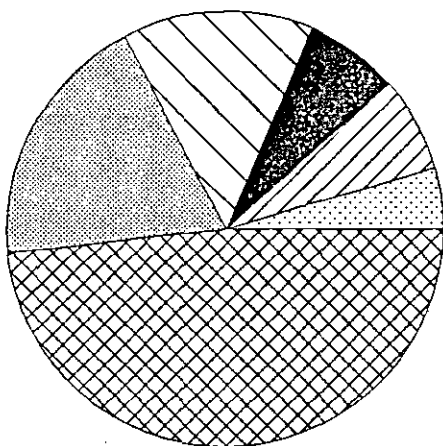
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 3/01/91**









CHANGE VOLUME
TOTAL VOLUME: 1543 CO'S (1791 CN'S)

ABSOLUTE VALUES

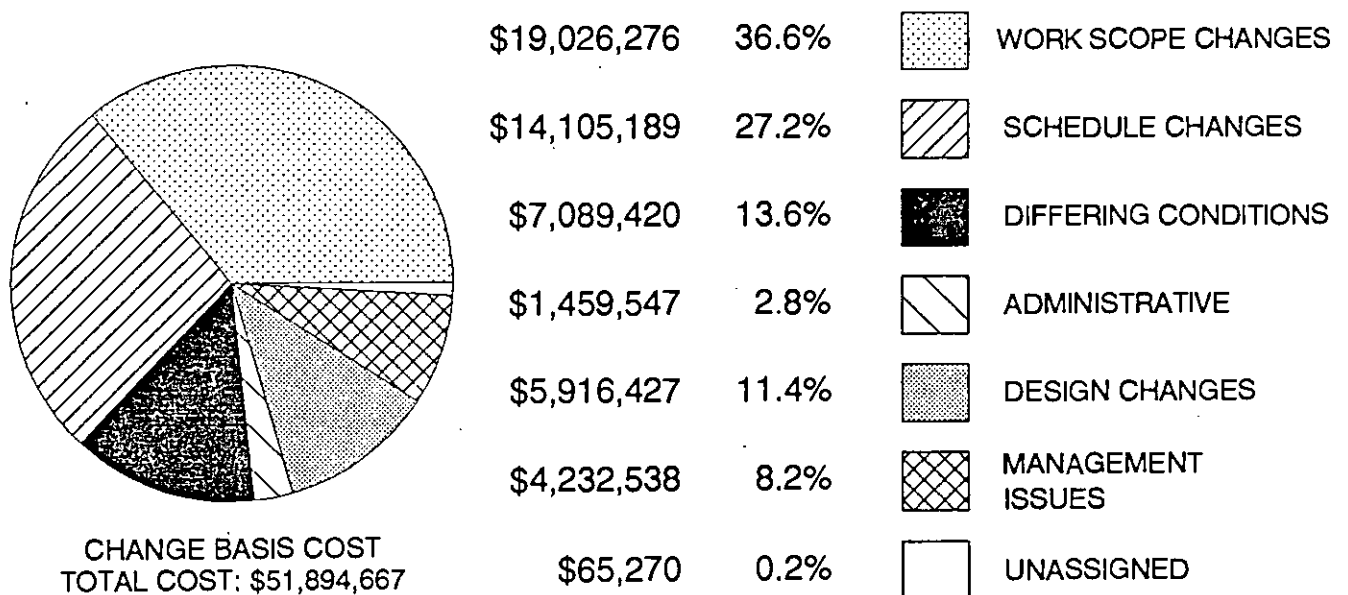
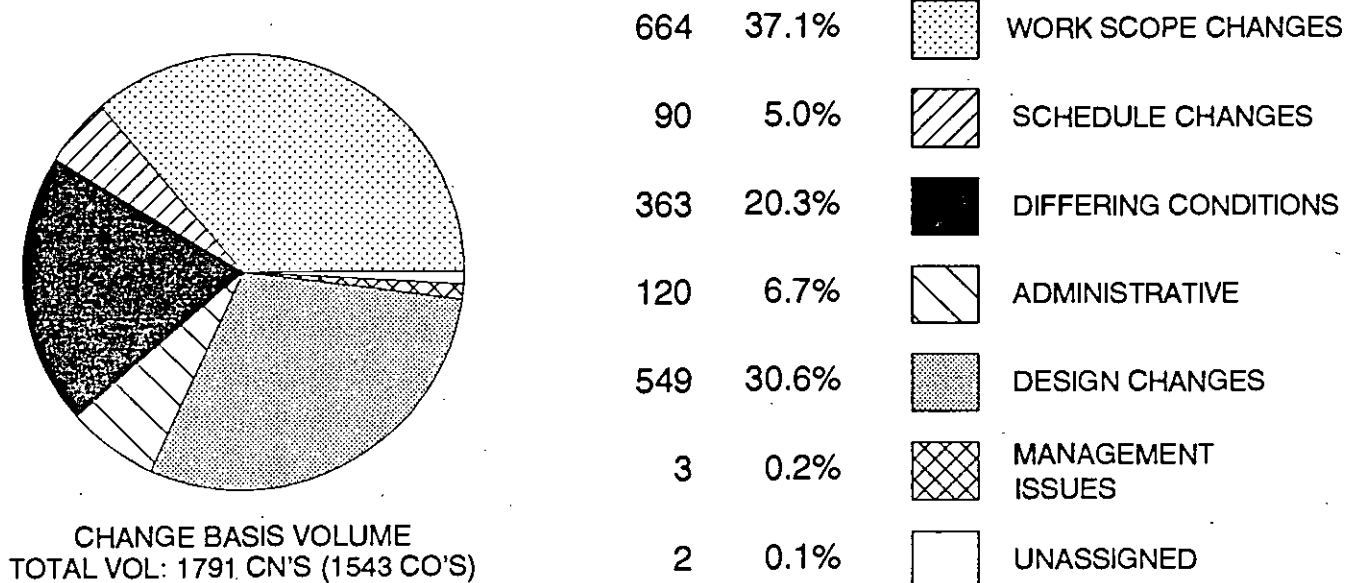
989	64.1%		< \$10,000
258	16.7%		< \$25,000
113	7.3%		< \$50,000
134	8.7%		< \$200,000
30	1.9%		> \$200,000
19	1.3%		> \$1,000,000

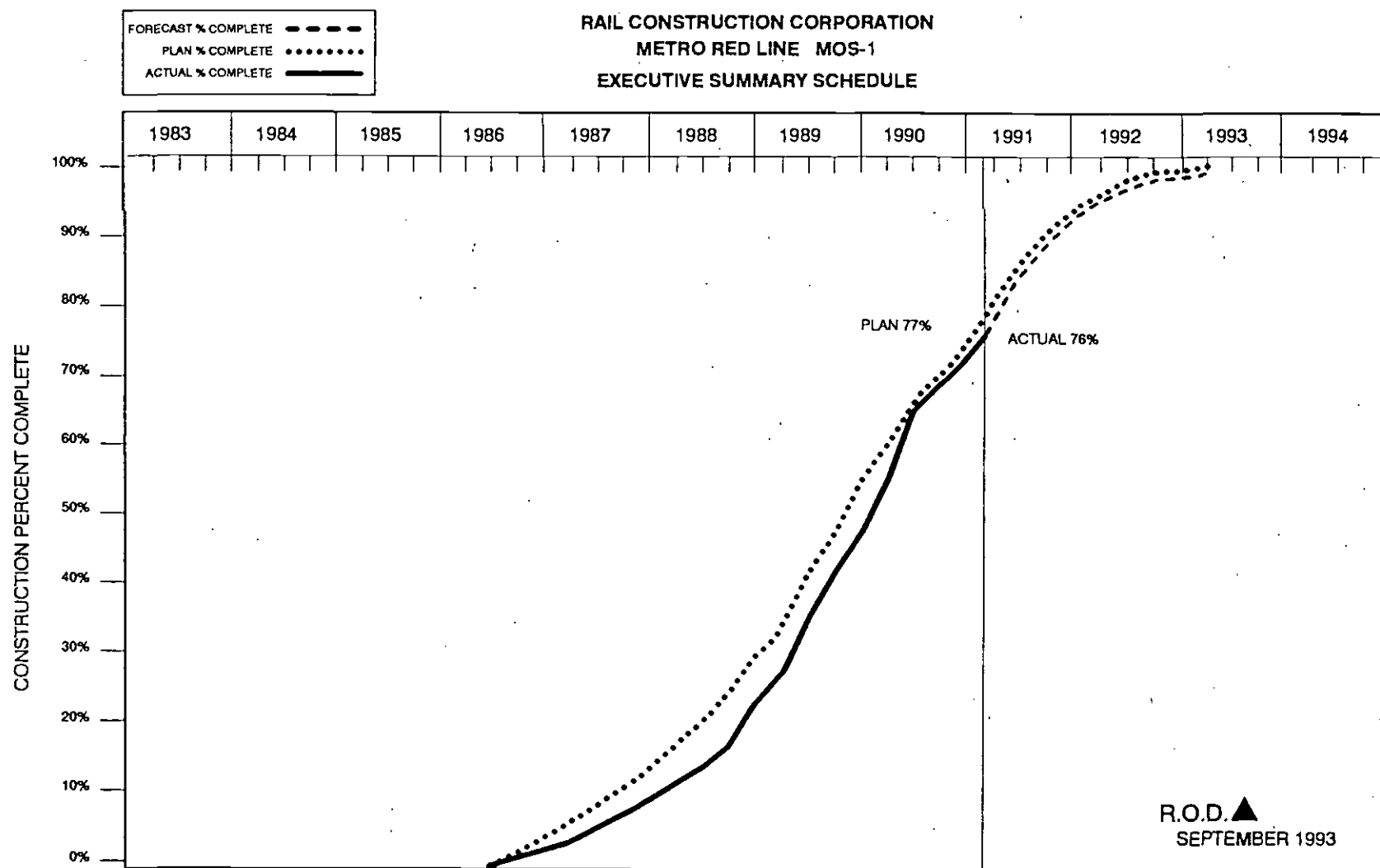


CHANGE COST
TOTAL COST: \$51,894,667

\$2,408,676	4.6%		< \$10,000
\$3,639,872	7.0%		< \$25,000
\$3,647,739	7.1%		< \$50,000
\$7,333,290	14.1%		< \$200,000
\$9,877,227	19.0%		> \$200,000
\$24,987,863	48.2%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 03/01/91**



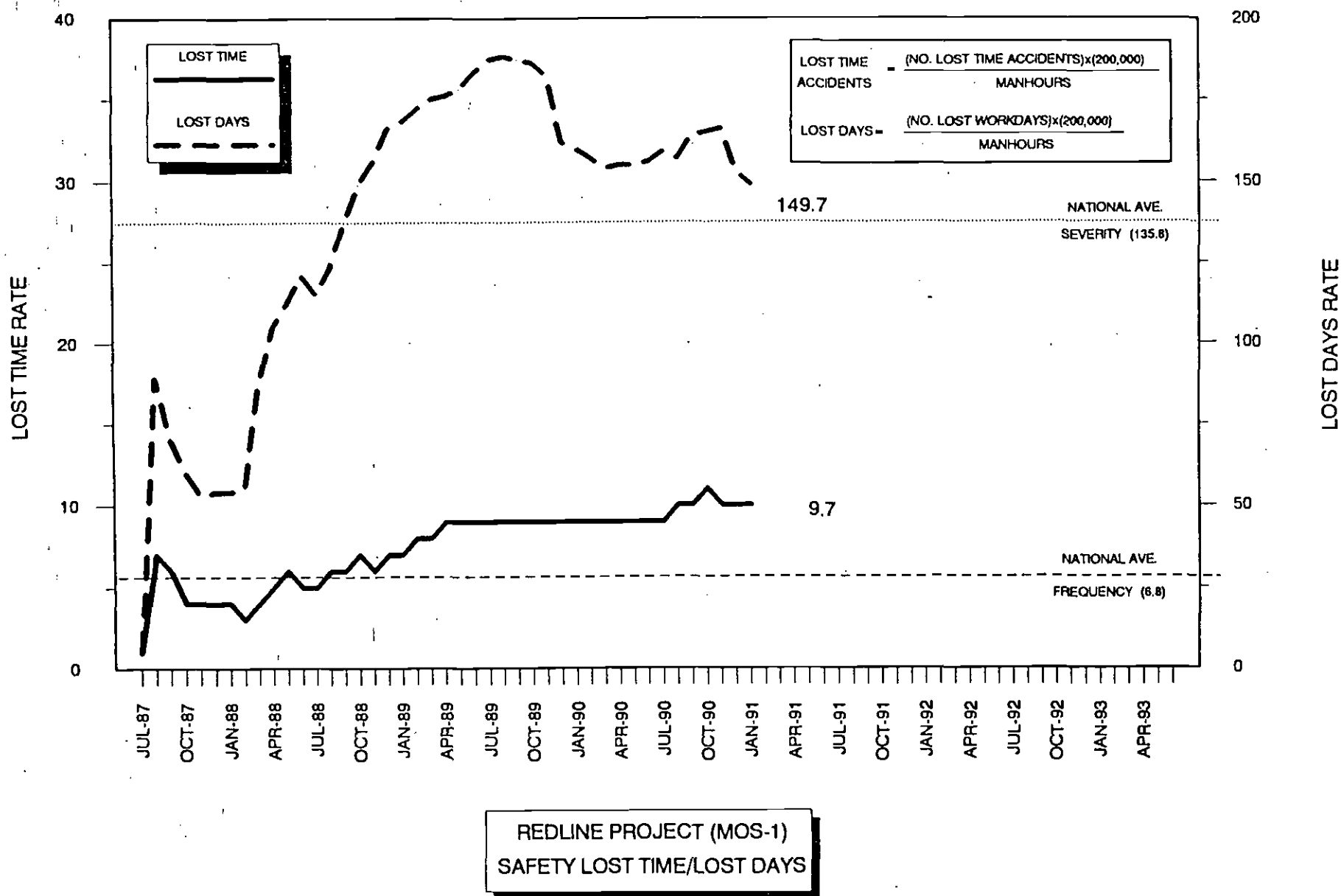




MOS-1 REAL ESTATE - STATUS SUMMARY

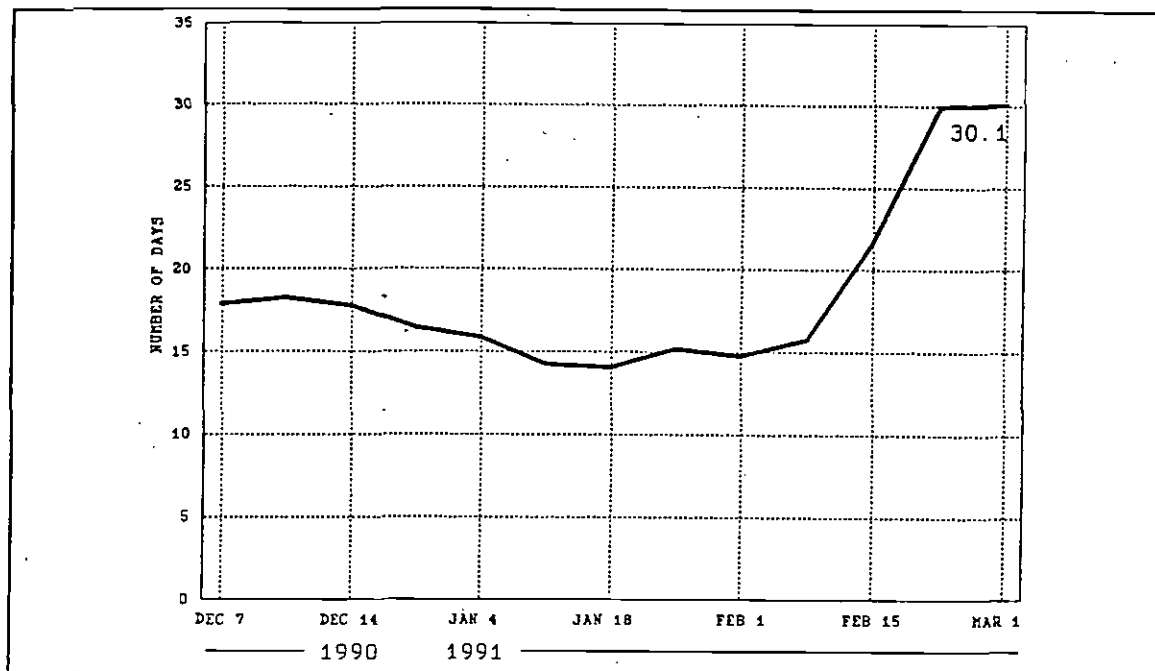
CCU	NO. OF PARCELS	NUMBER CERT'D	JUST COMP APPROVED	OFFERS MADE	AGR'MT SIGNED	CONDEM- NATION	CLOSED PARCELS	OPEN/ROP PARCELS	PARCELS AVAIL	PARCELS NOT AVAILABLE
A112	1	1	1	1	1	0	1	0	1	0
A130	16	16	16	16	12	4	14	2	16	0
A135	7	7	7	7	5	2	4	3	7	0
A141	18	18	18	18	18	0	17	1	18	0
A145	13	13	13	13	12	1	11	2	13	0
A146	11	11	11	11	4	7	7	4	11	0
A165	3	3	3	3	1	2	2	1	3	0
A171	14	14	14	14	13	1	14	0	14	0
A175	10	10	10	10	5	5	9	1	10	0
A610	1	1	1	1	1	0	1	0	1	0
TOTAL	94	94	94	94	72	22	80	14	94	0

ALL OF THE REAL ESTATE REQUIRED FOR MOS-1 CONSTRUCTION IS AVAILABLE EITHER UNDER OWNERSHIP BY THE DISTRICT OR UNDER A RIGHT-OF-ENTRY. THERE ARE 14 PARCELS WHICH ARE CURRENTLY IN THE ACQUISITION PROCESS.



Total manhours as of January 1991: 8,208,798

**Average Days to Invoice Payment
(4 Week Moving Average)**



The following is a list of the actual number of invoices and dollar amounts of invoice payments for the past three months.

Week Ending Date	Invoices Paid		Outstanding Invoices 30 days & Under		Outstanding Invoices Over 30 days	
	Invoices	\$ Amount	Number	\$ Amount	Number	\$ Amount
12/07/90	8	4,569,319				
12/14/90	15	7,581,545				
12/21/90	14	7,801,858				
12/28/90	7	1,716,301	-	-	-	-
Total	44	21,669,023				
01/04/91	7	2,774,108				
01/11/91	7	1,642,074				
01/18/91	4	1,812,670				
01/25/91	15	3,350,497	-	-	-	-
Total	33	9,579,349				
02/01/91	15	4,853,587				
02/08/91	5	3,130,354				
02/15/91	7	404,477				
02/22/91	5	2,807,516				
03/01/91	10	2,013,925	27	10,506,756	11	4,792,359
Total	42	13,209,859				

EXECUTIVE SUMMARY

COST STATUS

The Metro Red Line MOS-2 current budget is \$1,446 million with a current forecast of \$1,446 million. The cashflow plan reflects a total project expenditure to date of \$70.1 million or 5% of the total forecast. The project commitments to date are \$77.5 million which are primarily for Design Consultant and Real Estate Contracts.

The following items have been identified this month as potential cost increases and trend notices have been issued or are in process: refined construction estimates; the Owner Controlled Insurance Plan revision based on updated estimates and premiums; and utility work at Contract B251 to resolve the interference between the station box and a sanitary sewer line.

SCHEDULE STATUS

The Master Schedule update with status through March 1, 1991, shows that the project is currently on schedule.

The critical path for the Wilshire Line is through the Wilshire/Vermont Station and Line, Stage I, Contract B211, installation of systems, and the integrated testing with ROD in July 1996. The critical path for the Vermont/Hollywood Line is through the Hollywood/Western Station and Tunnels, Contract B271, installation of systems, and the integrated testing with ROD in September 1998.

PROFESSIONAL SERVICES

The overall MOS-2 design is approximately 48% complete versus the planned 54% completion. Construction commenced in February 1991 with the release of Contract B231, Wilshire/Western Station. The next Notice to Proceed is scheduled for April 1991 for Contract B201 Wilshire/Alvarado to Wilshire/Vermont Line.

REAL ESTATE

There are 67 parcels of land required for MOS-2 with status as follows: 16 full takes, 4 partial takes, 44 subsurface easements, and 3 temporary construction easements. These acquisitions will involve the relocation of approximately 114 commercial businesses. To date 4 MOS-2 parcels have been acquired, 23 offers to purchase are open, and 4 condemnations have been obtained from the Los Angeles Superior Court.

CONSTRUCTION/PROCUREMENT

To date no safety incidents have been reported as no construction contracts have been issued Notice to Proceed. Reporting on safety-related issues is anticipated to begin in early 1991.

AREAS OF CONCERN

1. Contracts B211 and B215 Alternate Design Schedule Impact

Concern: Schedule impact, creating six days of negative float, as a result of repackaging Contracts B211 and B215 to allow construction to begin on the station box structure prior to obtaining all required property.

Action: MRTC and LACTC Real Estate will evaluate schedule to ascertain if the delay to the project can be shortened. Systems schedules will be rescheduled to eliminate negative float.

2. Contract B211 Critical Path

Concern: The critical path for the Wilshire Line changed from Contract B221 Wilshire/Normandie Tunnel & Station to Contract B211 Wilshire/Vermont Station due to a 5 month re-evaluation of Contract duration from 30 months to 35 months for B211.

Action: Contract B211 becomes critical. Review of interface milestones next month to determine impact on Wilshire Corridor ROD.

3. Contract B218 Asbestos

Concern: Time extension required to Contract B218 Demolition contract due to discovery of asbestos in building.

Action: Extension of one month given to Contract. No impact on critical path.

4. Cost Impact of B211 and B215 Alternate

Concern: Acquisition of property B2-117 now includes both parking lot and building. Cost to change design and construction over \$9 million.

Action: Approval of LACTC required.

KEY ACTIVITIES - THIS MONTH

- Contract B231, Wilshire/Western Station, was issued Notice to Proceed.
- Issued Notice to Proceed to Section Designer for Contract B261, Vermont/Sunset Station.
- Completed bid documents for Contract B211, Wilshire/Vermont Station Stage I. However, the decision was made to bid the station box only and to modify the bid package accordingly.
- Prepared Geotechnical Design Summary Report (GDSR) for Contract B211, Wilshire/Vermont Station Stage I.

KEY ACTIVITIES - PLANNED FOR MARCH 1991

- Bid opening for Contract B221 Wilshire/Normandie Station and Line.
- Bid opening for Contract B201 Wilshire/Alvarado to Wilshire/Vermont Line.
- Complete installation of the construction fence at the B201 site. Lake draining to commence.
- Continue environmental assessment Stage II in the Wilshire Corridor and Vermont/Beverly Station areas.
- Begin demolition of Contract B218. Asbestos removal is complete.
- Delete entrance structure from construction documents for Contract B211, Wilshire/Vermont Station Stage I prior to advertising.
- Develop design package Contract B215, Wilshire/Vermont Station Stage II to include entrance structure.
- Develop preliminary design for Contract C301, Hollywood/Highland Station.
- Delete vertical cross-passages and include horizontal cross-passages for Contracts B201 and B251 per Fire Life Safety Committee requirements.

MRTC
Project: R81

RAIL CONSTRUCTION CORPORATION
METRO RED LINE MOS-2
Project Cost by Element

(\$ x 000's)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		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	918,566	53,890	56,837	(8)	3,127	337	2,401	7,586	930,539	11,973
S Professional Services	289,150	0	286,592	93	43,839	162	38,486	2,119	32,504	0	285,660	(932)
R Real Estate	79,827	0	76,734	23,629	35,278	(8,085)	35,478	5,990	35,230	0	72,338	(4,396)
F Utility Relocation	36,668	0	29,949	13	13	0	372	21	21	(1,487)	28,455	(1,494)
D Special Programs	2,044	0	2,047	60	150	(30)	150	19	52	0	7,056	5,009
C Project Reserve	145,743	0	132,544	0	0	0	0	0	0		127,486	(5,058)
A Project Revenue	0	0	0	0	0	(105)	(105)	(105)	(105)		(5,100)	(5,100)
Project Grand Total:	1,446,432	0	1,446,432	77,685	136,117	(8,066)	77,508	8,381	70,103	6,099	1,446,432	0

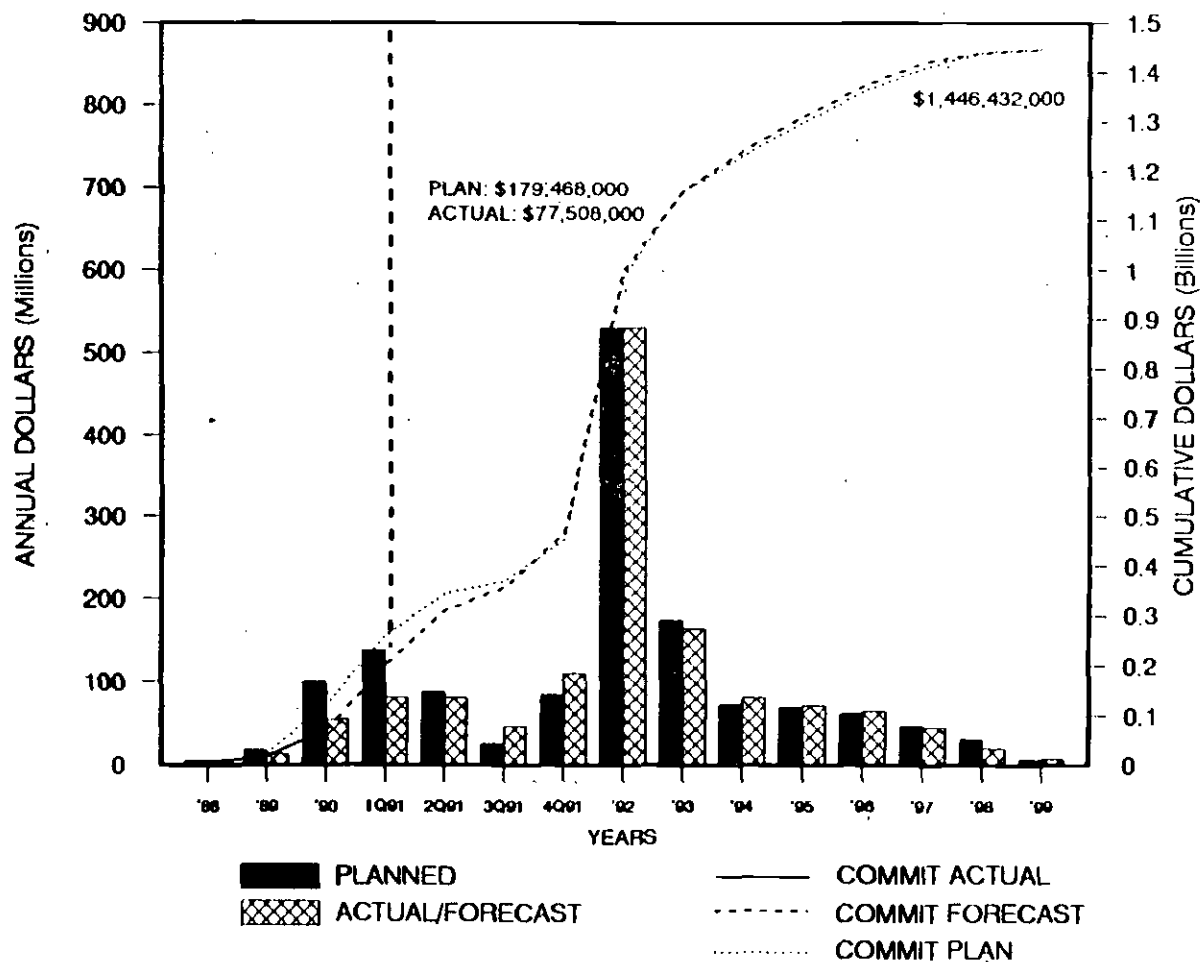
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

FUND SOURCE STATUS

(IN THOUSANDS OF DOLLARS)

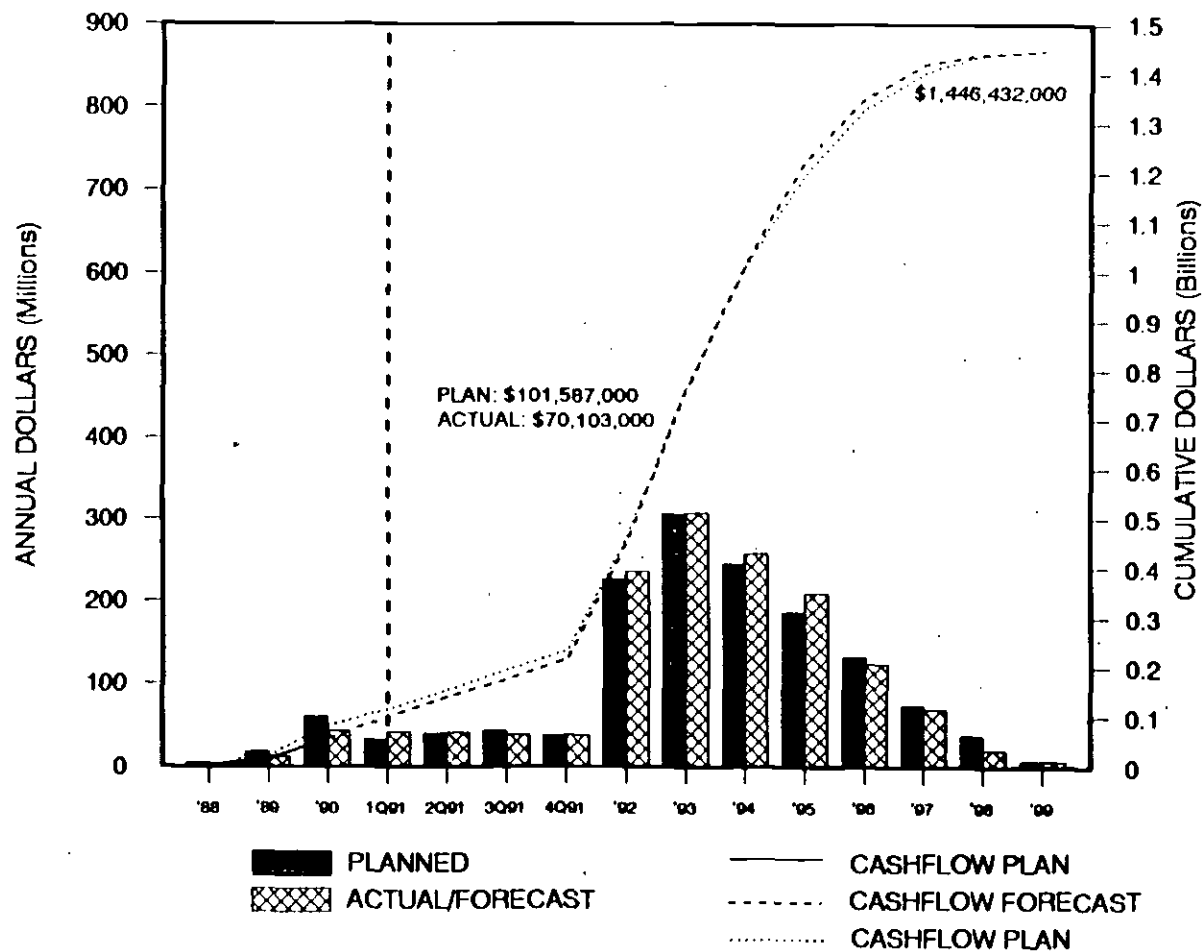
SOURCE	TOTAL ANTICIPATED FUNDS	TOTAL FUNDS RECEIVED	OBLIGATIONS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000,000	\$329,668,113	\$5,770,417	1%	\$4,627,694	1%	\$3,641,751	1%
STATE	\$186,000,000	\$0	\$0	0%	\$0	0%	\$0	0%
LACTC	\$439,432,667	\$0	\$71,737,583	16%	\$65,475,306	15%	\$57,552,437	13%
CITY OF L.A.	\$96,000,000	\$10,000,000	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS	\$58,000,000	\$0	\$0	0%		0%	\$0	0%
TOTAL	\$1,446,432,667	\$339,668,113	\$77,508,000	5%	\$70,103,000	5%	\$61,194,188	4%

PROJECT COMMITMENTS

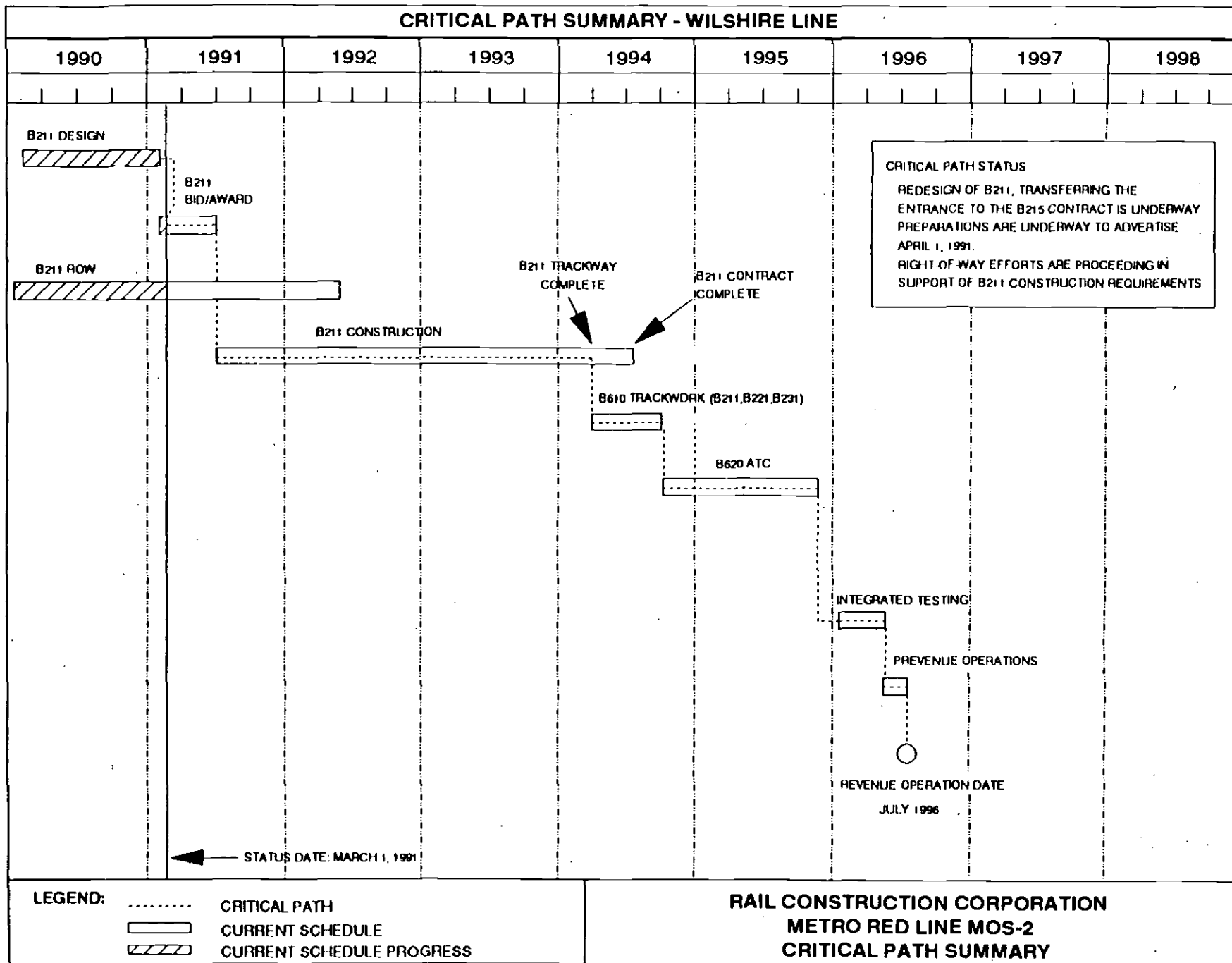


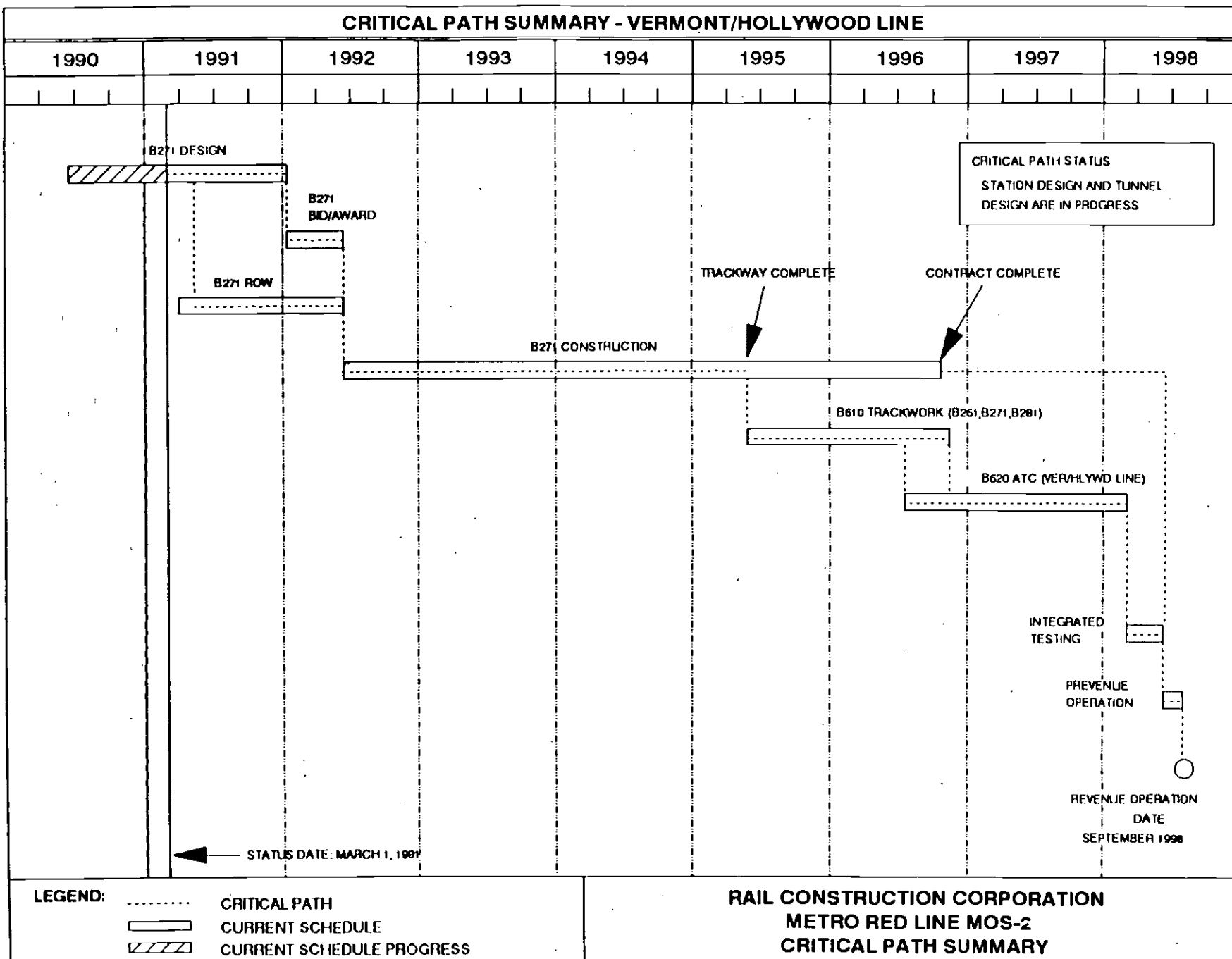
The Plan Line represents the UMTA Full Funding Grant Agreement. The variance between the actual and planned commitments are primarily due to later than planned NTP's for Contract B650 Passenger Vehicles (original NTP scheduled August 1990) for \$59,940 million and Contract B201 Wilshire/Alvarado to Wilshire/Vermont Line (original NTP scheduled December 1990) for \$40,545 million. Other contributing factors for this variance include later than originally scheduled NTP for the CM, Agency, OCIP and Specialty Contracts.

PROJECT CASHFLOW



The Plan Line represents the UMTA Full Funding Grant Agreement. The variance between the planned and actual expenditures are a result of the later than originally scheduled release of contracts, primarily Contract B201, B650, CM, OCIP, Agency and Specialty Contracts.





6 MONTH OUTLOOK

PROJECT STATUS / KEY EVENTS
METRO RED LINE

DATA DATE: MARCH 01, 1991

	CUMULATIVE		FEB. 1991		MARCH	APRIL	MAY	JUNE	JULY
	PLAN	ACTUAL	PLAN	ACTUAL					
In Progress	6	6				2	2		
Pre-final	4	4				1	1	3	
Final	4	4							1
TOTAL	14	14		0	0	3	3	3	1
AD Advertise	1	1	1			1			
BD Bid Date	2	2			2	1			
AW Award	2	2				2			
RE Real Estate Available	1	1						1	1
NTP Notice to Proceed	1	1	1			2			
CC Contract Complete						1			

NOTE: 1) REPORT REFLECTS ONLY CONTRACT PACKAGES FOR MAJOR SYSTEMS.

During February, Contract B201, Wilshire/Alvarado to Wilshire/Vermont was re-advertised. The advertisement date for Contract B211 was postponed from February 26 to April 19.

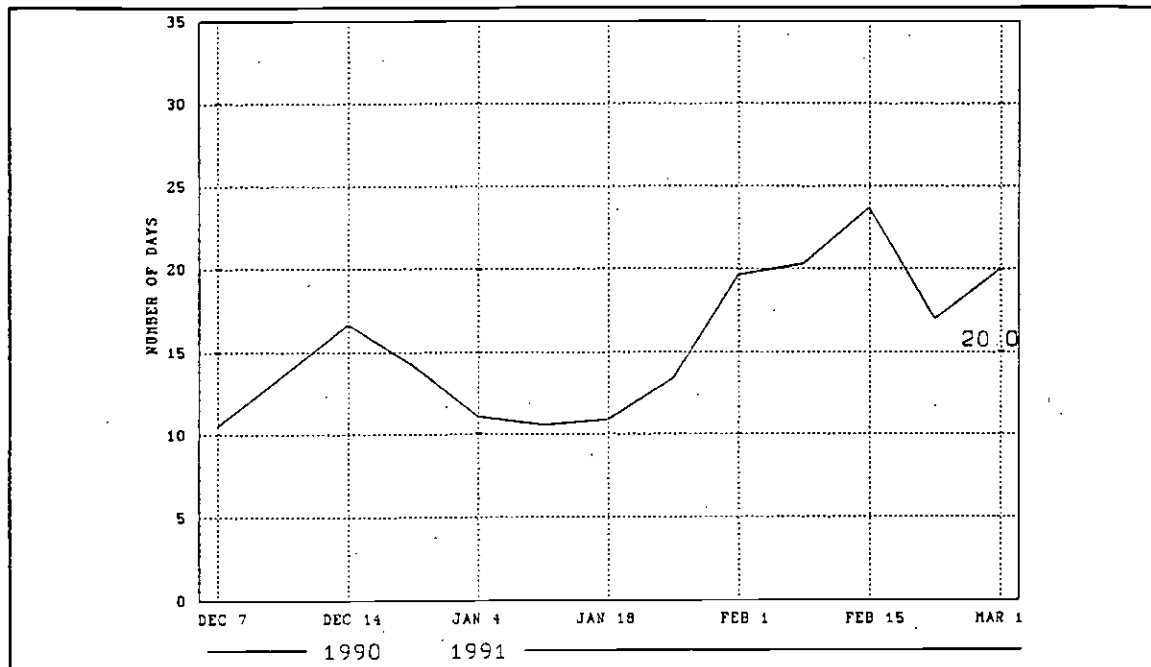
Real Estate - Status Summary

CCU	NO. OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEM- NATION	PARCELS AVAILABLE		PARCEL NOT AVAIL	CONSTRUCT NTP DATE
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT		PLAN	ACT		
B201	5	5	5	5	4	5	4	5	0	1	1	1	4	04/08/91
B211	5	4	4	3	3	4	4	4	0	2	3	1	4	07/25/91
B218	1	1	1	1	1	1	1	1	0	1	1	1	0	01/10/91
B221	15	15	13	15	13	15	12	10	6	0	2	0	15	04/24/91
B231	3	3	3	2	1	3	2	3	1	0	2	1	2	02/11/91
B241	2	0	0	0	0	0	0	0	0	0	0	0	2	01/06/93
B251	22	4	5	0	0	0	0	0	0	0	0	0	20	02/04/92
B252	3	0	0	0	0	0	0	0	0	0	0	0	5	06/24/92
B261	3	0	0	0	0	0	0	0	0	0	0	0	3	04/21/93
B271	7	0	0	0	0	0	0	0	0	0	0	0	7	06/04/92
B281	1	1	1	0	0	0	0	0	0	0	0	0	1	11/25/92
TOTAL	67	33	32	26	22	28	23	23	7	4	9	4	63	

During the month, parcels B2-187 and B2-188 were reassigned from contract B252 to Contract B251. One parcel B2-100 for Contract B201 was acquired. One offer was made for parcel B2-124 Contract B221, and one escrow for parcel B2-152 Contract B231 closed.

The status of the 67 parcels required for Metro Red Line MOS-2 is as follows: 16 full takes, 44 subsurface easements and three temporary construction easements. There are approximately 44 relocations associated with the full or partial takes.

**Average Days to Invoice Payment
(4 Week Moving Average)**



The following is a list of the actual number of invoices and dollar amounts of invoice payments for the past three months.

Week Ending Date	Invoices Paid		Outstanding Invoices 30 days & Under		Outstanding Invoices Over 30 days	
	Invoices	\$ Amount	Number	\$ Amount	Number	\$ Amount
12/07/90	2	9,375				
12/14/90	3	27,959				
12/21/90	8	2,391,130				
12/28/90	5	12,974	-	-	-	-
Total	18	2,441,438				
01/04/91	0	0				
01/11/91	2	60,878				
01/18/91	1	13,744				
01/25/91	7	1,693,648	-	-	-	-
Total	10	1,768,270				
02/01/91	1	332,726				
02/08/91	2	11,712				
02/15/91	5	1,810,271				
02/22/91	0	0				
03/01/91	2	170,409	16	4,470,604	22	604,702
Total	10	2,325,118				