

RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**



A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status (\$000)
 Original Budget 1,249,900
 Expended to Date 1,227,443
 Current Budget 1,450,019

Schedule Status
 Revenue Operations Date:
 Original April 1992
 Forecast June 1993

Project Progress
 Design:
 Plan 100%
 Actual 98%
 Construction:
 Plan 92%
 Actual 92%

Metro Red Line Segment 2

Cost Status (\$000)
 Original Budget 1,446,432
 Expended to Date 183,831
 Current Budget 1,446,432

Schedule Status
 ROD: Wilshire Vermont/Hlywd
 Original Jul '96 Sep '98
 Forecast Jul '96 Sep '98

Project Progress
 Design:
 Plan 76%
 Actual 73%
 Construction:
 Plan 8%
 Actual 7%

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

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 167,701
 Current Budget 716,000

Schedule Status
 Revenue Operations Date:
 Original October 1994
 Forecast May 1995

Project Progress
 Design:
 Plan 100%
 Actual 99%
 Construction:
 Plan 22%
 Actual 18%

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

Cost Status (\$000)
 Original Budget 473,262
 Expended to Date 97,247
 Current Budget 473,262

Schedule Status
 Revenue Operations Date for 3 lines:
 Original October 1992
 Forecast October 1992
 Forecast(Union Pac) October 1993 **

Project Progress
 Design:
 Plan 100%
 Actual 100%
 Construction:
 Plan 24%
 Actual 21%

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

STATUS DATE: 02/28/92

(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	68,465	1,868,436	17,931	1,361,617	19,771	1,325,842	2,937,580	108,305
PROFESSIONAL SERVICES	916,961	1,055,114	4,288	935,203	9,831	774,646	9,379	756,986	1,157,683	102,569
REAL ESTATE	247,495	301,211	215	243,371	366	234,525	367	234,442	320,792	19,581
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	1,255	82,653	759	66,073	761	65,680	93,616	5,194
SPECIAL PROGRAMS	7,668	14,110	(94)	2,224	49	906	46	825	25,150	11,040
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	68,691	(176,574)
PROJECT REVENUE	(18,115)	(43,675)	0	(8,205)	0	(6,315)	0	(7,545)	(43,975)	(300)
PROJECT GRANO TOTAL	4,138,684	4,489,722	74,129	3,123,682	28,936	2,431,452	30,324	2,376,230	4,559,537	69,815

BUDGET STATUS - FEBRUARY 29, 1992
(in \$ Millions)

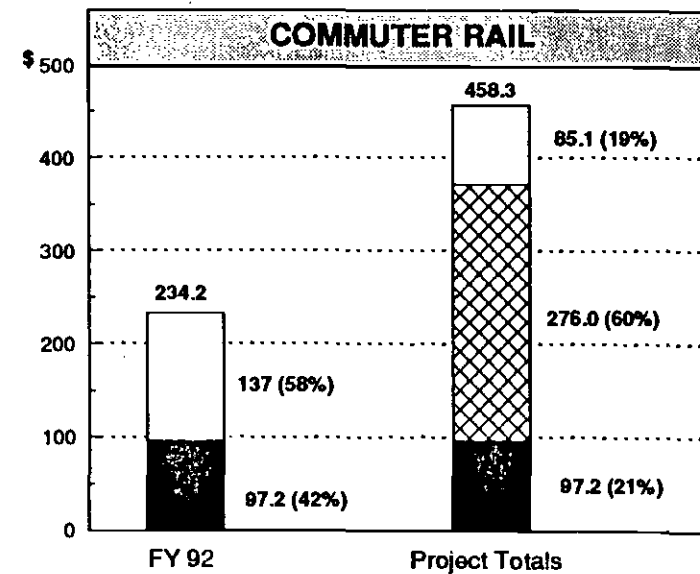
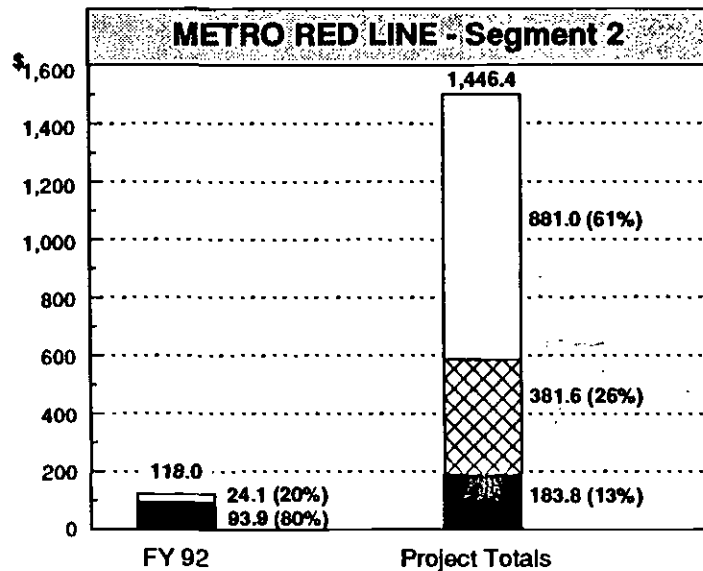
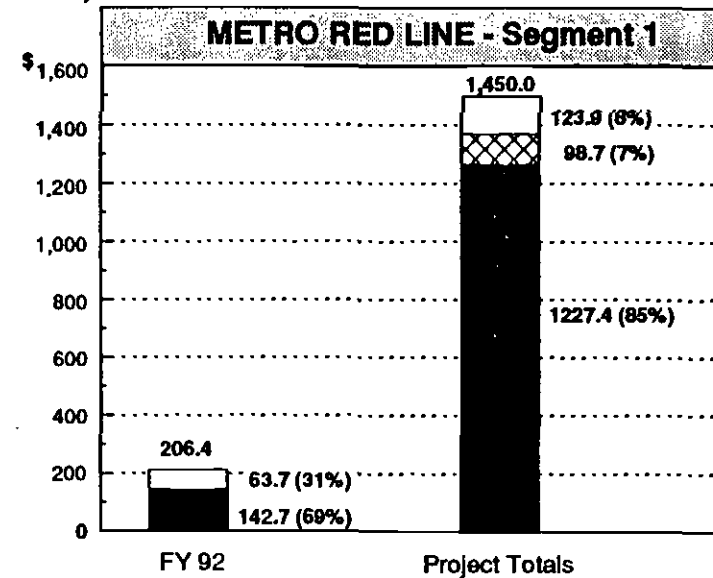
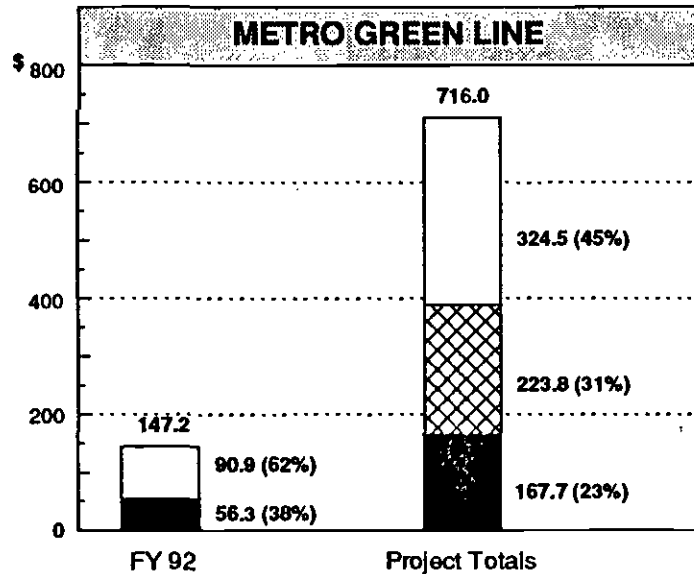


Figure 1 - Rail Construction Plan

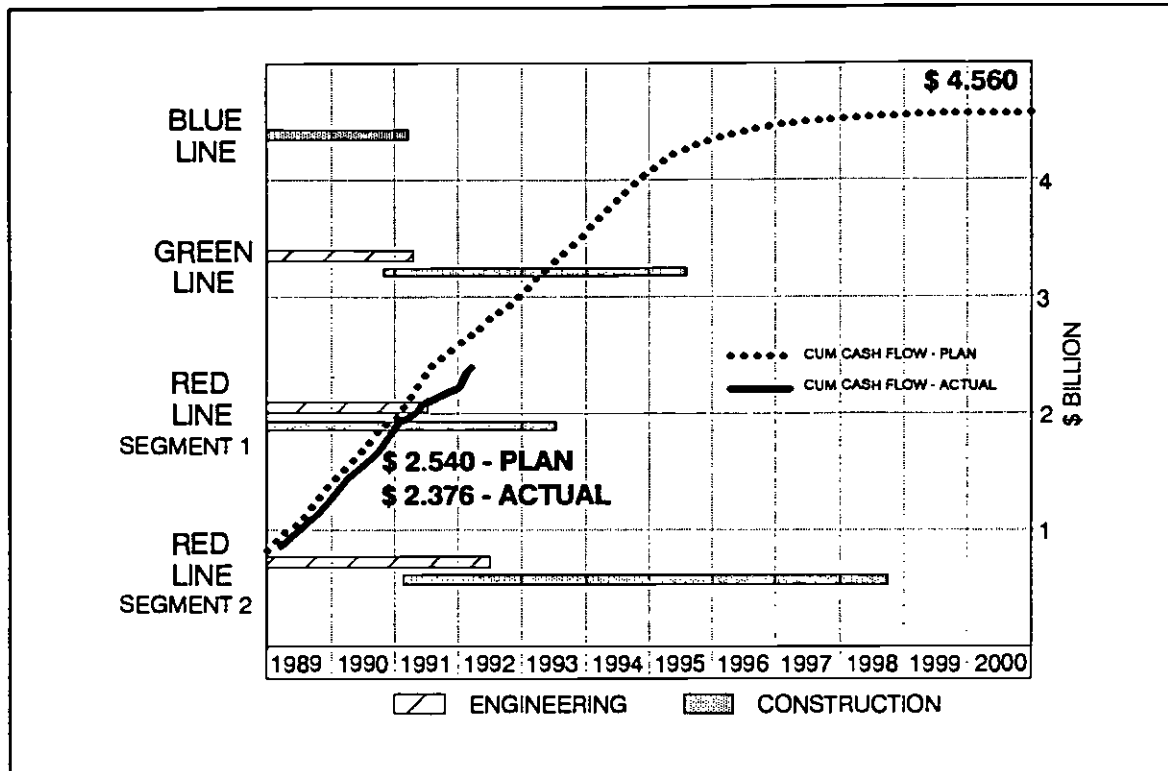


Figure 2 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

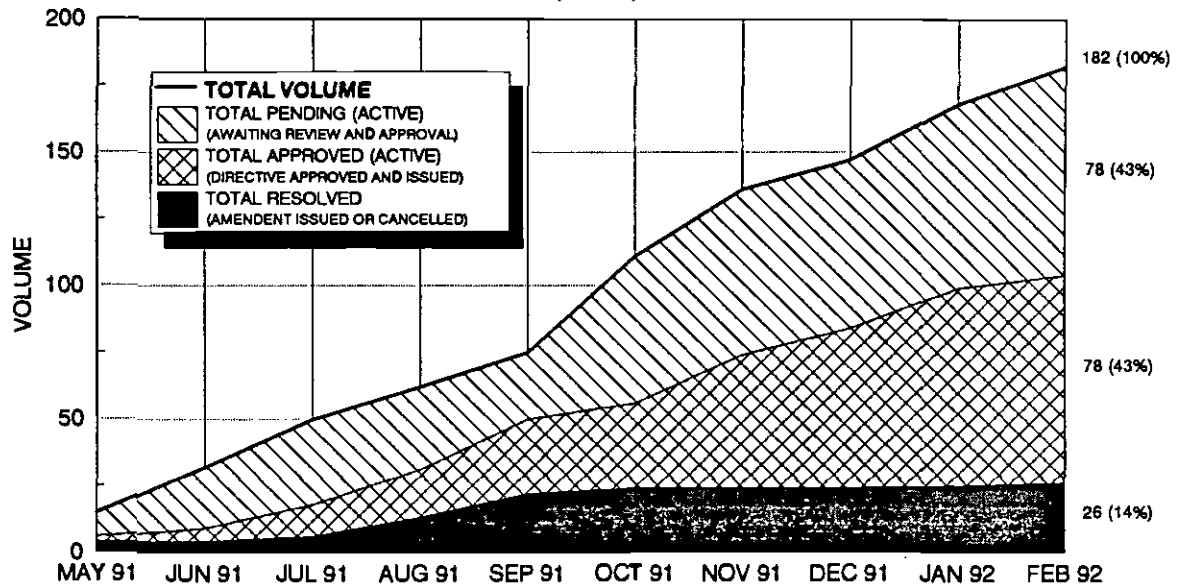
Figure 2 - Rail Construction Funding Sources

(IN MILLIONS)

	METRO BLUE LINE*		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SEC 3					605.3	42	667.0	46	1272.3	28
FTA-SEC 9					90.6	6			90.6	2
STATE					213.1	15	186.0	13	399.1	9
LOCAL (PROP A)	877.0	100	786.0	100	176.6	12	439.4	30	2279.0	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	877.0	100	786.0	100	1450.0	100	1446.4	100	4559.4	100

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

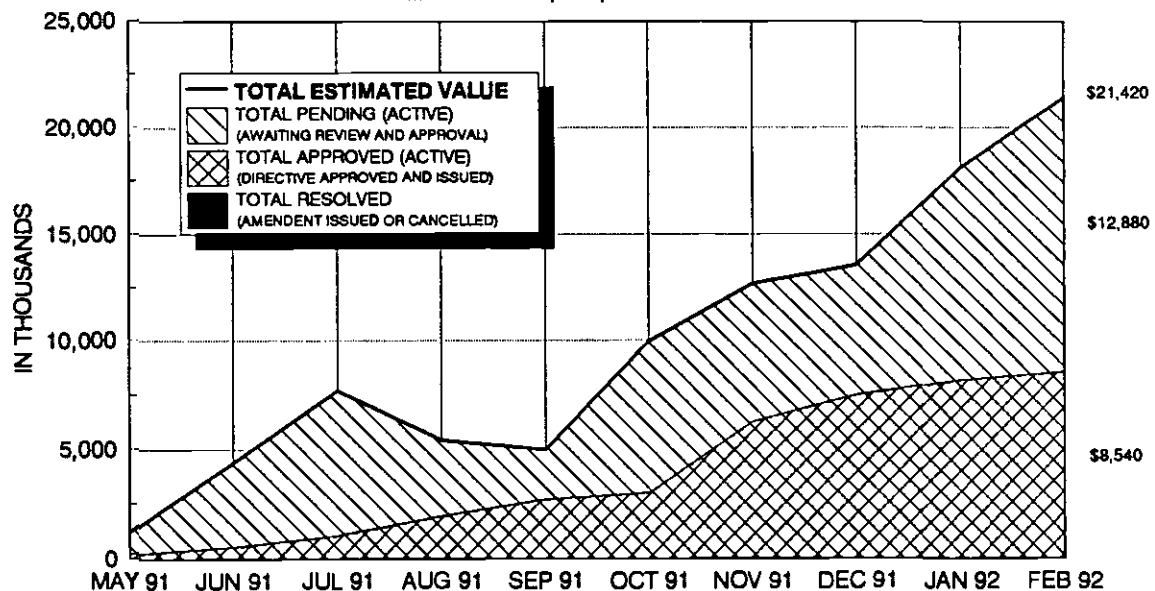
**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE R23, R80, AND R81**



AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	16	17	13	110	156
PERCENT	10%	11%	8%	71%	100%

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



EXECUTIVE SUMMARY

**CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 02/28/92**

(\$ = 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	52	4,384					14	1,037	2	111	68	5,532	64	4,519	4	1,013
R80: RED LINE S1			2	143	44	6,862					46	7,005	44	6,681	2	324
R81: RED LINE S2			21	5,423	20	3,260			1	200	42	8,883	35	7,140	7	1,743
R82: RED LINE S3			7	1,872							7	1,872	5	1,769	2	103
CONTRACT TOTAL	61	5,822	30	7,438	64	10,122	14	1,037	4	318	173	24,737	COMMENTS:			
LAST MONTH	57	4,803	22	5,628	61	9,762	14	1,043	4	318	158	21,554				
VARIANCE	4	1,019	8	1,810	3	360	0	(6)	0	0	15	3,183				

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	70	32	36	2	130

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 152 positions are filled with regular full time staff and 22 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

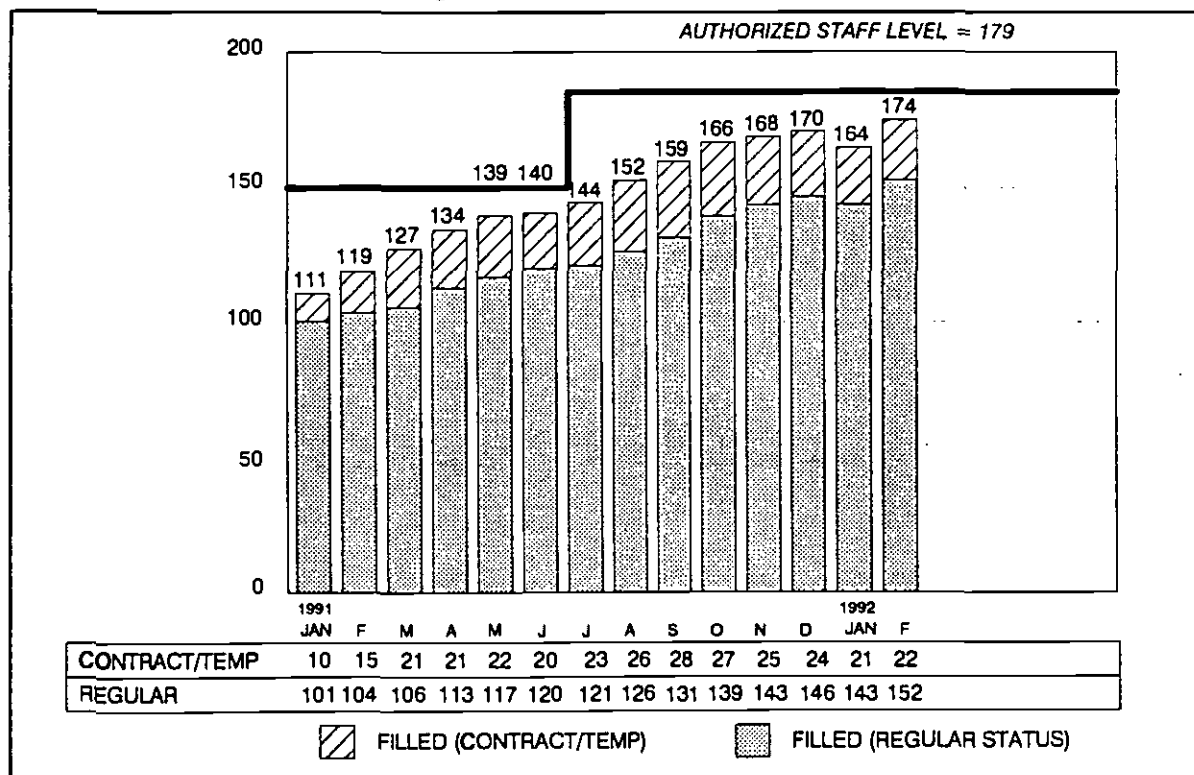
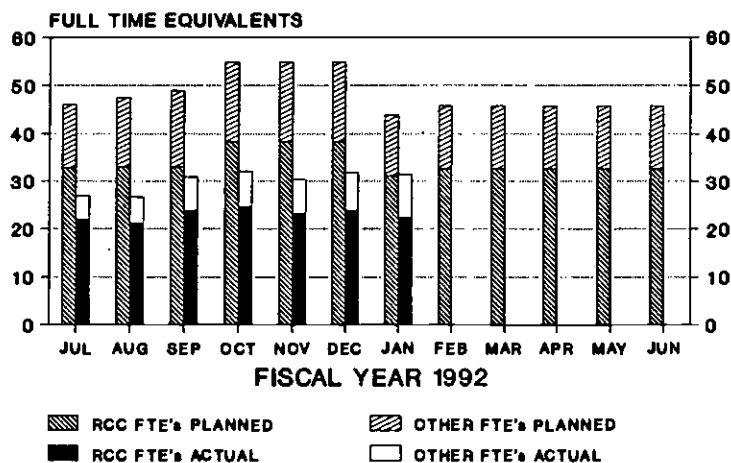


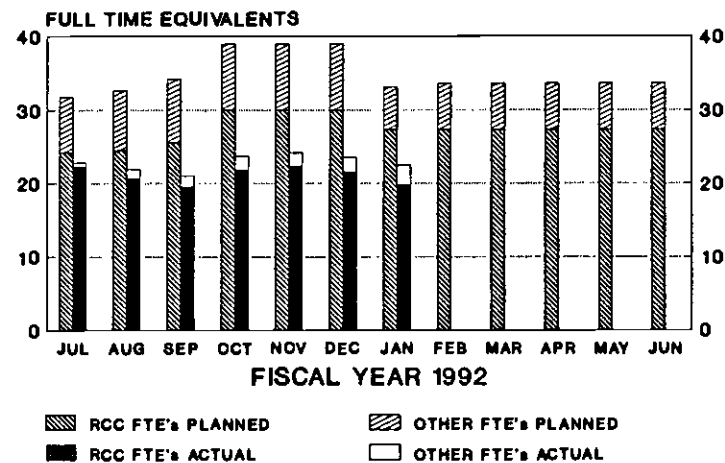
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



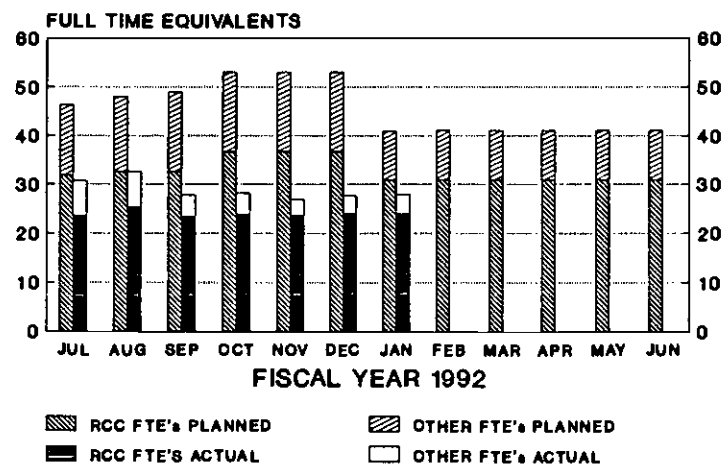
FY'92 Amended Budget Implemented JAN'92

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



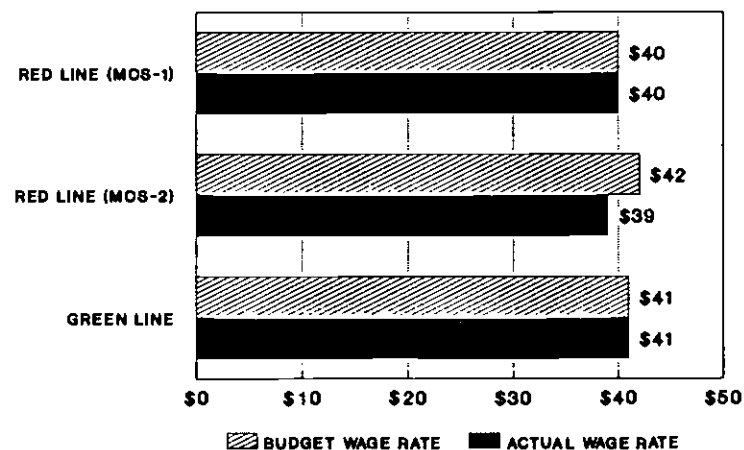
FY'92 Amended Budget Implemented JAN'92

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'92 Amended Budget Implemented JAN'92

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



*Salary and Fringe Benefits Only

AMENDED FY'92 WAGE RATE INCORPORATED IN JAN'92

Figure 5



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

Page: 1
 Date: 3/12/92
 Time: 4:12 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	.8	1.7	1.7	2.0	2.0	1.4	1.4	4.3	4.3	2.7	2.7	13.0	13.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	13.0	13.0	64.9	
	ACTUAL	1.2	5.6	.1	.1	2.6	20.3	1.4	3.9	1.9	6.3	0.0	.2	7.2	36.4									7.2	36.4		
Area Teams	BUDGET	0.0	0.0	1.6	1.6	0.0	0.0	.2	.2	.1	.1	1.1	1.1	2.9	2.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.9	2.9	14.7	
	ACTUAL	.6	1.2	.5	5.0	.1	.6	.1	.3	1.4	6.2	1.3	6.0	3.9	19.3									3.9	19.3		
FAST	BUDGET	1.4	1.4	2.8	2.8	0.0	0.0	1.7	1.7	7.6	7.6	2.5	2.5	16.0	16.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.0	16.0	80.8	
	ACTUAL	1.4	3.8	1.1	2.8	1.7	16.4	2.6	11.8	8.3	47.6	.2	.9	15.2	83.1									15.2	83.1		
Commuter Rail	BUDGET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	0.0	0.0	
	ACTUAL	0.0	0.0	0.0	0.0	0.0	.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.3									0.0	.3		
Rail Construction Corporation	BUDGET	.5	.5	13.5	13.5	31.7	31.7	23.9	23.9	33.6	33.6	3.4	3.4	106.4	106.4	3.3	3.3	2.4	2.4	36.4	36.4	18.8	18.8	60.8	60.8	167.2	
	ACTUAL	1.7	22.9	3.8	17.6	25.1	192.9	22.9	171.3	26.7	189.1	3.5	11.3	83.7	605.1	6.2	30.3	5.7	81.6	0.0	0.0	46.7	294.2	58.5	406.1	142.2	
COMMISSION TOTAL	BUDGET	2.6	2.6	19.6	19.6	33.7	33.7	27.2	27.2	45.5	45.5	9.7	9.7	138.3	138.3	3.3	3.3	2.4	2.4	36.4	36.4	18.8	18.8	60.8	60.8	199.1	
	ACTUAL	4.8	33.5	5.5	25.5	29.4	230.4	27.0	187.3	36.3	269.2	5.0	18.3	110.0	744.2	6.2	30.3	5.7	81.6	0.0	0.0	46.7	294.2	58.5	406.1	168.5	
ANNUAL BUDGET		13.7		96.8		169.0		136.8		224.2		48.7				16.3		12.0		183.4		94.0				996.7	

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 25.9% which is the same figure as last month. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.3% of total program costs, 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

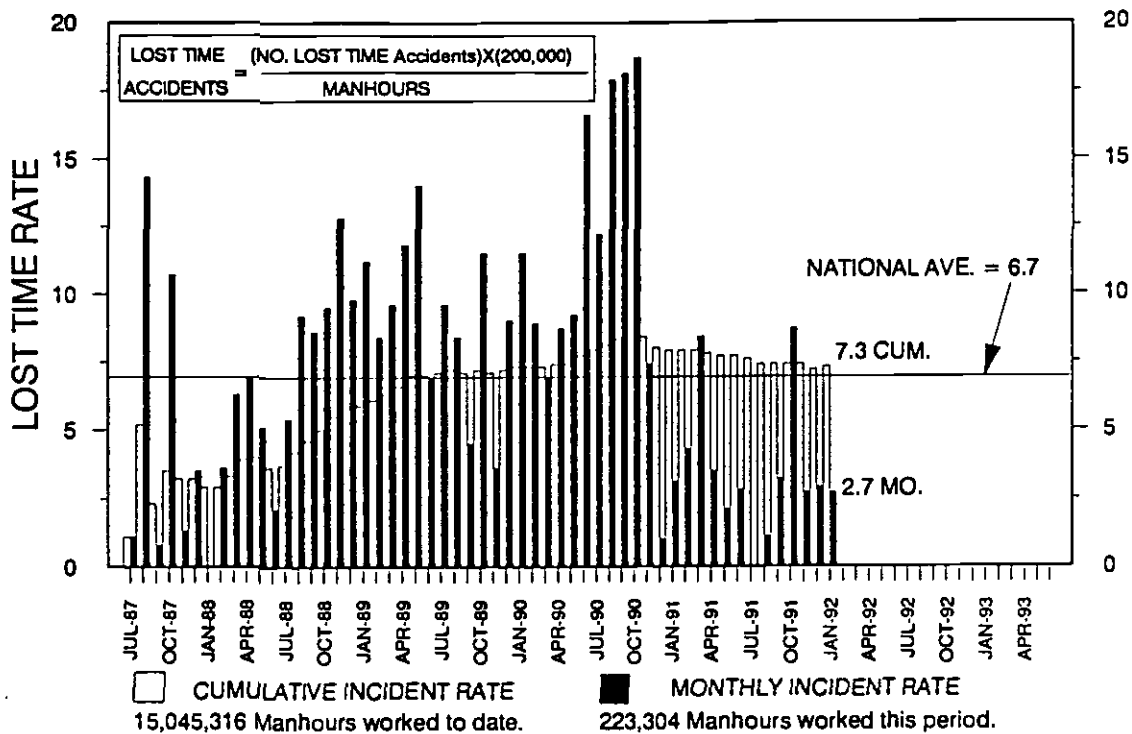
(IN THOUSANDS)

	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%	571,494	72.73%	821,698	56.67%	980,517	67.79%	3,031,196	66.48%	
REAL ESTATE	55,592	6.34%	29,232	3.72%	139,679	9.63%	96,289	6.66%	320,792	7.04%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.93%	75,425	9.60%	217,842	15.02%	126,816	8.77%	489,670	10.74%	
CONSTR MGMT.	91,642	10.45%	72,889	9.28%	139,023	9.59%	131,394	9.08%	434,948	9.54%	
STAFF	17,655	2.01%	21,390	2.72%	101,279	6.98%	57,541	3.98%	197,865	4.34%	4%
OTHER	14,222	1.62%	15,030	1.91%	988	0.07%	30,110	2.08%	60,350	1.32%	
SUBTOTAL	193,106	22.01%	184,734	23.51%	459,132	31.66%	345,861	23.91%	1,182,833	25.94%	20%
CONTINGENCY	963	0.11%	14,153	1.80%	29,510	2.04%	24,065	1.66%	68,691	1.51%	
PROJECT REVENUE	(29,877)	-3.41%	(13,798)	-1.76%	0	0.00%	(300)	-0.02%	(43,975)	-0.96%	
GRAND TOTAL	877,271	100.00%	785,815	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,559,537	100.00%	

CONSTRUCTION SAFETY

Figure 7 shows the combined Construction Safety report for the Metro Blue Line, the Metro Green Line and the Metro Red Line, Segment 1 and Segment 2 projects. The frequency index (Lost Time) and the severity index (Lost Days) of accidents for the month of January were still below the national average.

CONSOLIDATED PROJECTS SUMMARY OF LOST TIME ACCIDENTS (FREQUENCY)



CONSOLIDATED PROJECTS SUMMARY OF LOST WORK DAYS (SEVERITY)

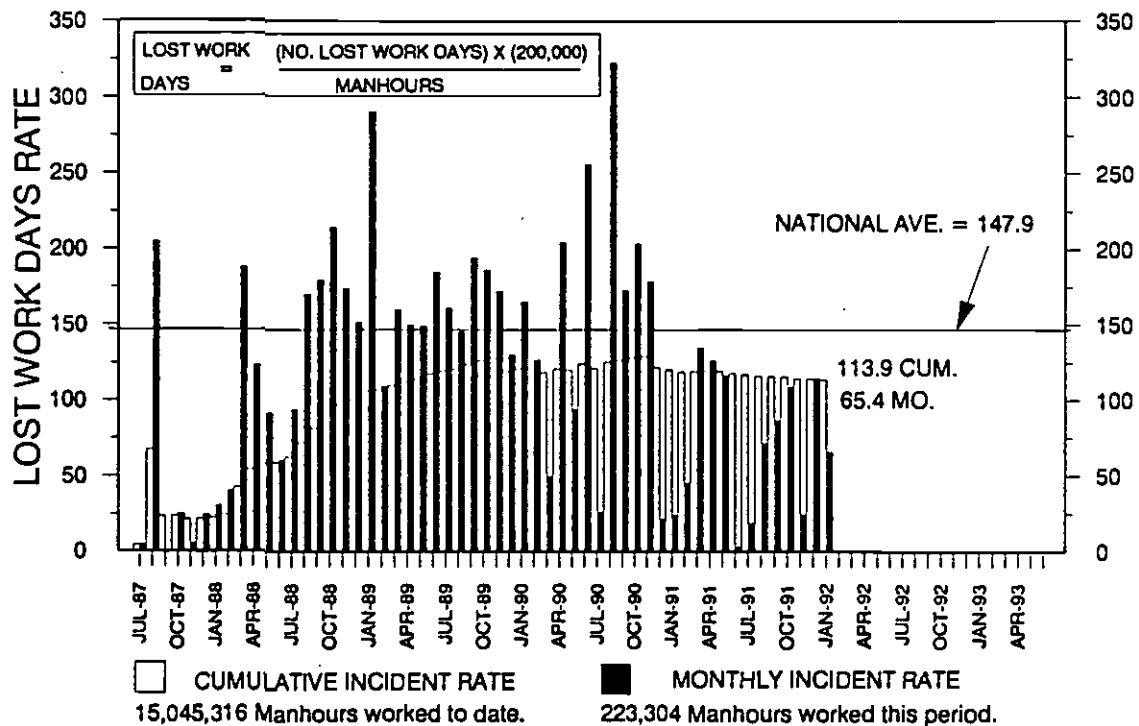


Figure 7

INVOICE PROCESSING

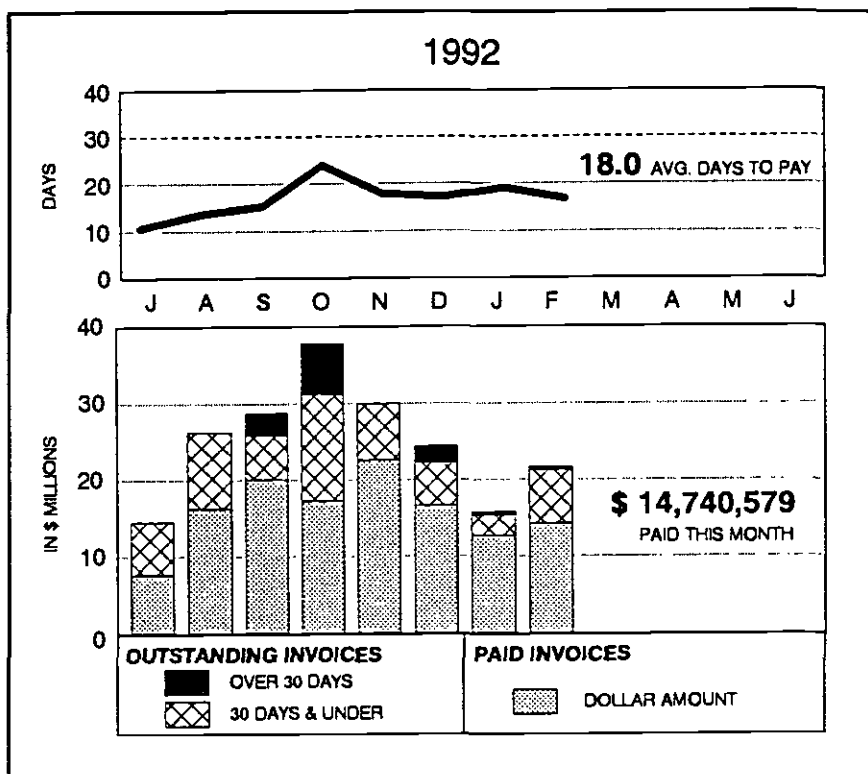
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.0 days.

• 27 invoices were paid this month for a total value of \$ 14,740,579.

• There were 11 outstanding Construction or Procurement invoices under 30 days old for \$ 7,118,511.

• There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 466,820.

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
OCT 1991	17	14,328,654	30	6,818,530	44	7,513,568	17	876,002
NOV 1991	16	7,640,255	2	27,063	49	7,791,884	22	1,218,880
DEC 1991	13	5,834,032	1	2,240,824	67	3,882,141	31	2,172,469
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

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

- Car number 15 of the base cab cars is in "splice"; subsections for an additional six (6) cars (base 40) are in production floor assembly fixtures.
- Total quantity of passenger vehicles remains at 70: 24 cab cars plus 46 trailer cars.
- Total contract dollar value decrease in excess of \$3.0 million (resulting from the reduction of Canadian Custom Duties and Processing Fees) has been received and is being reviewed in detail.

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.
- Production rate to maintain level of 2 vehicles every 3 weeks until mid-February '92 when a rate of 1 vehicle a week will be achieved.
- Arrival of first car anticipated beginning of April, 1992.

CRITICAL NEEDS:

- None

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

- Nearing completion of finalizing the engineering details for the modification to base locomotives for SCRRA operations to insure start of production fabrication.
- Total quantity of locomotives remains at seventeen (17) - Base Order.
- Reduction of NOx emissions in work.

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. Their locomotives are anticipated to undergo engineering study/testing modifications to both prime mover and HEP engines as part of the NOx emission reduction program.
- Arrival of first locomotive anticipated in June 1992.

CRITICAL NEEDS:

- None

RAIL CONSTRUCTION CORPORATION COMMUTER RAIL CONTRACTING SCHEDULE										
UPDATE: 28-Feb-92 PAGE: 7 of 8										
CONT NO	CONTRACT DESCRIPTION	CAMERA READY	ADVERTISE DATE	PRE-BID MEETING	SUBMISSION DATE	REPORT COMPLETE	UPA APPROVAL	COMMISSION APPROVAL	NOTICE TO PROCEED	RESPONSIBLE <small>Engng/Construct/Proj/Const</small>
C6090	MIDWAY TRACK & SIGNALS	Apr-92	Apr-92	T.B.D.	T.B.D.	T.B.D.	Dec-92	N/A	Jul-92	
C6150	EAST LINE POMONA AND COVINA STATIONS	28-Feb-92	03-Mar-92	17-Mar-92	12-Apr-92	01-May-92	08-May-92	N/A	18-May-92	Rinard/Lotterman/
C6160	Seismic Retrofit	Mar '92	Mar '92	Apr '92	May '92	Jun '92	Jun '92		Jun '92	Rinard/Origel/
C6170	Riverside Station	Mar '92	Mar '92	Apr '92	May '92	Jun '92	Jun '92		Jun '92	Rinard/Lotterman/
C6180	Glendale/Burbank Stations	Mar '92	Mar '92	Apr '92	May '92	Jun '92	Jun '92		Jun '92	Rinard/Lotterman/
E0270	Engineering Services Staff Support	21-Feb-92	24-Feb-92		17-Mar-92	03-Apr-92	10-Apr-92		20-Apr-92	Rinard/Origel/
H2030	SIGNAGE FABRICATE INSTALL	Mar '92	Mar '92	Apr '92	May '92	Jun '92	Jun '92		Jun '92	Rinard/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.	N/A	T.B.D.	Rinard/
	SPTC FORCE ACCOUNT (SIGNALS)	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	N/A	T.B.D.	Rinard/Sechler/
H2060	COMMUNICATION SYSTEM CONSTRUCTION L.A. RIVER TO SAN BERNARDINO	21-Oct-91	02-Dec-91	11-Dec-91	31-Dec-91	03-Jan-92	10-Jan-92	N/A	22-Jan-92	/Mahler/Rinard
MS003	Financial Clearing House	Feb '92	Mar '92		Mar '92	Apr '92	Apr '92		Apr '92	Colfax/Origel/
T5020	COMMUTER RAIL OPERATION SERVICE		07-Jun-91	18-Jun-91	06-Jul-91	06-Sep-91	21-Nov-91	N/A	21-Feb-92	Solow/Sechler/
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.	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.	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.	T.B.D.
ACTUAL DATE =					CHANGES SINCE THE LAST UPDATE= BOLD ITALICS					

A:COMMRAIL.FEB

LACTC COST RECOVERY STATUS REPORT

as of 1/31/92

February changes shaded

CLAIMS IN PROCESS

Agency	Contract	Description	Claim Amount	Agreed Amount	Involved	Paid	Unpaid Balance	Unbilled Balance	Status	Action Item
BLUE LINE										
Compton	F202	MC-5 Alternative (See Note 1)	10,156,808	5,867,435	5,950,773	5,427,183	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 E&O - TBD
	C117	Thrd 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	193,673						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	Review 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-Ridge	400,000						Developing cash out strategy	Monitoring TIA action
	F208	Graham Avenue Widening	TBD							
So Cal Edison	C325	Install Duct Bank at PCH	19,114	19,114	19,114	19,114	0	0	Cash Collected (2/92)	
SCRTO	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	8,680,505		8,680,505			RTD responded on schedule	Close remainder. Review for backcharges and betterments
		Blue Line Work Order Closeouts #2	3,766,340						Balance of RTD work orders are in closeout process	
SPTC	C415/F208	Firestone Bridge	830,000	830,000	830,000	830,000	0	0	\$46,922 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	A185	7th Street Streetscape	300,000						Add betterments to be discussed	Analyze amount of claim
SCRTO	A185	Duplicate Indirect Costs	4,400,000	Credit due Red Line from RTD					In proc - Acknowl by RTD	
CNA Insurance	Various	Errors & Omissions	5,755,900						In process	
RED LINE TOTALS			10,455,900	0	0	0	0	0		

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

16-Mar-92

RAIL PROGRAM STATUS SUMMARY

FEBRUARY 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	242,683	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 Dehaan
Pasadena		Route Refinement Study	150,000	150,000	104,788	104,788	0	45,214	Billed as Bechtel bills LACTC	Check status with Rosales
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	356,314		
TOTAL CLAIMS IN PROCESS			83,311,733	17,770,804	8,461,123	16,528,525	585,103	356,314		
TOTAL CLAIMS RECOVERED (See Page 3)			7,090,232	6,857,581	6,958,788	6,958,788	0	(101,207)		
GRAND TOTALS			70,401,965	24,628,185	15,419,911	23,485,313	585,103	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	702,680	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	87,699	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 the 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	2,266,790	1,780,113	486,677		
Chevron Oil Relocation			415,210		415,210		
C420 Design Support & Const Mgt			100,000		100,000		
SUBTOTALS	11,483,498	5,190,913	5,262,380	4,775,703	486,677		

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	458,000	458,000	458,000	458,000	0	0	Cash Collected (7/91)	
	C415	Firestone Bridge - Indirect	232,851	0	0	0	0	0	Payment capped at \$458,000	
Compton	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Watson Land	24,117	24,117	24,117	24,117	0	0	Cash Collected (7/91)	
	C510	SPTC/Right-of-Way Acquisition	108,984	108,984	108,984	108,984	0	0	Cash Collected (7/91)	
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	8,084	8,084	8,084	8,084	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	18,800	18,800	18,800	18,800	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	48,200	48,200	48,200	48,200	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)		
<i>(figures transferred to Page 2)</i>										

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
H840	Fare Collection						Board Approval Competed;GFI Submittals Du	Apr. 92
P851	Hi-Rail Trucks						Awaiting Delivery of Truck	May 92
C355R	Long Beach Landscaping	O					Transferred to RCC	May 92

**METRO PASADENA PROJECT
FEBRUARY 1992 STATUS REPORT****EXECUTIVE SUMMARY**

The team focused on a variety of planning issues and continued to execute the Preliminary Engineering scope during the current reporting period. Two draft reports were submitted by the Engineering Management Consultant (EMC) on schedule. RCC is in the process of reviewing the documents and will provide comments to the EMC by March 2nd. The EMC continues to refine the alignment within the Union Station to Los Angeles River phase of the project and has begun to locate column locations for the aerial structures.

Several alignment alternatives have been prepared by the team in response to possible property acquisition limitations and to address other concerns identified by the Area teams. Several other special studies have been undertaken by the team including review and comment of Civic Center West Development drawings, review of at-grade intersections cleared during EIR, and coordination with on-going development activities at Union Station.

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: The viability of the Cornfield Site is under investigation by the Project/Area team.

Status: The EMC continues to refine the yard layout at the Cornfield Site. RCC Real Estate has been given approval to open talks with Southern Pacific regarding purchase of a portion of the Site.

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 been informed by the RCC that their current configuration precludes the grade separation option preferred by the City of Pasadena.

KEY ACTIVITIES - FEBRUARY

- Draft System Operating Plan was submitted by the EMC for review on 2/18/92.
- The draft Design Concepts report was delivered to the RCC 2/18/92.
- RCC issued a Request For Proposal for the Phase II Preliminary Engineering work (from the Los Angeles River to Sierra Madre Villa Station) on 2/4/92.
- RCC Real Estate presented a video tour of potential property takes along the alignment on 2/11/92.
- Representatives from the RCC and EMC met with the Janss Corporation to discuss the impact of their Civic Center West Development on the Pasadena Project. The meeting, held on 2/7/92 served as a forum for the Pasadena team to relate the operational, safety, and cost ramifications of the current Janss design.
- Real Estate opened negotiations with the Southern Pacific Railroad over the purchase of a limited portion of the Cornfield Site.
- RCC forwarded comments to the Master Cooperative Agreement to the City of Pasadena.

KEY ACTIVITIES - PLANNED FOR MARCH

- EMC to prepare a grade separation study for the alignment between Avenue 26 and Fremont Avenue by 3/2/92.
- RCC to meet with representatives from Catellus and Ratkovich to review interfaces between various Pasadena alignments and the Alameda District development 3/2/92.
- Three Environmental Impact issues will go before the Planning Mobility Improvement Committee (PMIC) on 3/11/92. Approval will be requested for the Cornfield, Taylor, and Burbank yard alternatives as well as a Non-Revenue connector to the Metro Blue Line.
- Systemwide Errors and Omissions insurance proposals are scheduled to be reviewed during the month with the potential of recommending award to one of the short listed proposers by 3/27/92.
- Continue the review of the Civic Center West drawings to ensure all LRT interface requirements are met.

Members of the Area and Pasadena Project Teams will meet with Councilman Hernandez and appraise him of the status of yard alternatives and other project issues within his district during the second week of March.

- RCC to review the below grade alternative to be incorporated by Janss into the Civic Center West Development.
- RCC to review the Glendale/Pasadena Wye connection as developed by Bechtel Corporation for the Glendale EIR.
- RCC will initiate negotiations with the EMC for Phase II Preliminary Engineering.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

•	Current Budget	716
•	Current Forecast	786
•	Project Expenditure	168
•	Project Commitments	392

SCHEDULE STATUS

•	Current Approved Revenue Operations Date	May, 1995
•	Design Progress	- Plan 100%
		- Actual 99%
•	Construction Progress	- Plan 22%
		- Actual 18%
•	Contract C0501 (Systems Facilities Sites) was advertised on February 5, 1992.	
•	Contract H0833 (Radio Systems) was advertised on February 19, 1992.	

REAL ESTATE

	Number of Parcels	Number of Parcels Available	Parcels Not Available (On Schedule)	Parcels not Available (Behind Schedule)	
				Number	Avg. Days Behind
This Month	40	39	1	0	0
Last Month	40	39	1	0	0

AREAS OF CONCERN

ONGOING

Vehicle Delivery/Integrated Testing Conflict

- Concern:** The control line testing schedule has been affected by the January 16, 1992 termination of Contract P1900 (High Performance Transit Vehicles) and the temporary suspension of Contract H1100 (Automatic Train Control). The first two Metro Green Line vehicles will not be available for systems integrated testing; therefore, the control line testing scheduled to start in February, 1994 will have to be performed using substitute vehicles.
- Action:** The H1100 (Automatic Train Control) contractor will be directed to initiate testing using alternate vehicles. Integrated test plans will address the workaround.
- Status:** Addendum 5 to Contract H1100 (Automatic Train Control) documents has provided the option of using alternate vehicles should the need arise. In order to use the alternate method for testing, the ATC contractor will have to submit plans incorporating this for review and approval.

Caltrans Contract 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. 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 November 2, 1992, the date given in the Contract C0600 documents. 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 possibility 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 project. Caltrans is exploring the possibility of partnering with the proposed contractor and will add the access date as a partnering goal. The Century Freeway Affirmative Action Committee is recommending award to other than the low bidder.
- Status:** OKA is awaiting award of the contract and review of potential extra costs.

SCE Power Lines/Contract C0100 (Aerial Guideways) Conflict

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

Action: This matter is being discussed and reviewed at each monthly SCE/RCC/OKA coordination meeting.

Status: OKA and the RCC are monitoring SCE closely in an attempt to coordinate activities with Contract C0100's construction. A status update with SCE on February 11, 1992 indicates that SCE's work will be completed early. Depending on weather and/or other emergencies, SCE may be finished in early April, thereby limiting impact to Contract C0100 and Contract C0110 (Foundations and Utilities).

Caltrans Permits

Concern: Caltrans encroachment "double" permits (one by the RCC and one by the contractor) 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 for Contract C0600. 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. The RCC will apply for all other permits. A meeting between OKA, RCC and Caltrans took place in February to clarify the Contract C0600 "double" permit processing.

Status: Contract C0600 action awaits the results of the RCC's negotiations with Caltrans. The list compiled by OKA and given to RCC of other contracts requiring permits is within the process of drafting of applications by the RCC for submission to Caltrans.

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

- Concern:** It has been noted 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 projects. The outstanding 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 outstanding items were given to Caltrans as part of the punchlist requiring completion prior to LRT turnover. The Caltrans Resident Engineers on Projects CT037, CT046 and CT047 have been informed of the deficiencies.
- Status:** Per Caltrans, corrective actions will be taken before final acceptance of the projects. This course of action will be monitored against Contracts H1200, H1400 and C0600 (Century Trackwork Installation) schedule requirements.

RESOLVED**Impact of Vehicle Dimensional Data on Contract C0400 (Hawthorne Yard and Shop)**

- Concern:** Contract C0400 is preparing submittals for the vehicle pit excavation located in the Hawthorne Shop. Work related to these pits is scheduled for the early stages of shop construction (April and May, 1992).
- Action:** RCC/TRANSCAL is to forward to the C0400 contractor all the preliminary vehicle data necessary to excavate and construct the vehicle pits as soon as the information becomes available.
- Status:** Preliminary vehicle data necessary to excavate and construct the vehicle pits has been issued by RCC and TRANSCAL. This information will be relayed to the contractors.

Rosecrans Bridge Falsework

- Concern:** The Rosecrans falsework submittal has been approved. However, the two central span falsework portions adjacent to Bents 119 and 120 which may be situated above Chevron gas lines will be in violation of a California state law that prohibits any construction or obstruction adjacent to any hazardous liquid pipeline easement.

Action: The RCC has reviewed the two options presented by OKA in January and has directed OKA and TRANSCAL to implement the option in which the cast-on-falsework of the main span will be reduced and instead two segmental cantilever sections will be added.

Status: Change Notice #19 has been issued which revised the plans by adding two segments, thus eliminating the concern.

KEY ACTIVITIES -- February

- Contract H0501 (Systems Facilities Sites) was advertised for bids.
- Contract H0833 (Radio Systems) was advertised for bids.

KEY ACTIVITIES -- Planned for March

- Contract C0610 (El Segundo Trackwork Installation) will be advertised for bids.
- Contract C0501 (Systems Facilities Sites) bids will be opened.

O'BRIEN-KREITZBERG
RCC
Project: R23

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

Page: 1
Report Date: 03/09/92
Status Date: 02/28/92

[\$ x 000's]

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T Construction	470,192	562,614	61,432	268,872	3,596	68,124	2,044	60,735	560,994	(1,620)
S Professional Services	108,562	108,562	520	102,306	2,550	90,771	1,837	83,172	179,944	71,382
R Real Estate	36,927	29,232	0	25,565	105	22,750	106	22,757	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	1,255	7,404	708	1,369	710	1,496	10,500	0
D Special Programs	4,676	4,790	0	1,023	11	181	8	100	4,790	0
C Contingency	99,613	14,100	0	0	0	0	0	0	14,133	33
A Project Revenue	(16,626)	(13,798)	0	(8,649)	0	(559)	0	(559)	(13,798)	0
Project Grand Total :	671,000	716,000	63,207	391,521	6,970	182,636	4,704	167,701	785,815	69,815

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

METRO GREEN LINE

FEBRUARY 1992

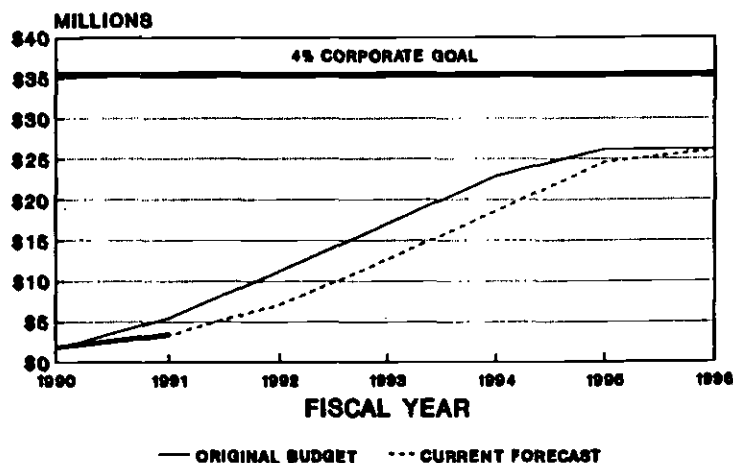
RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)13-Mar-92
01:57 PM

FEBRUARY 92

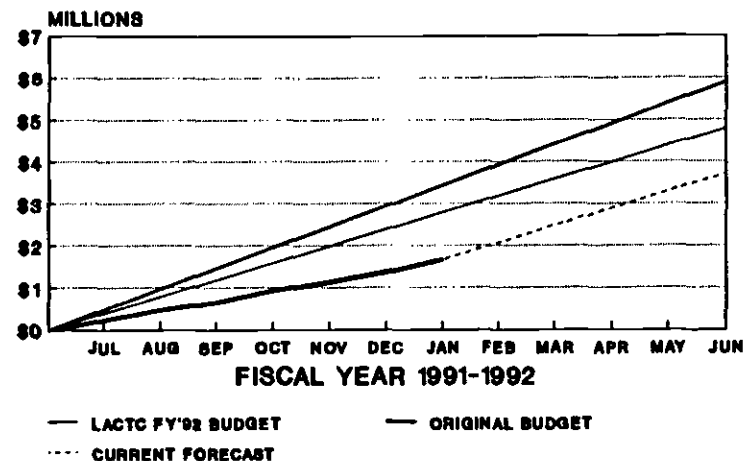
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC	\$786,000	\$110,908	\$267,884	34%	\$167,501	21%	\$167,501	21%
TOTAL	\$786,000	\$110,908	\$267,884	34%	\$167,501	21%	\$167,501	21%

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

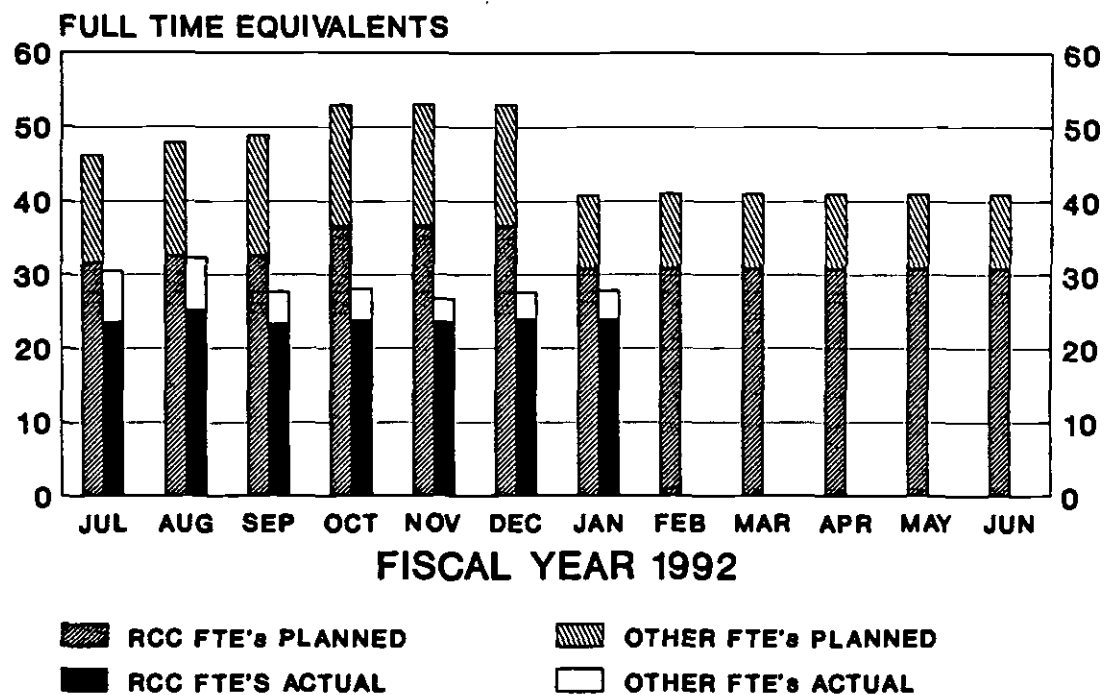
TOTAL PROJECT BUDGET	\$886,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$26,084
FORECAST % OF TOTAL PROJECT	2.9%
4% CORPORATE GOAL	\$35,440

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

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$3,712
ACTUAL \$ TO DATE	\$1,660

Revised forecast as of December 1991.

STAFFING PLAN VS. ACTUAL GREEN LINE



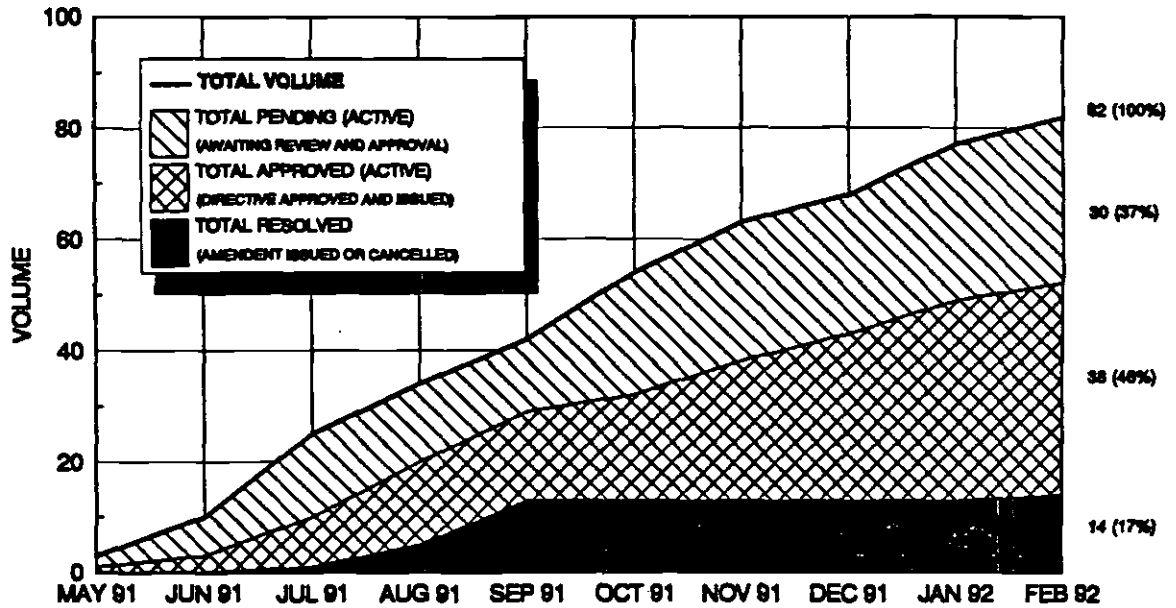
FY'92 Amended Budget implemented JAN'92

GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$41
ACTUAL WAGE RATE (\$/HOUR)	\$41
RCC FTE's PLANNED	31
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	10
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	41
TOTAL FTE's ACTUAL	28

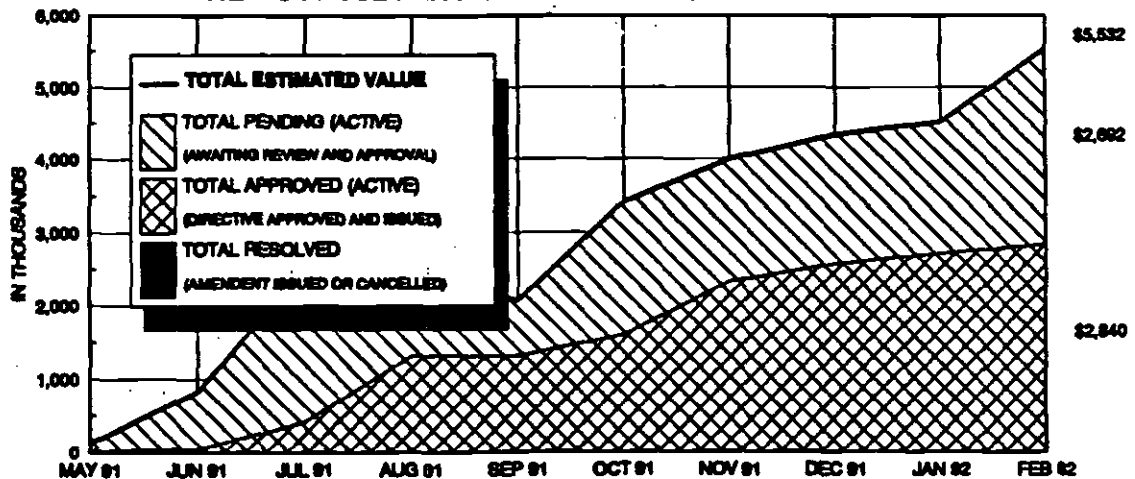
AMENDED FY'92 WAGE RATE INCORPORATED IN JAN'92

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

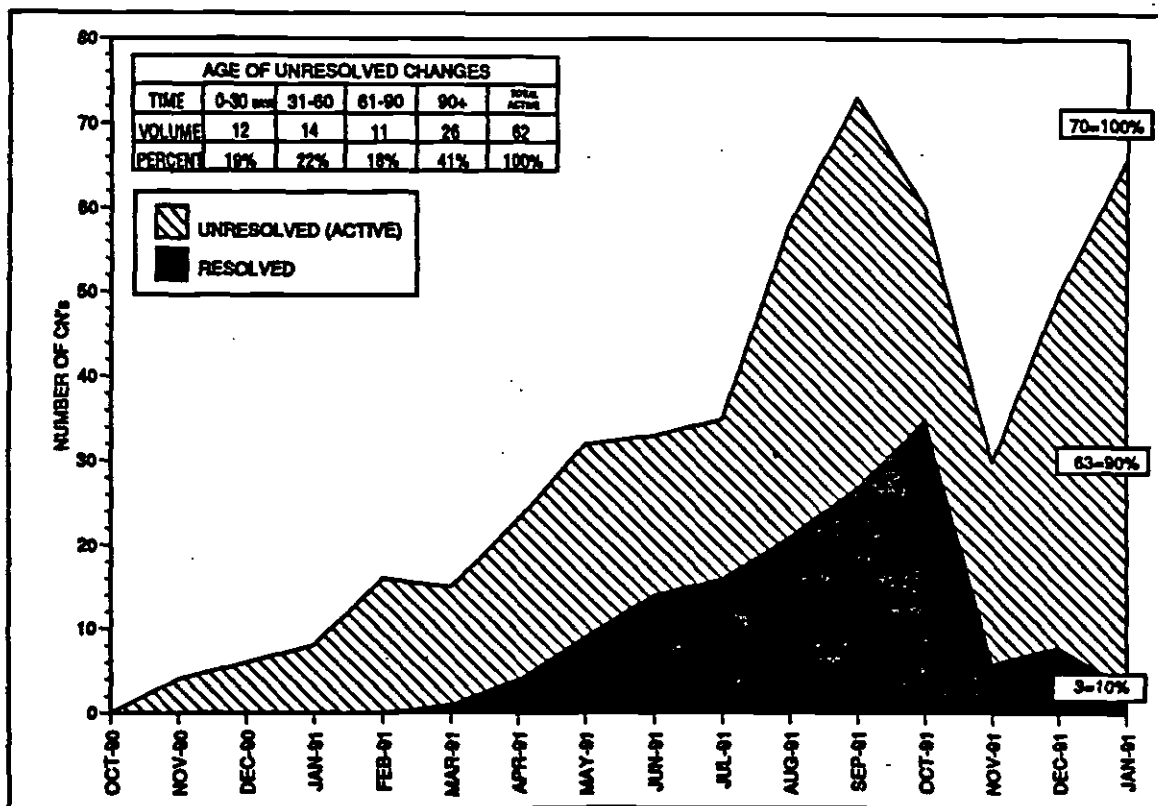


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	7	9	49	68
PERCENT	8%	10%	10%	72%	100%

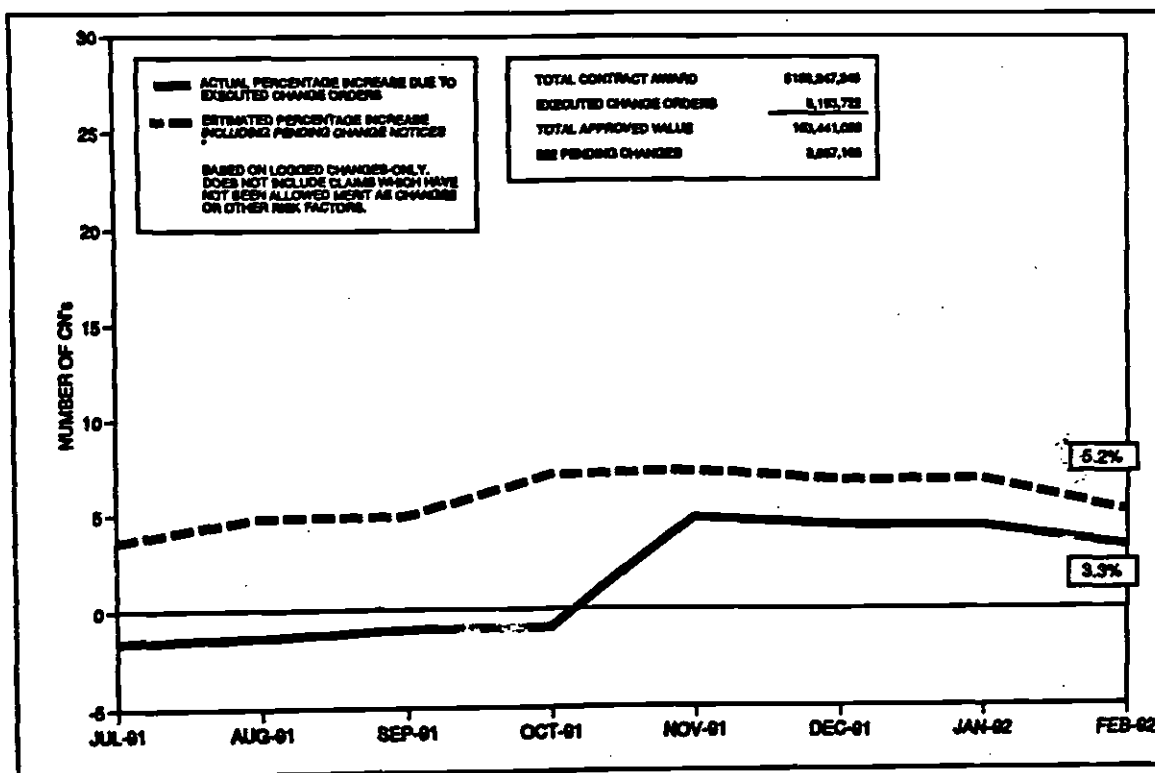
**CONSULTANT CONTRACT CHANGE SUMMARY
R23 CONSULTANT CHANGE REQUEST VALUES**



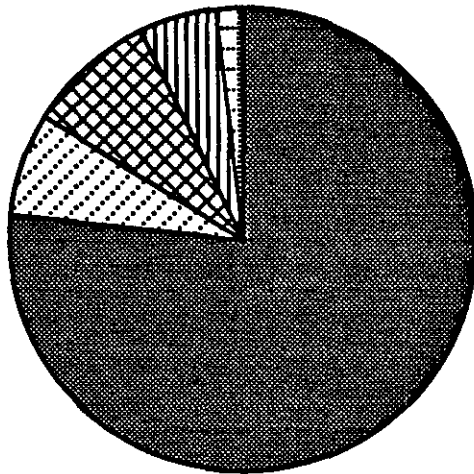
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



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



CONSTRUCTION/PROCUREMENT Change Volume and Cost By Cost Level



CHANGE BASIS VOLUME
TOTAL AS OF 2/27/92 = 56

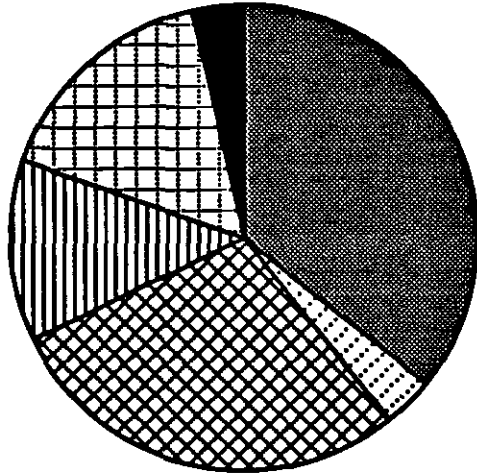
CHANGE VOLUME ABSOLUTE VALUES

43	76.79%		<25,000
4	7.41%		<50,000
5	8.93%		<200,000
3	5.36%		>200,000
1	1.79%		>1,000,000

CHANGE COST ABSOLUTE VALUES

\$329,454.49		<25,000
\$77,229.98		<50,000
\$249,412.25		<200,000
(\$1,250,375.00)		>200,000
\$5,788,000.00		>1,000,000

CONSTRUCTION/PROCUREMENT Change Volume and Cost By Change Basis Type



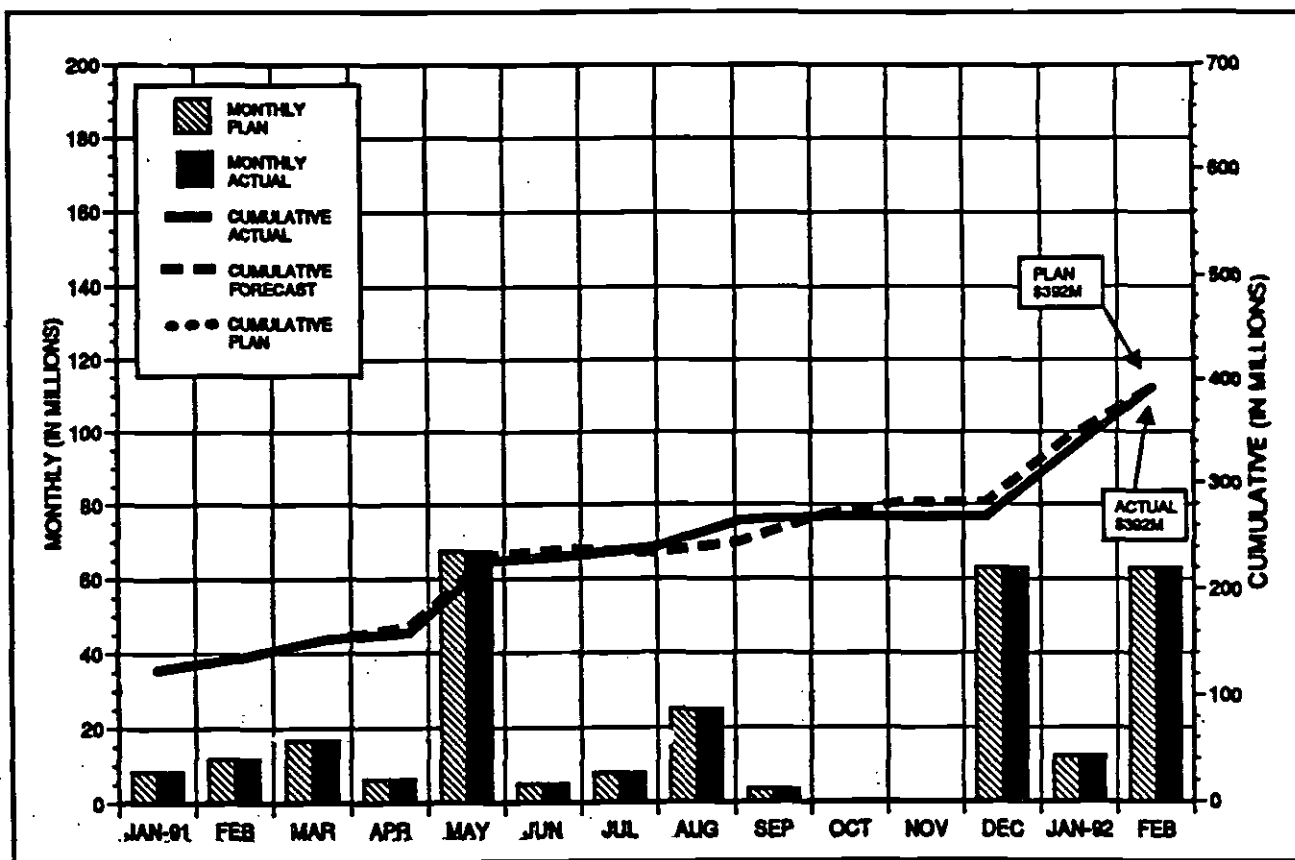
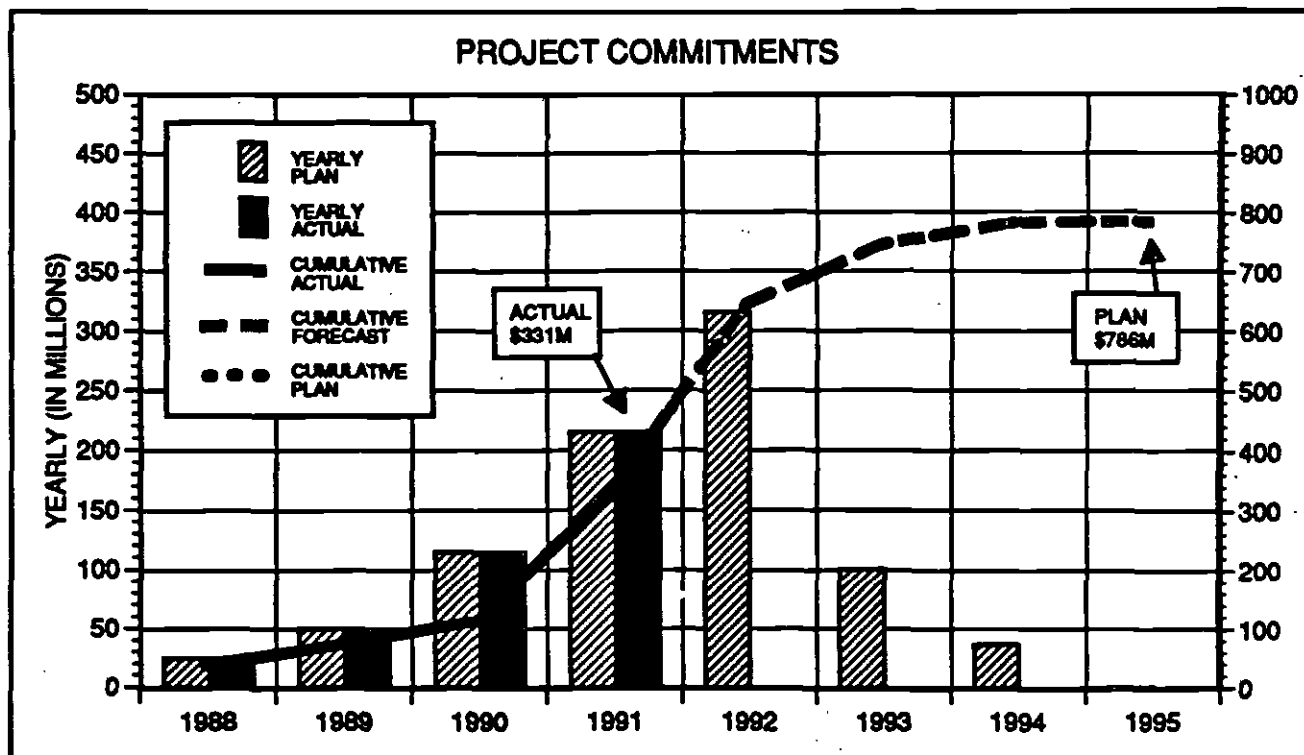
CHANGE BASIS VOLUME
TOTAL AS OF 2/27/92 = 56

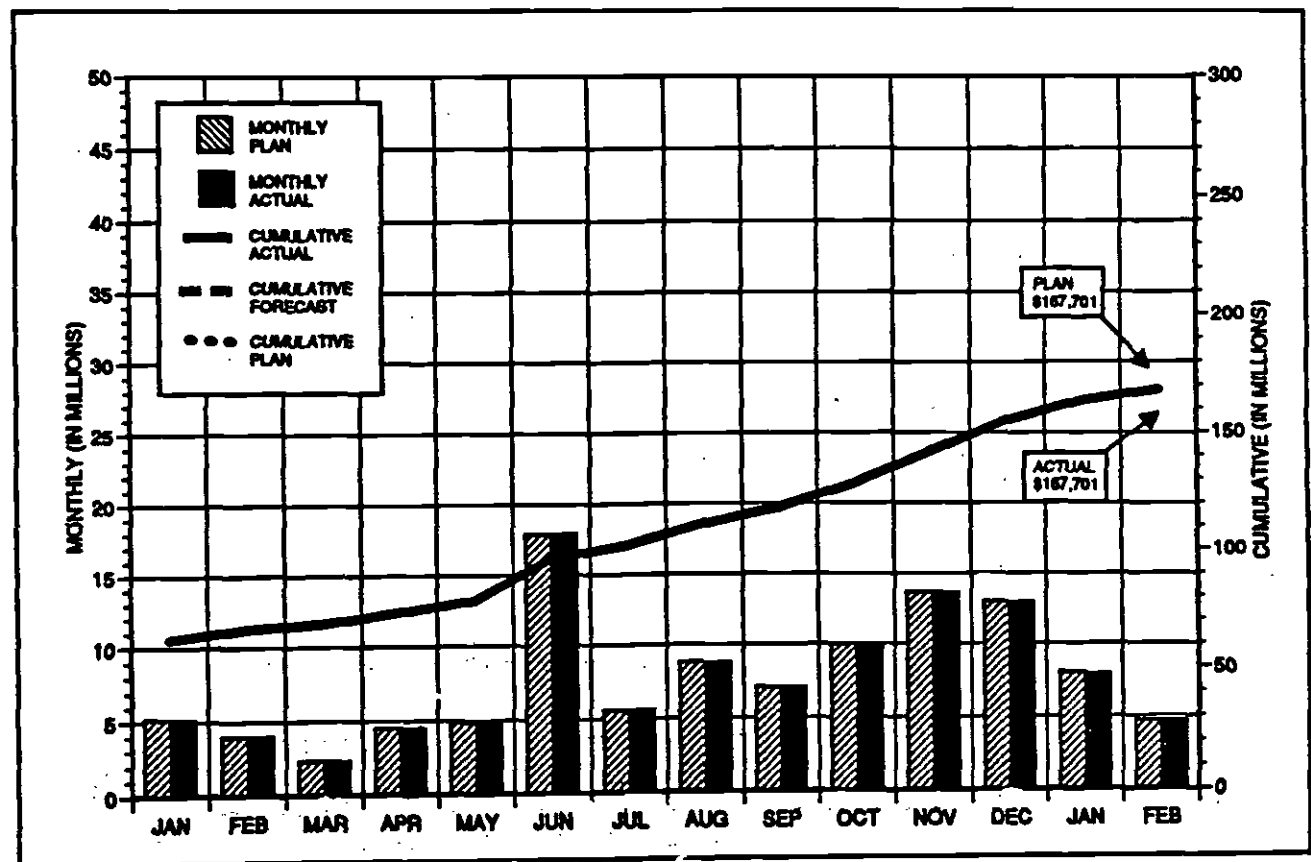
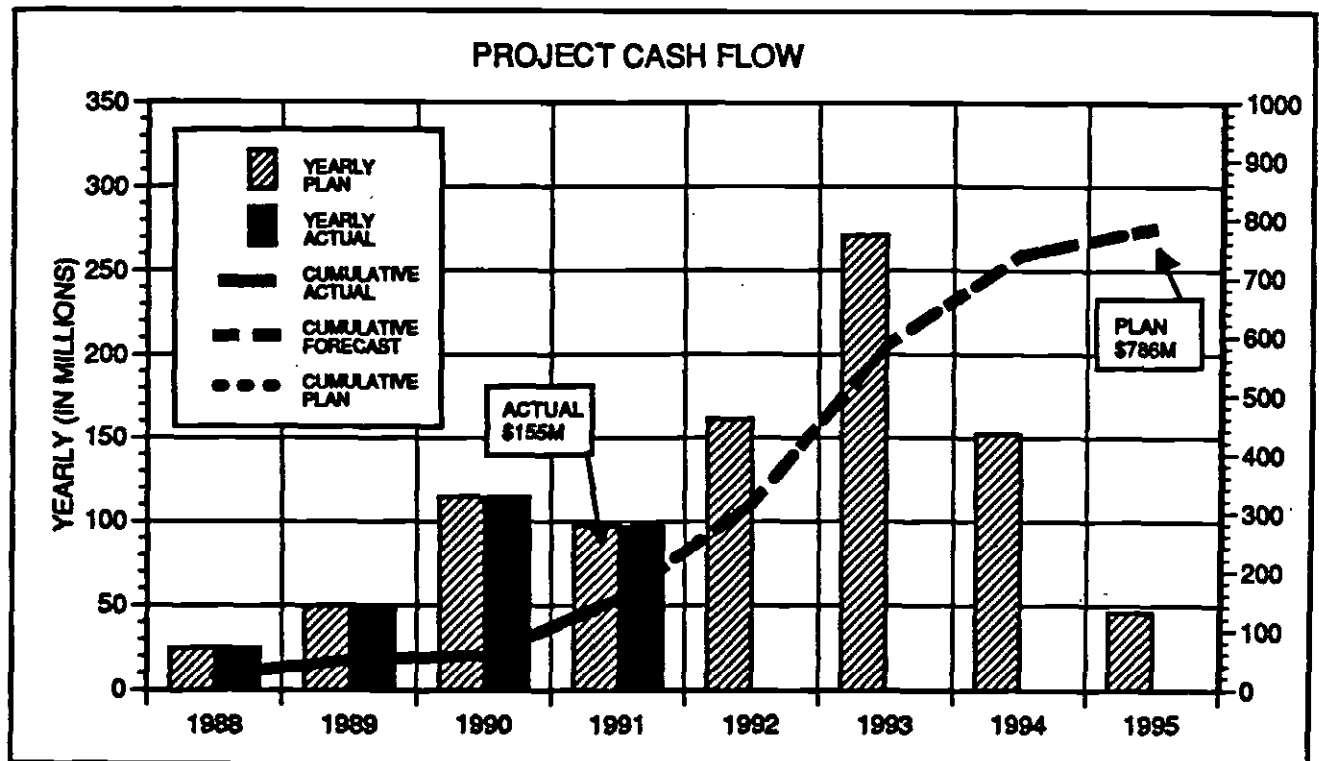
CHANGE BASIS VOLUME ABSOLUTE VALUES

20	35.71%		Work Scope Changes
2	3.57%		Schedule Changes
16	28.57%		Differing Conditions
7	12.50%		Administrative Changes
9	16.07%		Design Changes
2	3.57%		Other

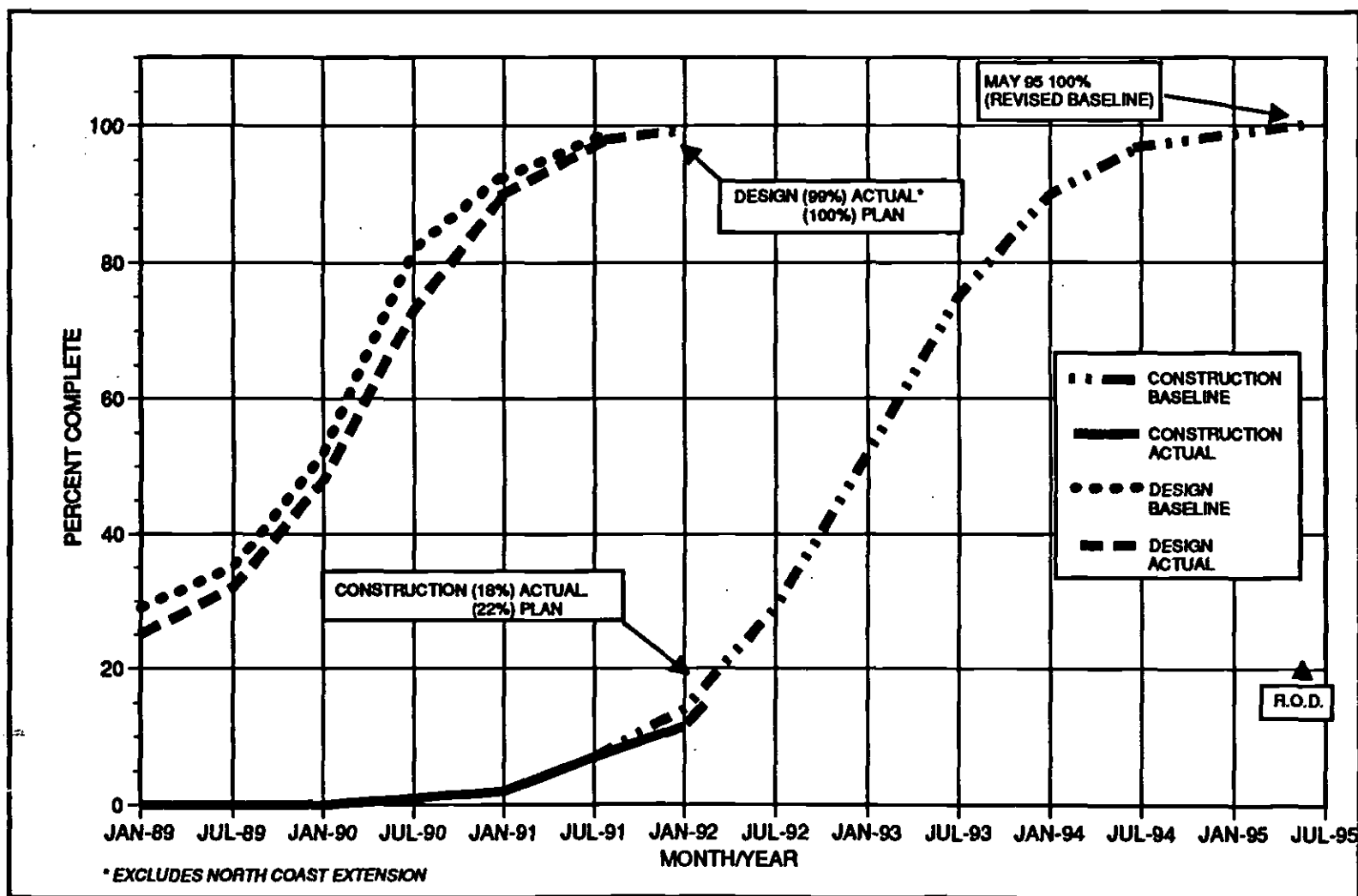
CHANGE BASIS COST ABSOLUTE VALUES

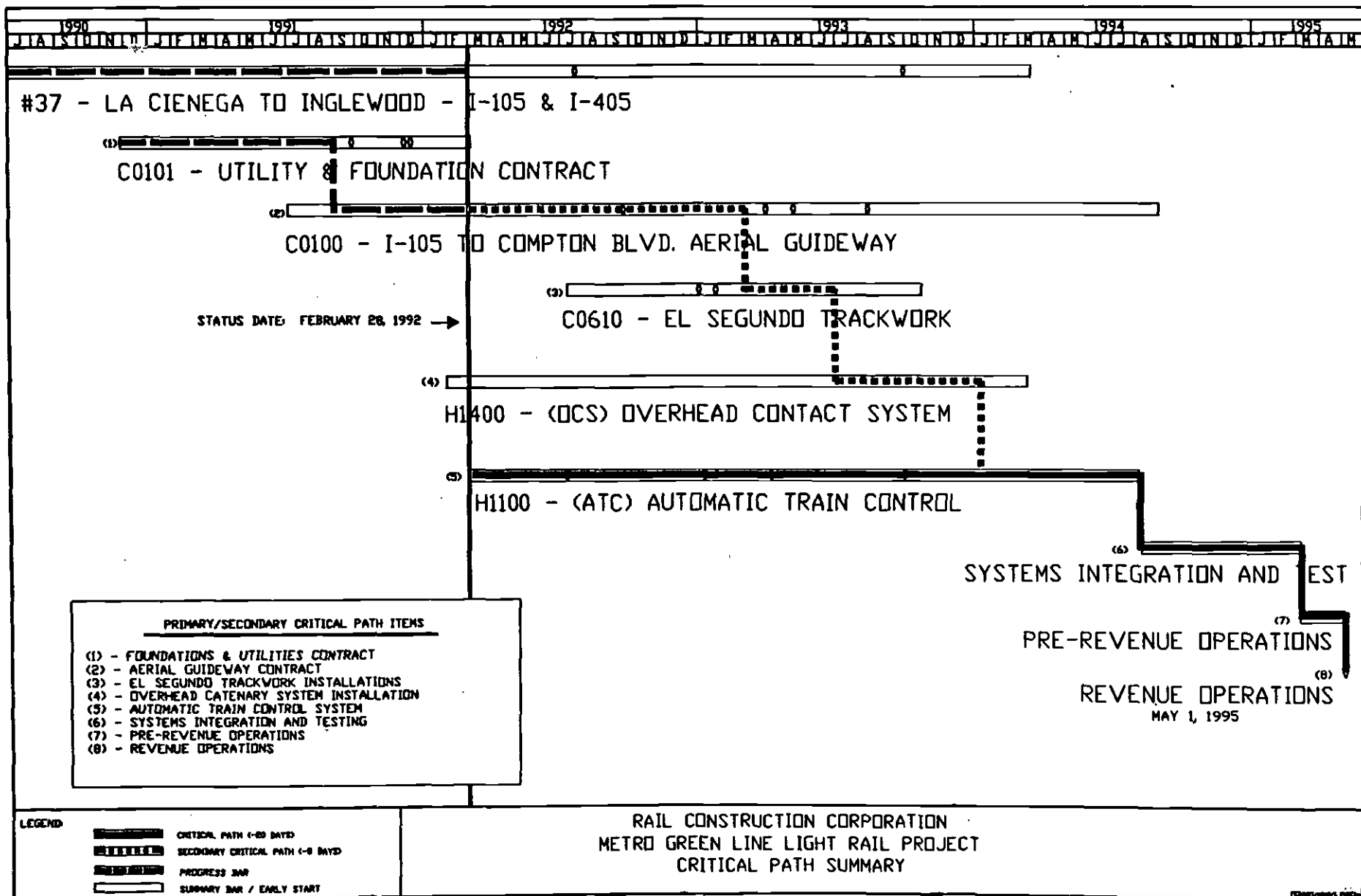
(\$82,660.41)		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,177,585.34		Differing Conditions
(\$267,371.71)		Administrative Changes
(\$638,363.75)		Design Changes
\$6,152,721.75		Other



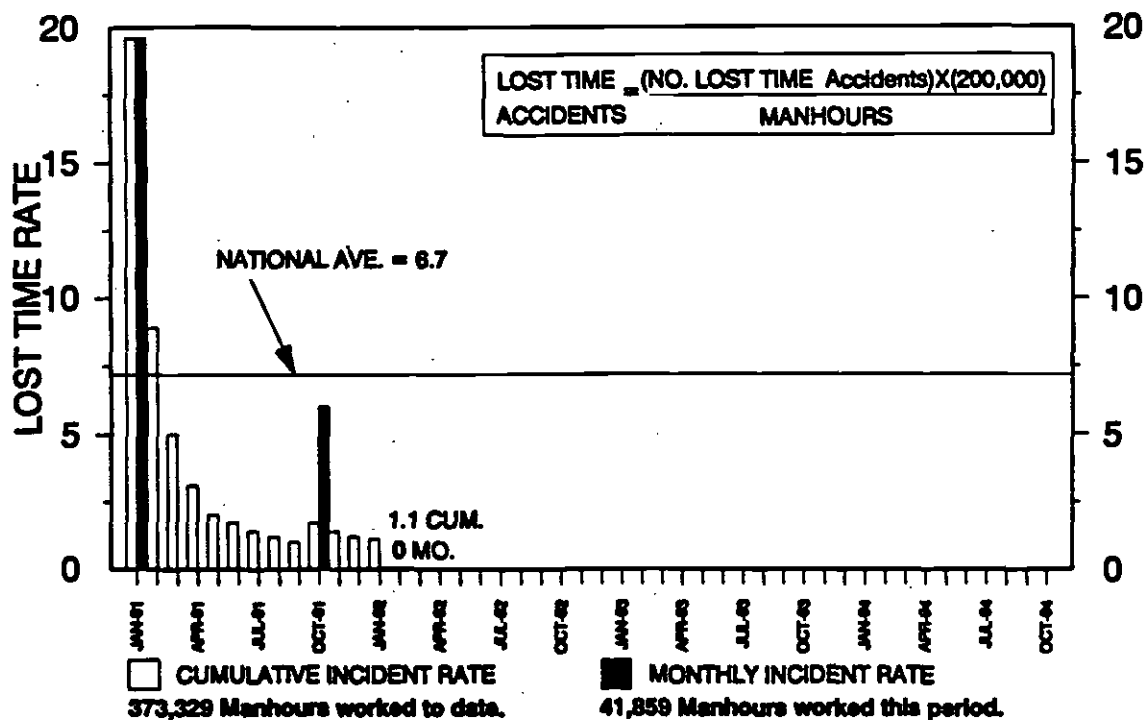


PROGRESS SUMMARY

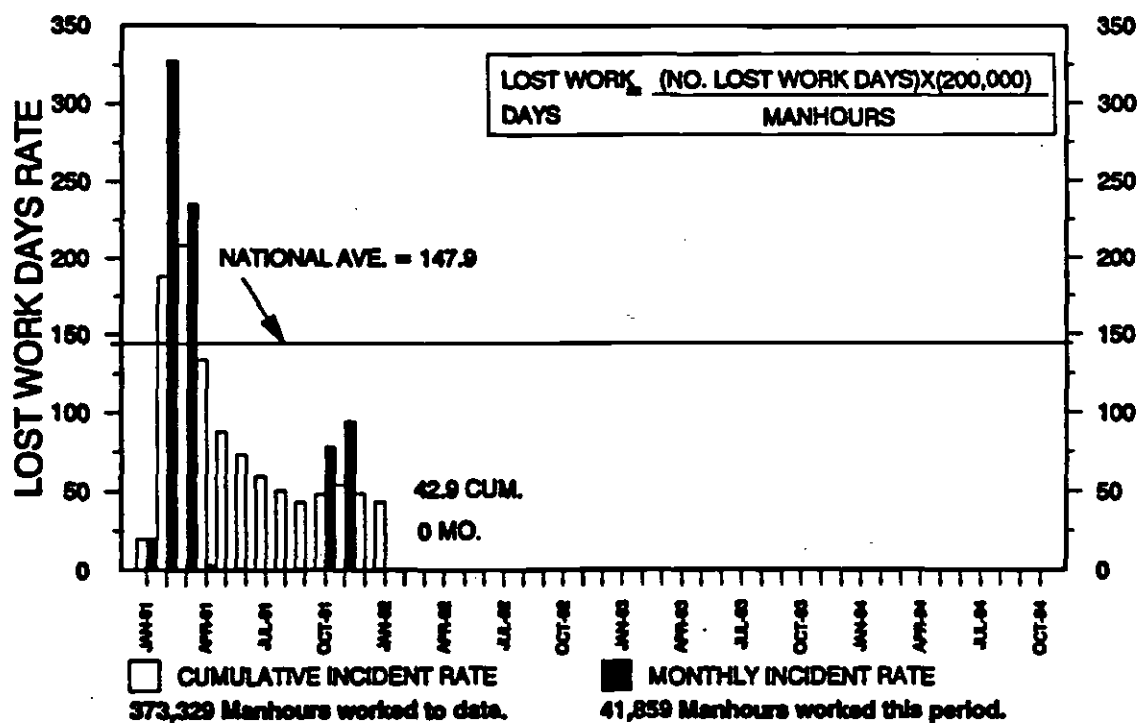




METRO GREEN LINE PROJECT SUMMARY OF LOST TIME ACCIDENTS (FREQUENCY)



METRO GREEN LINE PROJECT SUMMARY OF LOST WORK DAYS (SEVERITY)



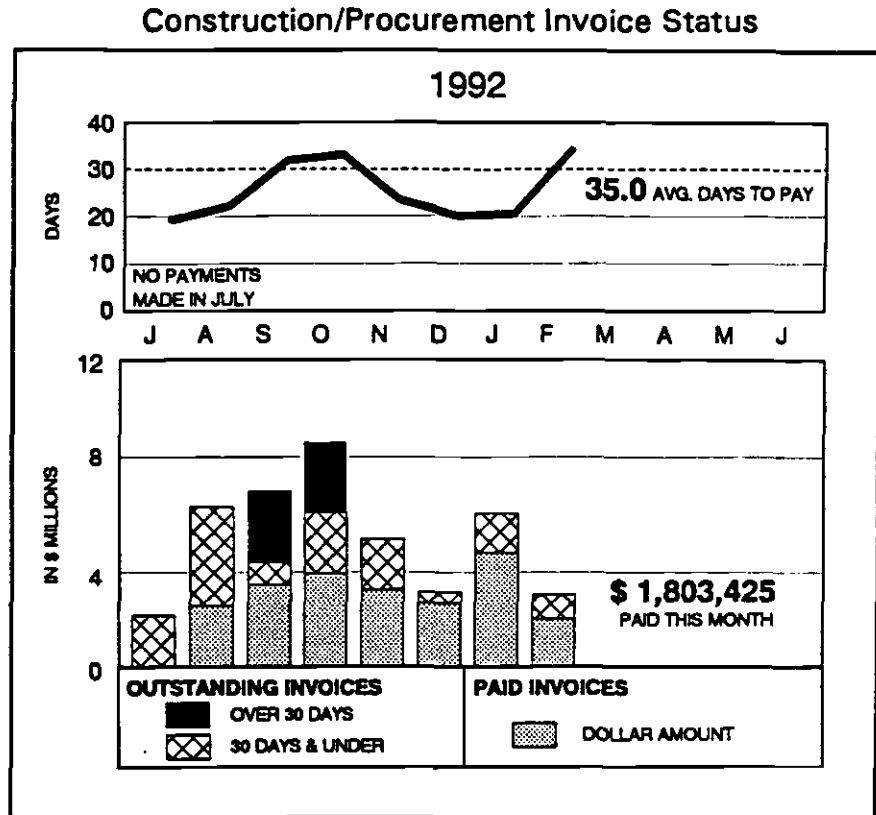
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 35.0 days.

- 3 invoices were paid for a total value of \$ 1,803,425.

- There were 2 outstanding Construction or Procurement invoices under 30 days old for \$ 930,943.

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



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1991	2	2,334,769	10	2,271,025	12	3,566,036	3	8,800
NOV 1991	5	1,953,086	0	0	15	4,892,586	6	105,454
DEC 1991	1	413,186	0	0	13	406,258	8	107,071
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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The February Construction Forecast increased primarily due to an increase in the anticipated insurance costs, payments made for providing the easement and right-of-entry at the Union Station area, the negotiated Fire and Emergency Management costs for Contract A640, and maintenance grouting.

SCHEDULE STATUS

- Current Revenue Operations Date June 1993
- Construction Progress
 - Plan 92%
 - Actual 92%
- The A640 contract schedule incorporating F&EM system re-configuration (CN 224) shows an expected finish date of December 24, 1992. The ROD of June 1993 is still supported and 20 days of total float remain in the Project Schedule.

SAFETY STATUS

- The Safety Training Program implemented for third rail activation has trained over 1,789 Project personnel from the RCC, Parsons-Dillingham, CAL-OSHA, MRTC, High-Point Schaer and the contractors. Safety issues concerning the transition from a construction oriented work environment to an operational environment continue to be addressed in joint RCC, Cal/OSHA and Parsons-Dillingham safety 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 February, the activities of the Rail Activation Group included the following:

- Continued review of the training schedule and availability of O&M manuals.
- Incorporated training not originally defined in Facilities, and Yard and Shops contracts.
- Continued support of Breda vehicle testing at TTC Pueblo, Colorado.
- Completed delivery of one married pair of Breda vehicles to Los Angeles.
- Conducted emergency trip stations and emergency telephone testing in Main Shop, Yard and Mainline (partial).
- Conducted two "live-run" VIP train tours for LACTC/RCC Board, Joint Board and the FTA.

Future activities will focus on:

- Delivery and in-Yard testing of Breda vehicles.
- Implementation of training program for contracts not originally requiring training.
- Refinement of the recruitment and training plan to ensure support of Project requirements.

EXECUTIVE SUMMARY (CON'T)

- Completion of main line emergency trip stations and emergency telephone testing.
- Review and incorporation of the Breda/BAH delivery/testing/training schedule into the Project schedule.

AREAS OF CONCERN

ONGOING

Contract A650, Vehicles (Booz Allen Hamilton)

- Concern:** Although the first married pair of cars was delivered on schedule, Booz Allen is forecasting subsequent deliveries will be late to the contract schedule and may not support testing of the train control system.
- Action:** Provisions are being made to configure the Metro-Dade Transit vehicles (two married pairs) to support the first series of train control tests. The A620 contractor has been authorized to proceed with necessary modifications to the vehicles.
- Status:** The second pair of Breda vehicles from the Transportation Test Center (TTC) is expected in May, and the third pair, to be shipped directly from Italy, is forecasted to arrive in Los Angeles in early May. This will provide an adequate vehicle fleet to support integrated testing without impact to the ROD.

Contract A640, Communications

- Concern:** Completion of the design review of the technical proposal submitted by the A640 contractor, Bechtel, for the Rail Control Center relocation to the Central Control Maintenance Facility (A640-CO-025).
- Action:** A "Fast Track" team has been organized to pursue completion of the relocation.

AREAS OF CONCERN (CON'T)

Status: This activity is no longer on the critical path. The Fast Track team has been successful in keeping the relocation progressing. The required equipment for the Control Center has been delivered and SCADA equipment will be delivered by the end of April. Installation activities related to the Rail Control Center relocation are on schedule.

Negotiations to finalize Change Order A640-CO-025 are ongoing and will be completed by early March.

Contract A640, Communications

Concern: Installation of additional radiax cable throughout the tunnels to support LAPD radio frequencies. Costs of this undertaking could directly impact contingency funds.

Action: Review of alternate design concepts are under study to provide data allowing for the determination of cost and schedule impacts to Contract A640.

Status: 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 is being developed by the contractor.

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 items to their final resolution.

Status: 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. Refinement of this backcharge data base is continuing. The contingency drawdown trend over the past 2 months has improved. However, this issue still warrants concern and continues to be closely monitored.

AREAS OF CONCERN (CON'T)**Increase in Change Notice Backlog**

Concern: An increase in Change Notice backlog as a result of electrical/mechanical interface issues.

Action : In an effort to mitigate the Change Notice backlog the CM has increased the estimating staff to expedite processing of CN's 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 will continue to review the weekly status of Change Order production.

RESOLVED**Contract A640, Communications**

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

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

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

KEY ACTIVITIES - FEBRUARY

- Completed delivery of one-married pair of Breda vehicles to Los Angeles.
- Conducted emergency trip stations and emergency telephone testing in Main Shop, Yard and Mainline.
- Pulled cable on AL side for track circuits, switch machines and signals.
- Completed 35kV trainway power to all traction power substations.
- Completed Control Center Facility installation of power branch wiring for radio, CCTV and SCADA systems.
- Completed field services start-up of Uninterruptible Power Supply (UPS) at Wilshire/Alvarado, Pershing Square and Civic Center Stations.
- Commenced close-out of Contract A145.

KEY ACTIVITIES PLANNED FOR - MARCH

- Continue close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station, Stage I; A141, Line Section, Union Station to Pershing Square and Civic Center Station, Stage I; A165, 7th/Flower Station, Stage I; A175, Wilshire/Alvarado, Stage I.
- Continue support of Breda vehicle arrival and testing.
- Substantially complete Contracts A167 and A187.
- Complete signal and wayside installation; proceed with train control systems.
- Continue "live" testing with Metro-Dade Transit vehicles.
- Conduct in-Yard testing of Breda vehicles.
- Delivery of the wheel truing and wheel press machines.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

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

PROJECT : 830 METRO RAIL RED LINE SEGMENT 1

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (I)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (I)-I
			PERIOD (II)	TO DATE (III)	PERIOD (IV)	TO DATE (V)	PERIOD (VI)	TO DATE (VII)	PERIOD (VIII)	TO DATE (IX)	PERIOD (X)	TO DATE (XI)	
T	CONSTRUCTION	686,158	0	751,872	6,884	748,883	4,323	881,255	5,729	673,135	7,765	889,880	57,708
S	PROFESSIONAL SERVICES	387,765	0	481,830	1,388	438,811	3,429	421,882	3,628	421,882	(1,532)	458,144	(3,768)
R	REAL ESTATE	80,884	0	138,820	171	124,718	171	124,718	171	124,718	0	138,878	(141)
F	UTILITY RELOCATIONS	10,820	0	12,140	0	12,018	67	8,378	61	8,378	0	12,018	(122)
D	SPECIAL PROGRAMS	948	0	948	(101)	947	25	584	25	584	0	888	40
C	PROJECT CONTINGENCY	53,225	0	53,238	0	0	0	0	0	0	(8,223)	28,510	(53,888)
A	PROJECT REVENUE	0	0	0	0	0	0	0	0	(1,230)	0	0	0
PROJECT GRAND TOTAL		1,248,833	0	1,450,018	8,452	1,328,075	7,880	1,236,783	8,383	1,227,443	0	1,450,018	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

JANUARY 92

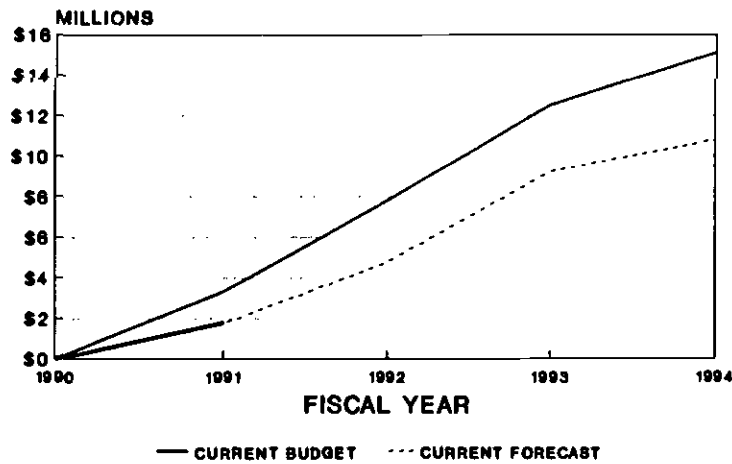
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$602,676	100%	\$573,321	95%	\$570,433	94%
FTA-SECTION 9	\$90,584	\$90,584	\$87,018	96%	\$86,398	95%	\$79,176	87%
STATE	\$213,076	\$214,016	\$199,300	94%	\$183,020	88%	\$209,643	98%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$162,390	92%	\$161,640	92%
CITY OF L.A.	\$34,000	\$34,000	\$30,509	90%	\$29,716	87%	\$28,653	84%
BENEFIT ASSESS.	\$130,300	\$19,082	\$116,892	90%	\$116,892	90%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$108,226	54%	\$60,915	30%	\$60,915	30%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$97,810	
TOTAL	\$1,450,019	\$1,173,501	\$1,320,321	91%	\$1,212,652	84%	\$1,227,352	85%

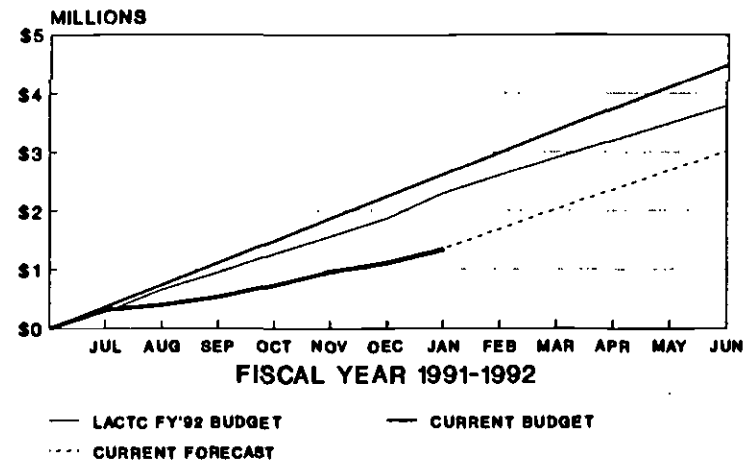
NOTES:

- (1) The Cost Overrun Account includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns
 (2) The current Benefit Assessment District revenue shortfall is being funded by SCRTD and LACTC

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1



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

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

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

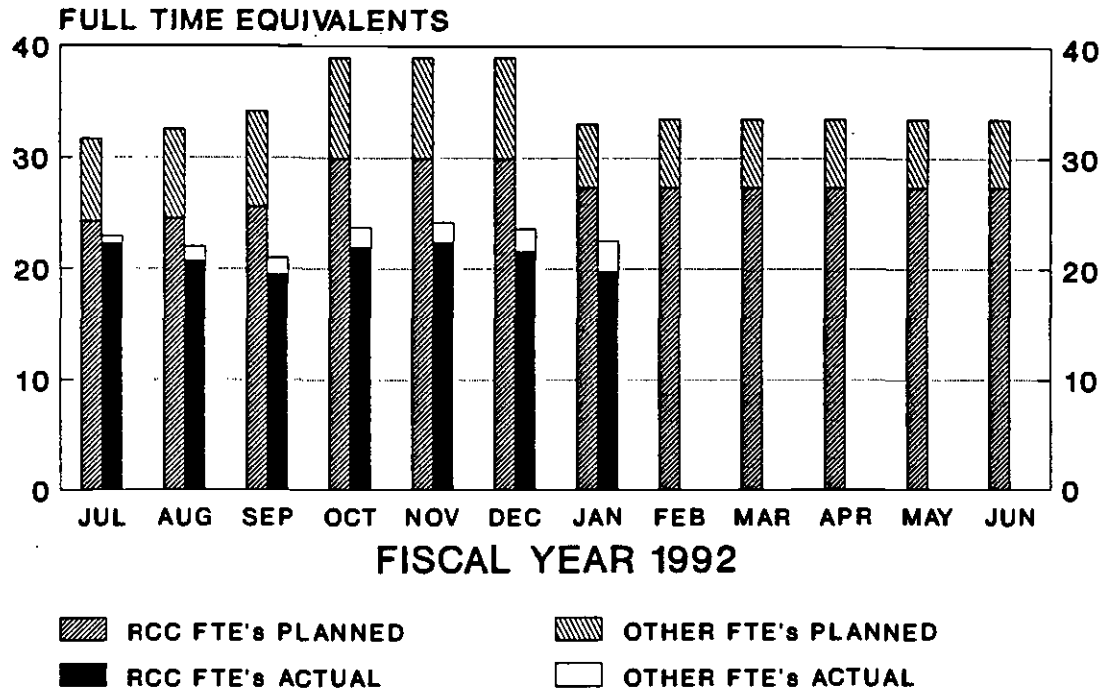
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$3,027
ACTUAL \$ TO DATE	\$1,352

Current forecast as of December 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



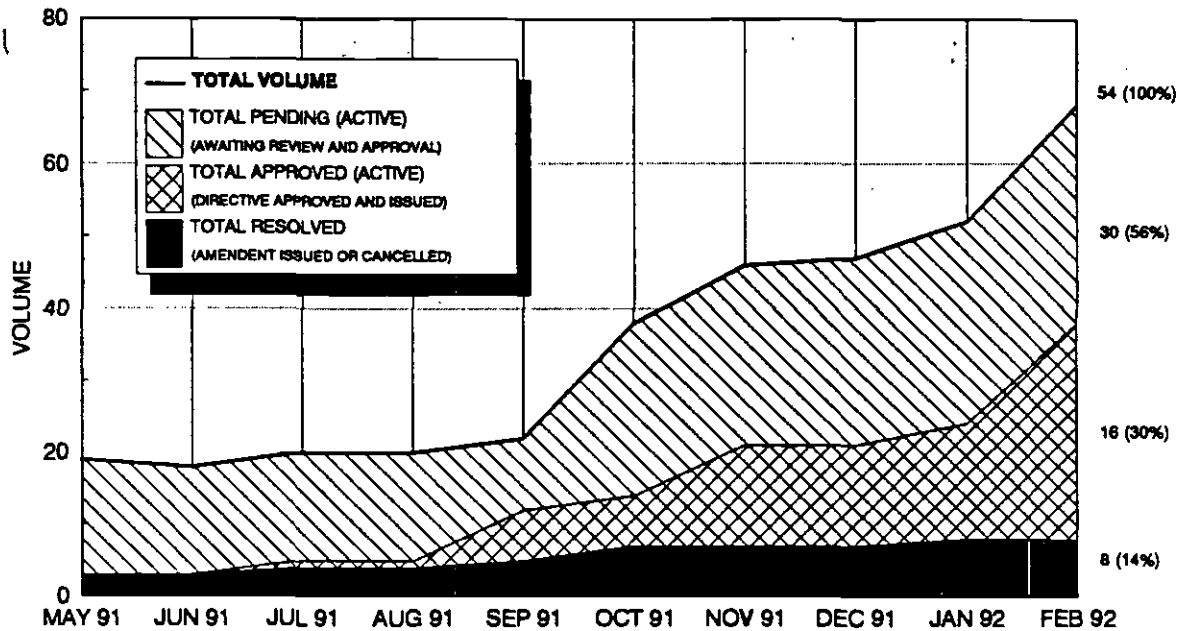
FY'92 Amended Budget implemented JAN'92

RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

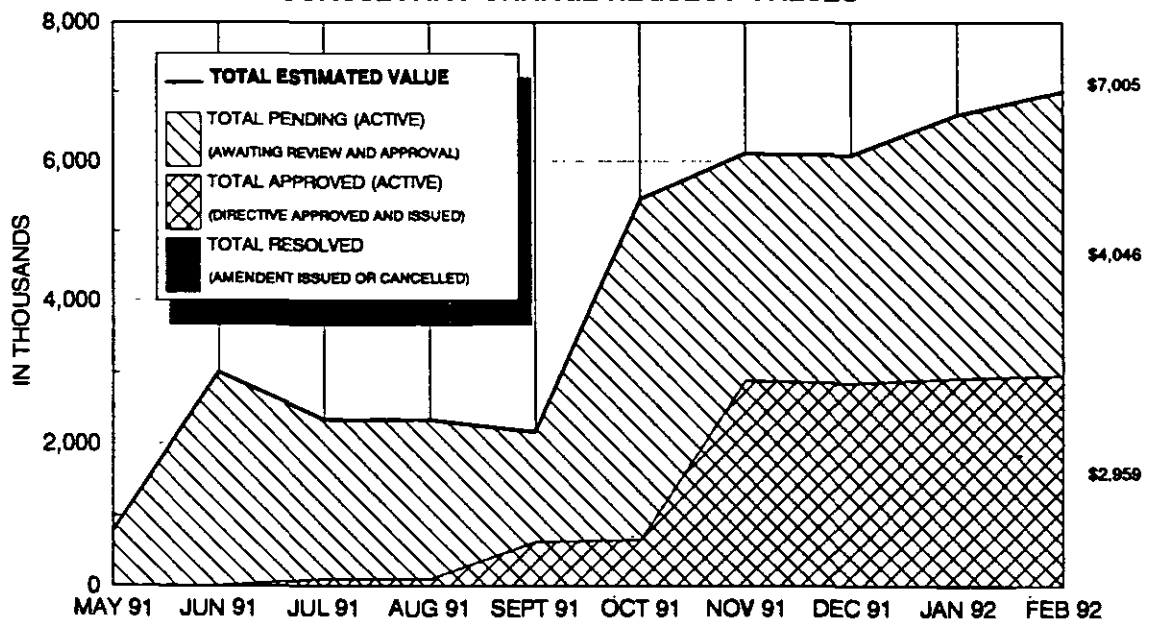
BUDGET WAGE RATE (\$/HOUR)	\$40
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	27
RCC FTE's ACTUAL	21
OTHER FTE's PLANNED	6
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	33
TOTAL FTE's ACTUAL	24

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

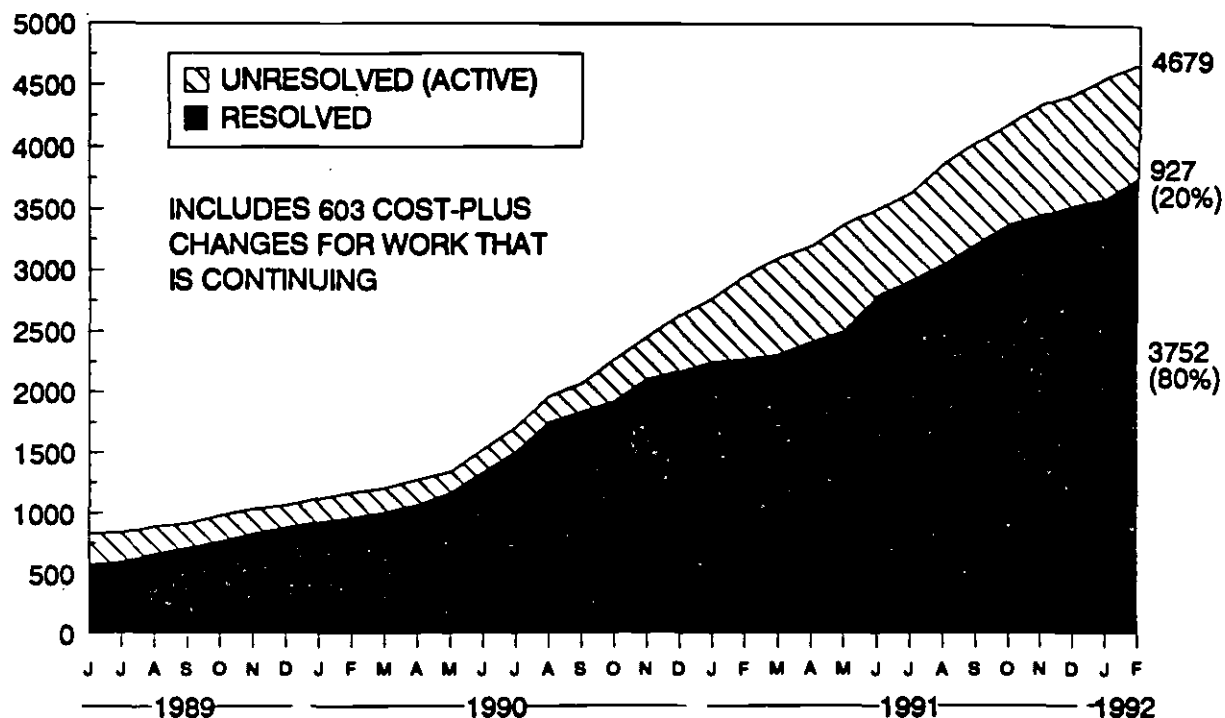


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	3	5	0	38	46
PERCENT	6%	11%	0%	83%	100%

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



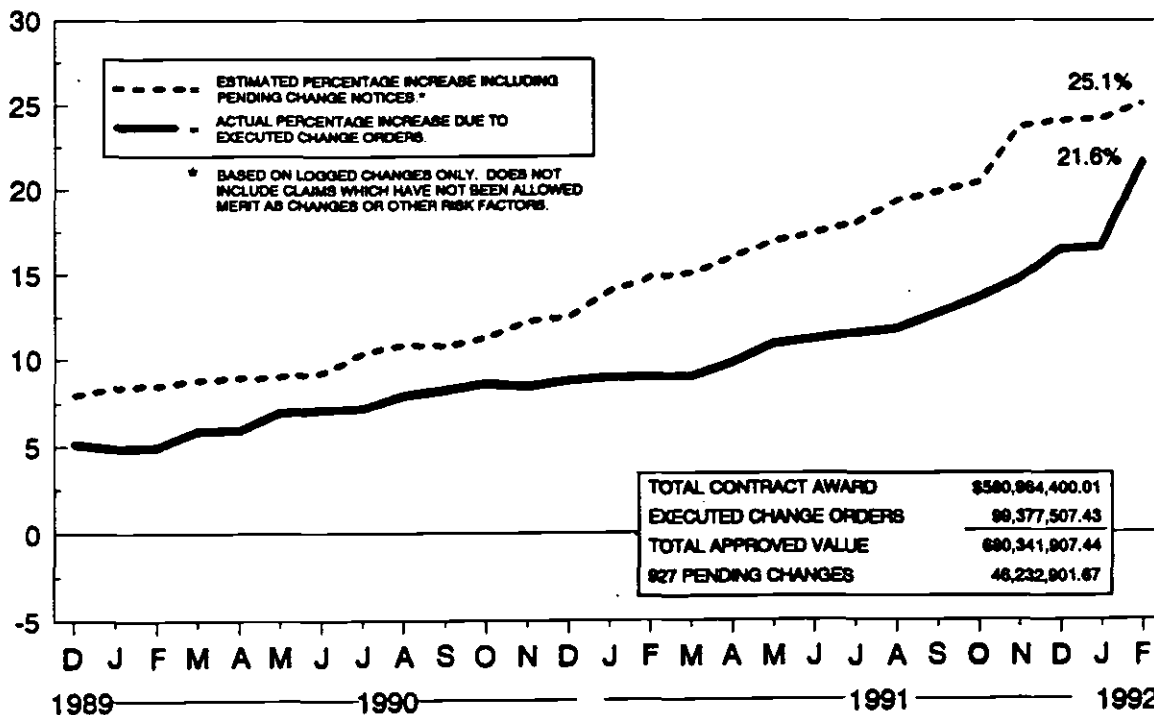
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



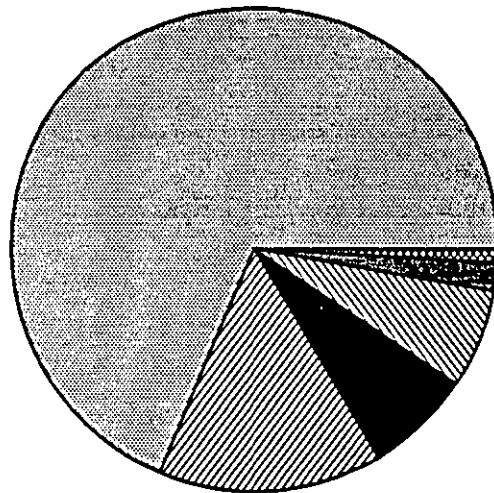
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	143	98	108	578	927
PERCENT	15%	11%	12%	62%	100%

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









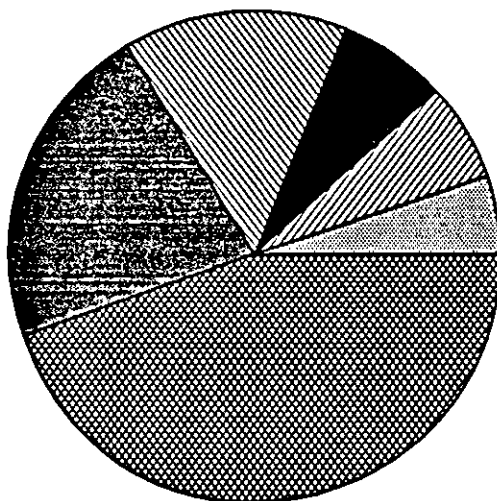
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 02/28/92**









CHANGE VOLUME
TOTAL VOLUME: 3076 CN'S

ABSOLUTE VALUES

2109	68.6%		< \$10,000
458	14.9%		< \$25,000
218	7.1%		< \$50,000
204	6.6%		< \$200,000
58	1.9%		> \$200,000
29	0.9%		> \$1,000,000

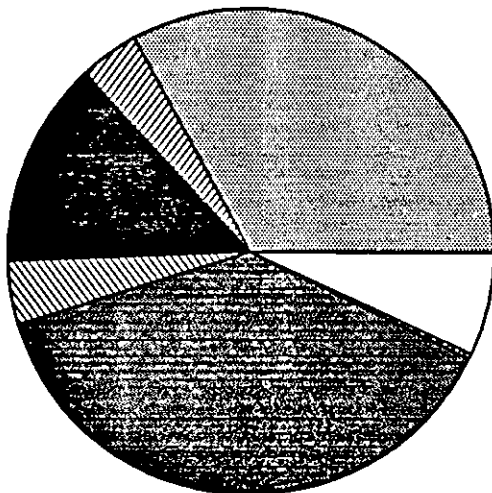


CHANGE COST
TOTAL COST: \$99,377,507








\$5,180,220	5.2%		< \$10,000
\$6,458,808	6.5%		< \$25,000
\$7,107,328	7.2%		< \$50,000
\$14,659,038	14.7%		< \$200,000
\$21,732,992	21.9%		> \$200,000
\$44,239,121	44.5%		> \$1,000,000

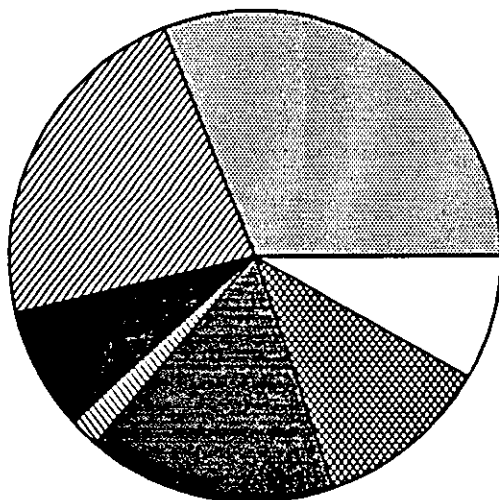
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 02/28/92**










CHANGE VOLUME
TOTAL VOLUME: 3076 CN'S (2011 CO'S)

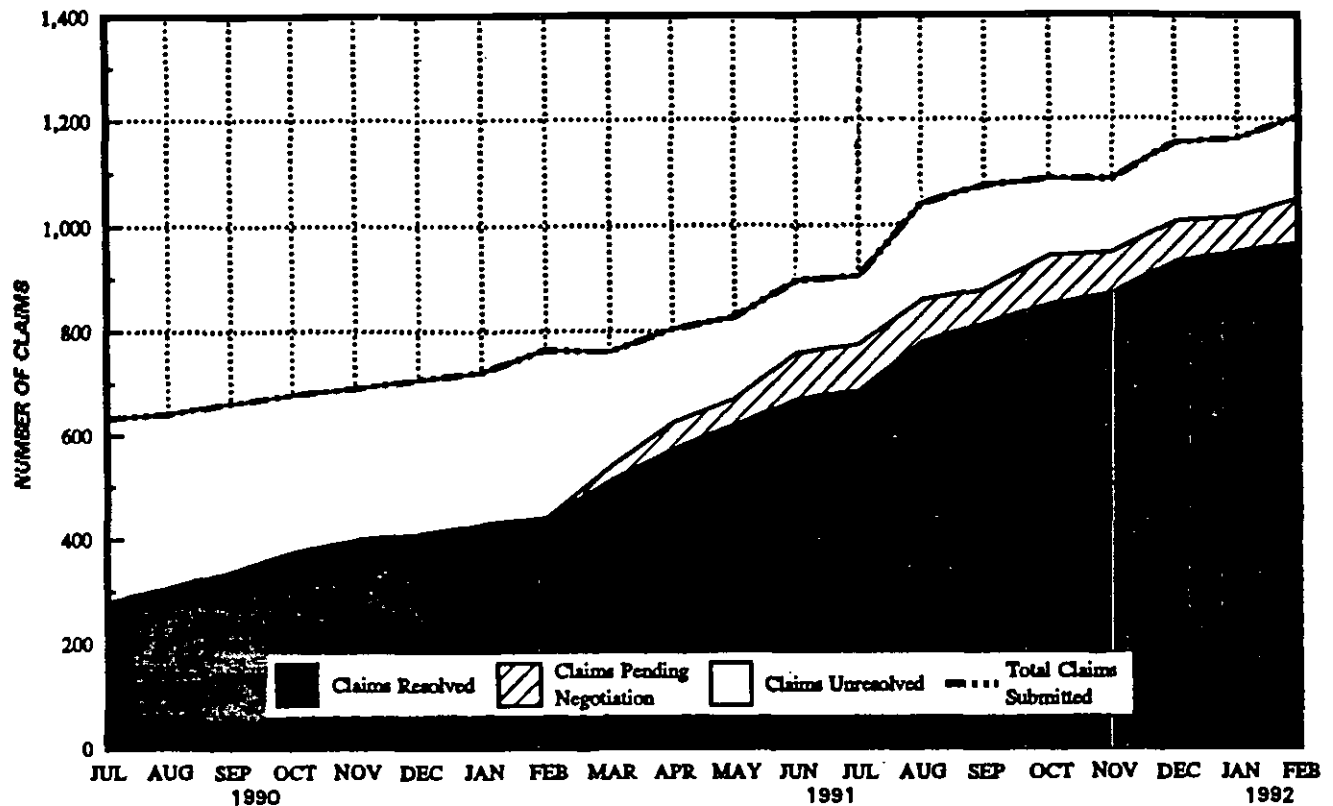
1011	32.9%		WORK SCOPE CHANGES
120	3.9%		SCHEDULE CHANGES
425	13.8%		DIFFERING CONDITIONS
133	4.3%		ADMINISTRATIVE
1162	37.8%		DESIGN CHANGES
11	0.4%		MANAGEMENT ISSUES
214	6.9%		UNASSIGNED



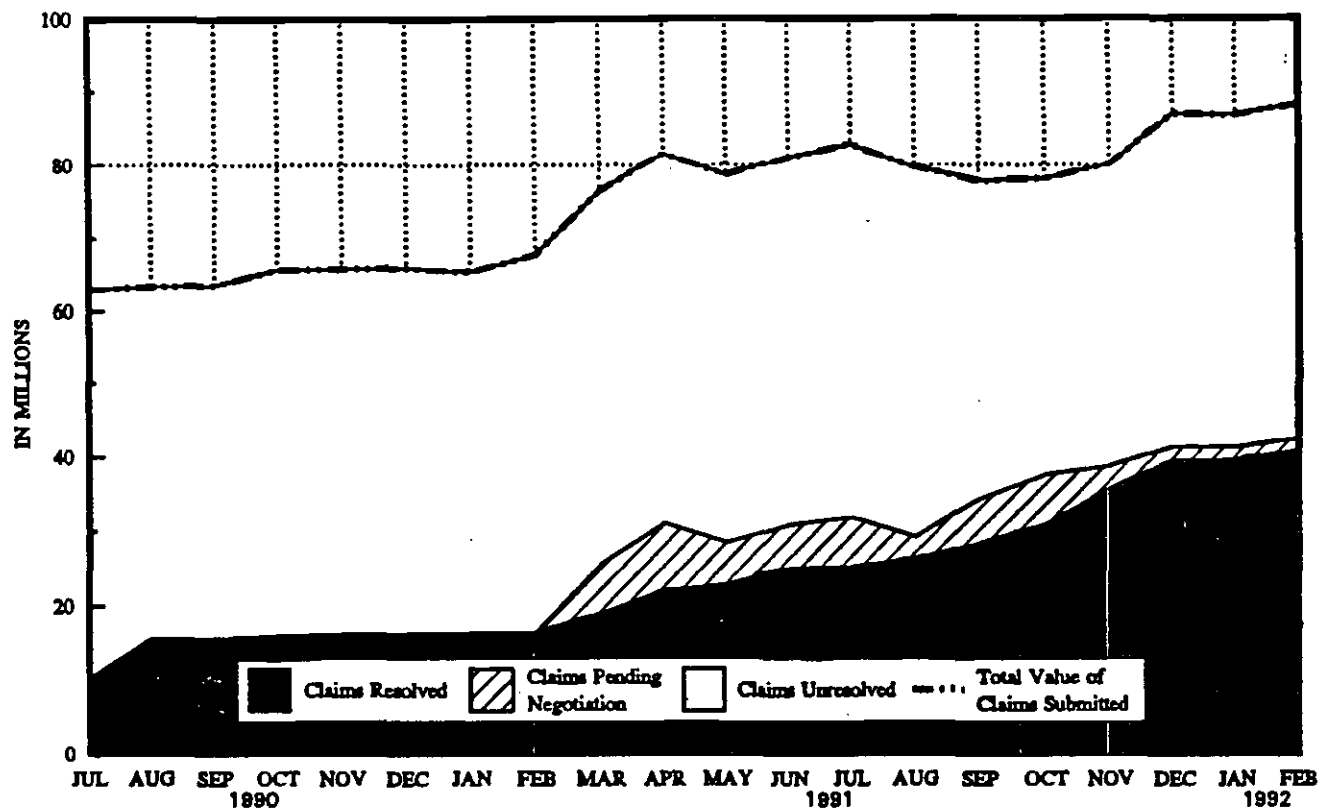
CHANGE COST
TOTAL COST: \$99,377,507

\$30,793,718	31.0%		WORK SCOPE CHANGES
\$22,581,801	22.7%		SCHEDULE CHANGES
\$8,133,432	8.2%		DIFFERING CONDITIONS
\$1,969,578	2.0%		ADMINISTRATIVE
\$16,235,058	16.3%		DESIGN CHANGES
\$11,421,819	11.5%		MANAGEMENT ISSUES
\$8,242,101	8.3%		UNASSIGNED

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT



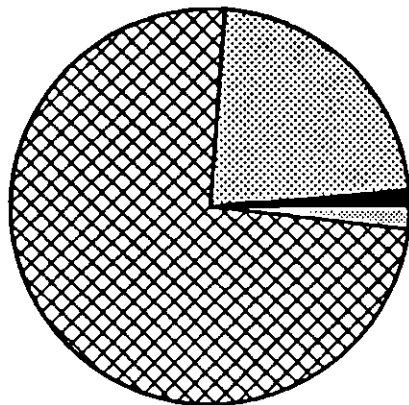
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COST








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

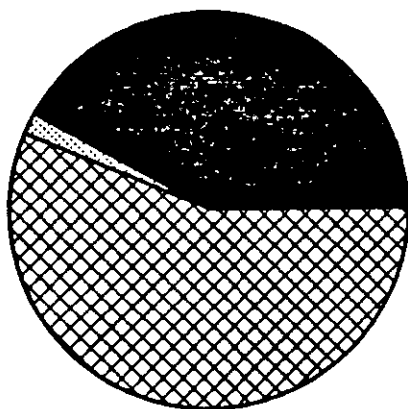
Unresolved Claims Distribution Chart

Total All Filed Claims as of 02/28/92








COUNT

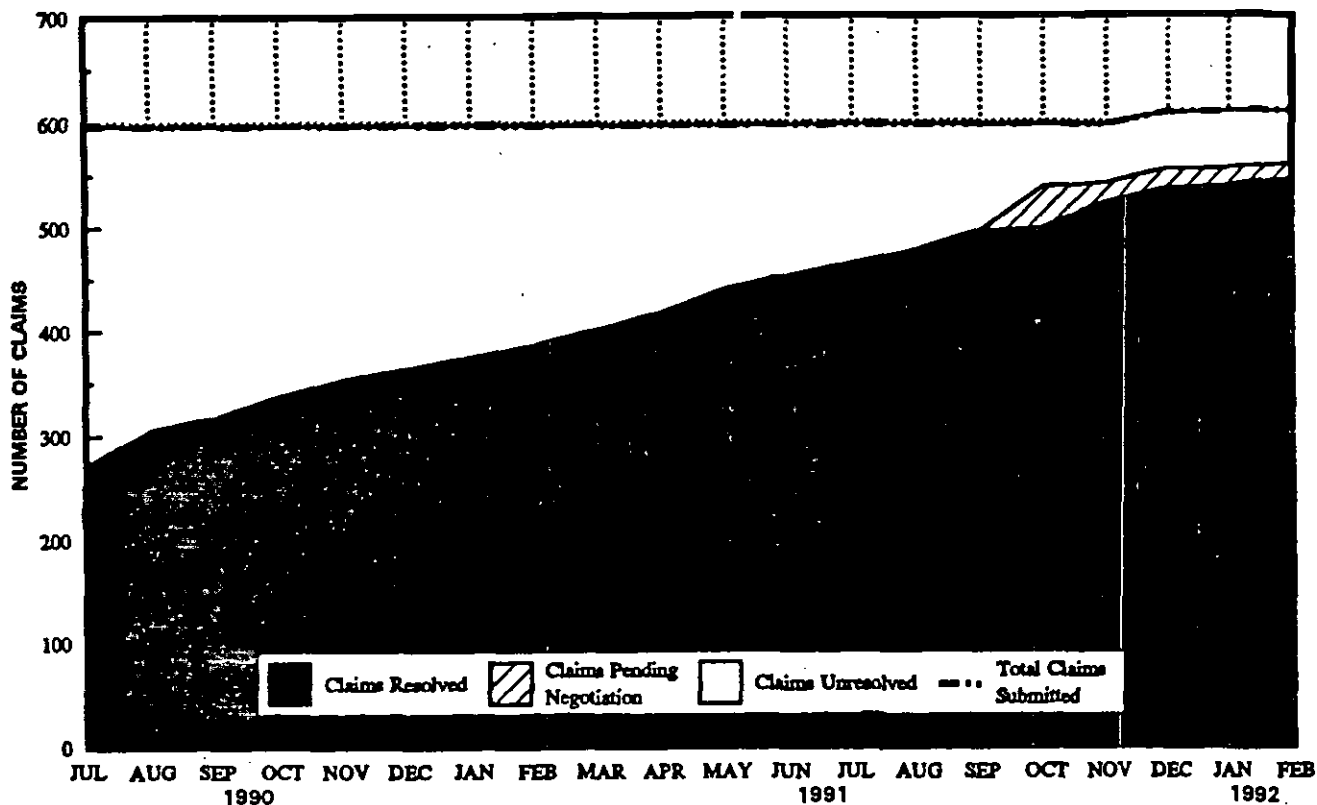
2	1.3%		Litigation
0	0.0%		Closed
35	22.4%		Rejected
116	74.4%		Pending Merit
3	1.9%		In Dispute



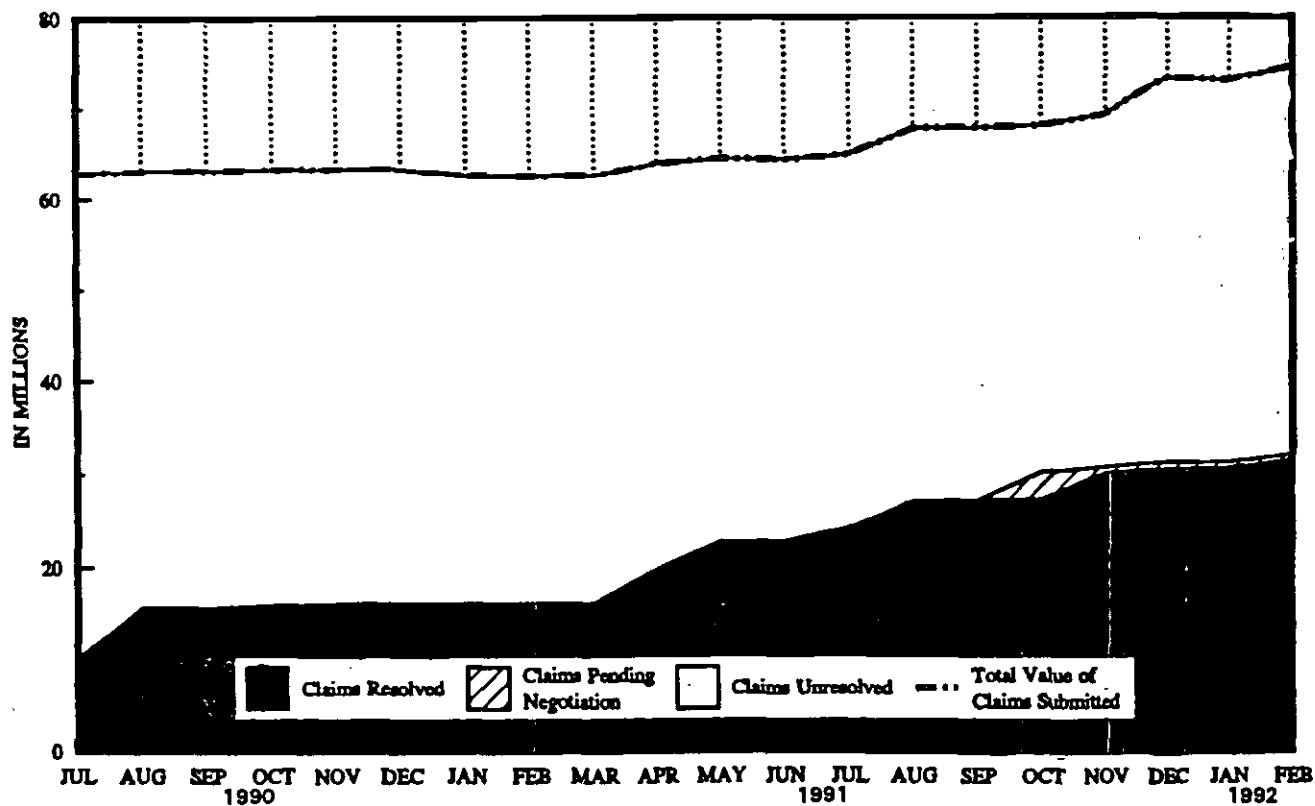
COST

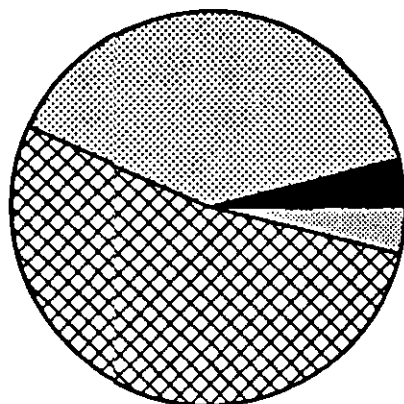
\$19,144,979	41.8%		Litigation
\$0	0.0%		Closed
\$805,392	1.8%		Rejected
\$25,773,922	56.3%		Pending Merit
\$0	0.0%		In Dispute

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



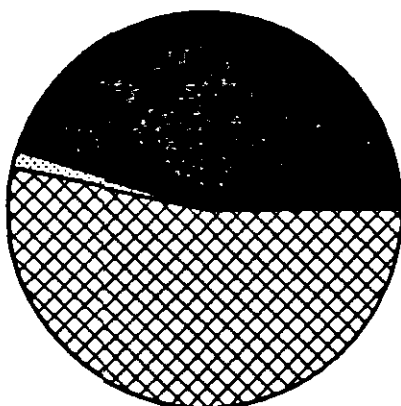
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COST



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed Prior to 07/01/90 as of 02/28/92**

COUNT
TOTAL = 51

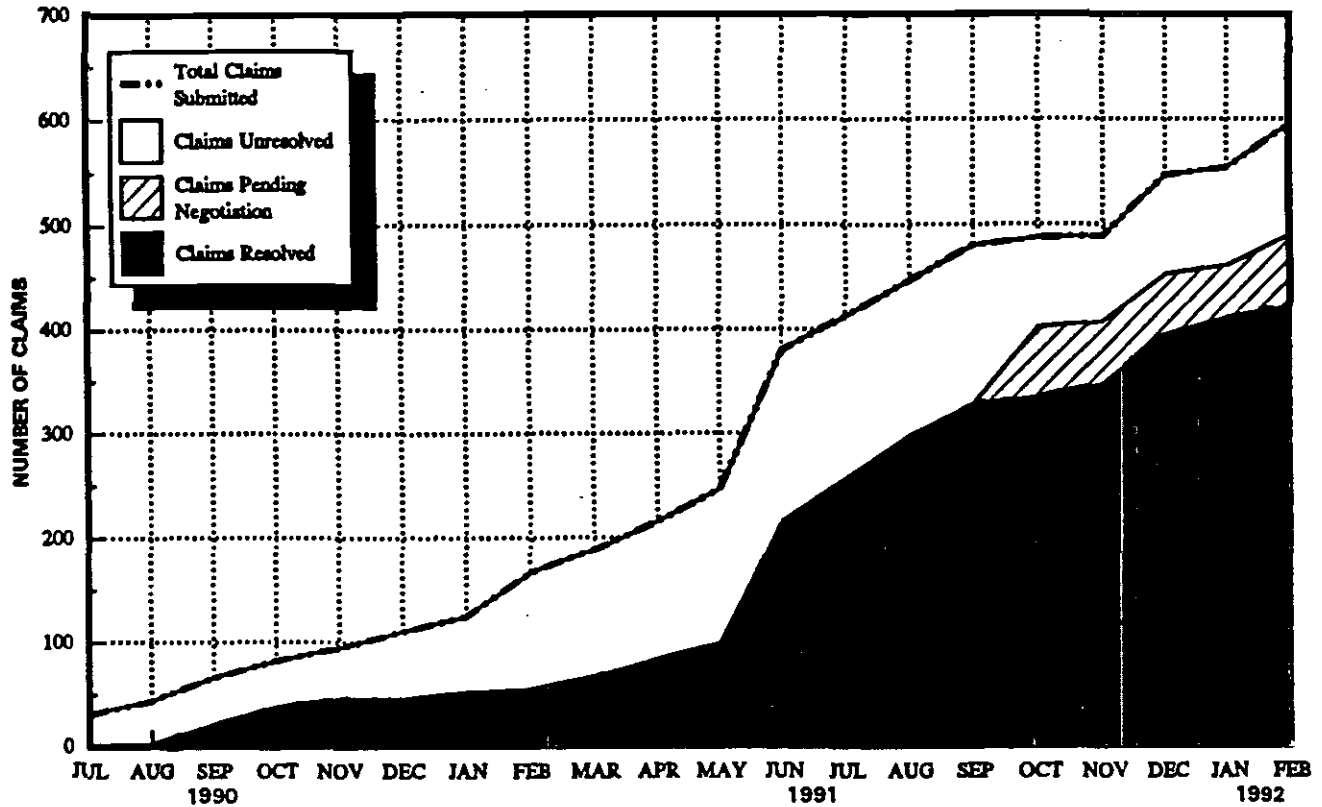
2	3.9%		Litigation
0	0.0%		Closed
20	39.3%		Rejected
27	52.9%		Pending Merit
2	3.9%		In Dispute



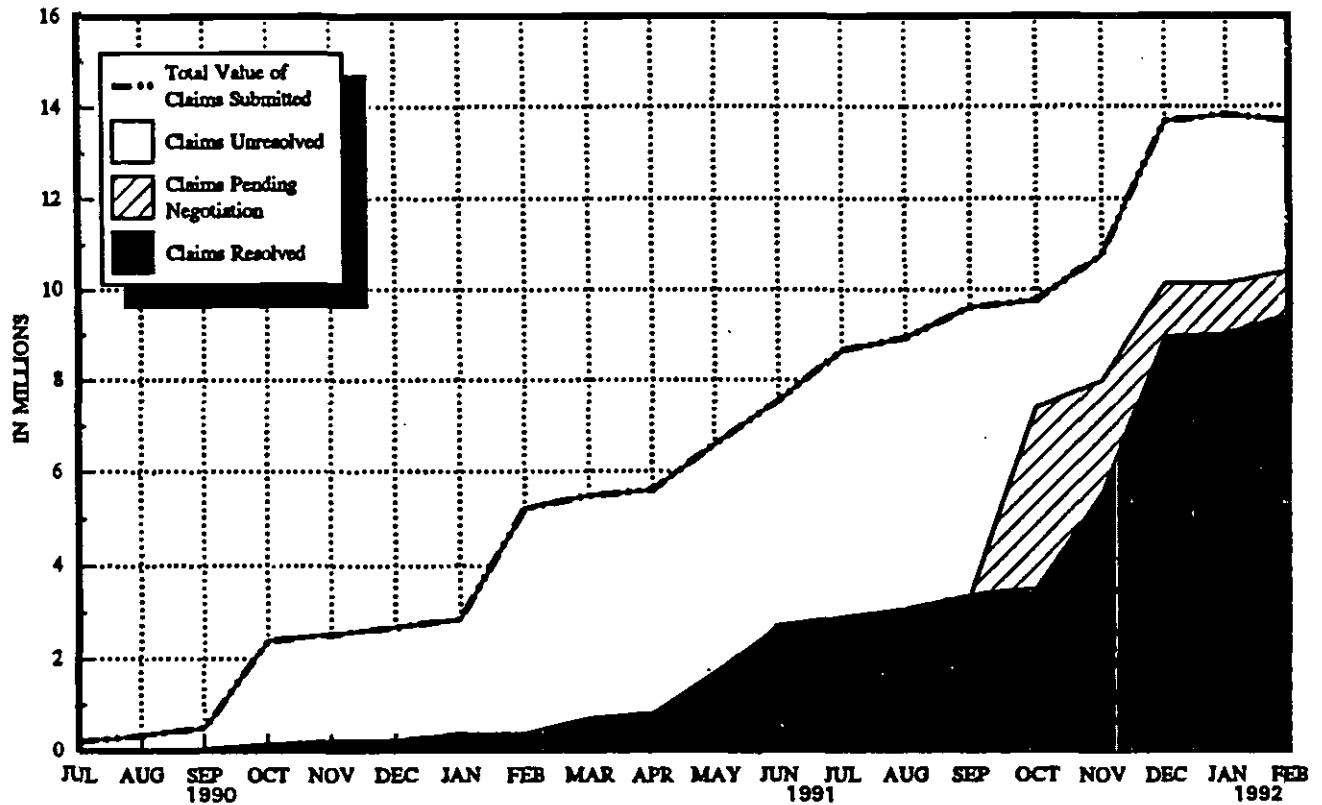
COST
TOTAL = \$42,445,941

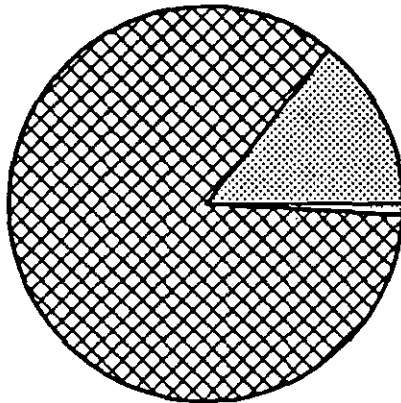
\$19,144,979	45.1%		Litigation
\$0	0.0%		Closed
\$615,724	1.5%		Rejected
\$22,660,960	53.3%		Pending Merit
\$24,277	0.1%		In Dispute

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



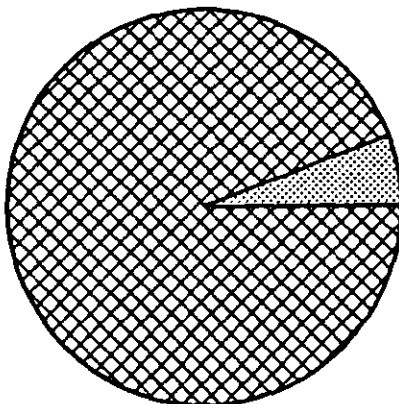
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COST



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 02/28/92**

COUNT
TOTAL = 105

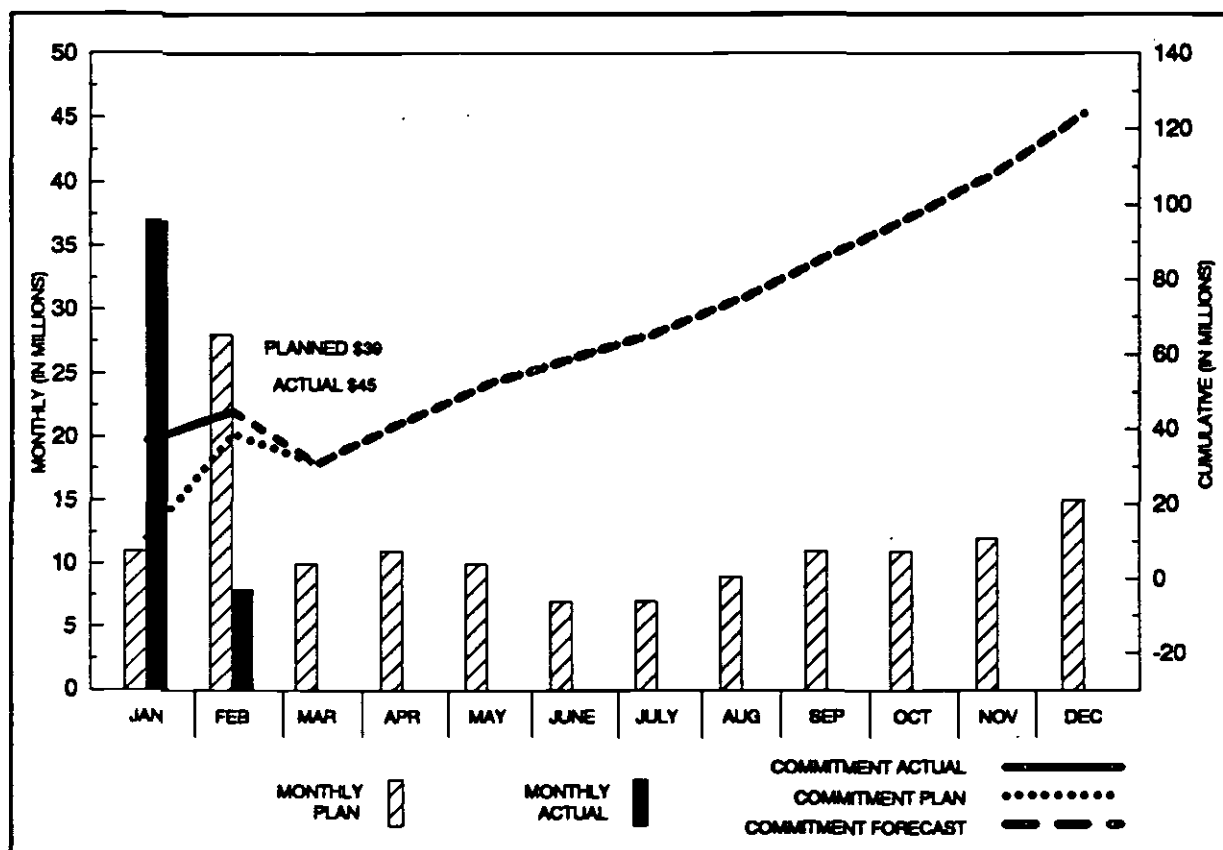
0	0.0%		Litigation
0	0.0%		Closed
15	14.3%		Rejected
89	84.8%		Pending Merit
1	1.0%		In Dispute



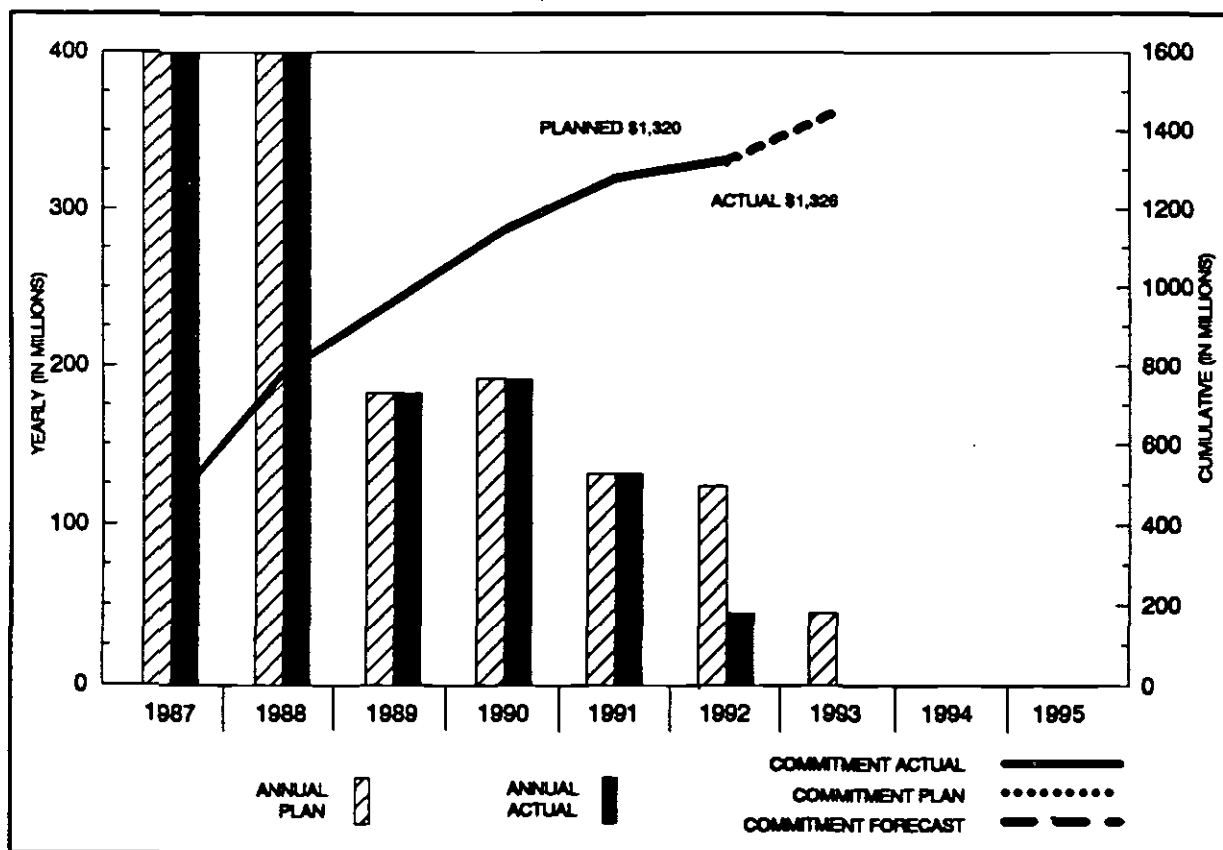
COST
TOTAL = \$3,302,629

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$189,668	5.7%		Rejected
\$3,112,961	94.3%		Pending Merit
\$0	0.0%		In Dispute

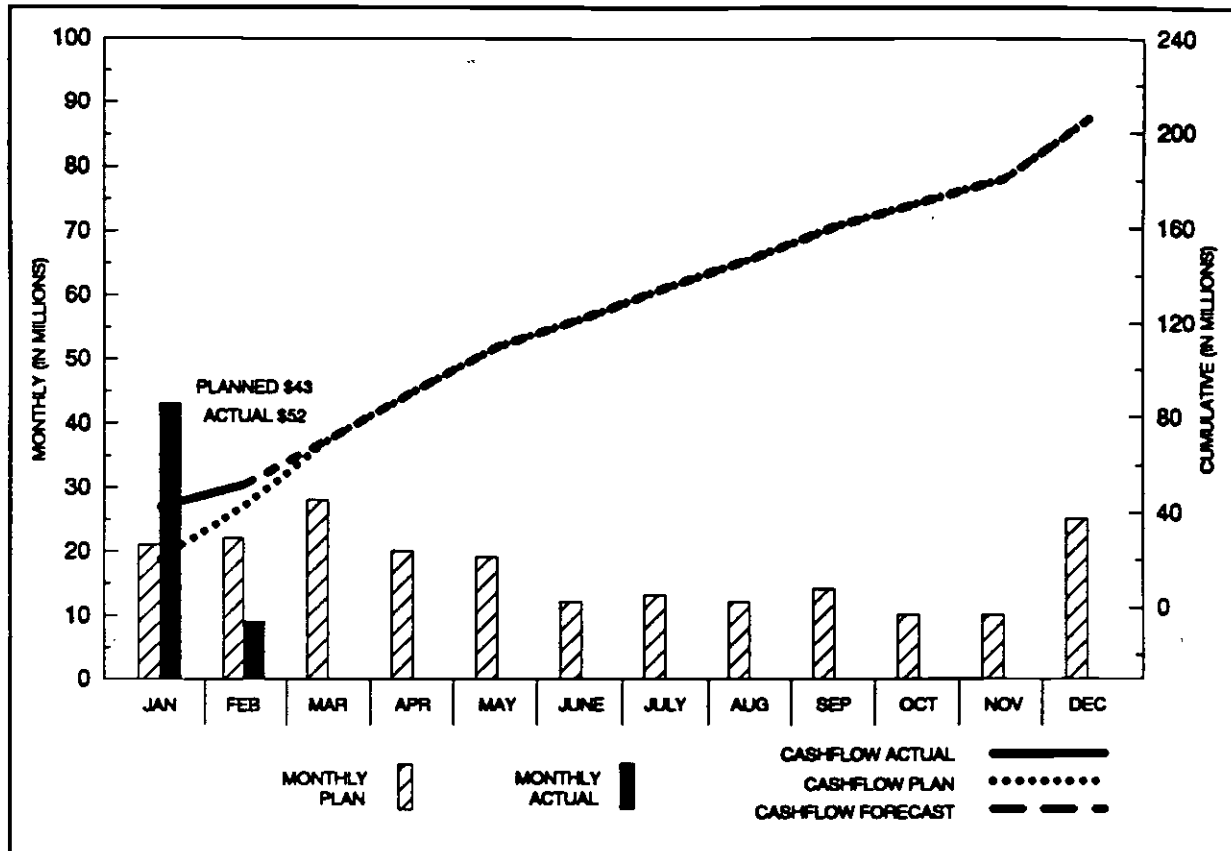
PROJECT COMMITMENTS -- ANNUAL



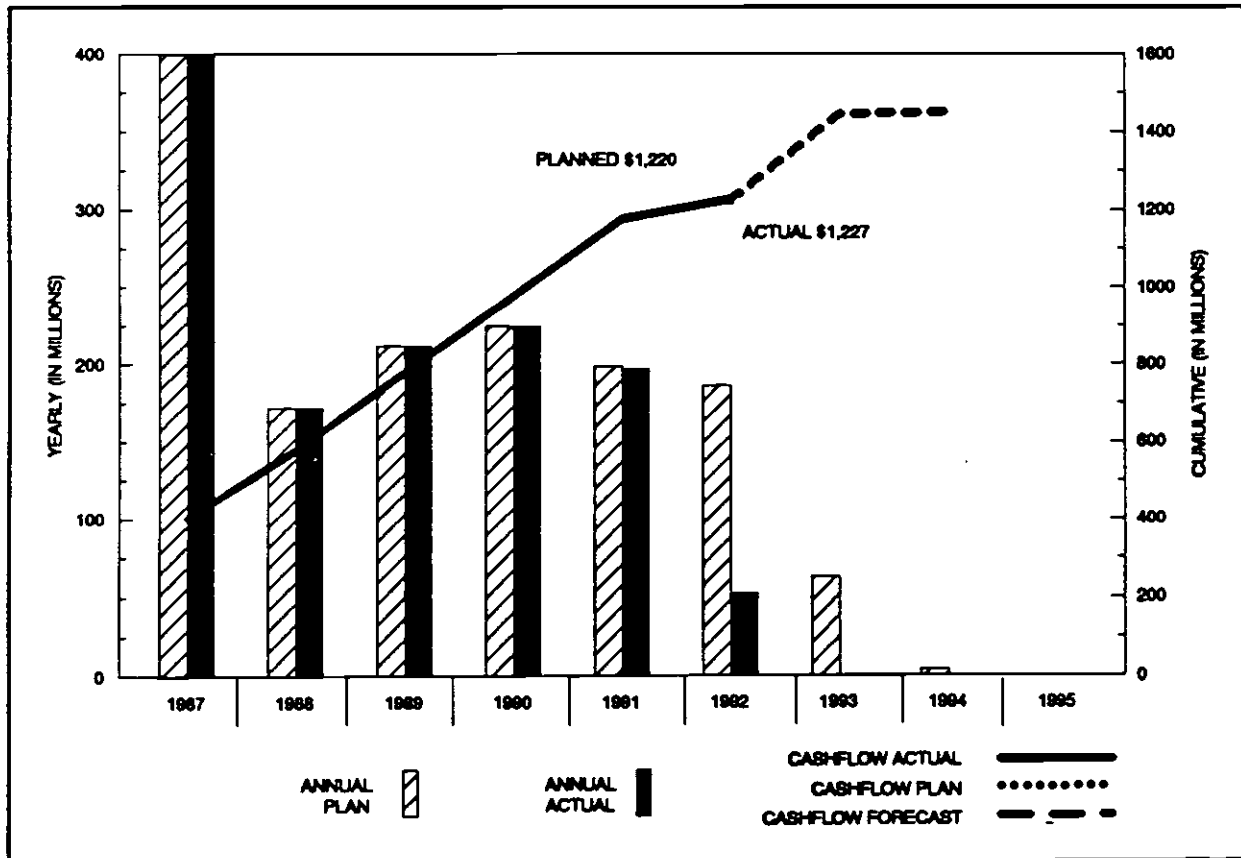
PROJECT COMMITMENTS -- PROJECT



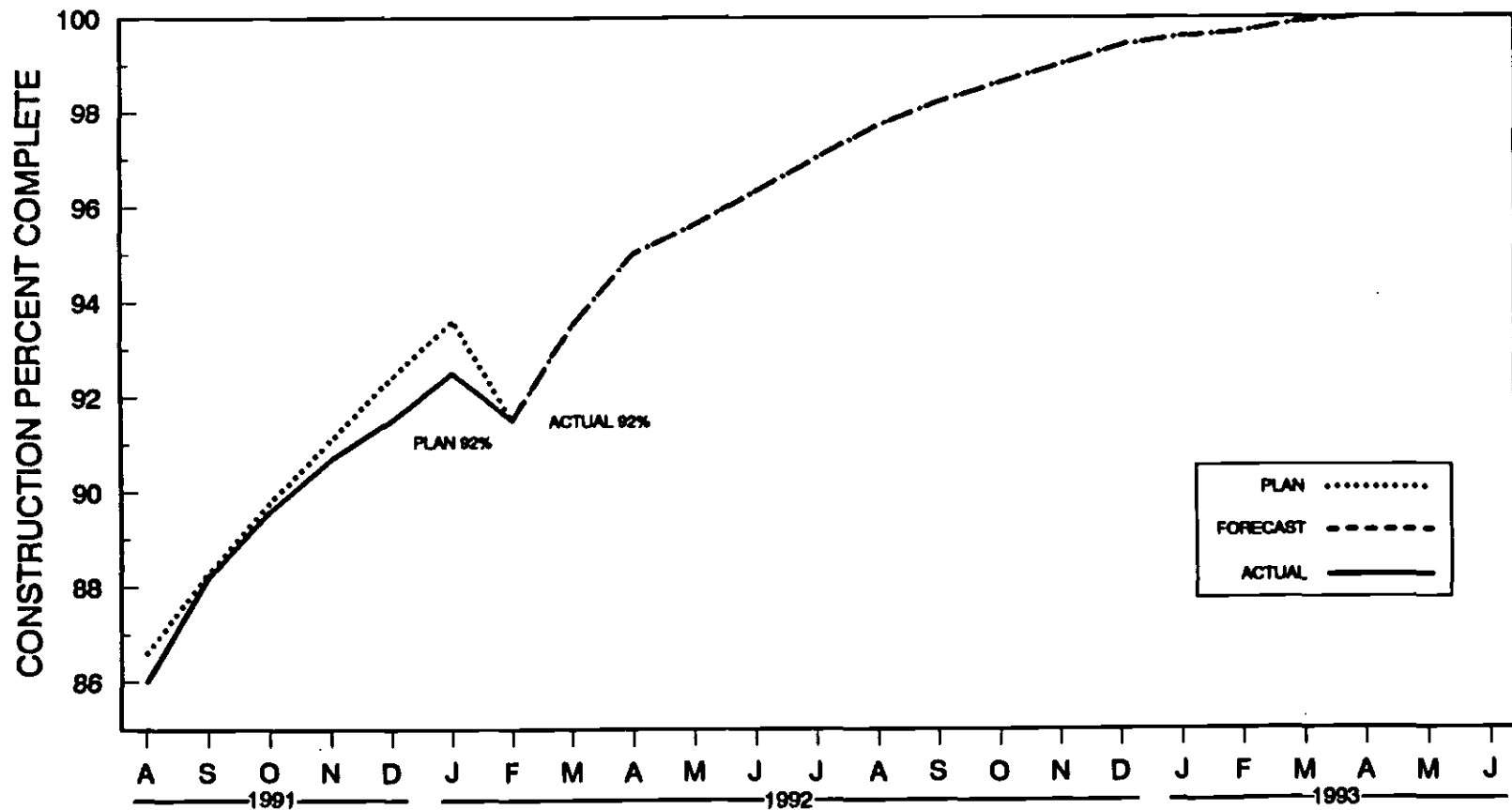
PROJECT CASH FLOW - ANNUAL



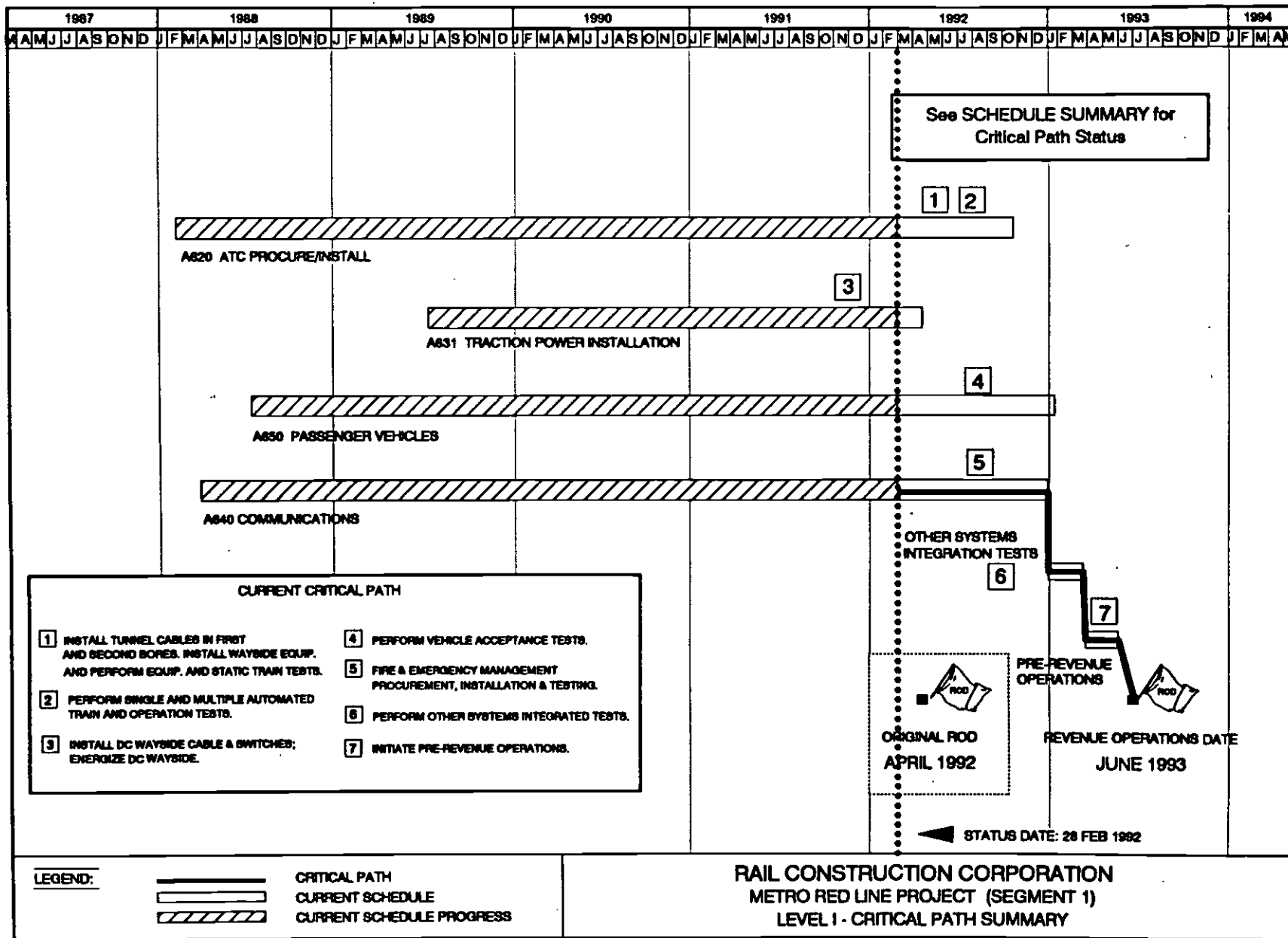
PROJECT CASH FLOW - PROJECT



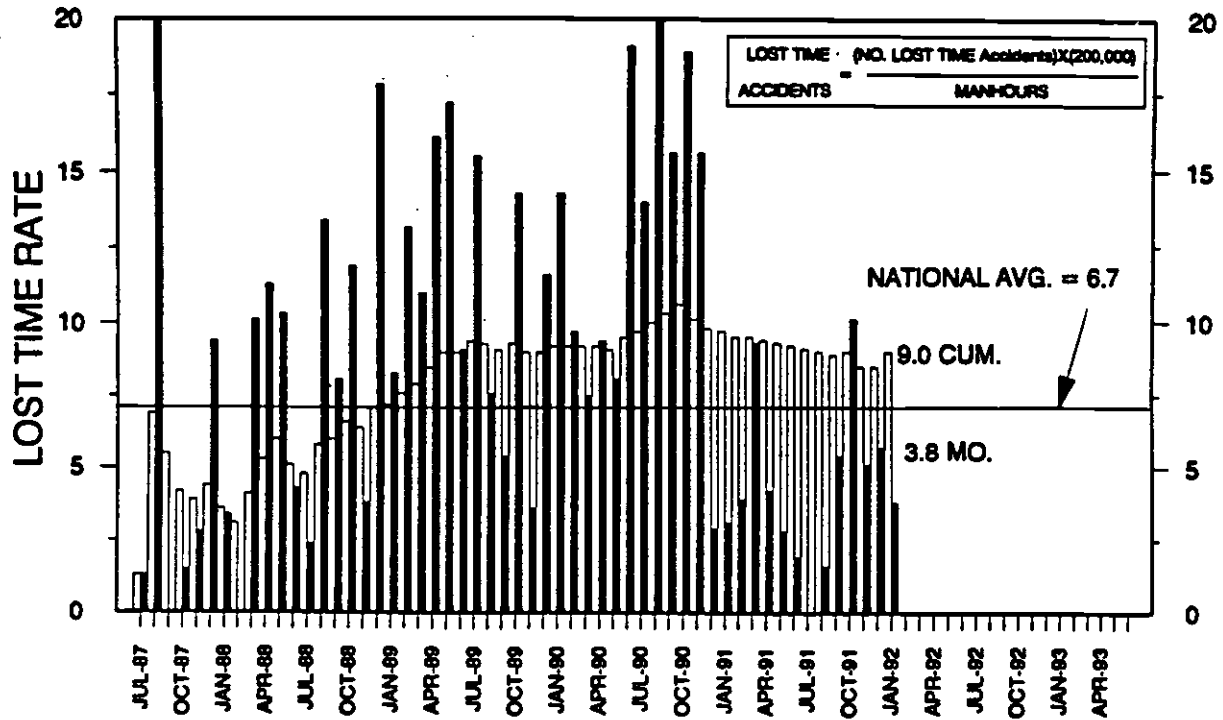
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 1
PROGRESS SUMMARY



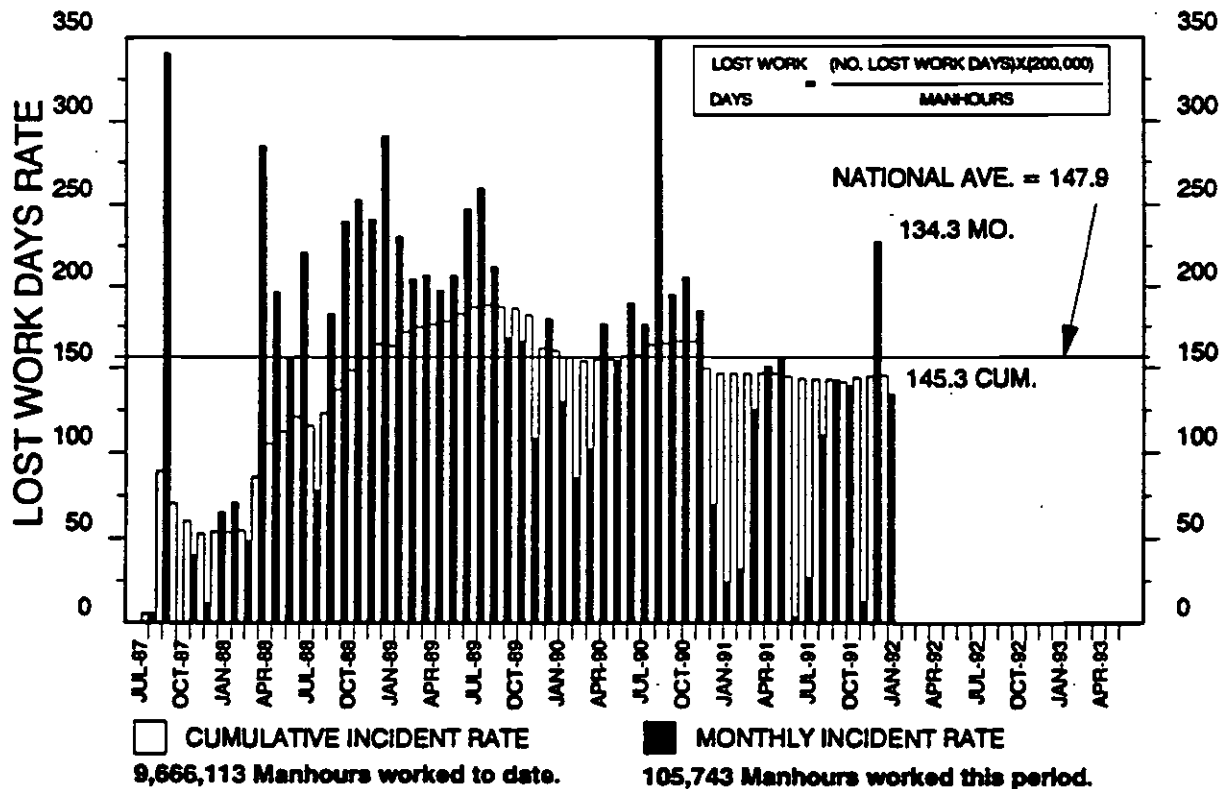
NOTE: BASELINE WAS ADJUSTED TO REFLECT AN INCREASE TO THE FEBRUARY 1992 COST FORECAST VALUES AND TO REFLECT CURRENT SCHEDULE ADJUSTMENTS.



METRO RED LINE (SEGMENT - 1) PROJECT SUMMARY OF LOST TIME ACCIDENTS (FREQUENCY)



METRO RED LINE (SEGMENT - 1) PROJECT SUMMARY OF LOST WORK DAYS (SEVERITY)



LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

INVOICE PROCESSING

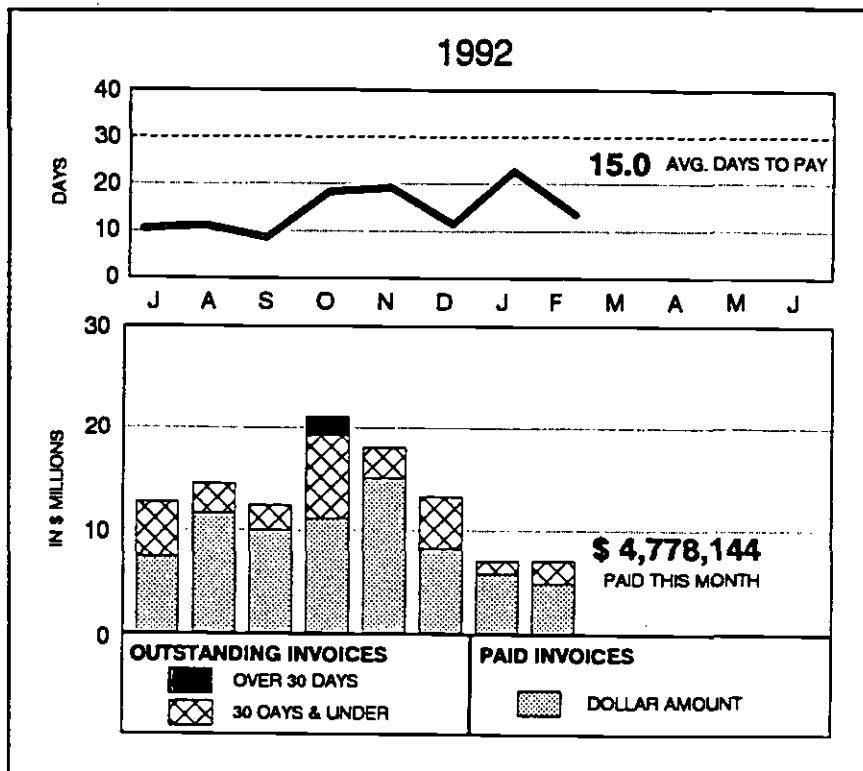
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.0 days.

- 13 invoices were paid for a total value of \$ 4,778,144.

- There were 3 outstanding Construction/ or Procurement invoices under 30 days old for \$ 2,133,198.

- 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
OCT 1991	13	7,927,716	10	1,895,120	19	3,487,114	3	798,966
NOV 1991	6	2,956,345	2	27,063	18	2,800,800	4	1,040,811
DEC 1991	10	4,952,526	0	0	23	2,850,368	9	1,991,918
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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The defined costs forecast increased primarily due to Contract B215, Wilshire/Vermont Station, Stage II, In-Progress Estimate; ADA Requirements for Platform Edge Warnings; and Contracts B221 and B231 February Forecast Changes. The increase is partially offset by decreases in Contract B710, Escalators and Elevators, In-Progress Estimate; and Contract B211 February Forecast Changes. The balance of the increase in direct costs was offset by a decrease in Contingency.

SCHEDULE STATUS

- Current Revenue Operation Date

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress

- Plan	76%
- Actual	73%
- The design progress has been further refined this month to include additional systems contracts. As a result of adding these contracts' budget workhours, the progress base is expanded. While overall progress continues to increase, the modification of the progress base creates an apparent decrease in the plan of 2% from last month.
- Construction Progress

- Plan	8%
- Actual	7%
- New physical progress measurement methodology has been implemented this reporting period which provides a more accurate indicator of construction progress.

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	70	32	36	2	130
LAST MONTH	72*	28	39	5	99

*INCLUDED THREE SEGMENT 3 PARCELS

- There are 70 parcels of land required for the Segment 2 Project. One parcel has been added which is expected to result in the decertification of a parcel. The acquisition breakdown is as follows: 21 full takes, three partial takes, 41 subsurface easements, two surface easements, one temporary construction easement, and two leases.
- To date, there have been 32 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 two parcels which may not be available by their scheduled need dates. This number has decreased by three since last month. These two parcels are delayed due to environmental approvals.

Action: Maintain schedule to avoid negative float.

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

Wilshire Corridor Revenue Operation Date

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

Action: The contractor's tunneling production performance will be monitored to determine if other factors (other than encountering harder ground than anticipated) are affecting the tunneling progress so that corrective action can be taken to ensure that milestone dates will be achieved.

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

Status: A contingency plan has been developed and agreed upon with the contractor to help assure that the milestone dates will be met if the anticipated drive rates are not attained as a result of encountering harder ground than anticipated.

The contractor's tunnel drive rate is averaging less than 60 linear feet per day. Although the rate is improving, the projected actual drive rate could impact milestone completion dates.

Roadhead attachment for tunnel shield machine is on-site and available for use when required.

Blast Relief Shafts Relocation

Concern: In August, the City of Los Angeles required that the Under Platform Exhaust (UPE) and Blast Relief Shafts (BRS) penetrate the surface at locations away from the traveled (vehicle and pedestrian) way.

Action: Continue to work with the City Bureau of Engineers and Department of Transportation to find the most cost effective solution to the City's concerns.

Status: Contract B252 UPE and BRS terminations have been finalized in the sidewalks adjacent to Vermont. Contracts B241 and B261 shaft termination locations are still under discussion with the DOT and BOE. Along Hollywood Boulevard, Contracts B271, B281 and C301 will probably have terminations located in roadway medians.

Noise Mitigation

Concern: The noise level of construction work at Contract B221 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. The noise mitigation measures to be implemented at B221 will include a reduction in the number of pile drilling rigs as a result of drilling efforts nearing completion; the use of day shifts for pile drilling operations; an alternate location for material staging night work; a reroute of construction traffic, and an alternate method for safety back-up alarms on equipment. Parsons-Dillingham/RCC have implemented noise mitigation measures at all active construction contracts. Steps undertaken include enforcement of noise regulations, site monitoring, review and upgrading of equipment as required, and installation of sound barriers/acoustical enclosures for night work, and rescheduling and/or resequencing construction activities to minimize the effort on ambient noise levels. LADOT now requires noise mitigation plans to be submitted by utility subcontractors. Site specific noise mitigation measures have been identified and are being implemented at each Segment 2 contract work area.

Site specific noise mitigation measures continue to be identified for all active construction contracts for impacts to both the north and south side of Wilshire Boulevard. Measures will be implemented in accordance with LADOT and RCC standards and will reflect tenant concerns.

Mined Station Concept

Concern: Cut and cover plans for the Vermont/Hollywood Corridor are currently showing zero or 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.

Action: The RCC has requested a comprehensive review of the Mined Station Concept by an outside consultant.

Status: Consultant's Deloitte and Kellogg are presently finalizing their review of the Mined Station Concept, and will hold a final review meeting on March 11, 1992, prior to presenting their recommendation in support of the concept to the RCC at the April 6, 1992, Board Meeting.

Contract B251, Vermont/Hollywood Line

Concern: Delays to the adoption of the Environmental Negative Declaration for the combined tunnels Contract B251 has delayed the scheduled Notice to Proceed date. Further delays may impact the Revenue Operations Date.

Action: The LACTC Board need to adopt the Environmental Negative Declaration to allow the contract to be advertised in March.

Status: RCC has finalized negotiations for environmental impact mitigation measures with concerned parties, and the RCC Board has adopted the Environmental Negative Declaration.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

April 1991

Project Procedures

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

Action: Complete and publish remaining policies and procedures.

Status: An updated procedure completion schedule, with approved and projected dates, was provided to Hill International. A revised PMP has been submitted to Hill and is expected to be approved at the next FTA quarterly meeting.

NEW

NONE

RESOLVED

NONE

KEY ACTIVITIES - FEBRUARY

- Continued structural excavation of the pocket track and structural concrete work in MacArthur Park area, Contract B201.
- Completed installation of bridge beams, deck beams, and decking at Alvarado Street, Contract B201.
- Excavated 1228 linear feet for a total of 2120 linear feet of AR tunnel from the portal at MacArthur Park, Contract B201.
- Completed installation of soldier piles Shaft #17 and emergency exit area at Contract B201.
- Commenced soldier pile installation for the Wilshire/Vermont Station, installing 48 of the 270 station piles required at Contract B211.
- Obtained early access to the B2-117 land parcel; completed removal of the asphalt and fenced the area at Contract B211.
- Continued soldier pile installation for the turn-out structure at Sixth Street and Vermont Avenue, Contract B211.
- Commenced site clearance of existing improvements in the Metroplex Plaza at Contract B221.
- Completed relocation of telephone lines around the turnout structure at Sixth Street and Vermont Avenue at Contract B221.
- Completed street decking operations on Wilshire Boulevard between Western and Serrano Avenues at Contract B231.
- Completed Oxford vehicular transition ramp at Contract B231.
- Completed installation of 12" water line along south side of Wilshire Boulevard at Contract B231.
- Commenced station vault excavation for Contract B231, Wilshire/Western Station.
- Issued Prefinal Design Submittal for Contract B710, Escalators & Elevators.
- Continued redesign at Contracts B241, Vermont/Beverly Station, and Contract B252, Vermont/Santa Monica Station, to incorporate the Great Space Concept.

- Continued redesign of station entrance and plaza at Contract B261, Vermont/Sunset Station.
- Continued Mined Station Study.

KEY ACTIVITIES - PLANNED FOR MARCH

- Complete tunneling of the AR tunnel toward Sixth Street and Vermont Avenue at Contract B201, and the drive tunnel through Contract B211.
- Continue structural excavation of the pocket track and structural concrete work at Contract B201.
- Continue soldier pile installation at Contract B211, Wilshire/Vermont Station.
- Commence station vault excavation at Contract B211.
- Commence tunneling toward Wilshire/Normandie Station, and commence decking operations at Contract B221.
- Continue station vault excavation at Contract B231, Wilshire/Western Station.
- Issue Prefinal Design Submittal for Contract B281, Hollywood/Vine Station.
- Issue Prefinal Design Submittal for /Contract B271, Hollywood/Western Station.
- Issue Prefinal Design Submittal for Contract B215, Wilshire/Vermont Station, Stage II.
- Issue In-Progress Design Submittal for Contract B620, Automatic Train Control.
- Issue Final Design Documents for Contract B740, Ventilation Equipment, and B745, Air Handling Equipment.
- Issue Prefinal Design Submittal for Contract B630, Traction Power.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R&S METRO RED LINE MOS-2

Period: 1-Feb-92 to 28-Feb-92
Run Date: 19-Mar-92
Units: Dollars in Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	0	905,830	49	299,854	10,012	80,112	12,001	69,431	358	956,797	50,967
S Professional Services	289,150	0	297,844	2,370	213,884	3,861	81,793	4,123	74,161	0	332,817	34,973
R Real Estate	79,827	0	76,567	44	48,359	90	39,093	90	39,093	0	96,289	19,722
F Utility/Agency Force Account	36,668	0	18,404	0	4,969	0	1,118	0	1,118	0	23,720	5,316
D Special Programs	2,044	0	2,044	7	354	13	161	13	161	0	13,044	11,000
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(358)	24,085	(121,678)
A Project Revenue	0	0	0	0	0	0	(133)	0	(133)	0	(300)	(300)
Project Grand Total:	1,446,432	0	1,446,432	2,470	565,420	13,976	202,144	16,227	183,831	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

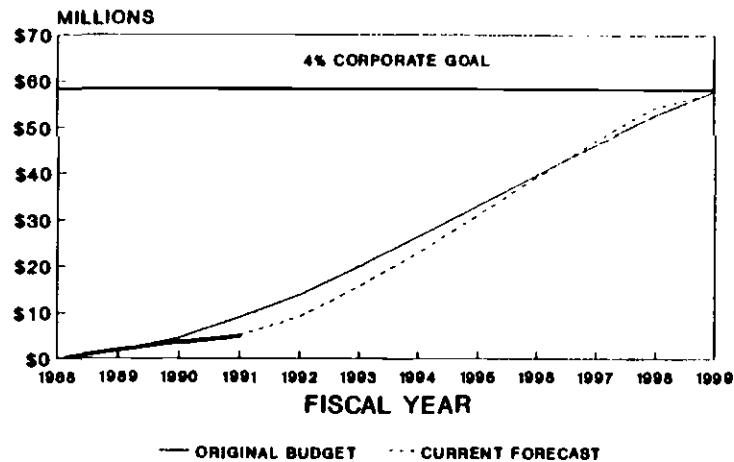
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$233,652	35%	\$55,215	8%	\$46,821	7%
STATE	\$185,985	\$27,000	\$79,193	43%	\$30,691	17%	\$21,338	11%
LACTC	\$439,447	\$97,656	\$199,265	45%	\$72,511	17%	\$72,511	17%
CITY OF L.A.	\$96,000	\$21,400	\$43,741	46%	\$15,845	17%	\$20,000	21%
BENEFIT ASSESSMENT	\$56,000	\$0	\$9,569	16%	\$9,569	16%	\$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%	\$9,569	
TOTAL	\$1,446,432	\$630,382	\$565,420	39%	\$183,831	13%	\$170,239	12%

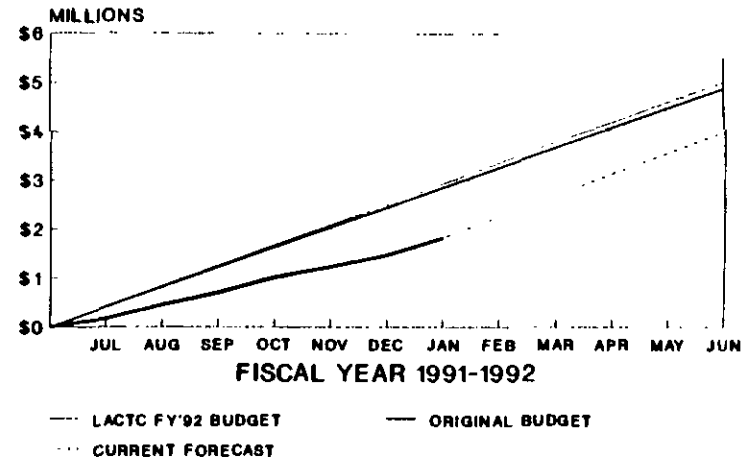
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

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

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2



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

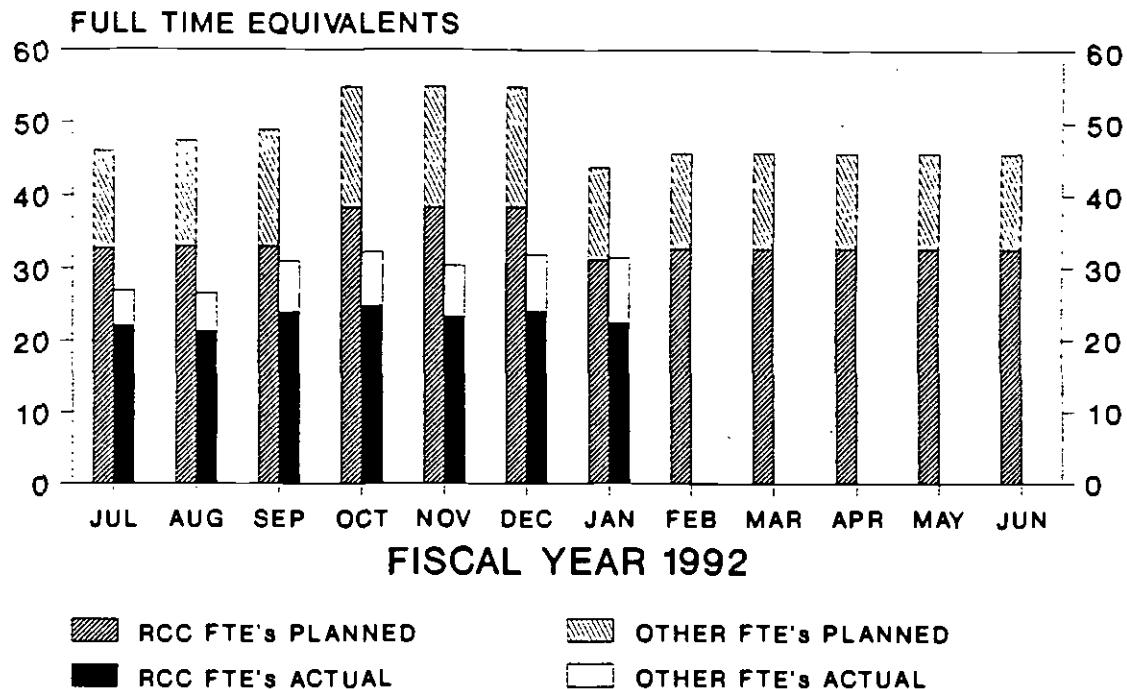
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$57,541
FORECAST % OF TOTAL PROJECT	3.9%

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

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,001
ACTUAL \$ TO DATE	\$1,821

Current forecast as of December 1991.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



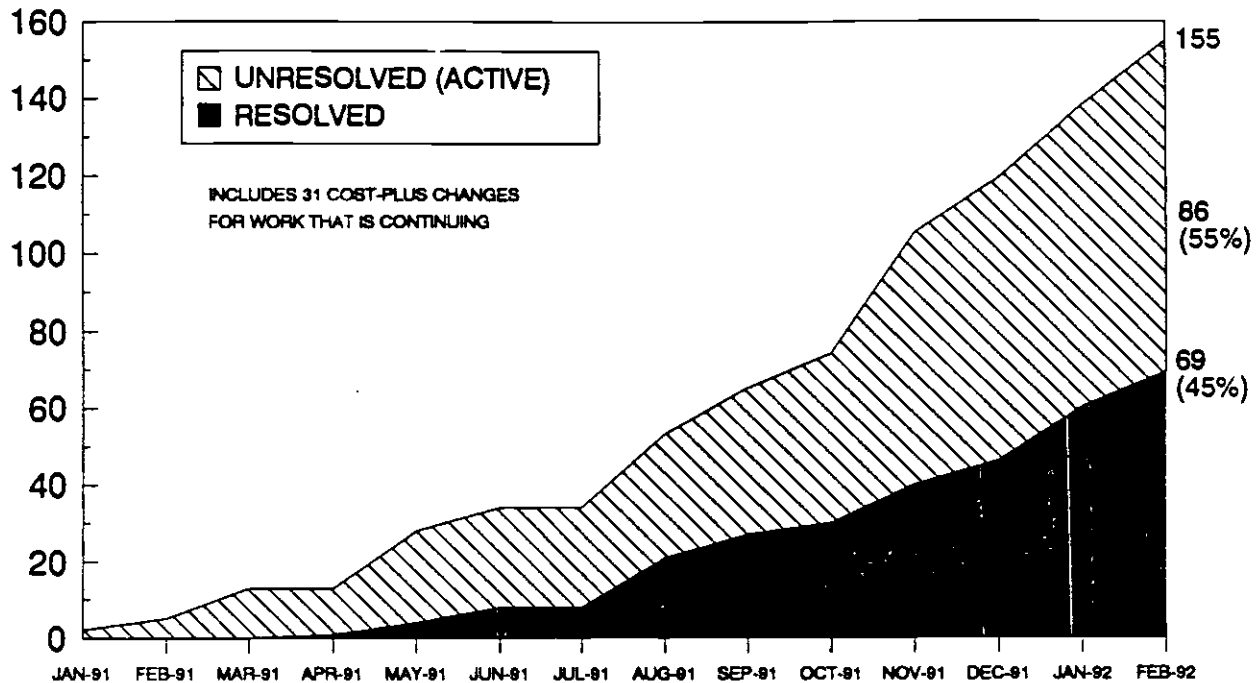
FY'92 Amended Budget implemented JAN'92

RED LINE (SEGMENT 2) STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$39
RCC FTE's PLANNED	31
RCC FTE's ACTUAL	23
OTHER FTE's PLANNED	13
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	44
TOTAL FTE's ACTUAL	32

AMENDED FY'92 WAGE RATE INCORPORATED IN JAN'92

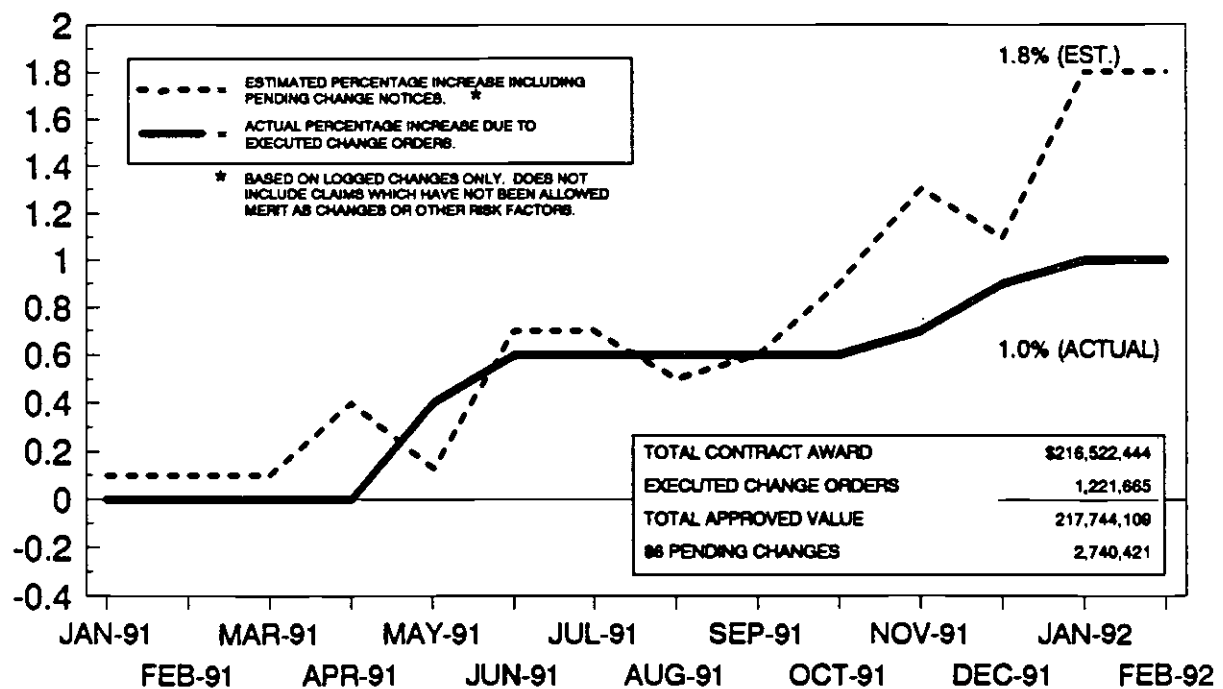
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



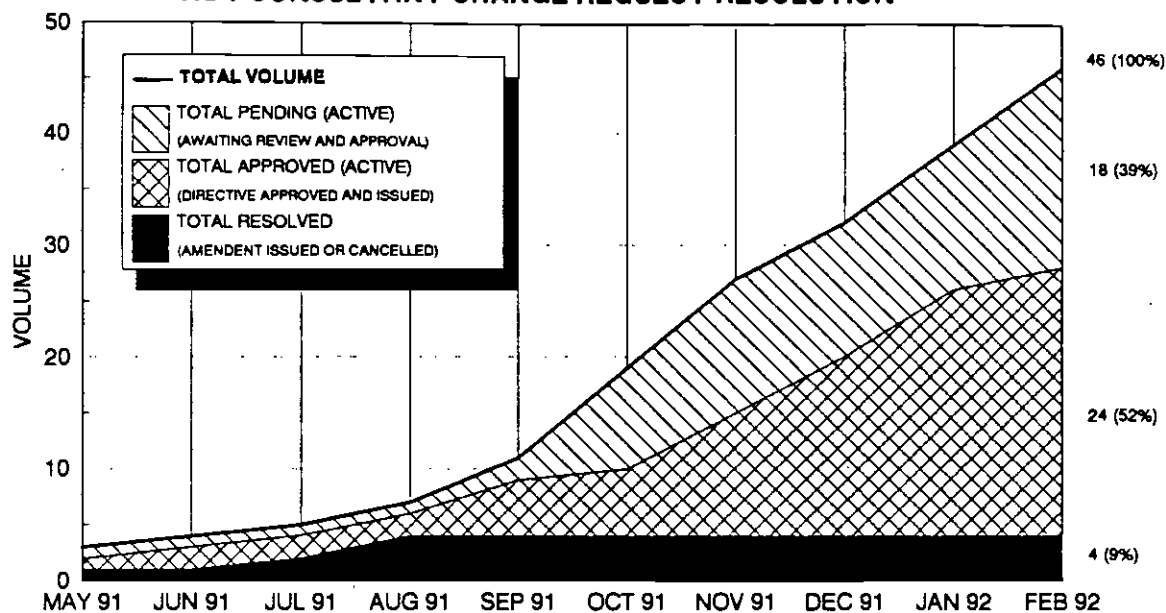
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	33	17	7	29	86
PERCENT	38%	20%	8%	34%	100%

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



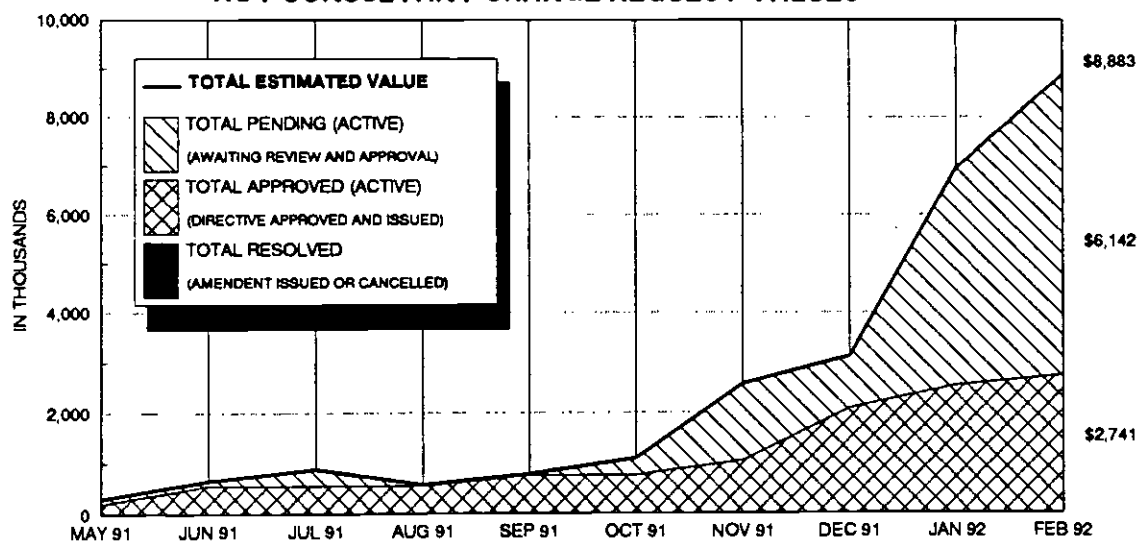
**CONSULTANT CONTRACT CHANGE SUMMARY
R81 CONSULTANT CHANGE REQUEST RESOLUTION**



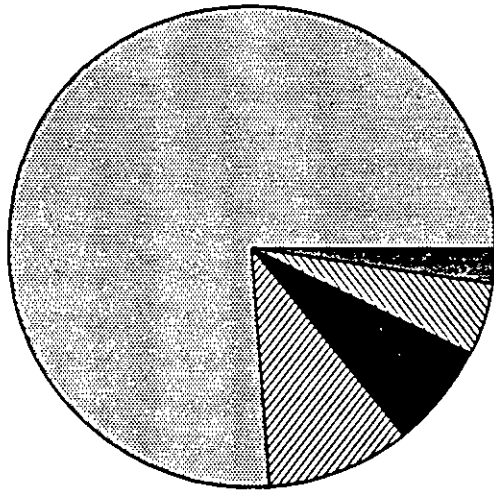
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	8	5	6	23	42
PERCENT	19%	12%	14%	55%	100%

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









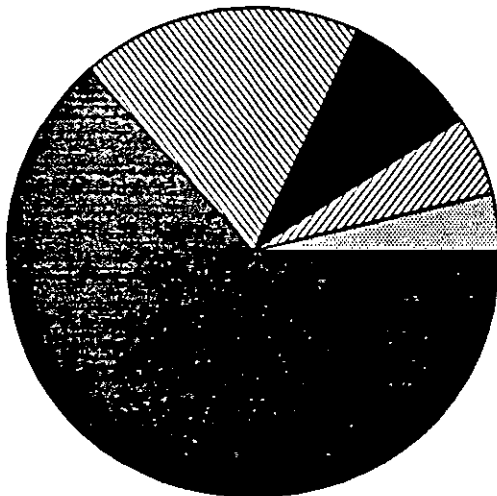
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 02/28/92**









CHANGE VOLUME
TOTAL VOLUME: 42 CN'S

ABSOLUTE VALUES

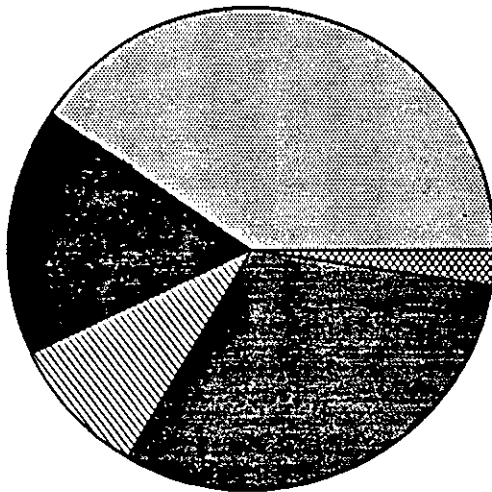
32	76.2%		< \$10,000
4	9.5%		< \$25,000
3	7.1%		< \$50,000
2	4.8%		< \$200,000
1	2.4%		> \$200,000
0	0.0%		> \$1,000,000










CHANGE COST
TOTAL COST: \$1,221,665

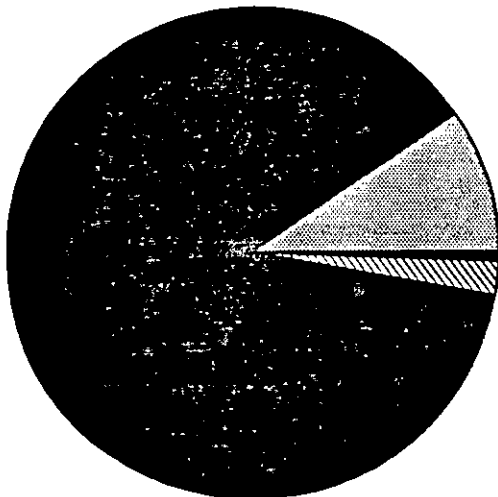
\$46,656	3.8%		< \$10,000
\$62,819	5.2%		< \$25,000
\$111,190	9.1%		< \$50,000
\$226,000	18.5%		< \$200,000
\$775,000	63.4%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 02/28/92**










CHANGE BASIS VOLUME
TOTAL VOLUME: 42 CN'S (39 CO'S)

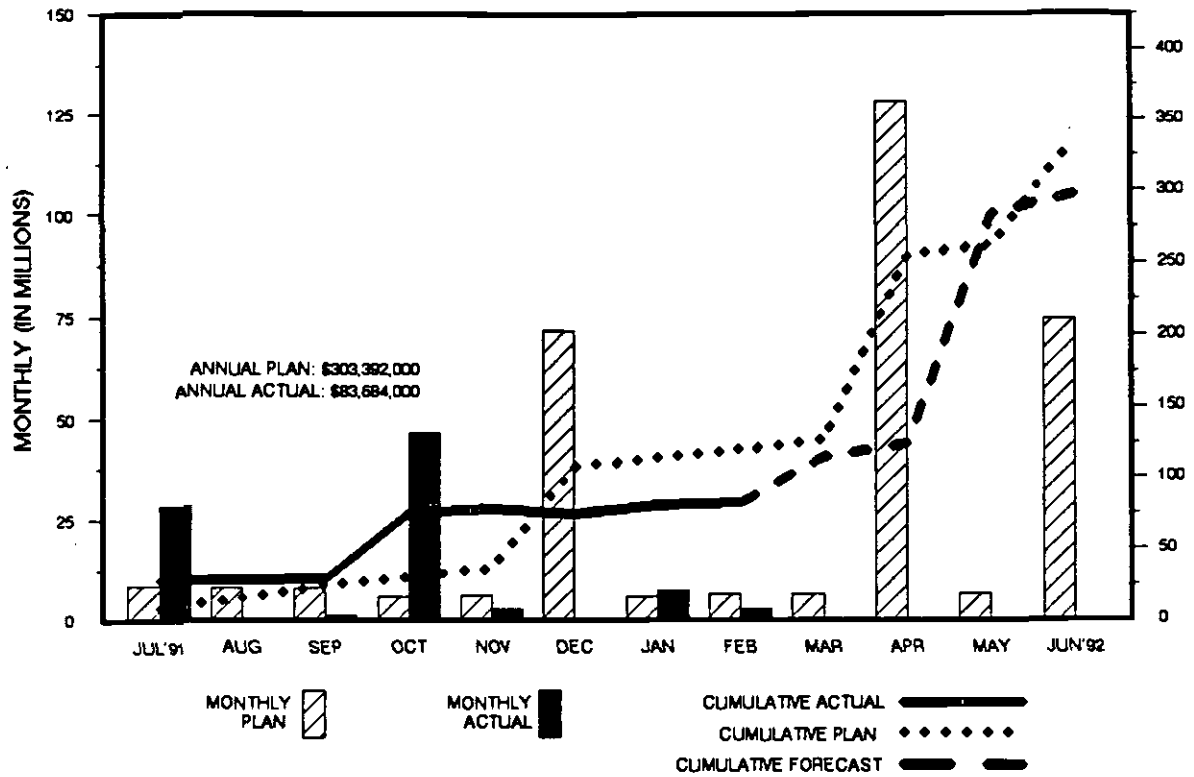
17	40.4%		WORK SCOPE CHANGES
0	0%		SCHEDULE CHANGES
7	16.7%		DIFFERING CONDITIONS
4	9.5%		ADMINISTRATIVE
13	31.0%		DESIGN CHANGES
1	2.4%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



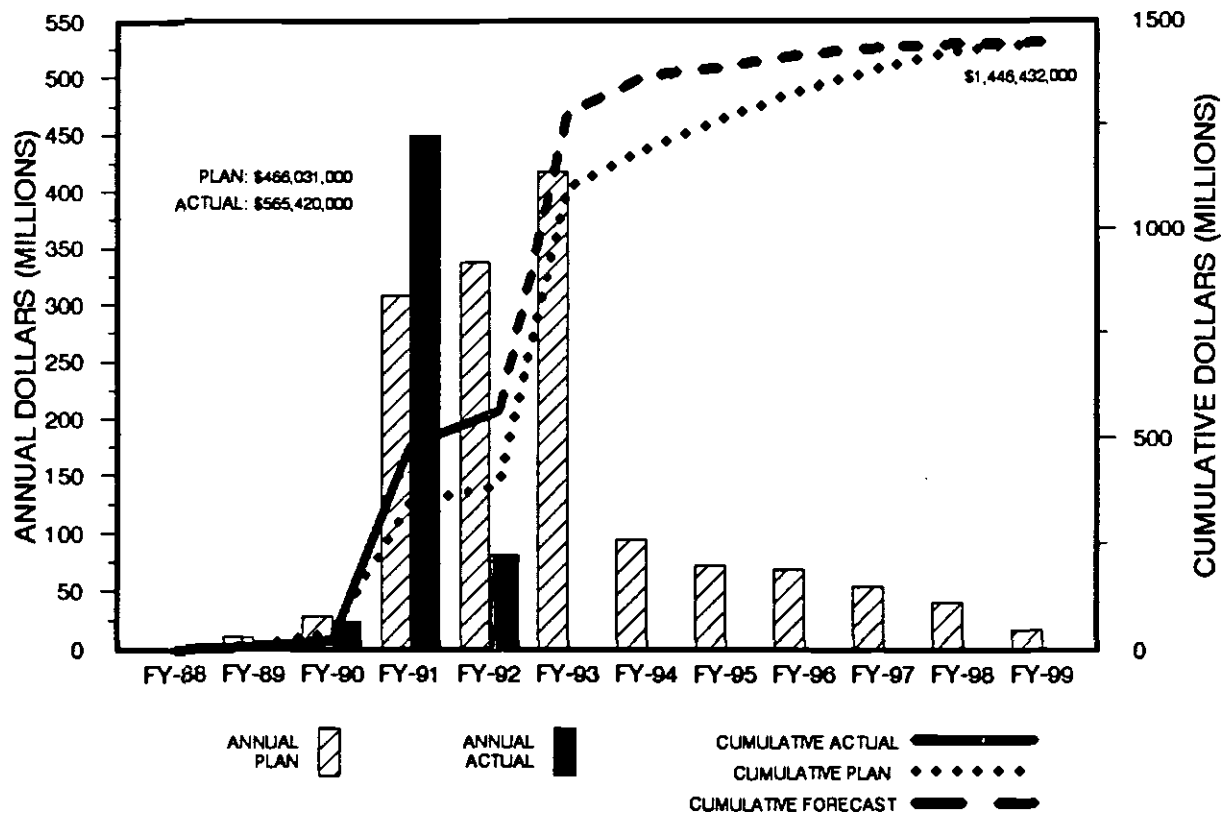
CHANGE BASIS COST
TOTAL COST: \$1,221,665

\$117,424	9.6%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$1,069,321	87.5%		DIFFERING CONDITIONS
\$28,590	2.3%		ADMINISTRATIVE
\$6,330	0.6%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

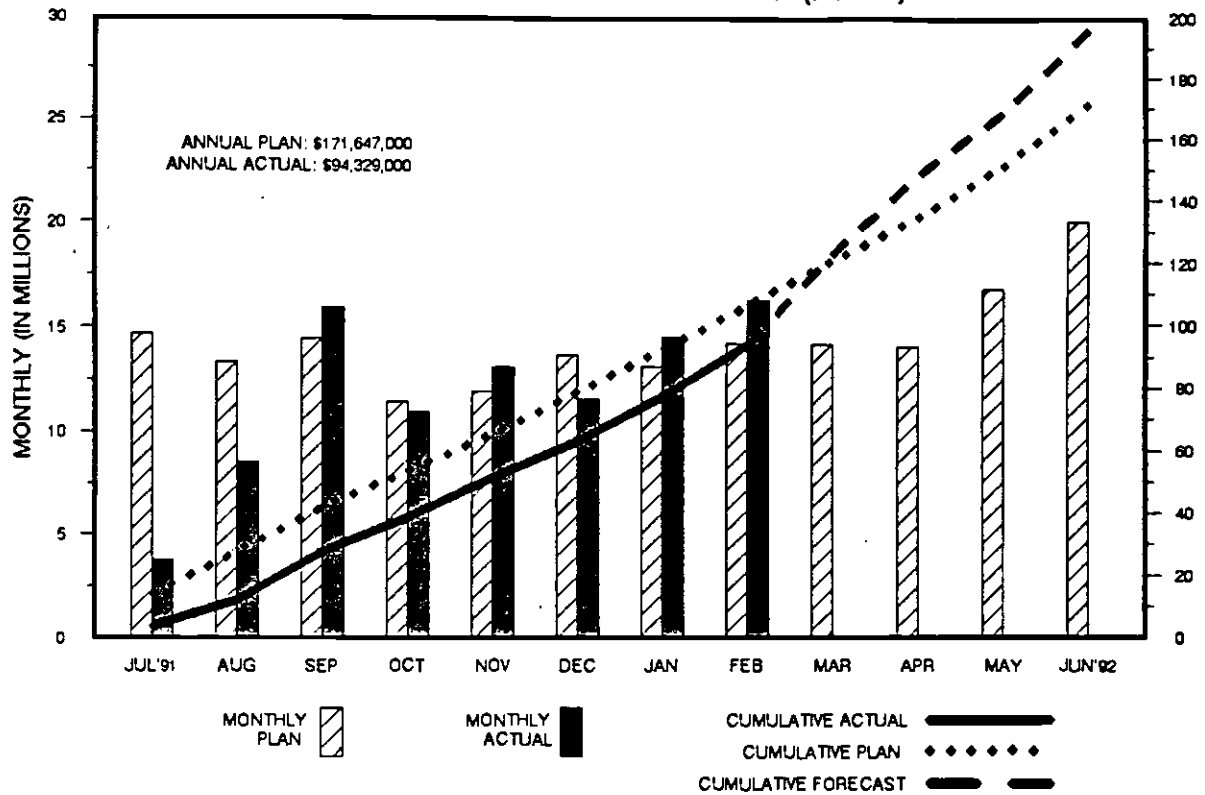
ANNUAL PROJECT COMMITMENTS (FY '92)



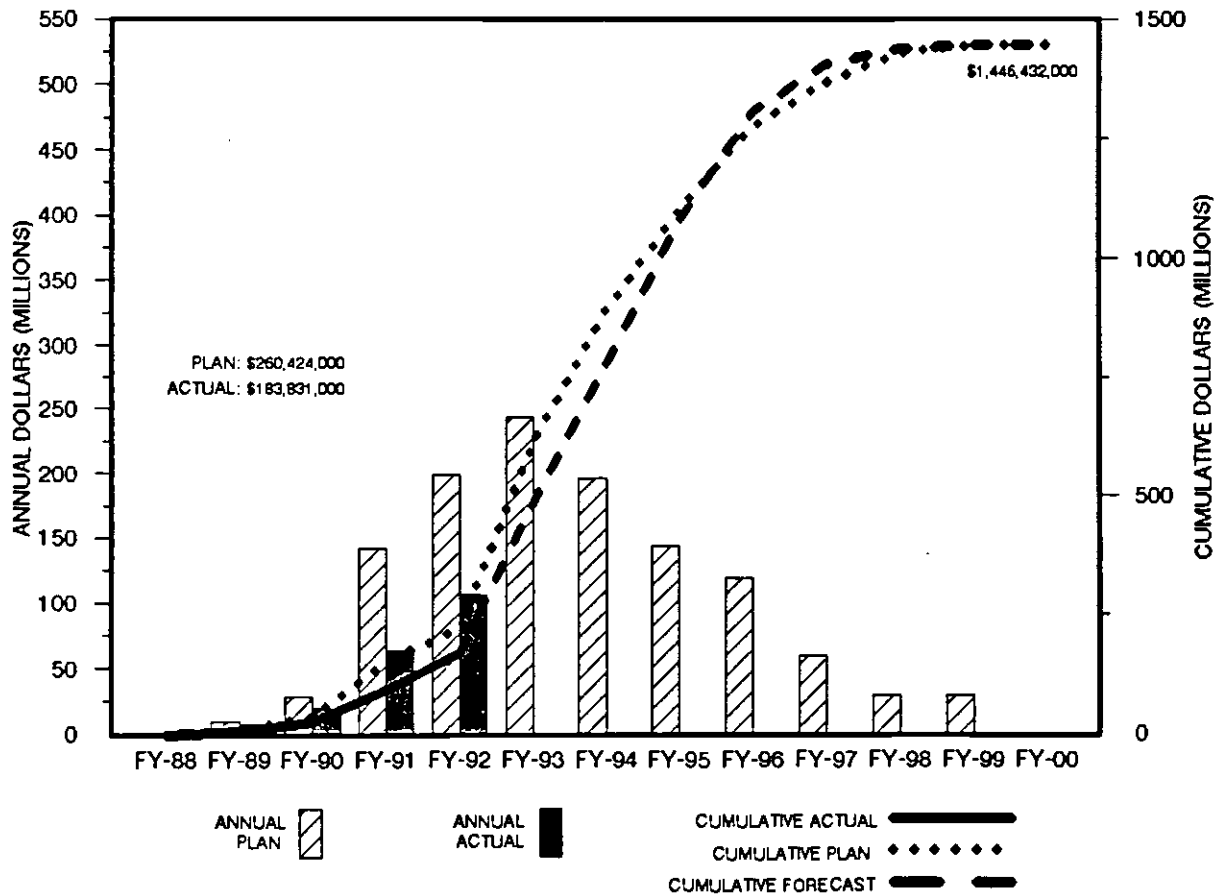
TOTAL PROJECT COMMITMENTS



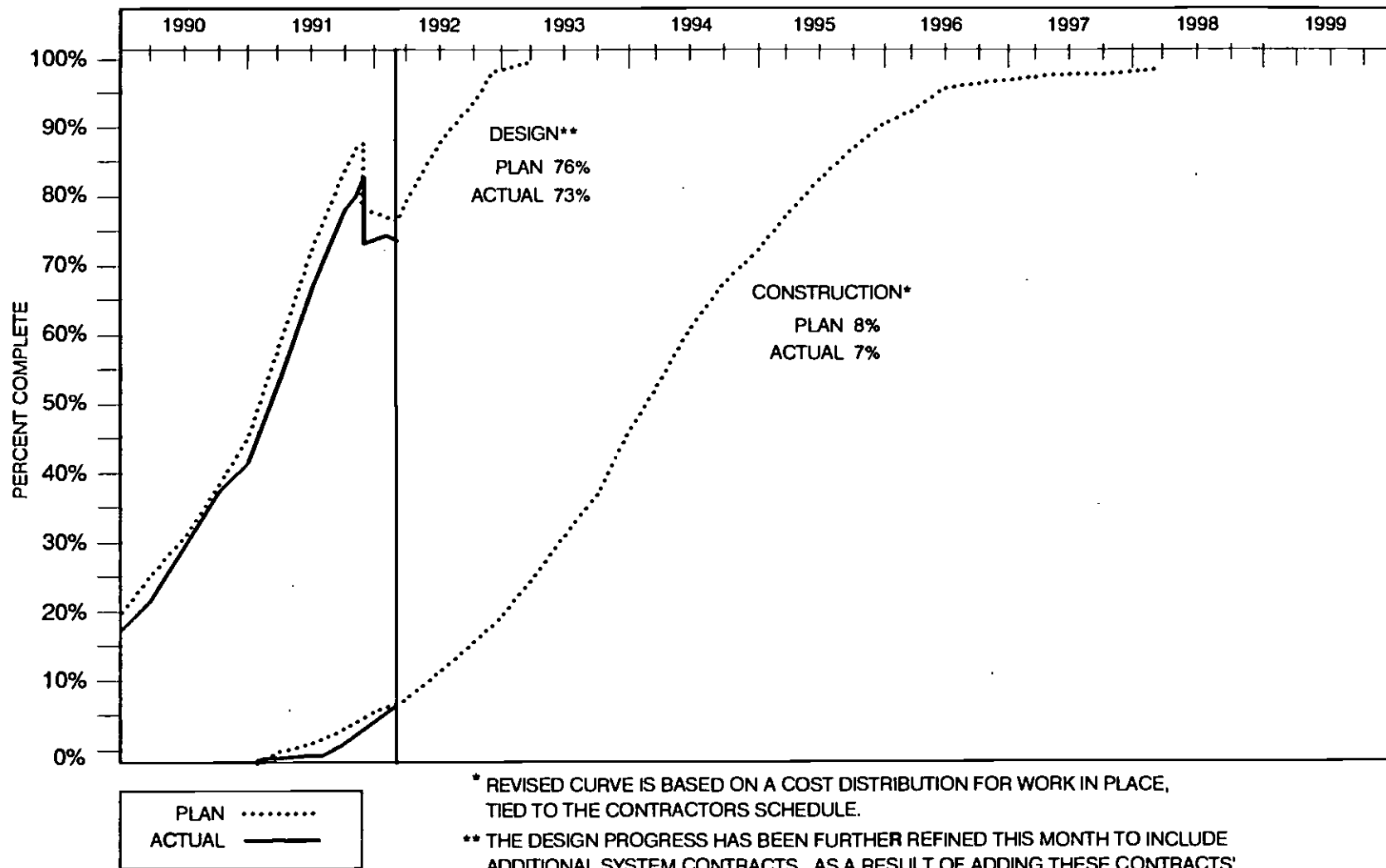
ANNUAL PROJECT CASHFLOW (FY '92)



TOTAL PROJECT CASHFLOW



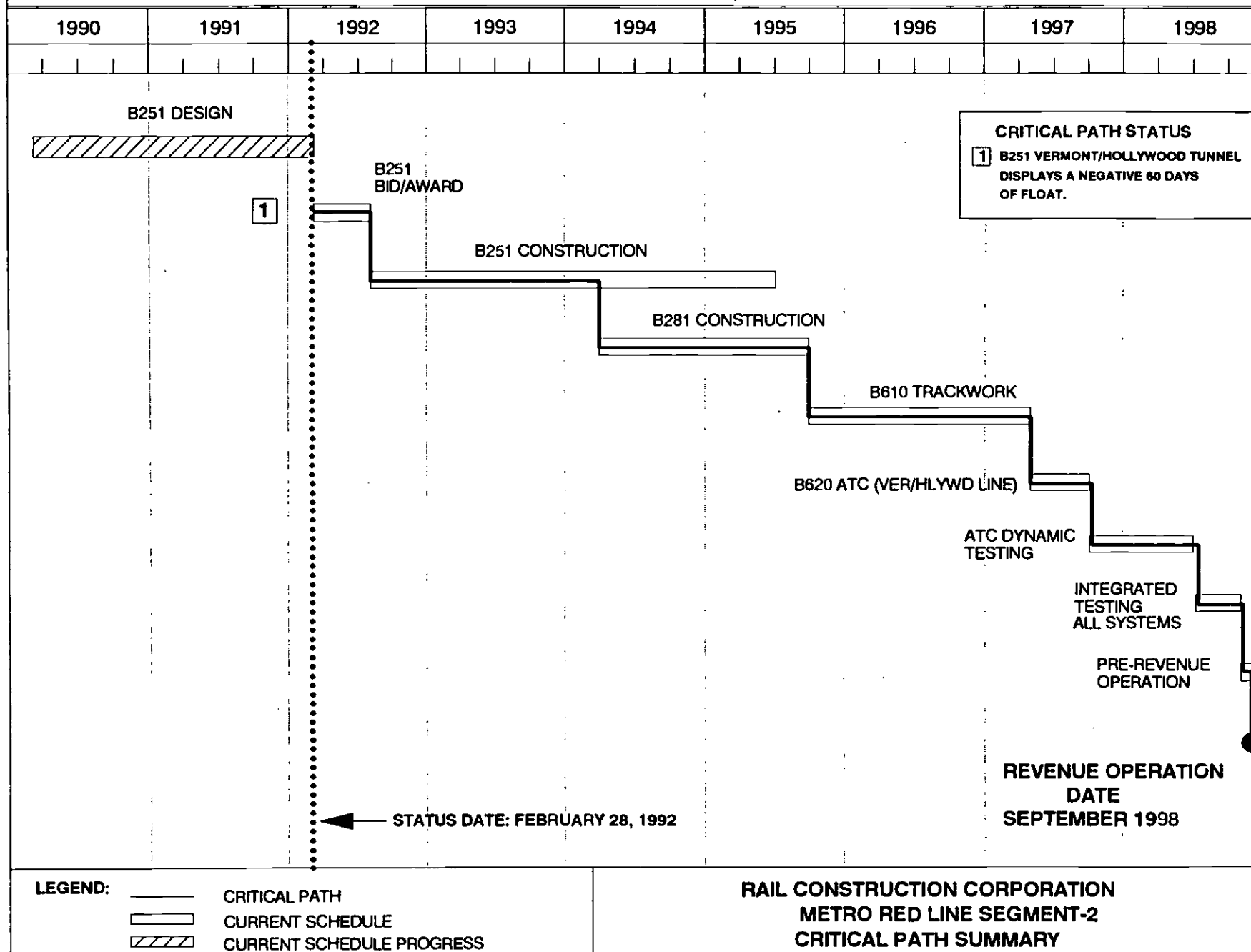
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY

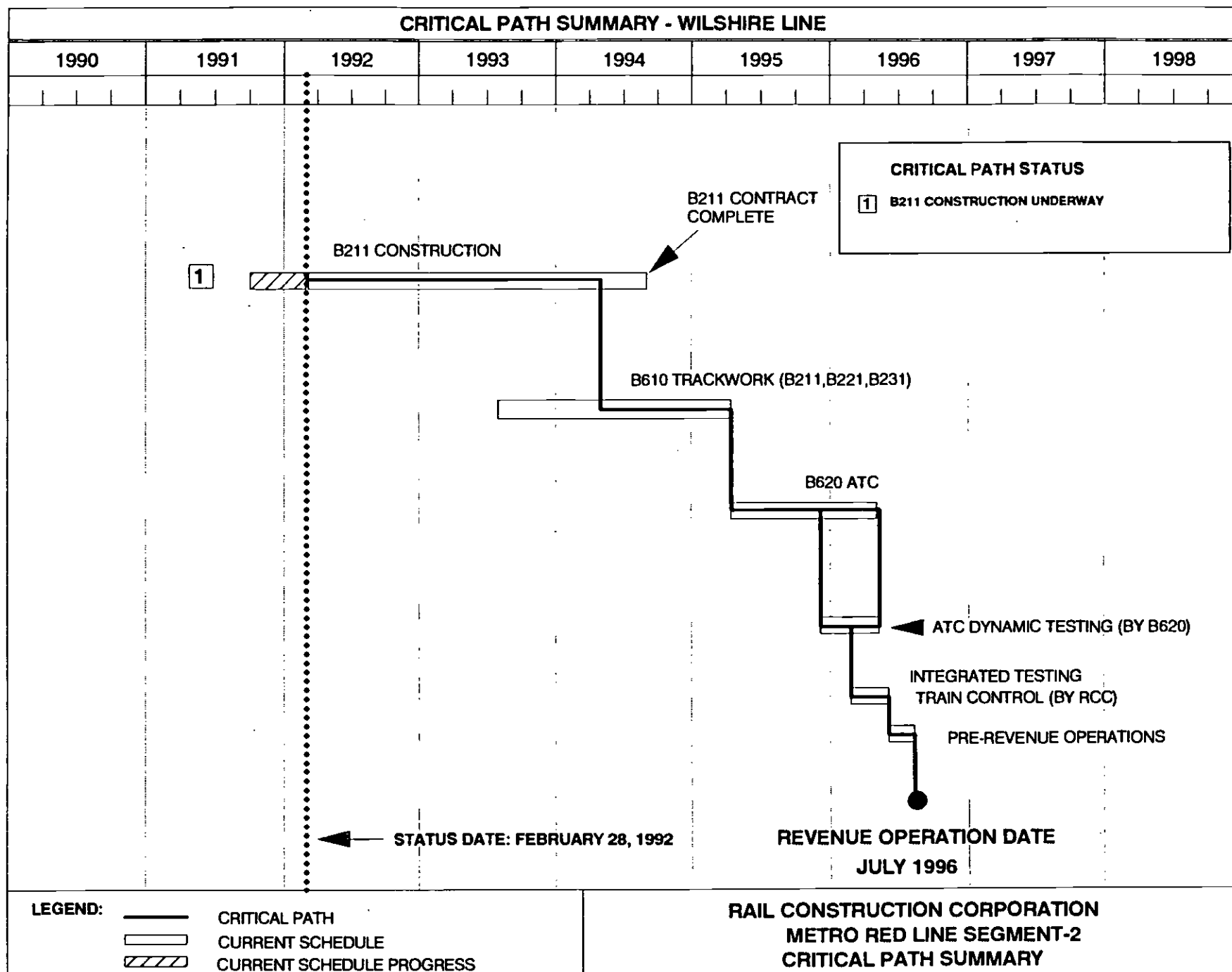


* REVISED CURVE IS BASED ON A COST DISTRIBUTION FOR WORK IN PLACE, TIED TO THE CONTRACTORS SCHEDULE.

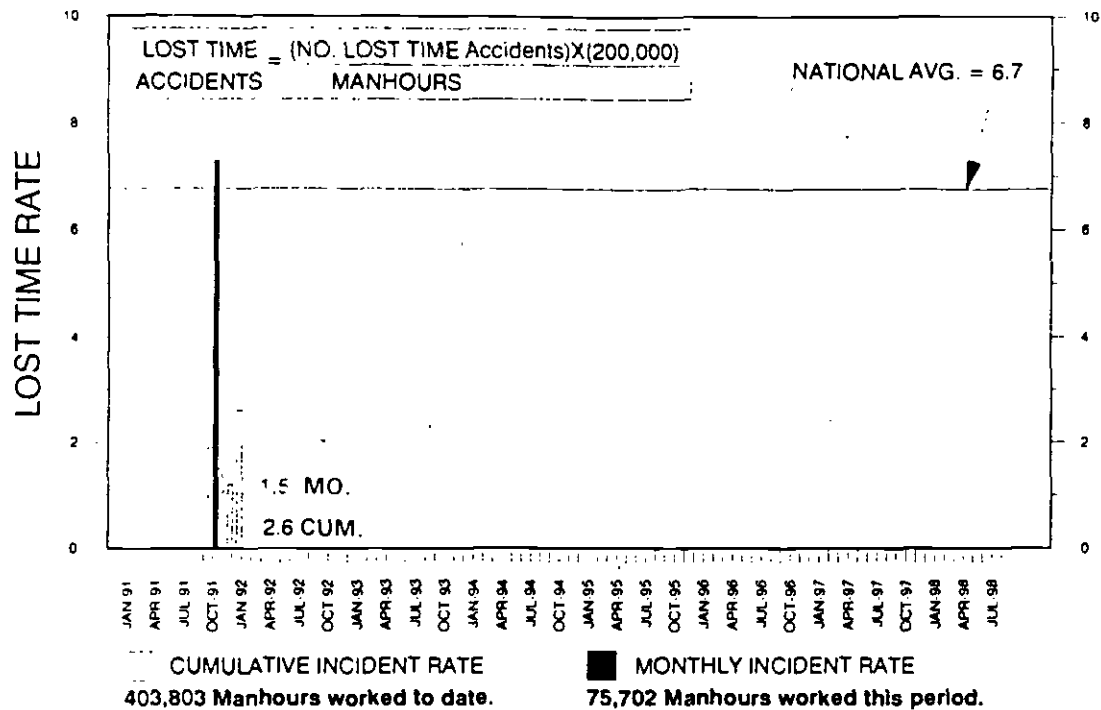
** THE DESIGN PROGRESS HAS BEEN FURTHER REFINED THIS MONTH TO INCLUDE ADDITIONAL SYSTEM CONTRACTS. AS A RESULT OF ADDING THESE CONTRACTS' BUDGETS, THE PROGRESS BASE IS EXPANDED. WHILE OVERALL PROGRESS CONTINUES TO INCREASE, THE MODIFICATION OF THE PROGRESS BASE CREATES AN APPARENT DECREASE IN THE PLAN OF 2% FROM LAST MONTH.

CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE

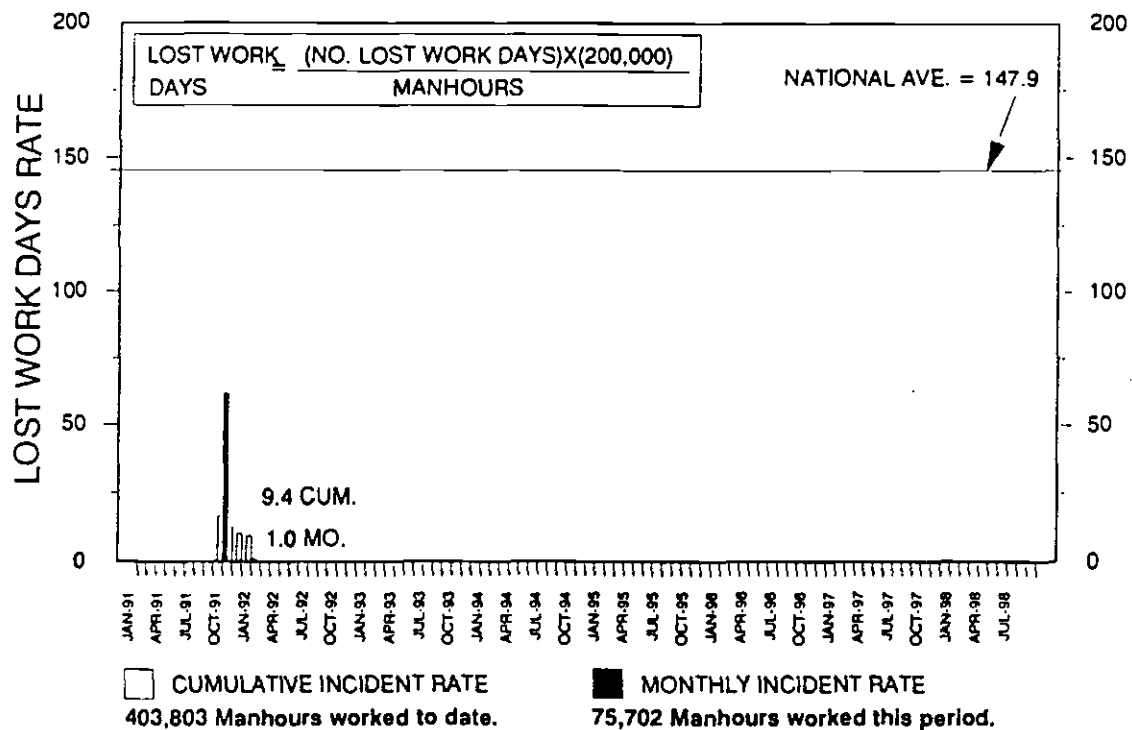




METRO RED LINE (SEGMENT - 2) PROJECT SUMMARY OF LOST TIME ACCIDENTS (FREQUENCY)



METRO RED LINE (SEGMENT - 2) PROJECT SUMMARY OF LOST WORK DAYS (SEVERITY)



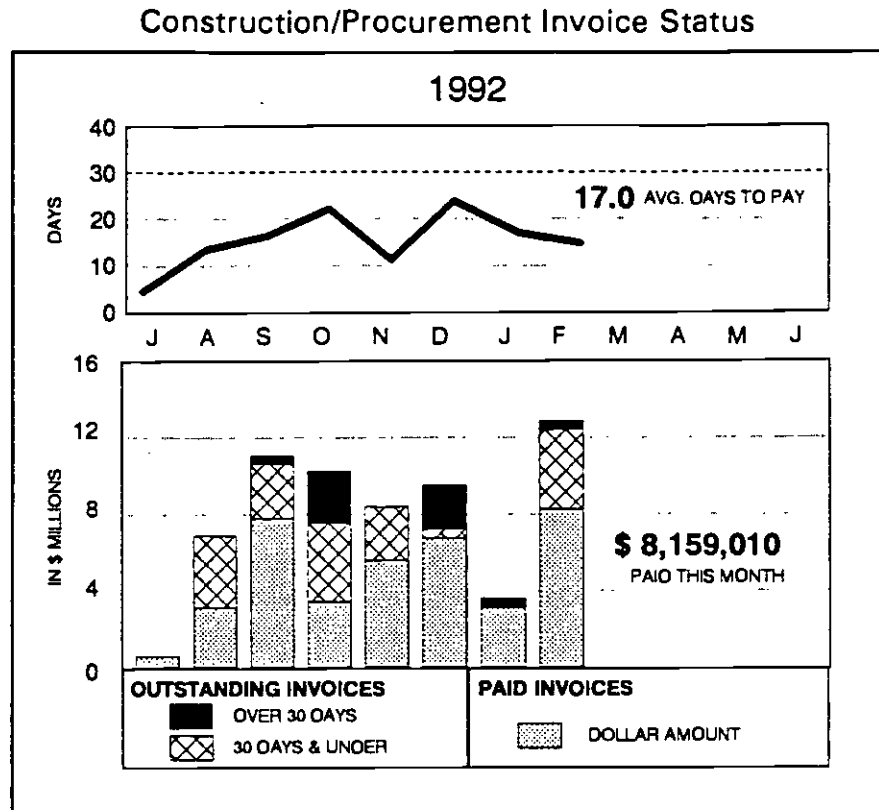
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.0 days.

• 11 invoices were paid for a total value of \$ 8,159,010.

• There were 6 outstanding Construction or Procurement invoices under 30 days old for \$ 4,054,370.

• There was 1 outstanding Construction or Procurement invoice over 30 days old for \$ 466,820.



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
OCT 1991	2	4,066,169	10	2,652,385	13	460,418	11	68,236
NOV 1991	5	2,730,824	0	0	17	96,407	12	72,615
DEC 1991	2	468,320	1	2,240,824	31	625,515	14	73,480
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