

RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
The Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design:	
Expended to Date	1,241,518	Plan	100%
Current Budget	1,450,019	Actual	98%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	95%
Original	April 1992	Actual	94%
Forecast	June 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	213,804	Plan	80%
Current Budget	1,446,432	Actual	76%
Schedule Status		Construction:	
ROD: Wilshire Vermont/Hlywd		Plan	10%
Original Jul '96 Sep '98		Actual	9%
Forecast Jul '96 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	182,623	Plan	100%
Current Budget	716,000	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	27%
Original	October 1994	Actual	21%
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	131,836	Plan	100%
Current Budget	473,262	Actual	100%
Schedule Status		Construction:	
Revenue Operations Date for 3 lines:		Plan	34%
Original	October 1992	Actual	27%
Forecast	October 1992		
Forecast(Union Pac)	October 1993		

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

STATUS DATE: 05/01/92

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,556,544	2,829,275	12,722	1,886,233	21,003	1,405,371	25,051	1,371,660	2,919,791	90,516
PROFESSIONAL SERVICES	916,961	1,055,114	8,043	943,733	10,523	782,518	17,413	768,110	1,160,668	105,554
REAL ESTATE	247,495	301,211	632	244,306	420	235,243	497	235,237	324,243	23,032
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	0	82,756	500	67,442	491	66,922	97,458	9,036
SPECIAL PROGRAMS	7,668	14,110	(32)	2,194	19	927	22	850	21,822	7,712
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	133,334	(111,931)
PROJECT REVENUE	(18,115)	(43,675)	0	(8,205)	(21)	(6,348)	(25)	(7,579)	(91,675)	(48,000)
PROJECT GRAND TOTAL	4,136,684	4,489,722	21,365	3,151,017	32,444	2,485,153	43,449	2,435,200	4,565,641	75,919

BUDGET STATUS - APRIL 30, 1992
(in \$ Millions)

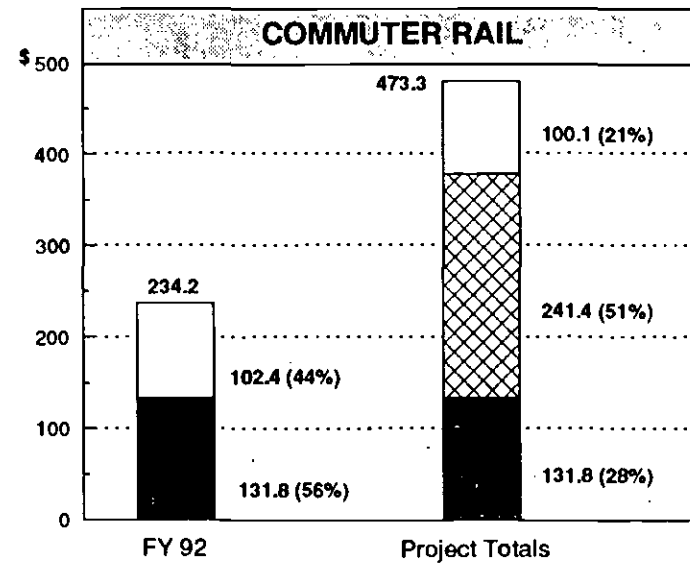
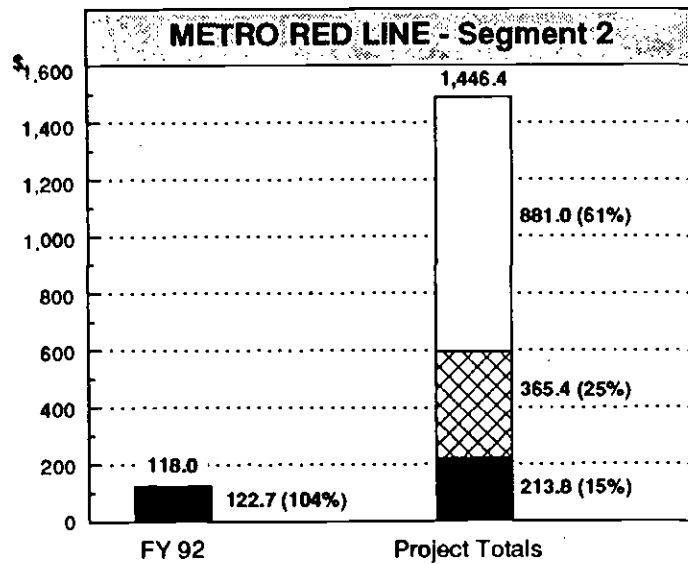
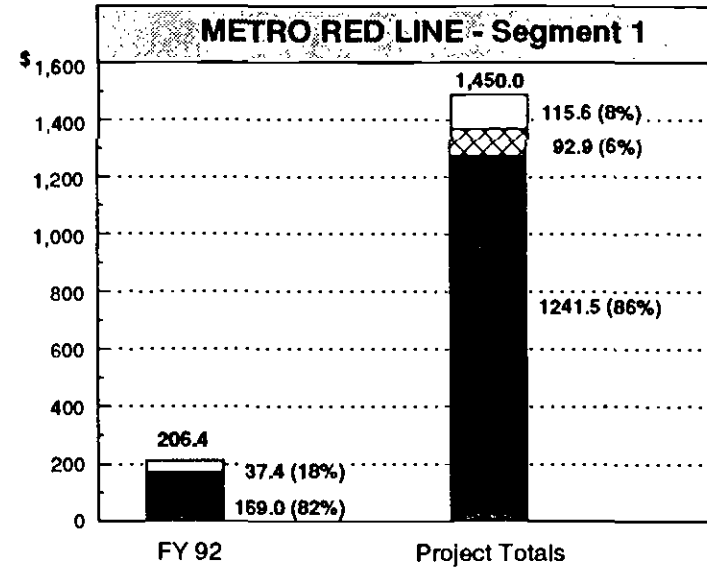
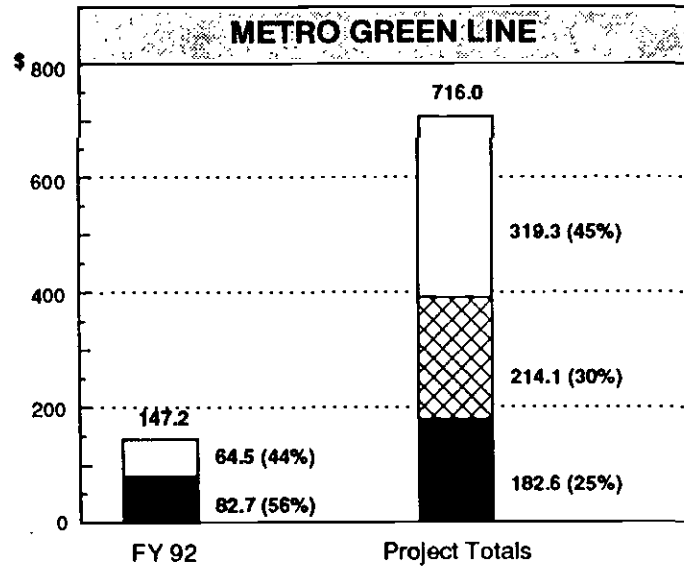


Figure 1 - Rail Construction Plan

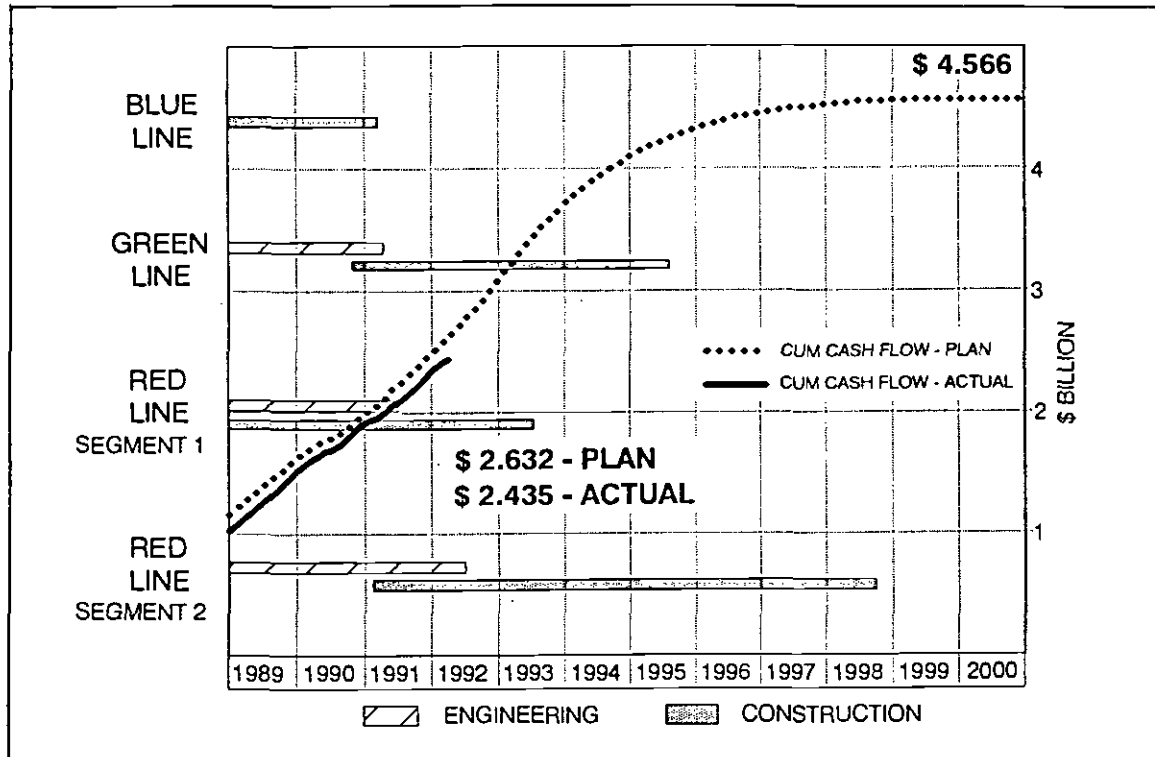


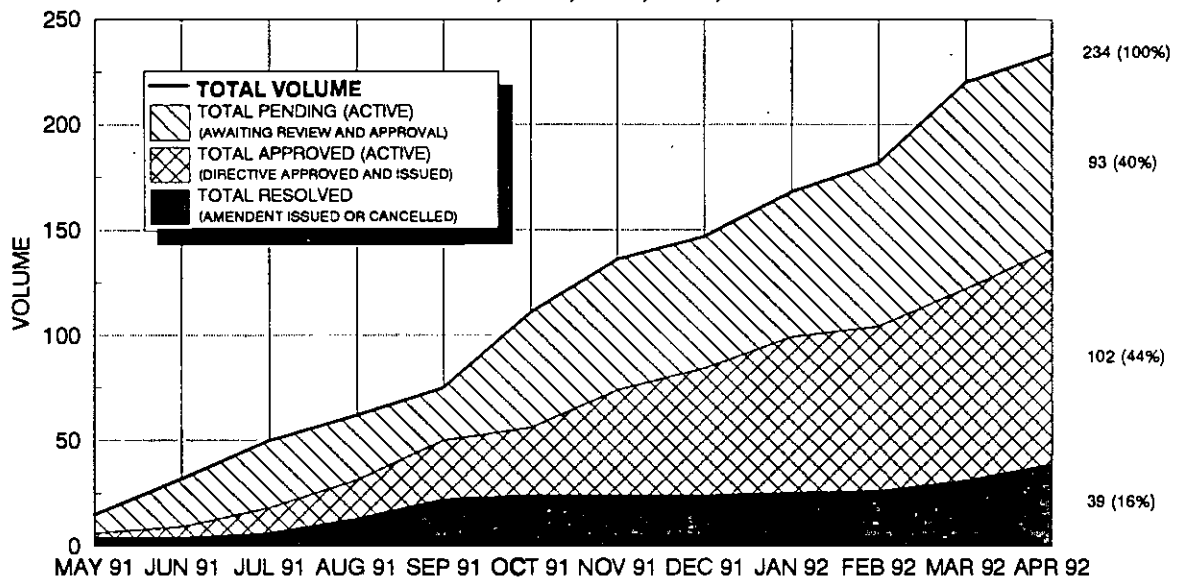
Figure 2 - Rail Construction Funding Sources

(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	28
FTA-SEC 9					90.6	6			90.6	2
STATE					213.1	15	186.0	13	399.1	9
LOCAL (PROP A)	877.2	100	792.0	100	176.6	12	439.4	30	2285.2	50
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	877.2	100	792.0	100	1450.0	100	1446.4	100	4565.6	100

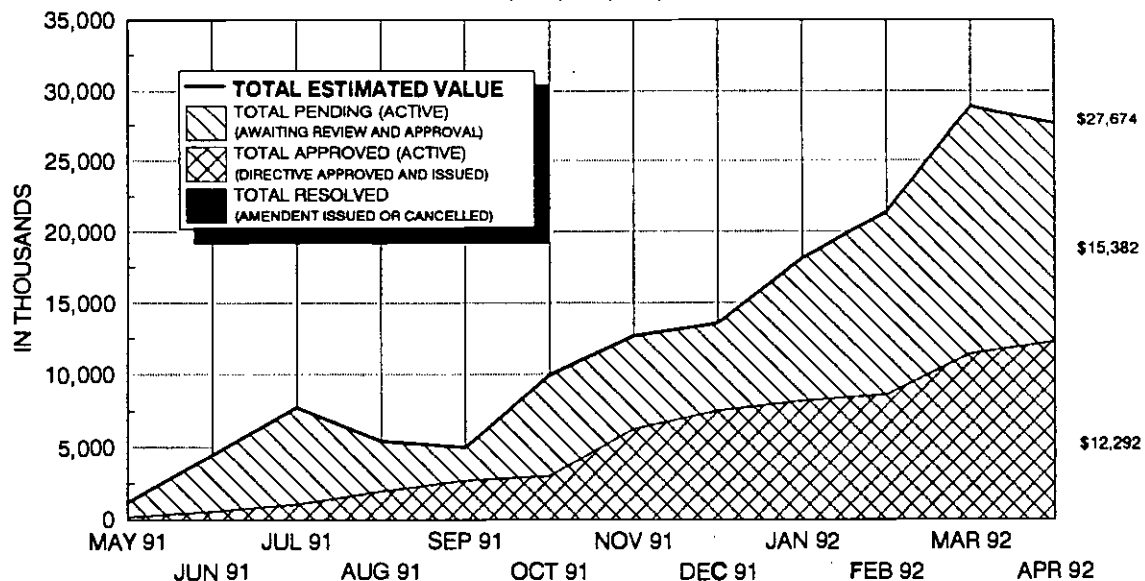
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE R05, R23, R80, R81, & R82**



AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	20	23	140	195
PERCENT	6%	10%	12%	72%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST VALUES
CUMULATIVE R05, R23, R80, R81, & R82**



EXECUTIVE SUMMARY

**CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 05/01/92**

(\$ = 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
R05: PASADENA LINE									1	7	1	7	1	7	0	0
R23: GREEN LINE	56	4,425					17	1,173	2	111	75	5,709	71	5,659	4	50
R80: RED LINE S1			3	453	52	7,563					55	8,016	54	9,327	1	(1,311)
R81: RED LINE S2			32	6,699	22	5,143			1	200	55	12,042	54	12,081	1	(39)
R82: RED LINE S3			9	1,900							9	1,900	9	1,900	0	0
CONTRACT TOTAL	65	5,863	44	9,052	74	12,706	17	1,173	4	318	204	29,112	COMMENTS:			
LAST MONTH	63	5,824	42	9,032	74	14,076	15	1,162	4	318	198	30,412				
VARIANCE	2	39	2	20	0	(1,370)	2	11	0	0	6	(1,300)				

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	73	33	35	5	167

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 160 positions are filled with regular full time staff and 22 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

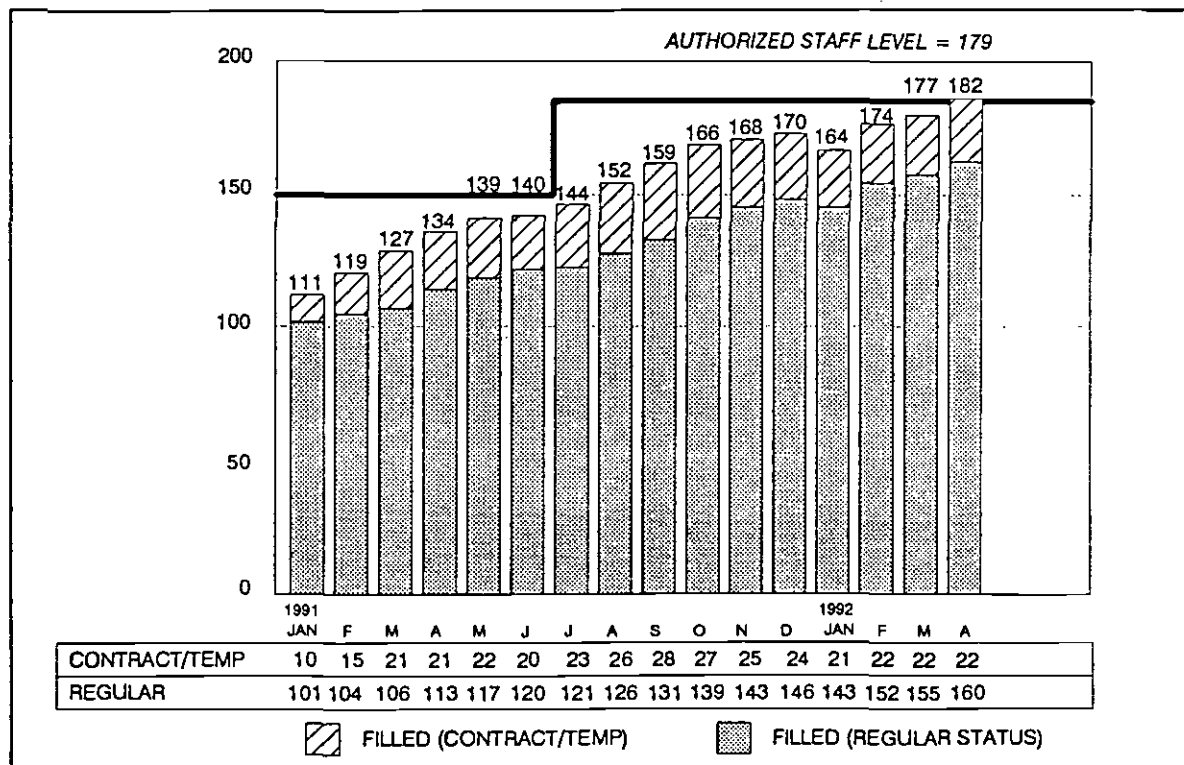
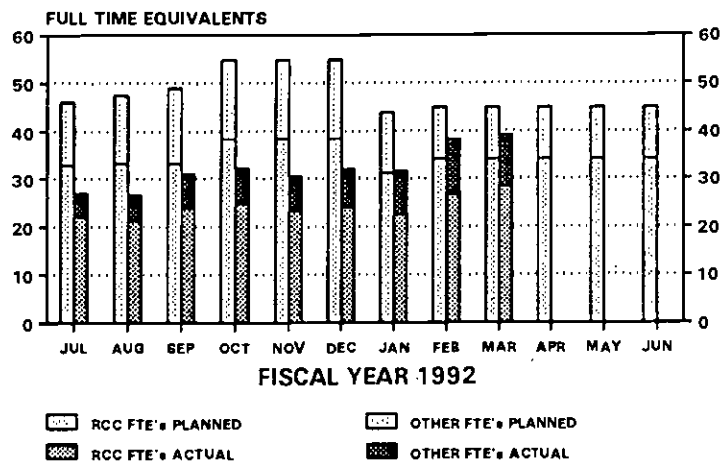


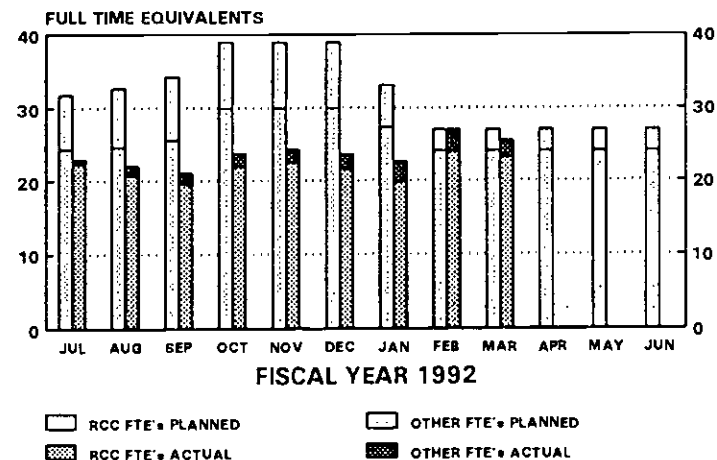
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



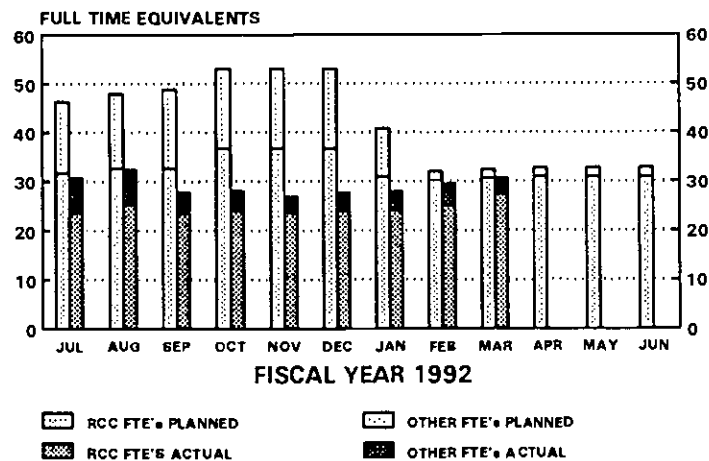
FY'92 Amended Budget implemented FEB'92

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



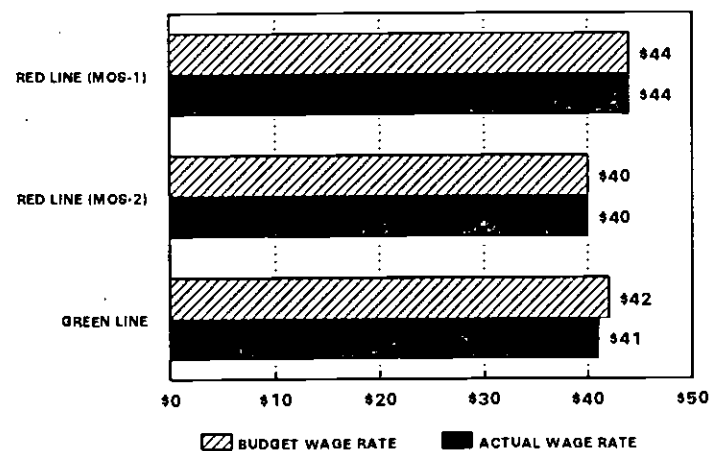
FY'92 Amended Budget implemented FEB'92

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'92 Amended Budget implemented FEB'92

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



*Salaries and Fringe Benefits Only

AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

Figure 5



RAIL CONSTRUCTION CORPORATION
EXECUTIVE SUMMARY LABOR DISTRIBUTION REPORT
 For Period: April 1992
 (All Figures in FTE Person Months)

Page: 1
 Date: 5/18/92
 Time: 2:18 pm

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	.8	9.8	1.8	5.7	0.0	18.9	1.4	7.2	4.1	17.6	2.4	7.4	10.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.5	66.6	87.5
	ACTUAL	1.0	11.2	.5	1.7	2.0	26.6	1.2	7.3	1.7	12.1	0.0	.2	6.5	59.0											6.5	59.0	
Area Teams																												
	BUDGET	0.0	.6	.9	7.1	0.0	4.2	.2	2.9	.1	5.0	.9	6.4	2.0	26.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.0	26.1	31.0
	ACTUAL	0.0	1.2	.8	6.3	0.0	4.3	0.0	2.6	1.0	11.6	.9	8.3	2.8	34.2											2.8	34.2	
FAST																												
	BUDGET	1.4	6.4	2.2	8.3	1.8	19.6	1.1	12.1	6.6	58.4	2.1	6.9	15.2	111.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15.2	111.7	146.7
	ACTUAL	.4	5.3	.5	3.9	.9	18.2	.7	13.2	7.1	61.7	.6	1.7	10.1	103.9											10.1	103.9	
Commuter Rail																												
	BUDGET	0.0	.7	0.0	0.0	0.0	.3	0.0	.2	0.0	2.1	0.0	0.0	0.0	3.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	3.4	3.4
	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	.5	18.1	13.6	53.5	30.9	252.4	24.7	217.1	34.4	260.3	2.4	15.4	106.3	816.8	3.3	27.3	2.4	76.7	41.3	123.8	18.8	288.4	65.8	516.2	172.0	1333.0	1681.0
	ACTUAL	1.2	22.7	5.4	27.9	26.3	242.8	23.2	214.7	29.0	242.1	4.7	19.8	89.7	770.1	0.0	28.8	3.0	83.6	19.3	36.5	35.3	354.9	57.6	503.7	147.3	1273.8	
COMMISSION TOTAL																												
	BUDGET	2.6	35.6	18.4	74.5	32.6	295.3	27.3	239.5	45.1	343.5	7.7	36.1	133.9	1024.5	3.3	27.3	2.4	76.7	41.3	123.8	18.8	288.4	65.8	516.2	199.6	1540.6	
	ACTUAL	2.6	40.3	7.2	39.8	29.2	292.3	25.1	237.8	38.8	327.5	6.2	29.9	109.1	967.5	0.0	28.8	3.0	83.6	19.3	36.5	35.3	354.9	57.6	503.7	166.7	1471.3	
ANNUAL BUDGET			60.8		112.2		360.6		294.2		434.0		56.0			33.8		81.5		210.4		326.0						1949.5

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%. The current cost forecast data for project administration costs totals 26% which exceeds the corporate goal by 6%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.3% of total program costs, the same figure as 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%	577,598	72.94%	821,385	56.65%	960,779	66.42%	3,017,249	66.09%	
REAL ESTATE	55,592	6.34%	29,232	3.69%	139,679	9.63%	99,740	6.90%	324,243	7.10%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	75,425	9.52%	217,418	14.99%	129,574	8.96%	492,004	10.78%	
CONSTR MGMT.	91,642	10.45%	72,889	9.20%	140,171	9.67%	131,790	9.11%	436,492	9.56%	
STAFF	17,655	2.01%	21,390	2.70%	100,386	6.92%	57,541	3.98%	196,972	4.31%	4%
OTHER	14,222	1.62%	15,030	1.90%	988	0.07%	26,782	1.85%	57,022	1.25%	
SUBTOTAL	193,106	22.01%	184,734	23.33%	458,963	31.65%	345,687	23.90%	1,182,490	25.90%	20%
CONTINGENCY	963	0.11%	14,153	1.79%	29,992	2.07%	88,226	6.10%	133,334	2.92%	
PROJECT REVENUE	(29,877)	-3.41%	(13,798)	-1.74%	0	0.00%	(48,000)	-3.32%	(91,675)	-2.01%	
GRAND TOTAL	877,271	100.00%	791,919	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,565,641	100.00%	

CONSTRUCTION SAFETY

The Safety Report has been excluded this month and will be resumed after a detailed review of the safety program statistics has been completed.

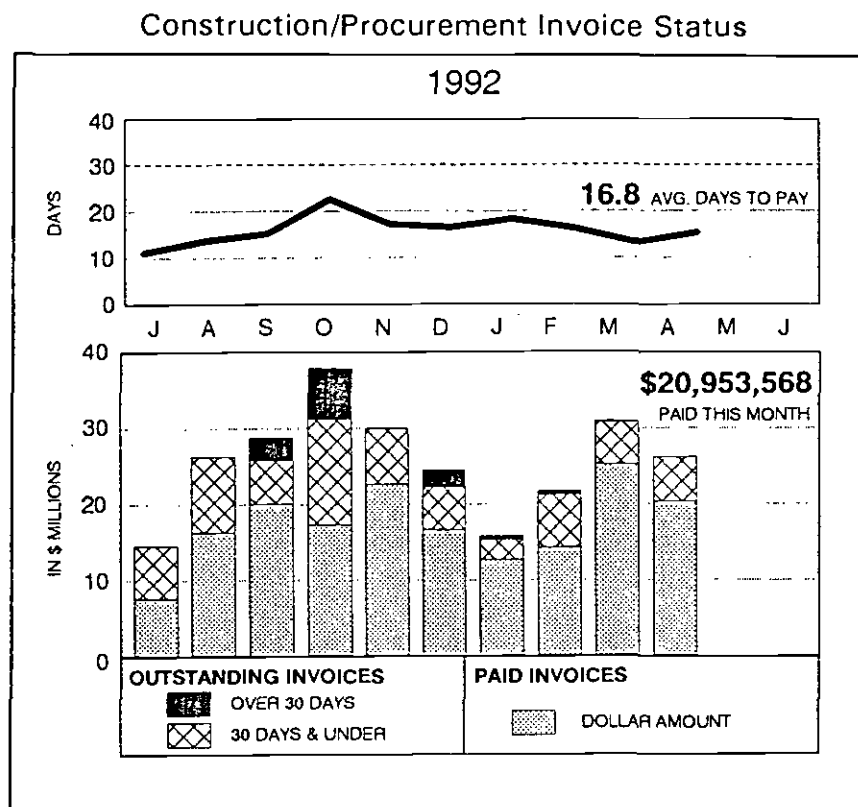
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 16.8 days.

- 44 invoices were paid this month for a total value of \$ 20,953,568.

- There were 18 outstanding Construction or Procurement invoices under 30 days old for \$ 5,982,930.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 69,660.



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
JAN 1992	3	2,739,635	1	466,820	44	4,660,958	30	1,314,546
FEB 1992	11	7,118,511	1	466,820	75	8,712,405	24	2,086,518
MAR 1992	13	5,816,794	1	69,660	53	7,909,876	23	1,962,201
APR 1992	18	5,982,930	1	69,660	56	9,482,166	24	1,333,396

METROLINK - COMMUTER RAIL**APRIL 1992
VEHICLE PROGRESS REPORT
PASSENGER COACHES (UTDC)****PROGRESS THIS PERIOD:**

- Data supporting total contract *dollar* value reduction, regarding Canadian Custom Duties and Processing Fees, still in detail review; have requested additional justification from UTDC, awaiting their response.
- Production rate of one vehicle per week has started and should increment to two per week in the month of May.
- Car #609 and 610 arrived in Midway Yard on April 27, totaling ten cars received in April; Cars #611 and #612 scheduled to arrive first week of May.
- Car #26 in "splice"; subsections for car #32 are positioned in assembly fixtures on shop floor.

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 has been revised and is under review.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL**APRIL 1992
VEHICLE PROGRESS REPORT
LOCOMOTIVES (GM)****PROGRESS THIS PERIOD:**

- Locomotive #1 undergoing initial series of shop tests; should be concluded first week of May.
(Note: Plant scheduled for shutdown April 27 - May 1.)
- Production of thirteen (13) locomotives in various stages on shop floor.
- Total quantity of locomotives presently remains at seventeen (17) - Base Order. (See below)

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Processing and cleanup of Change Orders and Change Notices.
- Exercising an option for two (2) additional locomotives (F59PH) is being initiated pending funding finalization/approval. These locomotives are anticipated to undergo engineering study and tests regarding modifications to both prime mover and HEP engines as part of the NOx emissions reduction program.
- Arrival of first locomotive in L.A. anticipated in June 1992.

CRITICAL NEEDS:

- None

RAIL CONSTRUCTION CORPORATION COMMUTER RAIL CONTRACTING SCHEDULE										
UPDATE: 24-Apr-92 PAGE: 8 of 10										
CONT NO	CONTRACT DESCRIPTION	CAMERA READY	ADVERTISE DATE	PRE-BID MEETING	SUBMISSION DATE	REPORT COMPLETE	SCRRRA APPROVAL		NOTICE TO PROCEED	RESPONSIBLE <i>Eng/Proj/Contracts/Proc/Coord</i>
C6090	MIDWAY TRACK & SIGNALS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	
C6150	EAST LINE POMONA AND COVINA STATIONS	28-Feb-92	03-Mar-92	17-Mar-92	12-Apr-92	01-Apr-92	08-May-92		20-Apr-92	Crary/Lotterman/
C6160	Seismic Retrofit	Mar '92	Mar '92	Apr '92	May '92	01-May-92	08-May-92		May '92	Minihan/Origel/
C6170	Riverside Station	May '92	May '92	June '92	July '92	Aug '92	Aug '92		Aug '92	Shah/Lotterman/
C6180	Glendale/Burbank Stations	Mar '92	Mar '92	Apr '92	Apr '92	Apr '92	Apr '92		Apr '92	Crary/Lotterman/
E0270	Engineering Services Staff Support	21-Feb-92	24-Feb-92		17-Mar-92	01-May-92	08-May-92		20-May-92	Rinard/Origel/
H2030	SIGNAGE FABRICATE INSTALL	Apr '92	Apr '92	N/A	May '92	01-May-92	08-May-92		Jun '92	Crary/Origel/
H2050	C.T.C. DISPATCH CENTER DESIGN & BUILD	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	Rinard/
MS003	Financial Clearing House	Feb '92	Mar '92		Apr '92	01-May-92	08-May-92		Apr '92	Colfax/Origel/
TBD	BROADWAY CONNECTOR	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
TBD	CONDUITS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
TBD	TAYLOR UNDERPASS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
C6190	Chatsworth Station	Apr '92	Apr '92	Apr '92	04-May-92	01-May-92	08-May-92		28-May-92	Crary/Origel/
H2070	Station Canopies	Apr '92	Apr '92	Apr '92	05-May-92	01-May-92	08-May-92		28-May-92	Crary/McFadden/
H2080	Laup Signs	Apr '92	Apr '92	Apr '92	06-May-92	01-May-92	08-May-92		28-May-92	Crary/McFadden/
ACTUAL DATE =					CHANGES SINCE THE LAST UPDATE= BOLD ITALICS					

A:COMMRAIL.APR

LACTC COST RECOVERY STATUS REPORT
as of 1/31/92

February 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)	10,150,808	5,867,435	5,950,773	5,427,163	523,610	0	See Page 2	LACTC \$ exposure/45 day ltr
HJO	C140	C140 Counterclaim	5,171,204	1,000,000	1,000,000	1,000,000	0	0	HJO Claim	Balance to EAO - TBD
	C117	Third Party Backcharges	35,674		Included in line above				Reduction (8/91)	
Long Beach	C335	LB Station Superstructures - Indirect	211,733						Pending Prop A	Follow with Long Beach
	Various	Long Beach Prop A Projects	183,673						Documenting claim	Develop addl documentation
LA-BSL	C117/C140	Betterments & Backcharges	788,848						In Neg - Most issues resolved	Will discuss shortly
LA-CRA	C510	105th Street Pedestrian Crossing	376,000	376,000					Agreed	Waiting on real estate
	C510	105th Street Land Issues	250,000						CRA appraisal scheduled 3/92	Appraisal now in process
LA-DPW	C117	Flower St. Improvements	2,146,803						Meeting soon	Revise attorney letter
	C140	8" Sewer Relocation	500,000						In Negotiation	Waiting for DPW analysis
	C140	Roof Drains	150,000						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	0	Cash Collected (2/92)	
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 Closeouts #1*	13,426,331	8,660,505		8,660,505			RTD responded on schedule	Close remainder. Review for backcharges and betterments
		Blue Line Work Order Closeouts #2	3,796,340						Balance of RTD work orders are in closeout process	
SPTC	C415/F208	Firestone Bridge	830,000	830,000	830,000	830,000	0	0	\$48,922 Cash Collected (2/92)	
	C510	105th Street Ped Crossing	17,700						Agmt at SPTC	Awaiting SP response on 105th
	C510	SPTC Share - Caldwell Ave, Ped Xing	32,550	32,550	32,550	32,550	0	0	Cash Collected (2/92)	
CNA Insurance	Various	Errors & Omissions	13,368,055						In Process	
BLUE LINE TOTALS			51,940,833	16,855,804	7,902,437	15,969,332	593,610	0		
RED LINE										
LA-BSL	A165	7th Street Streetscape	300,000						Addl bttrmnts 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	
CNA Insurance	Various	Errors & Omissions	5,755,000						In process	
RED LINE TOTALS			10,455,000	0	0	0	0	0		

* Release of LACTC obligations rather than cash recovery. Funds to be restored to Blue Line project budget.

18-Mar-92

RAIL PROGRAM STATUS SUMMARY

APRIL 1992

LACTC COST RECOVERY STATUS REPORT

February changes shaded

as of 1/31/92

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
OTHER LINES										
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	Closeout process started	Check status with Dehean
Pasadena		Route Refinement Study	150,000	150,000	104,788	104,788	0	45,214	Billed as Bechtel bill LACTC	Check status with Roselea
CalTrans	64K578	LAUPT Access Study	200,000	200,000	149,302	147,809	1,493	50,698		Check status with Ferguson
OTHER LINE TOTALS			915,000	915,000	558,688	557,193	1,493	350,314		
TOTAL CLAIMS IN PROCESS			83,311,733	17,770,004	8,481,123	18,528,525	595,103	350,314		
TOTAL CLAIMS RECOVERED (See Page 3)			7,090,232	8,857,581	8,958,788	8,958,788	0	(101,207)		
GRAND TOTALS			70,401,905	24,628,185	15,419,911	23,485,313	595,103	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	592,238	592,238	567,176	25,062	110,422	In progress	
Administration Charges			10,551	0	10,551		Negotiation with Cmptn started	Set mtg with Hanson
Mealy St - Environmental Assessment	87,899	84,284	84,284	84,284	0	3,415	Completed	
Administration Charges			1,320	0	1,320		Negotiation with Cmptn started	Set mtg with Hanson
SUBTOTALS	790,359	676,522	688,393	651,460	36,833			
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)	5,500,000	2,195,323	2,288,790	1,780,113	488,677			
Chevron Oil Relocation			415,210		415,210		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	5,282,380	4,775,703	488,677			
MC-5 TOTALS	(figures transferred to Page 1)	5,867,435	5,950,773	5,427,183	523,610			
OTHER MC-5 ISSUES								
Owens Corning / Mealy Street Spur	80,000						Contingent on MC-5 complete	Bill on completion

18-Mar-92

LACTC COST RECOVERY STATUS REPORT

as of 1/31/92

February 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	456,000	456,000	456,000	456,000	0	0	Cash Collected (7/91)	
	C415	Firestone Bridge - Indirect	232,651	0	0	0	0	0	Payment capped at \$456,000	
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	106,984	106,984	106,984	106,984	0	0	Cash Collected (7/91)	
Long Beach	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 Sts. 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		
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	
Lawndale		Costal Corridor Study	16,800	16,800	16,800	16,800	0	0	Cash Collected	
Redondo Beach		Costal Corridor Study	7,000	7,000	7,000	7,000	0	0	Cash Collected	
Torrance		Costal Corridor Study	46,200	46,200	46,200	46,200	0	0	Cash Collected	
BLUE LINE TOTALS			2,122,000	2,122,000	2,223,207	2,223,207	0	(101,207)		
TOTAL CLAIMS RECOVERED			7,090,232	6,857,581	6,958,788	6,958,788	0	(101,207)		
(figures transferred to Page 2)										

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						9 Manuals Resubmitted for Final Approval	June 92
P851R1	Hi-Rail Trucks						Truck Delivered;Completing Inspection/Repai	June 92
C355R	Long Beach Landscaping	O					Transferred to RCC	June 92

METRO PASADENA PROJECT
APRIL 1992 STATUS REPORT

EXECUTIVE SUMMARY

During the month of April, the Pasadena team engaged in a number of coordination activities with the Glendale Project Area team, with developers from Janss and Catellus, and with Civic Leaders in order to secure a defined alignment and yard location. Public Affairs is actively participating in the Grade Crossing Education program currently being conducted on the Blue Line with the intention of carrying on this vital safety issue forward to the Pasadena project from its earliest phases.

Preliminary Engineering progress centered on supporting alternate alignments and yard location studies. Advances were also made in finalizing Design Criteria, completing utility mapping of existing utilities, and developing Contract Unit Descriptions. To date, thirty-one percent of the baseline project scope has been accomplished.

Baseline documentation has started including an analysis of the EIR budget, the preparation of the Project schedule, and drafting of guideline specifications. At the conclusion of Preliminary Engineering, the Project scope, budget, and schedule will be presented to the Board for its review and approval.

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: Neither the Cornfield Site nor the Taylor Yard have been environmentally cleared nor have the Area teams approved either location for the eventual yard site.

Action: PMIC has approved funding for environmental studies to be performed for three potential Yard Sites.

Status: No contract has been awarded for the environmental impact work. Until a final site is cleared, Maintenance Facility design cannot be completed which could delay Project Adoption.

Civic Center West Development

- Concern:** The Civic Center West Development, a portion of which will be constructed over the Santa Fe Right of Way is projected to begin construction by the third quarter of 1992. Approval by the City of funding one-half of the cost of performing grade separation preliminary engineering indicates their preference for this option over an at grade alignment through Colorado Boulevard. This differs markedly from the developers plans which are based on an at grade alignment. If grade separation became the eventual method of construction, Janss Development would have to dramatically change their structural design.
- Action:** The Pasadena team has reviewed the developers plan check drawings and provided comments regarding the LRT operational and safety requirements which must be satisfied.
- Status:** The developer (Janss Corporation) has submitted a grade separated interface option to the RCC for review. The RCC has provided comments to the Janss proposal and will meet with the developer during the month of May.
- PMIC approved funding of one-half of the cost of Preliminary Engineering for the Grade Separation alternative. The City of Pasadena previously agreed to fund the remaining one-half of the cost for the design.

Santa Fe Right Of Way Access

- Concern:** Access to the Santa Fe Alignment east of the Los Angeles River is required by April 30, 1992 for surveying, potholing and other design control activities. Access for construction is required one year later (4/30/93). Failure to meet either date would result in a delay to the project.
- Status:** The Pasadena team met with representatives of ATSF and Commuter Rail to discuss the Light Rail schedule. The ATSF contingent has proposed to retain operating rights to the Pasadena subdivision into the second quarter of 1993. The Pasadena team demonstrated the impact that this would have on the Project schedule, focusing the attention on a slip to the Revenue Operations Date. With the assistance of the Commuter Rail staff, alternate options are being sought which would serve to accelerate the removal of ATSF operations from the alignment.

KEY ACTIVITIES - APRIL

- The EMC prepared a high speed alignment plan and profile along College Ave. for Area Team consideration 4/24/92.
- Geotechnical and Environmental Audit work continued along the alignment. The Geotechnical borings will be completed by 5/15/92 and the report will be submitted two weeks later.
- The Pasadena team reviewed the Glendale/Pasadena Wye connection as revised by Bechtel Corporation for the Glendale EIR based on technical comments submitted by the RCC.
- Members of the team met with Korve (Representing Catellus) regarding the Light Rail interface with the Terminal Annex property. This liaison continues in an attempt to clarify all outstanding issues between the Pasadena alignment and proposed developments on the Terminal Annex property.
- RCC forwarded comments to the Master Cooperative Agreement to the City of Pasadena.
- Maintenance Facility design comments were received from the RTD in April. Based on input from the Operations Group, the remainder of Preliminary Design (based on a Cornfield location) will be completed.

KEY ACTIVITIES - PLANNED FOR MAY

- Pasadena staff will draft an agenda item for PMIC and RCC Board approvals regarding approval of Phase II Preliminary Engineering (From the L.A. River to Sierra Madre Villa). Item will be ready for June Board agendas.
- A draft of the Contract Unit Descriptions for the project will be presented to the RCC by May 22, 1992.
- The EMC will present the Pasadena Project Schedule to the RCC for review (5/20/92).
- RCC will continue to review the Civic Center West drawings to ensure all LRT interface requirements are met.
- RCC to present alignment alternatives assessment to Area Team Management on 5/12/92.

- RCC will initiate negotiations with the EMC for Phase II Preliminary Engineering (5/22/92).
- RCC will complete the review cycle and finalize the Master Cooperative Agreement with the City of Los Angeles and send it to the City for signature (5/28/92).

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 716
- Current Forecast 792

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 27%
 - Actual 21%
- The stop work order was released on Contract H1100 (Automatic Train Control).
- Bids were opened for Contract C0501 (Systems Facilities Sites) April 24, 1992.
- Revised vehicle design criteria issued April 24, 1992.

REAL ESTATE

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
MARCH	40	39	1	0	0
FEBRUARY	40	39	1	0	0

AREAS OF CONCERN

NEW

Potential Change to Contract P1800 (Special Trackwork Procurement)

Concern: A proposed design change is coming in after the Contract P1800 contractor, Bethlehem Steel, has started the manufacturing process. This change of the location and quantity of insulated joints, if effected, will delay the manufacturing and delivery two to three months. This delay will impact Contract C0600 (Century Trackwork Installation) and consequently, the follow-on systems contracts, such as Contract H1400 (Overhead Contact System), Contract H1100 (Automatic Train Control) and Contract H0832 (Cable Transmission System).

These changes are further complicated by the impending sale of the trackwork division of Bethlehem Steel. The contractor has indicated that they are committed to the manufacturing and delivery of special trackwork up to the end of this year only per their current schedule and they are not willing to commit to an extended schedule.

Action: Discussions between RCC and OKA to resolve these issues are ongoing. OKA is requesting Bethlehem Steel provide an up-to-date schedule and recovery plan.

Status: The P1800 contract is currently on hold. The first delivery milestone scheduled July 1, 1992 has been impacted.

Contract C0600 (Century Trackwork Installation) Ballast Compaction

Concern: Verbal direction from RCC and transmitted by OKA to the contractor, Morrison-Knudsen, to provide additional compaction of the first layer of ballast is in conflict with the contract requirements. Subsequent correspondence between RCC and the designer is unclear. In the absence of a design change notice, OKA must abide by the existing specifications.

Action: OKA will direct the Contract C0600 contractor to comply with the contract provisions, and not compact the first layer of ballast on remaining Caltrans contracts pending receipt of written direction from RCC.

Status: The first layer of ballast was compacted on CALTRANS Project CT032 by the Contract C0600 contractor. OKA has documented the labor expended for this operation which will be summarized for payment.

Contract C0600 (Century Trackwork Installation) and Caltrans LRT Contracts Additional Subballast Work

- Concern:** Subballast elevations on Caltrans Projects CT032 (Lemoli to Wilton) and CT044-1 (Santa Fe to Atlantic) were significantly out of tolerance causing a change order to be issued to the Contract C0600 contractor to provide additional subballast. This change order needs to be backcharged to appropriate Caltrans contractors.
- Action:** To minimize the possibility of similar situations, RCC is directing TRANSCAL to prepare grid grades for the remaining Caltrans contracts which OKA will transmit to Caltrans and monitor.
- Status:** RCC, TRANSCAL and OKA have conducted a series of meetings to establish grid grades and procedures for controlling Caltrans future grade and subballast installations. These will be distributed to Caltrans May, 1992.

Systems Contracts Modifications

- Concern:** OKA was notified of the intent to delete the east end of the non-revenue connector complex which may necessitate the preparation of changes and negotiations with the following systems contracts: P1800 (Special Trackwork Procurement), C0600 (Century Trackwork Installation), H1100 (Automatic Train Control), H1200 (Traction Power Supply System), and H1400 (Overhead Contact System). The schedule and cost impacts may exceed the identified cost and maintenance savings. Operational impacts must also be analyzed.
- Action:** TRANSCAL has been directed to prepare these change notices.
- Status:** OKA has notified the Contract P1800 special trackwork supplier, Bethlehem Steel Corporation, to stop the fabrication of switches for this area. Bethlehem has identified design and production costs already expended which have significantly reduced anticipated savings.

Caltrans Project CT046 (Vermont to Main)/Contract C0600 (Century Trackwork Installation) Access Date Conflict

- Concern:** Site access for Century trackwork installation, scheduled May 1, 1992, will be withheld until the contract milestone is satisfied and construction is complete. Complete access is expected August, 1992, as currently forecast.
- Action:** All work-arounds are being explored. The Caltrans contractor is being requested to control its schedule and the subcontractor's schedule. Partial access to allow the Contract C0600 contractor an opportunity to start work

in small areas is being pursued. OKA is publishing a contractor's schedule for the remaining LRT work which will be used by OKA, Caltrans and the contractor to measure progress and forecast turnover dates .

Status: The Contract C0600 contractor will be given access to the structures as soon as they become available. The contractor's schedule is being developed and revisions may be incorporated into the LRT change order as part of the requirements for the LRT facilities.

ONGOING

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

Concern: Bids for Contract CT043-2 were opened on January 9, 1992 and award was made March 25, 1992. The current contract duration is 300 calendar days with no mention of early access for the LRT portion. This omission will deny site access to the trackwork contractor on the contractually identified date of November 2, 1992. The delayed trackwork installation will impact the follow-on systems contracts and will potentially cause delay damage costs.

Action: The LRT special provisions for establishing a November 2, 1992 rail access date were not included in the bid documents. OKA will review the feasibility of adding the provisions by change order or accelerating the guideway construction from the crossover at the west end of the Norwalk Station to the west end of the contract. Caltrans is "partnering" with the proposed contractor and has added the access date as a partnering goal.

Status: Agreements at the partnering session held April 22 - 23, 1992 will help identify the critical work suffering the greatest impact to dominate the schedule priorities on the contract. The partners agreed to designate a coordinator who will coordinate the contract as an impartial designee. The coordinator will hear and resolve scheduling coordination problems. In absence of any formal milestones, this option is the most equitable solution. Staying within the goals of the contract the parties agreed to measure success using LRT milestones as a benchmark.

Caltrans Permits

Concern: Caltrans encroachment permits are required for each contract working on Caltrans right-of-way. The first requirement is for Contract C0600 (Century Trackwork Installation). The full permit is being held up due to Caltrans concerns over the stray current issue. A provisional permit for survey work and ballast installation (except at the bridges) has been issued. A second provisional permit (revised) has been issued allowing all work for the contract to proceed (except at six bridges).

Action: The RCC negotiated with Caltrans and recommended execution of a Contract C0600 option and/or change order. RCC is applying for all other permits. Clarification with OKA, RCC and Caltrans took place in March, 1992 which eliminated the Contract C0600 "double" permit requirement. Double permit requirements for the remaining permits being processed by the RCC will also be eliminated.

Status: The Contract C0600 contractor will be given access to the structures as soon as they become available. The contractor's schedule is being developed and it will be added to the LRT change order as part of the requirements for the LRT facilities.

Remedial Work: Caltrans Projects CT037 (La Cienega to Inglewood), CT044-1 (Santa Fe to Atlantic), CT046 (Vermont to Main) and CT047 (Atlantic to Garfield)

Concern: Documentation indicates that there are bent anchor bolts, incorrect anchor bolt sizes, lack of anchor bolt protection, lack of proper grounding, conduits not mandrelled and lack of continuity straps in the above Caltrans contracts. The remedial work, if not completed in a timely manner, could impact the follow-on systems Contracts H1200 (Traction Power Supply System) and H1400 (Overhead Contact System).

Action: In Project CT044-1, the deficient items were given to Caltrans as part of the punchlist requiring completion prior to LRT turnover. The Caltrans Resident Engineers on Contracts CT037, CT046 and CT047 have been informed of the deficiencies.

Status: Per Caltrans, corrective actions will be taken before final acceptance of the contracts. This course of action will be monitored against Contracts H1200, H1400 and C0600 (Century Trackwork Installation) schedule requirements.

Vehicle Delivery/Integrated Testing Conflict

Concern: The control line testing schedule has been affected by the January 16, 1992 termination of Contract P1900 (High Performance Transit Vehicles) and the creation of a new vehicle design criteria (VDC) for procurement of the transit vehicles, Contract P2000. It appears that Metro Green Line vehicles will not be available for systems integrated testing. In addition, driverless vehicles will not be available for operation until 1996.

Action: Initial revenue operations will utilize a manual system. When the two automated, driverless prototype cars become available, automatic train control and systems integrated testing will be performed.

Status: The VDC was released to the car building industry April, 1992. It calls for the delivery of two prototype vehicles by October 1, 1995. They are to be designed and manufactured for fully automated, driverless operation. The prototype cars will be used to test the wayside controls design and construction for a driverless operation.

RESOLVED

SCE Power Lines/Contract C0100 (Aerial Guideways) Conflict

Concern: The SCE line/tower raising work scheduled completion in May, 1992, is in conflict with the Contract C0100 contractor's scheduled activities at this area.

Action: The SCE line/tower raising work was completed April 13, 1992 (more than 30 days ahead of schedule).

Status: The completion of the SCE work has removed the concern of potential impact to the C0100 contractor's work.

KEY ACTIVITIES -- April

- Bids were opened for Contract C0501 (Systems Facilities Sites) April 24, 1992.

KEY ACTIVITIES -- Planned for May

- Contract H0833 (Radio Systems) bids will be opened May 12, 1992.
- Contract C0610 (El Segundo Trackwork Installation) bids will be opened May 13, 1992.
- Contract H0900 (Safety and Security Communications Systems) BAFOs are due May 22, 1992.
- Decisions will be made on the quantity, type and schedule for the Metro Green Line passenger vehicles so the procurement process and coordination with the Contract H1100 (Automatic Train Control) contractor may begin.

O'BRIEN-KREITZBERG
RCC
Project: R23

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

Page: 1
Report Date: 05/12/92
Status Date: 05/01/92

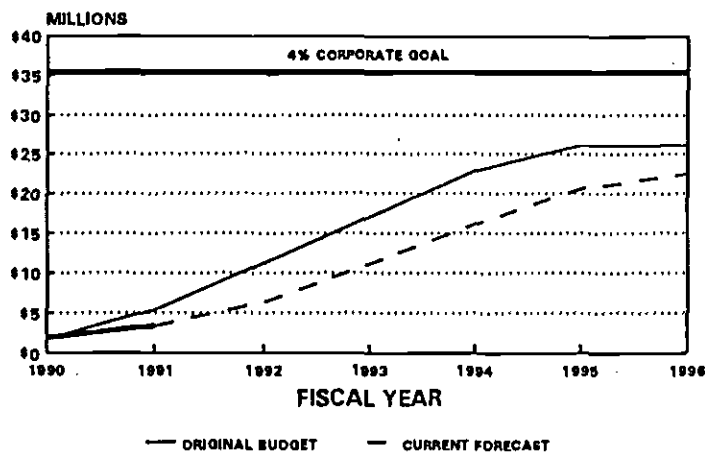
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Description		----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance (9-2)
		Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T	Construction	470,192	562,614	2,874	270,032	5,815	83,533	9,223	75,671	567,098	4,484
S	Professional Services	108,562	108,562	444	103,228	3,266	87,521	6,996	82,651	179,944	71,382
R	Real Estate	36,927	29,232	0	23,570	0	22,756	77	22,840	29,232	0
F	Utility/Agency Force Accounts	7,656	10,500	0	7,507	316	1,913	307	1,913	10,500	0
D	Special Programs	4,676	4,790	0	1,025	0	183	3	106	4,790	0
C	Contingency	59,613	14,100	0	0	0	0	0	0	14,153	53
A	Project Revenue	(16,626)	(13,798)	0	(8,649)	0	(559)	0	(559)	(13,798)	0
Project Grand Total :		671,000	716,000	3,318	396,713	9,397	195,347	16,607	182,623	791,919	75,919

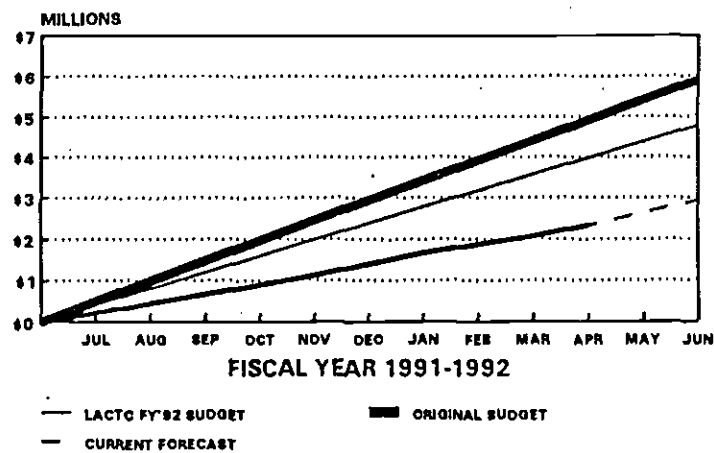
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC	\$792,000	\$110,908	\$267,884	34%	\$182,612	23%	\$182,612	23%
TOTAL	\$792,000	\$110,908	\$267,884	34%	\$182,612	23%	\$182,612	23%

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

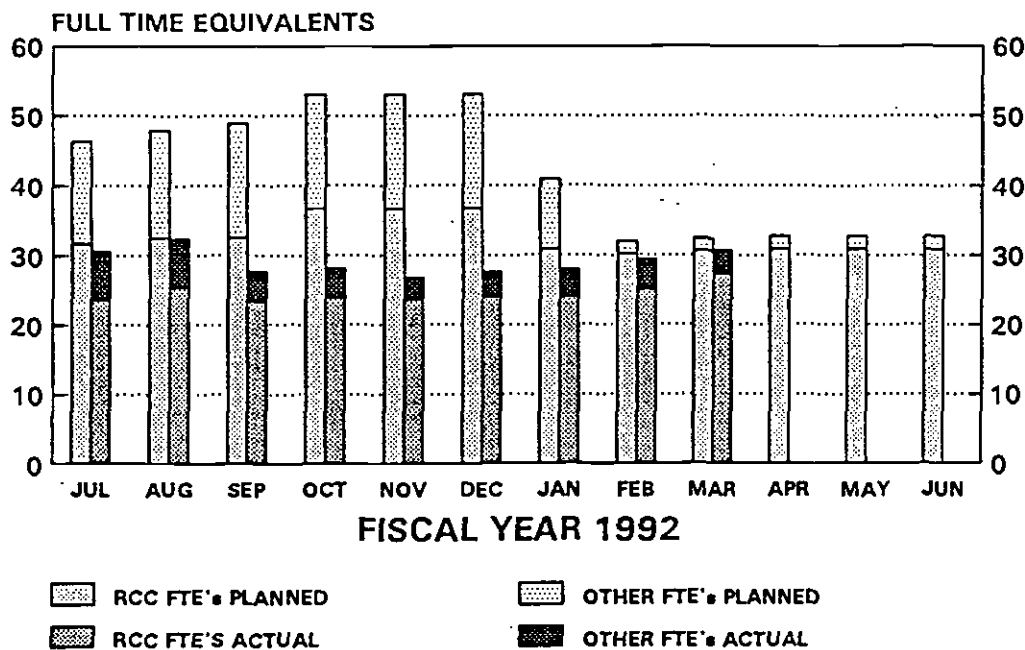
TOTAL PROJECT BUDGET	\$886,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$22,489
FORECAST % OF TOTAL PROJECT	2.5%
4% CORPORATE GOAL	\$35,440

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

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$2,943
ACTUAL \$ TO DATE	\$2,326

Revised forecast as of March 1992.

STAFFING PLAN VS. ACTUAL GREEN LINE



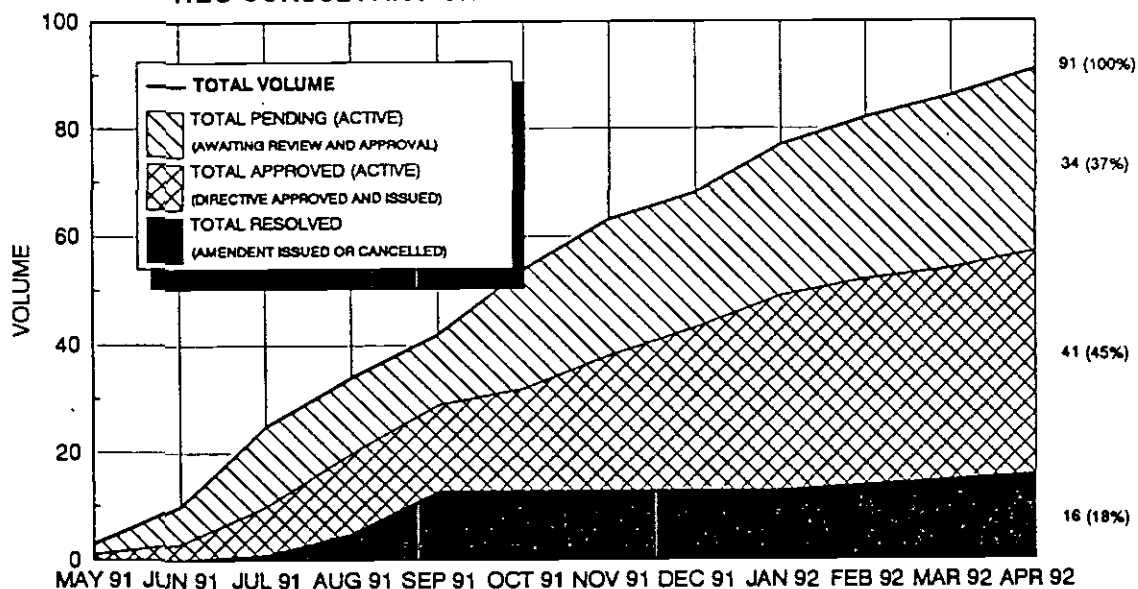
FY'92 Amended Budget implemented FEB'92

GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$41
RCC FTE's PLANNED	30
RCC FTE's ACTUAL	27
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	32
TOTAL FTE's ACTUAL	31

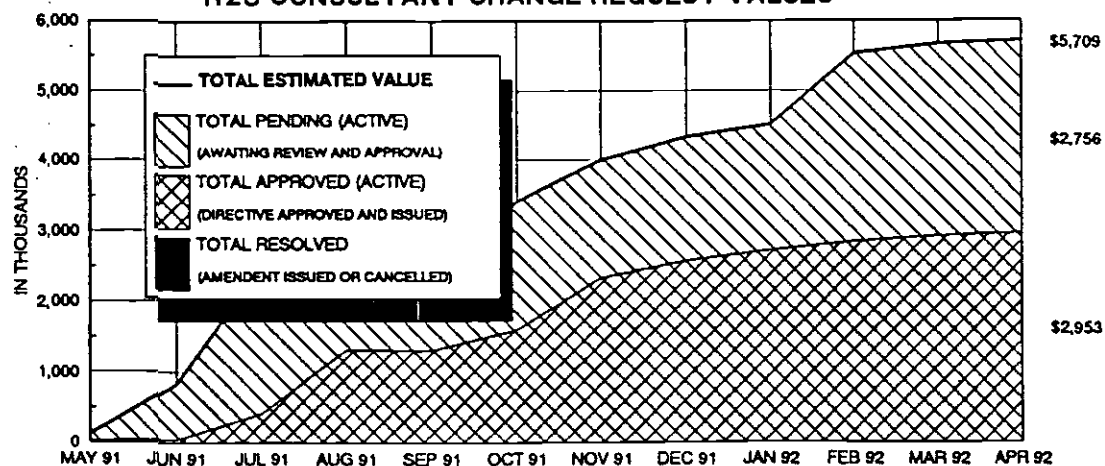
AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

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

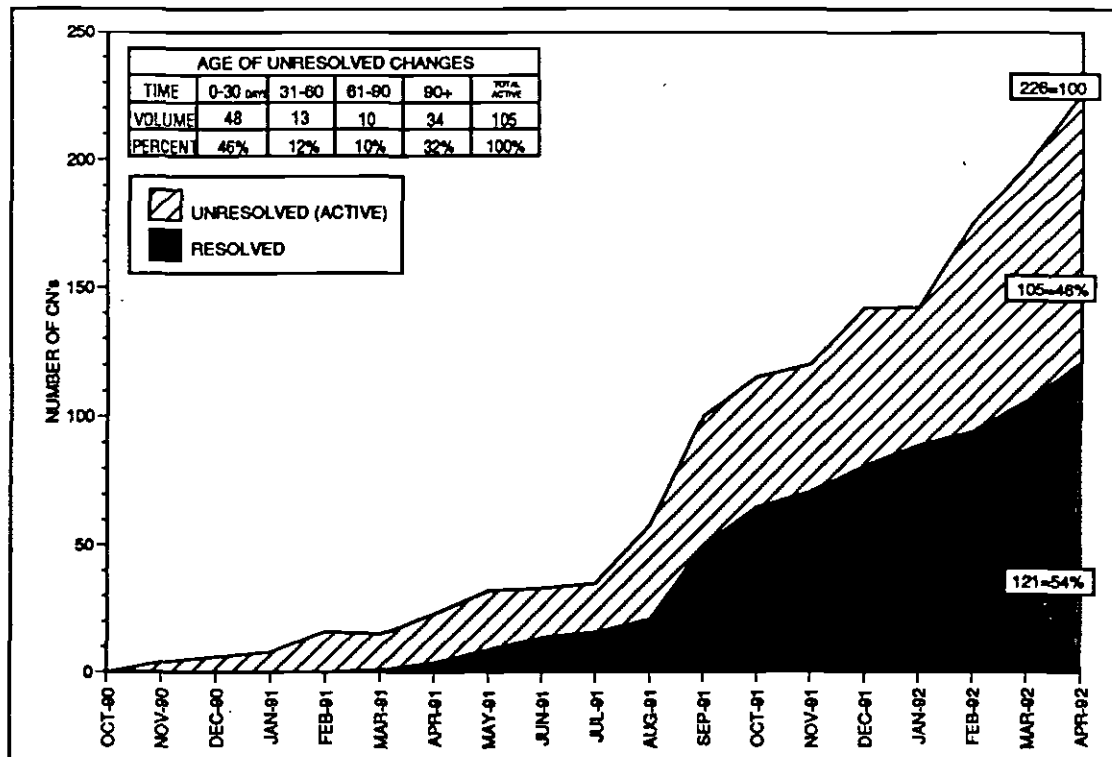


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	2	6	62	75
PERCENT	7%	2%	8%	83%	100%

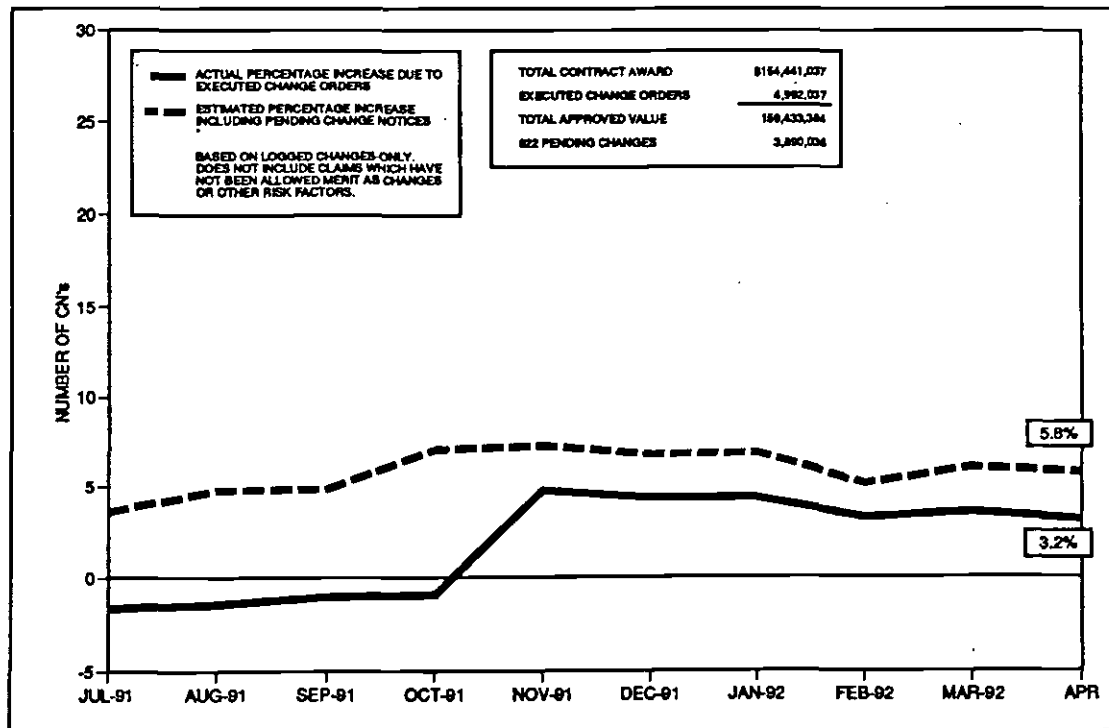
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST VALUES**



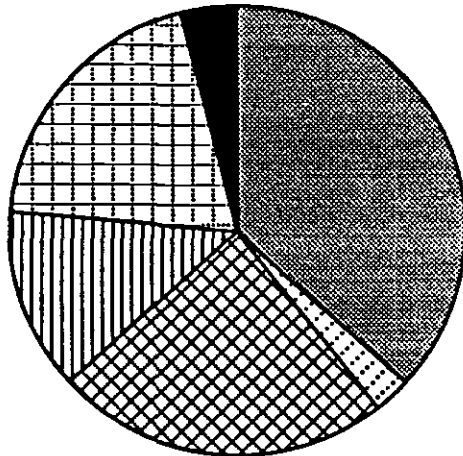
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



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



CONSTRUCTION/PROCUREMENT **Change Volume and Cost By Change Basis Type**



CHANGE BASIS VOLUME
 TOTAL AS OF 4/25/92 = 76

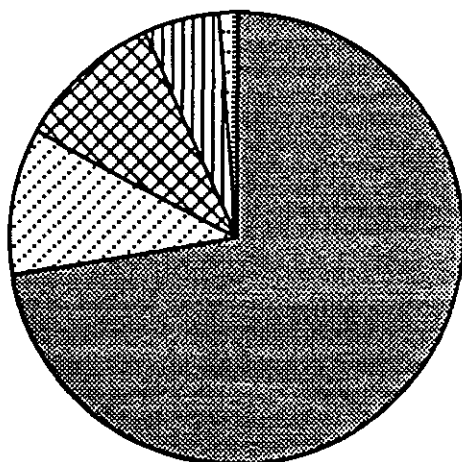
CHANGE BASIS VOLUME ABSOLUTE VALUES

28	36.84%		Work Scope Changes
2	2.63%		Schedule Changes
18	23.68%		Differing Conditions
10	13.16%		Administrative Changes
15	19.74%		Design Changes
3	3.95%		Other

CHANGE BASIS COST ABSOLUTE VALUES

(\$239,348.99)		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,216,070.59		Differing Conditions
(\$252,958.71)		Administrative Changes
(\$1,365,642.75)		Design Changes
\$144,534.00		Other

CONSTRUCTION/PROCUREMENT Change Volume and Cost By Cost Level



CHANGE VOLUME
BY CHANGE VALUE
TOTAL AS OF 4/25/92 = 76

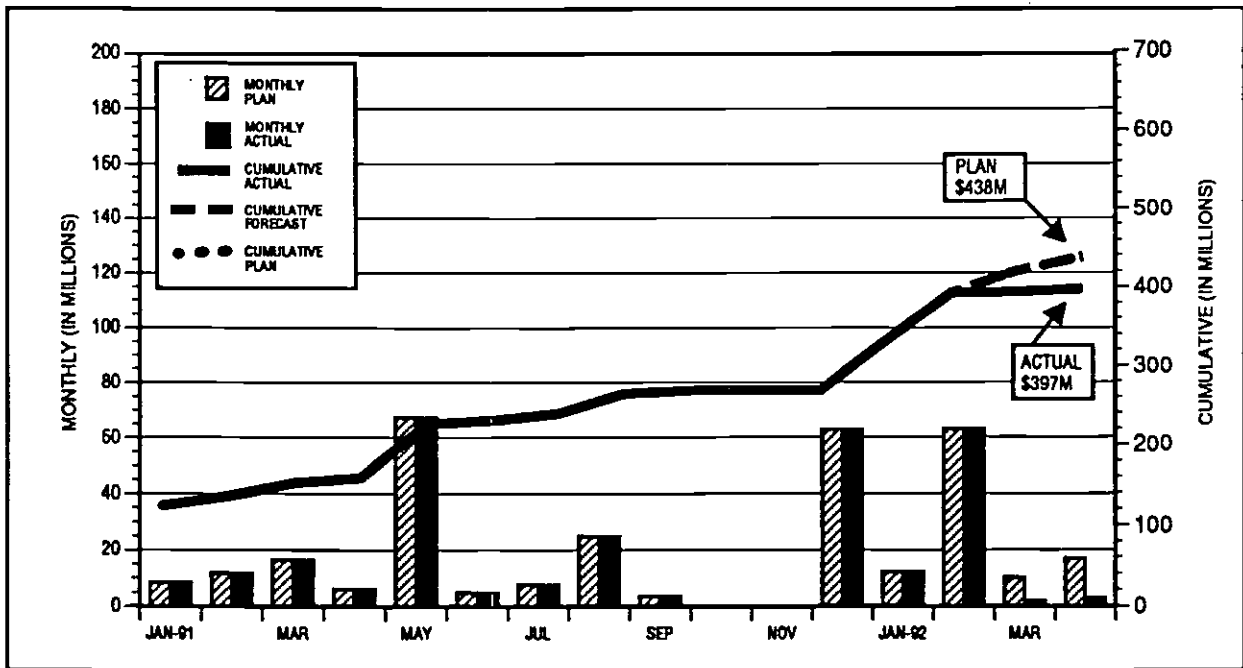
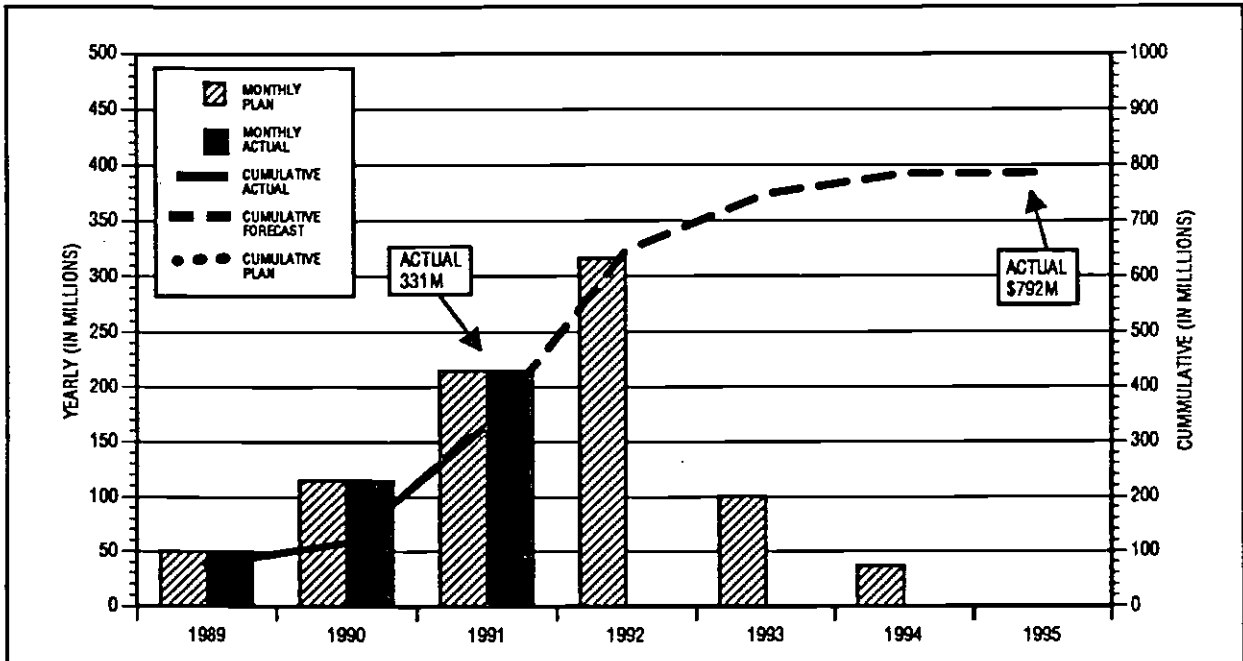
CHANGE VOLUME ABSOLUTE VALUES

55	72.37%		<25,000
8	10.53%		<50,000
8	10.53%		<200,000
4	5.26%		>200,000
1	1.32%		>1,000,000

CHANGE COST ABSOLUTE VALUES

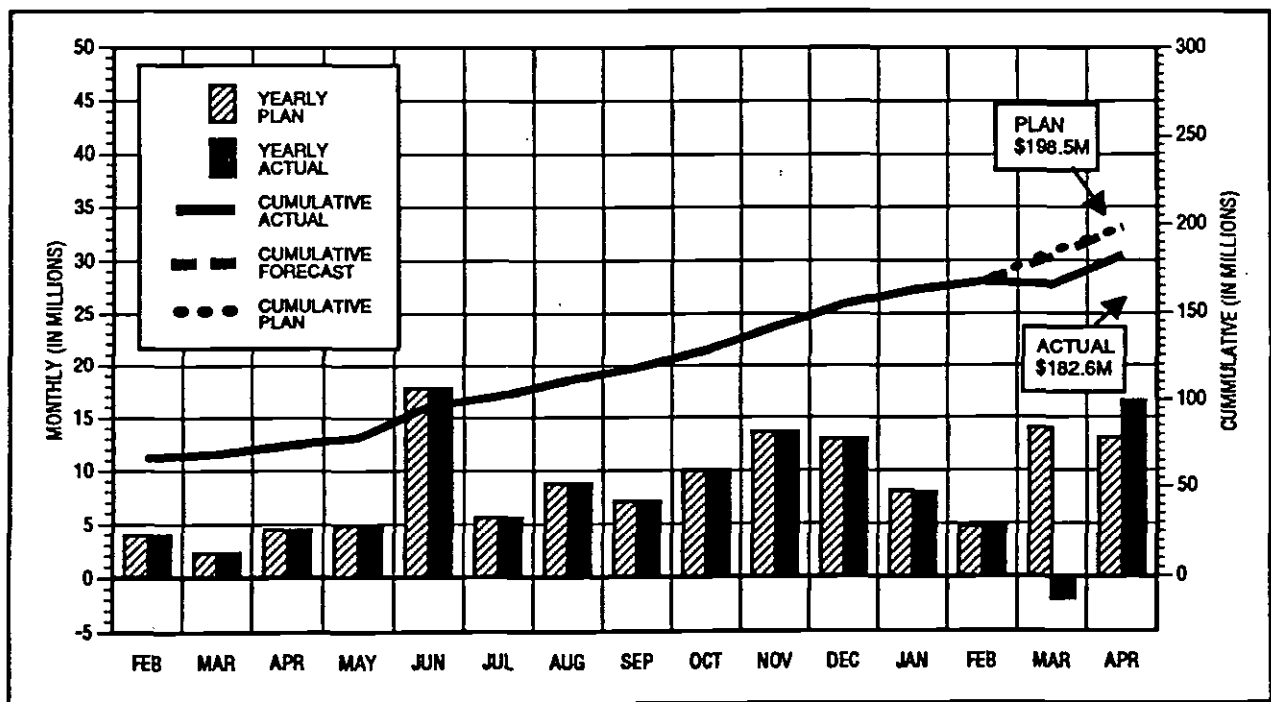
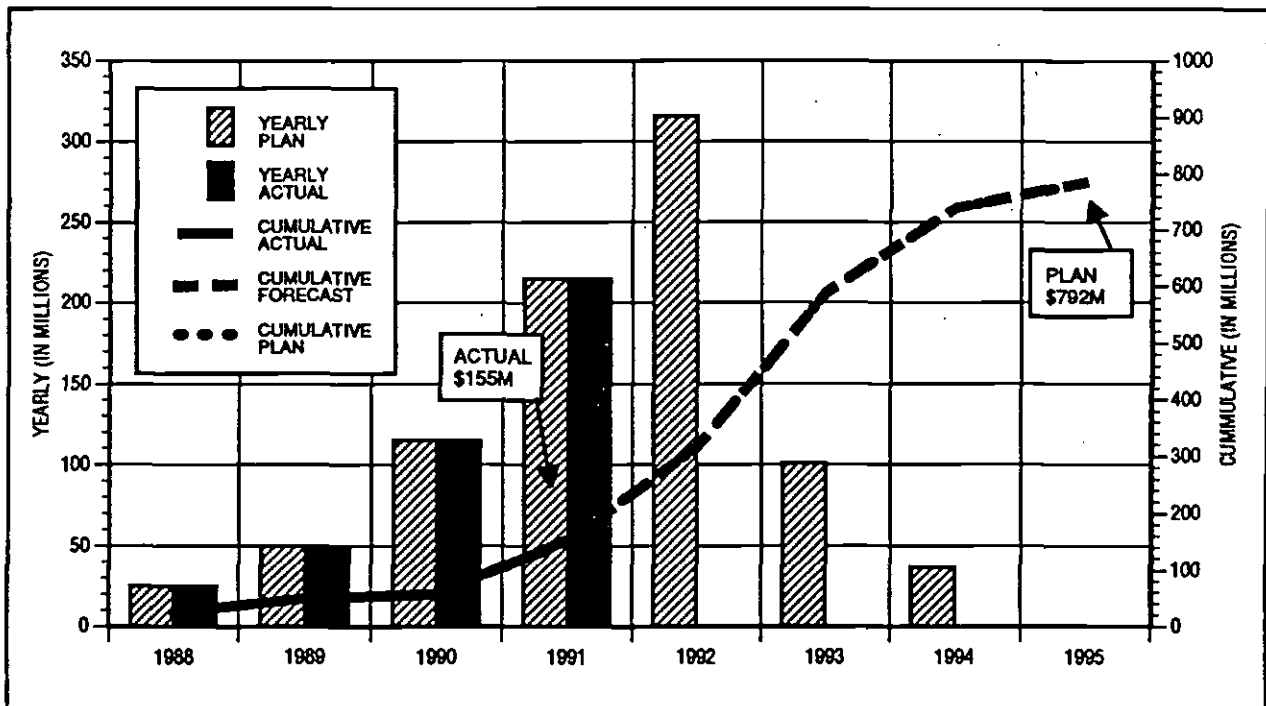
\$363,856.14		<25,000
\$78,375.98		<50,000
\$589,565.00		<200,000
(\$1,827,710.00)		>200,000
\$5,788,000.00		>1,000,000

PROJECT COMMITMENTS



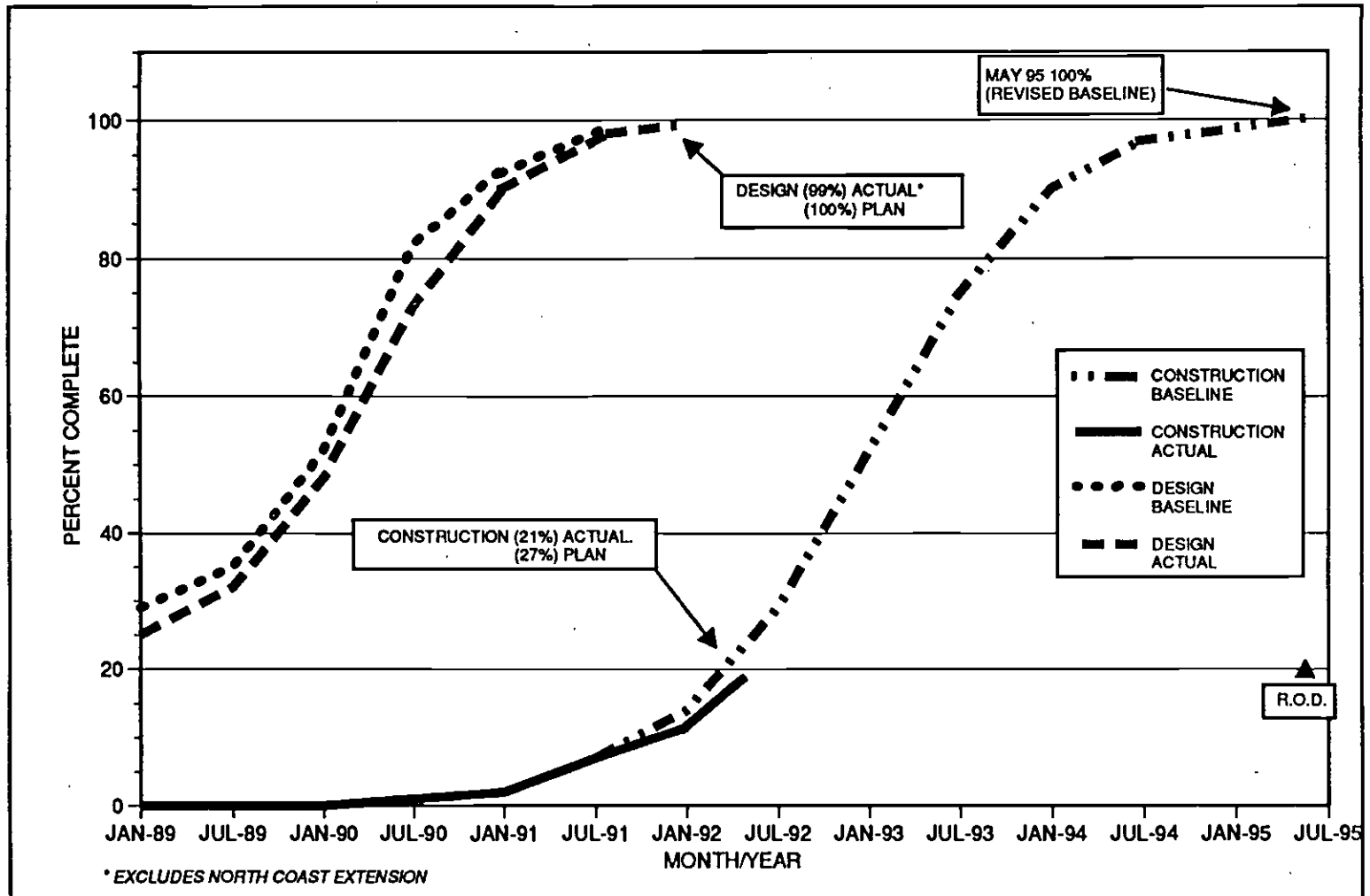
CURRENT YEAR

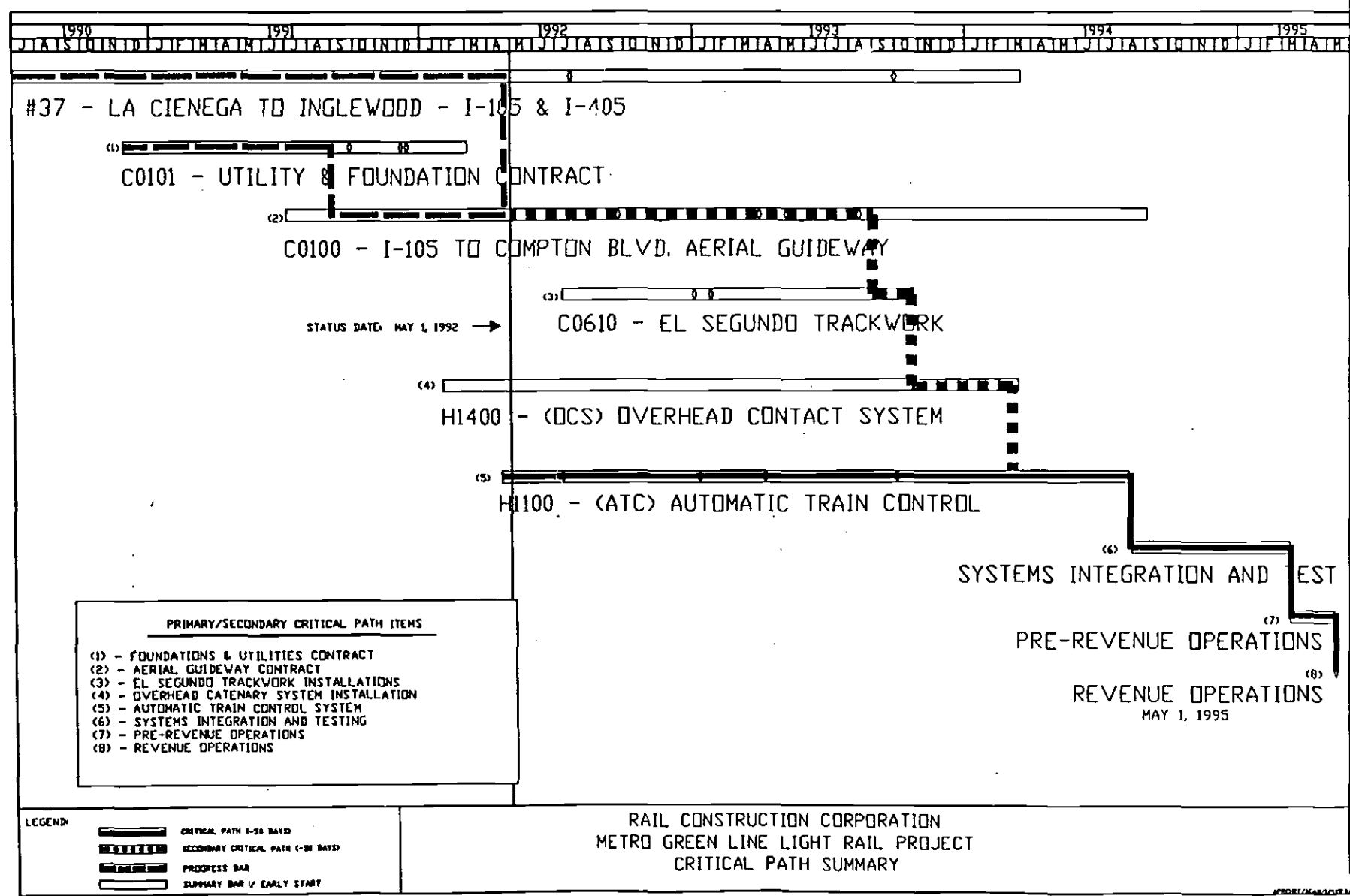
PROJECT CASH FLOW



CURRENT YEAR

PROGRESS SUMMARY





SAFETY GRAPHS ARE UNDER REVISION

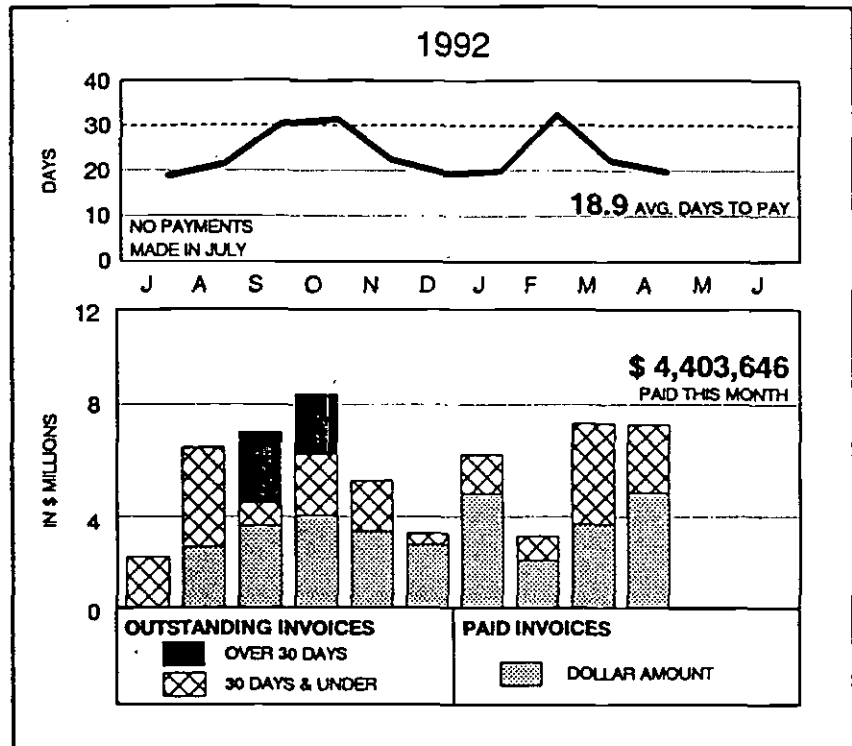
METRO GREEN LINE
QUARTERLY PROJECT SUMMARY
ENDING DATE: 03/31/92

Contract Award Categories	Original Award	PRIME			Paid %	DBE/WBE					DBE/WBE Goals To Date
		Committed to Date	Paid to Date			Original Award	Committed to Date	Commit %	Paid to Date	Paid %	
ARTS PROGRAM	44,000	44,000	23,000	52.27	DBEs	0	0	0.00	0	0.00	0.0
					WBEs	0	0	0.00	0	0.00	0.0
					TOTAL DBE/WBE	0	0	0.00	0	0.00	0.0
CONSTRUCTION	97,750,207	103,658,590	35,431,292	34.18	DBEs	5,726,836	5,892,599	5.68	638,642	10.84	1.8
					WBEs	3,512,098	3,525,178	3.40	927,740	26.32	2.6
					TOTAL DBE/WBE	9,238,934	9,417,777	9.09	1,566,382	16.63	4.4
ENGINEERING & PROF SERV	20,936,775	91,786,715	77,455,742	84.39	DBEs	11,065,109	16,006,197	17.44	13,180,567	82.35	17.0
					WBEs	4,672,773	6,905,313	7.52	5,872,959	85.05	7.6
					TOTAL DBE/WBE	15,737,882	22,911,510	24.96	19,053,526	83.16	24.6
REAL ESTATE CONTRACTS	43,400	44,150	38,845	87.98	DBEs	0	0	0.00	0	0.00	0.0
					WBEs	0	0	0.00	0	0.00	0.0
					TOTAL DBE/WBE	0	0	0.00	0	0.00	0.0
TOTAL	118,774,382	195,533,455	112,948,879	57.76	DBEs	16,791,945	21,898,796	11.20	13,819,209	63.10	12.2
					WBEs	8,184,871	10,430,491	5.33	6,800,699	65.20	6.0
					TOTAL DBE/WBE	24,976,816	32,329,287	16.53	20,619,908	63.78	18.3

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.9 days.
- 12 invoices were paid for a total value of \$ 4,403,647.
- There were 5 outstanding Construction or Procurement invoices under 30 days old for \$ 2,580,289.
- There were no outstanding Construction or Procurement invoices over 30 days old.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1992	1	1,499,133	0	0	13	2,147,064	8	58,882
FEB 1992	2	930,943	0	0	32	5,368,321	8	58,882
MAR 1992	8	4,179,533	0	0	18	2,752,846	10	73,276
APR 1992	5	2,580,289	0	0	16	5,242,814	9	88,784

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The April Construction Forecast increased primarily as a result of the expansion of Police channels, additional spares, and interface conduit changes at Contract A640. Other changes resulted from a redistribution of the portions of sidewalk restoration at Contract A167 back to MRT that had been allocated to Light Rail (LRT); and the finalization of several Cost-Plus Change Notices (CPCN's).

SCHEDULE STATUS

- Current Revenue Operations Date June 1993
- Construction Progress
 - Plan 95%
 - Actual 94%
- The A640 contract schedule incorporating F&EM system re-configuration (CN 224) shows an expected finish date of December 17, 1992. The ROD of June 1993 is still supported and 25 days of total float remain in the Project Schedule.

SAFETY STATUS

- The main focus of the Safety Program is the transition from a construction oriented work environment to an operational environment. In support of this effort 1,840 Project personnel from RCC, Parsons-Dillingham, Cal-OSHA, MRTC, High-Point Schaer and the contractor have received Rail Activation Safety training. In addition, Safety staff participate in weekly Resident Engineer's meetings and monthly progress meetings.

EXECUTIVE SUMMARY (CON'T)

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.

RAIL ACTIVATION

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

Activities

During April, the activities of the Rail Activation Group included the following:

- Conducted "Live-Rail" clearance tests with Breda passenger vehicles in AL tunnel.
- Commenced "Live-Rail" clearance tests with Breda passenger vehicles in AL tunnel.
- Exercised Beneficial Occupancy of traction power substations at Westlake/MacArthur and Union Stations.
- Received Breda passenger vehicles married pair #3, cars 504 and 505.
- Commenced Breda vehicle operator training April 22, 1992.
- Completed GRS NX panel training April 1-3, 1992.
- Conducted VIP train rides on April 21, 1992.
- Continued review of the training schedule and development of O&M manuals.

Future activities will focus on:

- Support of delivery and testing of Breda passenger vehicles.

EXECUTIVE SUMMARY (CON'T)

- Continue refinement of the recruitment and training plan to ensure support of Project requirements.
- Continue review and incorporation of the Breda/BAH Delivery/Testing/Training schedule into the Project Schedule.
- Continue exercising Beneficial Occupancy; focusing on equipment and the systems and subsystems necessary for train testing.
- Continue preliminary integrated testing in support of train testing.
- Continue exercising beneficial occupancy; focusing on equipment and the systems and subsystems necessary for train testing.
- Continue preliminary integrated testing in support of train testing.

AREAS OF CONCERN

ONGOING

Contract A640, Operational Control Center Harris Console

- Concern: Contract A640 needs the Operational Control Center (OCC) Harris control console operational by mid-June to support the SCADA installation and testing. Current fabrication schedule does not support the need date.
- Action: RCC will expedite fabrication and delivery of the OCC Harris control console to Bechtel. In the meantime, an alternative plan to use existing control console elements has been developed.
- Status: Harris has received a Cost Plus Change Notice to fabricate the OCC console. It is estimated to take 90 days to fabricate. Parsons-Dillingham has authorized the temporary use of existing console elements in order to support the progress of testing. All equipment is available for Contract A640 to continue with work.

AREAS OF CONCERN (CON'T)

Contract A650, Vehicles (Booz Allen Hamilton)

Concern: Booz Allen Hamilton is forecasting that subsequent passenger vehicle deliveries will be late to the contract schedule and may not support testing of the train control system.

Action: Provisions have been made through a Change Order with the A620 contractor to configure the Metro-Dade Transit vehicles (two married pairs) to support the first series of train control tests. A620 testing using Metro-Dade vehicles has begun.

Status: Four Breda vehicles have been delivered to Los Angeles and are currently undergoing acceptance testing. Four more Breda vehicles are forecast to arrive in June. These deliveries, together with use of the Metro-Dade vehicles should provide an adequate vehicle fleet to support integrated testing without impact to the ROD. Continued monitoring of status is required.

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 is underway to provide data allowing for the determination of cost and schedule impacts to Contract A640.

Status: Tests conducted in February determined that additional radiax cabling may not be required due to system reconfiguration and new requirements. Review of the new requirements has begun and a price proposal incorporating changes has been developed by the contractor. Successful tests have been conducted; technical and cost proposal is under review. Meetings with the LAPD have been scheduled to evaluate system reconfiguration; currently awaiting LAPD approval of technical parameters provided in the proposal.

AREAS OF CONCERN (CON'T)

Contingency Drawdown Rate

- Concern:** The rate of contingency drawdown is an on-going concern as a result of projections based on the current rate indicating a possible depletion of the contingency fund prior to Project completion.
- Action:** Continue to monitor the contingency fund against the Project Estimate at Completion, identify and mitigate cost increases where possible and pursue backchargeable and betterment items to their final resolution.
- Status:** The cost exposure associated with pending claims is the single greatest factor potentially affecting the Project Contingency. Efforts continue to bring claims issues to a positive conclusion. The Construction Manager has completed an extensive review and identified potential construction contract backcharges. Staff has been dedicated to analyze individual Change Notices and Change Orders for cost recovery potential. Recommendations have been made for disposition of 55% of backchargeable items; many items were identified as design issues and will be referred to other agencies.

Increase in Change Notice Backlog

- Concern:** An increase in Change Notice backlog as a result of electrical/mechanical interface issues plus an overall increase in revised scope of work.
- Action :** In an effort to mitigate the Change Notice backlog the CM has increased the estimating staff to expedite processing of Change Notices on all facilities and systems contracts.
- Status:** The Change Notice/Change Order monitoring system has been established. Productivity analysis of change administration is on-going and is a vital tool in managing the Change Notice/Change Order workload. The Resident Engineers and Contract Administrators are making progress in reducing the backlog. The Construction Manager continues to review the weekly status of this Change Order production. 316 Change Notices were in process during April.

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

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

ONGOING NONE

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - APRIL

- Completed turnover of Contract A187, Westlake/MacArthur Station, traction power substation.
- Completed installation of markers, cable and junction boxes for programmed station stop and door control loops at Contract A187, Westlake/MacArthur and Contract A167, 7th/Flower Stations.
- Completed testing of switches in the Yard area.
- Completed installation of CCTV cameras, SCADA cabling equipment and termination (except 7th/Metro Station) and FEM Halon suppression.
- Continued final facility contract testing activities at Contract A147, Civic Center, Contract A157, Pershing Square, Contract A167, 7th/Metro, and Contract A187, Westlake/MacArthur Stations.
- Complete installation and pre-testing radio, CTS and telephone equipment in the Central Control Facility.

KEY ACTIVITIES - PLANNED FOR MAY

- Continue close-out of the following contracts: A116, Fencing; 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; A144, Water Treatment Plant Operation; A145, Pershing Square Station, Stage I; A165, 7th/Metro Station, Stage I; A175, Westlake/MacArthur, Stage I; A610, Trackwork Installation.
- Continue support of Breda vehicle arrival and testing.
- Complete testing and attain substantial completion of Contracts A147, Civic Center Station, Contract A157, Pershing Square Station, Contract A167, 7th/Metro Station and Contract A187, Westlake/MacArthur Station.
- Complete installation of programmed station stop equipment and door control loop at Contract A136, Union Station and Contract A147, Civic Center Station.

KEY ACTIVITIES - PLANNED FOR MAY (CON'T)

- Delivery of escalators 207, 309 and 505 to Contract A147, Civic Center Station, Contract A157, Pershing Square Station and Contract A187 Westlake MacArthur Station.
- Continue Contract A620 dynamic testing.
- Continue monitoring timely delivery and installation of Harris control console.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : RBD METRO RAIL RED LINE SEGMENT 1

STATUS PERIOD: MARCH 28, 1992 TO MAY 1, 1992
 STATUS DATE : MAY 1, 1992
 UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3)
			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	886,158	0	751,872	4,944	756,380	4,828	860,302	5,823	884,258	3,287	889,387	57,395
S	PROFESSIONAL SERVICES	397,755	0	481,830	1,288	437,903	3,140	424,088	3,140	424,088	135	457,875	(3,955)
R	REAL ESTATE	90,884	0	138,820	371	125,240	371	125,240	371	125,240	0	139,879	(141)
F	UTILITY RELOCATIONS	10,920	0	12,140	0	12,018	98	8,800	98	8,800	0	12,018	(122)
D	SPECIAL PROGRAMS	848	0	848	0	847	0	564	0	564	0	888	40
C	PROJECT CONTINGENCY	53,225	0	83,208	0	0	0	0	0	0	(3,402)	28,992	(53,217)
A	PROJECT REVENUE	0	0	0	0	0	0	0	(4)	(1,231)	0	0	0
PROJECT GRAND TOTAL		1,249,900	0	1,450,019	8,601	1,334,388	8,536	1,248,792	8,228	1,241,518	0	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

12-May-92
 11:53 AM

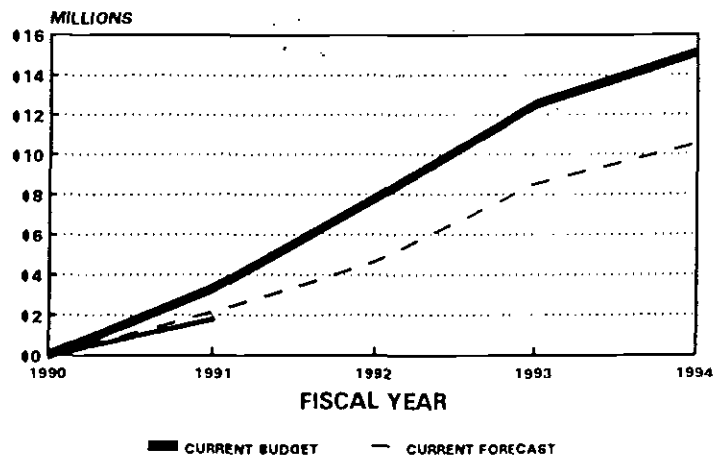
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$604,978	100%	\$581,027	96%	\$578,685	96%
FTA-SECTION 9	\$90,584	\$90,584	\$87,442	97%	\$86,411	95%	\$79,199	87%
STATE	\$213,076	\$214,016	\$200,334	94%	\$182,673	86%	\$207,558	97%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$168,453	95%	\$161,804	92%
CITY OF L.A.	\$34,000	\$34,000	\$30,661	90%	\$29,892	88%	\$29,552	87%
BENEFIT ASSESS.	\$130,300	\$19,082	\$117,568	90%	\$117,568	90%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$114,489	57%	\$67,169	34%	\$67,169	34%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$98,486	
TOTAL	\$1,450,019	\$1,173,501	\$1,331,173	92%	\$1,233,193	85%	\$1,241,535	86%

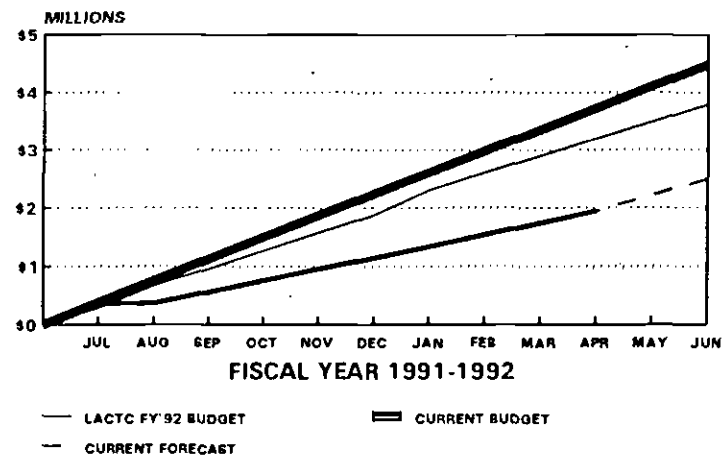
NOTES:

- (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
 * Fund available are computed on a cumulative basis.

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 *	\$10,549

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

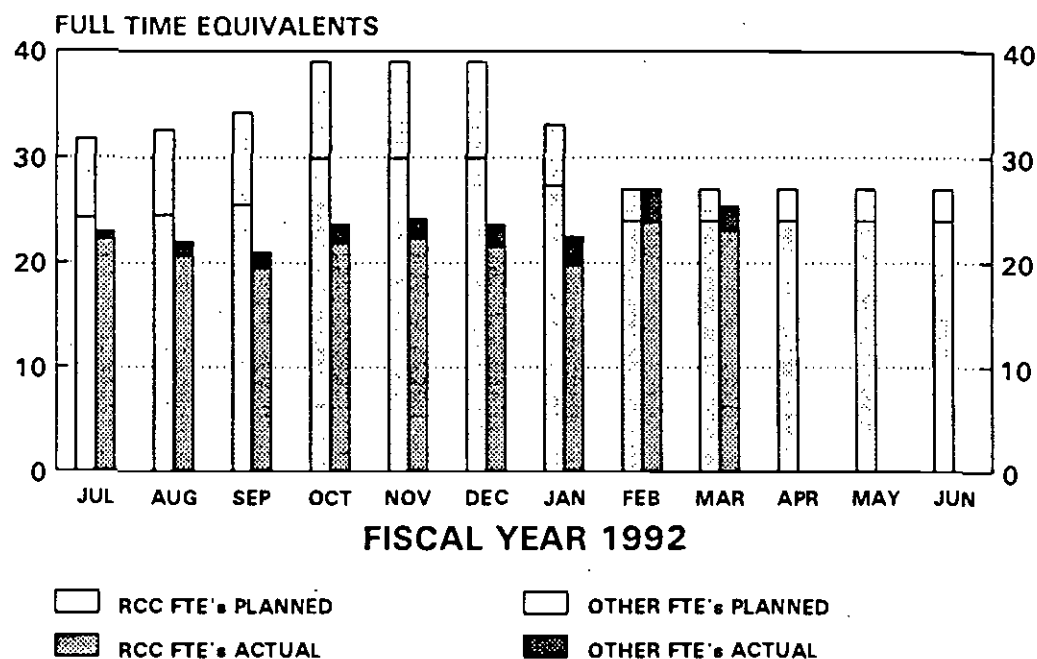
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$2,492
ACTUAL \$ TO DATE	\$1,939

Current forecast as of March 1992.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



FY'92 Amended Budget implemented FEB'92

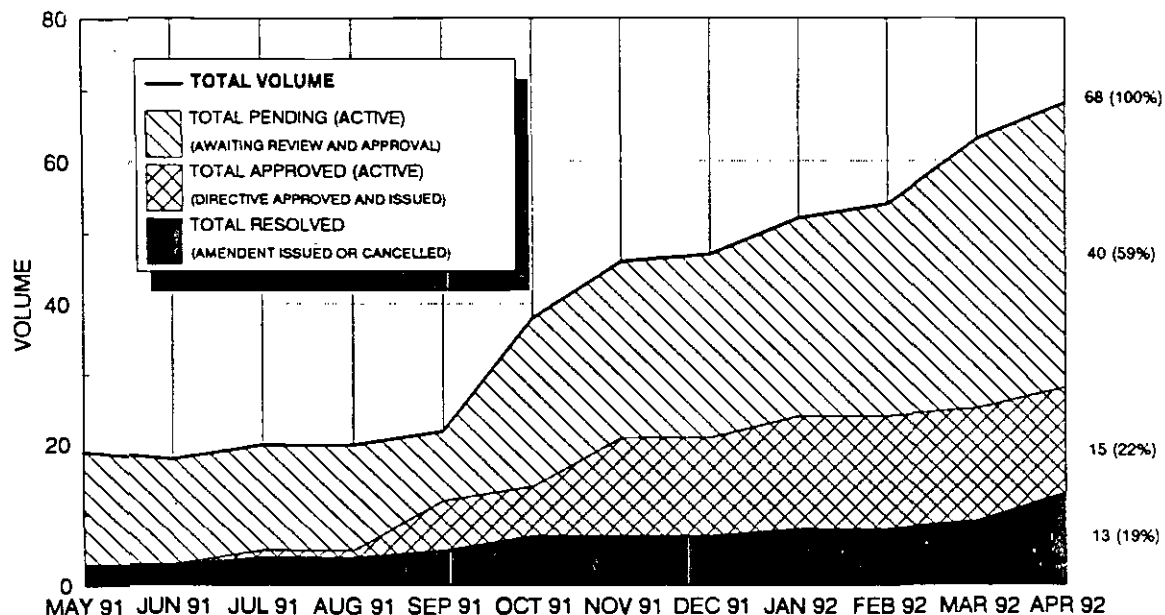
RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$44
ACTUAL WAGE RATE (\$/HOUR)	\$44
RCC FTE's PLANNED	24
RCC FTE's ACTUAL	23
OTHER FTE's PLANNED	3
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	27
TOTAL FTE's ACTUAL	25

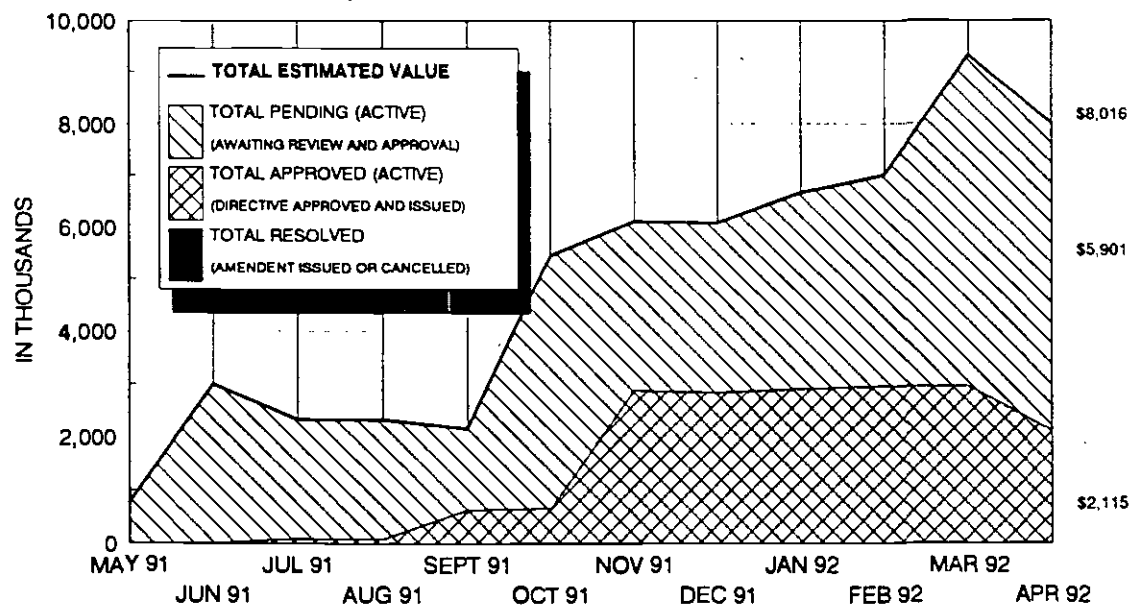
AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

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

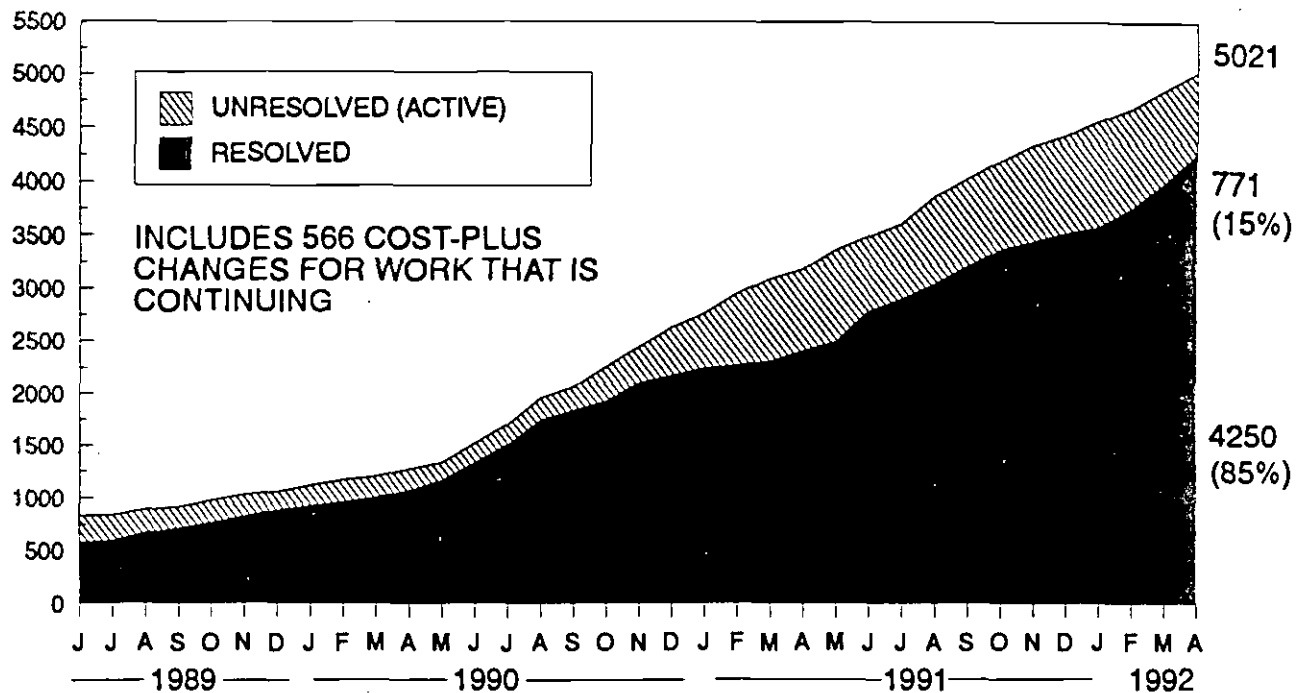


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	4	10	2	39	55
PERCENT	7%	18%	4%	71%	100%

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



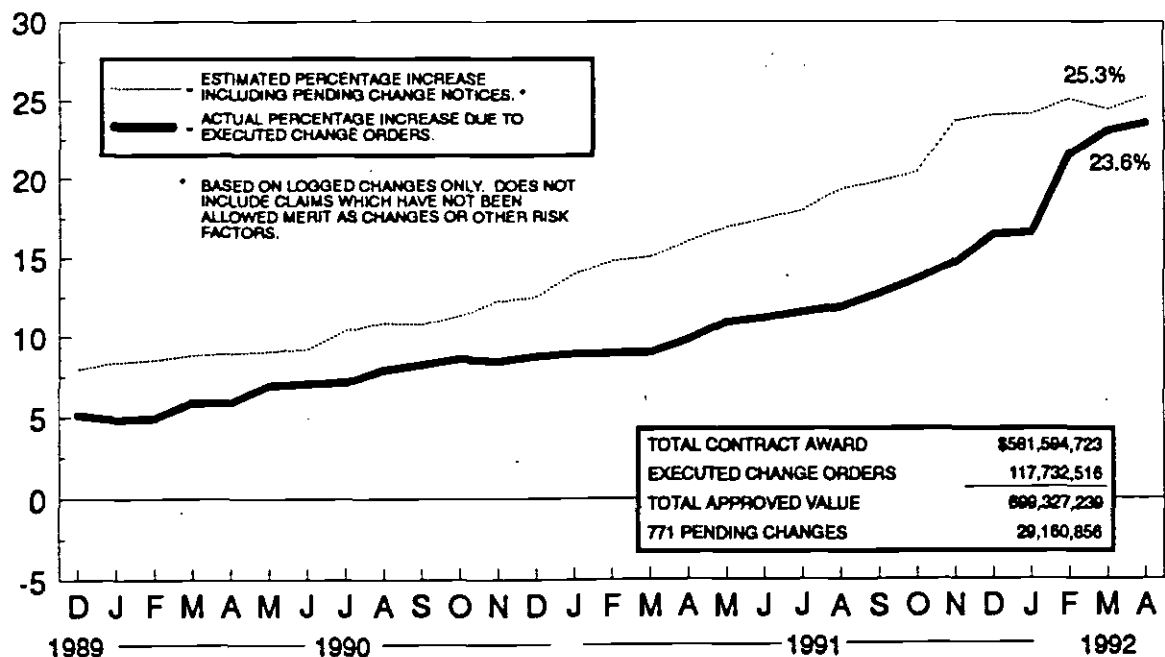
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



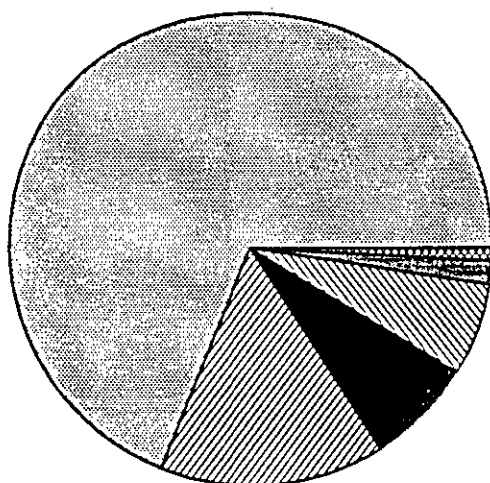
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	103	130	44	494	771
PERCENT	13%	17%	6%	64%	100%

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









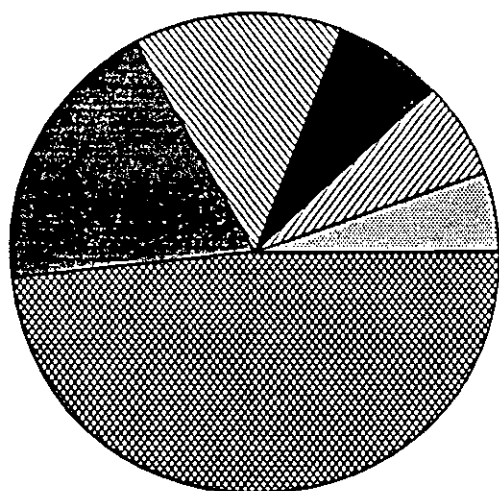
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 05/01/92**









CHANGE VOLUME
TOTAL VOLUME: 3537 CN'S

ABSOLUTE VALUES

2432	68.8%		< \$10,000
535	15.1%		< \$25,000
260	7.3%		< \$50,000
224	6.3%		< \$200,000
55	1.6%		> \$200,000
31	0.9%		> \$1,000,000

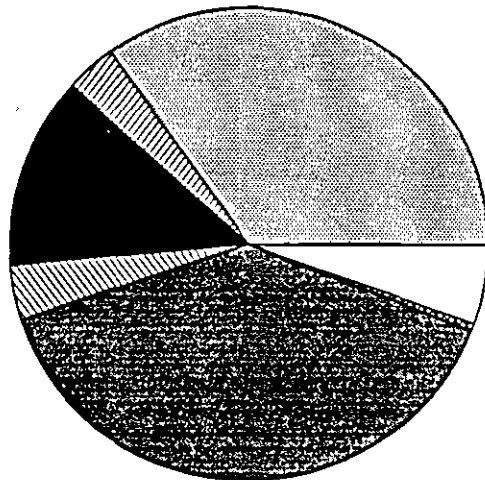


CHANGE COST
TOTAL COST: \$117,732,516

\$6,213,057	5.3%		< \$10,000
\$7,681,536	6.5%		< \$25,000
\$8,608,292	7.3%		< \$50,000
\$16,389,870	13.9%		< \$200,000
\$21,974,146	18.7%		> \$200,000
\$56,865,615	48.3%		> \$1,000,000

NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 05/01/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 3537 CN'S (2150 CO'S)

1234 34.9%



WORK SCOPE CHANGES

120 3.4%



SCHEDULE CHANGES

462 13.1%



DIFFERING CONDITIONS

136 3.8%



ADMINISTRATIVE

1375 38.9%



DESIGN CHANGES

17 0.5%

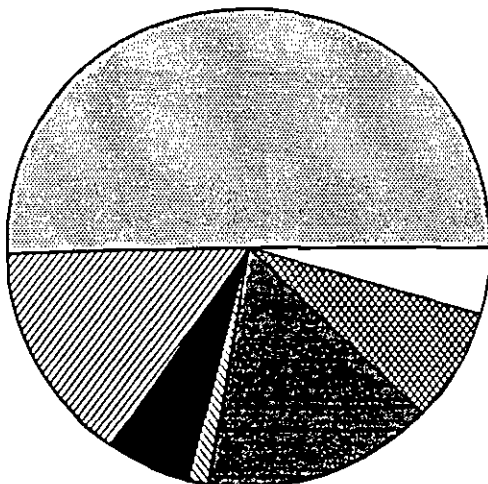


MANAGEMENT
ISSUES

193 5.4%



UNASSIGNED



CHANGE BASIS COST
TOTAL COST: \$117,732,516

\$43,521,476 36.9%



WORK SCOPE CHANGES

\$22,562,479 19.2%



SCHEDULE CHANGES

\$8,327,602 7.1%



DIFFERING CONDITIONS

\$1,954,219 1.7%



ADMINISTRATIVE

\$23,042,362 19.6%



DESIGN CHANGES

\$11,606,560 9.8%



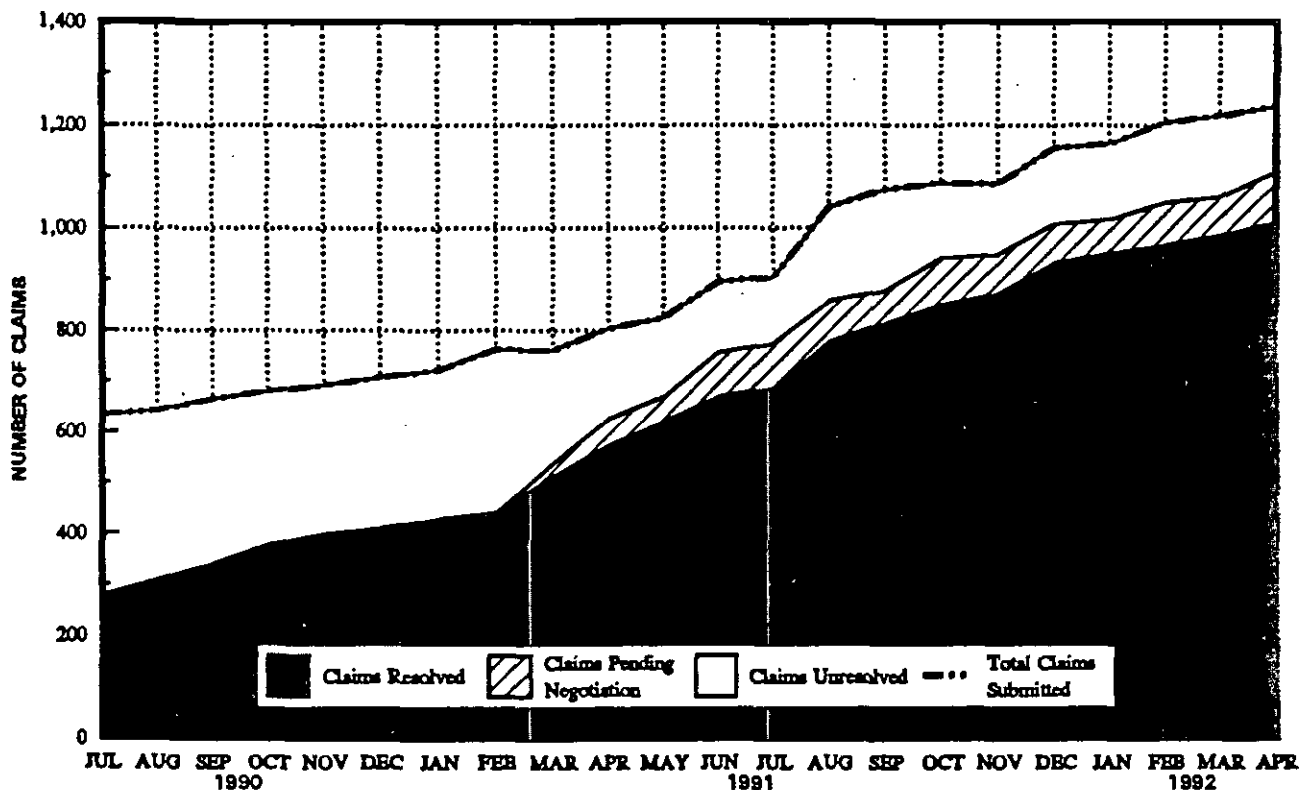
MANAGEMENT
ISSUES

\$6,717,818 5.7%

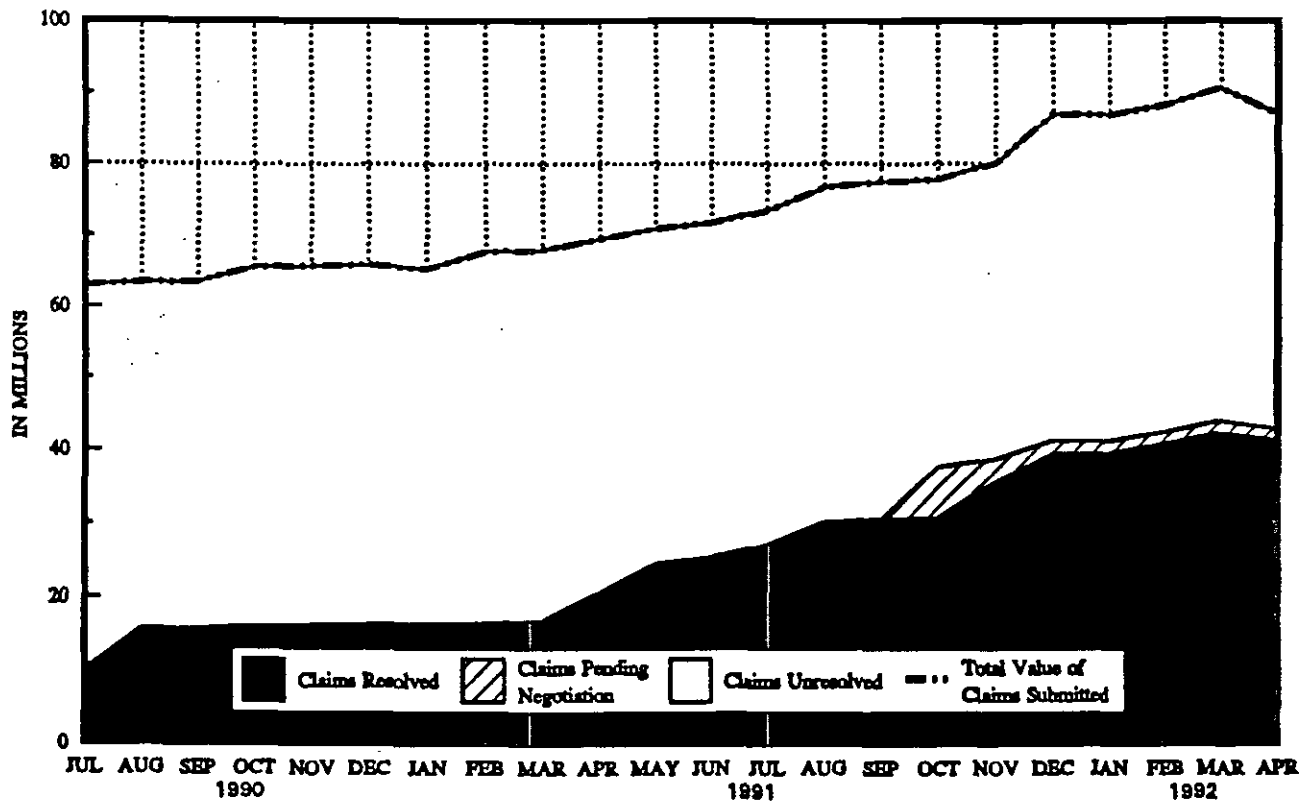


UNASSIGNED

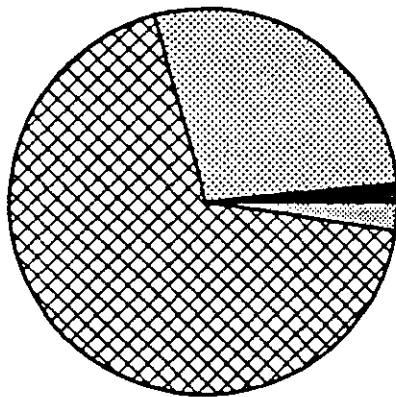
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - Cost

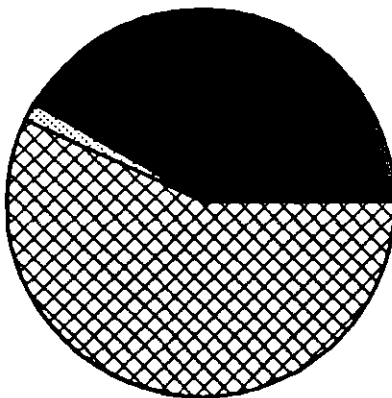


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS **Unresolved Claims Distribution Chart** **Total All Filed Claims as of 05/01/92**








COUNT
TOTAL = 126

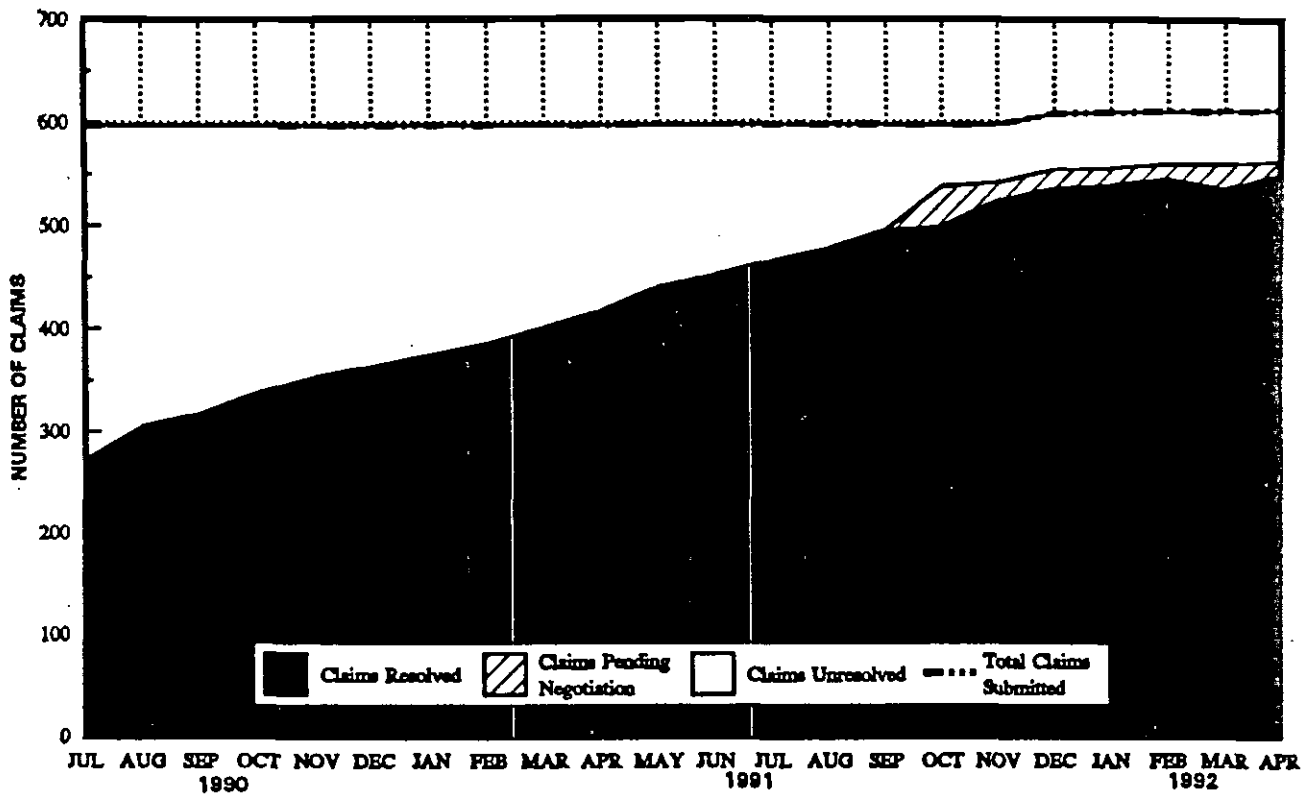
2	1.6%		Litigation
0	0.0%		Closed
35	27.8%		Rejected
86	68.2%		Pending Merit
3	2.4%		In Dispute



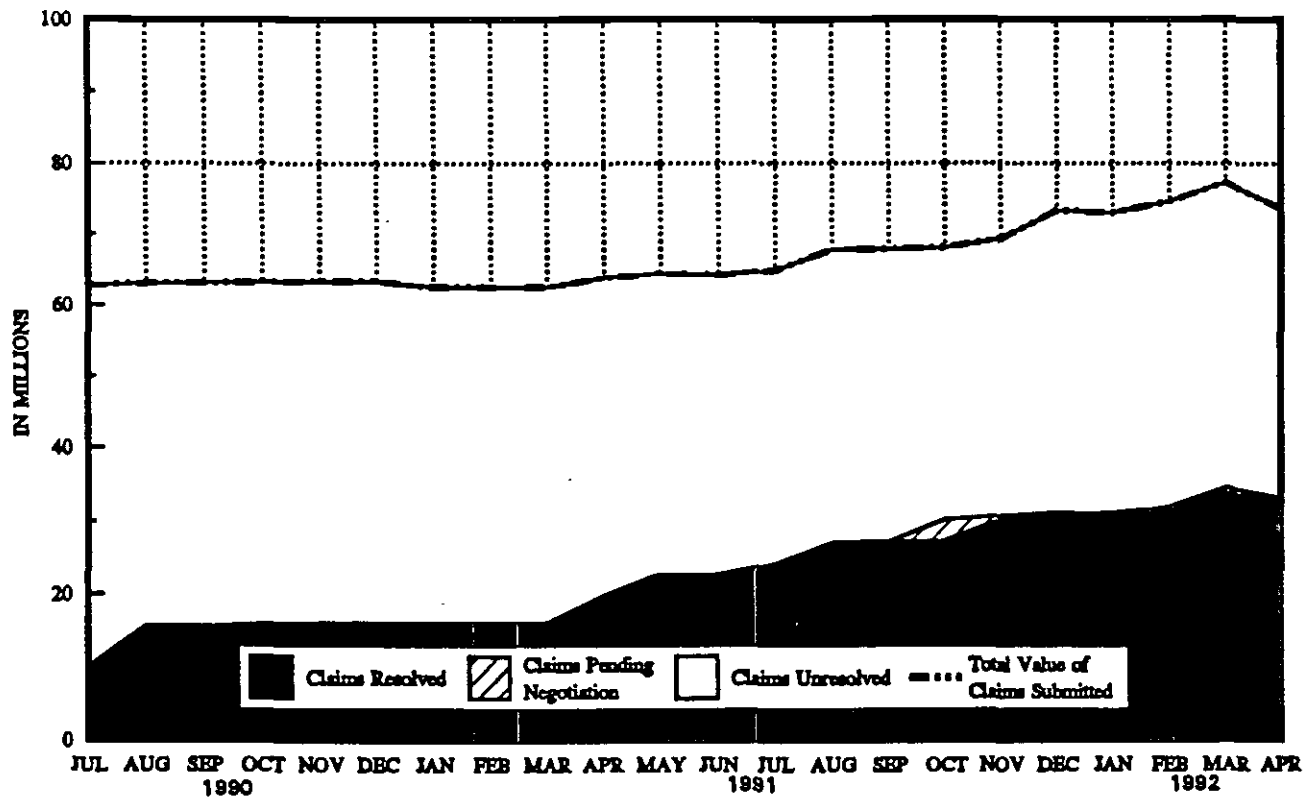
COST
TOTAL = \$44,000,838

\$18,201,417	41.3%		Litigation
\$0	0.0%		Closed
\$694,386	1.6%		Rejected
\$25,081,955	57.0%		Pending Merit
\$23,081	0.1%		In Dispute

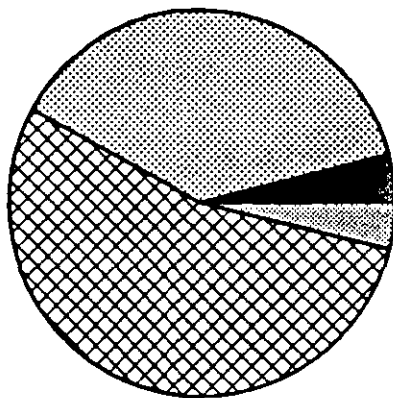
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COUNT



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

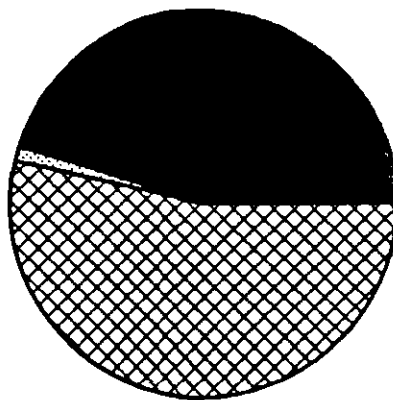


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Unresolved Claims Distribution Chart
Claims Filed Prior to 07/01/90 as of 05/01/92



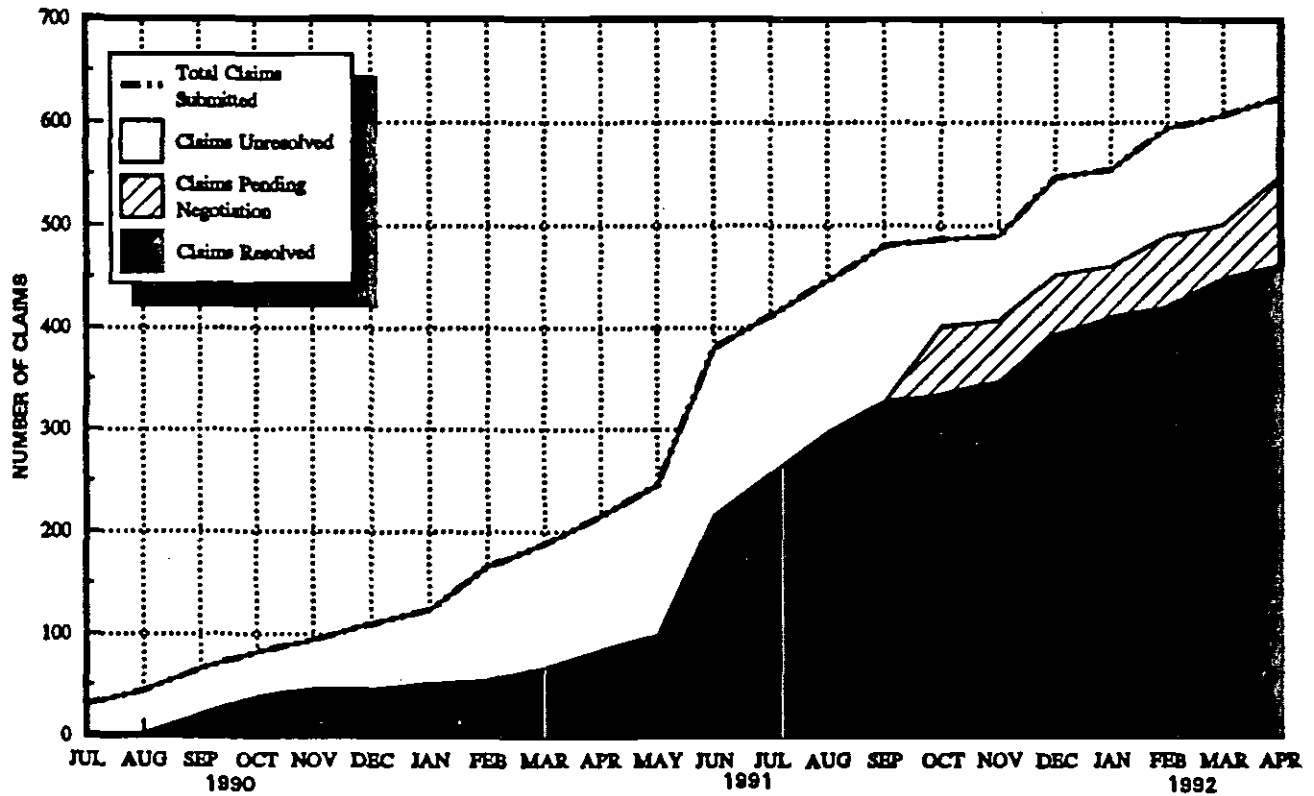
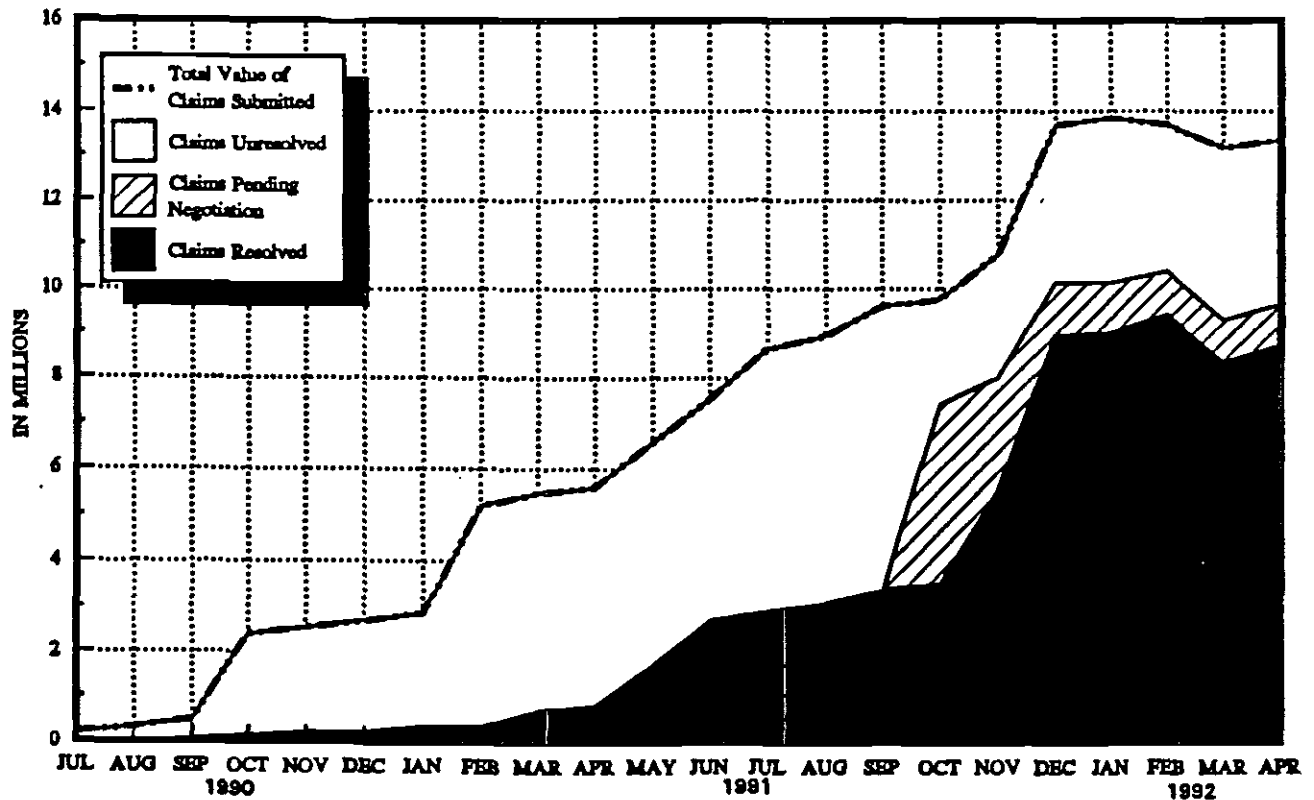
COUNT
TOTAL = 50

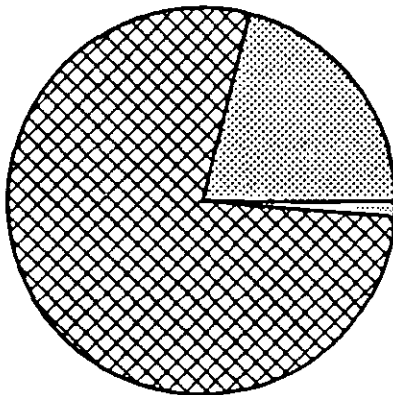
2	4.0%		Litigation
0	0.0%		Closed
19	38.0%		Rejected
27	54.0%		Pending Merit
2	4.0%		In Dispute







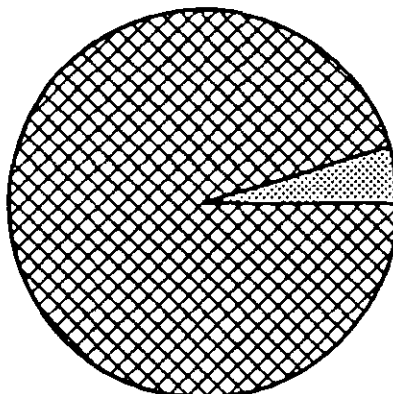
COST
TOTAL = \$40,287,869

\$18,201,417	45.2%		Litigation
\$0	0.0%		Closed
\$519,259	1.3%		Rejected
\$21,544,112	53.4%		Pending Merit
\$23,081	0.1%		In Dispute





CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COUNTCONSTRUCTION/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 05/01/92****COUNT**

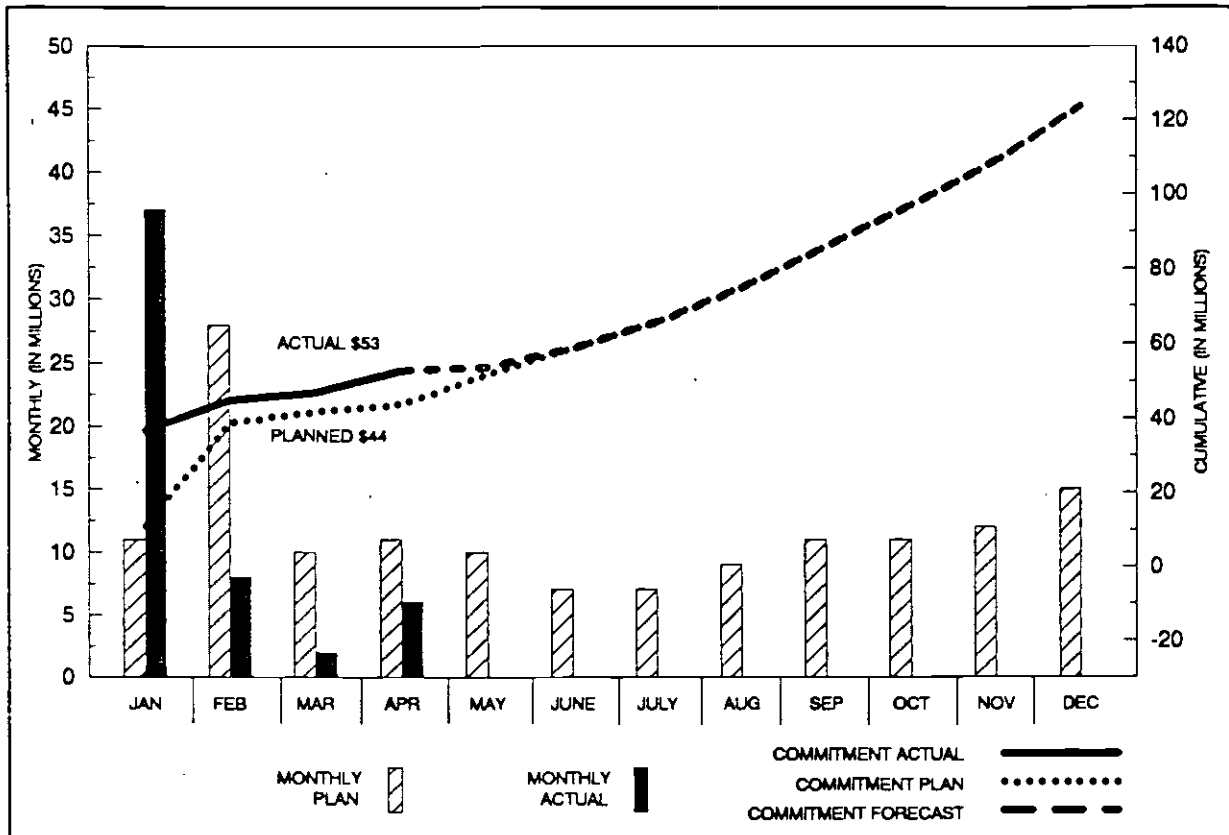
TOTAL = 76

0 0.0%  Litigation0 0.0%  Closed16 21.1%  Rejected59 77.6%  Pending Merit1 1.3%  In Dispute**COST**

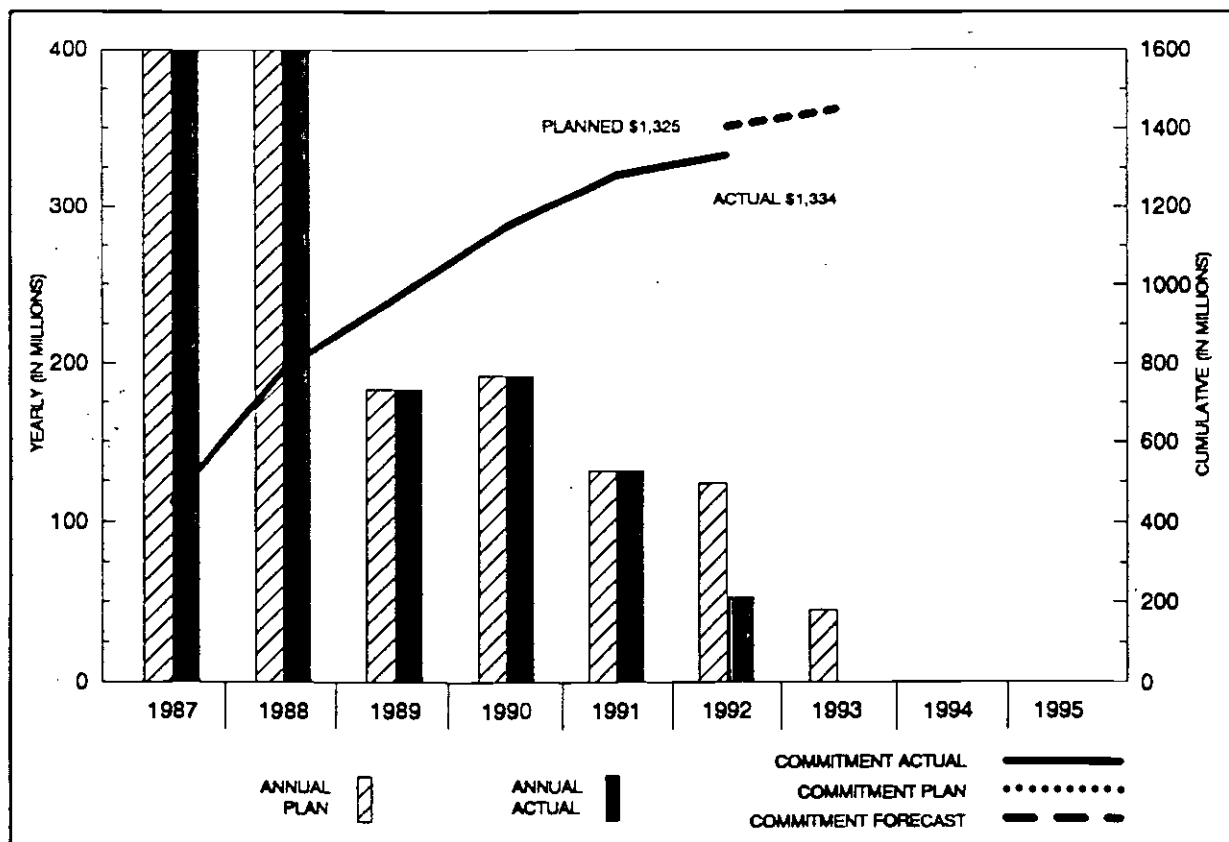
TOTAL = \$3,712,969

\$0 0.0%  Litigation\$0 0.0%  Closed\$175,126 4.7%  Rejected\$3,537,843 95.3%  Pending Merit\$0 0.0%  In Dispute

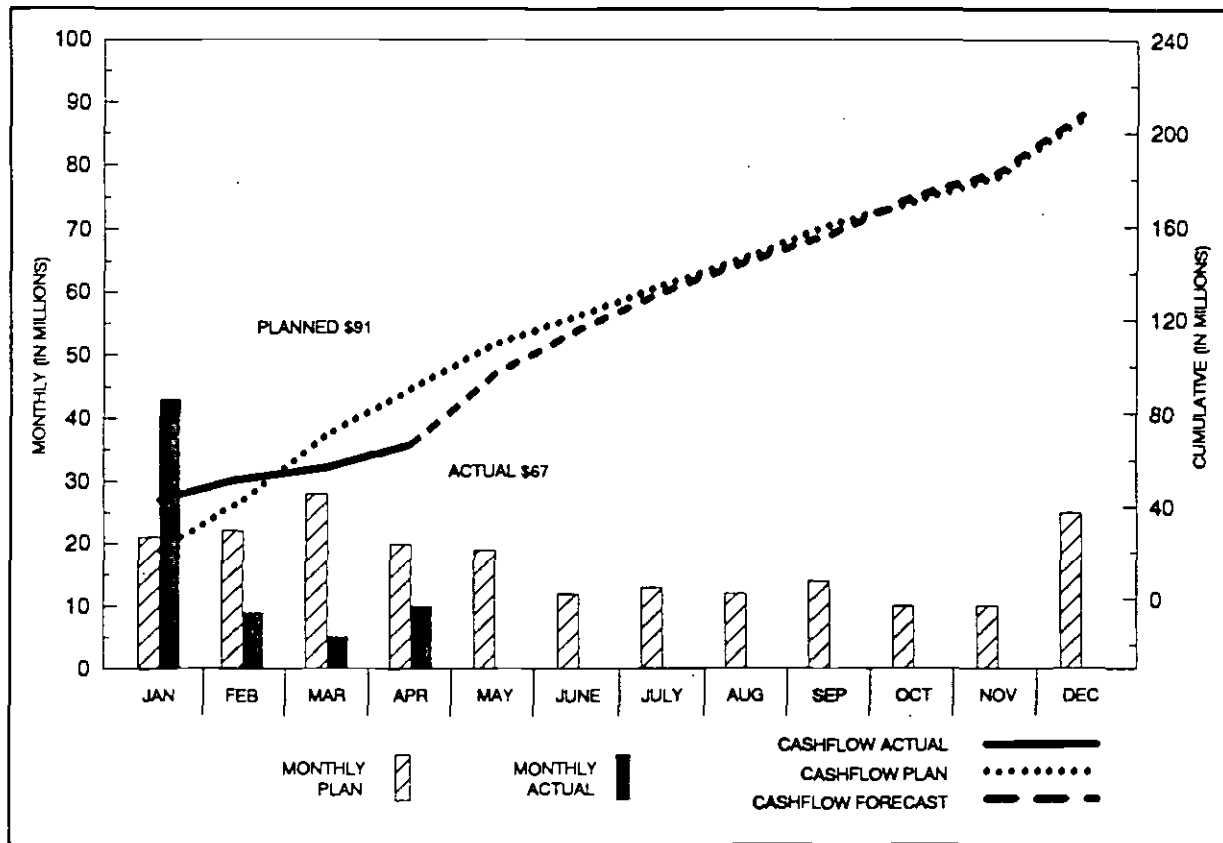
PROJECT COMMITMENTS – ANNUAL



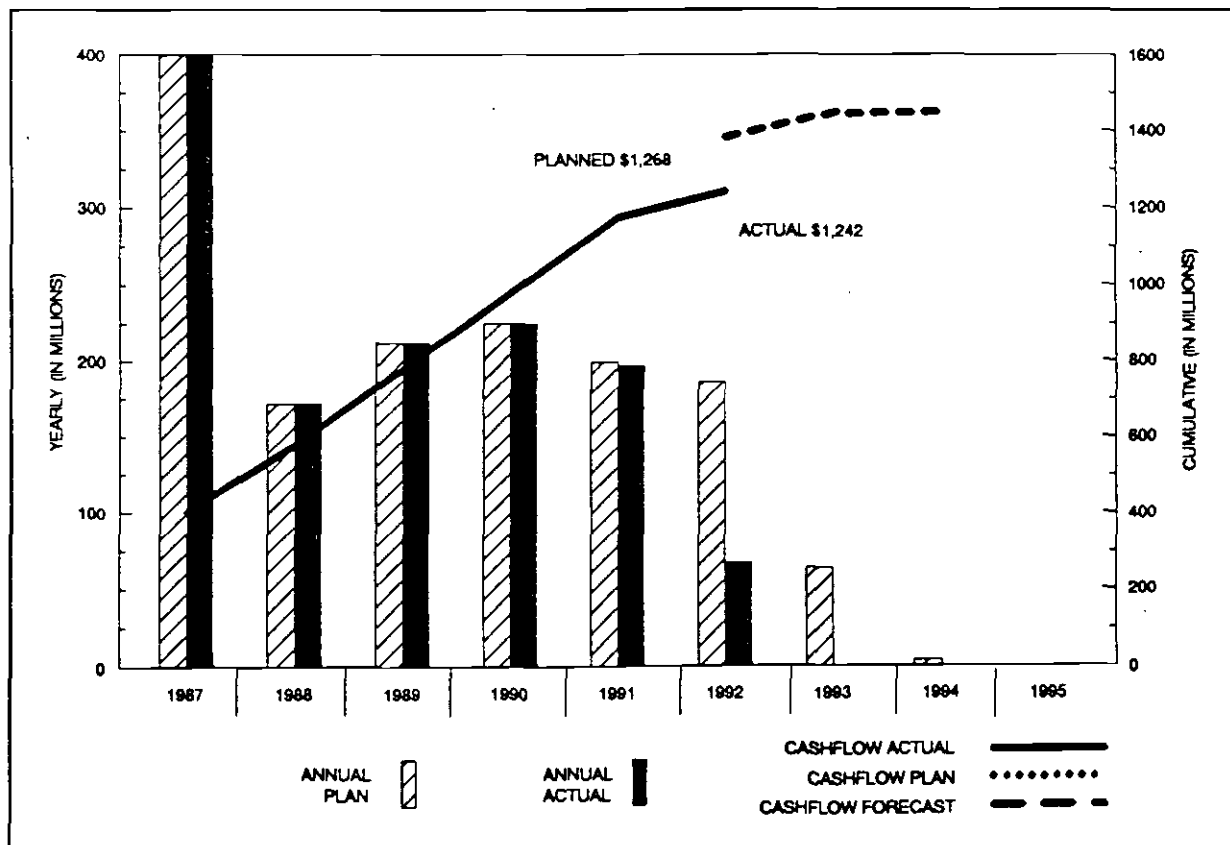
PROJECT COMMITMENTS – PROJECT

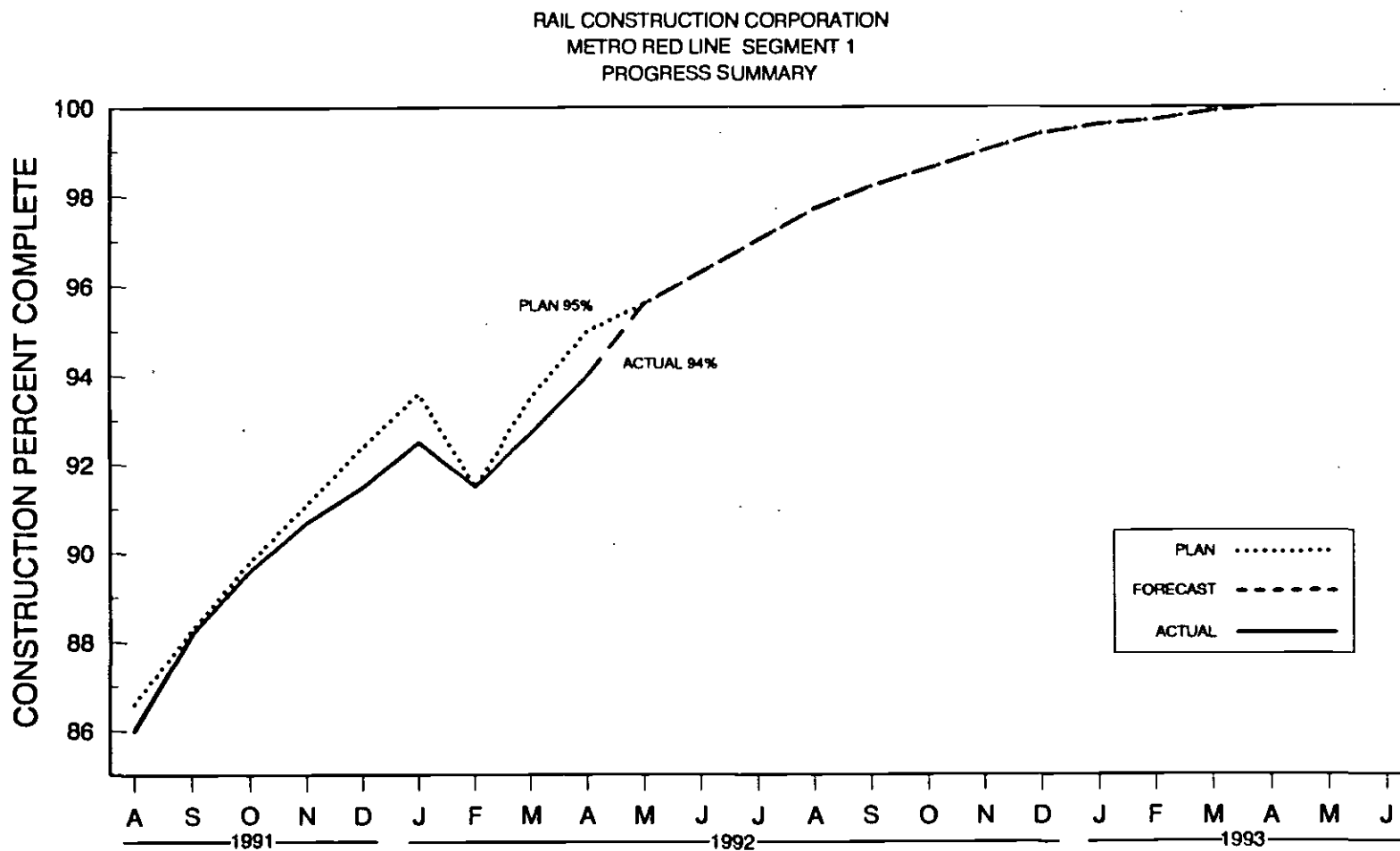


PROJECT CASH FLOW - ANNUAL

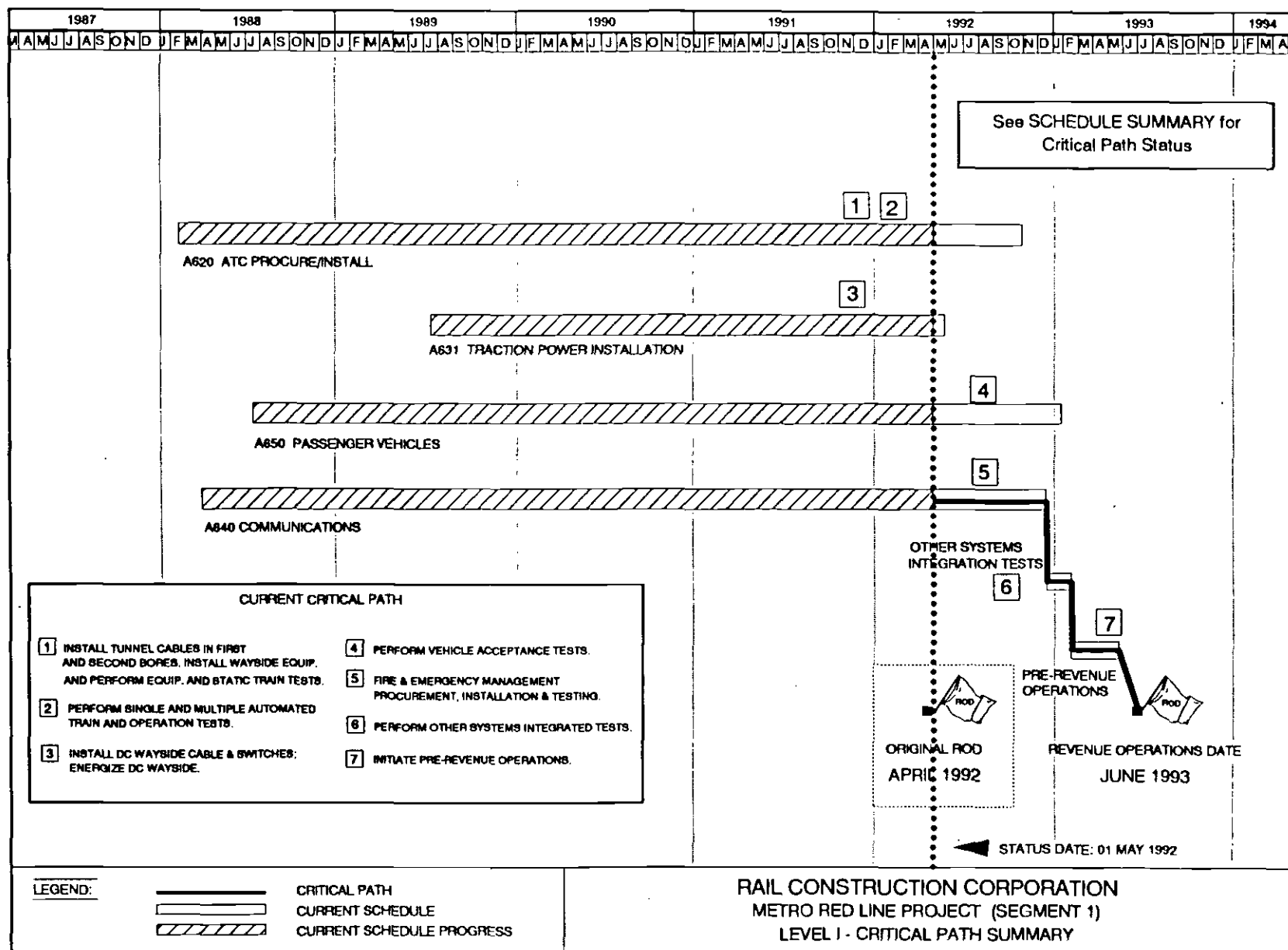


PROJECT CASH FLOW - PROJECT





NOTE: BASELINE WAS ADJUSTED TO REFLECT AN INCREASE TO THE FEBRUARY 1992 COST FORECAST VALUES AND TO REFLECT FEBRUARY SCHEDULE ADJUSTMENTS.



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.		
A116	Yard Security Fencing						To RCC Board for final closeout approval	May 92
A135	Union Station - Stage 1							June 92
A175	Wilshire/Alvarado - Stage 1						To RCC Board for final closeout approval	May 92

INVOICE PROCESSING

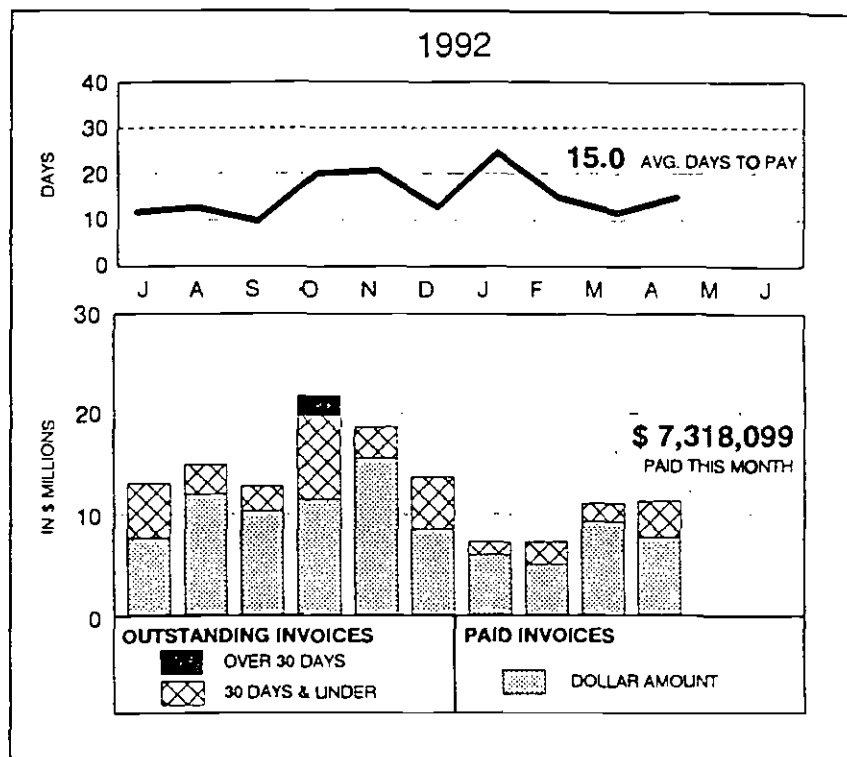
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.0 days.

- 17 invoices were paid for a total value of \$ 7,318,099.

- There were 12 outstanding Construction/ or Procurement invoices under 30 days old for \$ 3,401,258.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1992	2	1,240,502	0	0	11	2,384,087	7	1,138,991
FEB 1992	3	2,133,198	0	0	14	2,297,054	9	1,937,446
MAR 1992	5	1,637,261	0	0	16	1,380,964	6	1,812,005
APR 1992	12	3,401,258	0	0	15	2,717,095	7	1,181,178

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The defined costs forecast increased due to Hazardous Waste Removal Contract Reforecast; Utility Master Agreement Forecast Revision; three Awarded Contracts' Forecast Changes; and B740/B745 100% Estimate Refinement. This increase is partially offset by Contract B201 April Forecast Changes; OCIP Forecast Revisions; and Barnsdall Park Utilization Forecast.

SCHEDULE STATUS

- Current Revenue Operation Date

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- This report does not reflect the Joint Development Ad Hoc Committee/PMIC scope change recommendation impacting cost and schedules contained in this report.
- We anticipate incorporation of cost and schedule modifications to be completed in the June 1992 Progress Report.
- Design Progress

- Plan	80%
- Actual	76%
- Construction Progress

- Plan	10%
- Actual	9%

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	73	33	35	5	167
LAST MONTH	72	33	35	4	171

- There are 73 parcels of land required for the Segment 2 Project. One parcel was added this month for Contract B252. The acquisition breakdown is as follows: 20 full takes, four partial takes, 41 subsurface easements, two surface easements, one temporary construction easement, two leases, and three parcels for the tunnel project.
- To date, there have been 33 parcels acquired. Eighteen of these parcels were acquired through condemnation, and the remaining were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: There are five parcels which may not be available by their scheduled need dates. This number has increased by one since last month.

Of the five parcels, one parcel may be decertified and two parcels are being delayed for the completion of environmental studies. The other two parcels are expected to be available before needed for construction.

There is a high probability that all parcels will be available on time, given the time span until their scheduled need dates.

Action: Maintain schedule to avoid negative float.

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

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:** Vermont/Hollywood Stations UPE and BRS are still being analyzed and studied for placement on adjacent sidewalks, streets, or private properties. This effort is being coordinated with LACTC Real Estate, RCC and MRTC Project Managers, and MRTC Estimating Department.

Noise Mitigation

- Concern:** The noise level of construction work at Contract B221 caused 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:** As a result of the increased level of public concern over construction noise in the Normandie Station area, the noise level at Contract B221 is closely monitored by the Construction Manager, the Contractor, and the Wilshire Koreana Hotel. Noise mitigation measures have been implemented to reduce the level of construction noise to limits specified under the contract. Although noise levels are generally within the contract limits, noise complaints from members of the public are still being received. Studies are being performed to determine if additional mitigation measures can be employed to reduce the noise to a publicly acceptable level.

Contract B251, Vermont/Hollywood Line

- Concern:** Delays in securing Real Estate Parcels B2-226 and B2-227 could impact construction on this Project. The parcels are for the lay-down yard and haul route for this contract, and will not be available until six months after Notice-to-Proceed (January 10, 1993). Further delay may impact the ROD.
- Action:** Expedite procurement of Parcels B2-226 and B2-227.
- Status:** The Construction Manager, Parsons Dillingham, is currently investigating possible work-around plans.

RESOLVED**Mined Station Concept**

Concern: Cut and cover plans for the Vermont/Hollywood Corridor are currently showing negative float to the Vermont/Hollywood Revenue Operations Date (ROD). Any Mined Station Concepts that exceed the current station construction time frames will be a direct impact to ROD.

Status: Based on the results of the comprehensive review conducted by Deloitte and Kellogg, the RCC/LACTC Boards have approved the Mined Station Concept for the Hollywood/Highland Station (currently part of Segment 3), and further study on the Mined Station Concept for the Segment 2 stations on the Vermont/Hollywood Corridor. Additionally, the Boards have also approved including enhancements into the designs for the Vermont/Hollywood Corridor stations which will result in a greater direct impact to ROD than that associated with the Mined Station Concept. Since the Mined Station Concept is currently approved for implementation only on Segment 3, and the station enhancements is the only issue currently directly impacting ROD for Segment 2, the Mined Station Concept as a Segment 2 ROD impact is no longer considered an area of concern.

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.

Status: The contractor procured a roadheader which has not been needed because progress through the Puente formation has been better than anticipated. Tunneling progress may be somewhat slower at the San Pedro and Alluvium formations. Progress will continue to be monitored.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

NONE

NEW

February '92

Quality Assurance

Concern: Hill recommends that RCC evaluate the reasons for the EMC's failure to complete reasonable and self defined actions, particularly since one deficiency, lack of procedures, has the potential to impact the quality of the consultants output.

Action: Hill has recommended and the RCC has agreed that action needs to be taken at the executive level to motivate the consultant to complete their Quality Assurance Procedure as soon as possible.

Status: The EMC has missed its projected deadline of mid-April. A meeting will be scheduled with M. Ingram, R. Dawson, and EMC staff to resolve.

RESOLVED

April 1991

Project Procedures

Concern: Although a plan has been developed and implementation started in December, implementation was proceeding very slowly and required support at a senior level. Additionally, some of the procedures reviewed were not in accordance with the Project Management Plan (PMP).

Status: Completed. The RCC provided copies of the required procedures plus four new procedures that were developed after the original request. The procedures were delivered to Hill International on 4/27/92.

KEY ACTIVITIES - APRIL

- Continued pocket track excavation, pocket track structure concrete and excavation of cross passage #17 at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continued installation of station piles, commenced utility excavation/support and commenced station vault excavation at Contract B211, Wilshire/Vermont Station.
- Completed installation of station piles, and raised decking at station at Contract B221, Wilshire/Normandie Station and Line. Commenced utility excavation/support at station, continued installation of piles for appurtenant structures, and turnout structure. Completed tunnel excavation to cross passage #1 at Berendo.
- Completed installation of station soldier piles and raised decking at station at Contract B231, Wilshire/Western Station. Continued soldier pile installation for appurtenant structures, utility excavation/support at station and station vault excavation.
- Began Preliminary Engineering on the Board approved Option 1 Station Enhancements at Contract B252, Vermont/Santa Monica Station and Crossover, and Contract B281, Hollywood/Vine Station and Crossover.
- Continued developing concepts for mined stations at Hollywood/Highland, Vermont/Sunset, and Hollywood/Vine Stations.
- Continue Final Design of Contract B215, Wilshire/Vermont Station, Stage II, Contract B241, Vermont/Beverly Station, Contract B261, Vermont/Sunset Station, and Contract B271, Hollywood/Western Station.

KEY ACTIVITIES - PLANNED FOR MAY

- Complete pocket track excavation, continue pocket track structure concrete and complete excavation of cross passage #17 at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Complete installation of station soldier piles, continue utility excavation/support and continue station vault excavation at Contract B211, Wilshire/Vermont Station.
- Continue utility excavation/support at station, commence station vault excavation, continue installation of soldier piles for appurtenant structures, complete soldier pile installation for turnout structure, commence turnout structure excavation and continue tunnel excavation west along Wilshire Boulevard toward Western Avenue at Contract B221, Wilshire/Normandie Station and Line.
- Continue soldier pile installation for appurtenant structures, continue utility excavation/support at station and continue station vault excavation at Contract B231, Wilshire/Western Station.
- Bid opening for Contract B251, Vermont/Hollywood Tunnel, is planned for May 28, 1992.
- Continue preparation of Final Design Submittal for Contract B271, Hollywood/Western Station.
- Begin Preliminary Engineering on the Board approved Option 1 Station Enhancements at Contract B241, Vermont/Beverly Station and Contract B261, Vermont/Sunset Station.

METRO RED LINE SEGMENT 2

APRIL 1992

RAIL CONSTRUCTION CORPORATION PROJECT COST REPORT COST BY ELEMENT

Project: R61 METRO RED LINE MOS-2

Period: 28-Mar-92 to 01-May-92
Run Date:
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	4,904	304,794	10,202	99,410	10,205	89,189	4,092	933,217	27,387
B Professional Services	289,150	0	297,844	8,313	222,400	4,117	90,711	7,278	83,601	0	335,971	38,127
R Real Estate	79,827	0	76,567	261	46,765	49	39,281	49	39,281	5,452	99,740	23,173
F Utility/Agency Force Account	35,668	0	18,404	0	4,969	86	1,719	86	1,719	3,842	27,662	9,156
D Special Programs	2,044	0	2,044	(32)	322	19	180	19	180	(3,328)	9,716	7,672
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(26,058)	88,226	(57,517)
A Project Revenue	0	0	0	0	0	(21)	(166)	(21)	(166)	16,000	(48,000)	(48,000)
Project Grand Total:	1,446,432	0	1,446,432	11,448	579,250	14,512	231,135	17,614	213,804	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

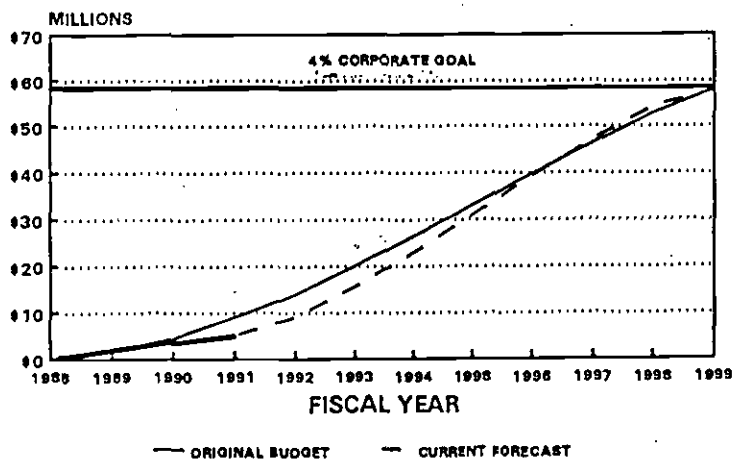
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$236,336	35%	\$71,480	11%	\$63,682	10%
STATE	\$185,965	\$27,000	\$81,854	44%	\$33,963	18%	\$21,327	11%
LACTC	\$439,447	\$97,856	\$205,366	47%	\$80,239	18%	\$80,239	18%
CITY OF LA	\$96,000	\$21,400	\$45,085	47%	\$17,533	18%	\$17,534	18%
BENEFIT ASSESSMENT	\$58,000	\$0	\$10,569	18%	\$10,569	18%	\$0	0%
COST OVERRUN ACCOUNT (1)	\$0	\$5,208	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESSMENT SHORTFALL (2)	\$0	\$0	\$0	0%	\$0	0%	\$10,569	
TOTAL	\$1,446,432	\$630,382	\$579,250	40%	\$213,804	15%	\$193,371	13%

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

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

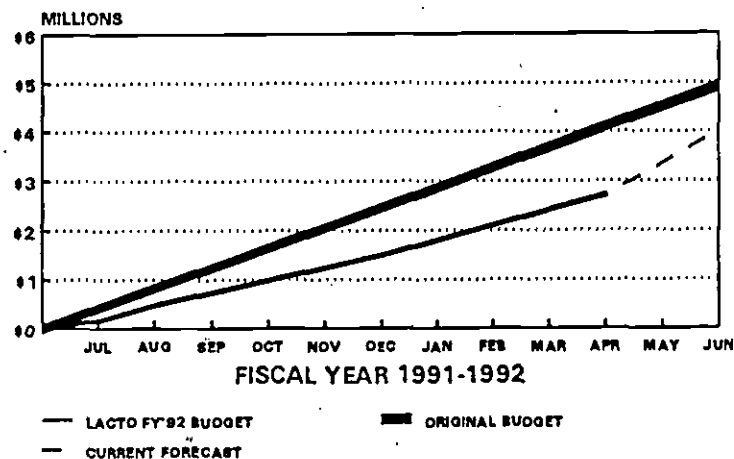
AGENCY COSTS RED LINE SEGMENT 2



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



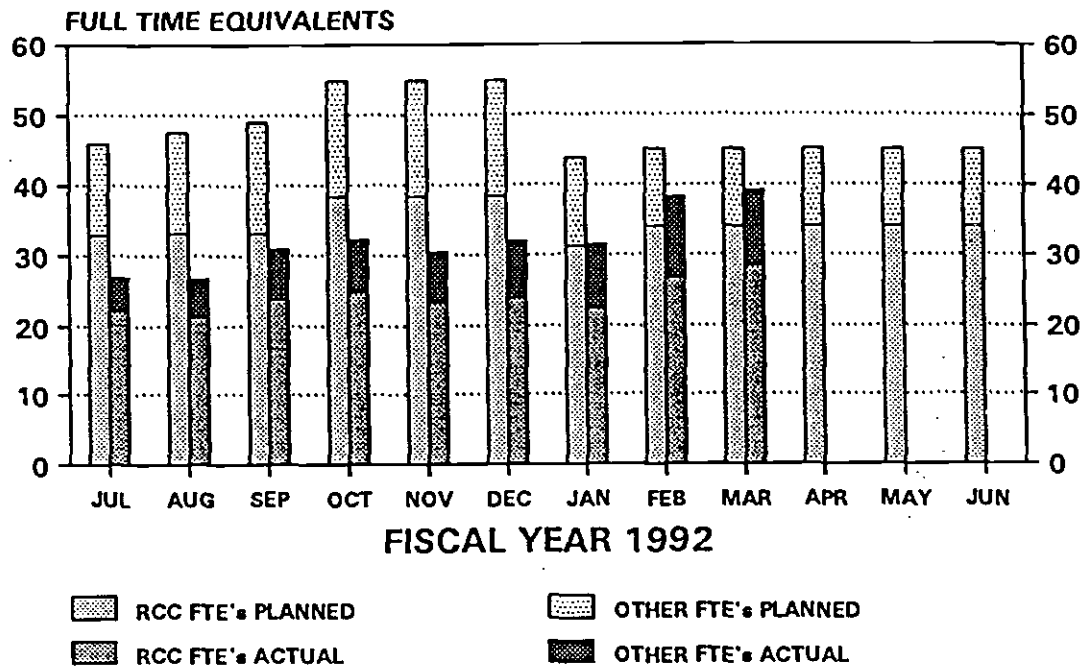
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,001
ACTUAL \$ TO DATE	\$2,698

Current forecast as of December 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'92 Amended Budget implemented FEB'92

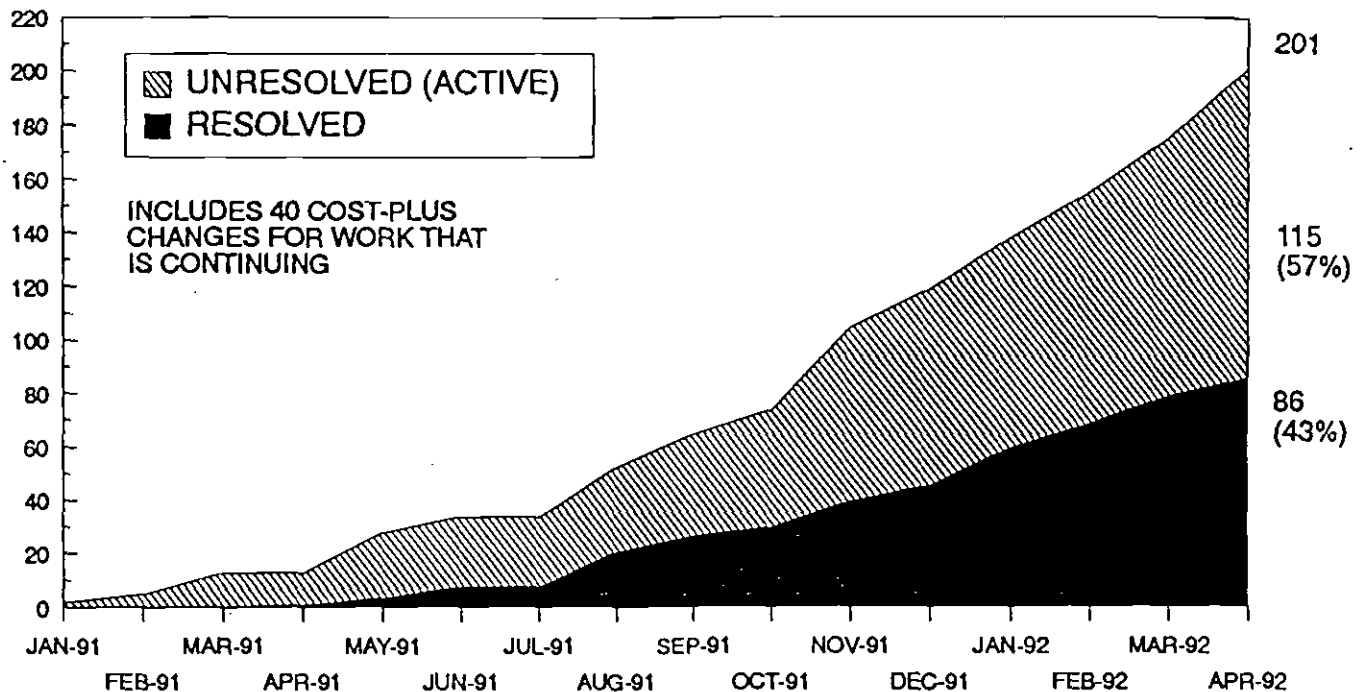
RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$44
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	34
RCC FTE's ACTUAL	28
OTHER FTE's PLANNED	11
OTHER FTE's ACTUAL	11
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	39

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE RESOLUTION

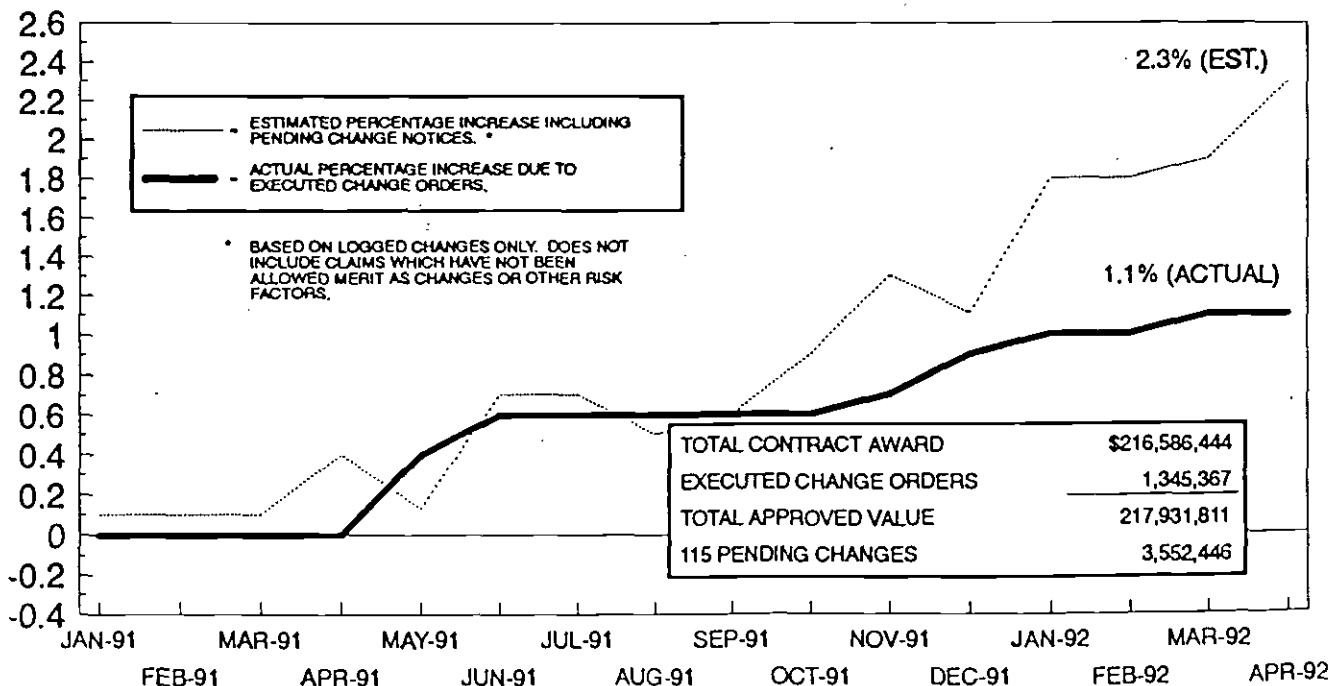


AGE OF UNRESOLVED CHANGES

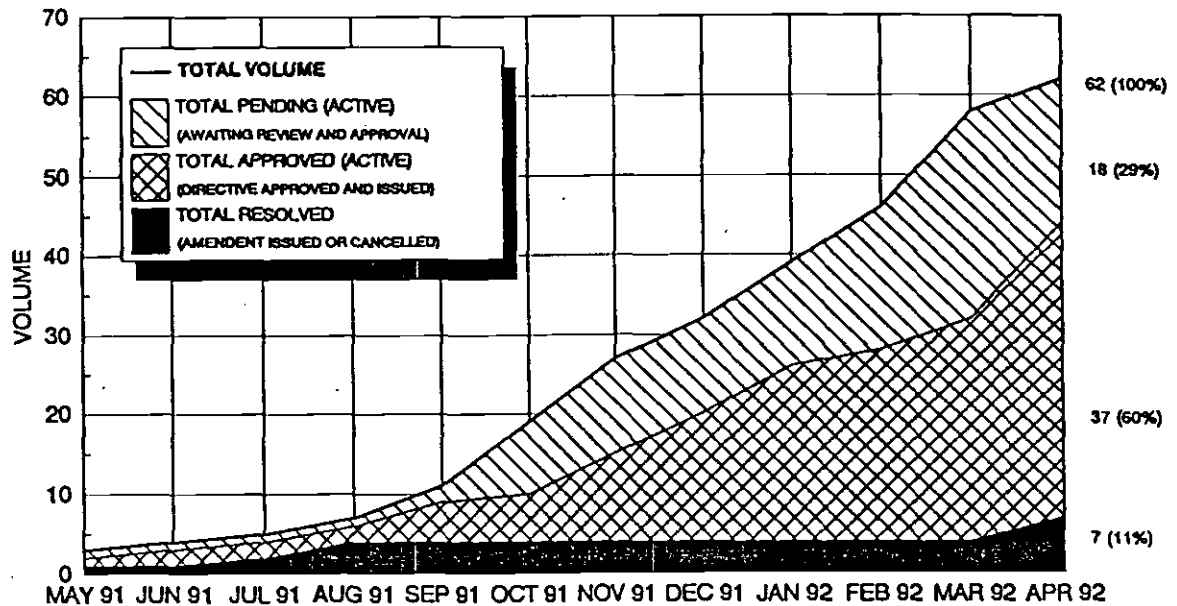
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	48	10	6	51	115
PERCENT	42%	9%	5%	44%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD

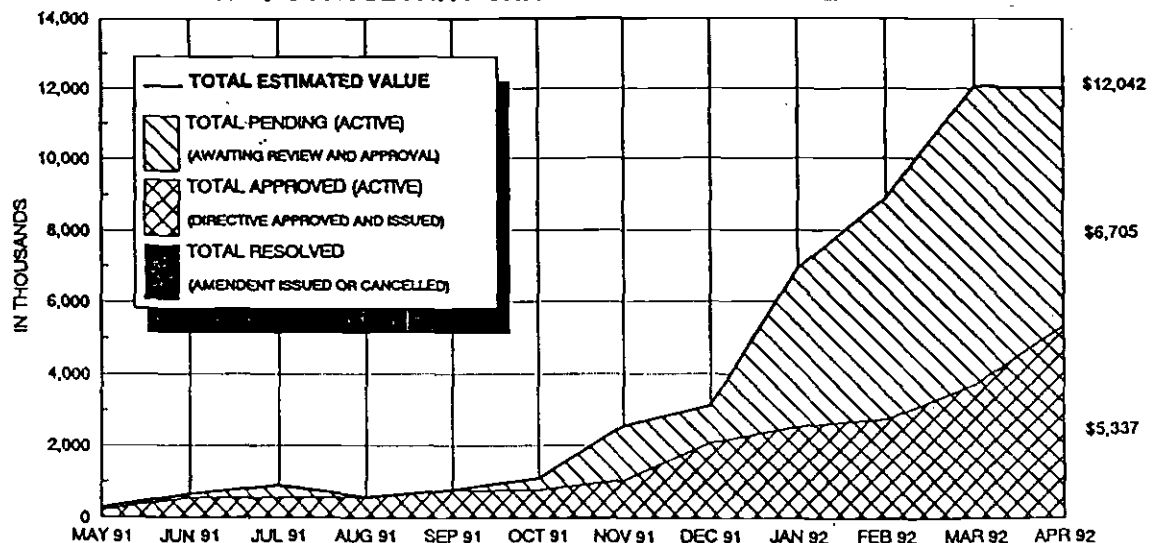


CONSULTANT CONTRACT CHANGE SUMMARY
R81 CONSULTANT CHANGE REQUEST RESOLUTION

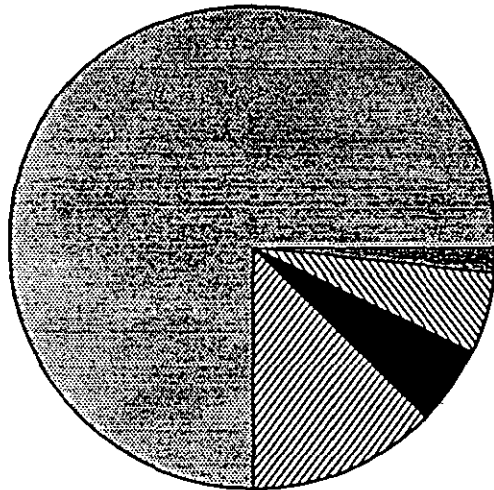


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	7	12	33	55
PERCENT	5%	13%	22%	60%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
R81 CONSULTANT CHANGE REQUEST VALUES









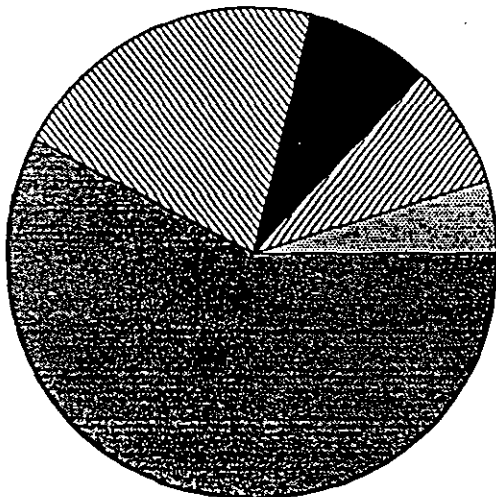
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 05/01/92**









CHANGE VOLUME
TOTAL VOLUME: 56 CN'S

ABSOLUTE VALUES

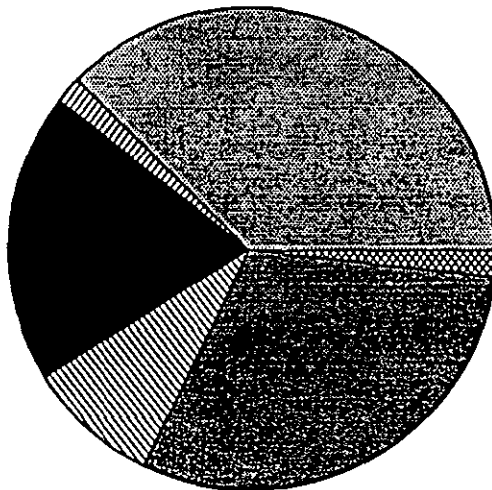
42	75.0%		< \$10,000
7	12.5%		< \$25,000
3	5.4%		< \$50,000
3	5.4%		< \$200,000
1	1.7%		> \$200,000
0	0.0%		> \$1,000,000



CHANGE COST
TOTAL COST: \$1,345,367

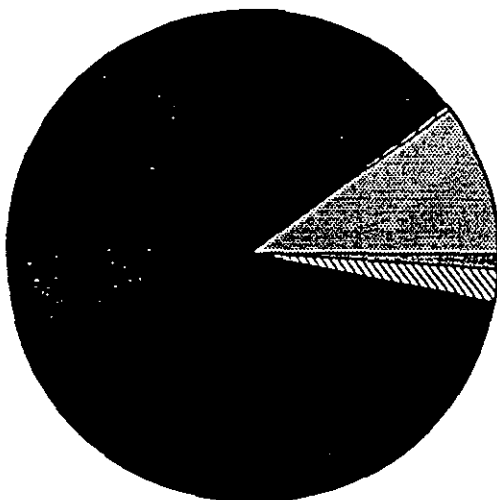
\$63,926	4.8%		< \$10,000
\$109,351	8.1%		< \$25,000
\$111,190	8.3%		< \$50,000
\$285,900	21.2%		< \$200,000
\$775,000	57.6%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 05/01/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 56 CN'S (48 CO'S)

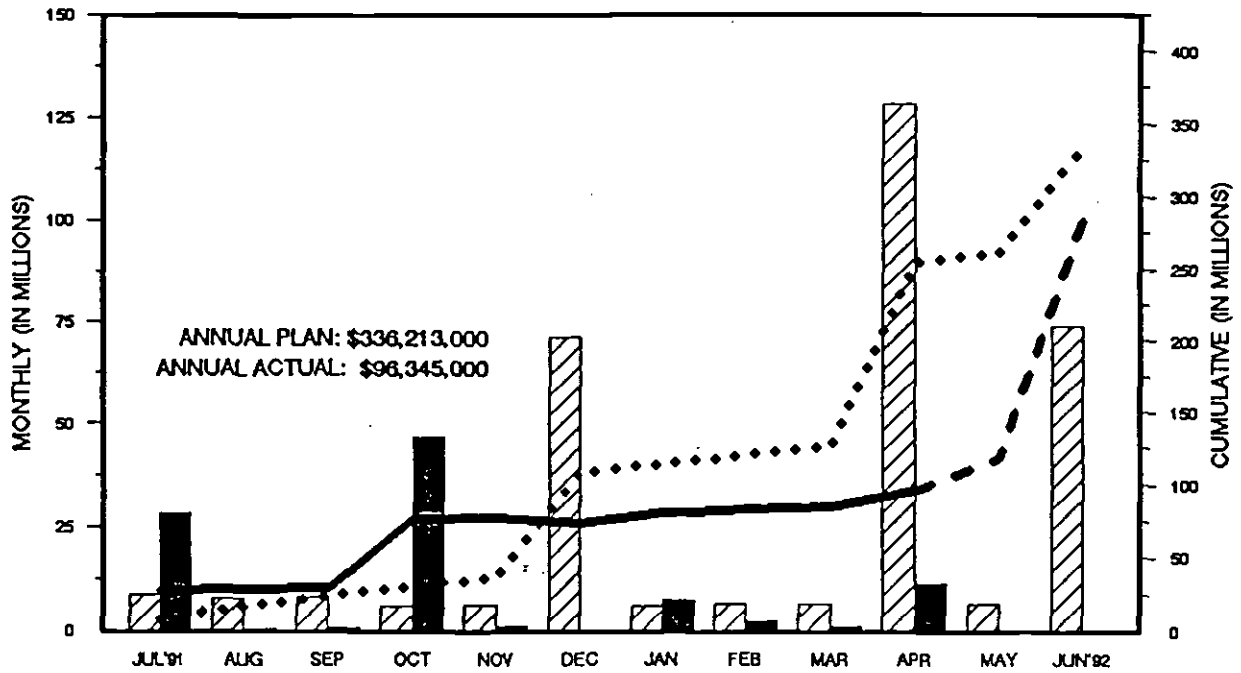
21	37.5%		WORK SCOPE CHANGES
1	1.8%		SCHEDULE CHANGES
11	19.6%		DIFFERING CONDITIONS
5	8.9%		ADMINISTRATIVE
17	30.4%		DESIGN CHANGES
1	1.8%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



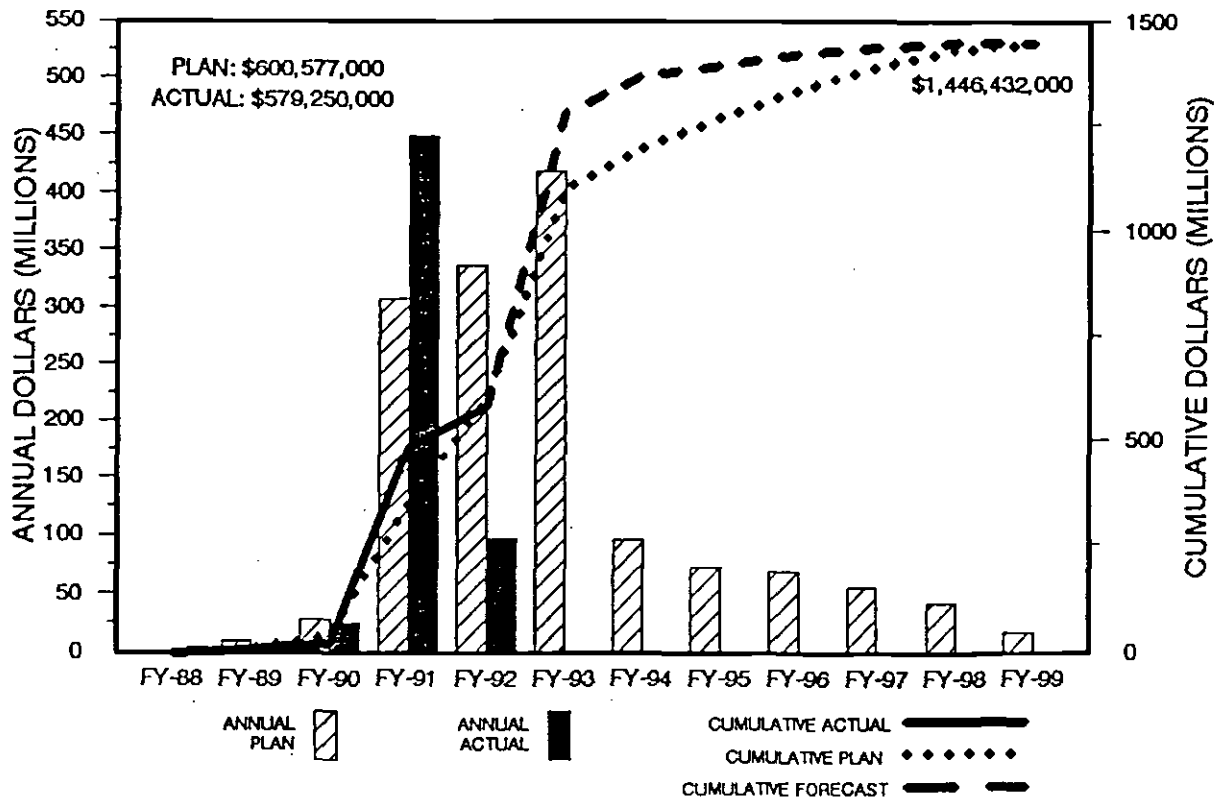
CHANGE BASIS COST
TOTAL COST: \$1,345,367

\$136,492	10.1%		WORK SCOPE CHANGES
\$3,405	0.3%		SCHEDULE CHANGES
\$1,163,515	86.5%		DIFFERING CONDITIONS
\$28,590	2.1%		ADMINISTRATIVE
\$13,365	1.0%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

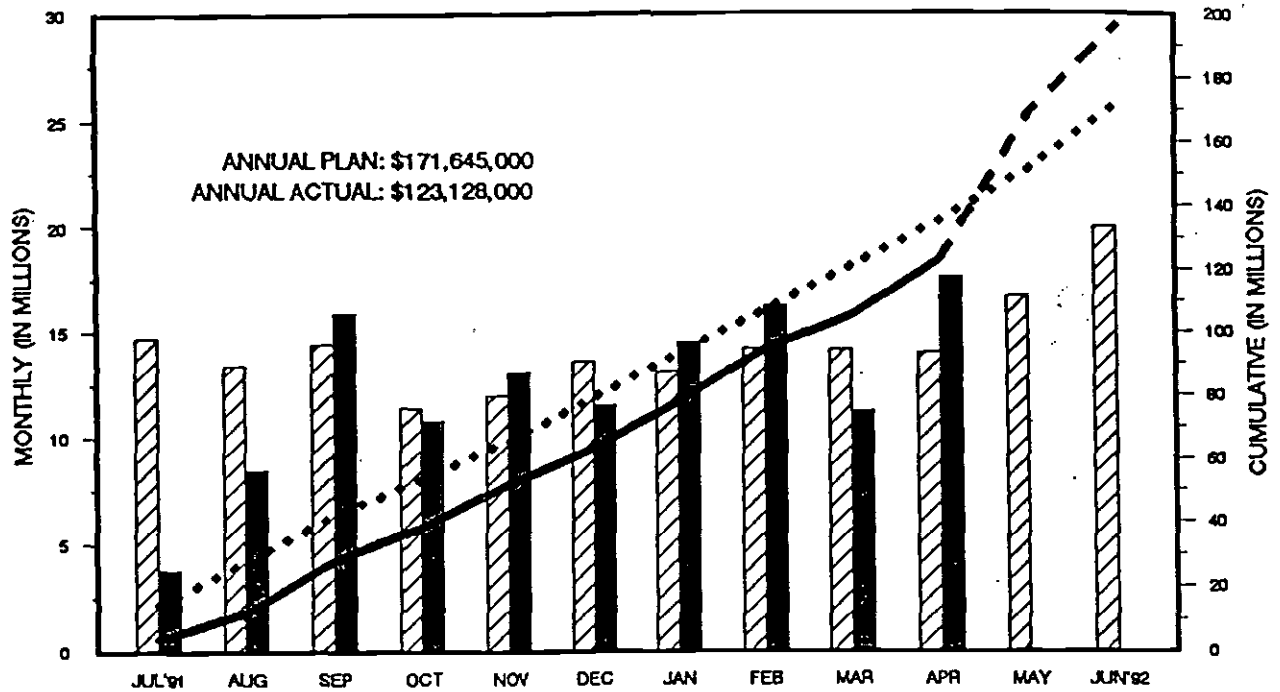
ANNUAL PROJECT COMMITMENTS (FY '92)



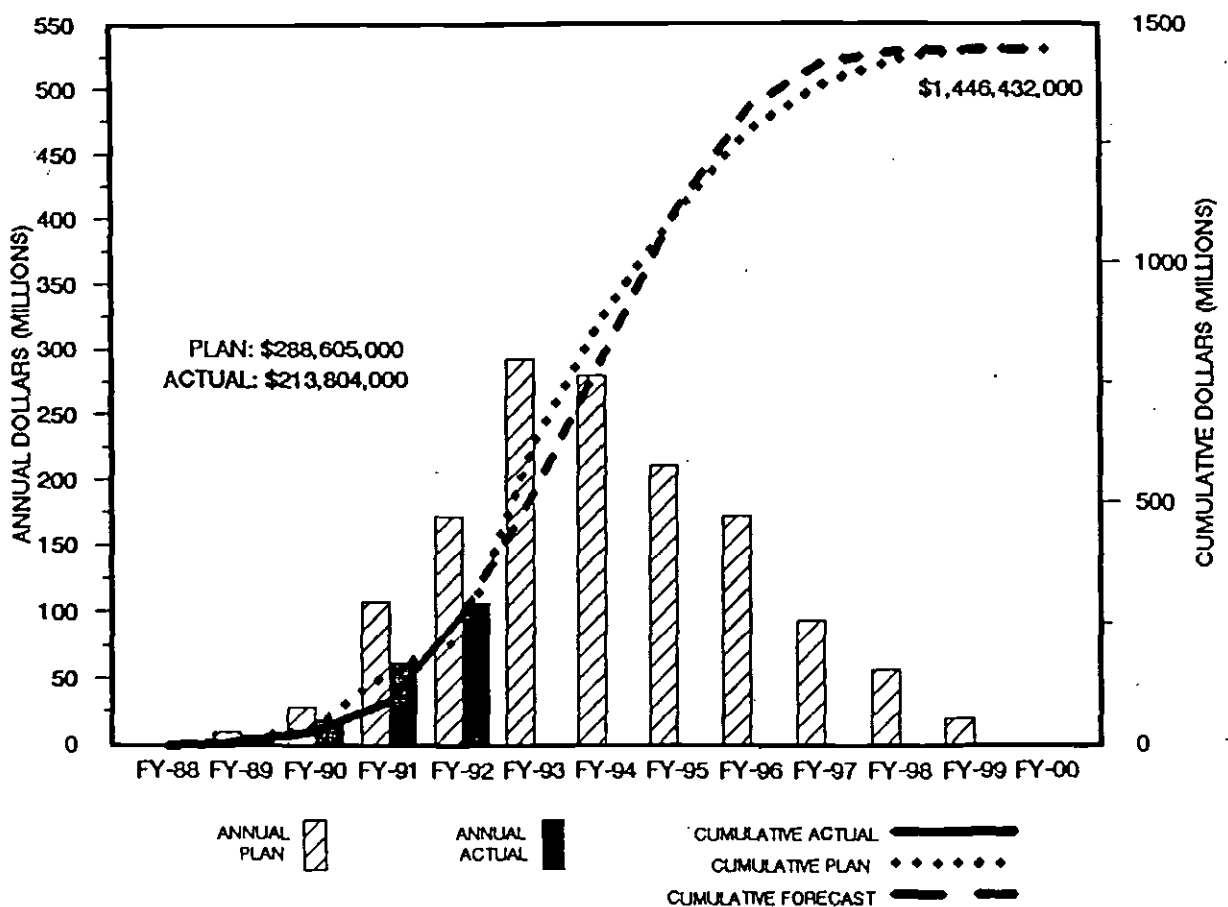
TOTAL PROJECT COMMITMENTS



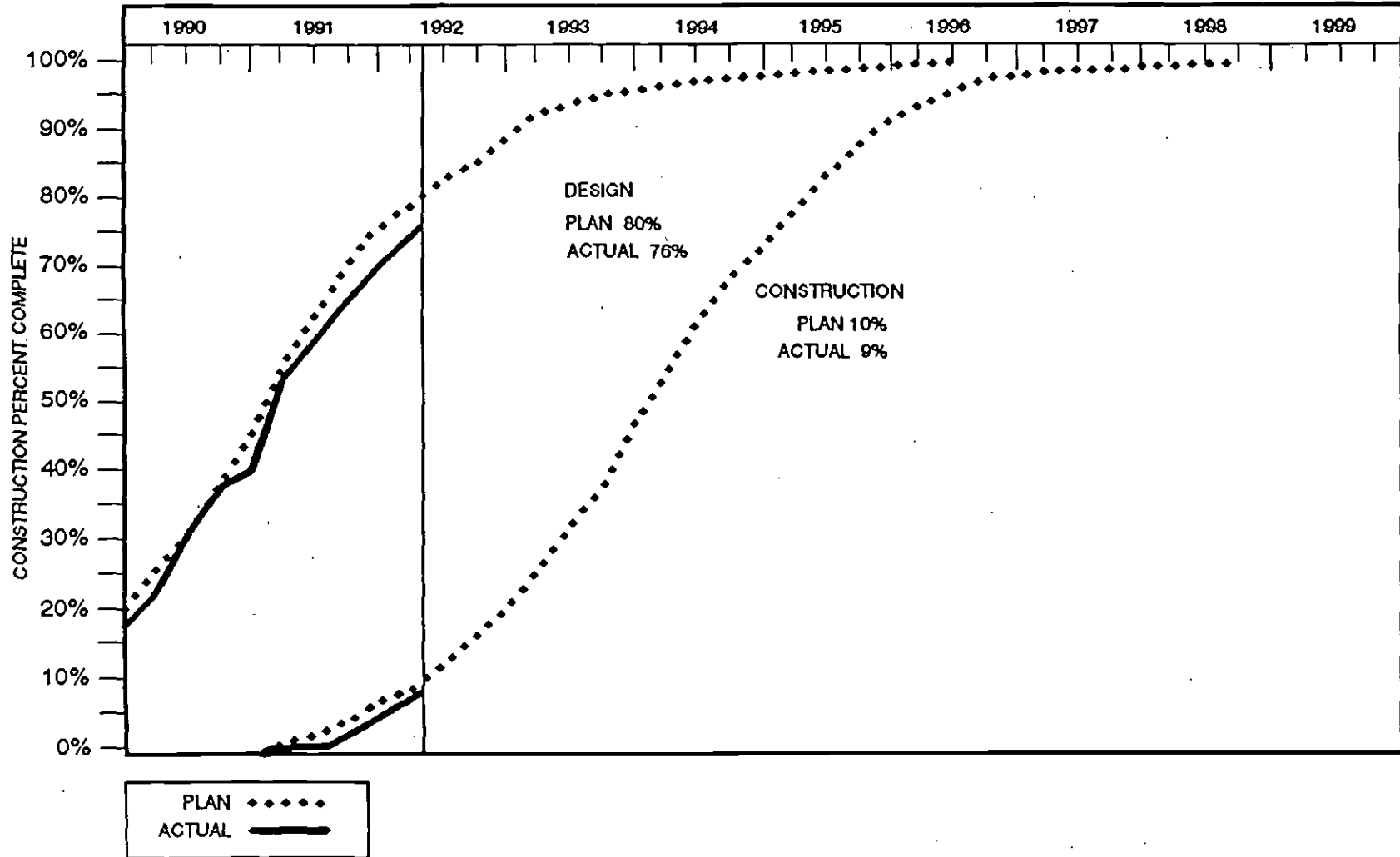
ANNUAL PROJECT CASHFLOW (FY '92)

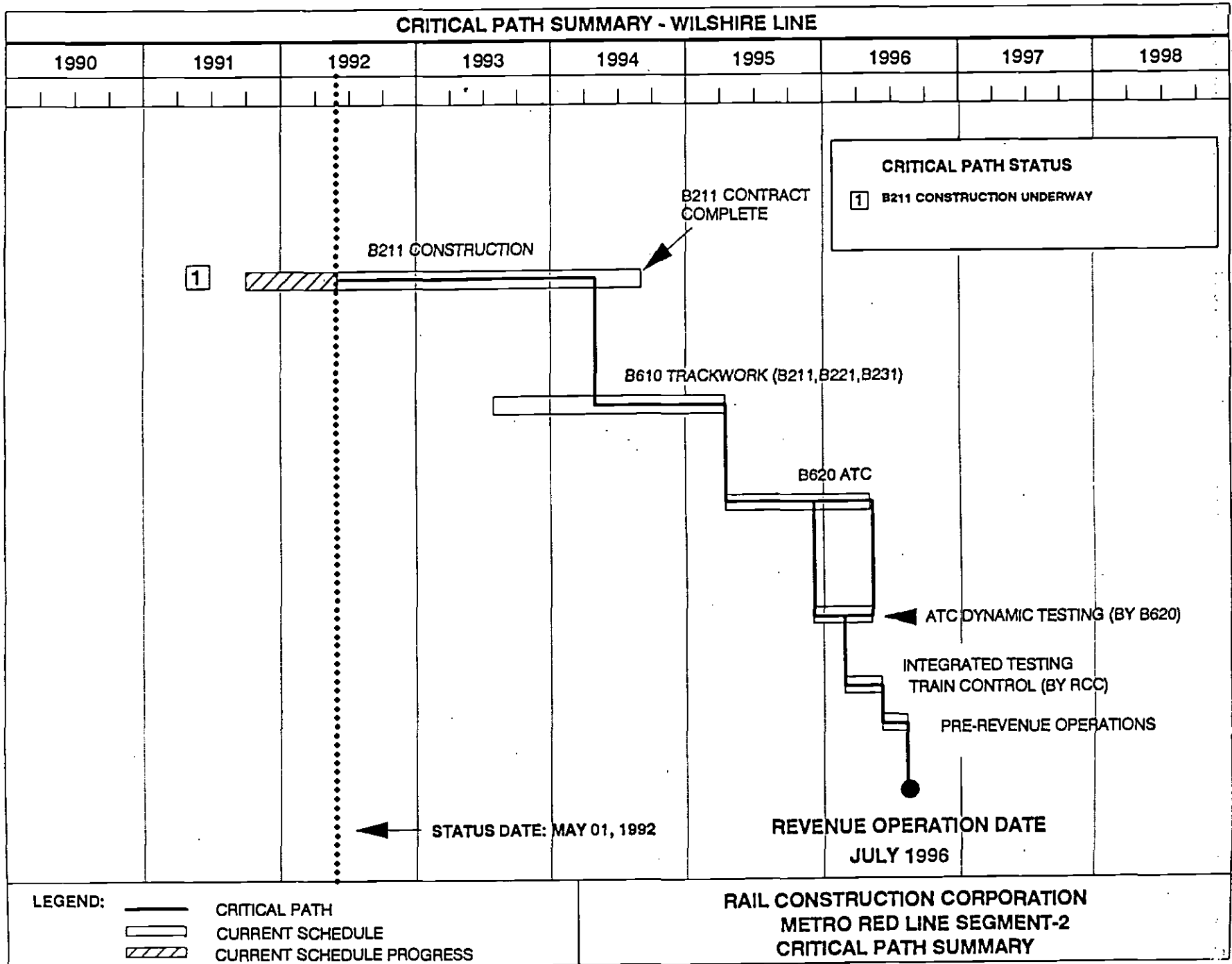


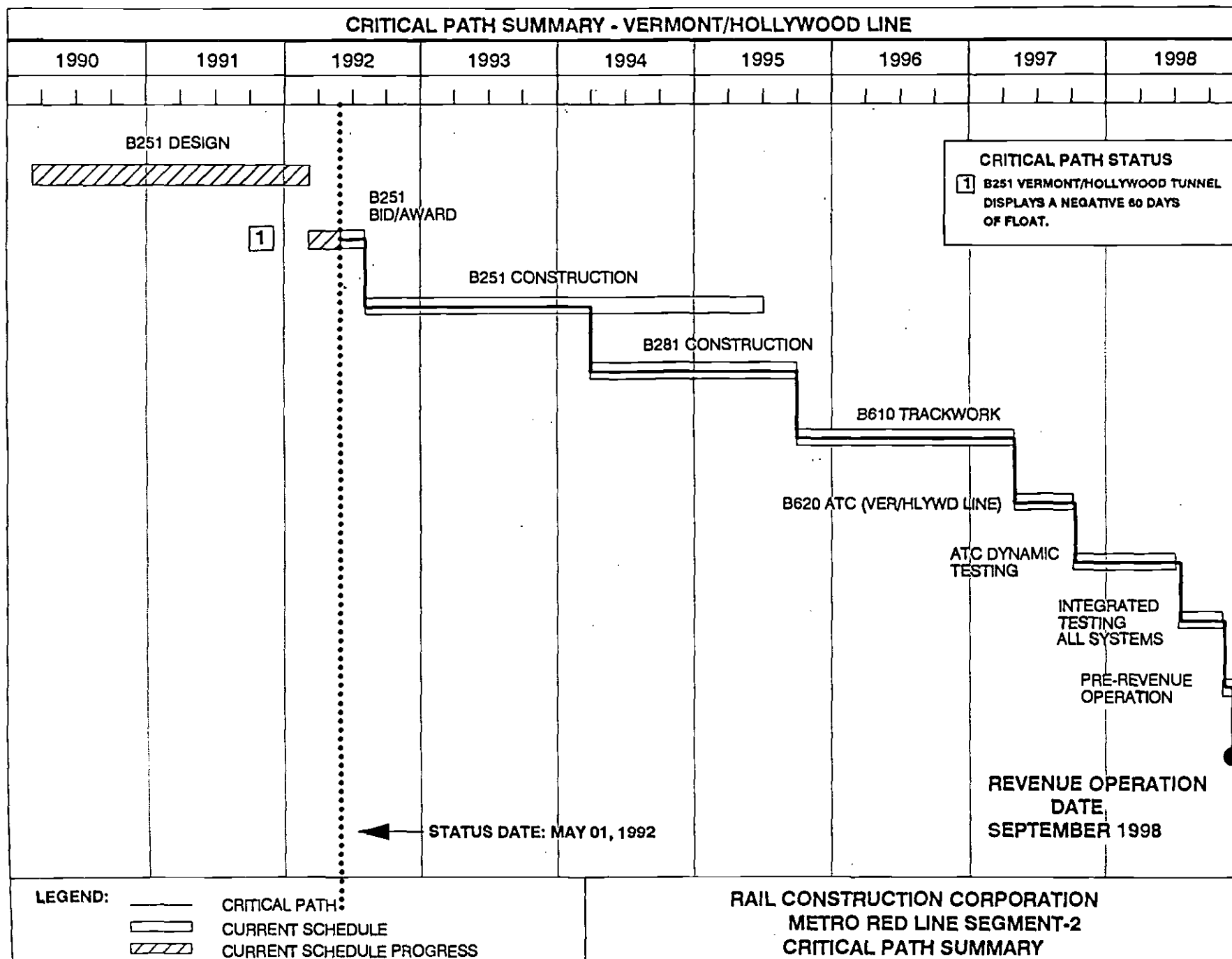
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY







Safety graphs have been removed pending audit of safety progress statistics.

INVOICE PROCESSING

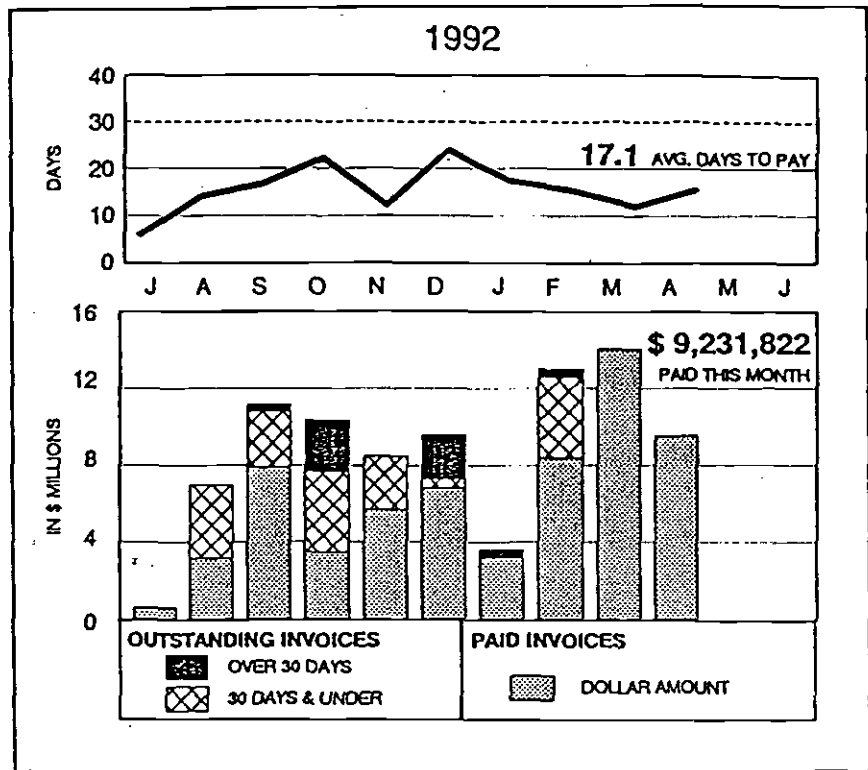
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.1 days.

- 15 invoices were paid for a total value of \$ 9,231,822.

- There was 1 outstanding Construction or Procurement invoice under 30 days old for \$ 1,383.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 69,660.

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
JAN 1992	0	0	1	466,820	20	129,807	15	116,673
FEB 1992	6	4,054,370	1	466,820	29	1,047,030	7	90,190
MAR 1992	0	0	1	69,660	19	3,776,066	7	76,920
APR 1992	1	1,383	1	69,660	25	1,522,257	8	63,434