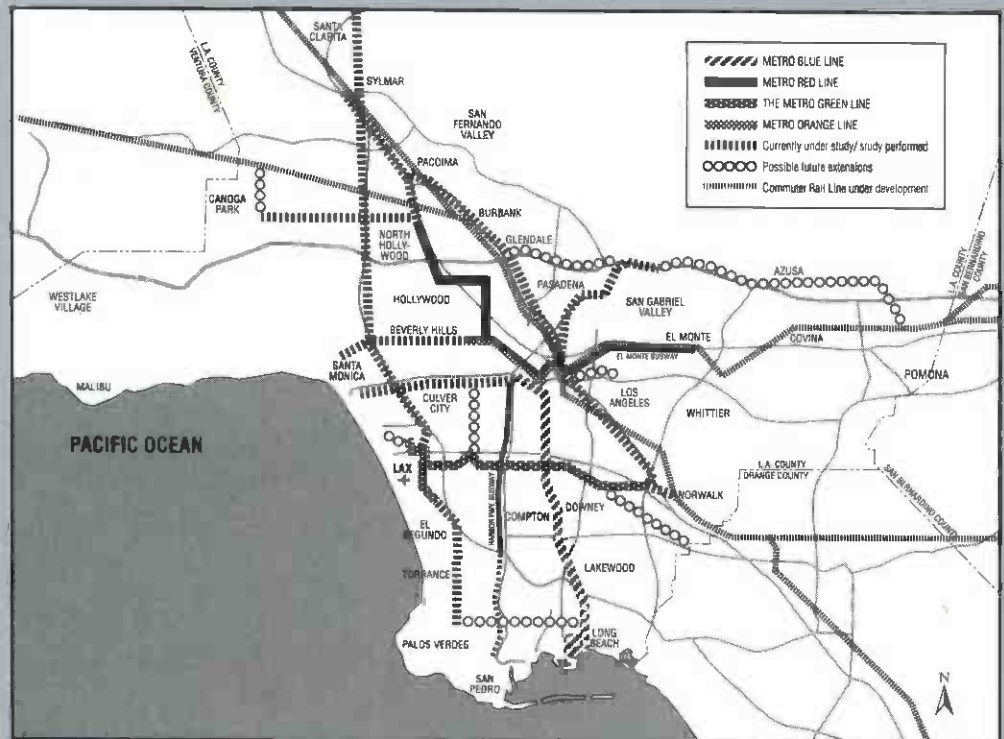


RAIL CONSTRUCTION CORPORATION



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	1,268,410	Plan	100%
Current Budget	1,450,019	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	96%
Original	April 1992	Actual	96%
Forecast	March 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	254,594	Plan	83%
Current Budget	1,446,432	Actual	80%
Schedule Status		Construction:	
ROD: Wilshire Vermont/Hlywd		Plan	12%
Original Jul '96 Sep '98		Actual	10%
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	205,128	Plan	100%
Current Budget	795,819	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	33%
Original	October 1994	Actual	26%
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	187,835	Plan	100%
Current Budget	473,262	Actual	100%
Schedule Status		Construction:	
Revenue Operations Date for 3 lines:		Plan	50%
Original	October 1992	Actual	44%
Forecast	October 1992		
Forecast(Union Pac)	April 1993		

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

STATUS DATE 06/26/92

(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	25,343	1,924,161	22,815	1,453,845	30,503	1,426,700	2,954,644	125,369
PROFESSIONAL SERVICES	916,961	1,055,114	104,047	1,048,010	14,450	807,506	12,788	791,849	1,168,622	113,508
REAL ESTATE	247,495	301,211	(8,597)	250,353	1,722	246,347	1,717	246,257	327,878	26,667
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	284	84,056	83	67,670	153	67,216	97,458	9,036
SPECIAL PROGRAMS	7,668	14,110	315	2,519	14	1,059	115	978	21,805	7,695
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	122,894	(122,371)
PROJECT REVENUE	(18,115)	(43,675)	(1)	(8,225)	(7)	(6,374)	(7)	(7,612)	(123,759)	(80,084)
PROJECT GRAND TOTAL	4,138,684	4,489,722	121,391	3,300,874	39,077	2,570,053	45,269	2,525,388	4,569,542	79,820

BUDGET STATUS - JUNE 26, 1992
(in \$ Millions)

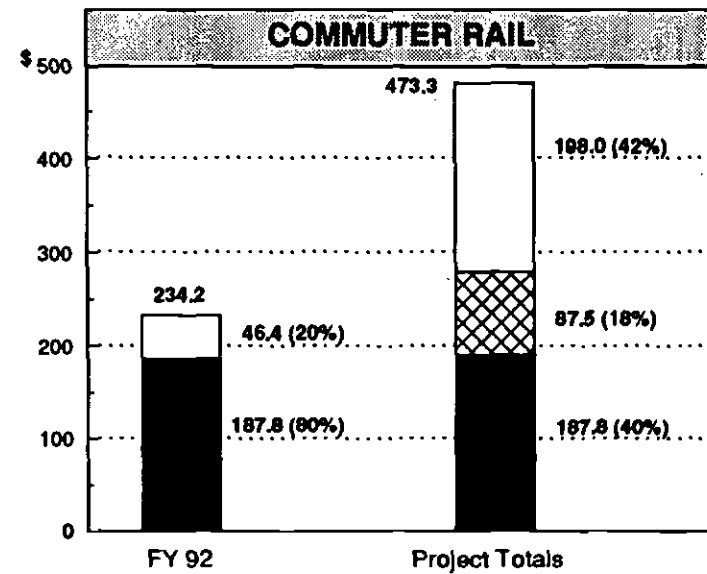
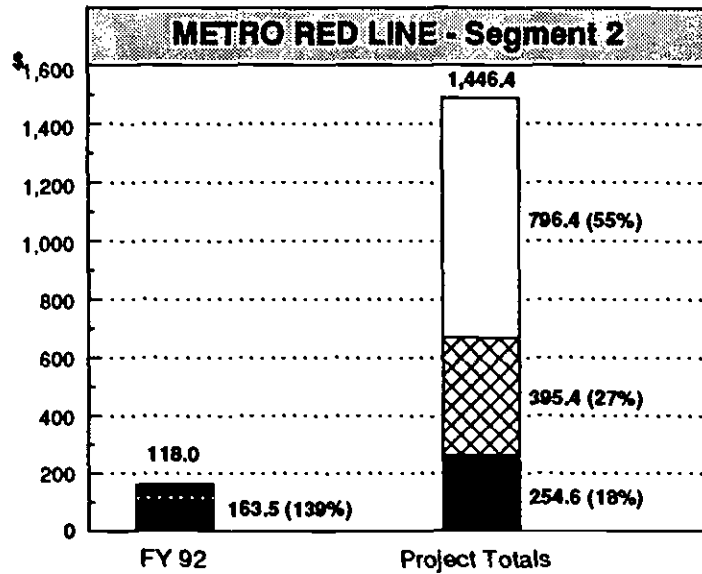
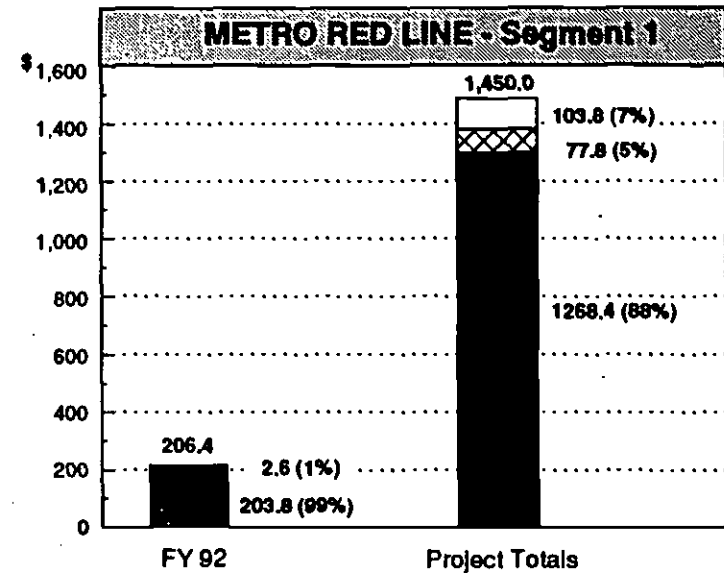
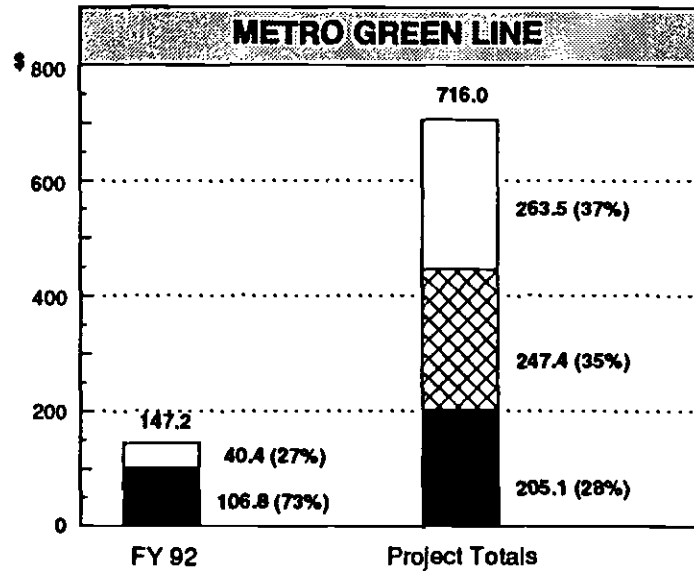


Figure 1 - Rail Construction Plan

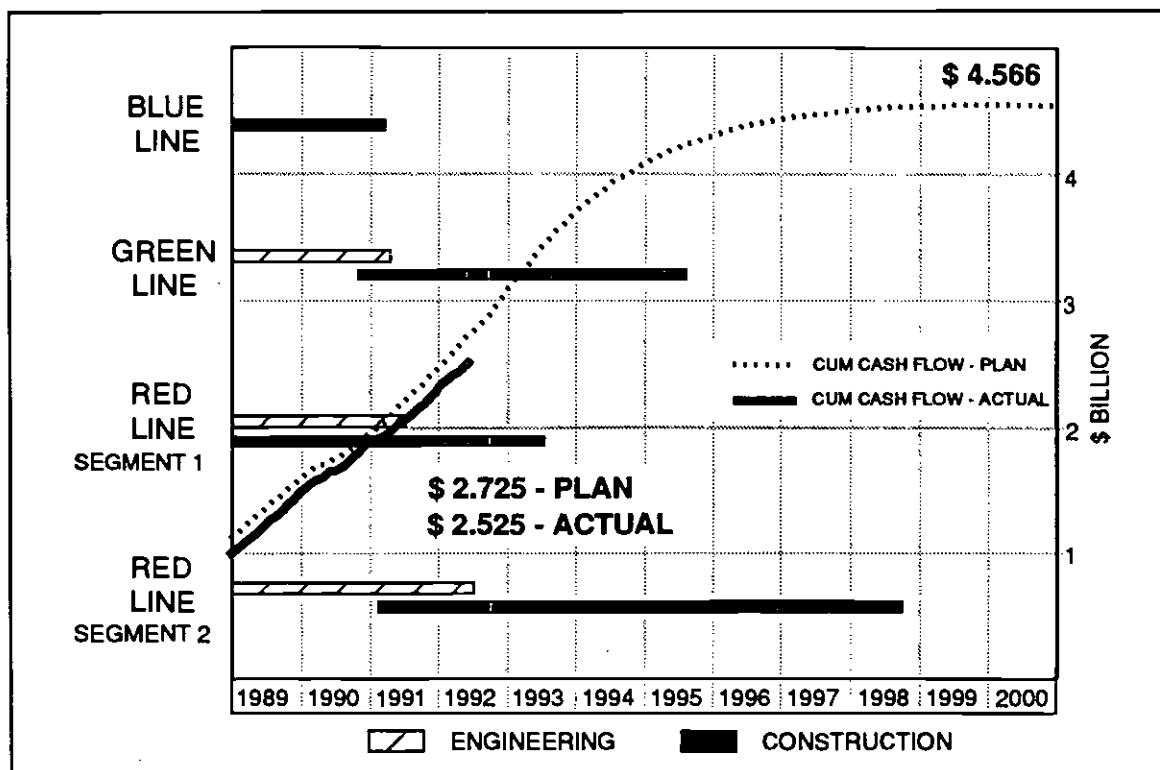


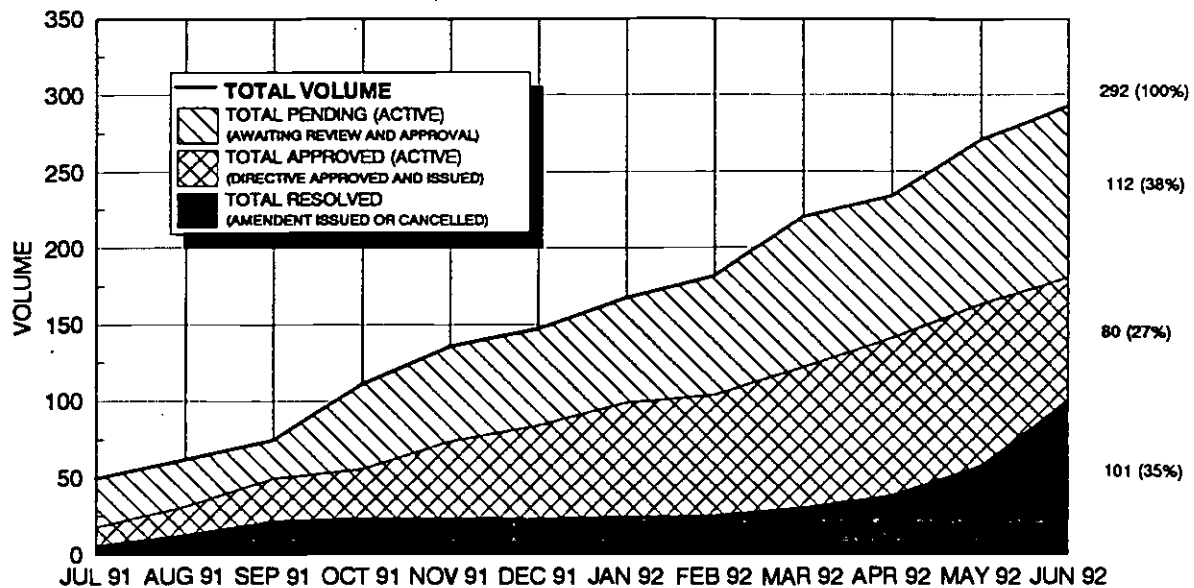
Figure 2 - Rail Construction Funding Sources

(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

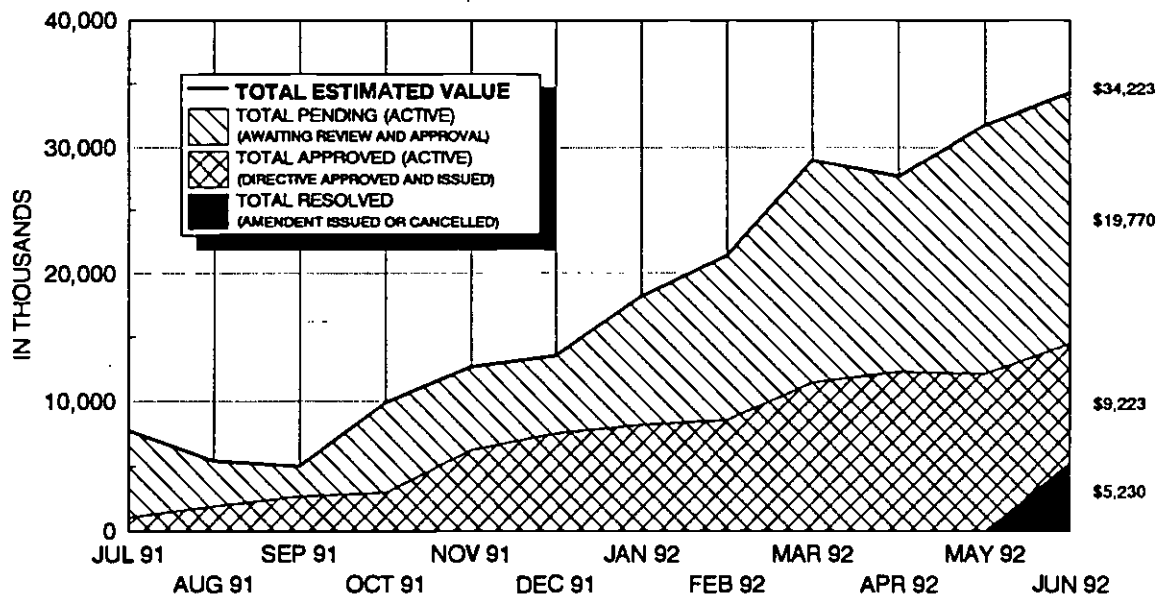
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST RESOLUTION
CUMULATIVE, ALL ACTIVE RCC PROJECTS**



AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	11	29	18	133	191
PERCENT	6%	15%	9%	70%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
CONSULTANT CHANGE REQUEST VALUES
CUMULATIVE, ALL ACTIVE RCC PROJECTS**



EXECUTIVE SUMMARY

CONSULTANT CONTRACT CHANGE STATUS SUMMARY
CHANGES/AMENDMENTS *
AS OF 06/26/92

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		PB/DMJM: 2997/E0002/ E0070		PD: 3369		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
R01: BLUE LINE	9	1,438							1	32	10	1,470	10	1,470	0	0
R05: PASADENA LINE			2	14							2	14	2	14	0	0
R23: GREEN LINE	73	4,508					22	1,523	2	111	97	6,142	78	5,919	19	223
R80: RED LINE SEGMENT 1			8	458	84	10,422					92	10,880	63	10,777	29	103
R81: RED LINE SEGMENT 2			46	7,595	32	5,885			1	200	79	13,680	60	13,025	19	655
R82: RED LINE SEGMENT 3			13	2,037							13	2,037	10	2,028	3	9
CONTRACT TOTAL	82	5,946	69	10,104	116	16,307	22	1,523	4	343	293	34,223	COMMENTS: PREVIOUS QUANTITIES DID NOT INCLUDE AMENDED & CLOSED CCRs. COST DATA WAS NOT AFFECTED BY THIS ADJUSTMENT.			
LAST MONTH	67	5,919	49	9,438	85	16,206	18	1,322	4	343	223	33,233				
VARIANCE	15	27	20	666	31	101	4	201	0	0	70	990				

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

* DOES NOT INCLUDE AMENDMENTS PRIOR TO 05/01/91

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	39	39	0	0	0
Red Line Seg 2	72	37	31	4	190

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 160 positions are filled with regular full time staff and 23 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

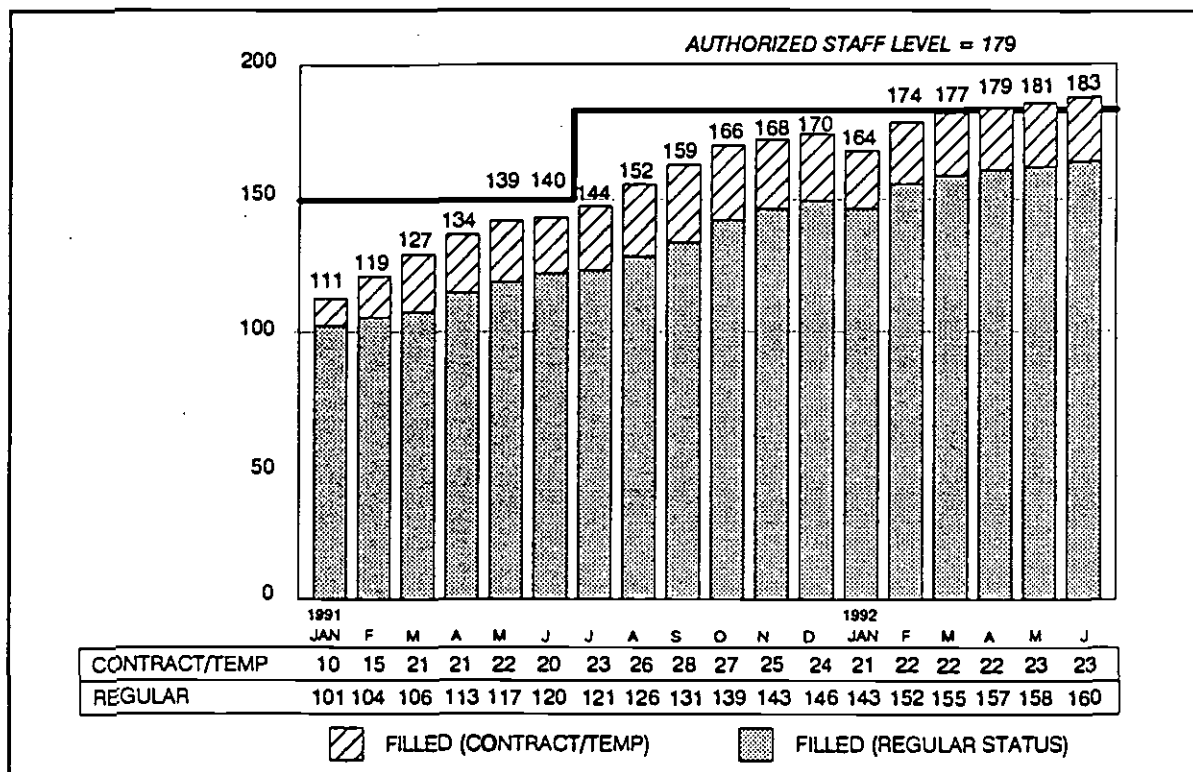
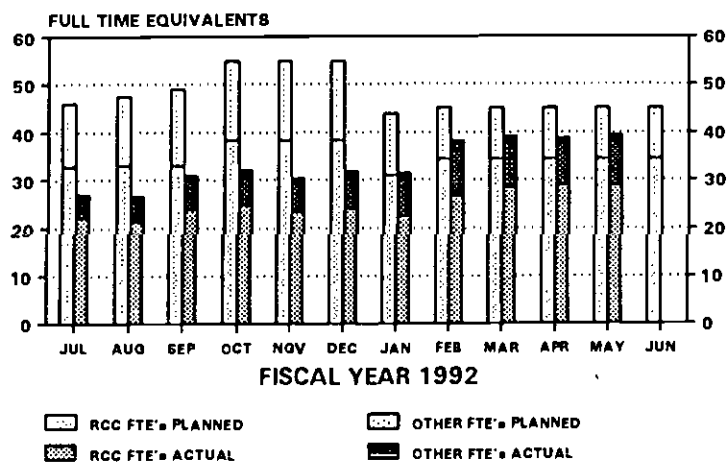


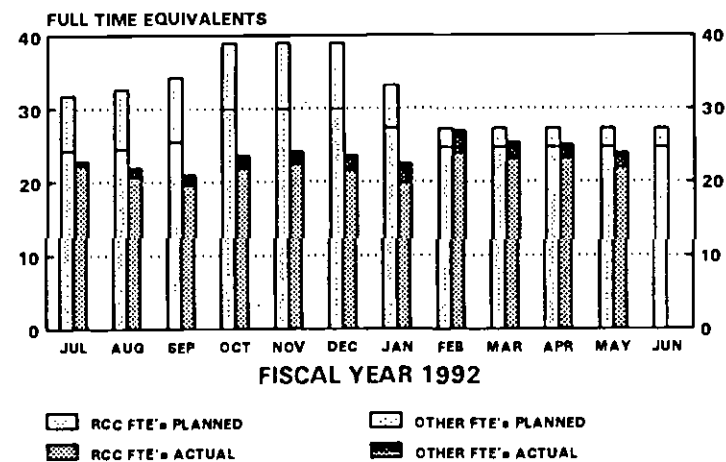
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



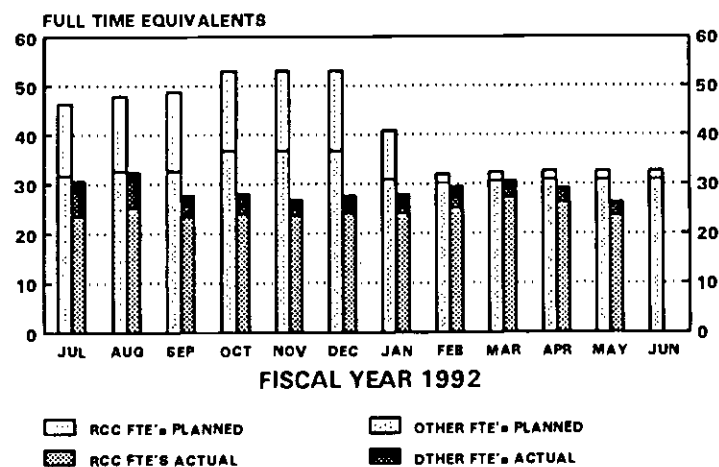
FY'92 Amended Budget Implemented FEB'92

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



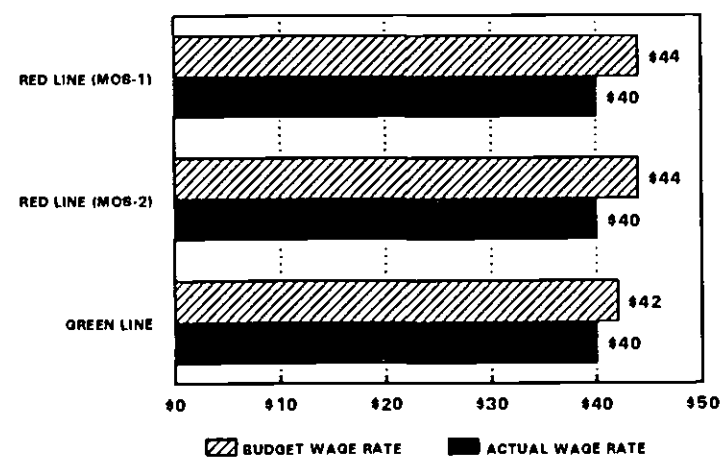
FY'92 Amended Budget Implemented FEB'92

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'92 Amended Budget Implemented FEB'92

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



* Salary 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: June 1992
 (All Figures in FTE Person Months)

Page: 1
 Date: 7/28/92
 Time: 1:51 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	11.4	1.8	9.2	0.0	18.9	1.4	10.1	4.1	25.7	2.4	12.3	10.5	87.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.5	87.5	87.5
	ACTUAL	1.1	13.3	.3	2.5	3.2	31.5	1.2	9.7	2.3	16.6	0.0	.2	8.1	73.7											8.1	73.7	
Area Teams	BUDGET	0.0	.6	1.6	9.4	0.0	4.2	.2	3.2	.1	5.1	1.1	8.3	2.9	31.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.9	31.0	31.0
	ACTUAL	0.0	1.2	.1	6.7	.0	4.3	.0	2.6	1.2	14.0	1.4	10.8	2.8	39.6											2.8	39.6	
FAST	BUDGET	1.4	9.1	2.4	12.9	1.8	23.1	1.1	14.3	6.8	21.9	6.3	15.3	19.8	146.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19.8	146.7	146.7
	ACTUAL	.3	6.1	.4	4.8	1.2	20.4	.5	14.5	6.8	75.7	.6	2.9	10.0	124.4											10.0	124.4	
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	19.0	13.6	80.6	30.9	314.1	24.7	266.4	34.4	329.1	2.4	20.1	106.3	1029.3	3.3	33.8	2.4	81.5	43.3	210.4	18.8	326.0	67.8	651.7	174.0	1681.0	1681.0
	ACTUAL	1.6	25.7	7.1	41.7	25.7	292.1	22.5	259.2	30.4	301.3	2.8	25.5	90.1	945.5	0.0	28.8	3.4	90.4	20.6	77.5	36.1	431.4	60.1	628.1	150.3	1573.6	
COMMISSION TOTAL	BUDGET	2.6	40.8	19.4	112.2	32.6	360.6	27.3	294.2	45.3	434.0	12.2	56.0	139.5	1297.8	3.3	33.8	2.4	81.5	43.3	210.4	18.8	326.0	67.8	651.7	207.2	1949.5	
	ACTUAL	3.0	46.3	8.0	55.7	30.1	348.7	24.2	285.9	40.8	407.5	4.9	39.3	111.0	1183.5	0.0	28.8	3.4	90.4	20.6	77.5	36.1	431.4	60.1	628.1	171.2	1811.6	
ANNUAL BUDGET		40.8		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 26.1% which exceeds the corporate goal by 6.1%. 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	74.85%	575,157	72.27%	817,073	56.35%	1,002,385	69.30%	3,052,102	68.79%	
REAL ESTATE	55,592	6.34%	29,232	3.67%	139,879	9.63%	109,475	7.57%	333,978	7.31%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	69,587	7.83%	75,425	9.48%	217,418	14.98%	137,312	9.49%	499,742	10.94%	
CONSTR MGMT.	91,642	10.45%	72,889	9.16%	141,234	9.74%	131,790	9.11%	437,555	9.58%	
STAFF	17,855	2.01%	21,390	2.69%	99,273	6.85%	57,541	3.98%	195,859	4.29%	4%
OTHER	14,222	1.62%	15,056	1.89%	924	0.06%	27,069	1.87%	57,271	1.25%	
SUBTOTAL	183,106	22.01%	184,760	23.22%	458,849	31.84%	353,712	24.45%	1,190,427	26.05%	20%
CONTINGENCY	983	0.11%	20,620	2.59%	34,418	2.37%	66,893	4.62%	122,894	2.69%	
PROJECT REVENUE	(29,877)	-3.41%	(13,949)	-1.75%	0	0.00%	(86,033)	-5.95%	(129,859)	-2.84%	
GRAND TOTAL	877,271	100.00%	795,820	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,589,542	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

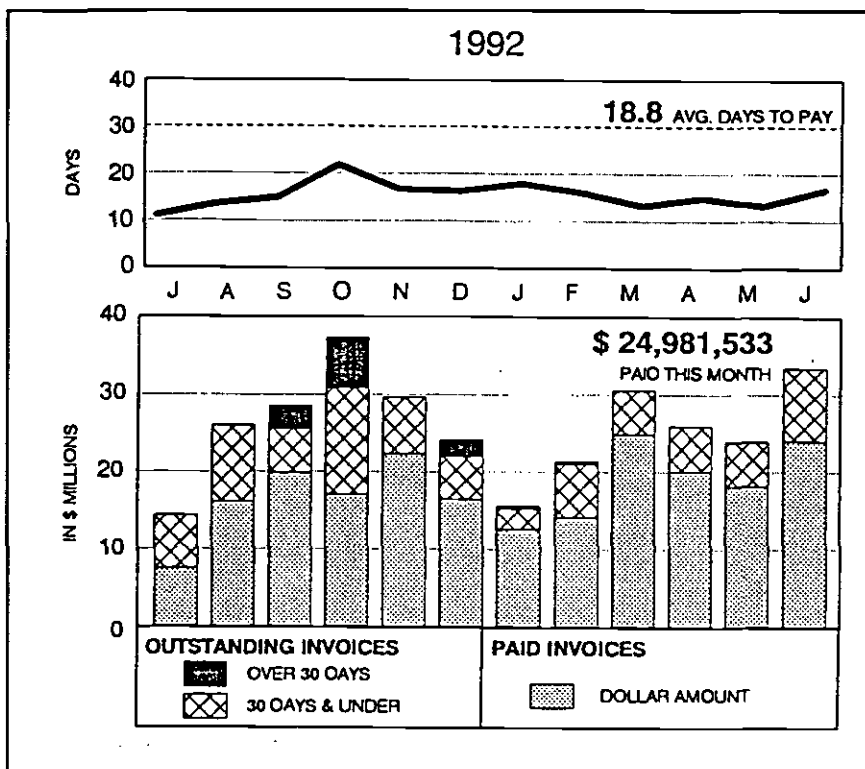
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.8 days.

- 63 invoices were paid this month for a total value of \$ 24,981,533.

- There were 14 outstanding Construction or Procurement invoices under 30 days old for \$ 9,937,533.

- There was no outstanding Construction or Procurement invoice 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	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
MAY 1992	19	5,941,186	2	96,797	64	4,597,512	18	1,079,030
JUN 1992	14	9,937,533	0	0	60	4,395,685	19	1,051,125

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

- Production rate of two vehicles per week continues.
- Twenty cars (13 cabs-7 trailers) are presently in Midway Yard. Cars accepted: 15 conditional; 0 final.
- Car #42 in "splice", subsections for car #49 are positioned in assembly fixtures on shop floor.
- Cars #611 and #612 (involved in a minor derailment incident enroute through Kansas City) were returned to Thunder Bay for detailed inspection and repair/replacement of damaged components as appropriate. The anticipated arrival of these cars at Midway Yard is late June/early July.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Issuance of change order for spare parts for option car.
- Pricing for pending change orders resulting from modifications required for ADA compliance has been revised and is under review by UTDC.

CRITICAL NEEDS:

- None

METROLINK - COMMUTER RAIL

**JUNE 1992
VEHICLE PROGRESS REPORT
LOCOMOTIVES (GM)**

PROGRESS THIS PERIOD:

- Locomotive #1 and #2 arrived at Midway Yard the first week of June and are presently undergoing testing prior to formal SCRRRA acceptance.
- Production of remaining fifteen (15) locomotives in various stages on shop floor in London, Ontario.
- 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.

CRITICAL NEEDS:

- None

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY SIX-MONTH LOOK AHEAD
R60 Commuter Rail Program

Page: 1

UPDATE:01-Jul-92

Cont. No.	Contractor/ Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead\Engineering Lead\Project Controls L
C6170	Riverside Trackwork			05/01/92	05/01/92	06/01/92	06/25/92	07/02/92	07/10/92		Shah \Lotterman \
C6190	Chatsworth Station (Re-Bid)			06/16/92	06/15/92	06/19/92	07/02/92	07/06/92	07/10/92		ORIGEL \CRARY \
H2100	LAUPT MOBILITY AID DEVICES			06/26/92	06/26/92		07/13/92	09/03/92	09/11/92		ORIGEL \SOLOW \
ST007	LAX-PALMDALE ADVANCED RAIL				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
ST008	LAX - PALMDALE ADVANCED RAIL(VALLE				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
ST009	SFV EAST - WEST ADVANCED RAIL				08/16/91	07/31/92	11/02/92	07/08/93	06/15/93	06/23/93	SECHLER \SWEDE \
TBD	UNION STATION UPGRADE			07/10/92	07/13/92	07/20/92	08/05/92	08/07/92	08/14/92		TBD \TBD \

LACTC COST RECOVERY STATUS REPORT

as of 6/30/92

CLAIMS IN PROCESS

Agency	Contract	Description	Claim Amount	Agreed Amount	Involved	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
BLUE LINE										
Compton	F202	MC-5 Alternative (See Note 1)	10,156,808	6,107,170	6,365,983	6,666,898	699,085	0	See Page 2	LACTC \$ exposure/45 day ltr
	Various	Betterments	183,732						Negotiations started	Set mtg with Compton
	W/O	Inspection Services Workorder	25,273						Negotiations started	Set mtg with Compton
HJO	C140	C140 Counterclaim	6,171,204	1,000,000	1,000,000	1,000,000	0	0	HJO Claim	Balance to E&O - 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	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-OPW	C117	Flower St. Improvements	2,146,803						Meeting soon	
	C140	8" Sewer Relocation	600,000						Will follow Flower St.	Waiting for OPW 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	TBO							Monitoring TIA action
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	13,159,908		13,159,908			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	C510	105th Street Ped Crossing	17,700						Agmt at SPTC	Awaiting SP response on 105th
CNA Insurance	Various	Errors & Omissions	24,272,961						In Process	
BLUE LINE TOTALS			62,173,080	20,713,078	7,435,983	19,826,806	769,085	0		
RED LINE										
LA-BSL	A165	7th Street Streetscape	300,000						Add betterments to be discussed	Analyze amount of claim
SCRTO	A165	Duplicate Indirect Costs	4,400,000	Credit due Red Line from RTD					In proc - Acknowled by RTD	
CNA Insurance	Various	Errors & Omissions	6,755,900						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.

LACTC COST RECOVERY STATUS REPORT

as of 6/30/92

Agency	Contract	Description	Claim Amount	Agreed Amount	Involved	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	Closesout process started	Check status with Dehaan
Pasadena		Route Refinement Study	150,000	150,000	104,788	104,788	0	45,214	Billed as Bechtel bill to LACTC	Check status with Roselee
CalTrans	64K576	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			73,543,980	21,628,078	7,994,669	20,383,999	770,578	356,314		
TOTAL CLAIMS RECOVERED (See Page 3)			8,211,631	7,978,980	8,080,187	8,080,187	0	(101,207)		
GRAND TOTALS			81,755,611	29,607,058	16,074,856	28,464,186	770,578	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	667,176	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	36,933			
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	2,435,058	2,027,055	1,780,113	246,942			
Chevron Oil Relocation			415,210		415,210		LA Co reviewing oblig to pay	Waiting for LA Co response
C420 Design Support & Const Mgt			239,735	239,735	0		Cash Collected (5/92)	
SUBTOTALS	11,483,498	5,430,648	5,077,590	5,015,438	662,152			
MC-5 TOTALS	(figures transferred to Page 1)		6,107,170	6,365,983	5,666,898	699,085		
OTHER MC-5 ISSUES								
Owens Corning / Mealy Street Spur	80,000						Contingent on MC-5 complete	Bill on completion

LACTC COST RECOVERY STATUS REPORT
as of 8/30/92

CLAIMS RECOVERED

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Item
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 County	MC-5/C420	Design Support & Const Mgt	239,735	239,735	239,735	239,735	0	0	Cash Collected (5/92)	Figures carried in Page 2 totals
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	
So Cal Edison	C325	Install Duct Bank at PCH	19,114	19,114	19,114	19,114	0	0	Cash Collected (2/92)	
SCRTD	F815	Central Control Facility	1,580,000	1,580,000	1,580,000	1,580,000	0	0	Cash Collected	
	F815	7th & Flower Sta. Ref of Ine Prem	655,970	655,970	655,970	655,970	0	0	Cash Collected	
SPTC	C415/F208	Firestone Bridge	830,000	830,000	830,000	830,000	0	0	\$48,922 Cash Collected (2/92)	
	C510	SPTC Share - Caldwell Ave. Ped Xing	32,550	32,550	32,550	32,550	0	0	Cash Collected (2/92)	
United Logistics		K-Line Spur	325,000	325,000	325,000	325,000	0	0	Cash Collected	
BLUE LINE TOTALS			6,089,631	6,858,980	6,858,980	6,858,980	0	0		
OTHER LINES										
TIA (Argonaut Insurance)		Refund, W/C Ine premiums	2,052,000	2,052,000	2,153,207	2,153,207	0	(101,207)	Refund larger than estimated	
Lawndale		Coastal Corridor Study	18,800	18,800	18,800	18,800	0	0	Cash Collected	
Redondo Beach		Coastal Corridor Study	7,000	7,000	7,000	7,000	0	0	Cash Collected	
Torrance		Coastal Corridor Study	48,200	48,200	48,200	48,200	0	0	Cash Collected	
OTHER LINE TOTALS			2,122,000	2,122,000	2,223,207	2,223,207	0	(101,207)		
TOTAL CLAIMS RECOVERED			8,211,631	7,978,980	8,080,187	8,080,187	0	(101,207)		
less MC-5 (figures transferred to Page 2)			7,971,898	7,739,245	7,840,452	7,840,452	0	(101,207)		

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						7 Manuals Resubmitted for Final Approval	Sept 92

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

Negotiations with representatives from Santa Fe Railroad yielded a preliminary agreement for the release of the Pasadena subdivision Right of Way. Although there remains a host of open issues which must be resolved prior to consummation of a Term Sheet with Santa Fe, this milestone allows the Pasadena team to move forward with the Phase II Preliminary Design effort.

Significant milestones which occurred during the month included delivery of an LRT Standard Design Criteria manual and a first draft of the Contract Unit Descriptions. Regularly scheduled meetings with LADOT, Metrolink, Utilities Companies, and the City of Pasadena, continue with the intent of creating a team atmosphere and an environment that facilitates problem solving.

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: A Scope of Work and Schedule have been developed for the EIR work. The Area Teams have chosen a consultant to perform the task currently scheduled to be completed in November 1992.

Status: The EIR process has begun. The initial study is complete the Notice of Preparation has been posted. The current forecast date for LACTC approval of the SEIR is August 1992. This will delay the certification of the EIR until December 1992.

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 continues to meet with Janss and to review plan check drawings. Fire Life Safety issues and ADA requirements have been reviewed and RCC recommendations to the developer have been delivered in writing.

Status: The developer (Janss Corporation) submitted an application to the Public Utilities Commission. The team has identified the RCC as an interested party and has thirty days to file its concerns regarding the LRT/development interface.

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.

Action: Representatives from the Project have reviewed schedule requirements with the Metrolink staff who are negotiating the purchase with ATSF. Efforts continue to explore alternate construction phasing in an effort to mitigate the effects of a slip to the access dates originally depicted in the Project Schedule.

Status: Preliminary agreements have been reached with Santa Fe regarding their abandonment of the Pasadena subdivision by January 1st, 1994. There are several outstanding issues which must be addressed prior to finalization of a Term Sheet.

Construction of a "Shoo-Fly" on the east side of the L.A. River Bridge has been investigated as one alternative which would lessen the impact to the schedule. Other alternatives are also under consideration which will allow as much schedule flexibility as possible.

Catellus Interface At LAUPT

Concern: Location of the LRT terminus station at Union Station involves interface with Catellus Corporation. The alignment also crosses

Catellus interests at Terminal Annex.

Action: RCC to set up a meeting with Catellus and Ratkovitch to discuss the Pasadena Alignment and its potential interfaces with their proposed developments.

Status: A meeting will be held with the interested parties during the month of July. As relevant information becomes available, it will be forwarded to the LACTC lead negotiating a variety of Transit related issues with Catellus.

KEY ACTIVITIES - JUNE

- Approval of Phase II Preliminary Engineering by PMIC, RCC, and LACTC Boards was completed on June 24, 1992.
- A draft of the Contract Unit Descriptions for the project was presented to the RCC by June 19, 1992.
- Geotechnical and Environmental Reports were submitted for approval on June 26, 1992.
- Estimates were presented to RCC staff which determined the cost impact of a flyover at the intersection of Marmion and Figueroa. LADOT is in favor of a grade separated alignment at this location. The EIR depicted the alignment to be at-grade at this intersection.
- Aerial photogrammetry was flown for the Phase II alignment in June.
- RCC forwarded comments to the Master Cooperative Agreement to the City of Pasadena.
- A Maintenance Facility design trip was conducted by the EMC, RCC, and RTD. A number of lessons learned were highlighted and will be incorporated into the Pasadena Light Maintenance design. One major cost savings item was the deletion of a wheel truing machine (This work can be performed at the main yard with no negative impact to the operation).

KEY ACTIVITIES - PLANNED FOR JULY

- The mathematized alignment from LAUPT to the Cornfield Yard will be submitted by the EMC by July 16, 1992.

- The EMC will present the Pasadena Project Schedule to the RCC for review (July 26, 1992).
- EMC will submit for approval a baseline schedule for Phase II Preliminary Engineering on July 17, 1992.
- Phase I Right of Way Maps will be completed and delivered to the RCC for review on July 24, 1992.
- RCC will obtain Santa Fe As-Built drawings for the L.A. River Bridge. These drawings will be reviewed to determine the feasibility of using the existing bridge and or piers. If the bridge structure cannot meet structural and seismic requirements, a method for demolition will be determined.
- RCC will file its concerns regarding the Janss PUC application in July 1992

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 716
- Current Forecast 796

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 33%
 - Actual 26%
- Issued Notice to Proceed for Contract C0501 (Systems Facilities Sites) June 8, 1992.
- Awarded Contract C0610 (El Segundo Trackwork Installation). Notice to Proceed will be issued July 7, 1992.
- Received Best and Final Offers for Contract H0900 (Safety and Security Communications Systems).
- Released Information For Bid for Contract P2010 (Start-up Rail Transit Vehicles) June 1, 1992.

REAL ESTATE

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

AREAS OF CONCERN

NEW

Potential Changes to Contract P1800 (Special Trackwork Procurement)

Concern: Shop drawing processing delays, comments and modifications may have significant schedule and cost impacts to Contract P1800. Design modifications may potentially increase rail lengths beyond 39 feet which may cause availability, handling, engineering, and transportation problems. The contractor for P1800, Bethlehem Steel, is presently incorporating the above modifications.

Action: Re-evaluation by EMC of previous design comments and modifications to its shop drawings will enable OKA to better mediate the issue.

Status: Preliminary cost data from OKA has been forwarded to EMC for use in its evaluations. Schedule impacts are being evaluated.

ONGOING

Systems Contracts Modifications

Concern: The intent to delete the east end of the non-revenue connector complex may necessitate the preparation of changes and negotiations with the following systems contracts: P1800 (Special Trackwork Procurement), CO600 (Century Trackwork Installation), H1100 (Automatic Train Control), H1200 (Traction Power Supply System), and H1400 (Overhead Contact System). The schedule, cost and operational impacts should be analyzed.

Action: TRANSCAL has been directed to prepare these change notices.

Status: OKA has received technical reviews for Contracts CO600, and P1800 notifying the intent to delete related work. A change notice is pending from TRANSCAL for Contract H1100.

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 for procurement of Metro Green Line transit vehicles as specified in Contract P2000 (Rail Transit Vehicles). 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 testing and revenue operations will utilize a manual system using Metro Blue Line vehicles. When automated, driverless prototype cars become available, automatic train control and systems integrated testing will be performed.

Status: Contract P2000 (Rail Transit Vehicles) will provide two prototype vehicles to be used for train control testing. It is scheduled to be Advertised For Bid on July 1, 1992.

Caltrans Permits

Concern: Caltrans encroachment permits are required for each contract working within Caltrans right-of-way. The first requirement was for Contract C0600 (Century Trackwork Installation). The issuance of the permit for Contract C0501 (Systems Facilities Sites) is the next critically needed permit.

Action: The full permits for Contract C0600 and Contract H1200 (Traction Power Supply Systems) were issued May 15 and June 12, 1992, respectively. RCC has applied for permits for Contracts C0501, H1100 (Automatic Train Control), and H1400 (Overhead Contact System). Permits are anticipated to be issued in July, 1992.

Status: The Contract C0600 contractor has received a revised permit which allows full access. The permit for Contract C0501 is critical and should be obtained as soon as possible so potential contractor schedule impacts may be avoided.

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 completed. 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 Caltrans contractor's revised

construction schedule has been initiated as part of the LRT facilities change order. Both Caltrans and its subcontractor are working towards the revised completion date for turnover to the Contract C0600 contractor.

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 punch list 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 contracts. This course of action will be monitored against Contracts H1200, H1400 and C0600 (Century Trackwork Installation) schedule requirements.

RESQVLED

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.
- 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:** A change order has been issued to Contract C0600 to provide additional subballast. TRANSCAL has prepared and OKA has forwarded grid grade calculations for Caltrans Projects CT044 (Main to Mona), CT038 (Inglewood to Lemoli) and CT048 (Garfield to Dunrobin). Remaining grid grades will be transmitted as they become available.

KEY ACTIVITIES – June

- Issued Notice to Proceed on Contract C0501 (Systems Facilities Sites).
- Laid first rail at the Century Freeway segment for Contract C0600 (Century Trackwork Installation).
- Awarded Contract C0610 (El Segundo Trackwork Installation) to Herzog Contracting Corporation.
- Received Best and Final Offers for Contract H0900 (Safety and Security Communication Systems).
- Advertised for Bid Contract P2010 (Start-up Rail Transit Vehicles).

KEY ACTIVITIES – Planned for July

- Issue Notice to Proceed for Contract C0610 (El Segundo Trackwork Installation).
- Award Contract H0900 (Safety and Security Communications Systems).
- Open bids for Contract P2010 (Start-up Rail Transit Vehicles).

O'BRIEN-KREITZBERG
RCC
Project: R23

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

Page: 1
Report Date: 07/06/92
Status Date: 06/26/92

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	Variance (9-2)
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	
T Construction	470,192	562,614	17,248	294,426	7,399	101,633	7,330	92,821	564,657	2,043
S Professional Services	108,562	108,562	29,996	133,308	1,894	91,829	2,764	87,733	179,970	71,408
R Real Estate	36,927	29,232	0	23,575	0	22,840	(5)	22,840	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	284	8,807	70	2,040	136	2,106	10,500	0
D Special Programs	4,676	4,790	0	1,035	0	288	101	207	4,790	0
C Contingency	59,613	14,100	0	0	0	0	0	0	20,620	6,520
A Project Revenue	(16,626)	(13,798)	(1)	(8,669)	(1)	(579)	(1)	(579)	(13,949)	(151)
Project Grand Total :	671,000	716,000	47,527	452,482	9,361	218,051	10,325	205,128	795,819	79,819

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

10-Jul-92
01:58 PM

JUNE 92

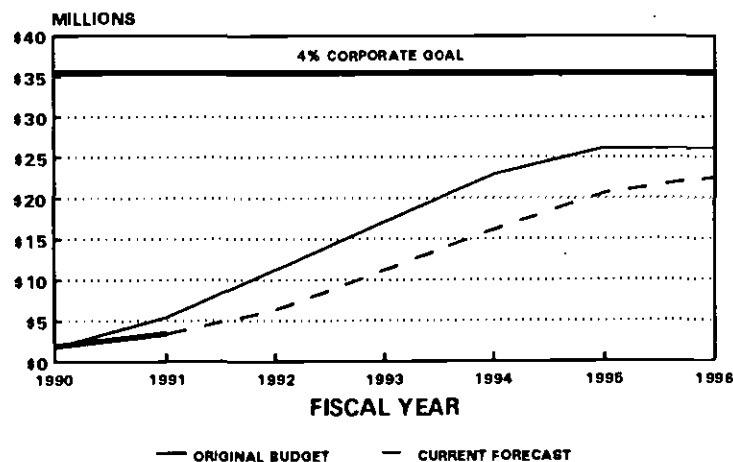
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
LACTC PROP C	\$586,864	\$189,700	\$247,346	42%	\$0	0%	\$0	
TOTAL	\$792,000	\$394,836	\$452,482	57%	\$205,136	26%	\$205,136	26%

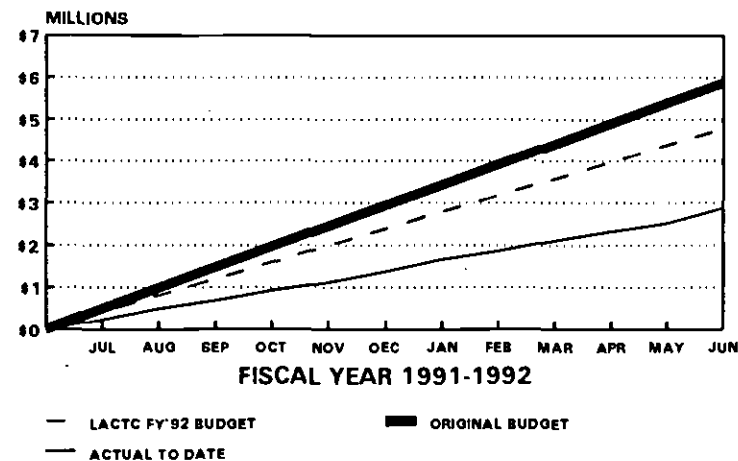
METRO GREEN LINE

JUNE 1992

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

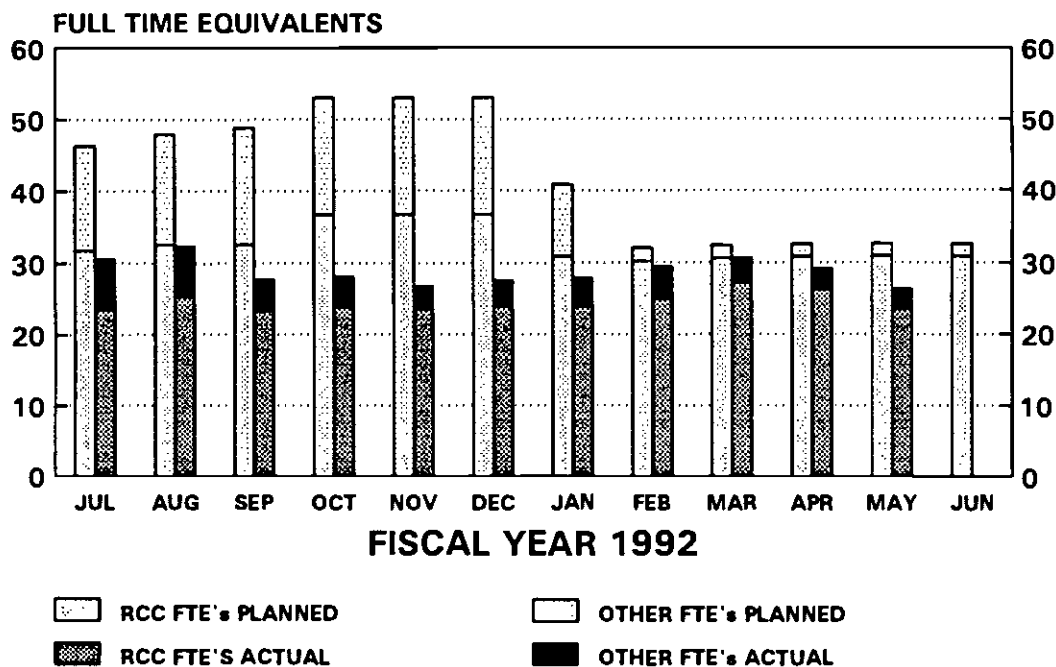
TOTAL PROJECT BUDGET	\$716,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$22,489
FORECAST % OF TOTAL PROJECT	2.5%
4% CORPORATE GOAL	\$35,440

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

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
ACTUAL \$ TO DATE	\$2,876

Revised forecast as of March 1992.

STAFFING PLAN VS. ACTUAL GREEN LINE



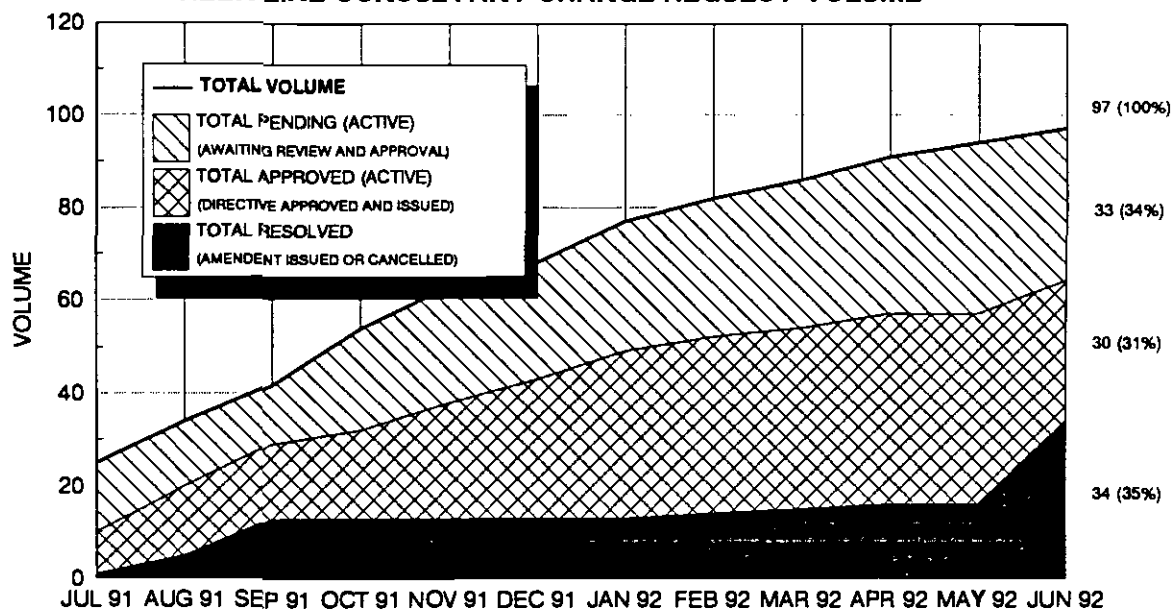
FY'92 Amended Budget implemented FEB'92

GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	31
RCC FTE's ACTUAL	24
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	33
TOTAL FTE's ACTUAL	26

AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

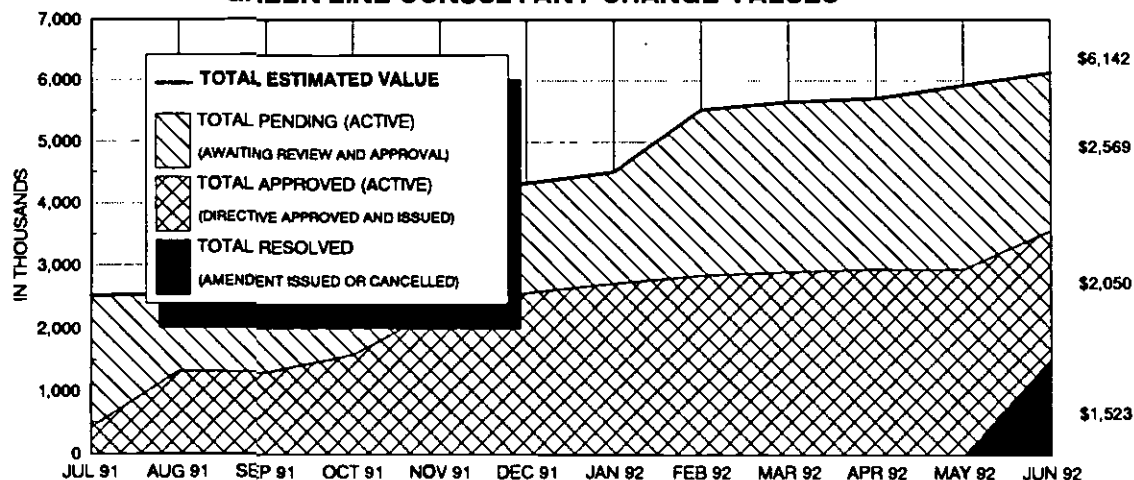
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

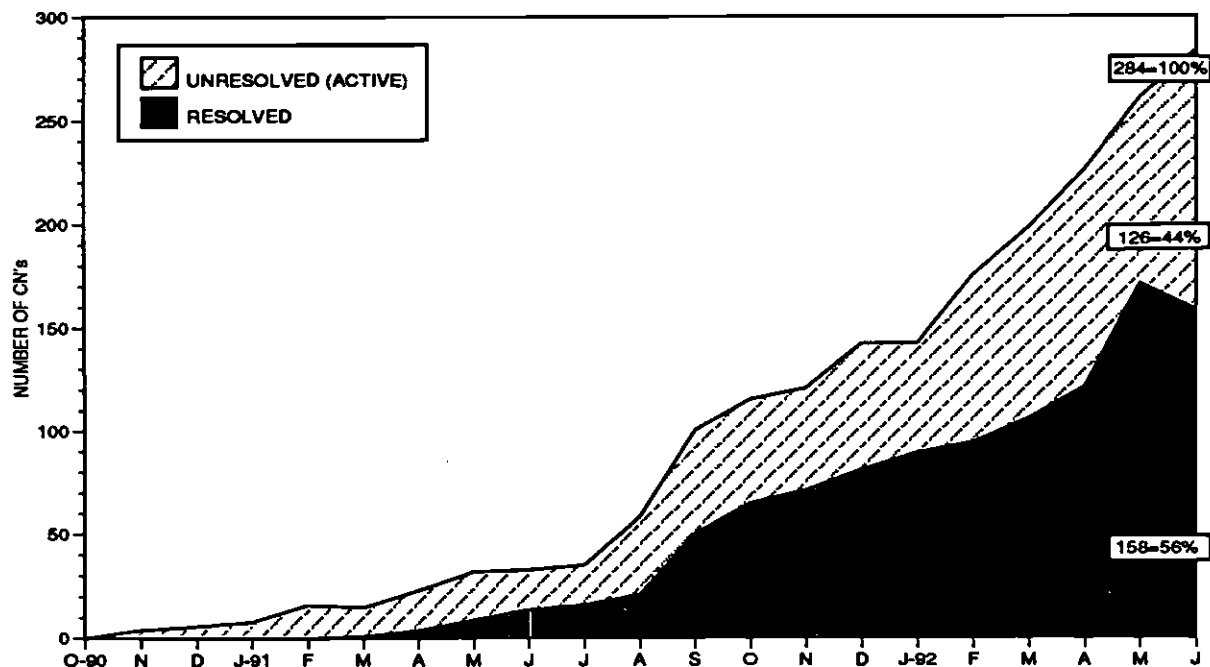
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	3	3	55	63
PERCENT	3%	5%	5%	87%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

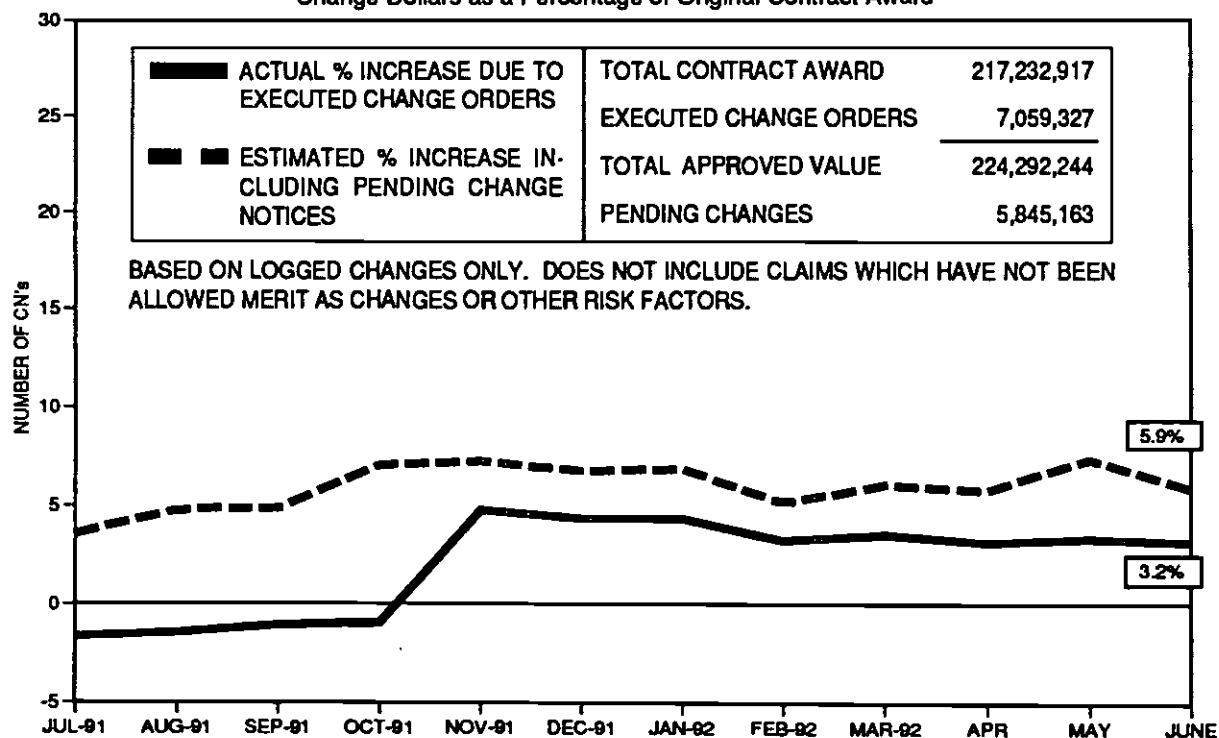
Change Notice Resolution



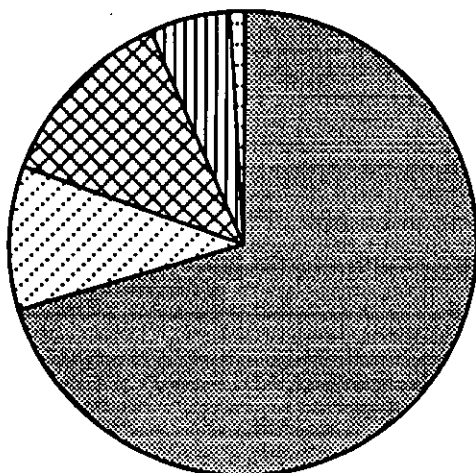
AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	56	23	10	37	126
PERCENT	45%	18%	8%	29%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award





CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Cost Level
 Executed Changes as of 7/01/92








CHANGE VOLUME
 BY CHANGE VALUE
 TOTAL AS OF 7/1/92 = 108

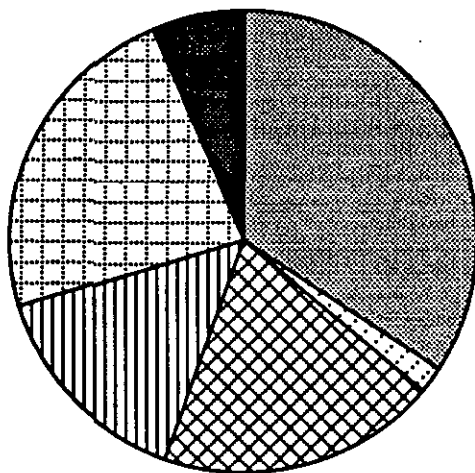
**CHANGE VOLUME
 ABSOLUTE VALUES**

76	70.37%		<25,000
11	10.19%		<50,000
14	12.96%		<200,000
6	5.56%		>200,000
1	0.93%		>1,000,000

**CHANGE COST
 ABSOLUTE VALUES**

\$463,456.26		<25,000
\$115,266.68		<50,000
\$1,255,505.00		<200,000
(\$594,847.11)		>200,000
\$5,788,000.00		>1,000,000

CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 7/01/92



CHANGE BASIS VOLUME
TOTAL 7/01/92 = 108

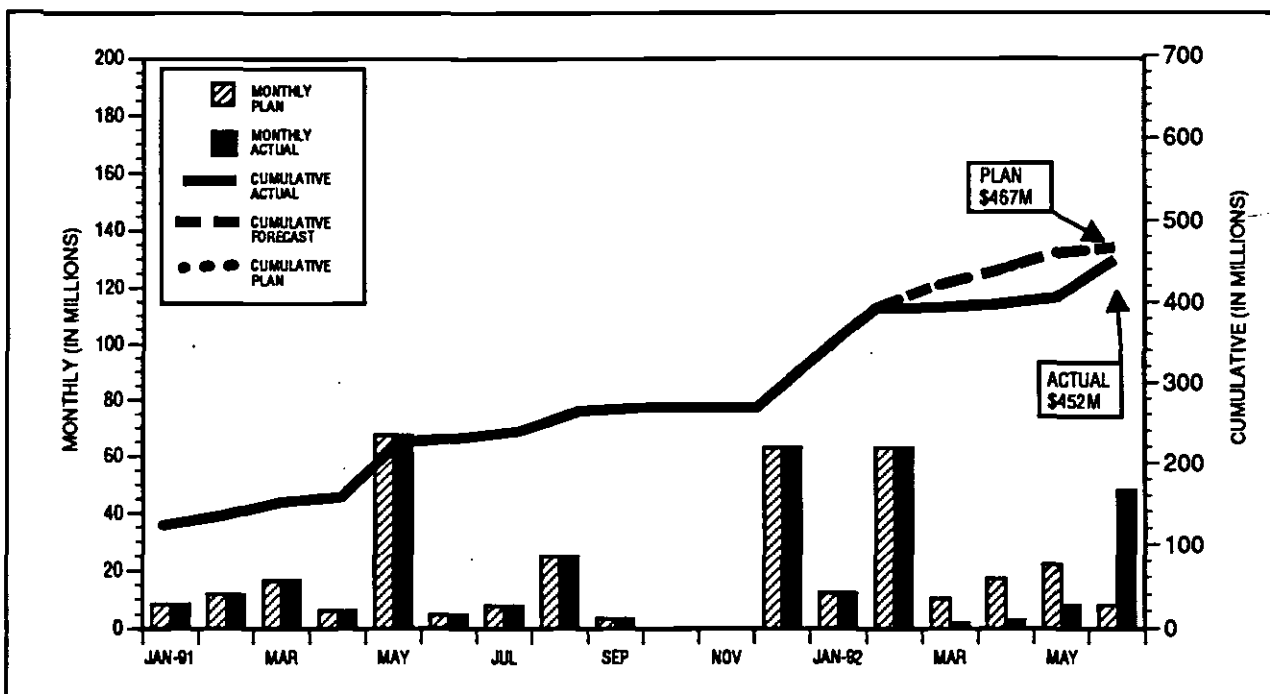
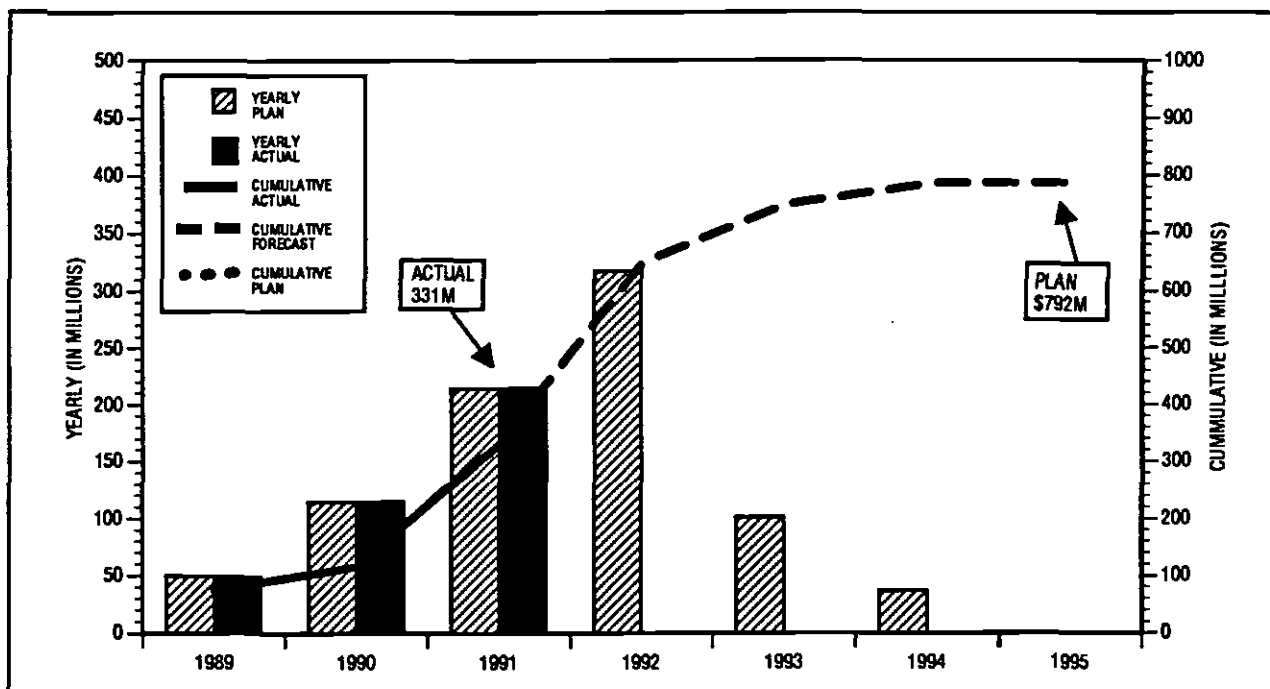
**CHANGE BASIS VOLUME
ABSOLUTE VALUES**

37	34.26		Work Scope Changes
2	1.85%		Schedule Changes
21	19.44%		Differing Conditions
16	14.81%		Administrative Changes
25	23.15%		Design Changes
7	6.48%		Other

**CHANGE BASIS COST
ABSOLUTE VALUES**

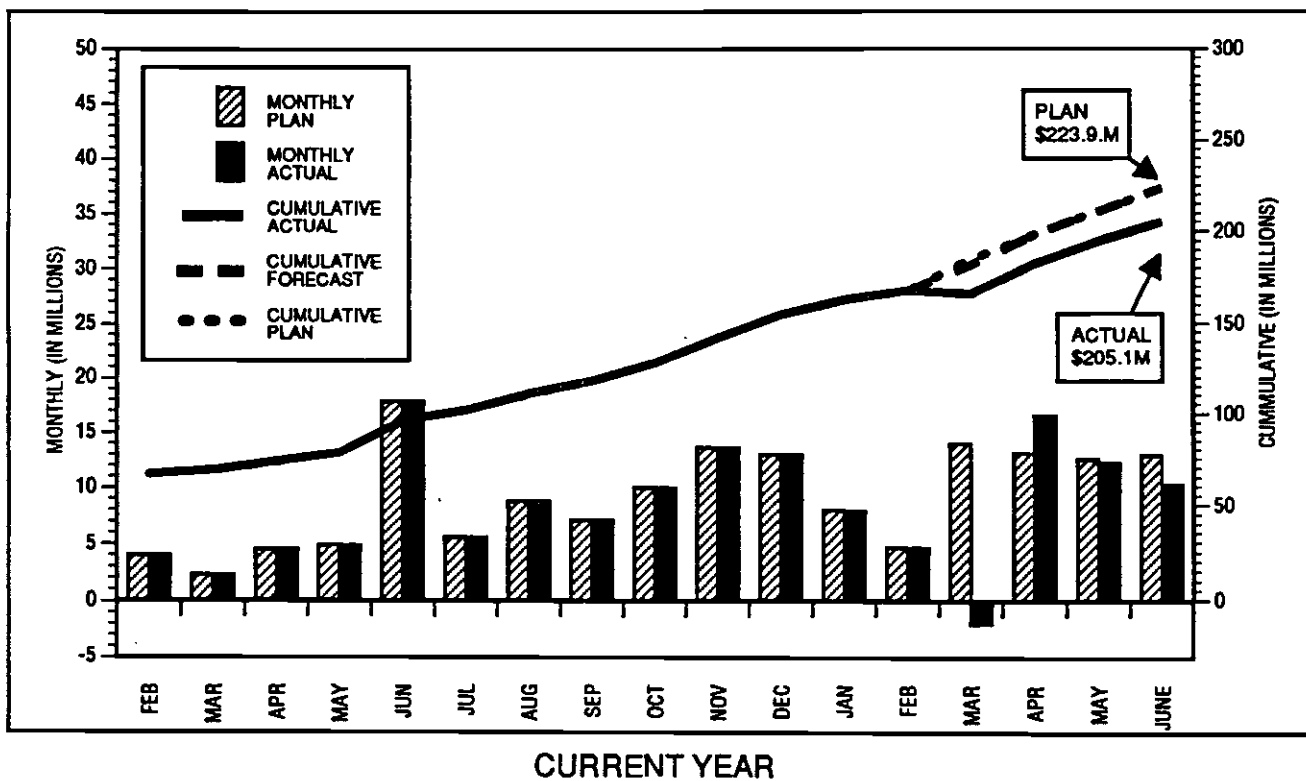
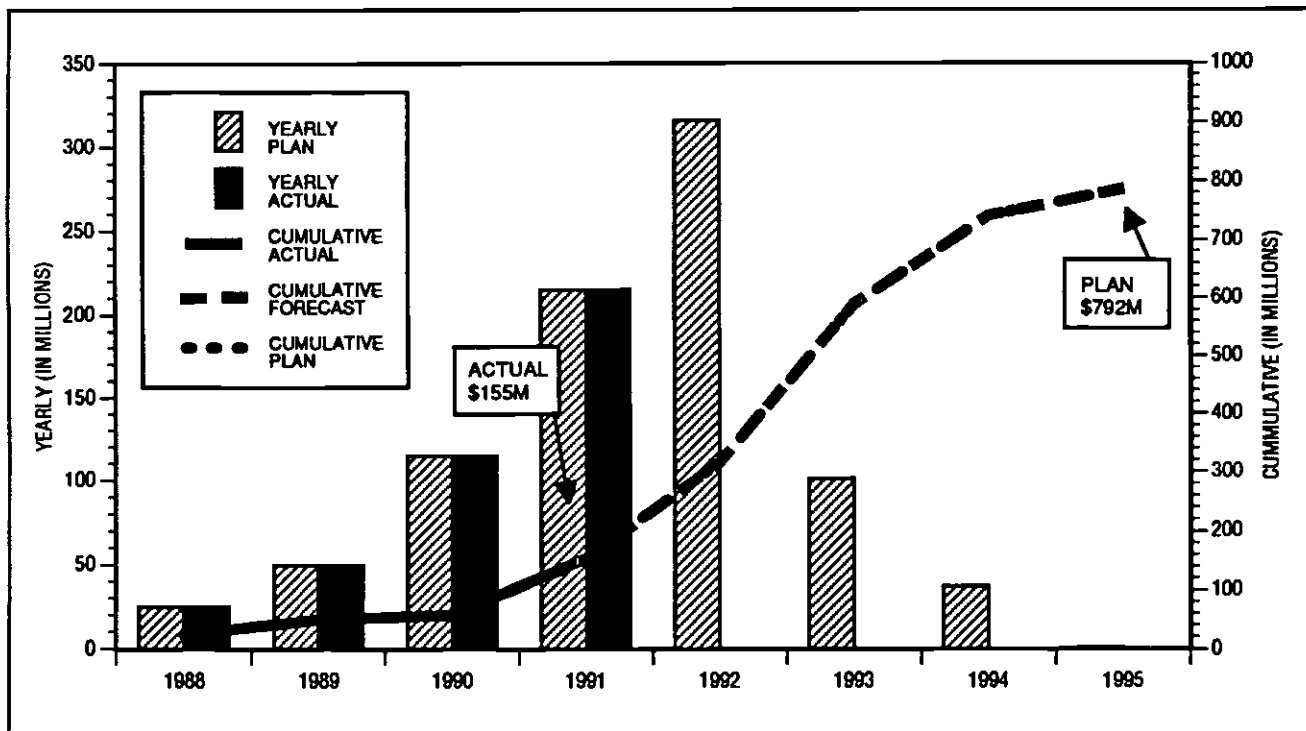
\$243,753.83		Work Scope Changes
\$10,685.00		Schedule Changes
\$6,421,332.94		Differing Conditions
\$144,402.29		Administrative Changes
(\$795,890.65)		Design Changes
\$1,003,097.42		Other

PROJECT COMMITMENTS

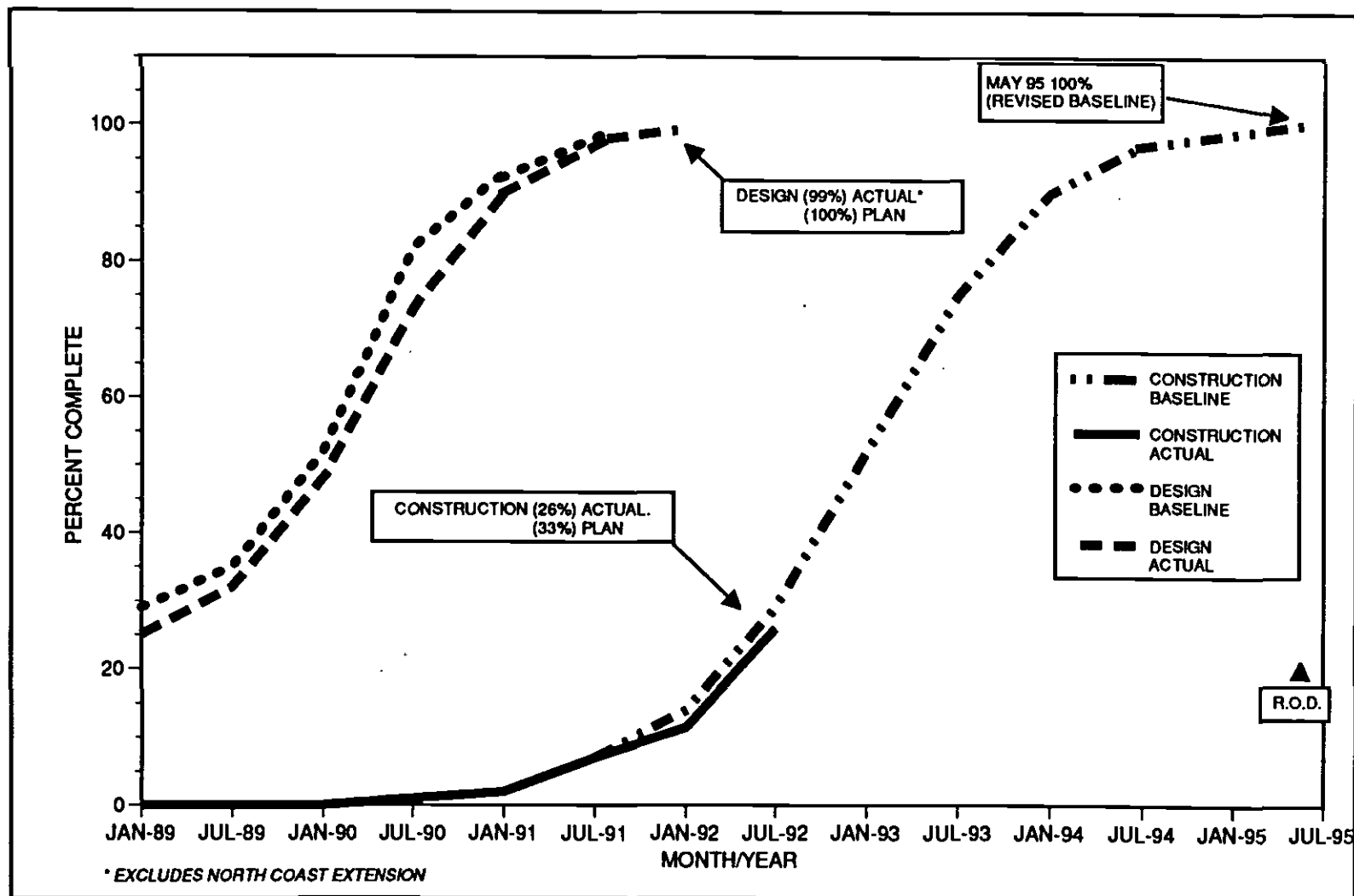


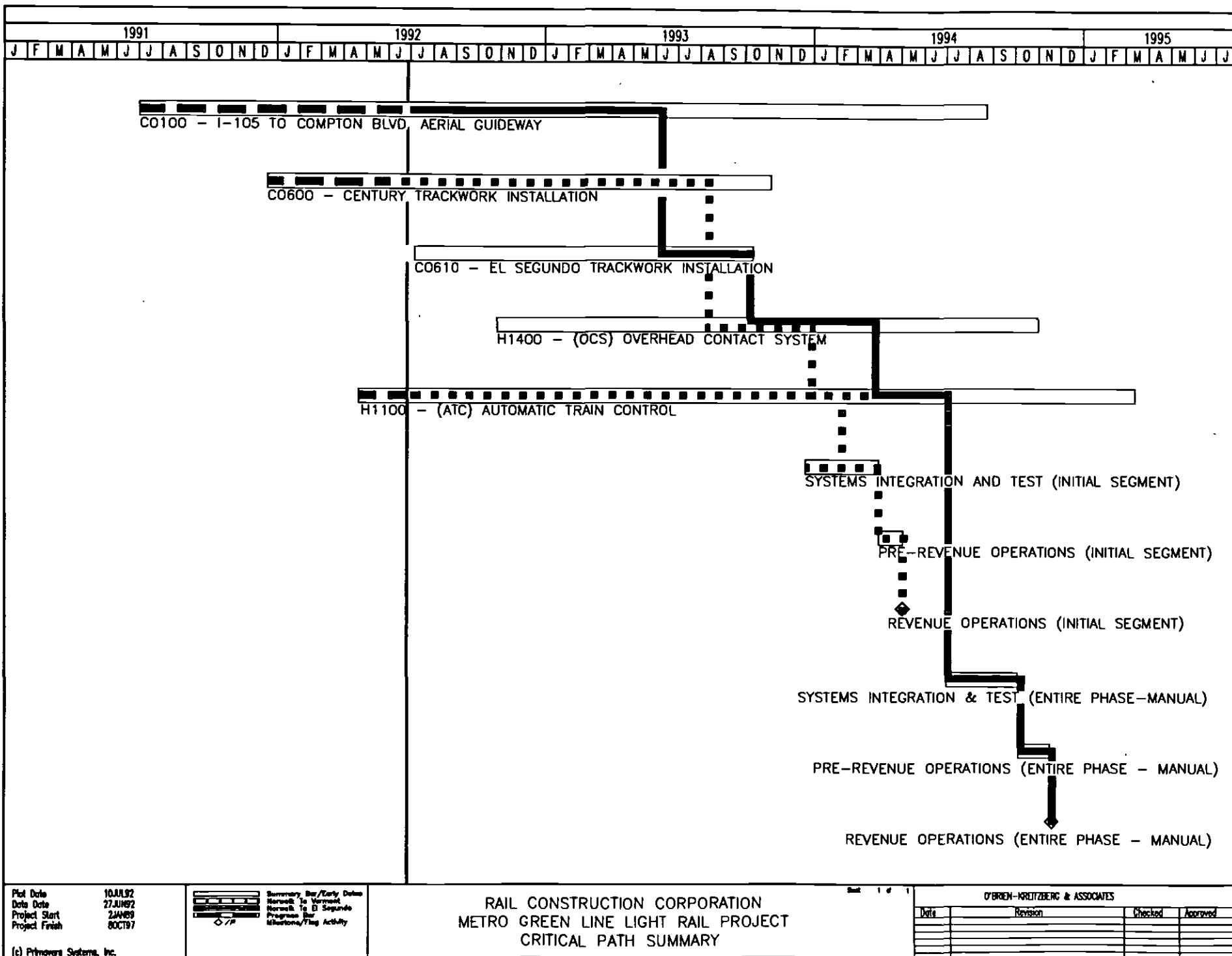
CURRENT YEAR

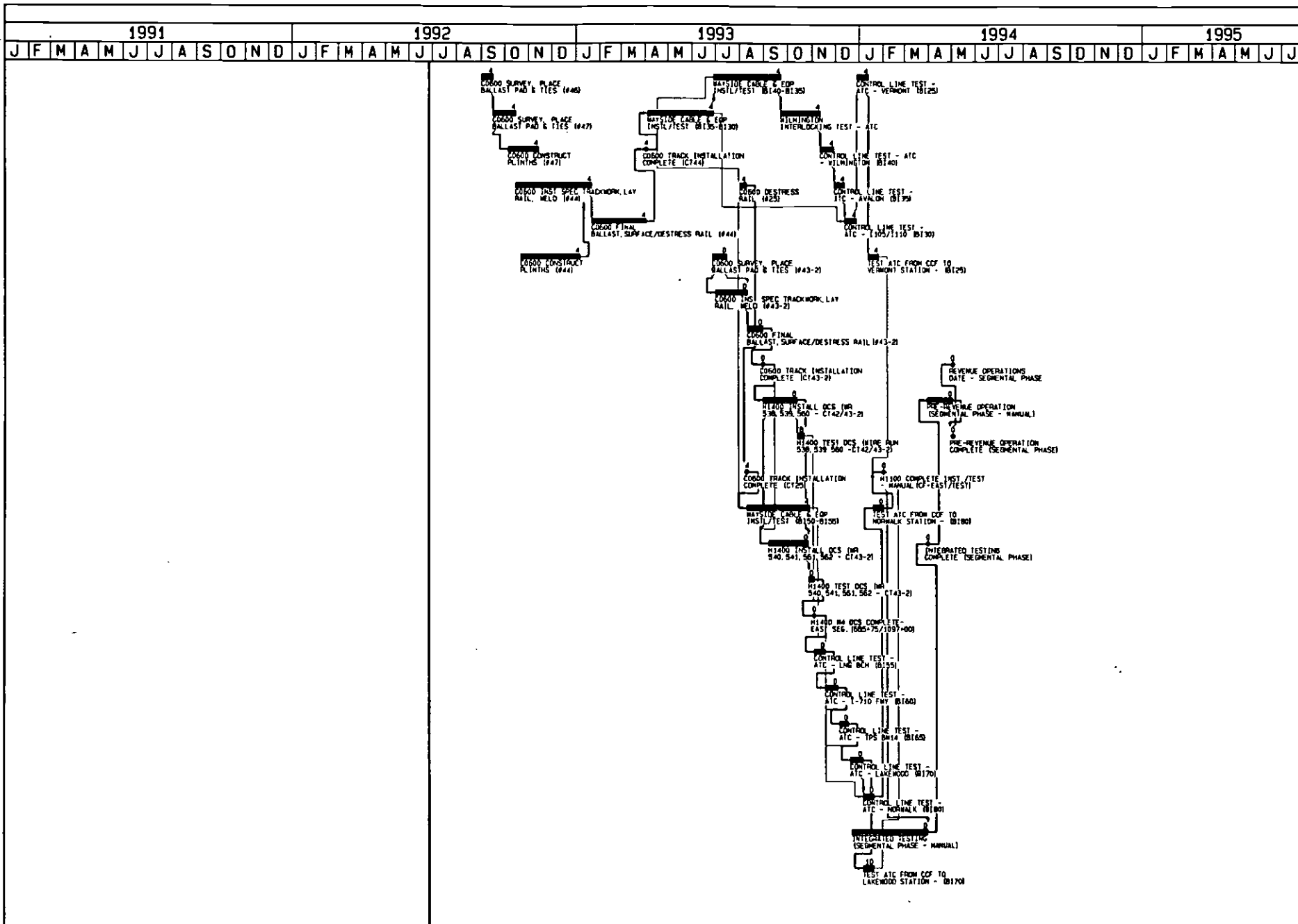
PROJECT CASH FLOW



PROGRESS SUMMARY







Plot Date 10JUL92
 Data Date 27JUN92
 Project Start 2JAN89
 Project Finish 8OCT97

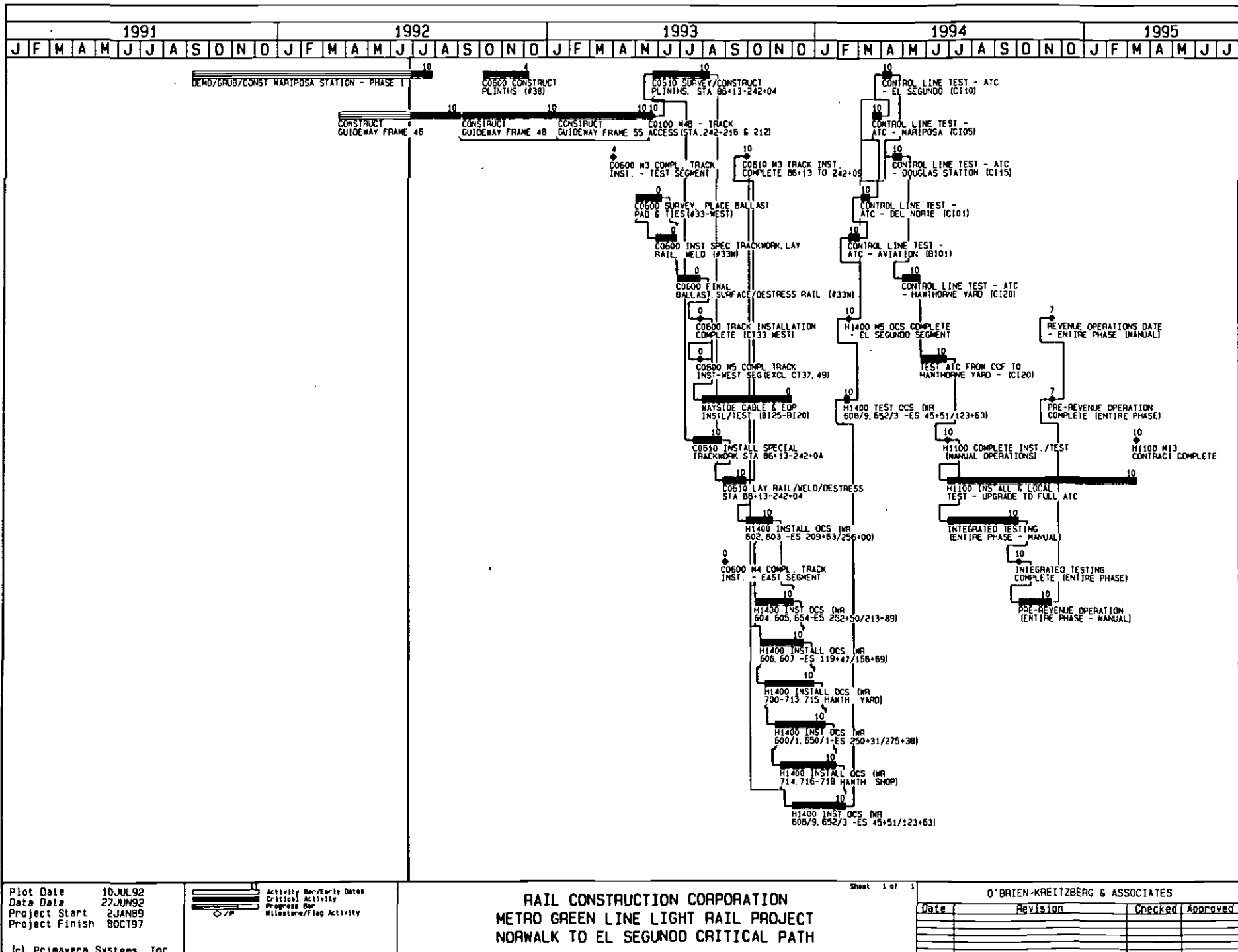
Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag Activity

RAIL CONSTRUCTION CORPORATION
 METRO GREEN LINE LIGHT RAIL PROJECT
 NORWALK TO VERMONT CRITICAL PATH

Sheet 1 of 1

D'BRIEN-KREITZBERG & ASSOCIATES

Date	Revision	Checked	Approved



Plot Date 10JUL92
 Data Date 27JUN92
 Project Start 2JAN89
 Project Finish 8OCT97

Activity Bar/Early Dates
 Critical Activity
 Progress Bar
 Milestone/Flag Activity

**RAIL CONSTRUCTION CORPORATION
 METRO GREEN LINE LIGHT RAIL PROJECT
 NORWALK TO EL SEGUNDO CRITICAL PATH**

Sheet 1 of 1

O'BRIEN-KREITZBERG & ASSOCIATES

Date	Revision	Checked	Approved

SAFETY GRAPHS ARE UNDER REVISION

INVOICE PROCESSING

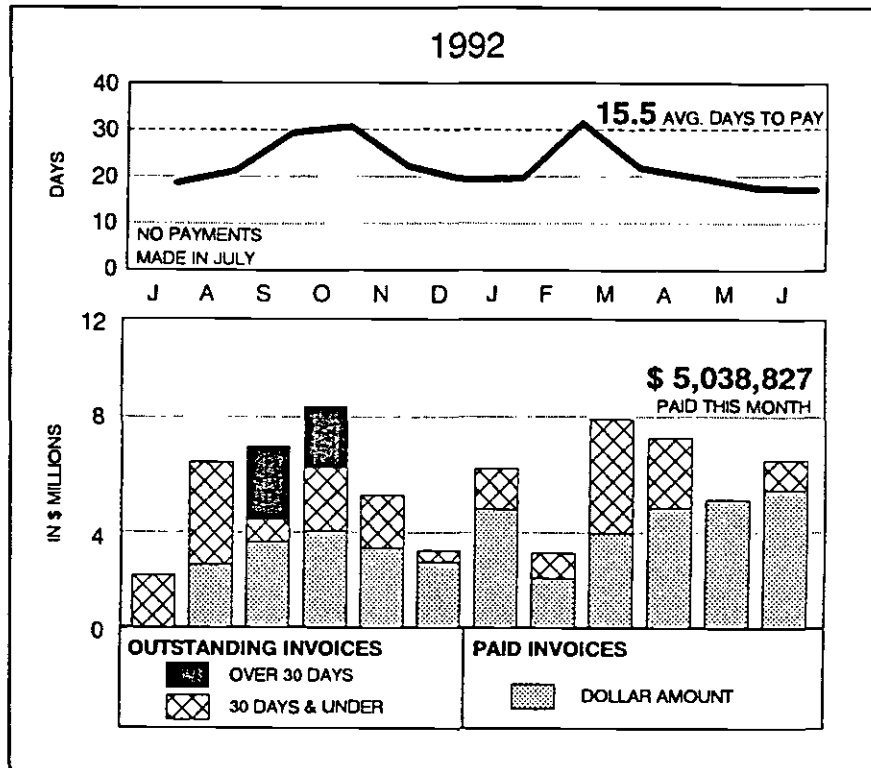
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.5 days.

- 13 invoices were paid for a total value of \$ 5,038,827.

- There were 3 outstanding Construction or Procurement invoices under 30 days old for \$ 1,116,012.

- 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
MAY 1992	1	10,299	0	0	14	1,350,268	7	83,001
JUN 1992	3	1,116,012	0	0	7	1,406,962	7	88,545

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The June Construction Forecast decreased primarily because the work scope planned for Contracts A138 and A139 was awarded for substantially less than originally planned. This work scope was awarded as a Change Order to Contract A147 and involves the restoration of the REA Building, some site work, and the construction of bus ramps at the Union Station track yard. This decrease was partially offset by an increase in the construction insurance forecast.

SCHEDULE STATUS

- Current Revenue Operations Date March 1993
- Construction Progress
 - Plan 96%
 - Actual 96%
- The A640 contract schedule incorporating Fire & Emergency Management (F & EM) system re-configuration (CN 224) shows an expected finish date of December 8, 1992. The ROD of March 1993 is supported and there are 27 days of total float 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 2,000 Project personnel have received Rail Activation Safety training. In addition, Safety staff participate in weekly Resident Engineer's meetings and monthly progress meetings. A President's Committee on safety was developed by Ed McSpedon, CEO and President of the Rail Construction Corporation, to closely monitor safety and quality concerns on the Project.

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, two 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 June, the activities of the Rail Activation Group included the following:

- Completed delivery of Breda passenger vehicles 501/502 and 508/509.
- Conducted "Live-Rail" testing with Breda vehicles in AL and AR tunnels.
- Exercised Beneficial Occupancy for traction power substation at Pershing Square.
- Conducted VIP train rides on June 12 (Mayor of Los Angeles), June 15 and 17 (APTA), and June 22 (City of Los Angeles Officials).
- Assisted in the operational demonstration of the Metro Red Line during APTA conference June 14 - 19, 1992.
- Continued review of training schedule and availability of associated materials.

Future activities will focus on:

- Further support of delivery and testing of Breda passenger vehicles.
- Continue refinement of the recruitment and training plan to ensure support of Project requirements.

EXECUTIVE SUMMARY (CON'T)

- Continue review and integration of the Breda/BAH Delivery, Testing, and Training schedule into the Project Schedule.
- Submit plans for Emergency Response Drills in accordance with the Test Integration 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 refinement of test integration schedule.

AREAS OF CONCERN

ONGOING

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:** Eight Breda vehicles have been delivered to Los Angeles and are currently undergoing acceptance testing. Two more Breda vehicles are forecast to arrive in July. 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.

AREAS OF CONCERN (CON'T)

Contract A640, Communications

- Concern:** LAPD radio requirements have not been incorporated into the radio system due to lack of agreement on number of frequencies and interface.
- Action:** Reach agreements with LAPD so that cost and potential schedule impacts can be determined.
- Status:** LAPD has not responded to requests for meetings. A technical proposal has been sent to LAPD and we are awaiting response to parameters provided in the proposal.

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 analyzing individual Change Notices and Change Orders for cost recovery potential. This analysis is complete. All contract backcharges with recovery potential have been identified. Negotiations with contractors regarding backchargeable items have been scheduled throughout the months of June and July.

All individual Change Notices and Change Orders identified as having cost recovery potential have been reviewed and analyzed for merit. Six contracts have been determined to have no recoverable backcharges, negotiations have been completed recovering \$41.1-thousand on Contract A165 and four contracts remain to be negotiated with a potential recovery of \$816.9-thousand. Additional potential recovery of \$1.2-million from insurance has been identified.

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 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:** Due to the increased emphasis on reducing the Change Notice backlog with added estimating staff, the current average ratio of completed Change Orders to new Change Notices is 152 to 39. Not only is the backlog diminishing but the current trend reflects an increased weekly efficiency throughout the month of June.

RESOLVED

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 received a Cost Plus Change Notice to fabricate the OCC console and delivery of the console occurred on June 22, 1992. Parsons-Dillingham had authorized the temporary use of existing console elements in order to support the progress of testing. All equipment was made available for Contract A640 to continue with required work.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING **NONE**

NEW

May 1992, Spot Report #15

Concern: The spot report addresses four areas of concern that need SCRTD attention.

Action: SCRTD has responded to the spot report.

Status: Waiting for FTA review of response.

May 1992, Grant Close-out Plan

Concern: SCRTD has not responded to Hill's December request to prepare a close-out plan for the grant.

Action: SCRTD should complete a grant close-out plan in conjunction with the RCC.

Status: This plan is currently being drafted. SCRTD has not identified a forecast completion date.

RESOLVED **NONE**

KEY ACTIVITIES - JUNE

- Coordinated delivery of Harris control console, Contract A640, Communications.
- Completed sidewalk restoration along 7th and Flower Streets and installation of the exterior ornamental metal fascia at the Roosevelt Building, Contract A167, 7th/Metro Station.
- Completed installation of trip stop machines at the Westlake/MacArthur terminal and successfully tested the trip stop function using a Breda vehicle, Contract A620, Automatic Train Control.
- Continued efforts toward certification and close-out by the Public Utilities Commission for Contracts A630, A631 and A795.
- Completed installation of Fire & Emergency Management (F & EM) system equipment at Westlake/MacArthur and Pershing Square Stations, Contract A640, Communications.
- Completed installation of Public Address (PA) system equipment racks and terminations, SCADA software modification and retest at the Central Control Facility (CCF).

KEY ACTIVITIES - PLANNED FOR JULY

- Continue close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station; A141, Line Section, Union Station to Pershing Square and Civic Center Station; A144, Water Treatment Plant Operation; A145, Pershing Square Station; A165, 7th/Metro Station; A610, Trackwork Installation.
- Continue support of Breda vehicle arrival and testing.
- Continue punchlist, change order and close-out activities on Contract A136, Union Station; Contract A147, Civic Center Station; Contract A157, Pershing Square Station; Contract A167, 7th/Metro Station and Contract A187, Westlake/MacArthur Station.
- Continue preparing Miami vehicles for safe braking distance test to verify contractor's block design for safe braking distance, Contract A620, Automatic Train Control.
- Continue installation of F & EM (intrusion detection), and SCADA cable termination for 7th/Metro cut over, Contract A640, Communications.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

STATUS PERIOD: MAY 30, 1992 TO JUNE 26, 1992
 STATUS DATE : JUNE 26, 1992
 UNITS : DOLLARS IN THOUSANDS

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

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	696,158	0	751,872	7,587	787,032	4,730	700,952	10,749	699,983	(3,301)	805,055	53,083
S	PROFESSIONAL SERVICES	397,755	0	461,830	14,369	451,832	7,600	434,205	7,600	434,205	(1,113)	457,825	(4,005)
R	REAL ESTATE	90,894	0	139,820	1,249	126,237	1,249	126,237	1,249	126,237	0	139,679	(141)
F	UTILITY RELOCATIONS	10,920	0	12,140	0	12,018	35	8,659	35	8,659	0	12,018	(122)
D	SPECIAL PROGRAMS	948	0	948	0	847	0	564	0	564	0	924	(24)
C	PROJECT CONTINGENCY	53,225	0	83,209	0	0	0	0	0	0	4,414	34,418	(48,791)
A	PROJECT REVENUE	0	0	0	0	0	0	0	(2)	(1,238)	0	0	0
PROJECT GRAND TOTAL		1,248,900	0	1,450,018	23,305	1,357,766	13,614	1,270,517	19,631	1,288,410	0	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

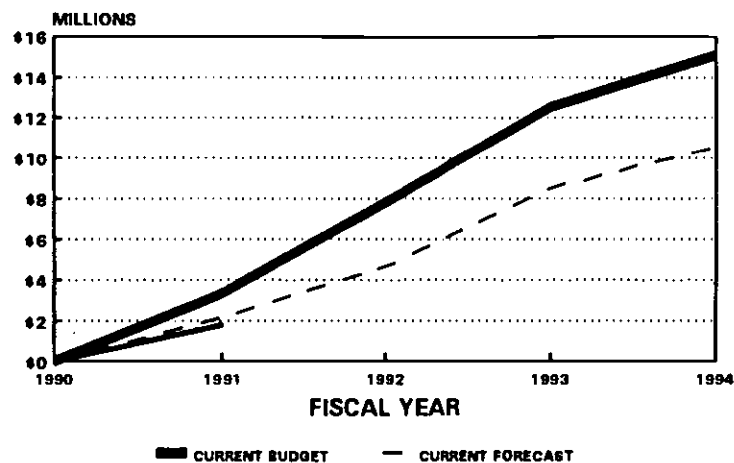
13-Jul-92
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APRIL 92

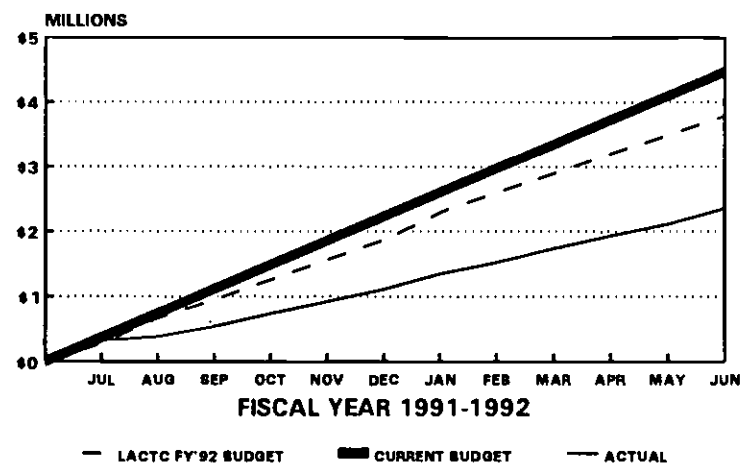
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$604,211	100%	\$566,492	94%	\$558,386	92%
FTA-SECTION 9	\$90,584	\$90,584	\$87,572	97%	\$86,509	96%	\$79,199	87%
STATE	\$213,076	\$214,016	\$203,482	95%	\$185,012	87%	\$206,838	97%
LACTC	\$176,640	\$175,701	\$175,701	99%	\$168,150	95%	\$162,600	92%
CITY OF L.A.	\$34,000	\$34,000	\$31,309	92%	\$30,654	90%	\$29,478	87%
BENEFIT ASSESS.	\$130,300	\$19,082	\$120,829	93%	\$120,829	93%	\$19,082	15%
(1) COST OVERRUN ACCOUNT	\$200,119	\$34,818	\$115,203	58%	\$81,812	41%	\$81,812	41%
(2) BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$101,747	
TOTAL	\$1,450,019	\$1,173,501	\$1,338,308	92%	\$1,239,458	85%	\$1,239,142	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								
• 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

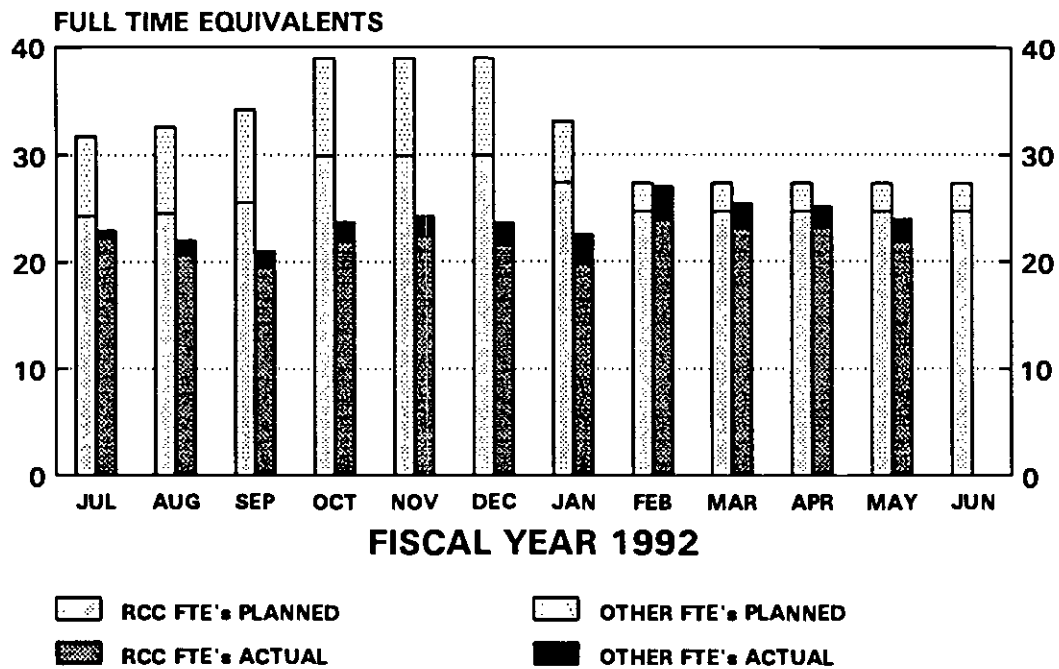
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

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

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
ACTUAL \$ TO DATE	\$2,359

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



FY'92 Amended Budget implemented FEB'92

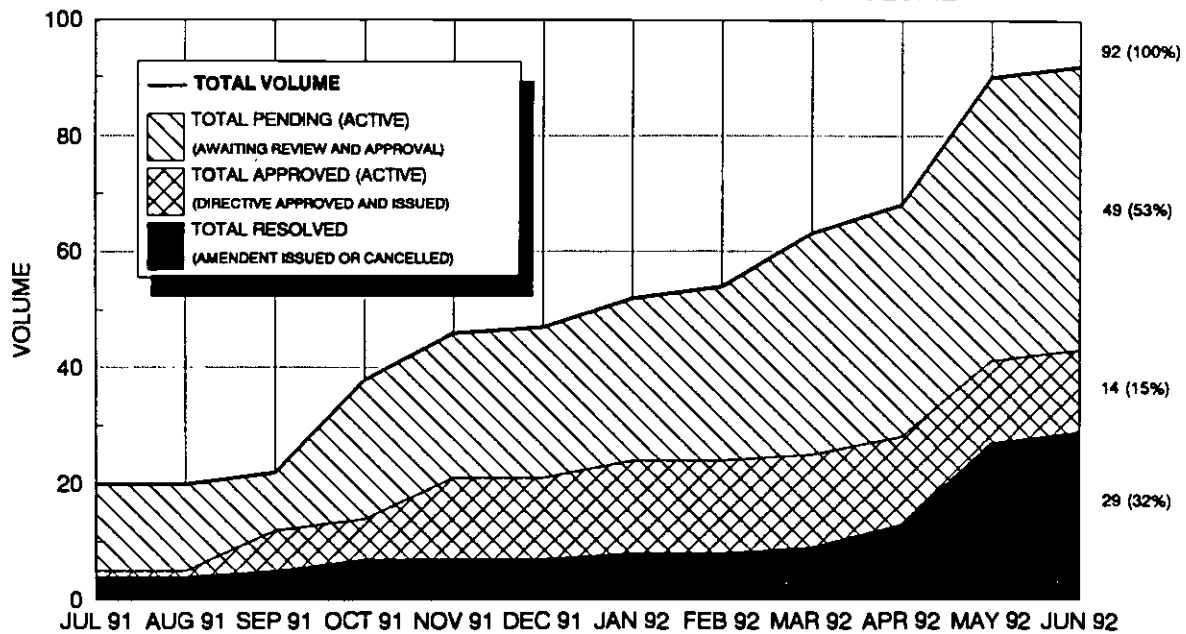
RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$44
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	25
RCC FTE's ACTUAL	22
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	2
TOTAL FTE's PLANNED	27
TOTAL FTE's ACTUAL	24

AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

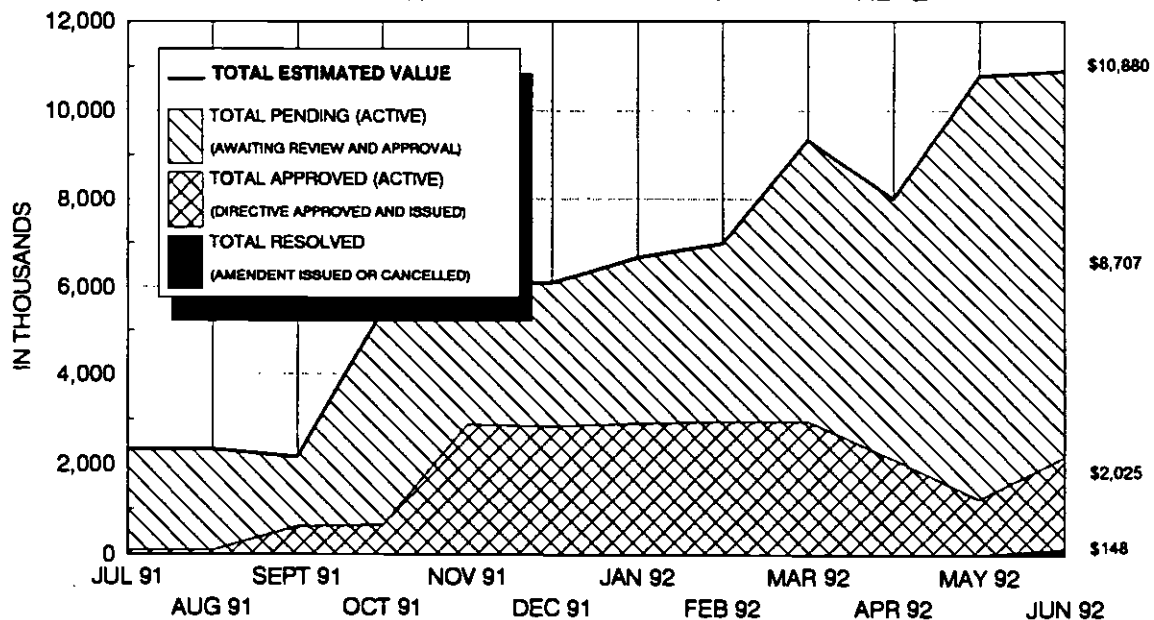
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VOLUME**



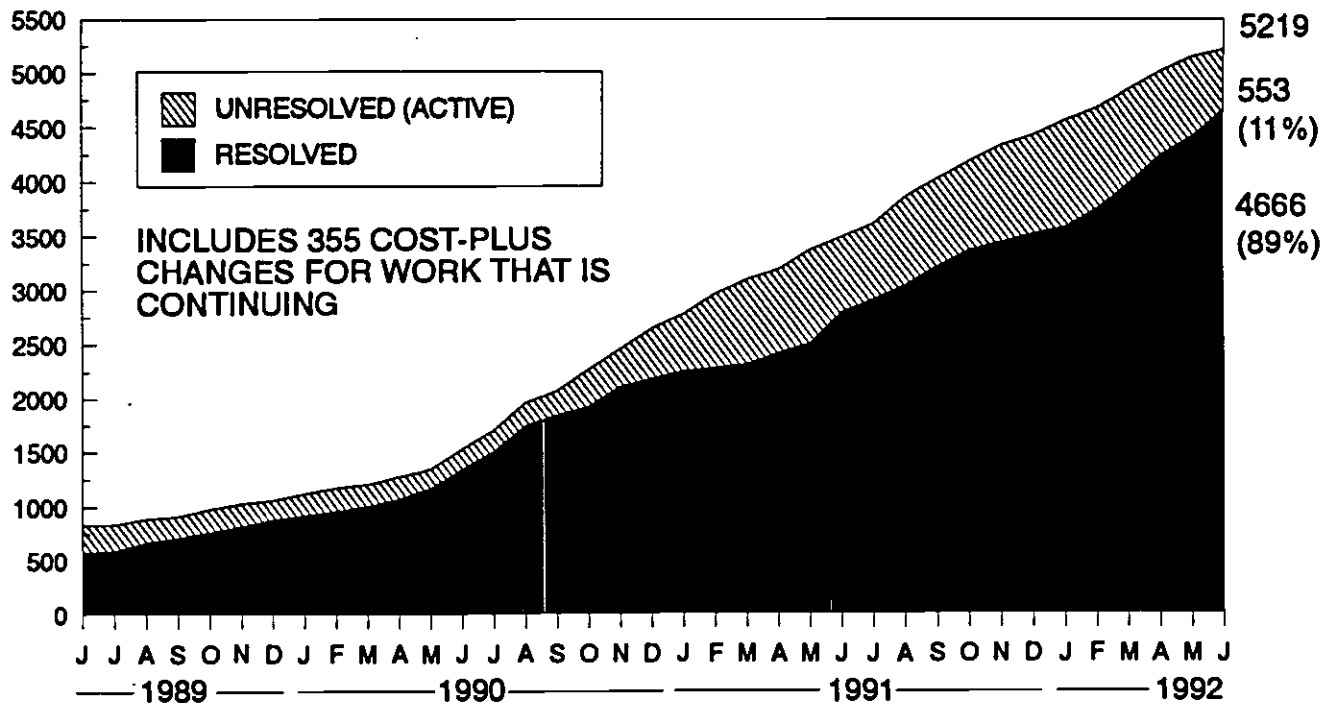
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	13	14	34	63
PERCENT	3%	21%	22%	54%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-1 CONSULTANT CHANGE REQUEST VALUES**



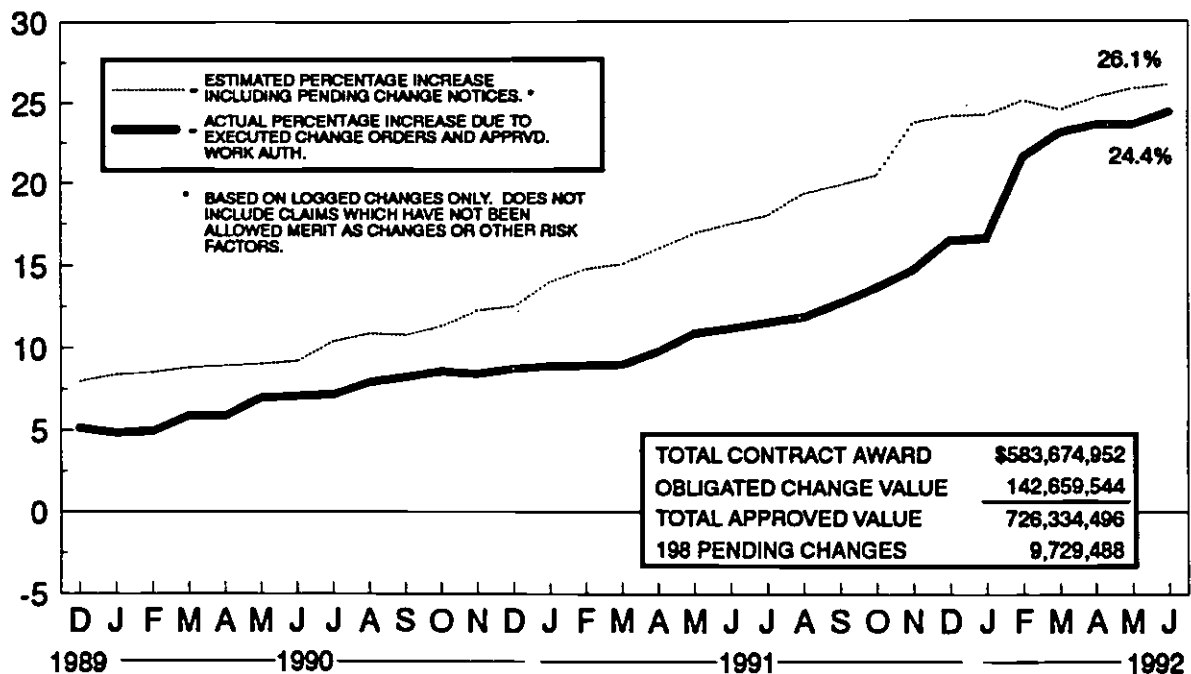
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



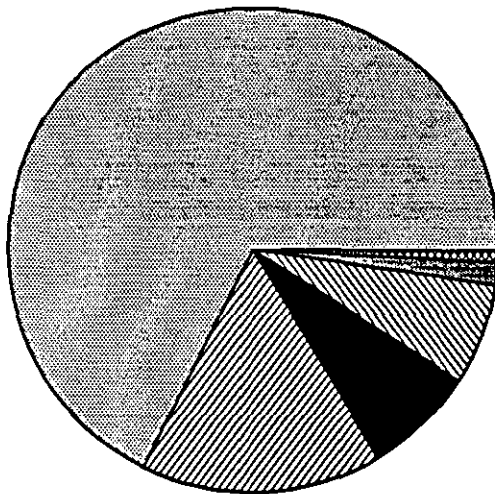
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	57	58	61	377	553
PERCENT	10%	11%	11%	68%	100%

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









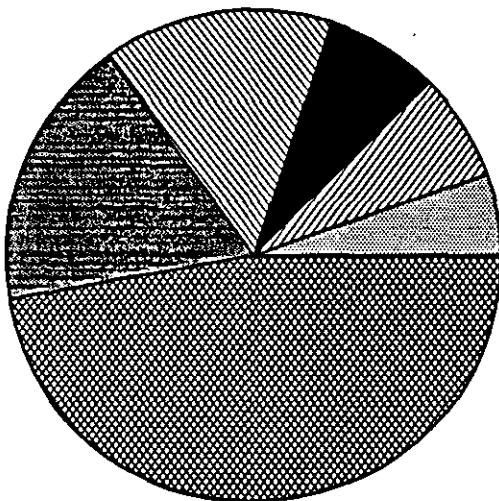
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 06/26/92**









CHANGE VOLUME
TOTAL VOLUME: 3908 CN'S

ABSOLUTE VALUES

2646	67.7%		< \$10,000
623	15.9%		< \$25,000
289	7.4%		< \$50,000
260	6.7%		< \$200,000
57	1.5%		> \$200,000
33	0.8%		> \$1,000,000

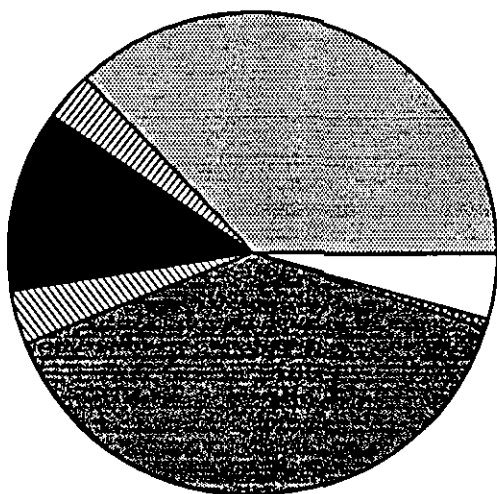


CHANGE COST
TOTAL COST: \$127,952,884








\$6,967,634	5.4%		< \$10,000
\$9,007,810	7.0%		< \$25,000
\$9,544,776	7.5%		< \$50,000
\$19,266,415	15.1%		< \$200,000
\$22,754,412	17.8%		> \$200,000
\$60,411,837	47.2%		> \$1,000,000

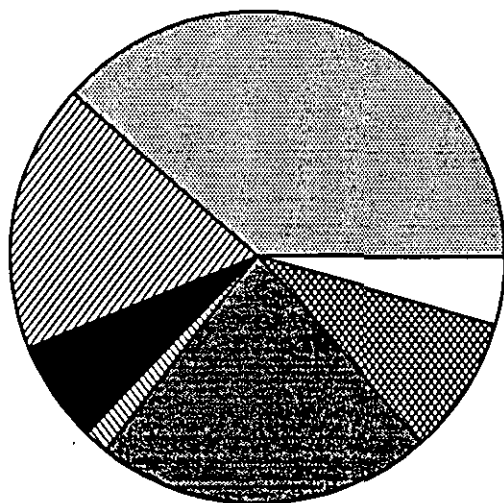
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 06/26/92**










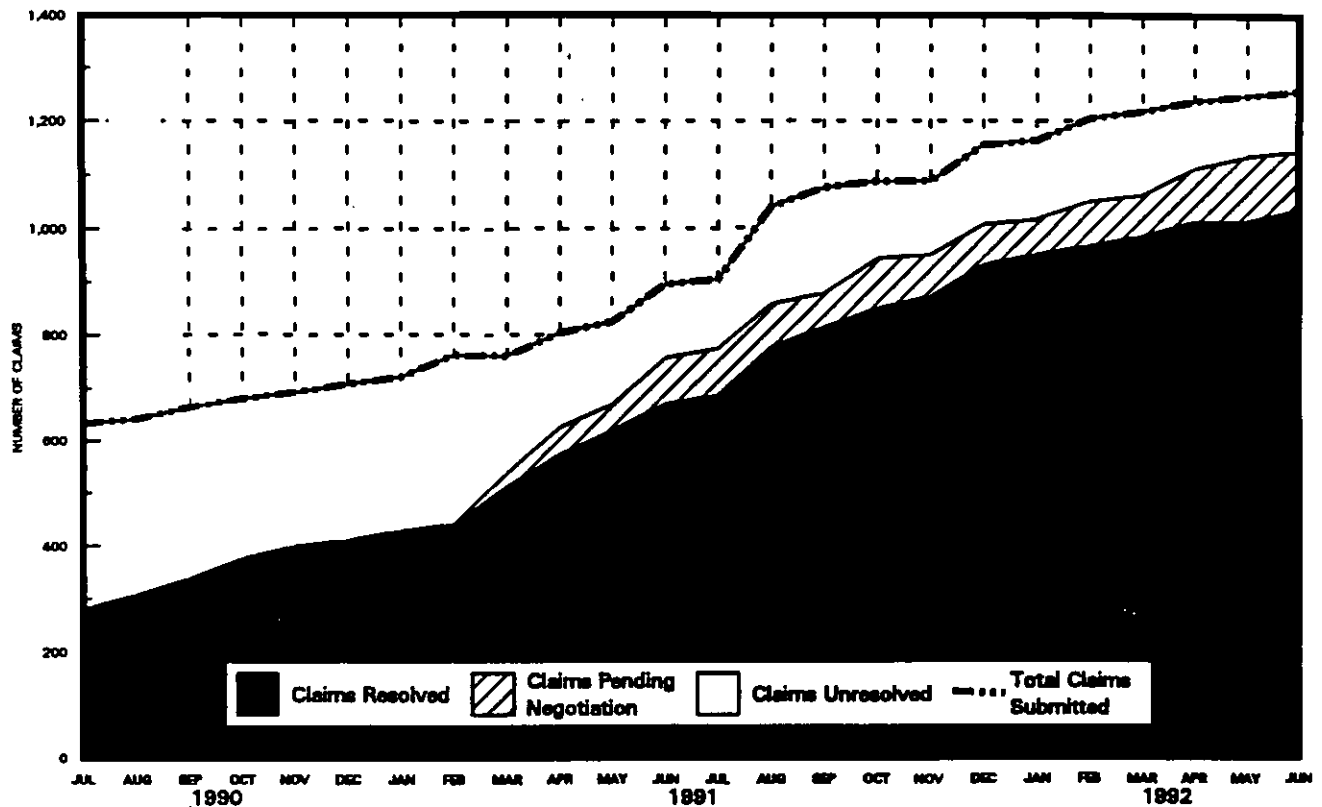
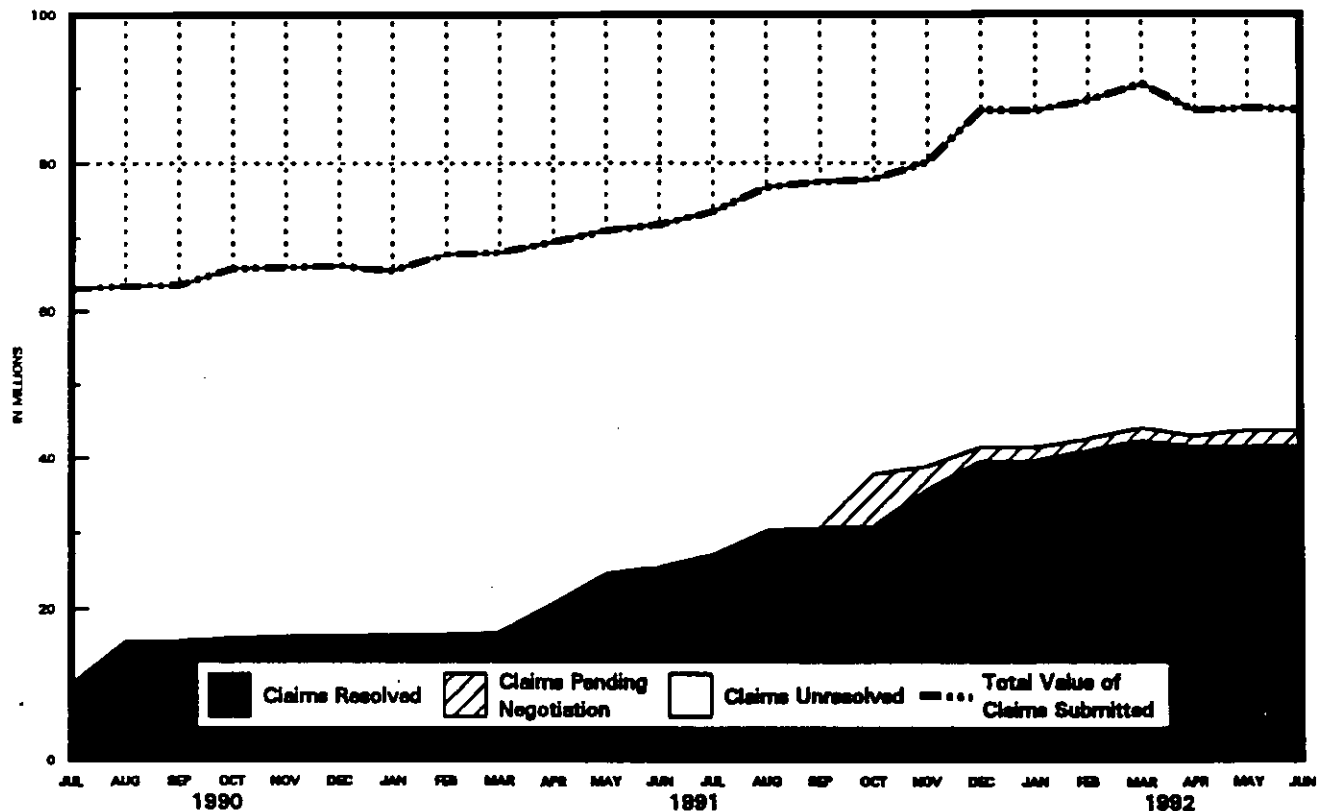
CHANGE BASIS VOLUME
TOTAL VOLUME: 3908 CN'S (2269 CO'S)

1441	36.9%		WORK SCOPE CHANGES
128	3.3%		SCHEDULE CHANGES
482	12.3%		DIFFERING CONDITIONS
141	3.6%		ADMINISTRATIVE
1521	38.9%		DESIGN CHANGES
25	0.6%		MANAGEMENT ISSUES
170	4.4%		UNASSIGNED



CHANGE BASIS COST
TOTAL COST: \$127,952,884

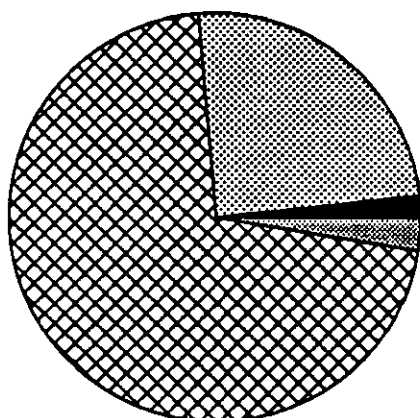
\$48,996,033	38.3%		WORK SCOPE CHANGES
\$22,770,593	17.8%		SCHEDULE CHANGES
\$8,536,749	6.7%		DIFFERING CONDITIONS
\$2,100,671	1.6%		ADMINISTRATIVE
\$28,143,238	22.0%		DESIGN CHANGES
\$11,564,676	9.1%		MANAGEMENT ISSUES
\$5,840,924	4.5%		UNASSIGNED

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT**CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**
Total All Filed Claims - Cost

CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS






Unresolved Claims Distribution Chart

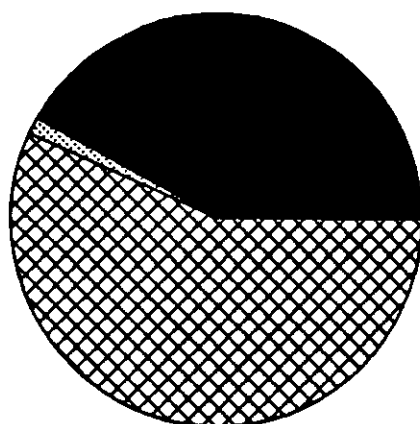
Total All Filed Claims as of 06/26/92



COUNT






TOTAL = 114

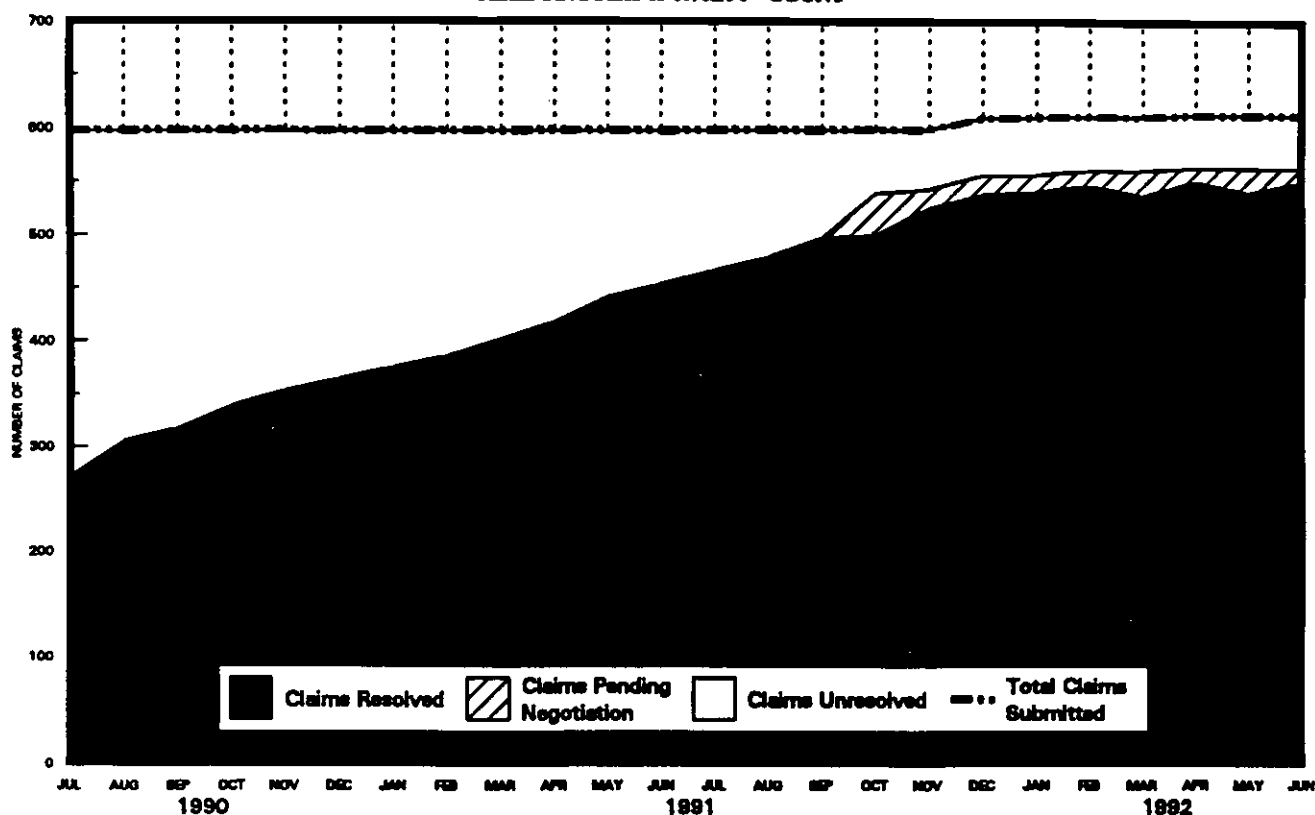
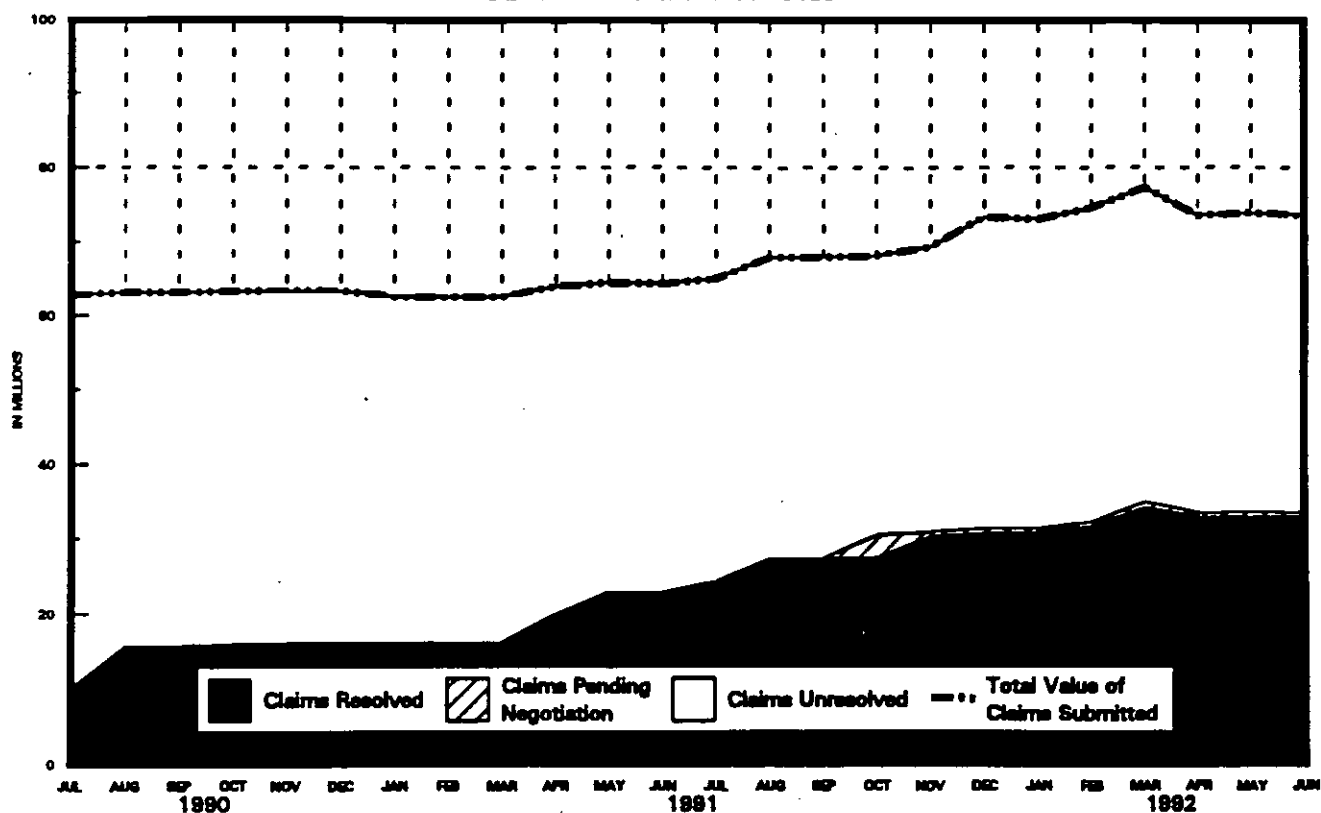
2	1.7%		Litigation
0	0.0%		Closed
28	24.6%		Rejected
81	71.1%		Pending Merit
3	2.6%		In Dispute



COST

TOTAL = \$43,423,814

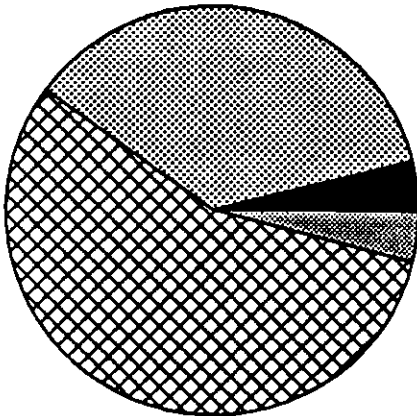
\$18,201,417	41.9%		Litigation
\$0	0.0%		Closed
\$573,262	1.3%		Rejected
\$24,626,054	56.7%		Pending Merit
\$23,081	0.1%		In Dispute

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

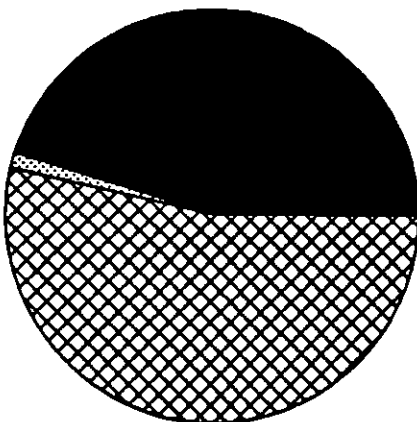
Claims Filed Prior to 07/01/90 as of 06/26/92



COUNT






TOTAL = 50

2	4.0%		Litigation
0	0.0%		Closed
18	36.0%		Rejected
28	56.0%		Pending Merit
2	4.0%		In Dispute

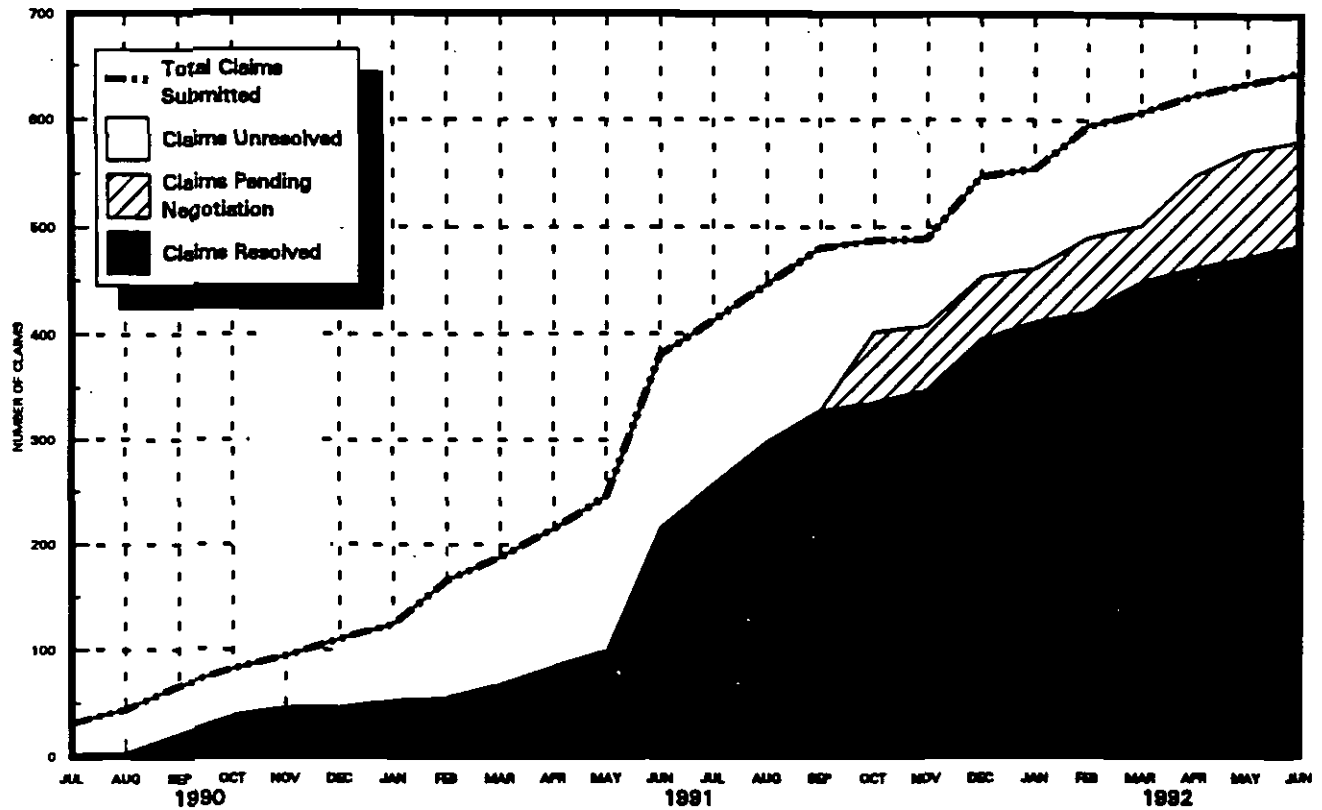


COST

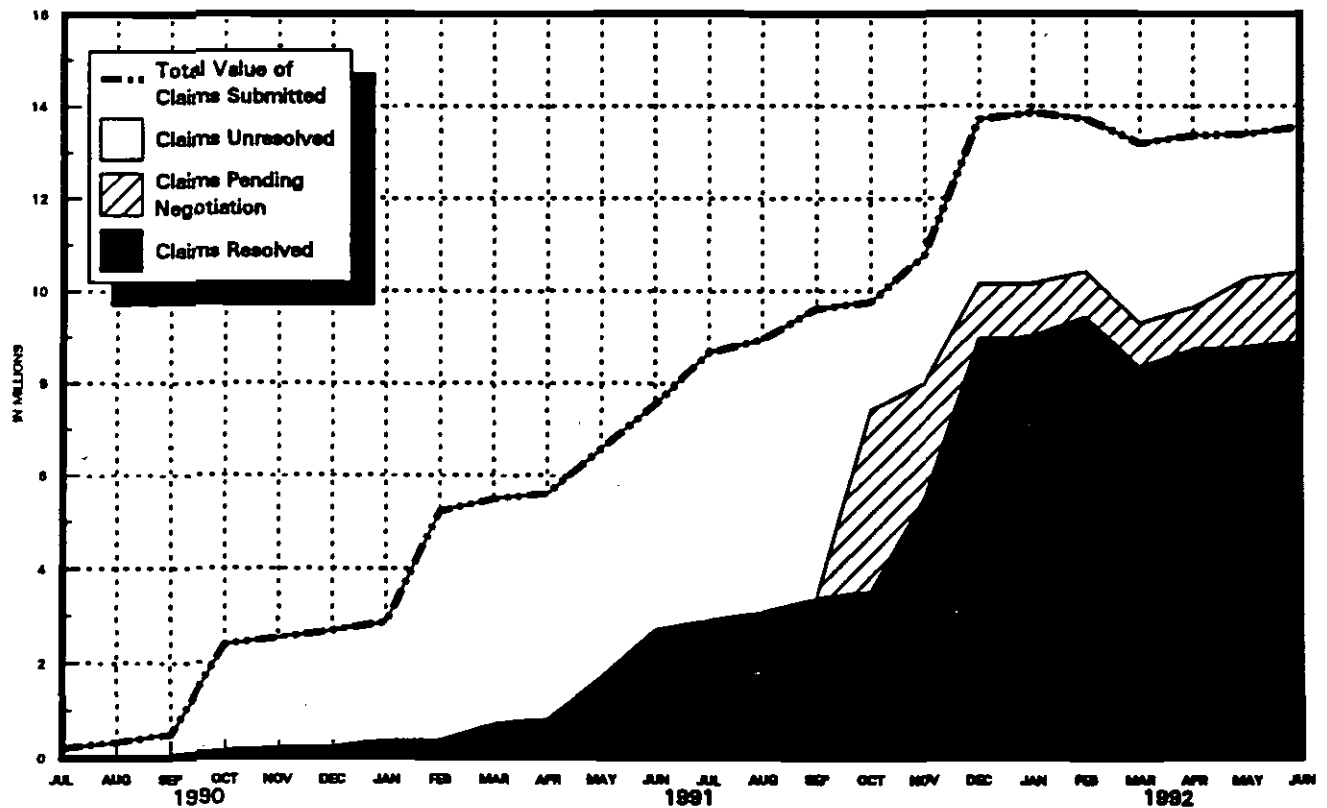
TOTAL = \$40,287,869

\$18,201,417	45.2%		Litigation
\$0	0.0%		Closed
\$494,954	1.2%		Rejected
\$21,568,418	53.5%		Pending Merit
\$23,081	0.1%		In Dispute

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

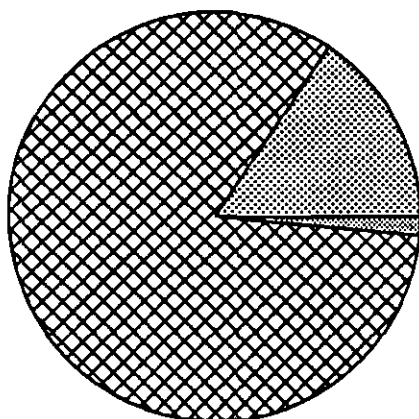


CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed After 07/01/90 - COST








CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

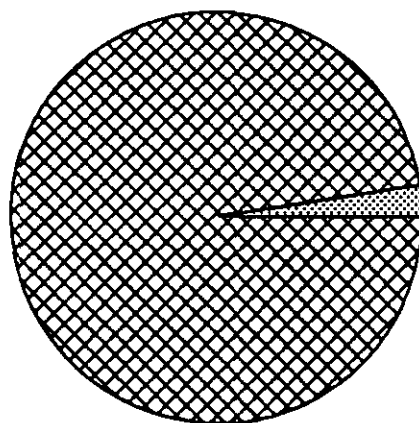
Unresolved Claims Distribution Chart Claims Filed After 07/01/90 as of 06/26/92



COUNT






TOTAL = 64

0	0.0%		Litigation
0	0.0%		Closed
10	15.6%		Rejected
53	82.8%		Pending Merit
1	1.6%		In Dispute

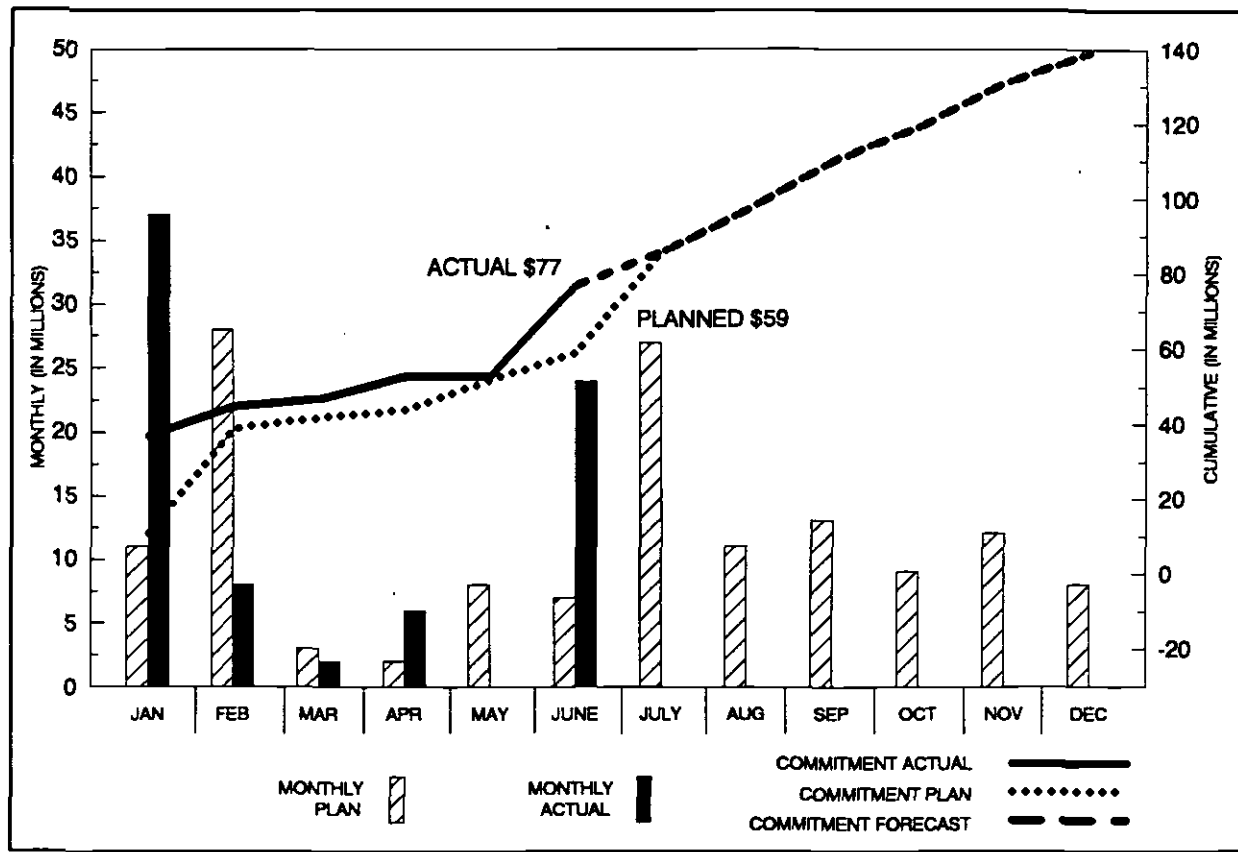


COST

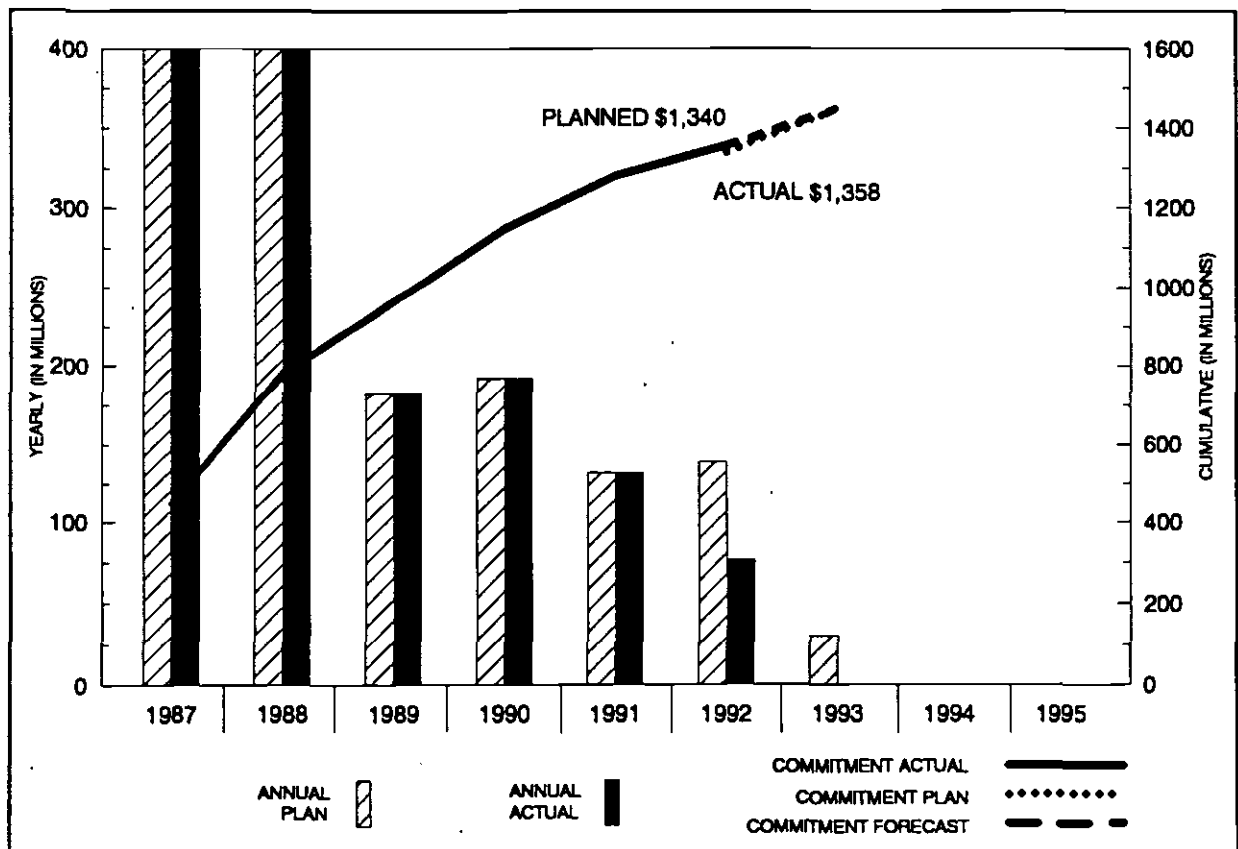
TOTAL = \$3,135,945

\$0	0.0%		Litigation
\$0	0.0%		Closed
\$78,308	2.5%		Rejected
\$3,057,636	97.5%		Pending Merit
\$0	0.0%		In Dispute

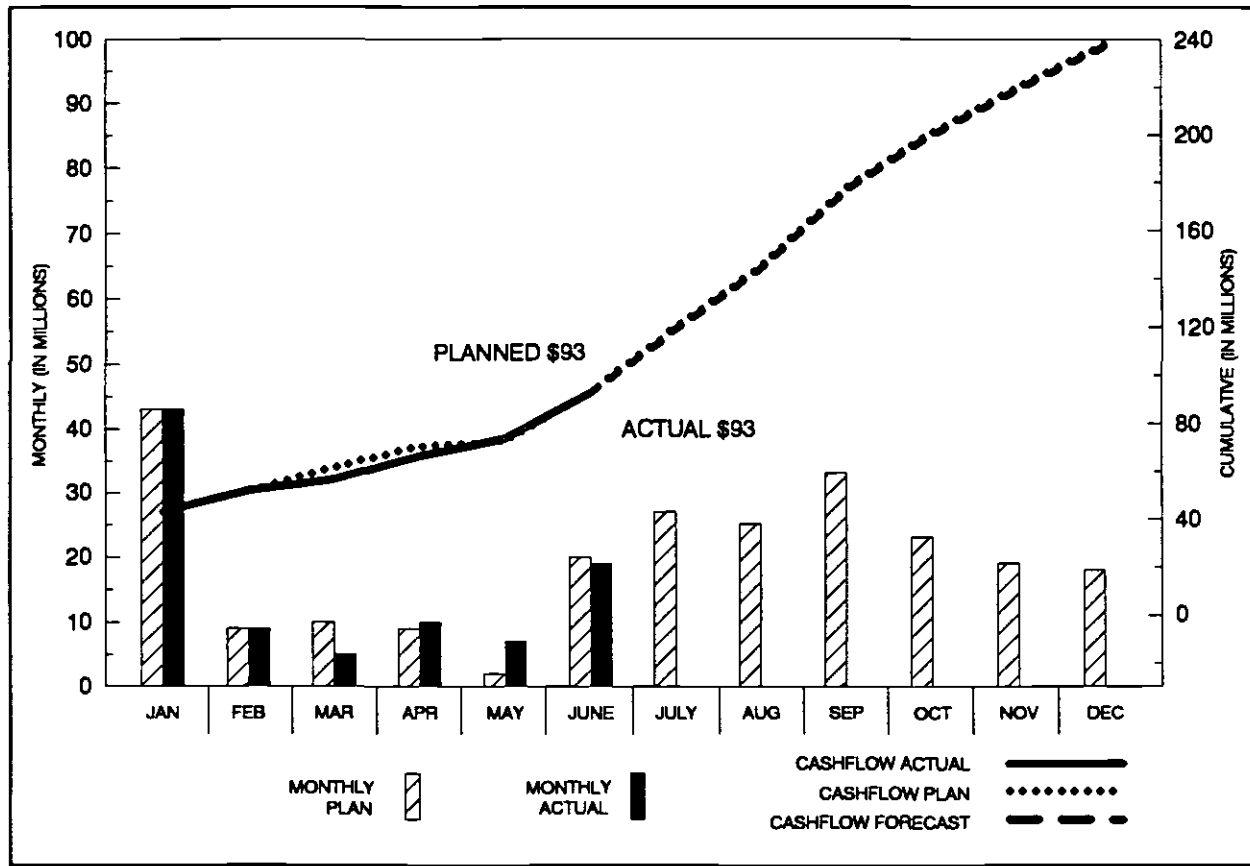
PROJECT COMMITMENTS -- ANNUAL



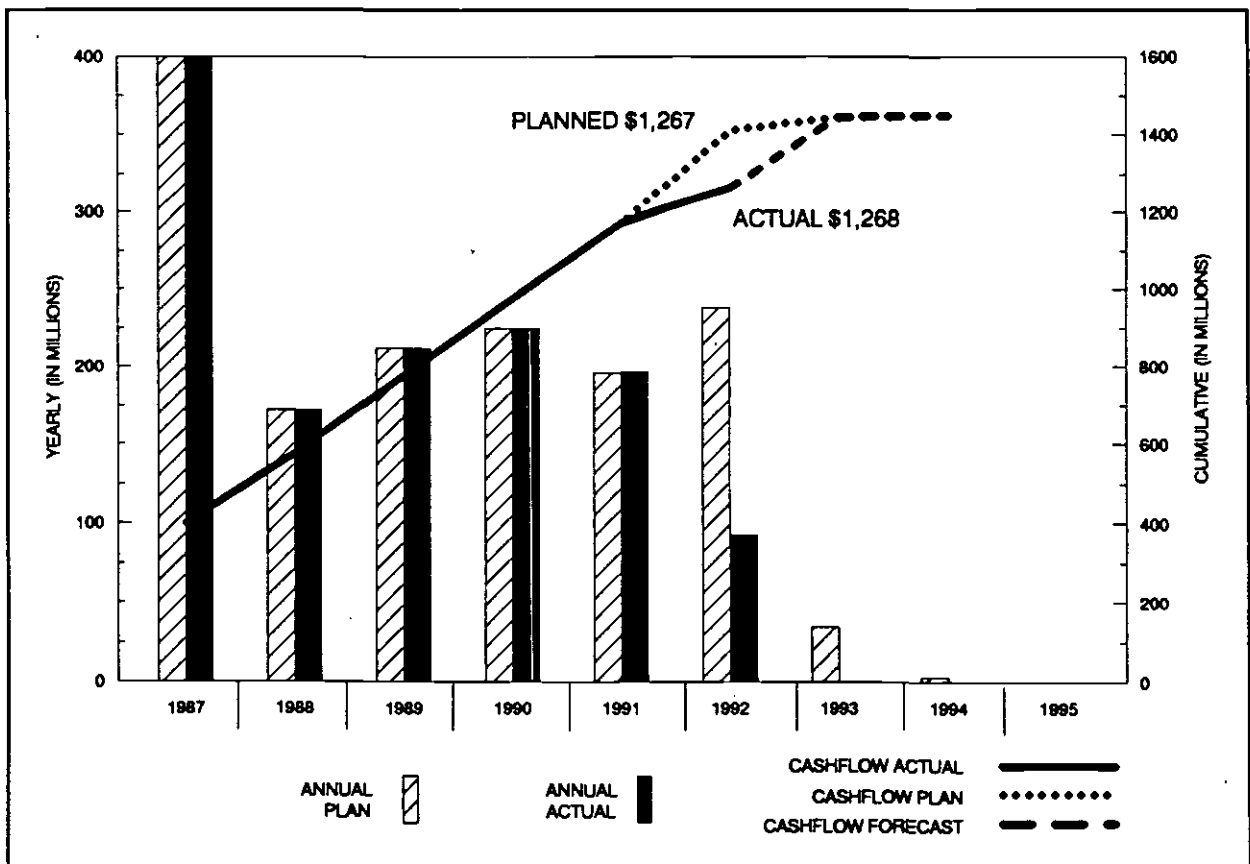
PROJECT COMMITMENTS -- PROJECT

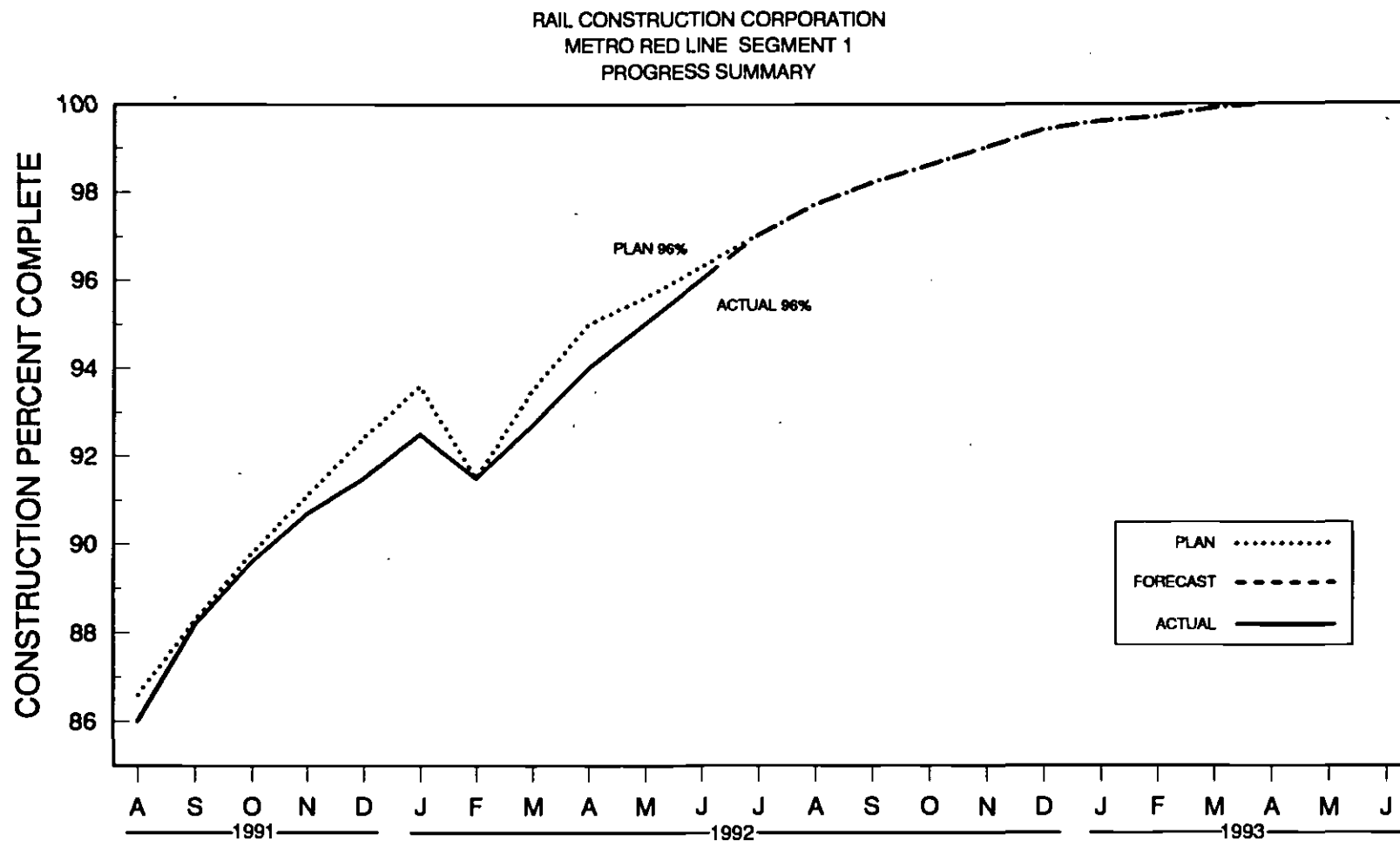


PROJECT CASH FLOW -- ANNUAL

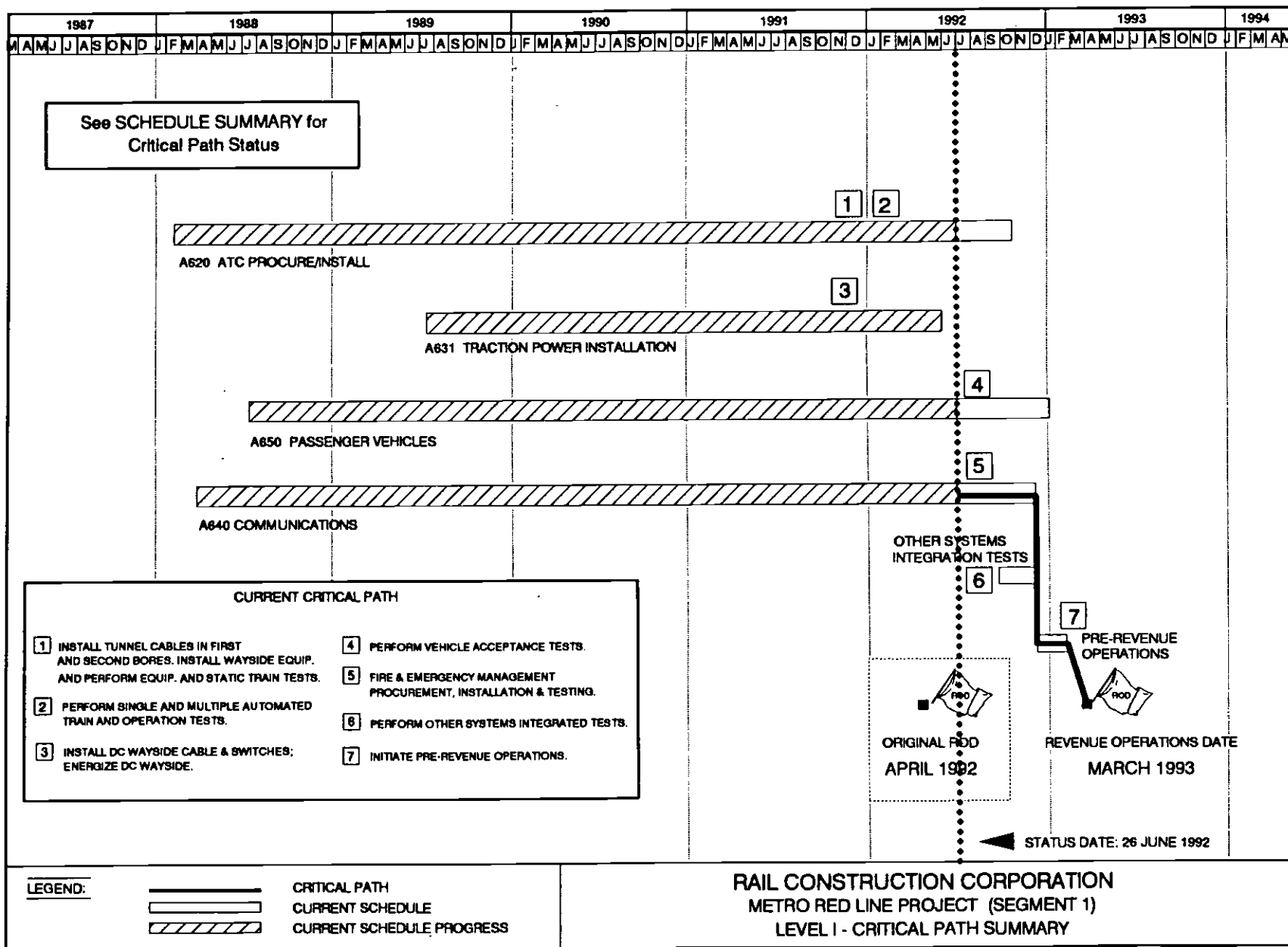


PROJECT CASH FLOW -- PROJECT





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.		
A130	Yard Lead Transfer Zone	O	O	O	O	O		August 92
A135	Union Station Stage I	O	O	O	O	O		July 92
A136	Union Station Stage II	O	O	O	O	O		October 92
A141	U/S - 5 & Hill Tunnels	O	O	O	O	O		August 92
A144	Op. Water Plant U/S	O	O	O	O	O		June 92
A145	Pershing Square Stage I	O	O	O	O	O		July 92
A147	Pershing Square Stage II	O	O	O	O	O		August 92
A157	Civic Center Station Stage I	O	O	O	O	O		Sept 92
A165	7th & Flower Station Stage I	O	O	O	O	O		August 92
A167	7th & Flower Station Stage II	O	O	O	O	O		August 92
A187	Wilshire/Alvar Stat. Stage II	O	O	O	O	O		August 92
A610/115	Track Installation	O	O	O	O	O		June 92

INVOICE PROCESSING

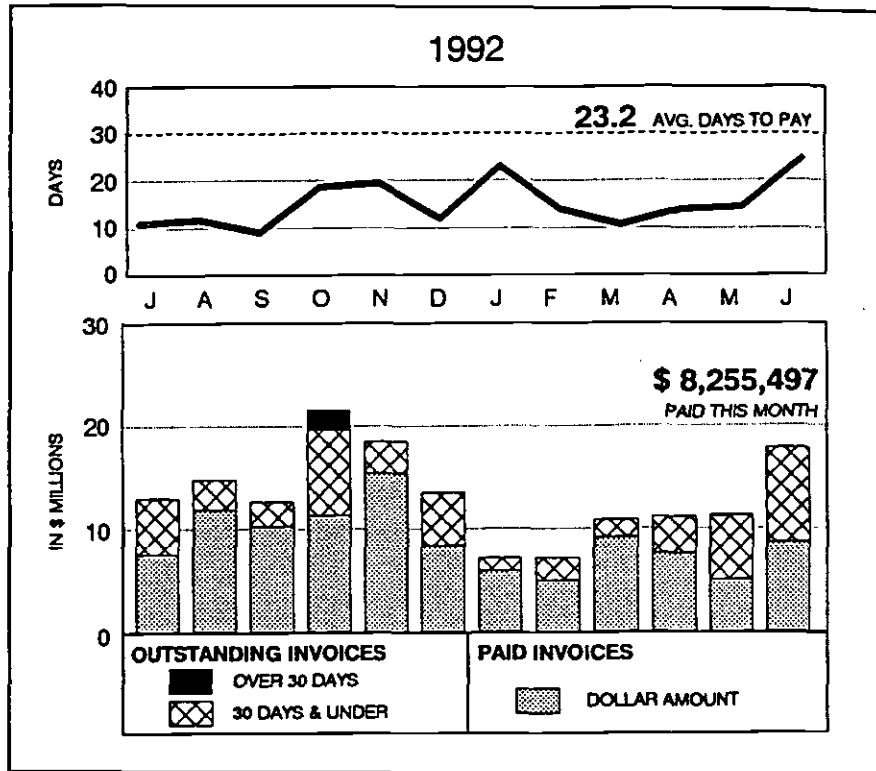
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 23.2 days.

- 35 invoices were paid for a total value of \$ 8,255,497.

- There were 10 outstanding Construction/ or Procurement invoices under 30 days old for \$ 8,814,433.

- 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
MAY 1992	18	5,930,887	2	96,797	18	2,257,948	3	921,181
JUN 1992	10	8,814,433	0	0	24	1,364,108	4	878,023

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The direct cost increased by \$10,751,000 due to Contract B271 Re-issued Prefinal Estimate; Contract B620, In-Progress Estimate; Contract B795 In-Progress Estimate; three of the Awarded Contracts Forecast Changes; Accounting and Forecast Reconciliation of Engineering Professional Services; Real Estate Forecast Revisions; Revised Real Estate Forecasts; and Schedule Change Impacts on Costs Forecasts. This increase was partially offset by Contract B630 Prefinal Estimate; Contract B251 Contract Low Bid; Contract B211 Forecast Changes; and B631 In-Progress Estimate. Project Contingency was reduced by \$10,751,000 to offset the direct cost increase.

SCHEDULE STATUS

- Current Revenue Operation Date

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Current Revenue Operation Date for Vermont/Hollywood Corridor is in review.
- Design Progress

- Plan	83%
- Actual	80%
- Construction Progress

- Plan	12%
- Actual	10%

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	72	37	31	4	190
LAST MONTH	72	33	35	4	190

- There are 72 parcels of land required for the Segment 2 Project. The acquisition breakdown is as follows: 27 full takes, 44 subsurface easements, and one temporary construction easement.
- To date, there have been 37 parcels acquired. Twenty-three 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 four parcels which may not be available by their scheduled need dates. This number has not changed since last month.

Of the four parcels, two parcels were delayed for Environmental Studies. The other two parcels are expected to be available before needed for construction.

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 Parsons Brinckerhoff/DMJM Project Managers, and Parsons Brinckerhoff/DMJM Estimating Department.

Noise Mitigation

- Concern:** The noise level of construction work at Contract B221 caused complaints from the local community. 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. No major construction work will be performed at Normandie Station during the hours of 10 p.m. to 6 a.m. A limited scope of work can be performed at night beneath the decking. Noise monitoring is conducted on a daily basis.
- Status:** Noise mitigation measures continue to be 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 the public are still being received. This has resulted in rescheduling or preventing construction work during specific hours. The frequency of the noise complaints is dependent upon the type of construction activity or operation performed. Studies continue to be performed to determine if additional specific mitigation measures for a particular construction activity or operation 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 seven months after Notice-to-Proceed (February 10, 1993). Further delay may impact the Revenue Operations Date.

Action: Expedite procurement of Parcels B2-226 and B2-227.

Status: The Construction Manager, Parsons Dillingham, is currently investigating possible work-around plans.

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

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

ONGOING

April '92 Design Quality

Concern: The EMC has not developed internal QA procedures.

Action: RCC's QA/QC audit required the EMC to respond with internal procedures.

Status: The RCC and Hill International have completed their review of the draft QA procedures and the EMC is in the process of incorporating these. A final draft will be completed by 8/1/92.

NEW

May '92 Project Management Plan

Concern: Progress in revising the PMP has been too slow.

Action: Completion of Rev 3 should be a priority item. All sections with the exception of Construction Mgmt., Design Mgmt., and Estimating have been completed.

Status: The Construction, Design, and Estimating sections are scheduled for completion in the first week of July. The completed PMP should be ready for FTA approval at the next quarterly meeting.

RESOLVED

NONE

KEY ACTIVITIES - JUNE

- Completed pocket track excavation and excavation of cross passage #17, and continued pocket track structure concrete at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Completed utility excavation/support and station vault excavation/support at Contract B211, Wilshire/Vermont Station.
- Continued utility excavation/support at station and installation of piles for appurtenant structures; commenced turnout structure excavation; completed right alignment tunnel excavation; and continued station vault excavation inside of Wilshire/Normandie Station limits at Contract B221, Wilshire/Normandie Station and Line.
- Continued installation of station soldier piles for appurtenant structures, utility excavation/support at station and station vault excavation at Contract B231, Wilshire/Western Station and Crossover. Recovered tunnel shield machine at completion of right alignment tunnel excavation.
- Awarded Contract B251, Vermont/Hollywood Tunnel, to the Joint Venture of Shea, Kewitt, Kenney.
- Reactivated Contract B215, Wilshire/Vermont Station, Stage II. Design continues as planned pending resolution of real estate hearings.
- Completed Preliminary Engineering on the Option 1 Station Enhancements for Contract B252, Vermont/Santa Monica Station.

KEY ACTIVITIES - PLANNED FOR JULY

- Continue pocket track structure concrete and turn-under for left alignment tunnel excavation at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continue station vault excavation/support at Contract B211, Wilshire/Vermont Station.
- Continue turnout structure excavation, continue utility excavation/support at station, station vault excavation, and installation of soldier piles for appurtenant structures at Contract B221, Wilshire/Normandie Station and Line.
- Continue soldier pile installation for appurtenant structures, utility excavation/support at station and station vault excavation at Contract B231, Wilshire/Western Station.
- Commission Notice-to-Proceed for Contract B251, Vermont/Hollywood Tunnel, is planned for July 13, 1992.
- Issuance of Final Design Documents for review is scheduled for late July 1992, for Contract B271, Hollywood/Western Station.
- Complete Preliminary Engineering for the Option 1 Station Enhancements for Contract B241, Vermont/Beverly Station, Contract B261, Vermont/Sunset Station, and Contract B281, Hollywood/Vine Station.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 2

Period: 30-May-92 to 26-Jun-92
Run Date: 22-Jul-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	408	309,676	10,686	119,234	12,424	111,355	27,364	974,823	68,993
S Professional Services	289,150	0	297,844	59,682	282,868	4,956	101,272	2,424	92,140	7,105	343,949	46,105
R Real Estate	79,827	0	76,567	(9,846)	51,810	473	49,304	473	49,304	3,635	103,375	26,808
F Utility/Agency Force Account	36,668	0	18,404	0	4,969	(22)	1,761	(18)	1,761	0	27,562	9,158
D Special Programs	2,044	0	2,044	315	637	14	207	14	207	47	9,763	7,719
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(10,751)	66,893	(78,850)
A Project Revenue	0	0	0	0	0	(4)	(173)	(4)	(173)	(27,400)	(79,933)	(79,933)
Project Grand Total:	1,446,432	0	1,446,432	50,559	649,960	16,103	271,605	15,313	254,594	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

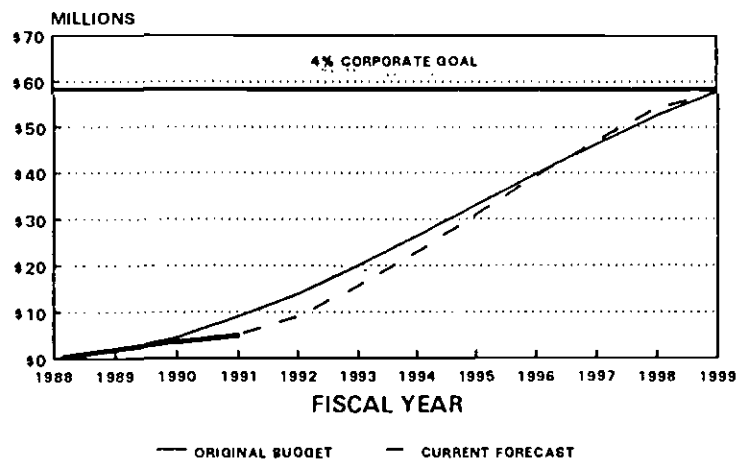
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$239,924	36%	\$88,584	13%	\$71,479	11%
STATE	\$185,985	\$27,000	\$97,711	53%	\$39,588	21%	\$21,327	11%
LACTC	\$439,447	\$97,856	\$249,542	57%	\$93,540	21%	\$90,317	21%
CITY OF L.A.	\$96,000	\$21,400	\$50,435	53%	\$20,434	21%	\$19,737	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$12,348	21%	\$12,348	21%	\$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%	\$11,919	
TOTAL	\$1,446,432	\$630,382	\$649,960	45%	\$254,594	18%	\$214,779	15%

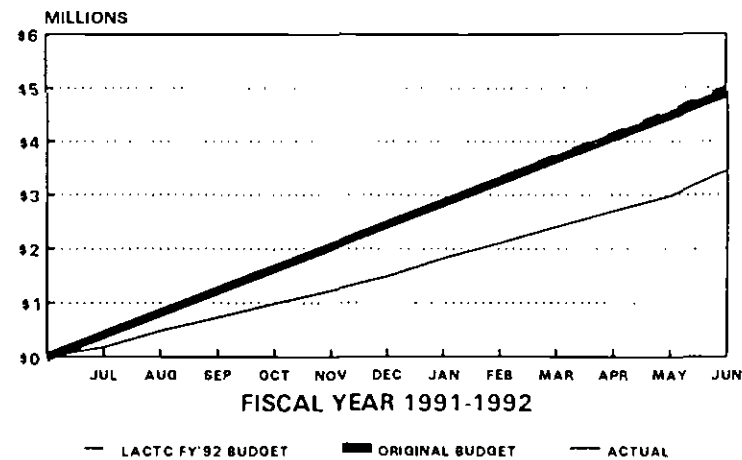
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(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)

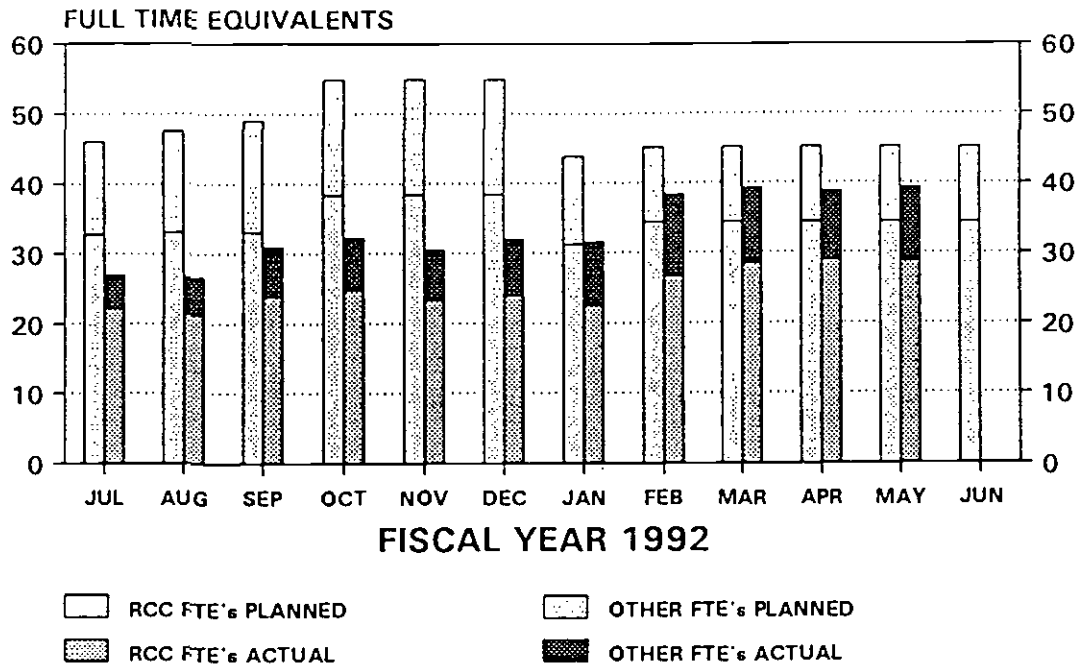
TOTAL PROJECT BUDGET	\$1,446,432
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$57,541
FORECAST % OF TOTAL PROJECT	3.9%

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

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
ACTUAL \$ TO DATE	\$3,454

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



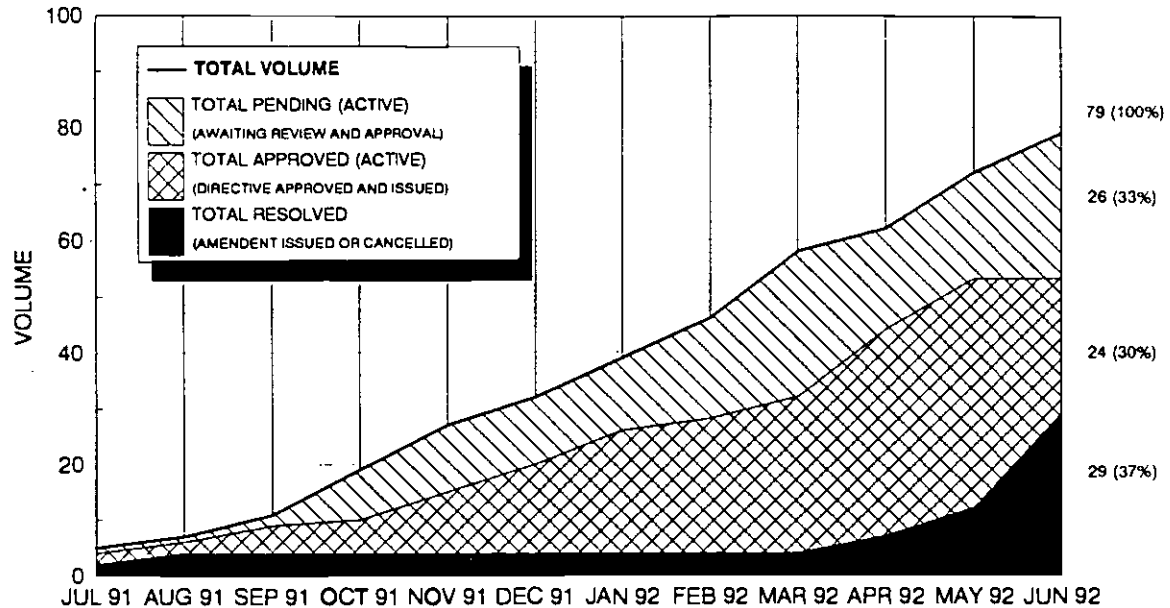
FY'92 Amended Budget implemented FEB'92

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	29
OTHER FTE's PLANNED	11
OTHER FTE's ACTUAL	10
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	39

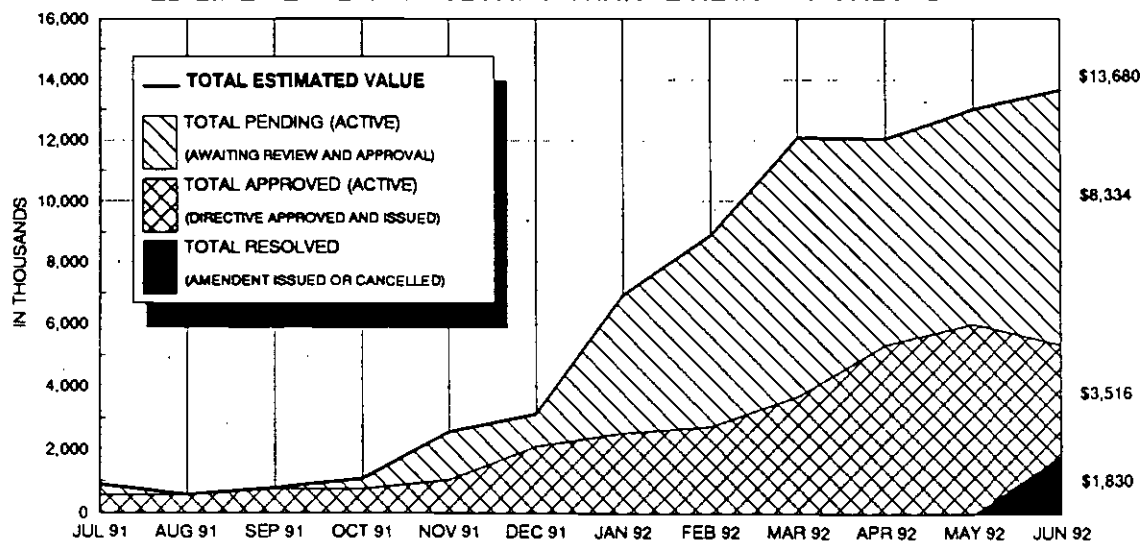
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

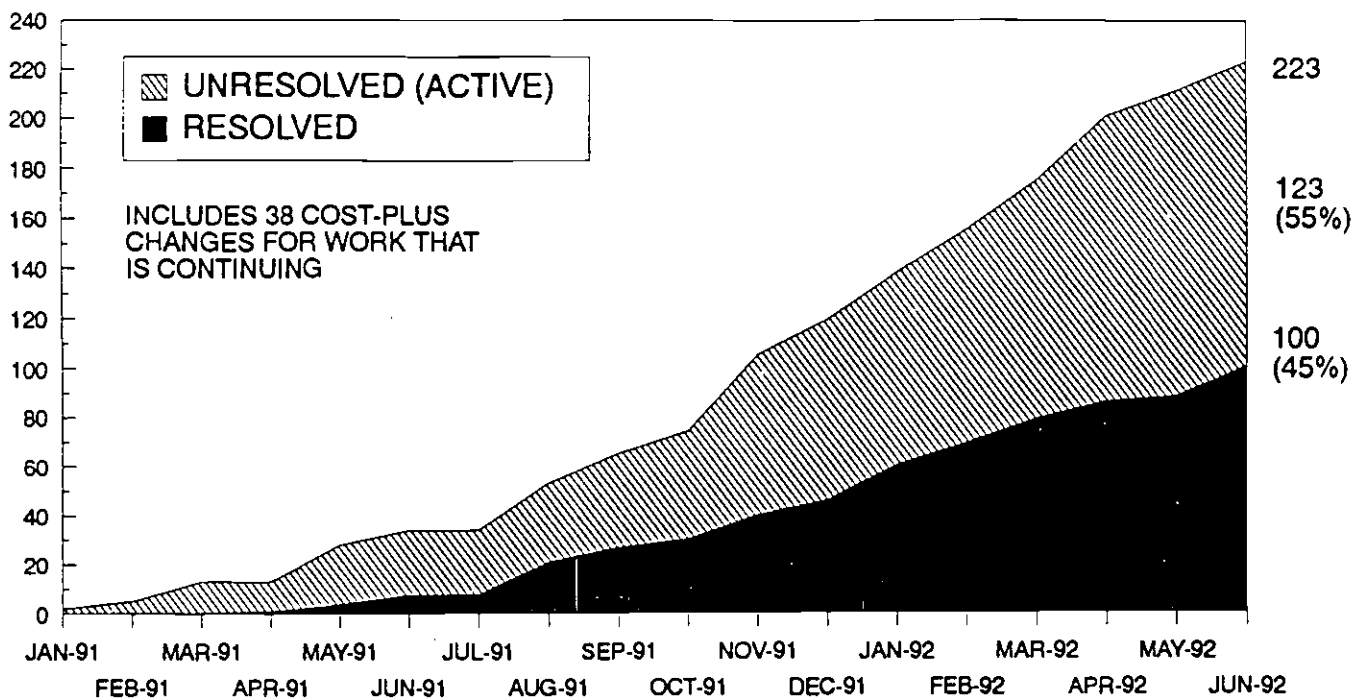
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	7	10	1	31	49
PERCENT	14%	21%	2%	63%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE RESOLUTION

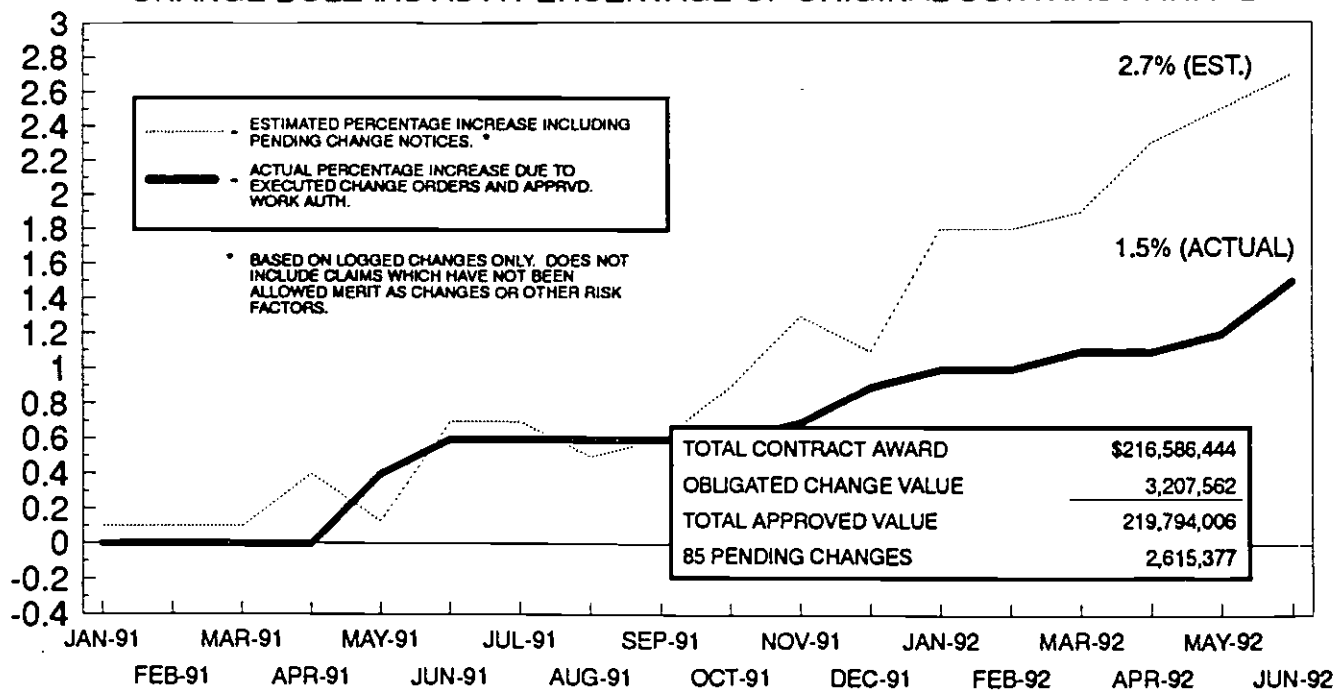


AGE OF UNRESOLVED CHANGES

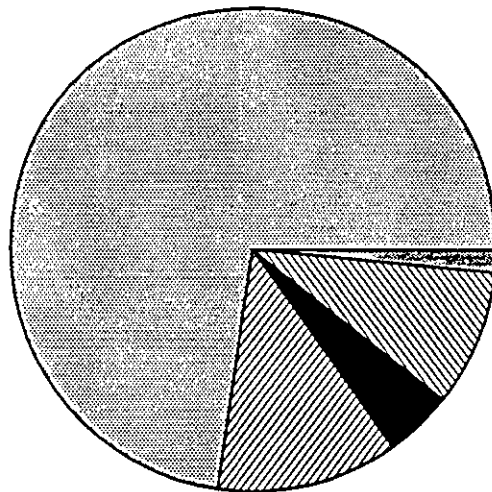
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	37	13	9	64	123
PERCENT	30%	11%	7%	52%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD









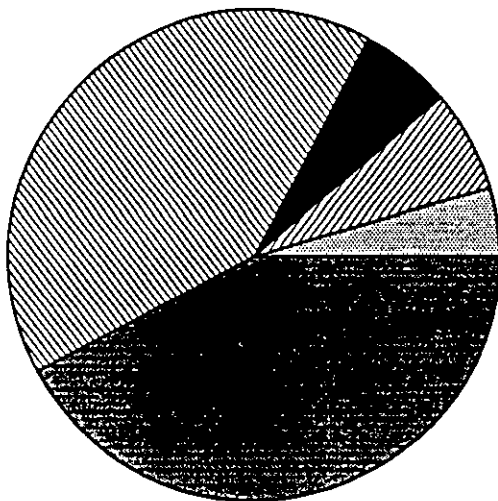
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 06/26/92**









CHANGE VOLUME
TOTAL VOLUME: 66 CN'S

ABSOLUTE VALUES

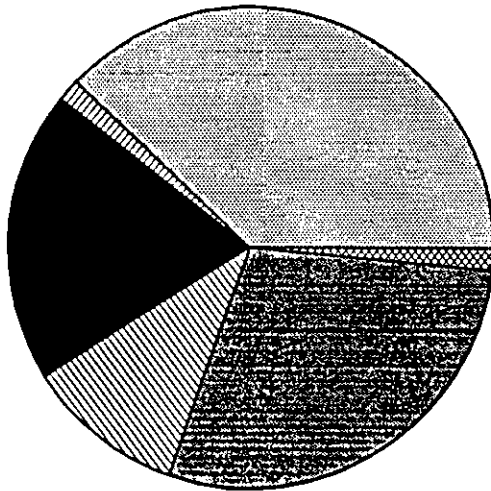
48	72.7%		< \$10,000
8	12.1%		< \$25,000
3	4.6%		< \$50,000
6	9.1%		< \$200,000
1	1.5%		> \$200,000
0	0.0%		> \$1,000,000



CHANGE COST
TOTAL COST: \$1,837,901

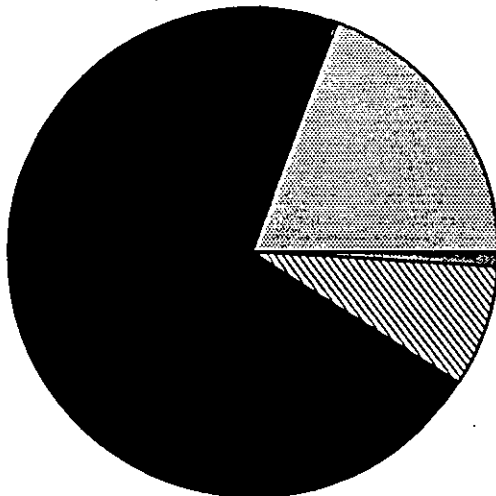
\$83,194	4.5%		< \$10,000
\$124,117	6.7%		< \$25,000
\$111,190	6.1%		< \$50,000
\$744,400	40.5%		< \$200,000
\$775,000	42.2%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 06/26/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 66 CN'S (56 CO'S)

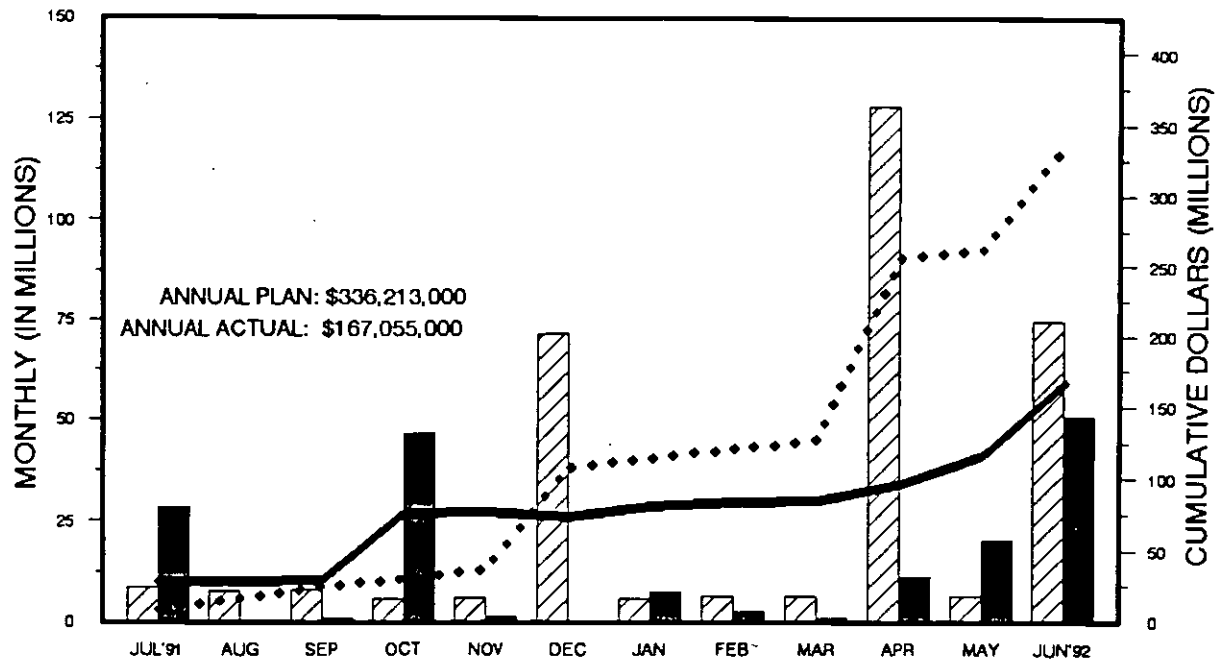
25	37.9%		WORK SCOPE CHANGES
1	1.5%		SCHEDULE CHANGES
13	19.7%		DIFFERING CONDITIONS
7	10.6%		ADMINISTRATIVE
19	28.8%		DESIGN CHANGES
1	1.5%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



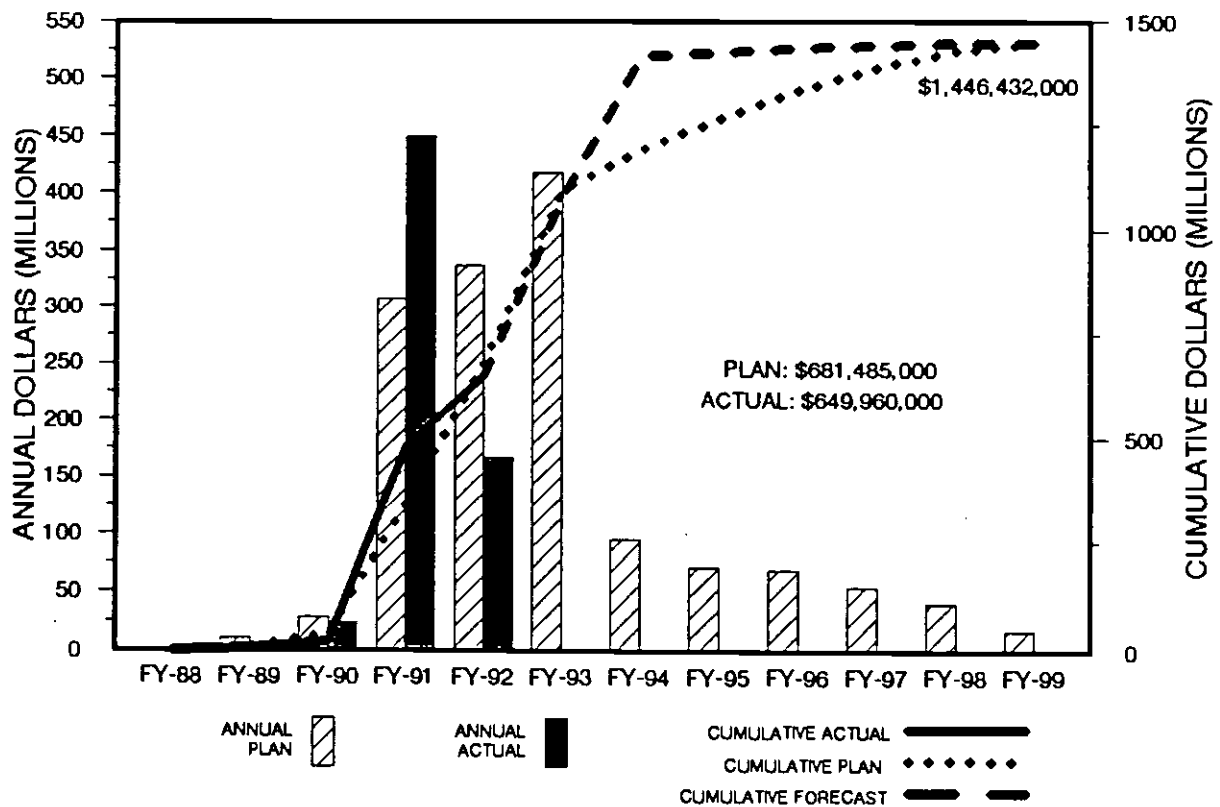
CHANGE BASIS COST
TOTAL COST: \$1,837,901

\$356,146	19.4%		WORK SCOPE CHANGES
\$3,405	0.2%		SCHEDULE CHANGES
\$1,312,809	71.4%		DIFFERING CONDITIONS
\$148,590	8.1%		ADMINISTRATIVE
\$16,951	0.9%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES
\$0	0%		UNASSIGNED

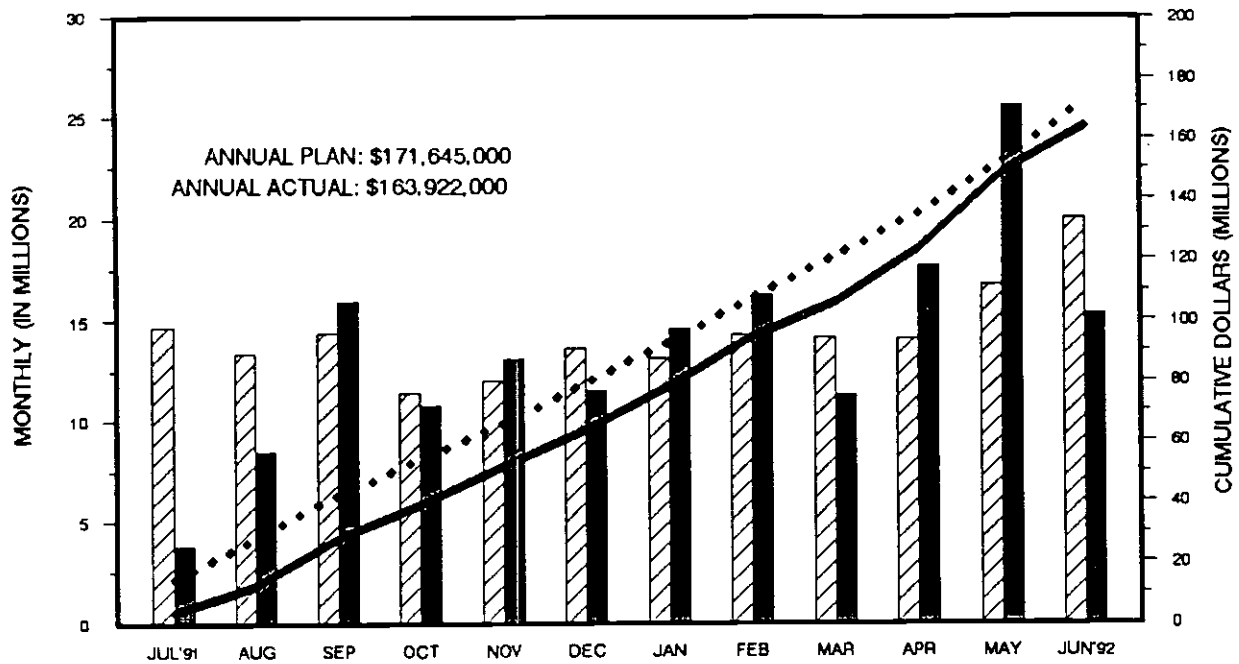
ANNUAL PROJECT COMMITMENTS (FY '92)



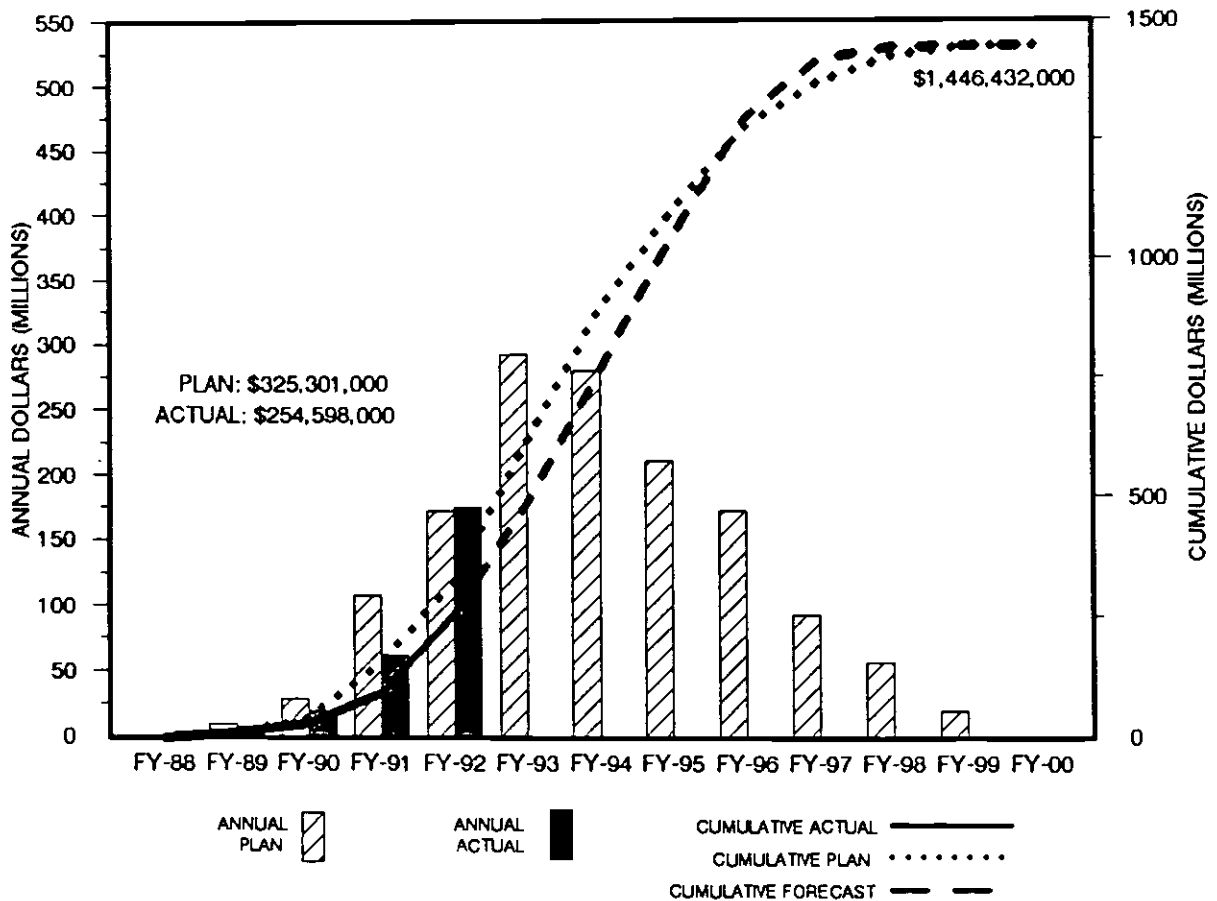
TOTAL PROJECT COMMITMENTS



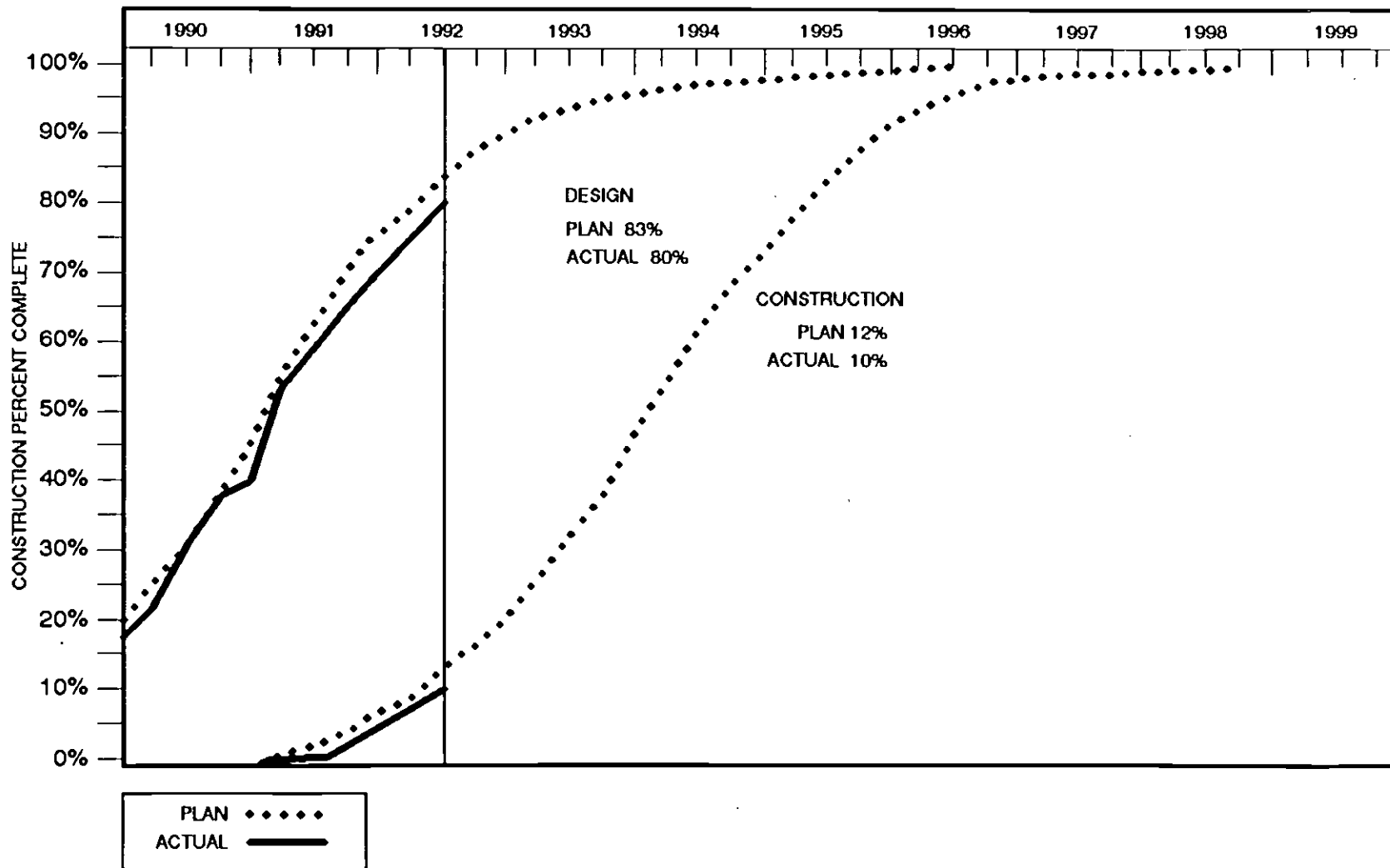
ANNUAL PROJECT CASHFLOW (FY '92)



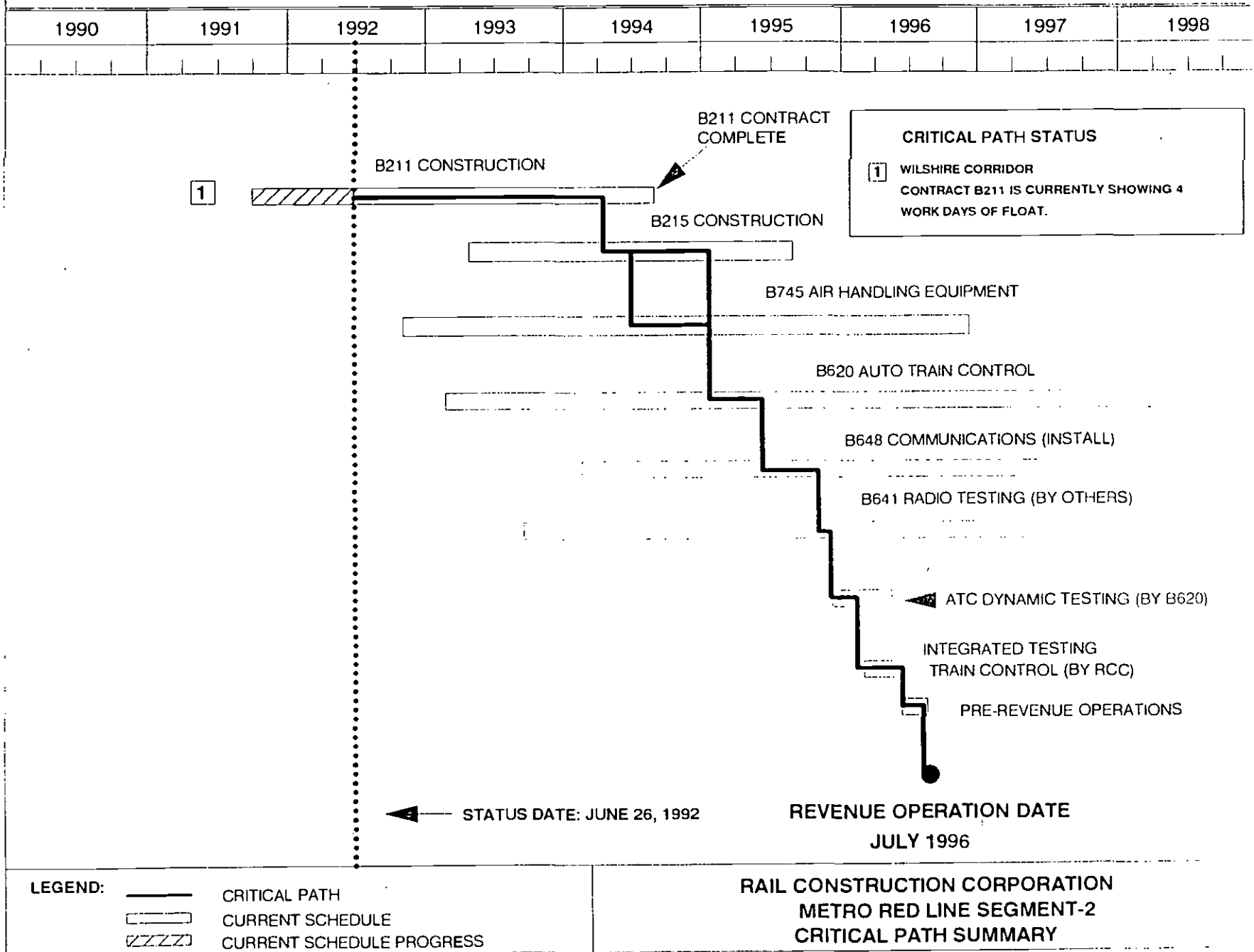
TOTAL PROJECT CASHFLOW

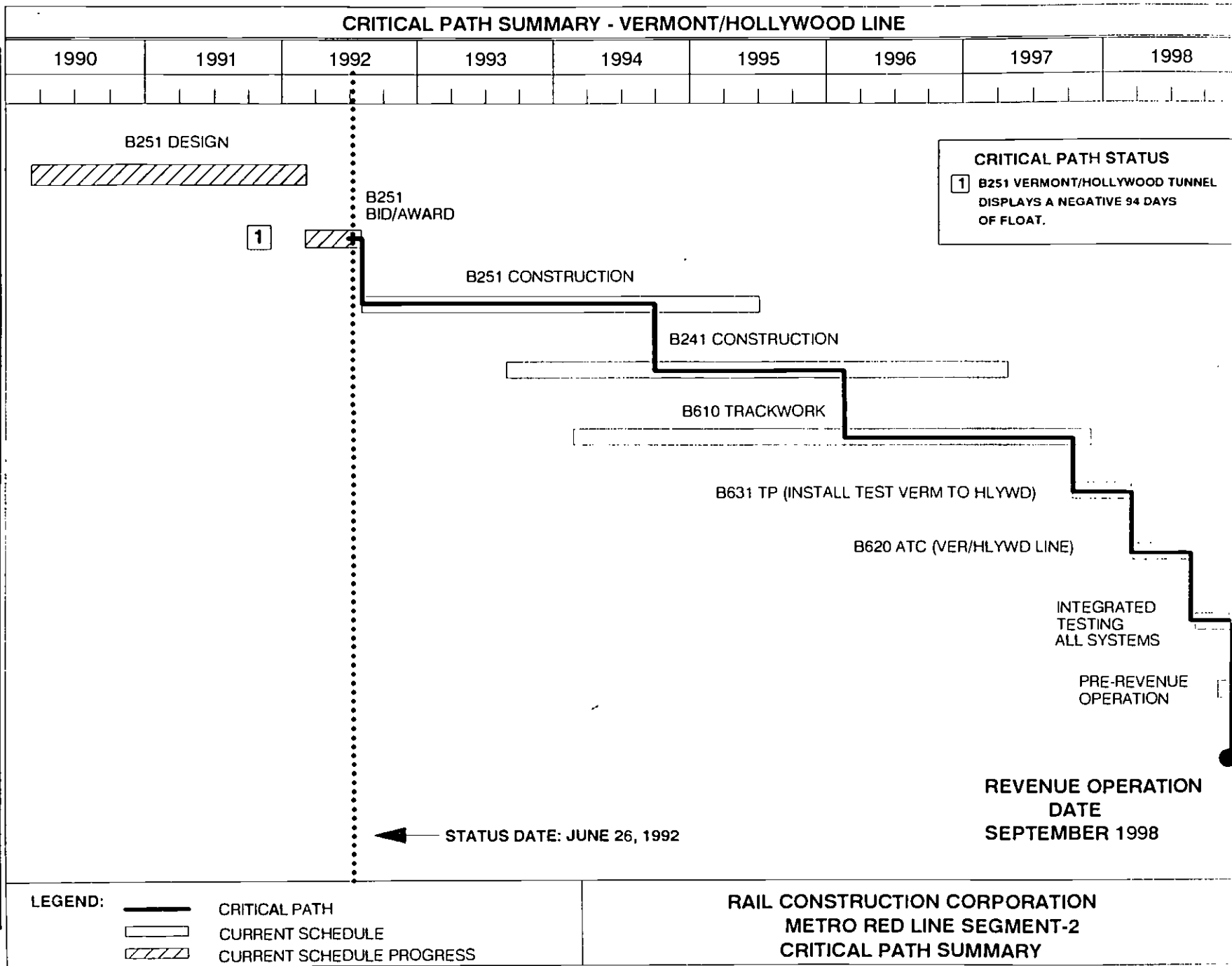


RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY



CRITICAL PATH SUMMARY - WILSHIRE LINE





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

INVOICE PROCESSING

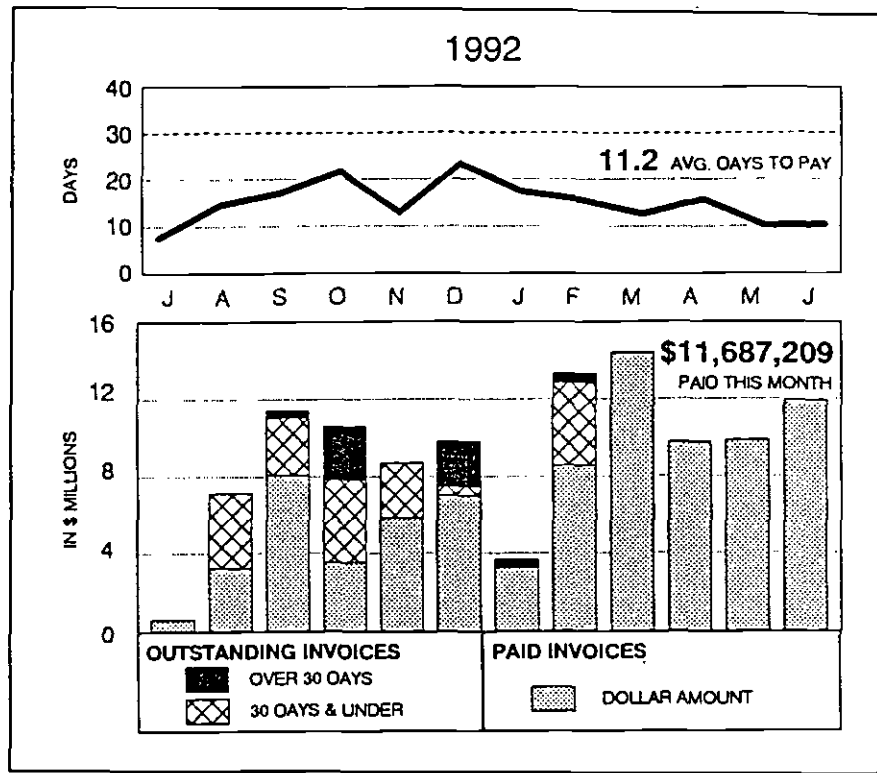
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.2 days.

- 15 invoices were paid for a total value of \$ 11,687,209.

- There was 1 outstanding Construction or Procurement invoice under 30 days old for \$ 7,088.

- 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	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
MAY 1992	0	0	0	0	32	989,296	8	74,848
JUN 1992	1	7,088	0	0	29	1,624,615	8	84,557