

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	1,248,779	Plan	100%
Current Budget	1,450,019	Actual	98%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	96%
Original	April 1992	Actual	95%
Forecast	June 1993		

Metro Red Line Segment 2

Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design:	
Expended to Date	239,281	Plan	81%
Current Budget	1,446,432	Actual	77%
Schedule Status		Construction:	
ROD: Wilshire Vermont/Hlywd		Plan	10%
Original Jul '96 Sep '98		Actual	9%
Forecast Jul '96 Sep '98			

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

Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design:	
Expended to Date	194,804	Plan	100%
Current Budget	716,000	Actual	99%
Schedule Status		Construction:	
Revenue Operations Date:		Plan	30%
Original	October 1994	Actual	24%
Forecast	May 1995		

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

Cost Status	(\$000)	Project Progress	
Original Budget	473,262	Design:	
Expended to Date	131,836	Plan	100%
Current Budget	473,262	Actual	100%
Schedule Status		Construction:	
Revenue Operations Date for 3 lines:		Plan	34%
Original	October 1992	Actual	27%
Forecast	October 1992		
Forecast(Union Pac)	October 1993		

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

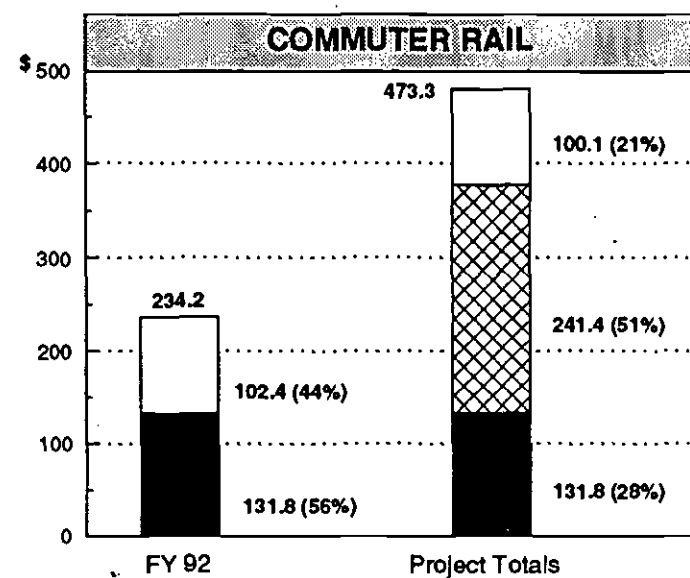
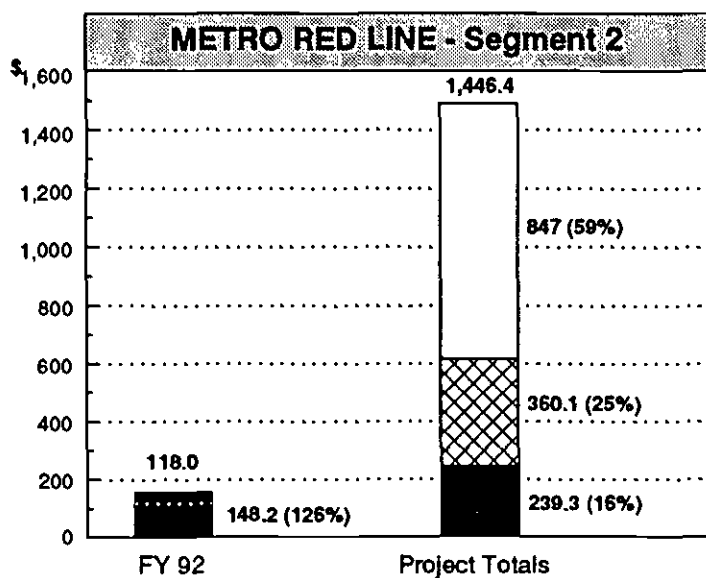
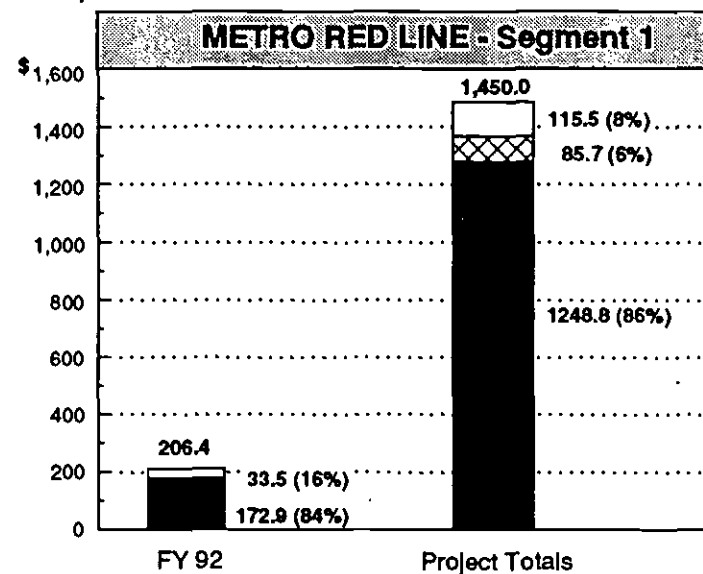
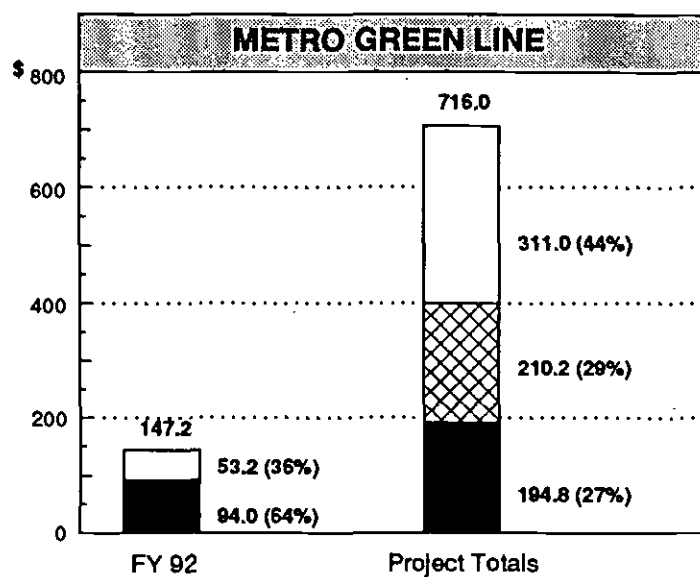
STATUS DATE 05/29/92

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,556,544	2,829,275	12,584	1,898,817	25,660	1,431,031	24,537	1,396,198	2,925,772	96,497
PROFESSIONAL SERVICES	916,961	1,055,114	230	943,963	10,538	793,056	10,952	779,061	1,162,630	107,516
REAL ESTATE	247,495	301,211	14,644	258,950	9,381	244,625	9,303	244,540	324,243	23,032
UTILITY/AGENCY FORCE ACCOUNTS	105,421	88,422	1,016	83,772	145	67,587	141	67,063	97,458	9,036
SPECIAL PROGRAMS	7,668	14,110	10	2,204	118	1,045	13	863	21,758	7,648
CONTINGENCY	322,710	245,265	0	0	0	0	0	0	130,140	(115,125)
PROJECT REVENUE	(18,115)	(43,675)	(19)	(8,224)	(22)	(6,370)	(27)	(7,606)	(96,359)	(52,684)
PROJECT GRAND TOTAL	4,138,684	4,489,722	28,465	3,179,482	45,820	2,530,974	44,919	2,480,119	4,565,642	75,920

BUDGET STATUS - MAY 29, 1992
(In \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan

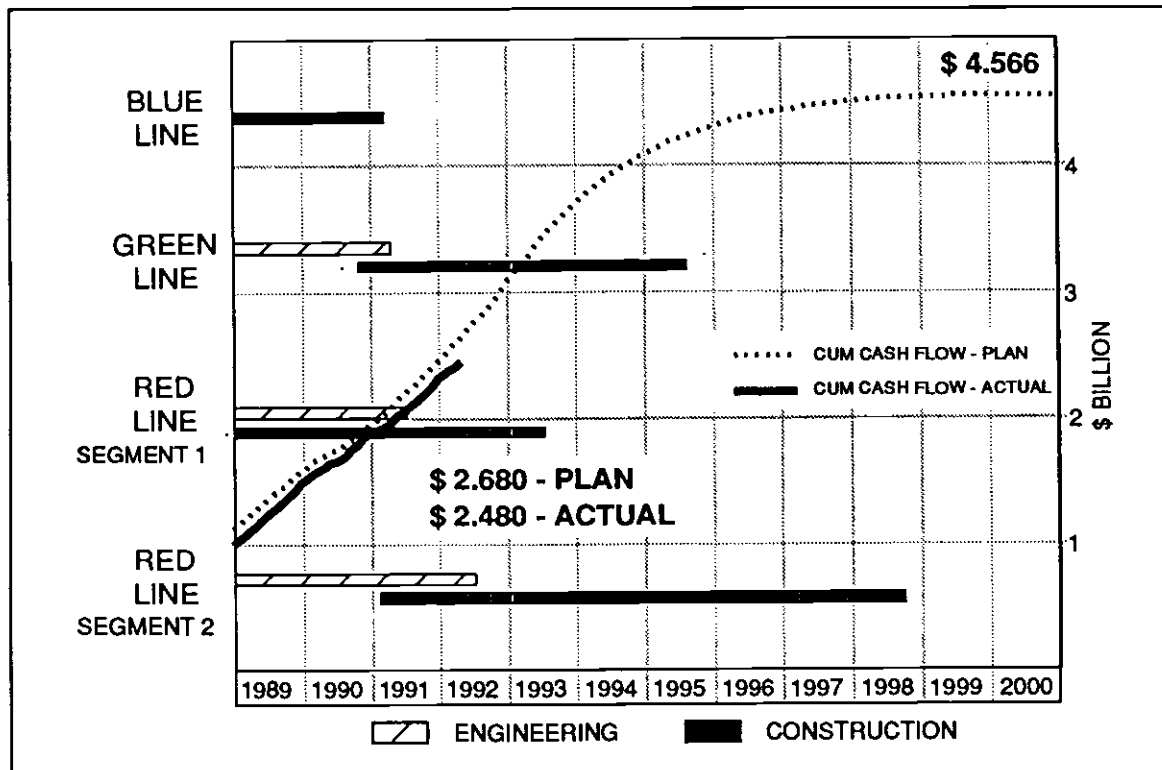


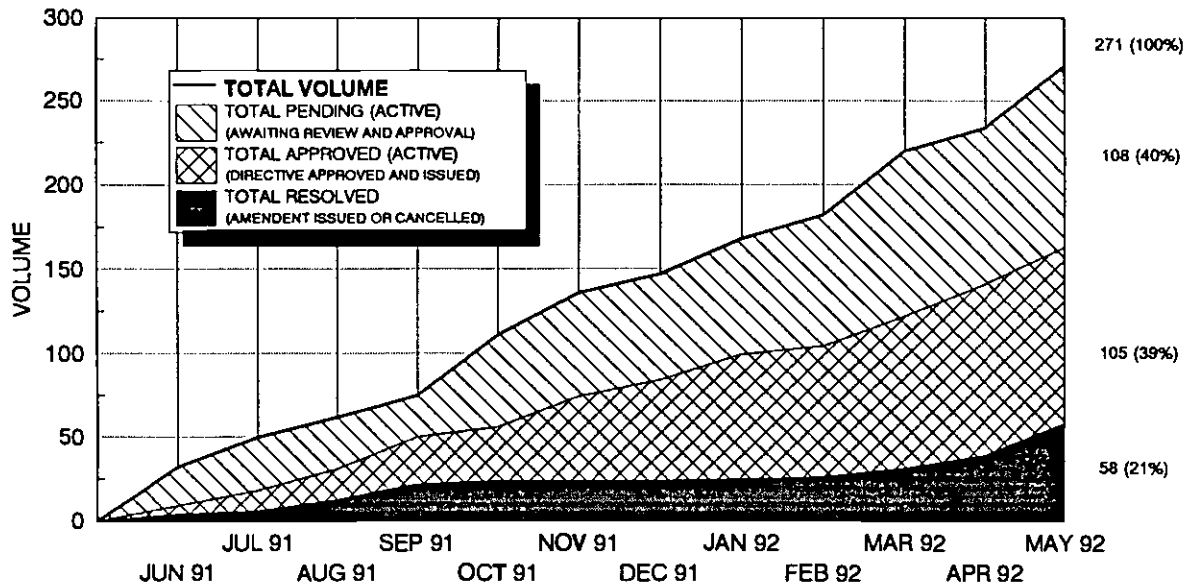
Figure 2 - Rail Construction Funding Sources

(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

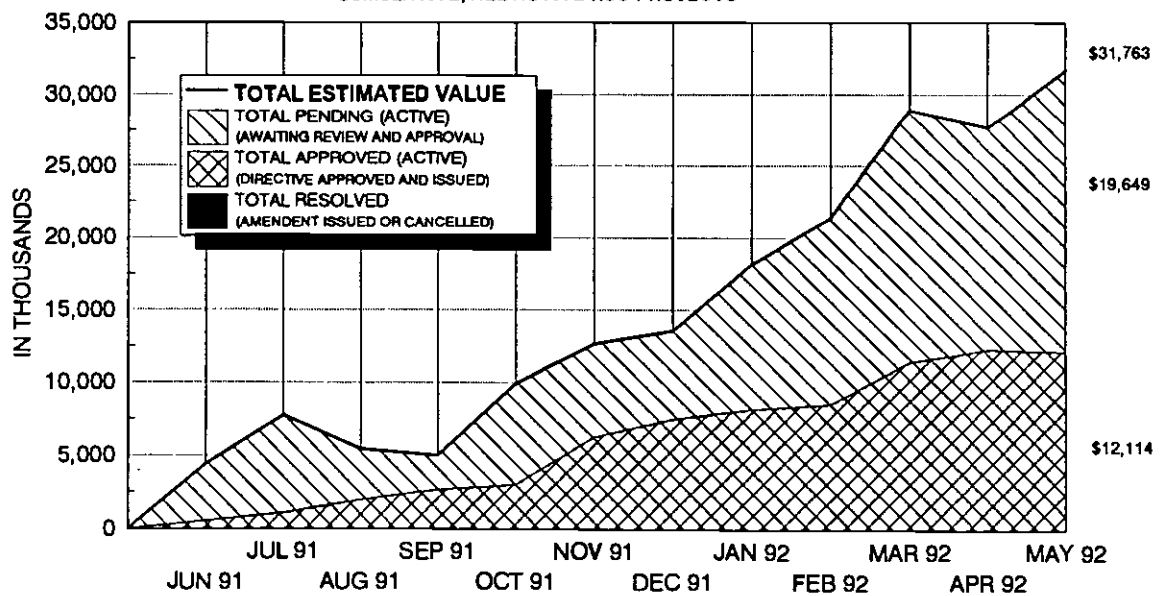
* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).
 ** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

**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	27	20	18	148	213
PERCENT	13%	9%	9%	69%	100%

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



EXECUTIVE SUMMARY

**CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 05/29/92**

(\$ = 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	1,433							1	32	10	1,470	9	1,438	1	32
R05: PASADENA LINE			2	14							2	14	1	7	1	7
R23: GREEN LINE	58	4,486					18	1,322	2	111	78	5,919	75	5,709	3	210
R80: RED LINE S1			3	453	60	10,324					63	10,777	55	8,016	8	2,761
R81: RED LINE S2			34	6,943	25	5,882			1	200	60	13,025	55	12,042	5	983
R82: RED LINE S3			10	2,028							10	2,028	9	1,900	1	128
CONTRACT TOTAL	67	5,919	49	9,438	85	16,206	18	1,322	4	343	223	33,233	COMMENTS:			
LAST MONTH	65	5,863	44	9,052	74	12,706	17	1,173	4	318	204	29,112				
VARIANCE	2	56	5	386	11	3,500	1	149	0	25	19	4,121				

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	39	39	0	0	0
Red Line Seg 2	72	33	35	4	190

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 shows that 161 positions are filled with regular full time staff and 23 positions are filled with contract or temporary employees.

Figure 4 - RCC Staff Levels

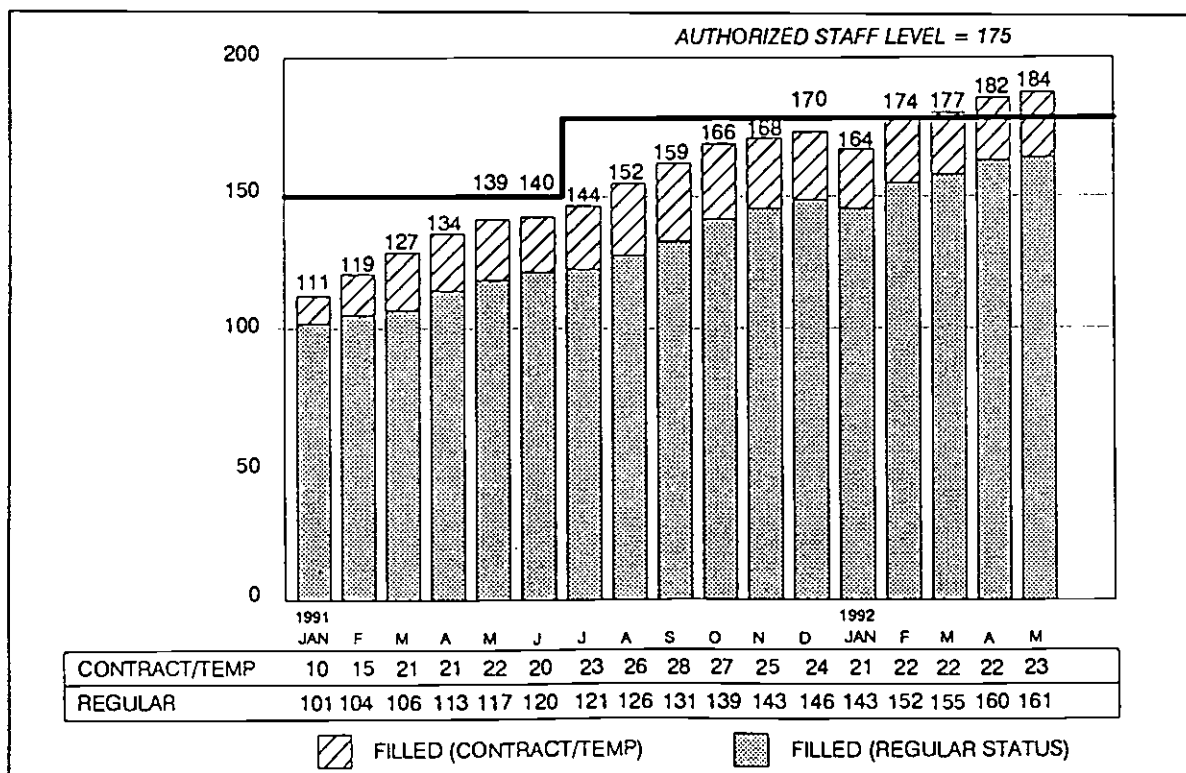
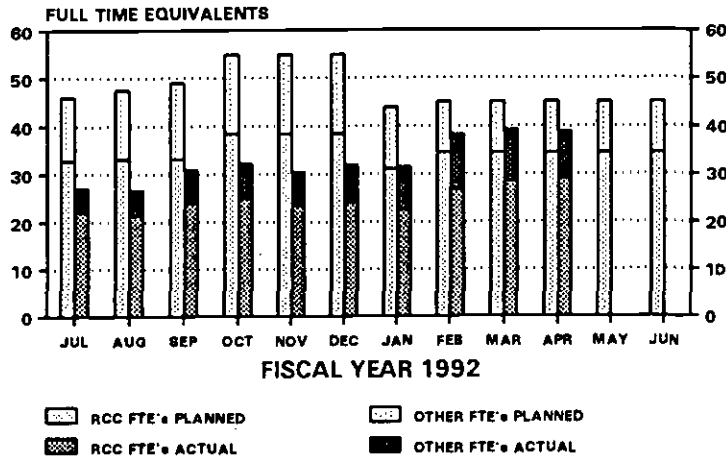


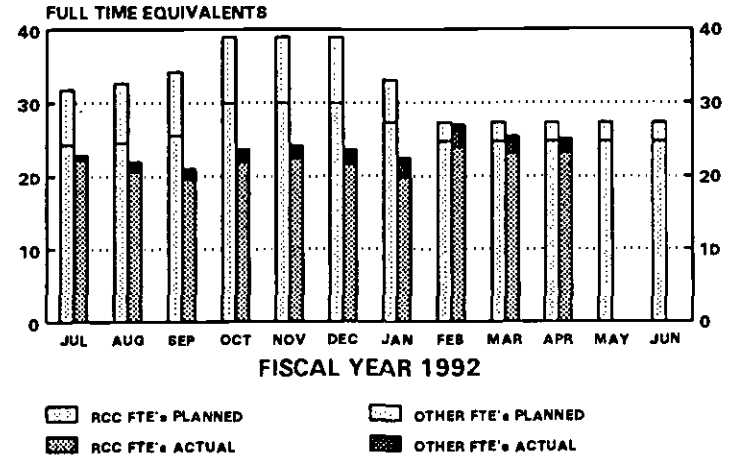
Figure 5 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects.

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



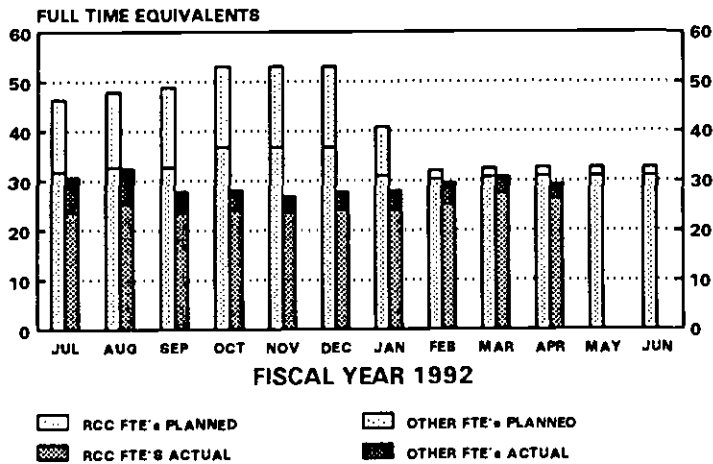
FY'92 Amended Budget Implemented FEB'92

STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



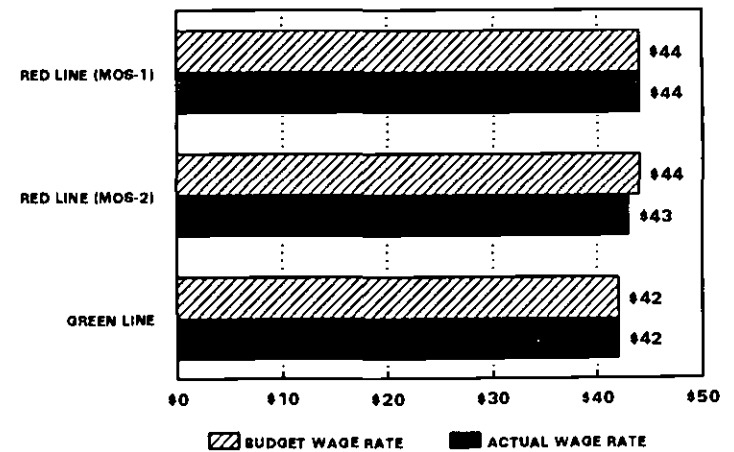
FY'92 Amended Budget Implemented FEB'92

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'92 Amended Budget Implemented FEB'92

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



*Salaries and Fringe Benefits Only

AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

Figure 5



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

Page: 1
 Date: 6/17/92
 Time: 12:15 pm

RAIL PROGRAM STATUS SUMMARY

MAY 1992

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	10.6	3.8	7.4	0.0	18.9	3.4	8.6	4.1	21.7	2.4	9.9	10.5	77.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.5	77.0	87.5
	ACTUAL	1.0	12.2	.4	2.1	1.8	28.4	1.2	8.5	2.2	14.3	0.0	.2	6.7	65.7										6.7	65.7		
Area Teams																												
	BUDGET	0.0	.6	.9	8.0	0.0	4.2	.2	3.1	.1	5.0	.9	7.2	2.0	28.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.0	28.0	31.0
	ACTUAL	0.0	1.2	.4	6.6	0.0	4.3	.0	2.6	1.1	12.7	1.1	9.3	2.6	36.8										2.6	36.8		
FAST																												
	BUDGET	1.4	7.7	2.2	10.5	1.8	21.3	1.1	13.2	6.6	65.1	2.1	9.0	15.2	126.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15.2	126.8	146.7
	ACTUAL	.5	5.8	.4	4.3	1.0	19.2	.7	14.0	7.1	68.8	.6	2.3	10.4	114.4										10.4	114.4		
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	18.6	13.6	67.0	30.9	283.2	24.7	241.8	34.4	294.7	2.4	17.7	106.3	923.0	3.3	30.6	2.4	79.1	43.3	167.1	18.8	307.2	67.8	583.9	174.0	1507.0	1681.0
	ACTUAL	1.4	24.1	6.7	34.6	23.6	266.4	21.9	236.7	28.8	270.9	2.9	22.7	85.3	855.3	0.0	28.8	3.5	87.0	20.4	56.9	38.9	395.3	62.7	568.0	148.0	1423.3	
COMMISSION TOTAL																												
	BUDGET	2.6	38.2	18.4	92.9	32.6	328.0	27.3	266.8	45.1	388.6	7.7	43.8	133.9	1158.3	3.3	30.6	2.4	79.1	43.3	167.1	18.8	307.2	67.8	583.9	201.6	1742.2	
	ACTUAL	3.0	43.3	7.9	47.7	26.3	318.6	23.9	261.7	39.3	366.7	4.5	34.5	104.9	1072.5	0.0	28.8	3.5	87.0	20.4	56.9	38.9	395.3	62.7	568.0	167.7	1640.5	
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% which exceeds the corporate goal by 6%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.3% of total program costs, the same figure as last month, which exceeds the 4.0% corporate goal. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

(IN THOUSANDS)

	METRO BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		TOTAL PROGRAM		CORPORATE GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	570,348	72.02%	820,374	56.58%	975,021	67.41%	3,023,230	88.22%	
REAL ESTATE	55,592	6.34%	29,232	3.89%	139,679	9.63%	99,740	6.90%	324,243	7.10%	
PROFESSIONAL SERVICES:											
ENGINEERING/DES	89,587	7.93%	75,425	9.52%	217,418	14.99%	130,447	9.02%	492,877	10.80%	
CONSTR MGMT.	91,642	10.45%	72,889	9.20%	141,234	9.74%	131,790	9.11%	437,555	9.58%	
STAFF	17,655	2.01%	21,390	2.70%	100,386	6.92%	57,541	3.98%	196,972	4.31%	4%
OTHER	14,222	1.62%	15,056	1.90%	924	0.06%	26,782	1.85%	56,984	1.25%	
SUBTOTAL	193,106	22.01%	184,760	23.33%	459,962	31.72%	346,560	23.96%	1,184,388	25.94%	20%
CONTINGENCY	963	0.11%	21,529	2.72%	30,004	2.07%	77,844	5.37%	130,140	2.85%	
PROJECT REVENUE	(29,877)	-3.41%	(13,949)	-1.76%	0	0.00%	(52,533)	-3.63%	(96,359)	-2.11%	
GRAND TOTAL	877,271	100.00%	791,920	100.00%	1,450,019	100.00%	1,446,432	100.00%	4,565,642	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.

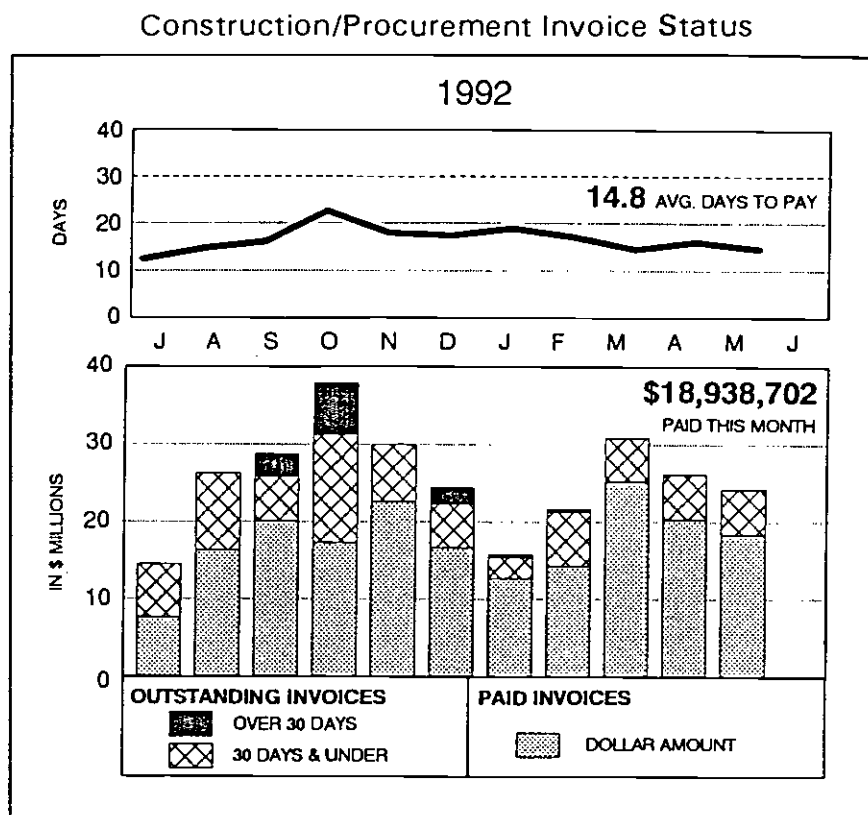
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 14.8 days.

- 38 invoices were paid this month for a total value of \$ 18,938,702.

- There were 19 outstanding Construction or Procurement invoices under 30 days old for \$ 5,941,186.

- There were 2 outstanding Construction or Procurement invoice over 30 days old for \$ 96,797.



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

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

- Production rate of two vehicles per week was achieved in May.
- 16 cars (13 cabs-3 trailers) are presently in Midway Yard.
- Car #34 in "splice"; subsections for car #39 are positioned in assembly fixtures on shop floor.
- Regarding Canadian Custom Duties and Processing Fees: UTDC's response to our request for additional justification and information concerning cost/methodology used is under analysis.
- Cars #611 and #612 were involved in a minor incident enroute through Kansas City; both vehicles were returned to Thunder Bay for detail inspection and repair/replacement of damaged components as appropriate. The anticipated arrival of these cars at Midway Yard is June.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Anticipate conditional acceptance of eight (8) cars in early June.
- Issuance of Change Order for spare parts for option cars.
- Pricing for pending Change Orders resulting from modifications required for ADA compliance has been revised and is under review.

CRITICAL NEEDS:

- None

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

- Locomotive #1 and #2 successfully progressed through final factory tests; were shipped from London, Ontario in late May and arrived at Midway Yard the first week of June.
- Production of fifteen (15) locomotives in various stages on shop floor.
- Total quantity of locomotives presently remains at seventeen (17) - Base Order. (See below)

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

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

CRITICAL NEEDS:

- None

RAIL CONSTRUCTION CORPORATION COMMUTER RAIL CONTRACTING SCHEDULE										
UPDATE: 29-May-92 7 of 9										
CONT NO	CONTRACT DESCRIPTION	CAMERA READY	ADVERTISE DATE	PRE-BID MEETING	SUBMISSION DATE	REPORT COMPLETE	SCRRA APPROVAL		NOTICE TO PROCEED	RESPONSIBLE <small>(Engng/Contracts/Proj/Cont)</small>
C6090	MIDWAY TRACK & SIGNALS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	
C6150	EAST LINE POMONA AND COVINA STA	28-Feb-92	03-Mar-92	17-Mar-92	12-Apr-92	01-Apr-92	08-May-92		20-Apr-92	Crary/Lotterman/
C6160	SEISMIC RETROFIT	Mar '92	Mar '92	Apr '92	May '92	01-May-92	08-May-92		May '92	Minihan/Origel/
C6170	RIVERSIDE SSTATION	May '92	May '92	June '92	June '92	July '92	10-Jul-92		27-Jul-92	Shah/Lotterman/
C6180	GLENDALE/BURBANK STATIONS	Mar '92	Mar '92	Apr '92	Apr '92	Apr '92	Apr '92		May '92	Crary/Lotterman/
E0270	ENGINEERING SERVICES STAFF SUPPO	21-Feb-92	24-Feb-92		17-Mar-92	01-May-92	08-May-92		15-Jun-92	Rinard/Origel/
H2030	SIGNAGE FABRICATE INSTALL	Apr '92	Apr '92	N/A	May '92	01-May-92	28-May-92		15-Jun-92	Crary/Lotterman
H2050	C.T.C. DISPATCH CENTER DESIGN & BUILD	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	Rinard/
MS003	FINANCIAL CLEARING HOUSE	Feb '92	Mar '92		Apr '92	01-May-92	08-May-92		Apr '92	Colfax/Origel/
TBD	BROADWAY CONNECTOR	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
TBD	CONDUITS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
TBD	TAYLOR UNDERPASS	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.	T.B.D.		T.B.D.	T.B.D.
C6190	CHATSWORTH STATION	Apr '92	Apr '92	Apr '92	04-May-92	22-May-92	28-May-92		15-Jun-92	Crary/Origel/
H2070	STATION CANOPIES	Apr '92	Apr '92	Apr '92	05-May-92	22-May-92	29-May-92		15-Jun-92	Crary/McFadden/
H2080	LAUPT SIGNS	Apr '92	Apr '92	Apr '92	06-May-92	22-May-92	29-May-92		15-Jun-92	Crary/McFadden/
ACTUAL DATE =					CHANGES SINCE THE LAST UPDATE= BOLD ITALICS					

A:COMMRAIL.MAY

LACTC COST RECOVERY STATUS REPORT

as of 5/31/92

Mar/Apr/May changes shaded

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	8,107,170	8,385,983	5,688,898	699,085	0	See Page 2	LACTC \$ exposure/45 day/lt
	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	5,171,204	1,000,000	1,000,000	1,000,000	0	0	HJO Claim	Balance to E&D - TBD
	C117	Third Party Backcharges	35,874		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	2,148,803						Meeting soon	
	C140	8" Sewer Relocation	500,000						Will follow Flower St.	Waiting for DPW analysis
	C140	Roof Drains	150,000						In Preparation	
LA County	F208	Florence-Graham Park-N-Ride	400,000						Developing cash out strategy	
	F208	Graham Avenue Widening	TBD							Monitoring TIA action
SCRTD	H812	Maintenance Parts	70,000	70,000	70,000		70,000	0	RTD wants to include in start-up W/O	Will be negotiated in start-up W/O closeout
	WorkOrders	Blue Line Work Order Closeouts #1*	13,428,331	13,159,908		13,159,908			RTD responded on schedule	Close remainder. Review for backcharges and betterments
		Blue Line Work Order Closeouts #2	3,798,340						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	19,828,808	769,085	0		
RED LINE										
LA-BSL	A165	7th Street Streetscape	300,000						Add btrmnts to be discussed	Analyze amount of claim
SCRTD	A165	Duplicate Indirect Costs	4,400,000	Credit due Red Line from RTD					In proc - Acknowl by RTD	
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.

17-Jun-92

RAIL PROGRAM STATUS SUMMARY

MAY 1992

LACTC COST RECOVERY STATUS REPORT

as of 5/31/92

Mar/Apr/May changes shaded

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	242,593	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 Oshaan
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	84K576	LAUPT Access Study	200,000	200,000	148,302	147,809	1,493	50,698		Check status with Ferguson
OTHER LINE TOTALS			915,000	915,000	558,688	557,193	1,493	358,314		
TOTAL CLAIMS IN PROCESS			73,543,980	21,828,078	7,994,669	20,383,999	770,578	358,314		
TOTAL CLAIMS RECOVERED (See Page 3)			8,211,831	7,978,980	8,080,187	8,080,187	0	(101,207)		
GRAND TOTALS			81,755,811	29,807,058	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	702,680	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 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	5,677,590	5,015,438	662,152		

MC-5 TOTALS (figures transferred to Page 1)

6,107,170 6,365,983 5,866,898 699,085

OTHER MC-5 ISSUES

Owens Corning / Mealy Street Spur

80,000

Contingent on MC-5 complete Bill on completion

RAIL PROGRAM STATUS SUMMARY

MAY 1992

LACTC COST RECOVERY STATUS REPORT

as of 5/31/92

Mar/Apr/May changes shaded

CLAIMS RECOVERED

Agency	Contract	Description	Claim Amount	Agreed Amount	Involved	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
BLUE LINE										
CalTrans	C415	Firestone Bridge	456,000	456,000	456,000	456,000	0	0	Cash Collected (7/91)	
	C415	Firestone Bridge - Indirect	232,651	0	0	0	0	0	Payment capped at \$456,000	
Compton	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Watson Land	24,117	24,117	24,117	24,117	0	0	Cash Collected (7/91)	
	C510	SPTC/Right-of-Way Acquisition	106,984	106,984	106,984	106,984	0	0	Cash Collected (7/91)	
Long Beach	C335	LB Station Superstructures	415,000	415,000	415,000	415,000	0	0	Cash Collected (9/91)	
LA-BSL	C140	Supplemental Agreement	259,000	259,000	259,000	259,000	0	0	Cash Collected (3/91)	
LA 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	6,084	6,084	6,084	6,084	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. Rel of Ins 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	\$46,922 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			8,089,631	8,856,980	8,856,980	8,856,980	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		Coastal Corridor Study	16,800	16,800	16,800	16,800	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	46,200	46,200	46,200	46,200	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			7,971,898	7,739,245	7,840,452	7,840,452	0	(101,207)		
(figures transferred to Page 2)										

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
H840	Fare Collection						9 Manuals Resubmitted for Final Approval	July 92
P851R1	Hi-Rail Trucks						Truck Delivered; Completing Inspection/Repair	June 92
C355R	Long Beach Landscaping						Transferred to RCC	June 92

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

During the month of May, the Pasadena team secured a baseline alignment along the south side of Vignes Street to the Chinatown station. This accomplishment will free the EMC to finalize Utility Mapping, complete Traffic Studies, and to begin locating columns for the aerial portion of the alignment. Negotiation of Phase II Preliminary Engineering (L.A. River to Sierra Madre Villa) has been completed and will go to the Board for approval in June. The Project team continues to support the Area Teams as they finalize station locations in Pasadena and as the SEIR's commence for alternate Yard and Shops Facilities.

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:** Completion of the EIR for the Yard and Shops is a priority issue as it affects the alignment and interface between the Pasadena route and the Glendale Project.

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 Janss approach to a grade separated alignment through its development. 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: 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. The Shoo-fly would reroute freight traffic from the bridge, allowing construction work to begin independently from the remaining portion of the Pasadena subdivision.

KEY ACTIVITIES - MAY

- Pasadena staff drafted an agenda item for the PMIC and RCC Boards regarding approval of Phase II Preliminary Engineering (From the L.A. River to Sierra Madre Villa). Item is on the June Board agendas.

- RCC completed negotiations with the EMC for Phase II Preliminary Engineering (5/22/92).
- RCC presented an alignment alternatives assessment to Area Team Management on 5/12/92. Agreement was reached on the location of the alignment from Union Station to Chinatown Station.
- The Pasadena team reviewed the Glendale/Pasadena Wye connection as revised by Bechtel Corporation for the Glendale EIR based on technical comments submitted by the RCC.
- RCC forwarded comments to the Master Cooperative Agreement to the City of Pasadena.
- Maintenance Facility design comments were incorporated into the design package. A separate Maintenance of Way Building will be designed and the EMC will study the requirements for wheel truing and other common shop maintenance procedures to determine which can be performed at the main yard instead of the Pasadena shop.

KEY ACTIVITIES - PLANNED FOR JUNE

- Approval of Phase II Preliminary Engineering by PMIC, RCC, and LACTC Boards by June 24, 1992.
- A draft of the Contract Unit Descriptions for the project will be presented to the RCC by June 19, 1992.
- The EMC will present the Pasadena Project Schedule to the RCC for review (June 26, 1992).
- RCC will file its concerns regarding the Janss PUC application by month end June 1992.
- Estimates will be prepared which will determine 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 will be flown for the Phase II alignment in June 1992.
- Geotechnical and Environmental Reports will be submitted for approval by June 26, 1992.

EXECUTIVE SUMMARY

COST STATUS (in \$ millions)

- Current Budget 716
- Current Forecast 792

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 30%
 - Actual 24%
- Awarded Contract C0501 (Systems Facilities Sites). Notice to Proceed will be issued June, 1992.
- Bids were opened for Contract C0610 (El Segundo Trackwork Installation).
- One bid was received on Contract H0833 (Radio Systems). It was non-responsive and subsequently rejected.

REAL ESTATE

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
APRIL	39	39	0	0	0
MAY	39	39	0	0	0

AREAS OF CONCERN

ONGOING

Systems Contracts Modifications

Concern: OKA was notified of the intent to delete the east end of the non-revenue connector complex which may necessitate the preparation of changes and negotiations with the following systems contracts: P1800 (Special Trackwork Procurement), 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 RFCs for Contracts CO600, H1100 and P1800 notifying of the intent to delete related work. Change notices are pending from TRANSCAL.

Vehicle Delivery/Integrated Testing Conflict

Concern: The control line testing schedule has been affected by the January 16, 1992 termination of Contract P1900 (High Performance Transit Vehicles) and the creation of a new vehicle design criteria (VDC) for procurement of the transit vehicles 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: The draft Los Angeles Standard Light Rail Vehicle Request For Proposal was released for review May 12, 1992. It calls for the delivery of two prototype vehicles no later than 130 weeks following Notice To Proceed.

Caltrans Permits

Concern: Caltrans encroachment permits are required for each contract working on Caltrans right-of-way. The first requirement was for Contract CO600 (Century Trackwork Installation). The next two permits needed are for Contracts

C0501 (Systems Facilities Sites) and H1200 (Traction Power Supply System).

Action: The full permit for Contract C0600 was issued May 15, 1992. RCC has applied for permits for Contracts C0501, H1100 (Automatic Train Control), H1200 and H1400 (Overhead Contact System). Permits are anticipated to be issued between June 15 and July 1, 1992.

Status: The Contract C0600 contractor has received a revised permit which allows full access. Permits for Contract C0501 and H1200 are critical and should be obtained as soon as possible so potential contractor schedule impacts may be avoided.

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: 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 Caltrans LRT contracts requiring grid grades will be calculated and transmitted to Caltrans next month.

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 contractor's revised construction schedule has been initiated as part of the LRT facilities change order. Plans to turn over other projects earlier than expected are now being developed and recommendations are being forwarded to RCC for approval.

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

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

Action: In Project CT044-1, the deficient items were given to Caltrans as part of the punchlist requiring completion prior to LRT turnover. The Caltrans Resident Engineers on 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.

RESOLVED

Contract C0600 (Century Trackwork Installation) Ballast Compaction

Concern: OKA transmitted verbal direction from RCC and to the Contract C0600 contractor to provide additional compaction of the first layer of ballast. This direction is in conflict with the contract requirements and subsequent correspondence between RCC and the designer is unclear. In the absence of a design change notice, OKA must abide by the existing specifications.

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

Status: This issue has been resolved. OKA has received a Request For Change from RCC and has directed the contractor to compact the first layer of ballast on the remaining contracts. Cost negotiations are ongoing.

Potential Change to Contract P1800 (Special Trackwork Procurement)

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

This proposed change is further complicated by the impending sale of the trackwork division of Bethlehem Steel. The contractor has indicated commitment to the manufacture and delivery of special trackwork up to the end of this year only, per its current schedule, and is not willing to commit to an extended schedule.

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

Status: This issue has been resolved. RCC has directed OKA to use the original design. Bethlehem Steel claimed a five day delay due to this proposed change. OKA is evaluating their claim.

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

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

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

Status: Agreements at the partnering session held April 22-23, 1992 will help prioritize the scheduling of work suffering the greatest impact from this omission. The partners agreed to the assignment of a coordinator to

coordinate the contract as an impartial designee. The coordinator will hear and resolve scheduling coordination problems. In absence of any formal milestones, this option is the most equitable solution. Staying within the goals of the contract the parties agreed to measure success using LRT milestones as their benchmark.

KEY ACTIVITIES – May

- Bids were opened for Contract C0610 (El Segundo Trackwork Installation) May 13, 1992.
- BAFOs were received for Contract H0900 (Safety and Security Communication Systems).
- The LACTC Board awarded Contract C0501 (Systems Facilities Sites) to S.J. Amoroso Construction Company.
- One bid was received for Contract H0833 (Radio Systems). The bid was non-responsive and subsequently rejected.
- A new specification which replaces Contract H0833 will be created for Contract H0888 titled "Light Rail Radios."

KEY ACTIVITIES – Planned for June

- Lay first rail at the Century Freeway segment.
- Issue Notice to Proceed for Contract C0501 (Systems Facilities Sites).
- Award Contract C0610 (El Segundo Trackwork Installation).
- Award Contract H0900 (Safety and Security Communications Systems).
- Advertise for Bid Contract P2010 (Start-up Light Rail Vehicles).

O'BRIEN-KREITZBERG
RCC
Project: R23

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

Page: 1
Report Date: 06/09/92
Status Date: 05/29/92

(\$ x 000's)

Description	----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	470,192	562,614	7,145	277,177	10,702	94,235	9,820	85,492	559,848	(2,766)
S Professional Services	108,562	108,562	84	103,312	2,414	89,935	2,318	84,969	179,970	71,408
R Real Estate	36,927	29,232	5	23,575	83	22,840	5	22,845	29,232	0
F Utility/Agency Force Accounts	7,656	10,500	1,016	8,523	57	1,970	57	1,970	10,500	0
D Special Programs	4,676	4,790	10	1,033	105	288	0	106	4,790	0
C Contingency	59,613	14,100	0	0	0	0	0	0	21,529	7,429
A Project Revenue	(16,626)	(13,798)	(19)	(8,668)	(19)	(578)	(19)	(578)	(13,949)	(151)
Project Grand Total :	671,000	716,000	8,241	404,955	13,343	208,690	12,181	194,804	791,919	75,919

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

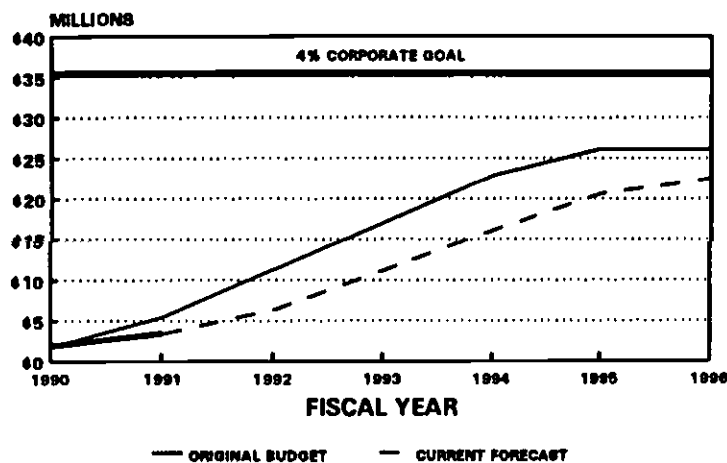
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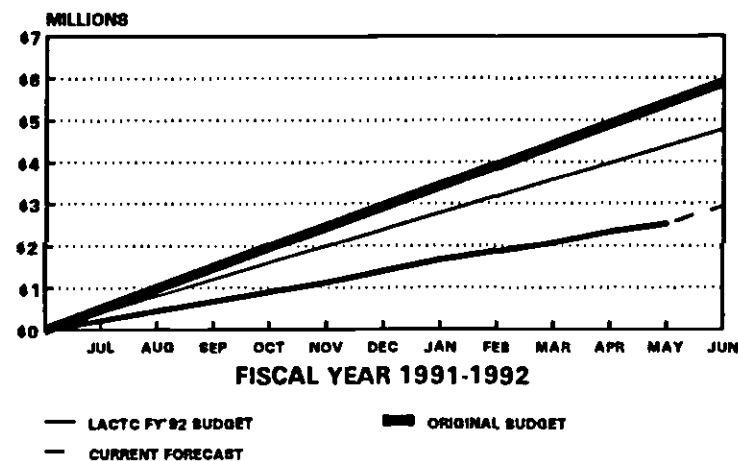
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
LACTC	\$792,000	\$206,205	\$404,955	51%	\$194,793	25%	\$194,793	25%
TOTAL	\$792,000	\$206,205	\$404,955	51%	\$194,793	25%	\$194,793	25%

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



PROJECT AGENCY COSTS GREEN LINE (\$000)

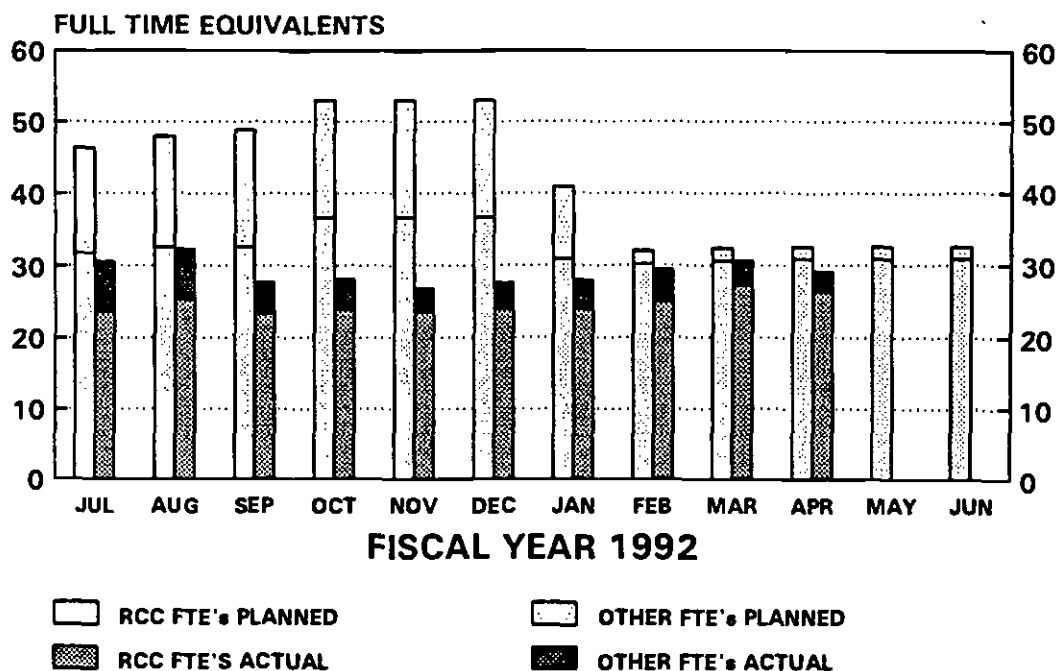
TOTAL PROJECT BUDGET	\$886,000
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.0%
CURRENT FORECAST	\$22,489
FORECAST % OF TOTAL PROJECT	2.5%
4% CORPORATE GOAL	\$35,440

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

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$2,943
ACTUAL \$ TO DATE	\$2,514

Revised forecast as of March 1992.

STAFFING PLAN VS. ACTUAL GREEN LINE



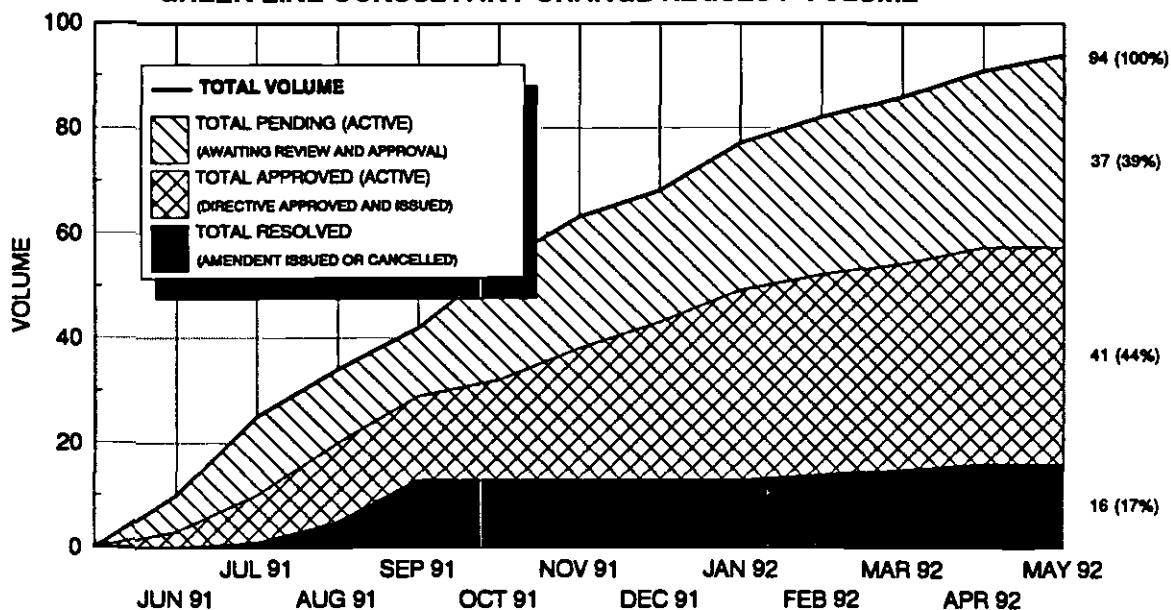
FY'92 Amended Budget implemented FEB'92

GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$42
RCC FTE's PLANNED	31
RCC FTE's ACTUAL	26
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	33
TOTAL FTE's ACTUAL	29

AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

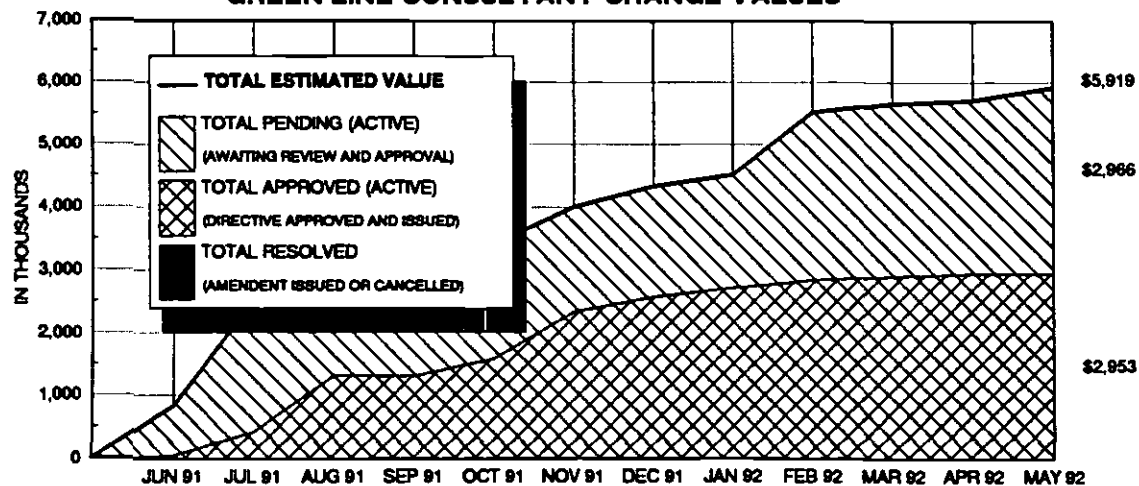
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**

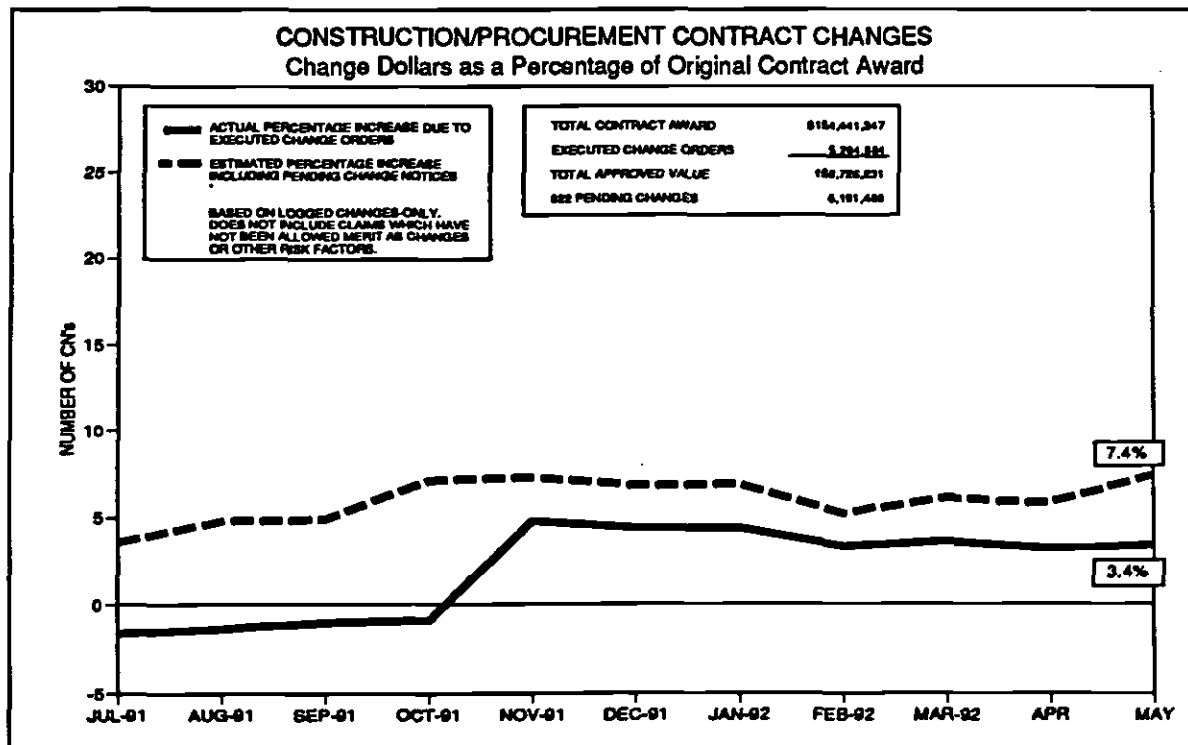
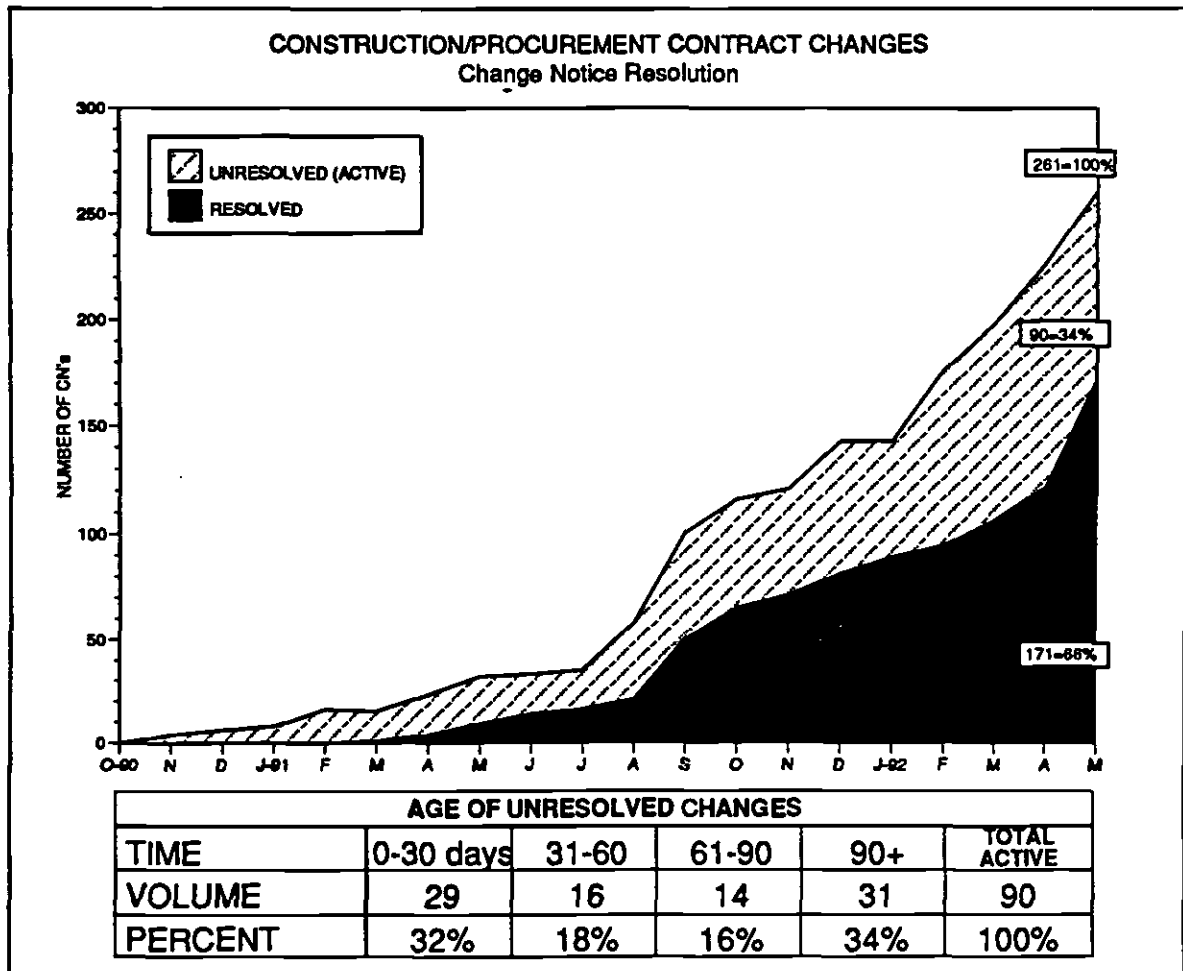


AGE OF UNRESOLVED CONSULTANT CHANGES

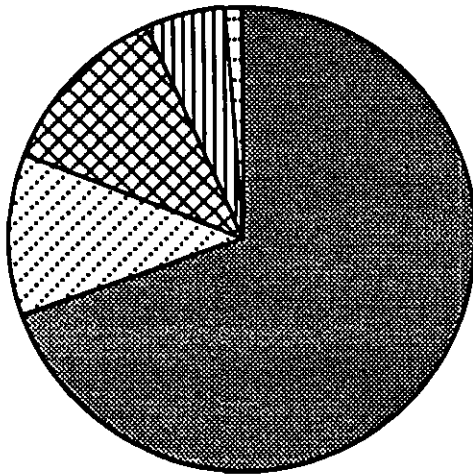
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	6	2	68	78
PERCENT	3%	8%	2%	87%	100%

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





CONSTRUCTION/PROCUREMENT Change Volume and Cost By Cost Level



CHANGE VOLUME
BY CHANGE VALUE
TOTAL AS OF 5/25/92 = 89

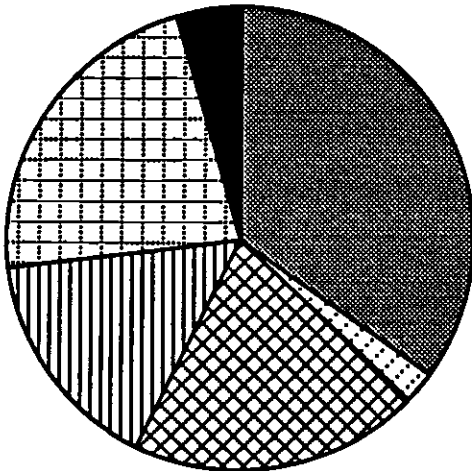
CHANGE VOLUME ABSOLUTE VALUES

62	69.66%		<25,000
10	11.24%		<50,000
11	12.36%		<200,000
5	5.62%		>200,000
1	1.12%		>1,000,000

CHANGE COST ABSOLUTE VALUES

\$402,351.14		<25,000
\$70,618.98		<50,000
\$851,624.00		<200,000
(\$1,437,666.00)		>200,000
\$5,788,000.00		>1,000,000

CONSTRUCTION/PROCUREMENT Change Volume and Cost By Change Basis Type



CHANGE BASIS VOLUME
TOTAL 5/25/92 = 89

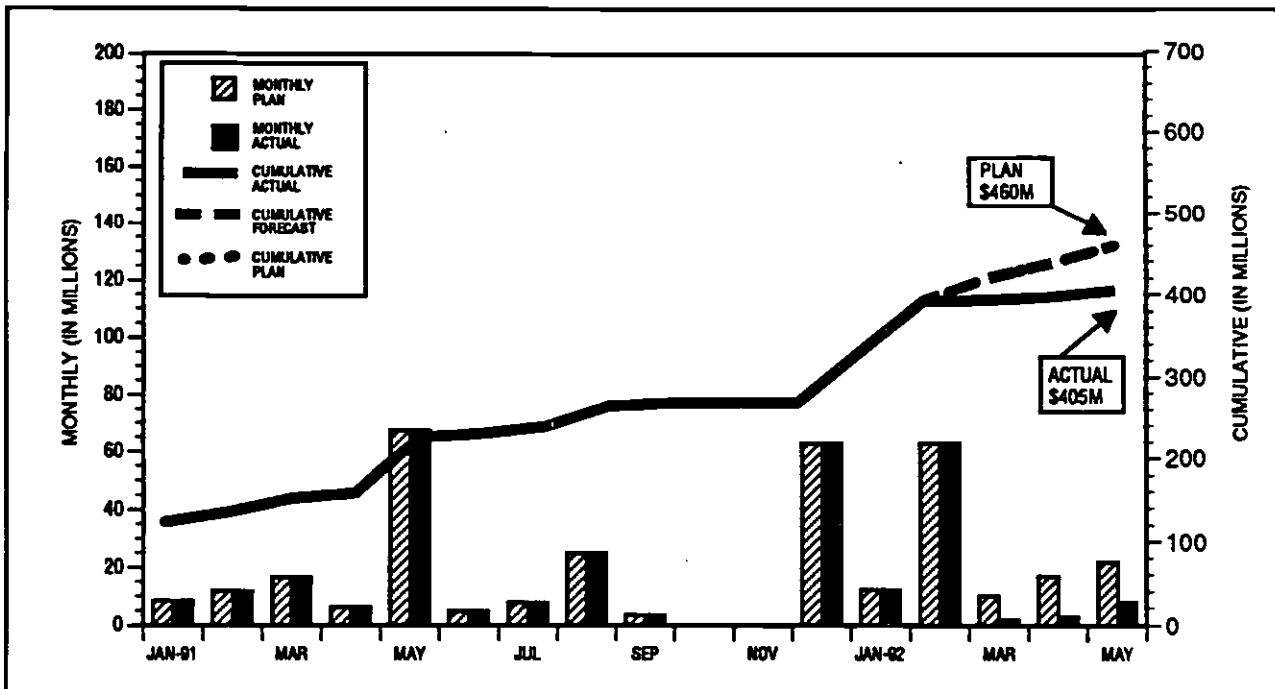
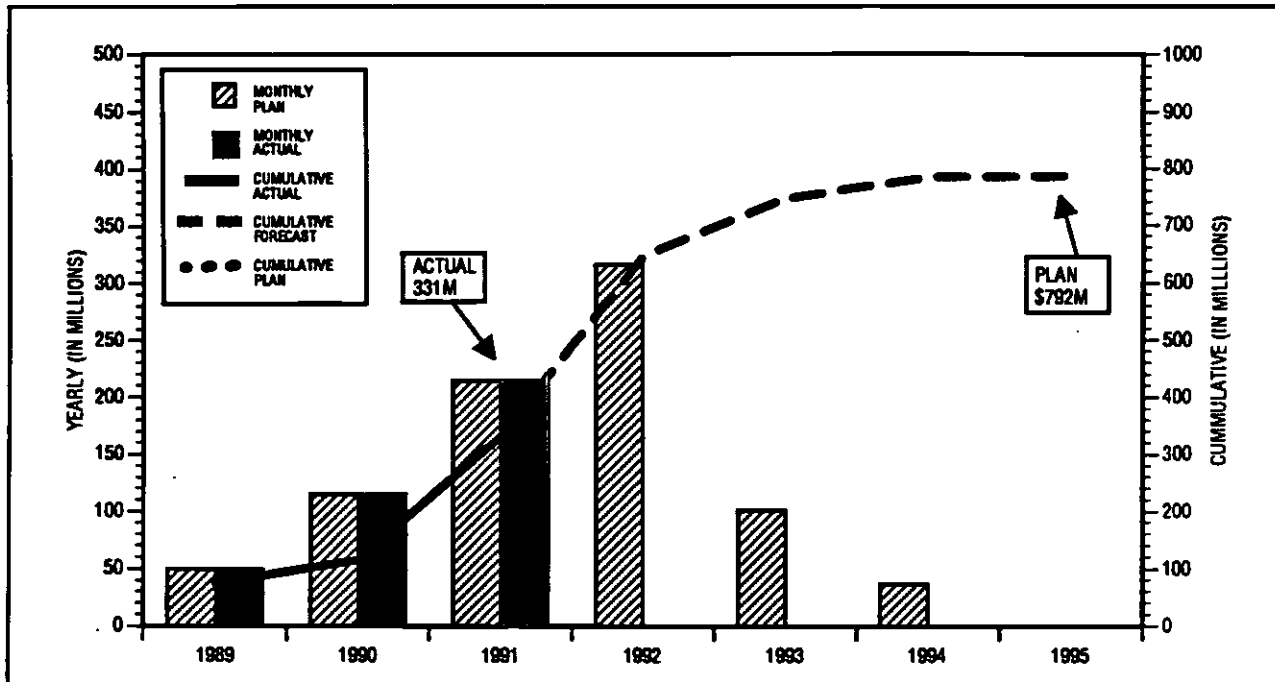
CHANGE BASIS VOLUME ABSOLUTE VALUES

31	34.83%	Work Scope Changes
2	2.25%	Schedule Changes
18	20.22%	Differing Conditions
14	15.73%	Administrative Changes
20	22.47%	Design Changes
4	4.49%	Other

CHANGE BASIS COST ABSOLUTE VALUES

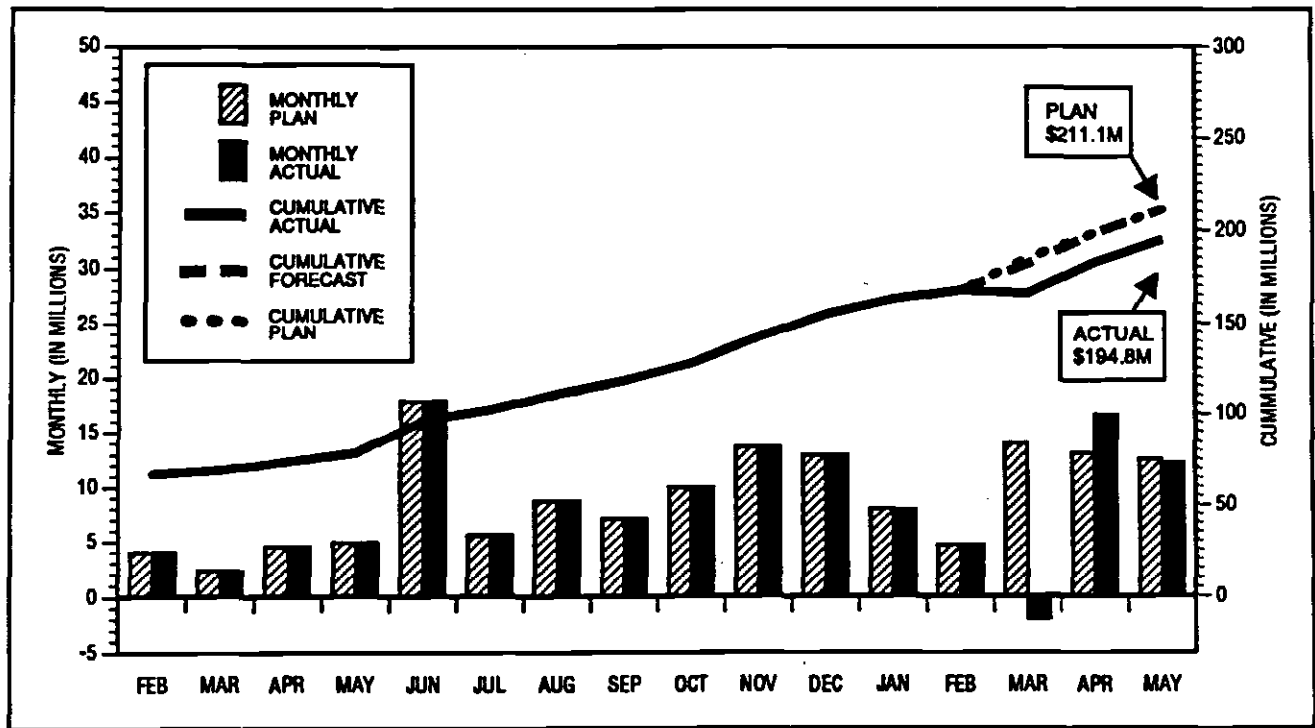
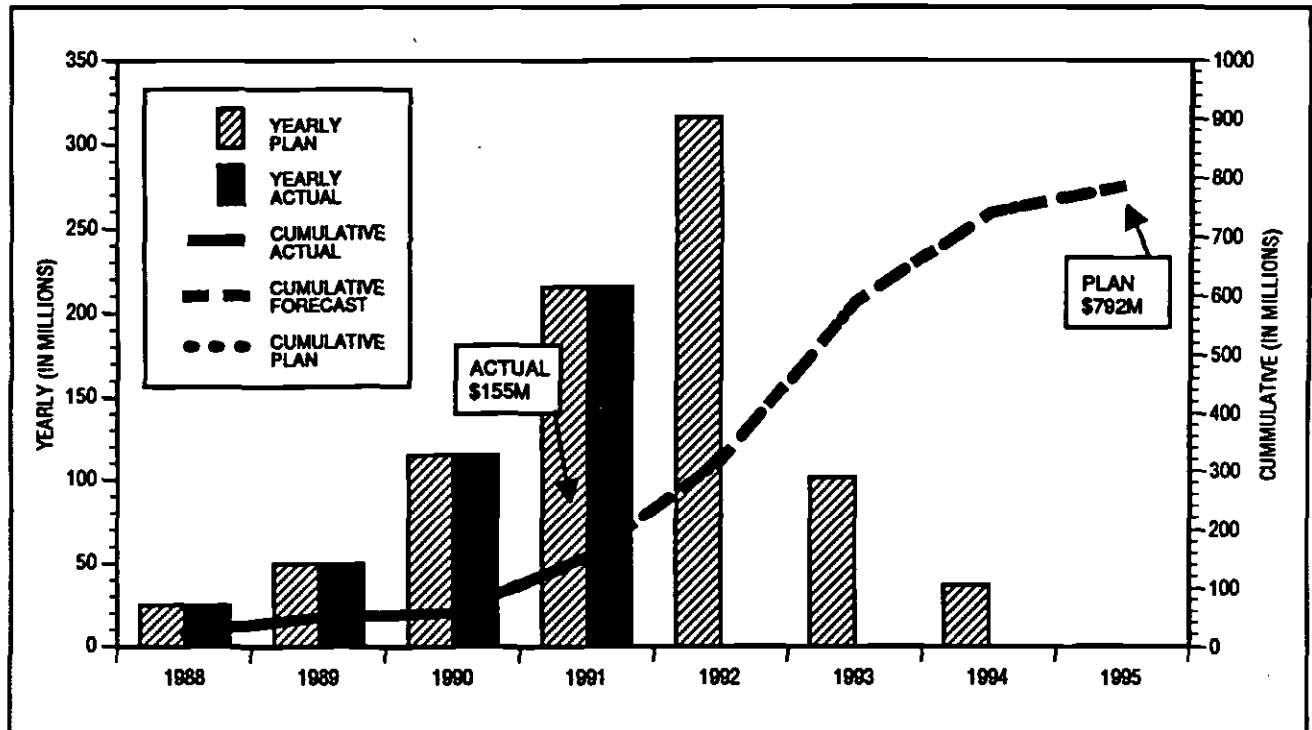
\$225,703.99	Work Scope Changes
\$10,685.00	Schedule Changes
\$6,216,070.59	Differing Conditions
\$144,402.29	Administrative Changes
(\$1,073,187.75)	Design Changes
\$151,254.00	Other

PROJECT COMMITMENTS



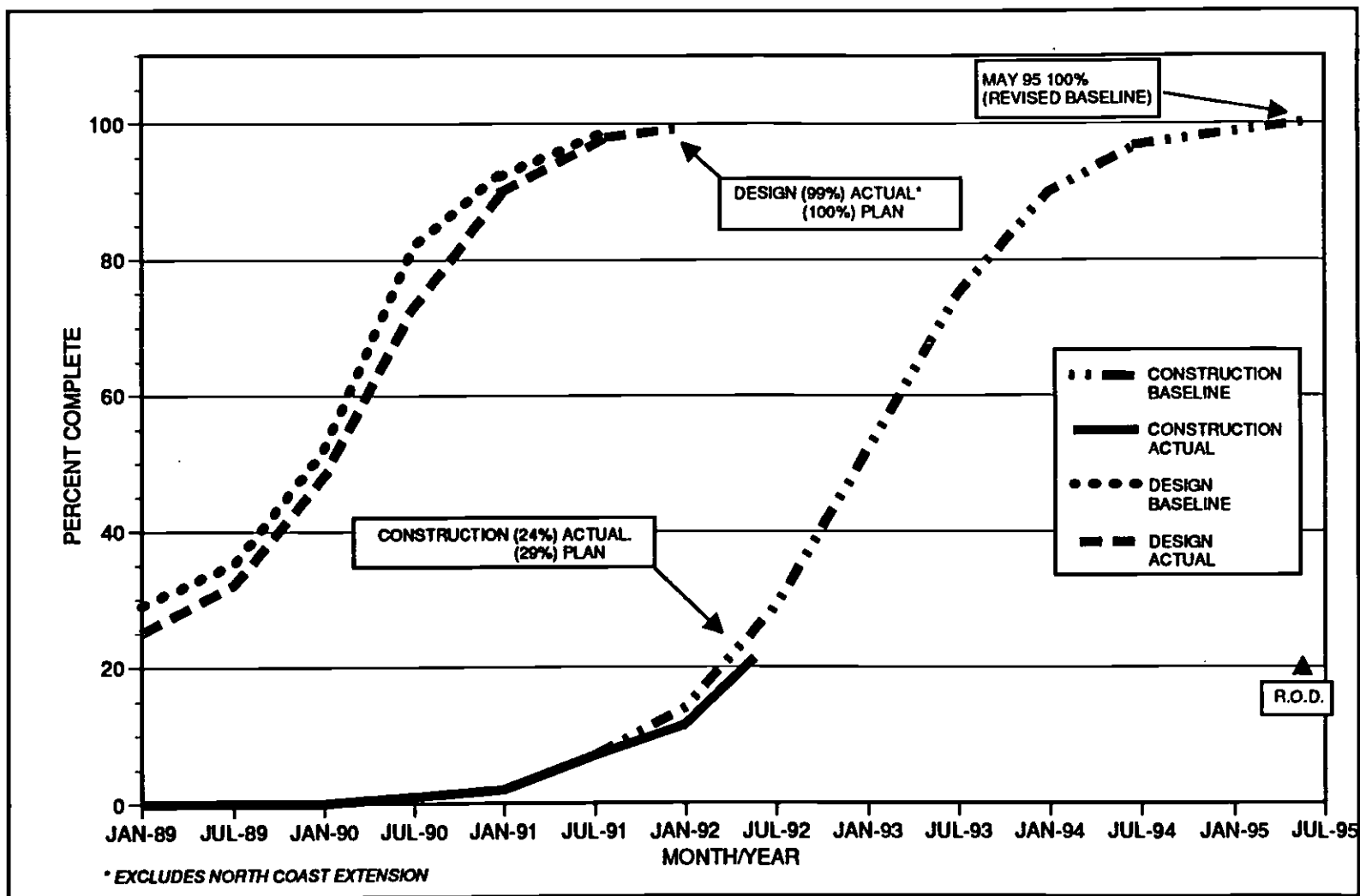
CURRENT YEAR

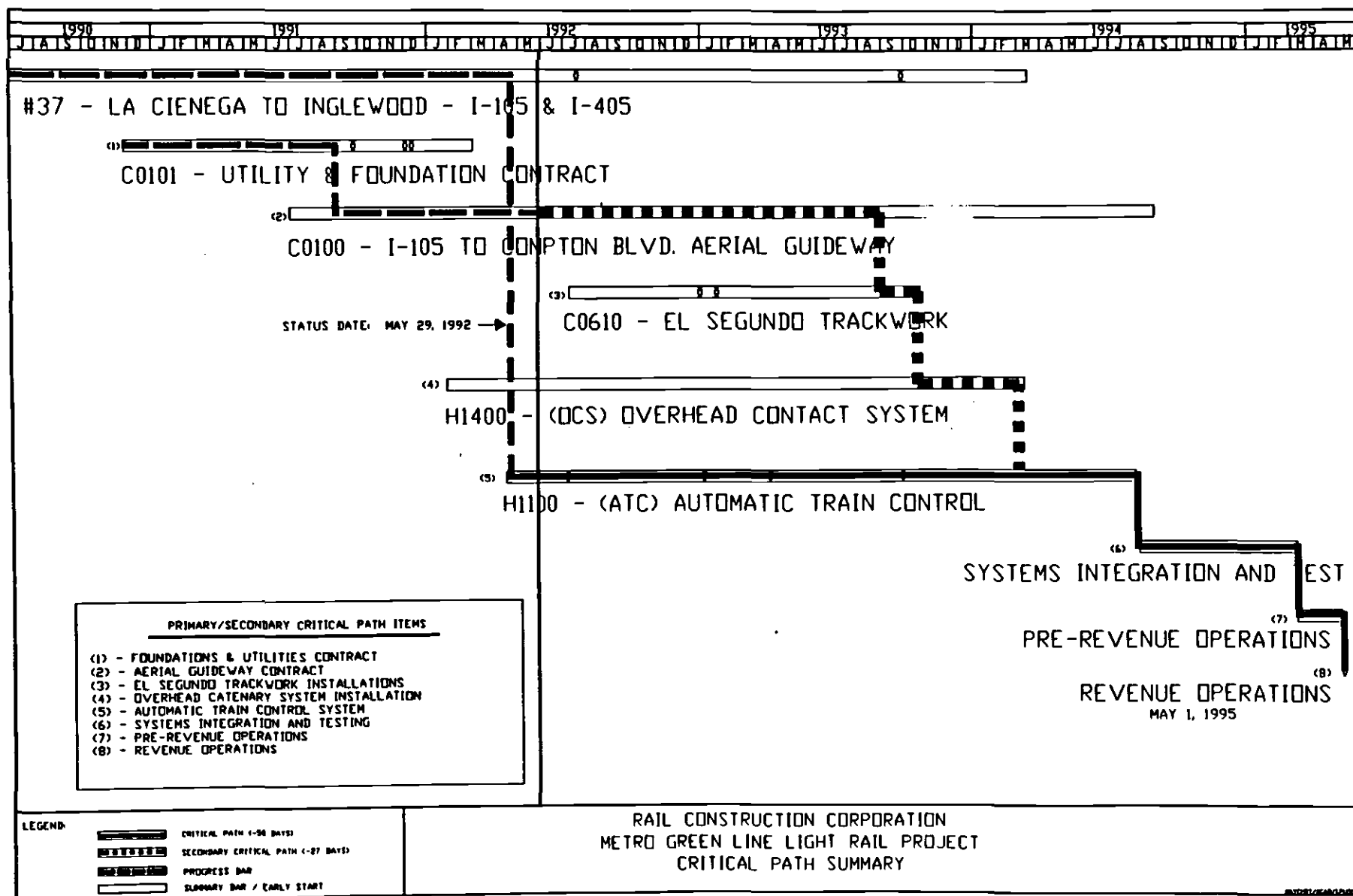
PROJECT CASH FLOW



CURRENT YEAR

PROGRESS SUMMARY





SAFETY GRAPHS ARE UNDER REVISION

INVOICE PROCESSING

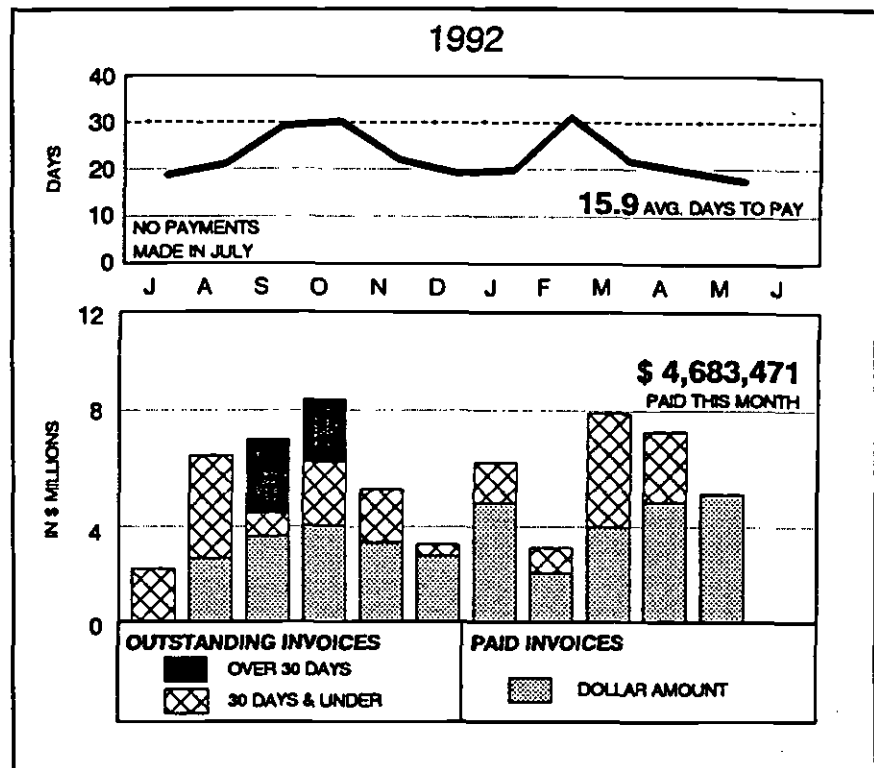
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.9 days.

• 18 invoices were paid for a total value of \$ 4,683,471.

• There was 1 outstanding Construction or Procurement invoice under 30 days old for \$ 10,299.

• 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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget 1,450
- Current Forecast 1,450
- The May Construction Forecast decreased primarily to reflect the deletion of grout work from the Contract A190 work scope. Other changes resulted from a reconciliation of Cost-Plus Change Notices (CPCN's) at several contracts and adjustments due to the conversion of Cost Trends to Pending Change Orders.

SCHEDULE STATUS

- Current Revenue Operations Date June 1993
- Construction Progress
 - Plan 96%
 - Actual 95%
- The A640 contract schedule incorporating F&EM system re-configuration (CN 224) shows an expected finish date of December 4, 1992. The ROD of June 1993 is still supported and 34 days of total float remain in the Project Schedule.

SAFETY STATUS

- The main focus of the Safety Program is the transition from a construction oriented work environment to an operational environment. In support of this effort 1,900 Project personnel from RCC, Parsons-Dillingham, Cal-OSHA, MRTC, High-Point Schaer and the contractor have received Rail Activation Safety training. In addition, Safety staff participate in weekly Resident Engineer's meetings and monthly progress meetings.

EXECUTIVE SUMMARY (CON'T)

REAL ESTATE

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

RAIL ACTIVATION

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

Activities

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

- Continued review of training schedule and availability of associated materials.
- Conducted "Live-Rail" clearance tests with Breda passenger vehicles in AL tunnel.
- Exercised Beneficial Occupancy of traction power substations at Union Station.
- Conducted VIP train rides on May 12 and 28, 1992.
- Assisted in the Grand Opening of the Yard and Shops facility.
- Implemented test integration schedule in summary and itemized form.

Future activities will focus on:

- Further support of delivery and testing of Breda vehicles.
- Continue refinement of the recruitment and training plan to ensure support of Project requirements.
- Continue review and integration of the Breda/BAH Delivery/Testing/Training schedule into the Project Schedule.

EXECUTIVE SUMMARY (CON'T)

- 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 A640, Operational Control Center Harris Console

Concern: Contract A640 needs the Operational Control Center (OCC) Harris control console operational by mid-June to support the SCADA installation and testing. Current fabrication schedule does not support the need date.

Action: RCC will expedite fabrication and delivery of the OCC Harris control console to Bechtel. In the meantime, an alternative plan to use existing control console elements has been developed.

Status: Harris has received a Cost Plus Change Notice to fabricate the OCC console and it is estimated that delivery will occur on June 22, 1992. Parsons-Dillingham has authorized the temporary use of existing console elements in order to support the progress of testing. All equipment is available for Contract A640 to continue with work.

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.

AREAS OF CONCERN (CON'T)

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

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

Contract A640, Communications

Concern: 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.

AREAS OF CONCERN (CON'T)

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 will be complete in June and all contract backcharges with recovery potential will be identified. Negotiations with contractors regarding backchargeable items are scheduled throughout the month of June.

Increase in Change Notice Backlog

Concern: An increase in Change Notice backlog as a result of electrical/mechanical interface issues plus an overall increase in revised scope of work.

Action : In an effort to mitigate the Change Notice backlog the CM has increased the estimating staff to expedite processing of Change Notices on all facilities and systems contracts.

Status: The Change Notice/Change Order monitoring system continues to be an effective tool for measuring the productivity of the Change Order process. The Construction Manager continues to review the weekly status of this Change Order production, and the Resident Engineers and Contract Administrators continue to make progress in reducing the backlog.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING NONE

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - MAY

- Placed concrete at passenger ramps and installed HDPE and electrical conduit on Contract A139, Union Station, L.A.U.P.T. Restoration.
- Attained substantial completion of Contract A147, Civic Center Station; Contract A157, Pershing Square Station; Contract A167, 7th/Metro Station, and Contract A187, Westlake/MacArthur Station.
- Contract A116, Fencing, and Contract A175, Westlake/MacArthur, close-outs were approved by the LACTC Board.
- Continued installation of stainless steel handrails, elevator hoistway and electrical and mechanical start-up/testing on Contract A136, Union Station.
- Completed final constructability appraisal on Contract A185, Westlake/MacArthur Restoration and Landscaping.
- Completed installation of SCADA remote terminal units and testing of CTS in the Central Control Facility.
- Completed delivery of escalator 207 to Civic Center Station and escalator 309 to Pershing Square Station.
- Completed installation of programmed station stop equipment and door control loop at Contract A147, Civic Center Station.
- Completed turnover of all Segment 1 power substations to RCC/RTD for Beneficial Occupancy.

KEY ACTIVITIES - PLANNED FOR JUNE

- 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.

KEY ACTIVITIES - PLANNED FOR JUNE (CON'T)

- Continue dynamic testing through Contract A620, Automatic Train Control, with the control line dynamic test scheduled to commence June 15, 1992.
- Continue facility/system interface 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 installation of stainless steel handrails, elevator hoistway, electrical and mechanical start-up/testing and stair cladding on Contract A136, Union Station.
- Finalize the cutover plan at Contract A167, 7th/Metro Station.
- Complete delivery of escalator 505 to Westlake/MacArthur Park Station.
- Complete HVAC/electrical interface work at MRT portion of Contract A167, 7th/Metro Station.
- Complete delivery and commence installation of Harris control console on Contract A640, Communications.
- Place color concrete slab topping; continue to backfill ramps and tunnels; and continue track and canopy restorations and electrical installation on Contract A139, Union Station, L.A.U.P.T. Restoration.
- Complete all installation of Program Station Stops (PSS) for Breda on Contract A620, Automatic Train Control.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

STATUS PERIOD: MAY 2, 1992 TO MAY 28, 1992

STATUS DATE : MAY 28, 1992

UNITS : DOLLARS IN THOUSANDS

PROJECT : RBD 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	808,158	0	761,072	885	768,345	5,820	808,122	4,975	688,234	(1,011)	808,358	58,384
S	PROFESSIONAL SERVICES	387,755	0	481,830	(840)	437,283	2,518	428,805	2,518	428,805	1,063	458,038	(2,882)
R	REAL ESTATE	80,894	0	138,820	(252)	124,888	(252)	124,888	(252)	124,888	0	138,879	(141)
F	UTILITY RELOCATIONS	10,820	0	12,140	0	12,018	24	8,824	24	8,824	0	12,018	(122)
O	SPECIAL PROGRAMS	848	0	848	0	847	0	884	0	884	(84)	824	(24)
C	PROJECT CONTINGENCY	83,225	0	83,208	0	0	0	0	0	0	12	30,004	(53,206)
A	PROJECT REVENUE	0	0	0	0	0	0	0	(5)	(1,238)	0	0	0
PROJECT GRANT TOTAL		1,248,800	0	1,450,018	73	1,334,481	8,111	1,256,803	7,281	1,248,779	0	1,450,018	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

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

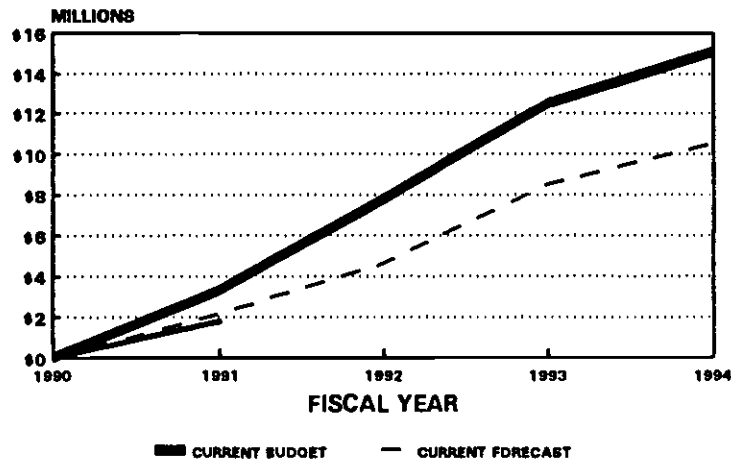
17-Jun-92
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APRIL 92

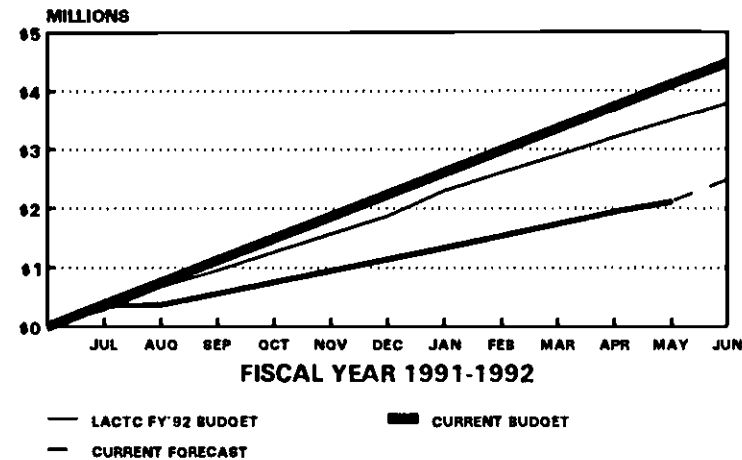
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	* TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$605,300	\$605,300	\$604,211	100%	\$566,482	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	83%	\$120,829	83%	\$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.

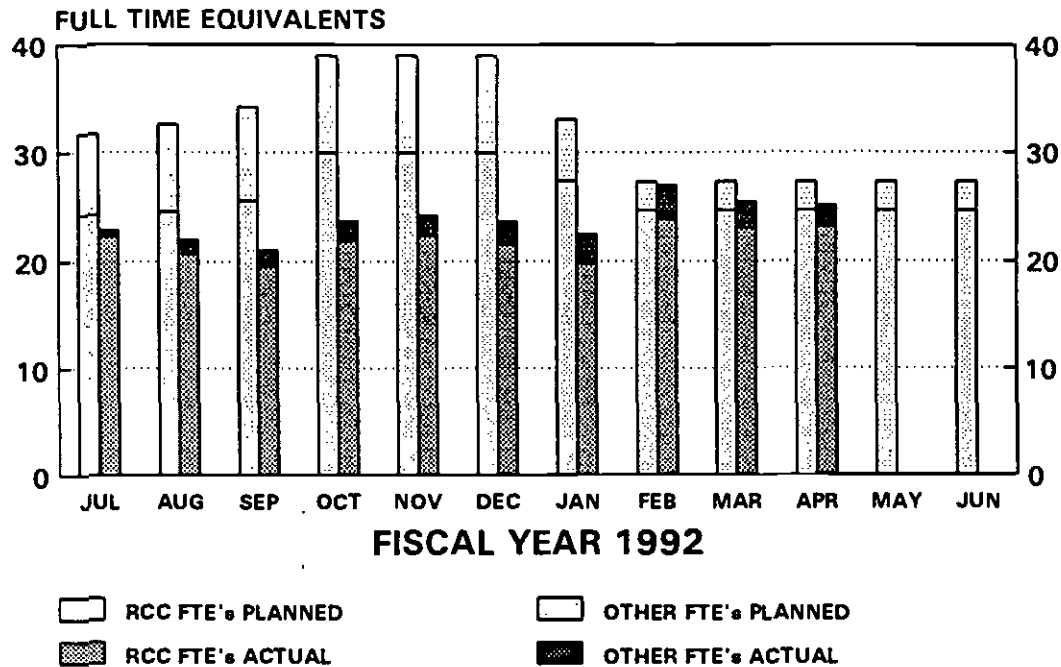
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1 (\$000)

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$2,492
ACTUAL \$ TO DATE	\$2,117

Current forecast as of March 1992.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1



FY'92 Amended Budget implemented FEB'92

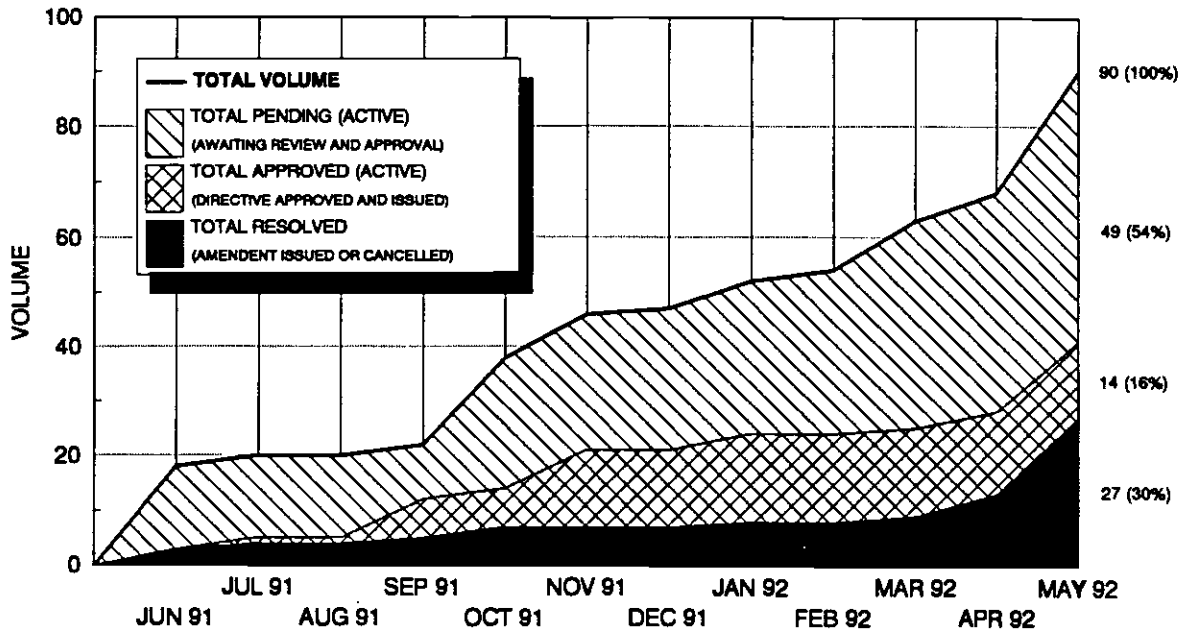
RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

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

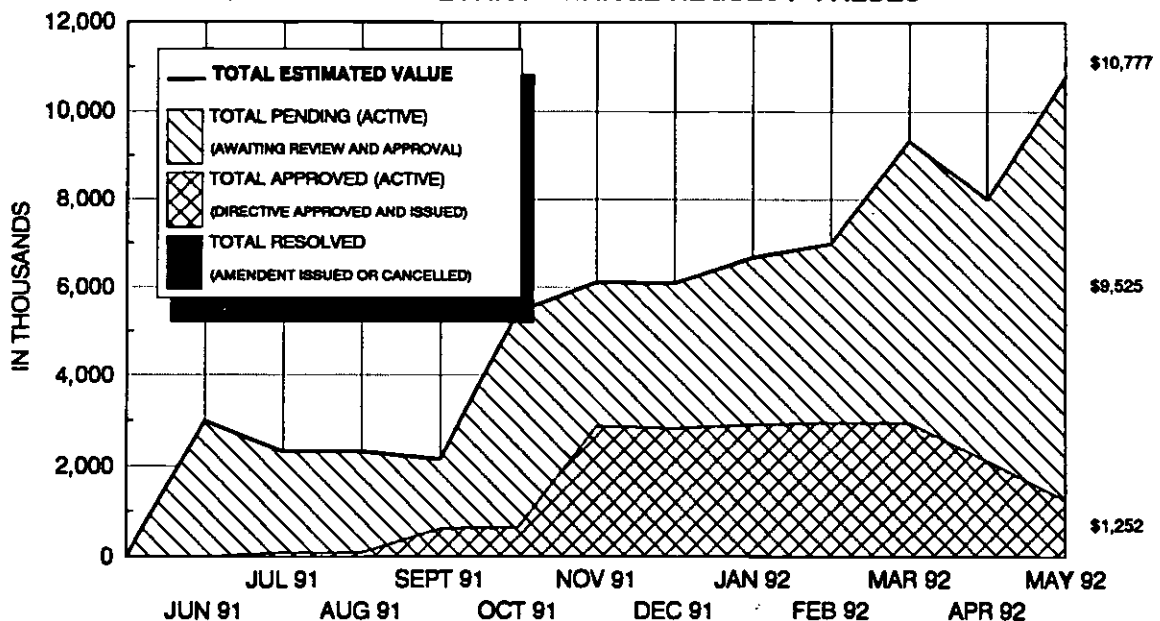
AMENDED FY'92 WAGE RATE INCORPORATED IN FEB'92

**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE S1 CONSULTANT CHANGE REQUEST VOLUME**

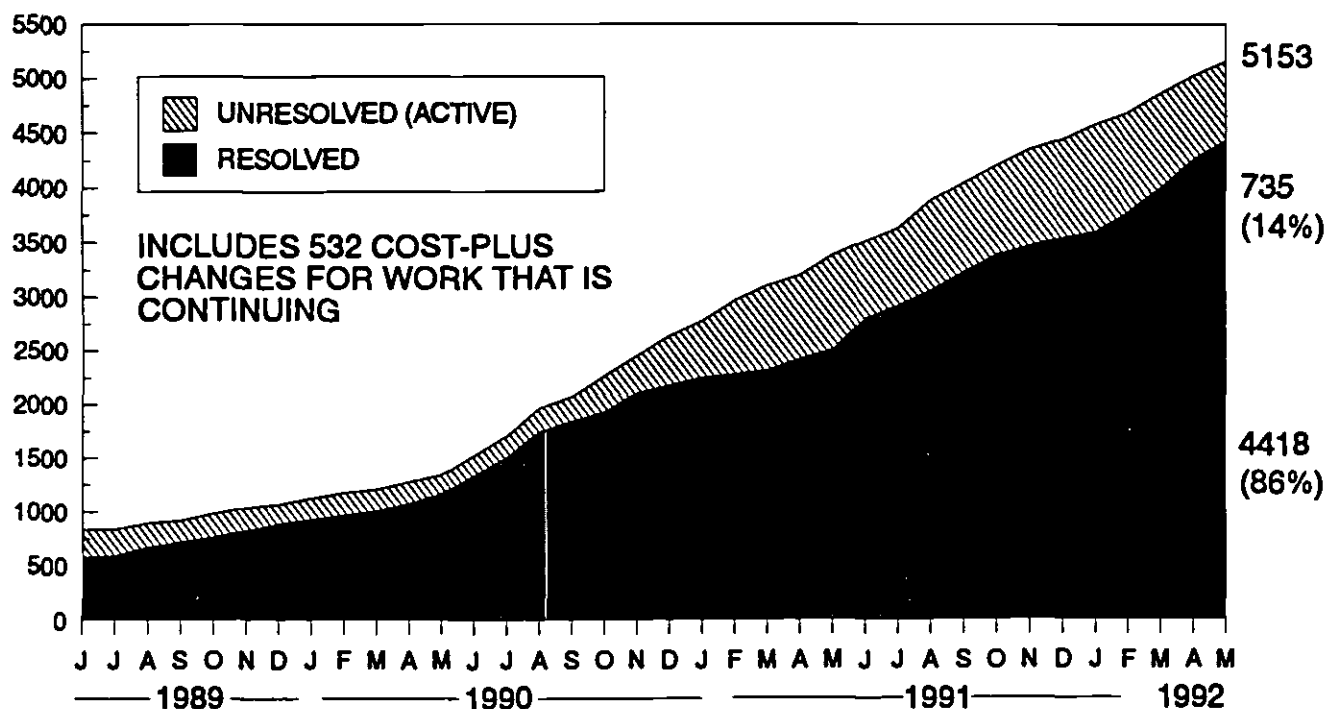


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	13	13	9	28	63
PERCENT	21%	21%	14%	44%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE S1 CONSULTANT CHANGE REQUEST VALUES**



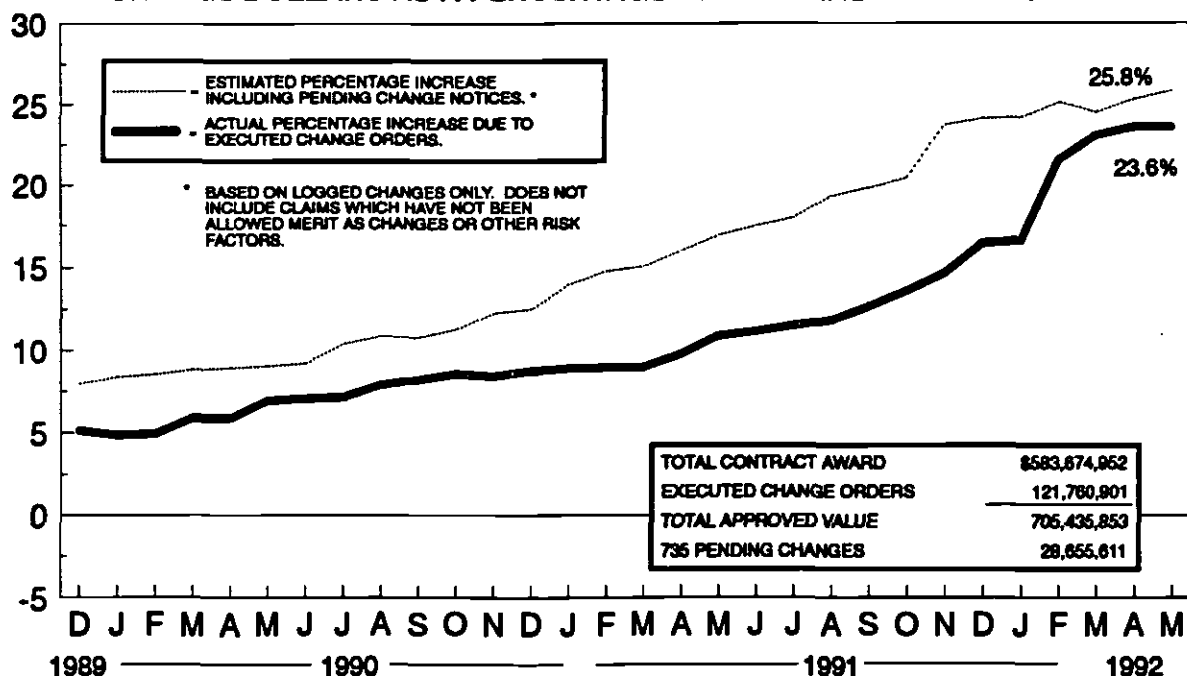
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



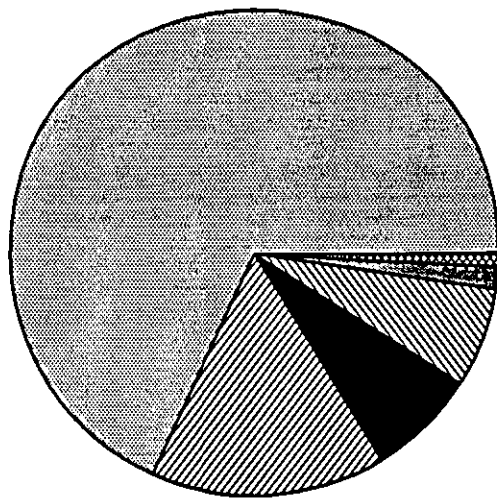
AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	120	92	95	428	735
PERCENT	16%	13%	13%	58%	100%

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









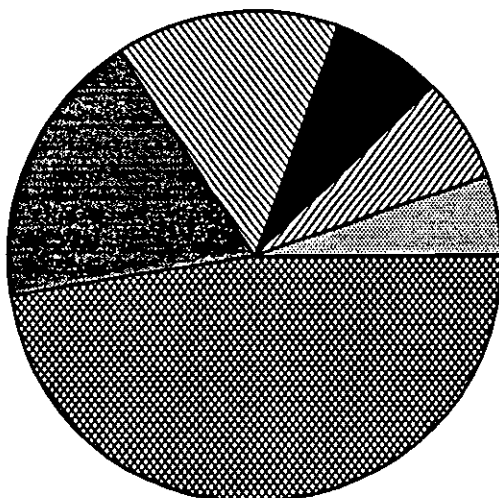
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 05/29/92**









CHANGE VOLUME
TOTAL VOLUME: 3683 CN'S

ABSOLUTE VALUES

2508	68.1%		< \$10,000
575	15.6%		< \$25,000
270	7.3%		< \$50,000
242	6.6%		< \$200,000
56	1.5%		> \$200,000
32	0.9%		> \$1,000,000

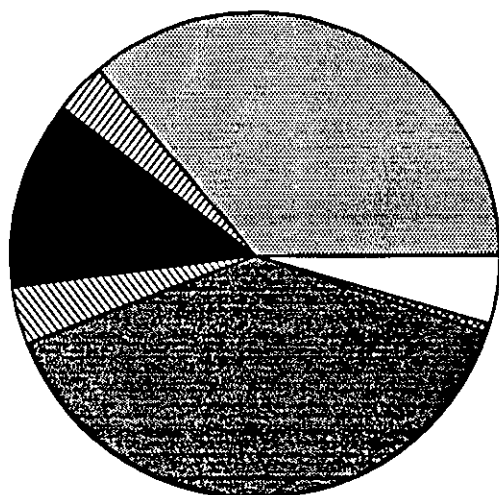


CHANGE COST
TOTAL COST: \$121,760,901

\$6,510,707	5.3%		< \$10,000
\$8,274,500	6.8%		< \$25,000
\$8,959,706	7.4%		< \$50,000
\$17,849,656	14.7%		< \$200,000
\$22,295,237	18.3%		> \$200,000
\$57,871,095	47.5%		> \$1,000,000

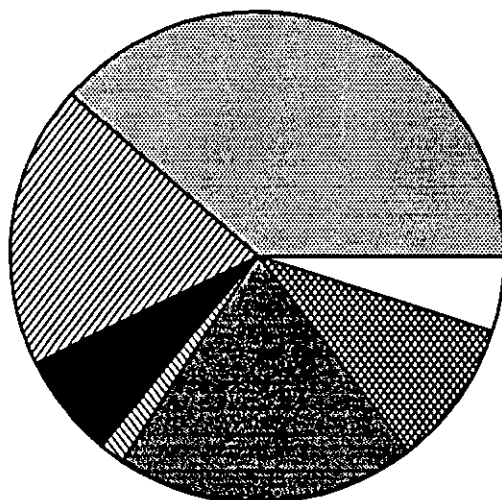
NOTE: COST LEVEL IS BASED ON CHANGE NOTICE VALUE

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 05/29/92**



CHANGE BASIS VOLUME
TOTAL VOLUME: 3683 CN'S (2208 CO'S)

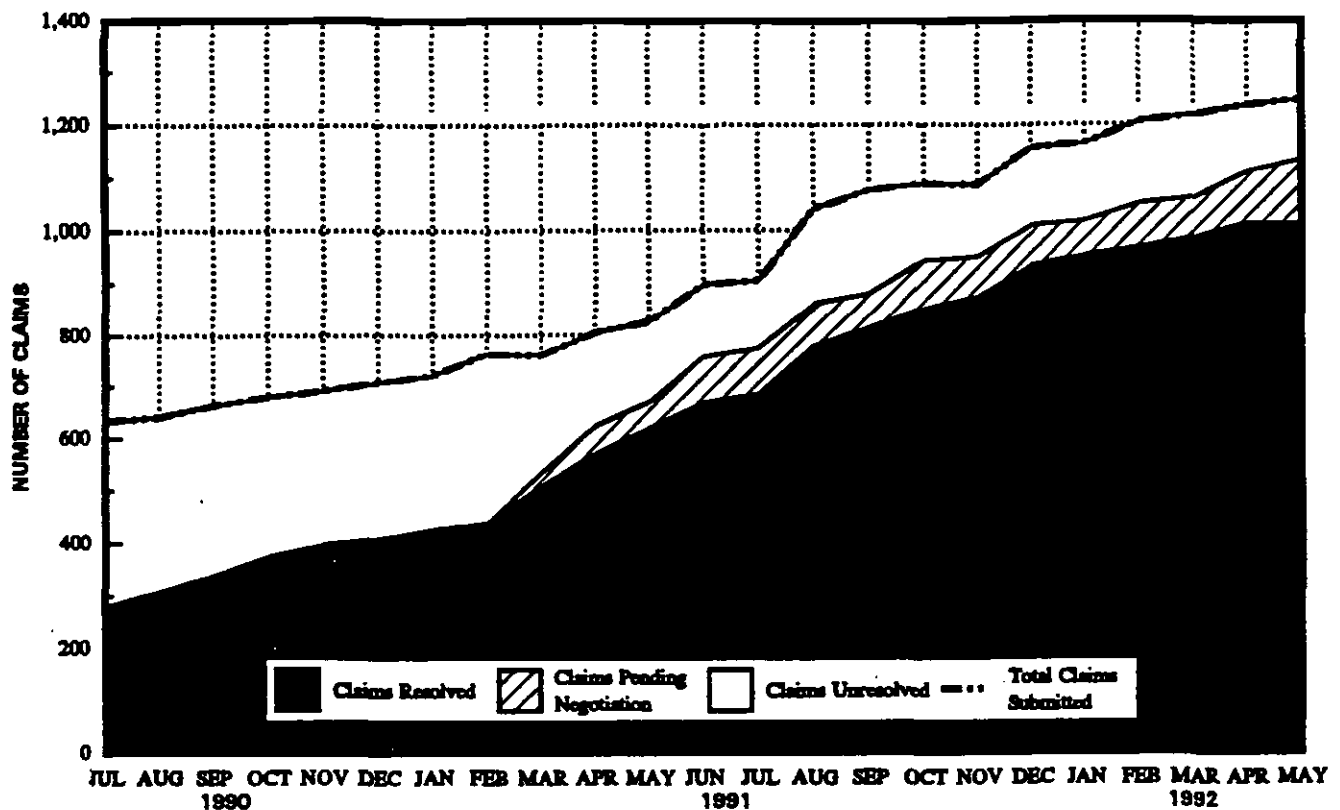
1326	36.0%		WORK SCOPE CHANGES
127	3.4%		SCHEDULE CHANGES
468	12.7%		DIFFERING CONDITIONS
138	3.8%		ADMINISTRATIVE
1432	38.9%		DESIGN CHANGES
21	0.6%		MANAGEMENT ISSUES
171	4.6%		UNASSIGNED



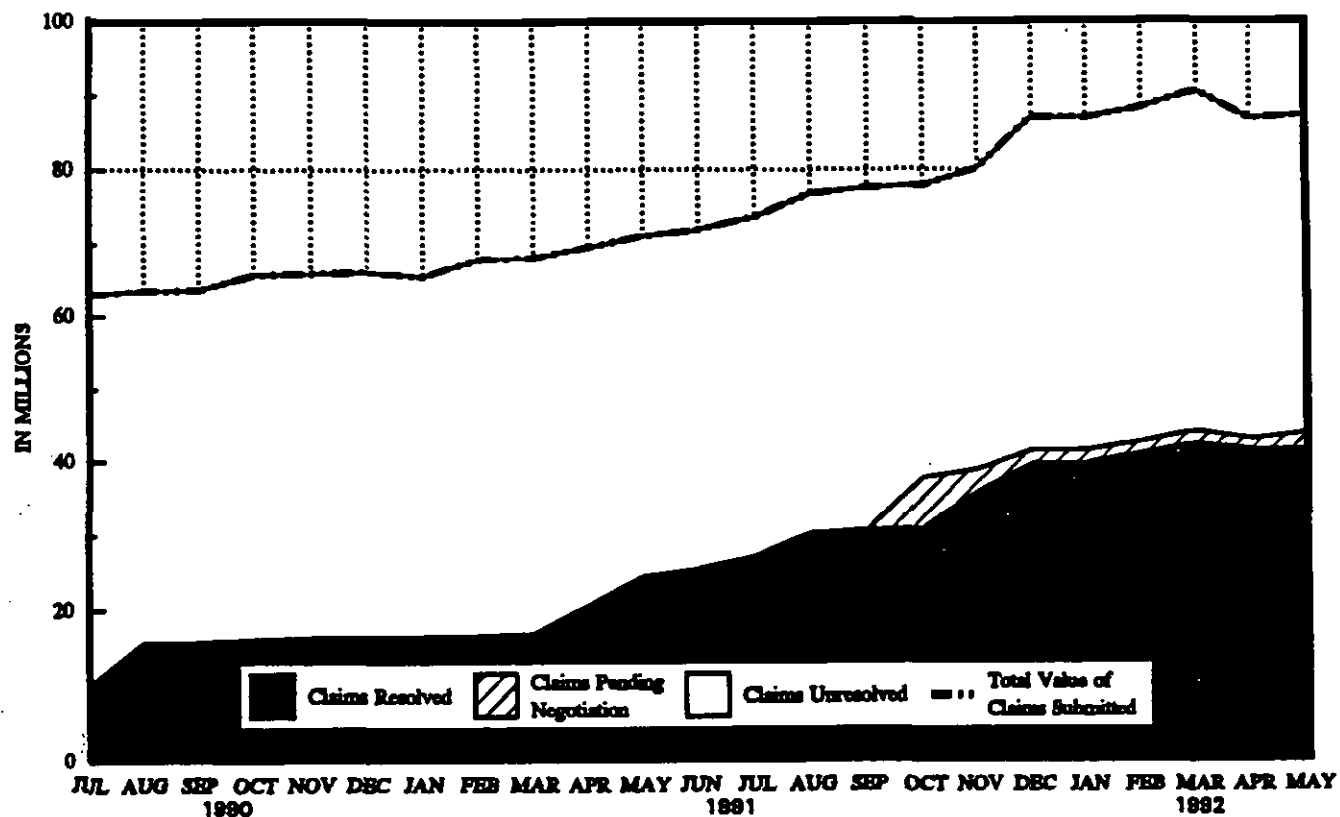
CHANGE BASIS COST
TOTAL COST: \$121,760,901

\$46,907,647	38.5%		WORK SCOPE CHANGES
\$22,744,601	18.7%		SCHEDULE CHANGES
\$8,382,612	6.9%		DIFFERING CONDITIONS
\$1,954,985	1.6%		ADMINISTRATIVE
\$24,052,845	19.7%		DESIGN CHANGES
\$11,652,066	9.6%		MANAGEMENT ISSUES
\$6,066,145	5.0%		UNASSIGNED

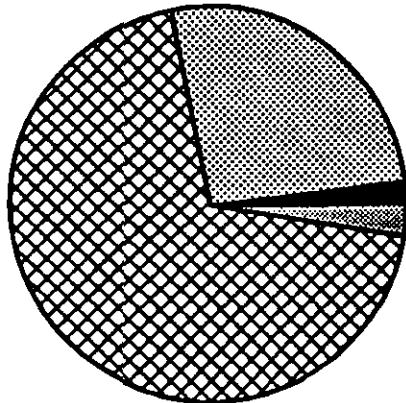
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - COUNT



CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Total All Filed Claims - Cost








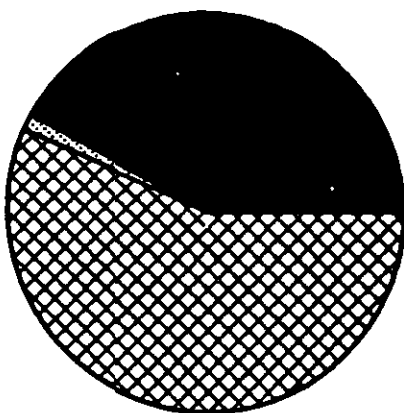
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS **Unresolved Claims Distribution Chart** **Total All Filed Claims as of 05/29/92**



COUNT






TOTAL = 114

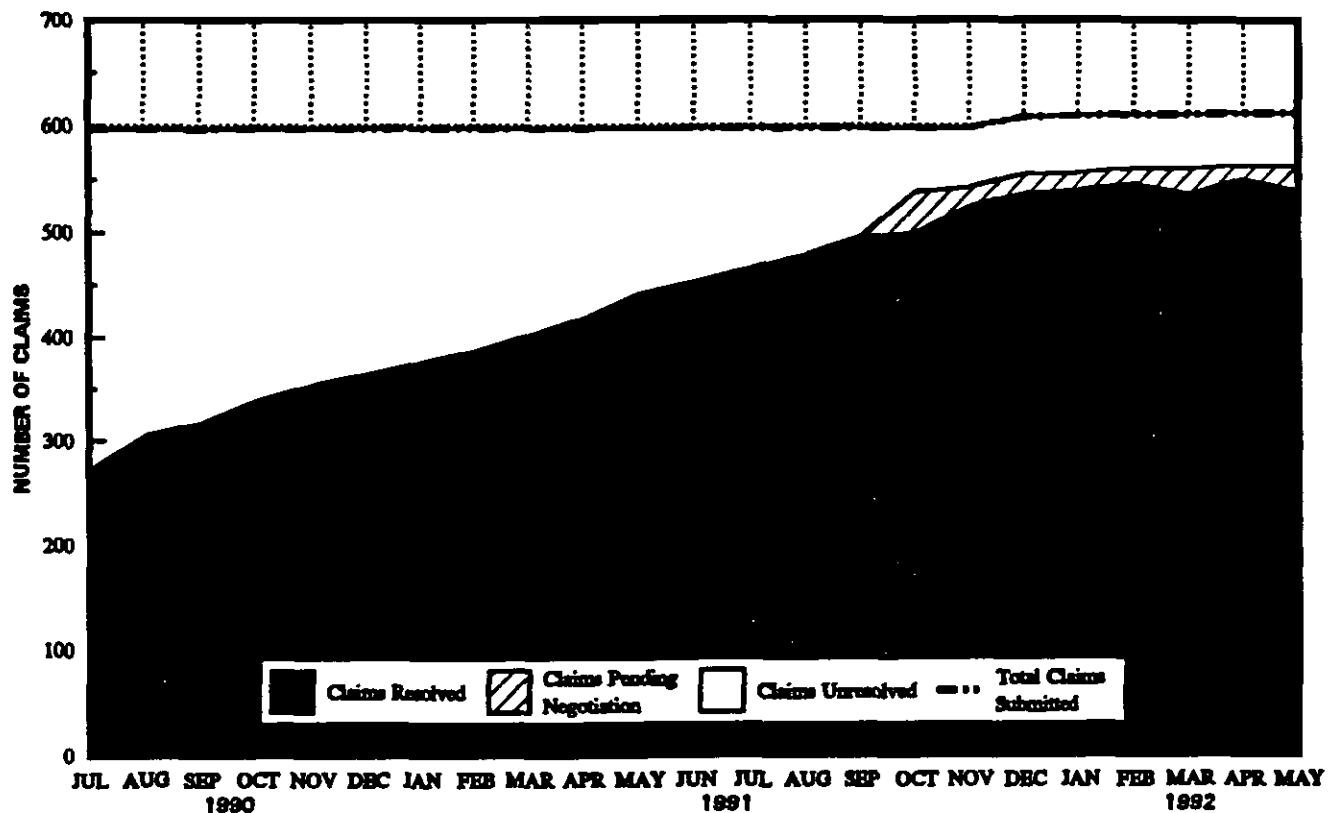
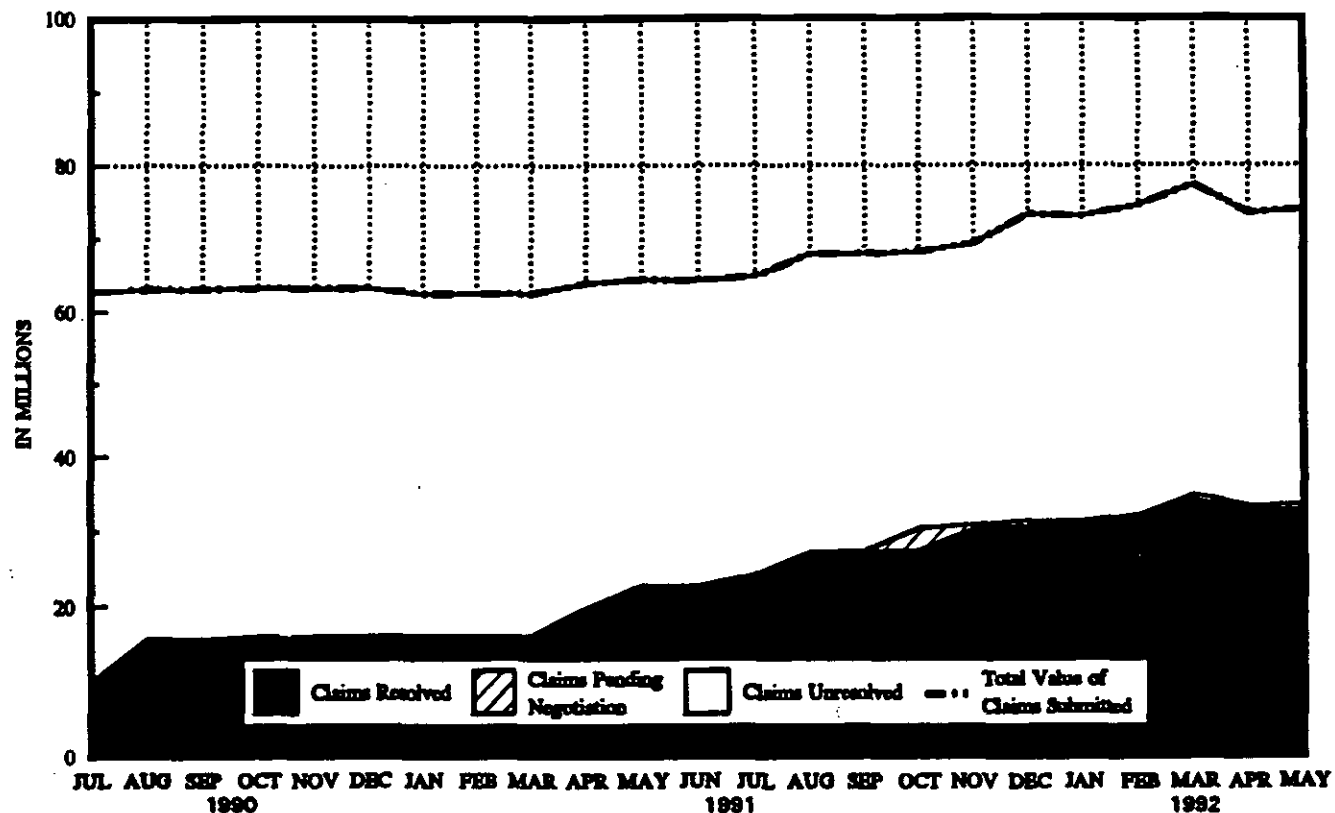
2	1.8%		Litigation
0	0.0%		Closed
30	26.3%		Rejected
79	69.3%		Pending Merit
3	2.6%		In Dispute

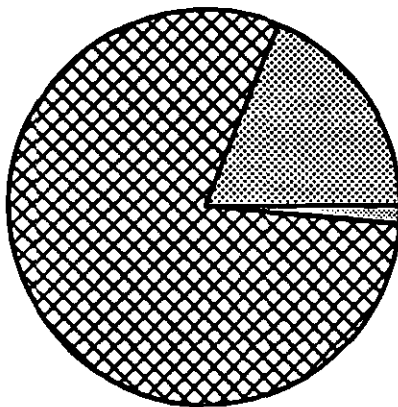







COST

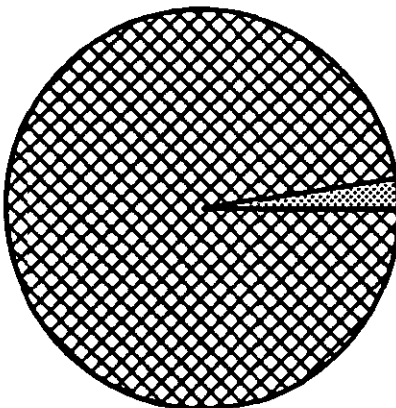
TOTAL = \$43,621,437




\$18,293,143	41.9%		Litigation
\$0	0.0%		Closed
\$576,151	1.3%		Rejected
\$24,728,946	56.7%		Pending Merit
\$23,197	0.1%		In Dispute

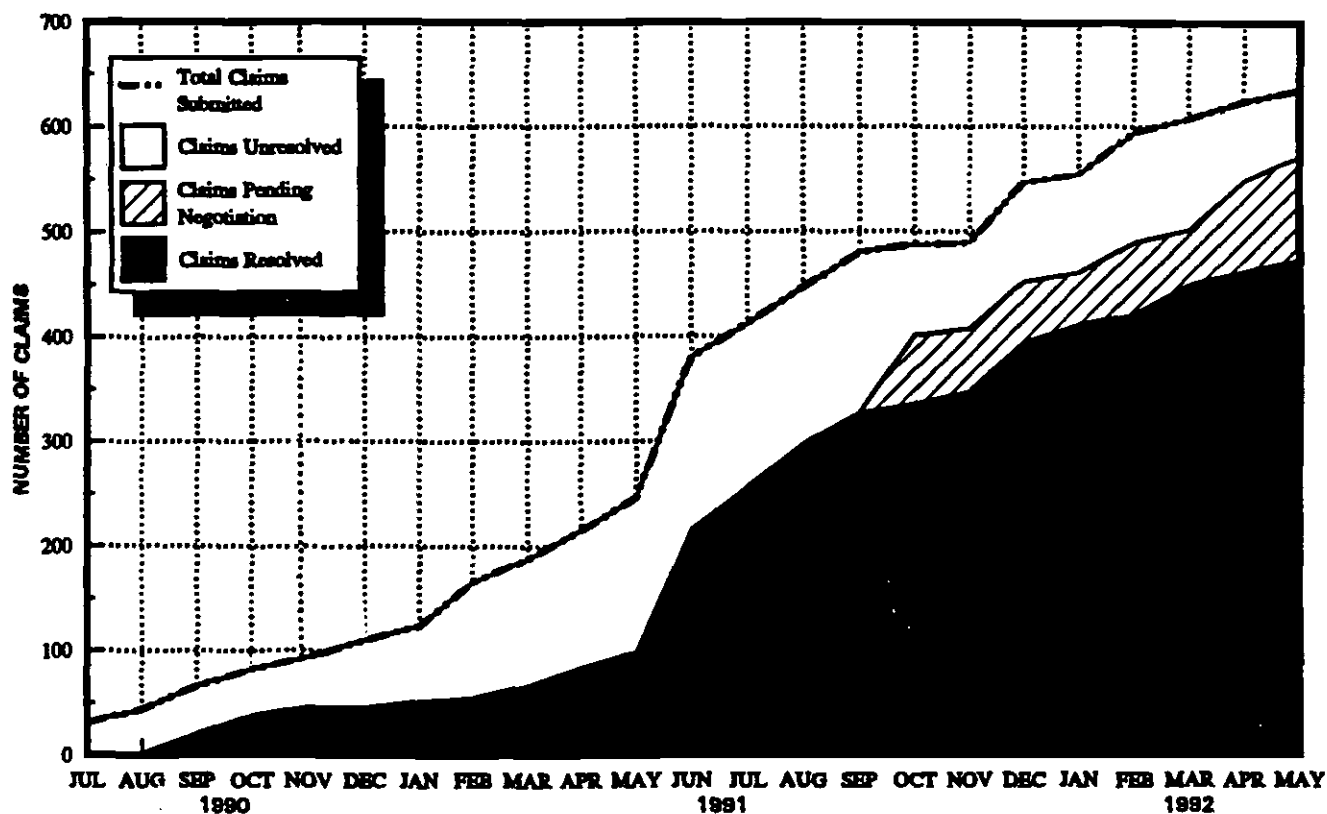
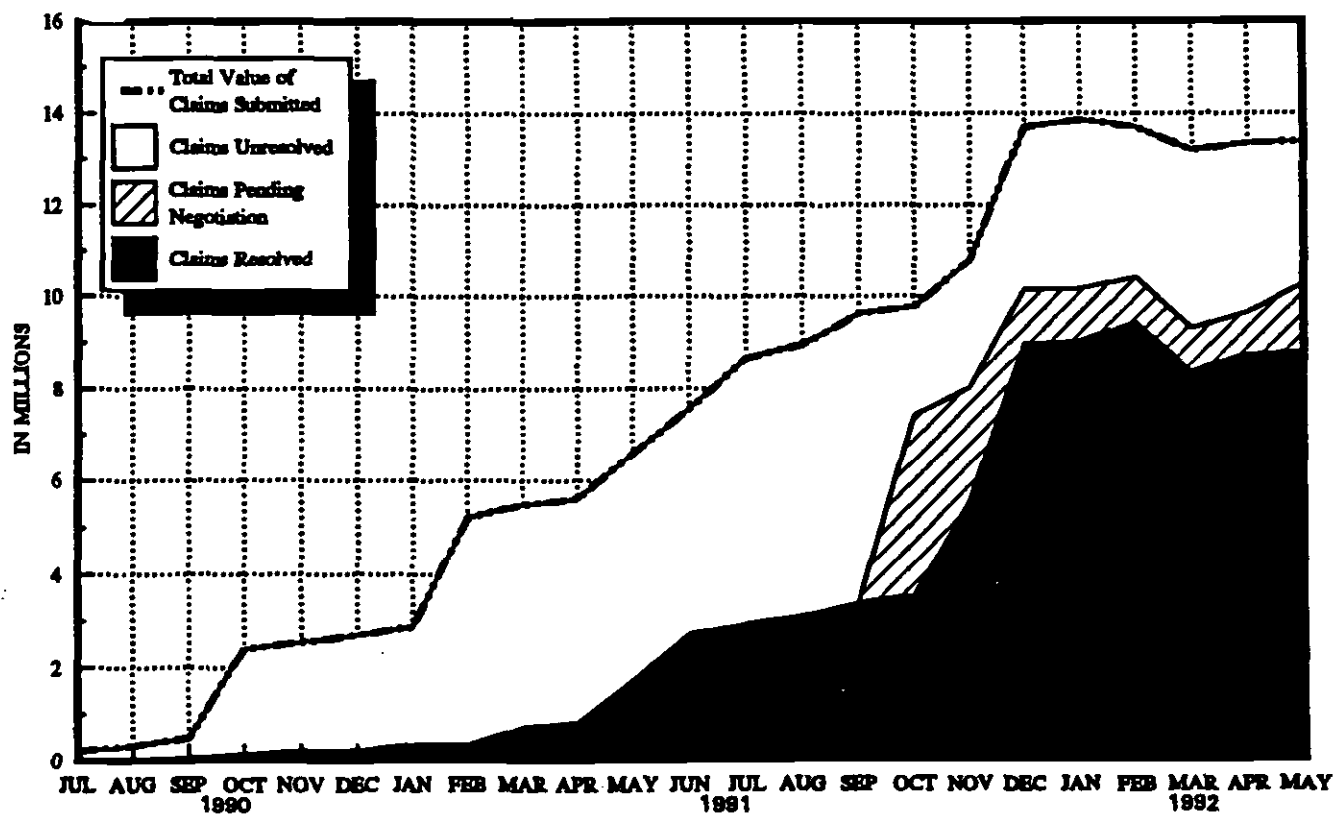
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS
Claims Filed Prior to 07/01/90 - COUNT**CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**
Claims Filed Prior to 07/01/90 - COST

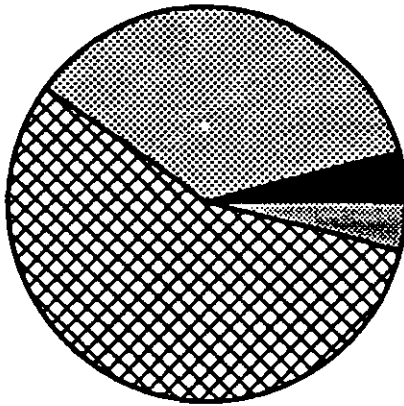
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS**Unresolved Claims Distribution Chart****Claims Filed After 07/01/90 as of 05/29/92****COUNT****TOTAL = 64**

0	0.0%		Litigation
0	0.0%		Closed
12	18.8%		Rejected
51	79.7%		Pending Merit
1	1.5%		In Dispute

**COST****TOTAL = \$3,130,536**

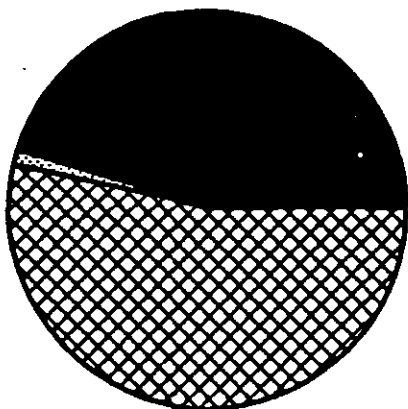
\$0	0.0%		Litigation
\$0	0.0%		Closed
\$78,703	2.5%		Rejected
\$3,051,833	97.5%		Pending Merit
\$0	0.0%		In Dispute

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 Prior to 07/01/90 as of 05/29/92**

COUNT
TOTAL = 50

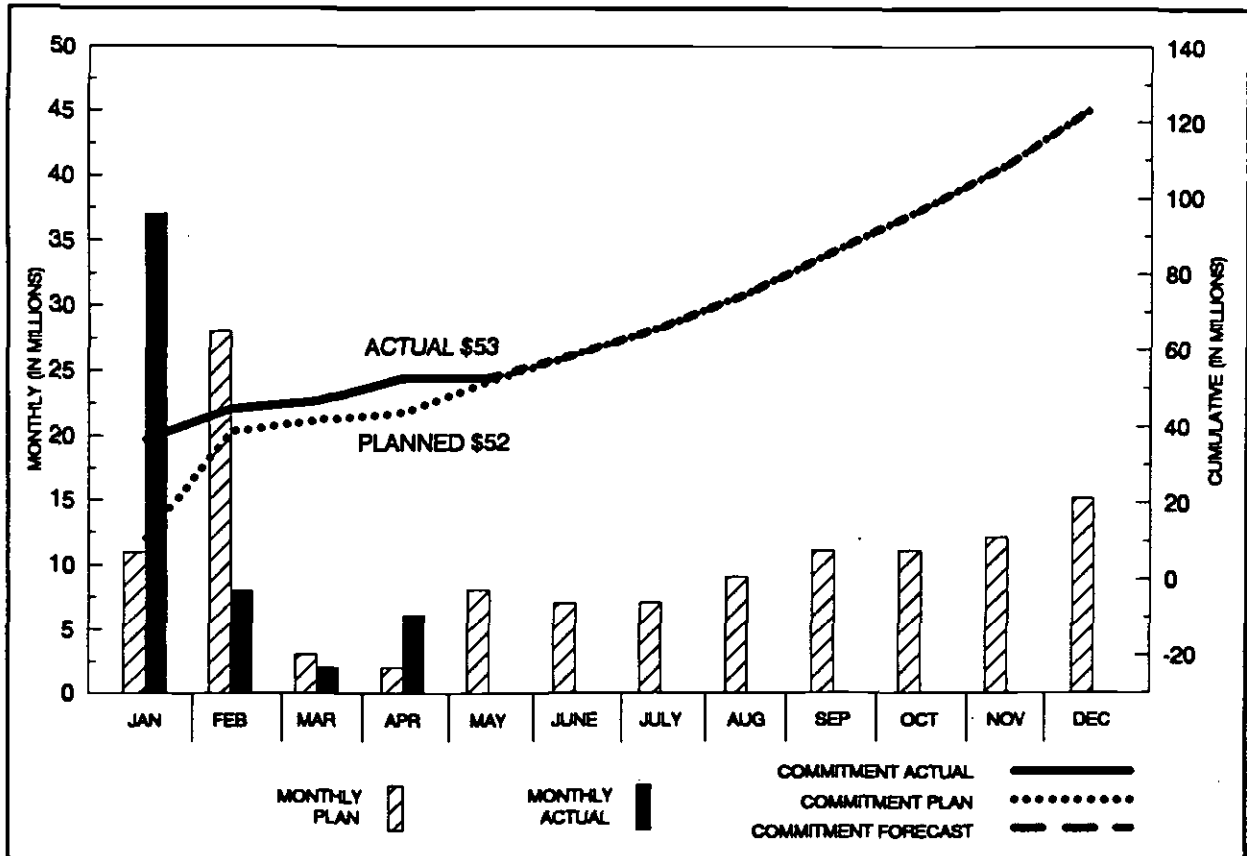
2	4.0%		Litigation
0	0.0%		Closed
18	36.0%		Rejected
28	56.0%		Pending Merit
2	4.0%		In Dispute



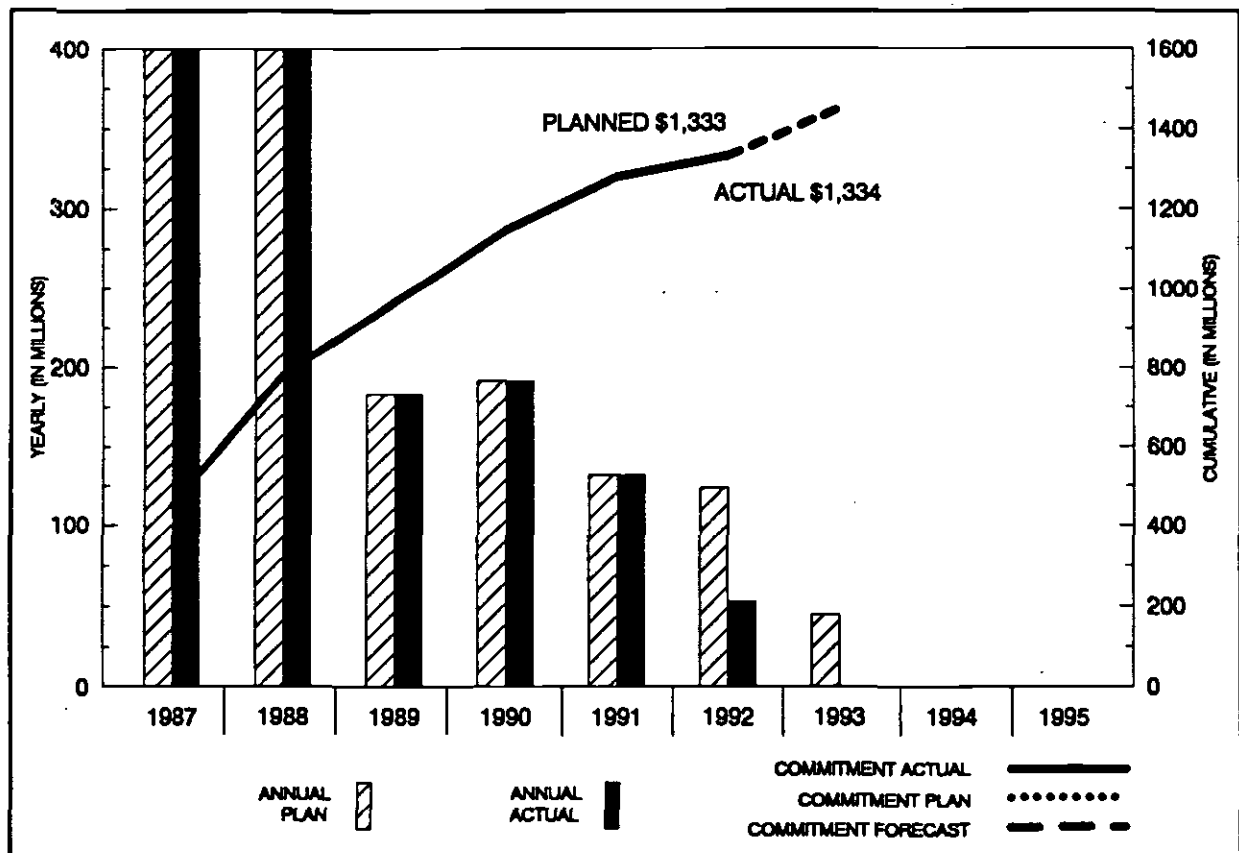
COST
TOTAL \$40,490,901

\$18,293,143	45.2%		Litigation
\$0	0.0%		Closed
\$497,448	1.2%		Rejected
\$21,677,112	53.5%		Pending Merit
\$23,197	0.1%		In Dispute

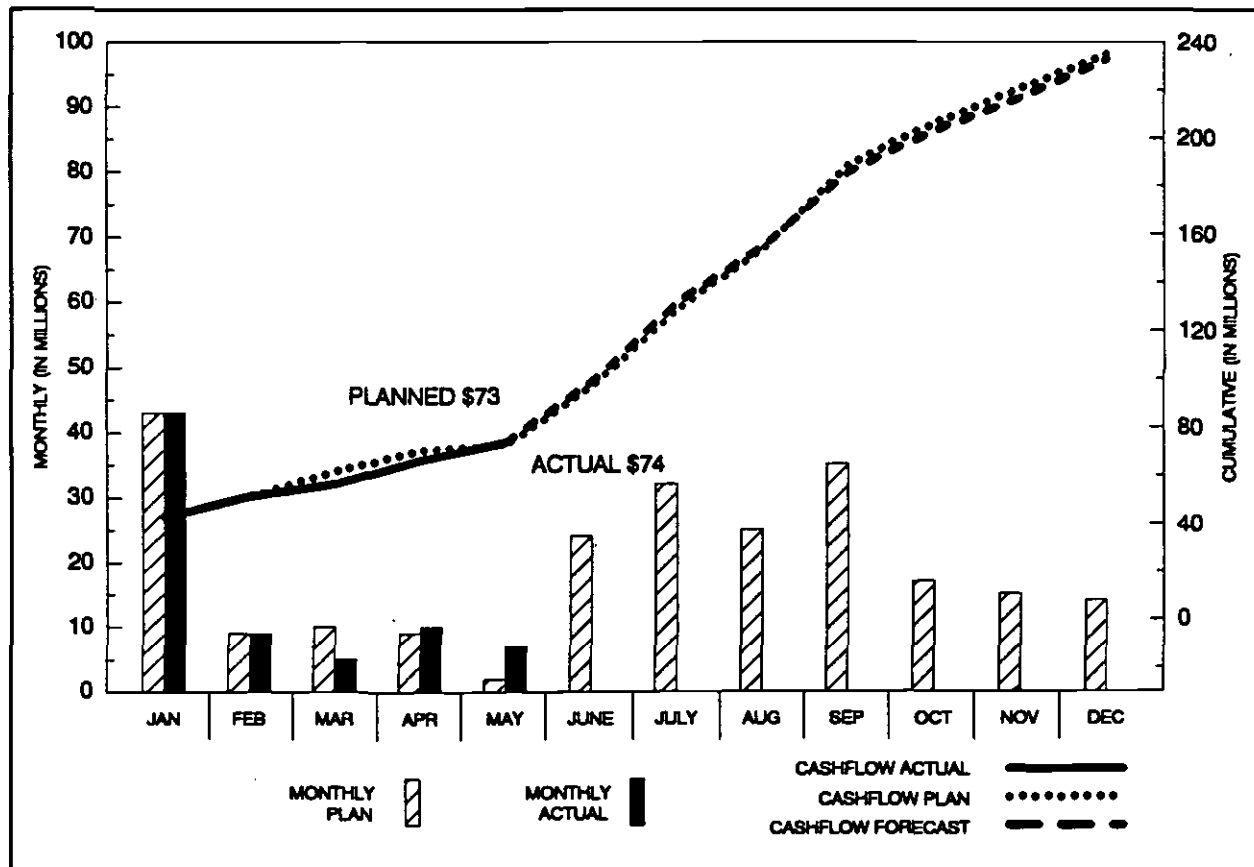
PROJECT COMMITMENTS - ANNUAL



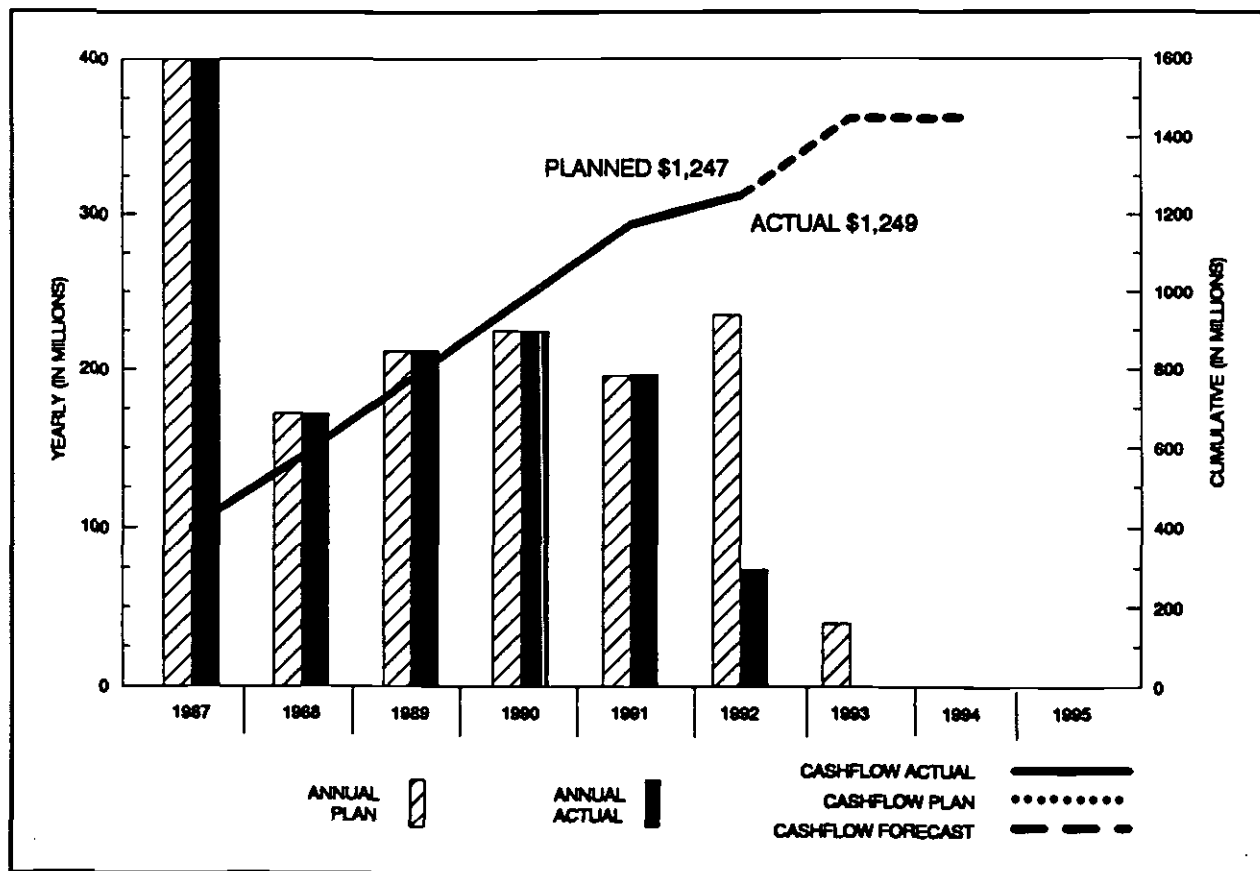
PROJECT COMMITMENTS - PROJECT



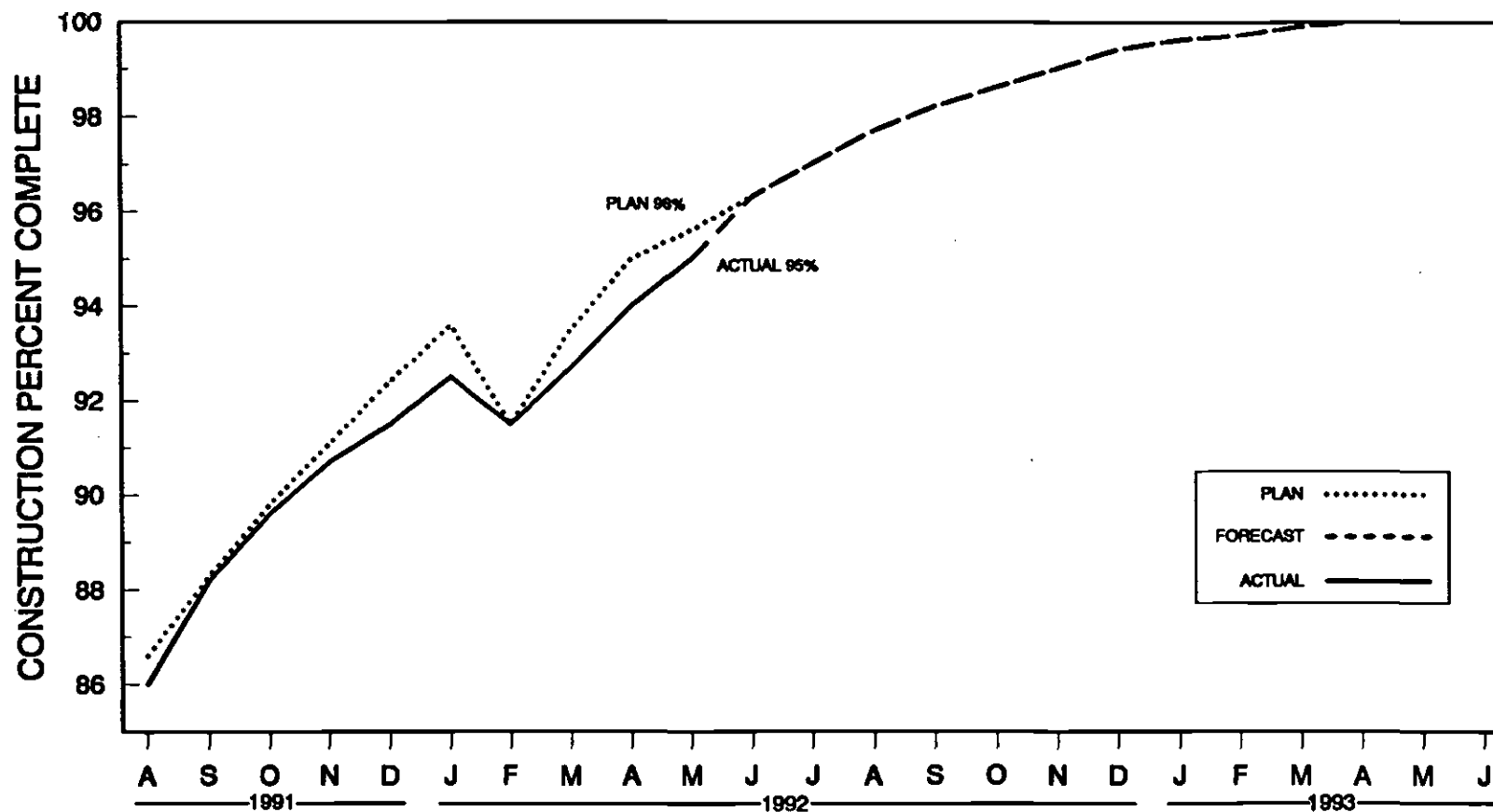
PROJECT CASH FLOW – ANNUAL



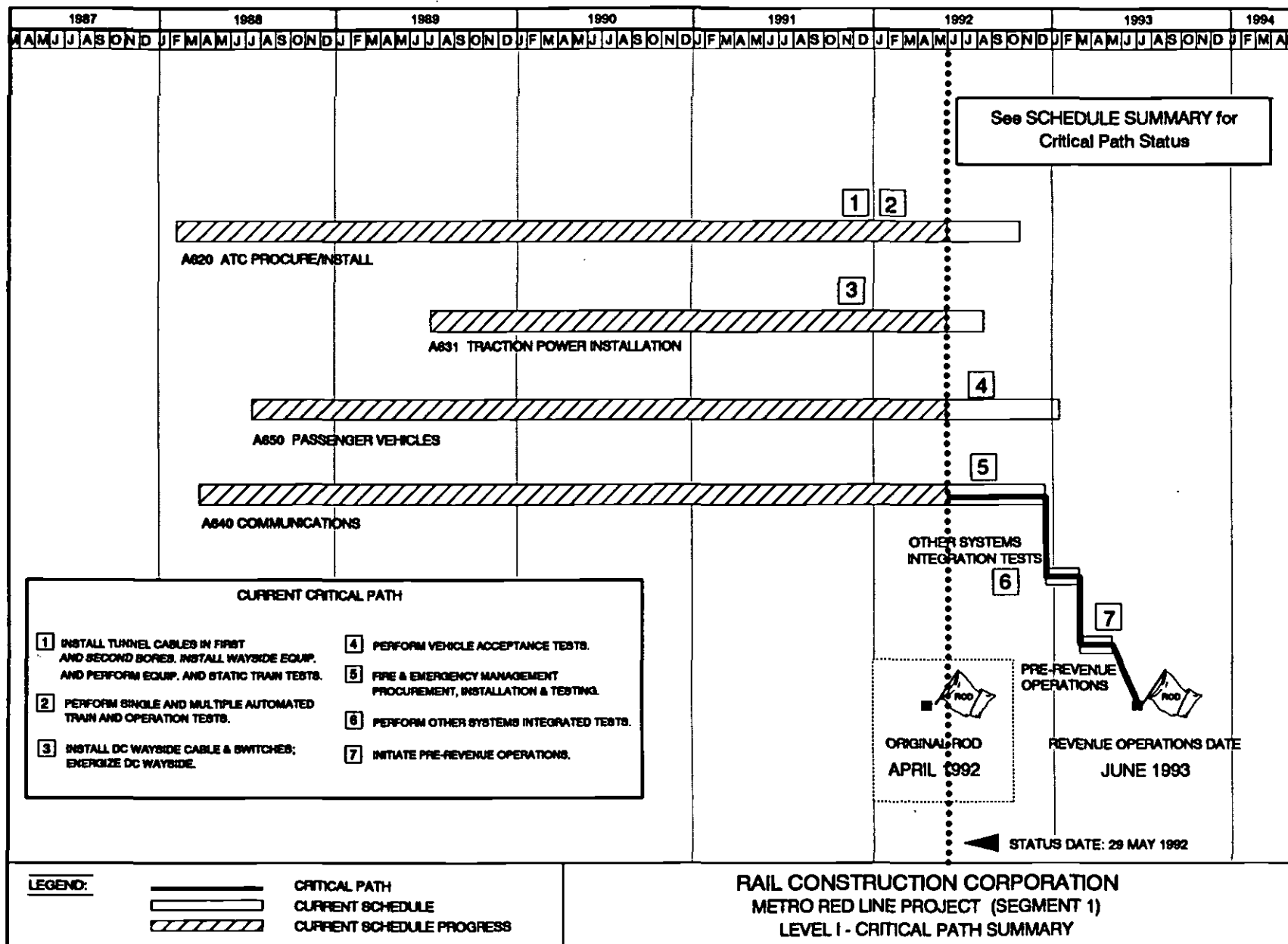
PROJECT CASH FLOW – PROJECT



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 FEBRUARY SCHEDULE ADJUSTMENTS.



LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A116	Yard Security Fencing	O	O	O	O	O		May 92
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 II	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

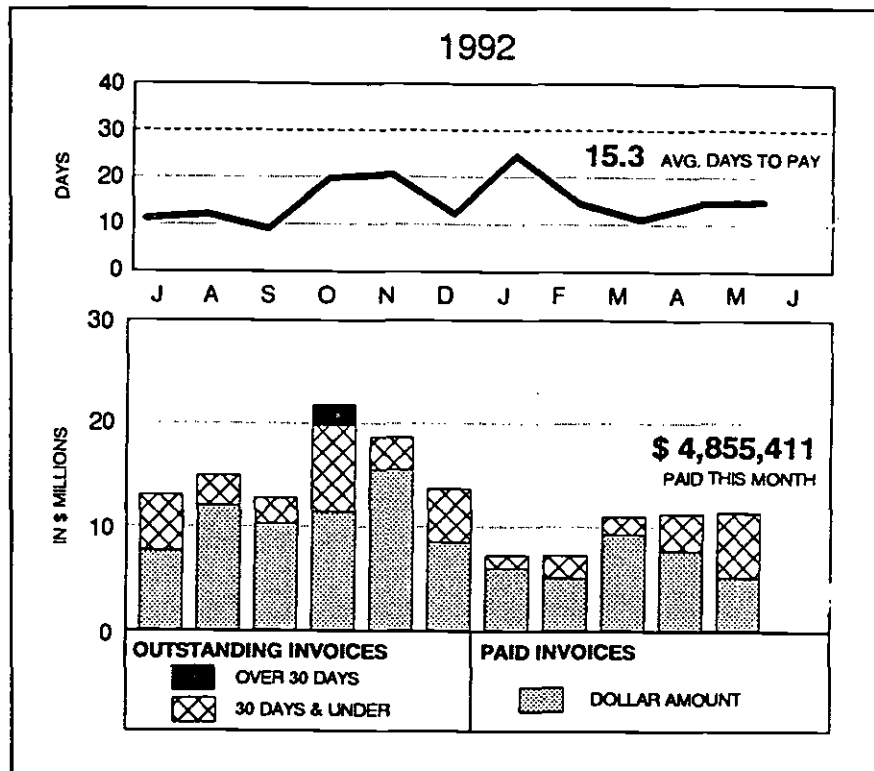
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.3 days.

- 13 invoices were paid for a total value of \$ 4,855,411.

- There were 18 outstanding Construction/ or Procurement invoices under 30 days old for \$ 5,930,887.

- There were 2 outstanding Construction or Procurement invoices over 30 days old for \$ 96,797.

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

EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,446.4
- Current Forecast \$1,446.4
- The defined costs forecast decreased due to Estimate Status Revision #8 Update; Awarded Contracts Forecast changes; ADA Compliance Plan; and Contract B251 Engineer's Estimate.
- This report does not reflect the cost impacts as a result of the Joint Development Ad Hoc Committee/PMIC scope change recommendations. It is anticipated that incorporation of the cost impacts will be reported in the June 1992 Project Manager's Status Report.

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	81%
- Actual	77%
- Construction Progress

- Plan	10%
- Actual	9%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	72	33	35	4	190
LAST MONTH	73	33	35	5	167

- There are 72 parcels of land required for the Segment 2 Project. One parcel has been decertified this month for Contract B231. The acquisition breakdown is as follows: 27 full takes, 44 subsurface easements, and one temporary construction easement.
- To date, there have been 33 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 decreased by one 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.

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

Action: Maintain schedule to avoid negative float.

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

Blast Relief Shafts Relocation

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

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

Status: Vermont/Hollywood Stations UPE and BRS are still being analyzed and studied for placement on adjacent sidewalks, streets, or private properties. This effort is being coordinated with LACTC Real Estate, RCC and 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 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: 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 members of the public are still being received. 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 ROD.

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 April Monthly Project Report submitted to FTA by their Project Management Oversight Consultant, Hill International.

ONGOING

February '92

Quality Assurance

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

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

Status: A recent meeting with the EMC resulted in the completion of a draft of sections 1 and 2 of the "Quality Assurance Plan". The remaining 14 sections of this document and the "Design Review Procedures" have not been delivered at this time.

NEW

NONE

RESOLVED

NONE

KEY ACTIVITIES - MAY

- Continued pocket track excavation, pocket track structure concrete and excavation of cross passage #17 at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Completed installation of station piles, and continued utility excavation/support and station vault excavation at Contract B211, Wilshire/Vermont Station.
- Completed installation of station piles at turnout structure; continued utility excavation/support at station; continued installation of piles for appurtenant structures, and turnout structure; completed right alignment tunnel excavation inside of Wilshire/Normandie Station; and commenced 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.
- Opened bids for Contract B251, Vermont/Hollywood Tunnel, on May 28, 1992.
- Issued Bid Documents for Contract B740, Ventilation Equipment, and Contract B745, Air Handling Equipment.
- Continued Preliminary Engineering on the Option 1 Station Enhancements for Contract B241, Vermont/Beverly Station, Contract B252, Vermont/Santa Monica Station, and Contract B281, Hollywood/Vine Station.

KEY ACTIVITIES - PLANNED FOR JUNE

- Continue pocket track structure concrete and complete excavation of cross passage #17 and pocket track excavation at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line.
- Continue utility excavation/support and station vault excavation at Contract B211, Wilshire/Vermont Station.
- Commence turnout structure excavation, continue utility excavation/support at station, station vault excavation, installation of soldier piles for appurtenant structures, and tunnel excavation west along Wilshire Boulevard toward Western Avenue 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.
- Recommendation of award by the Commission for Contract B251, Vermont/Hollywood Tunnel, is planned for June 24, 1992.
- Issue Prefinal Estimate for Contract B271, Hollywood/Western Station, and Contract B630, Traction Power Equipment Procurement.
- Issue In-Progress Estimate for Contract B620, Automatic Train Control.
- Complete Preliminary Engineering for the Option 1 Station Enhancements for Contract B241, Vermont/Beverly Station, Contract B252, Vermont/Santa Monica 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: 02-May-92 to 29-May-92
Run Date: 11-Jun-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	4,474	309,268	9,138	108,548	9,742	98,931	14,242	947,459	41,629
S Professional Services	289,150	0	297,844	786	223,186	5,605	96,316	6,115	89,716	873	336,844	39,000
R Real Estate	79,827	0	76,567	14,891	61,656	9,550	48,831	9,550	48,831	0	99,740	23,173
F Utility/Agency Force Account	36,668	0	18,404	0	4,969	64	1,783	60	1,779	0	27,562	9,158
D Special Programs	2,044	0	2,044	0	322	13	193	13	193	0	9,716	7,672
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(10,582)	77,644	(68,099)
A Project Revenue	0	0	0	0	0	(3)	(169)	(3)	(169)	(4,533)	(52,533)	(52,533)
Project Grand Total:	1,446,432	0	1,446,432	20,151	599,401	24,367	255,502	25,477	239,281	0	1,446,432	0

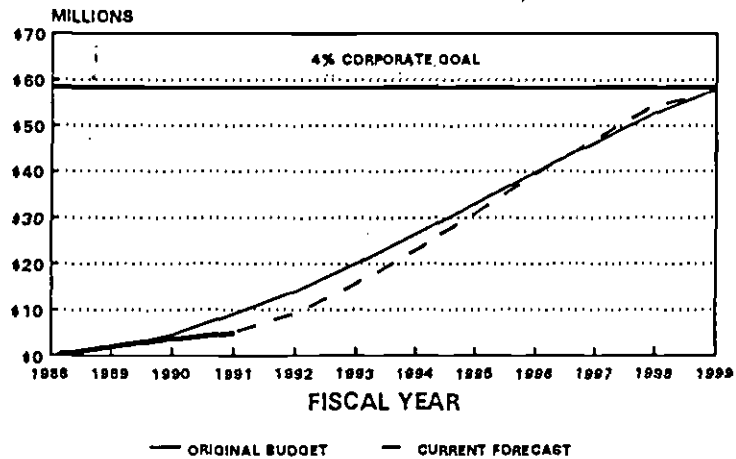
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS. STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$667,000	\$478,918	\$239,924	36%	\$79,079	12%	\$71,479	11%
STATE	\$185,985	\$27,000	\$85,807	46%	\$38,229	21%	\$21,327	11%
LACTC	\$439,447	\$97,856	\$214,636	49%	\$90,317	21%	\$90,317	21%
CITY OF L.A.	\$96,000	\$21,400	\$47,115	49%	\$19,737	21%	\$19,737	21%
BENEFIT ASSESSMENT	\$58,000	\$0	\$11,919	21%	\$11,919	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	\$599,401	41%	\$239,281	17%	\$214,779	15%

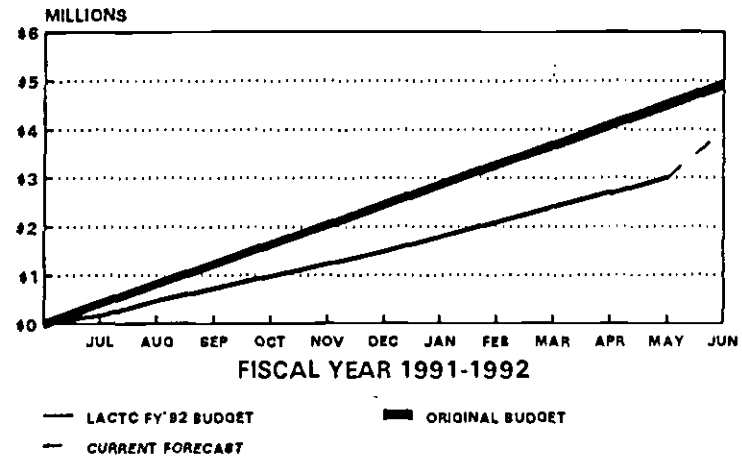
(1) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS ONLY.

(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%

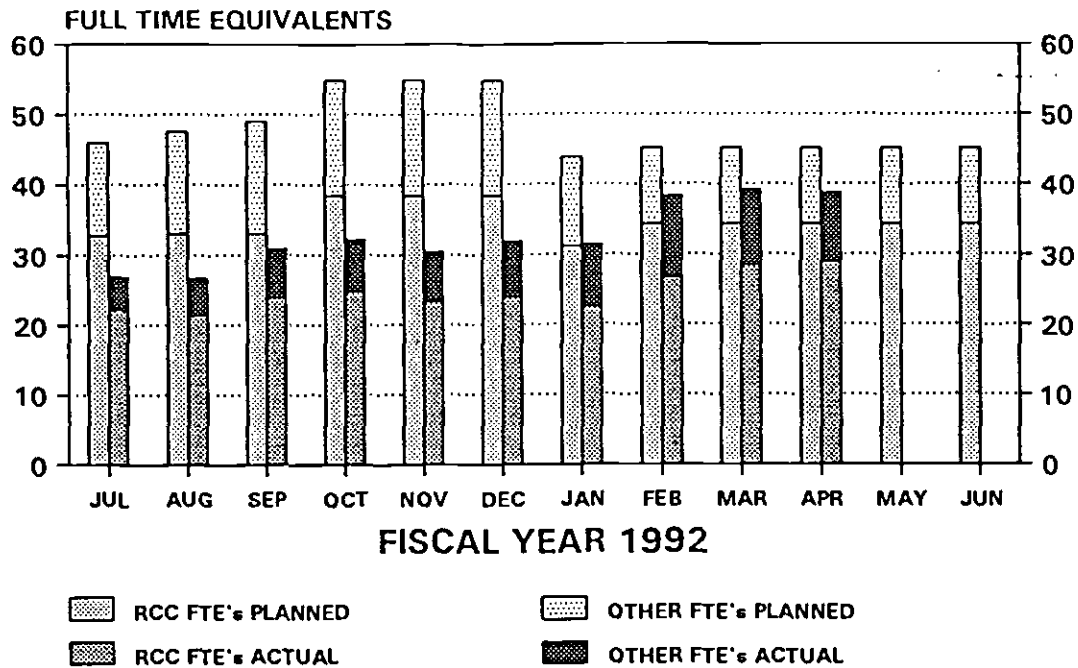
FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,001
ACTUAL \$ TO DATE	\$2,982

Current forecast as of December 1991.

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'92 Amended Budget implemented FEB'92

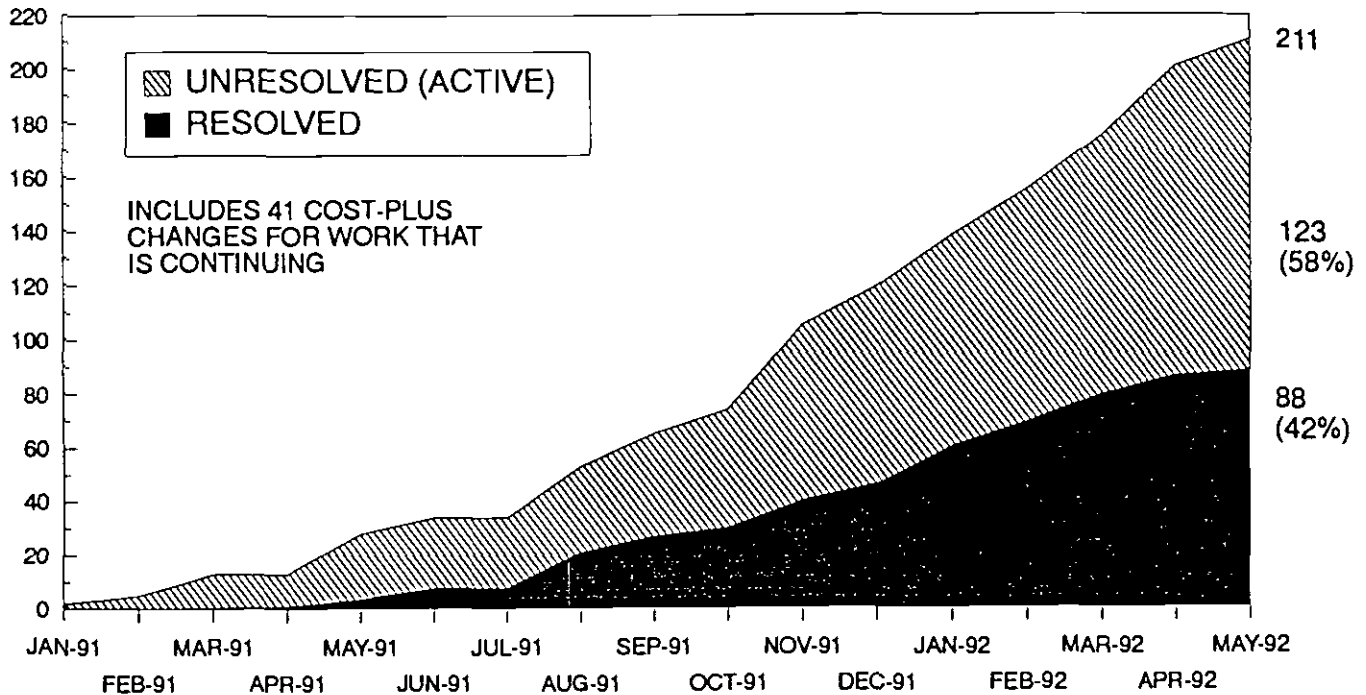
RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$44
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	34
RCC FTE's ACTUAL	29
OTHER FTE's PLANNED	11
OTHER FTE's ACTUAL	10
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	39

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE RESOLUTION

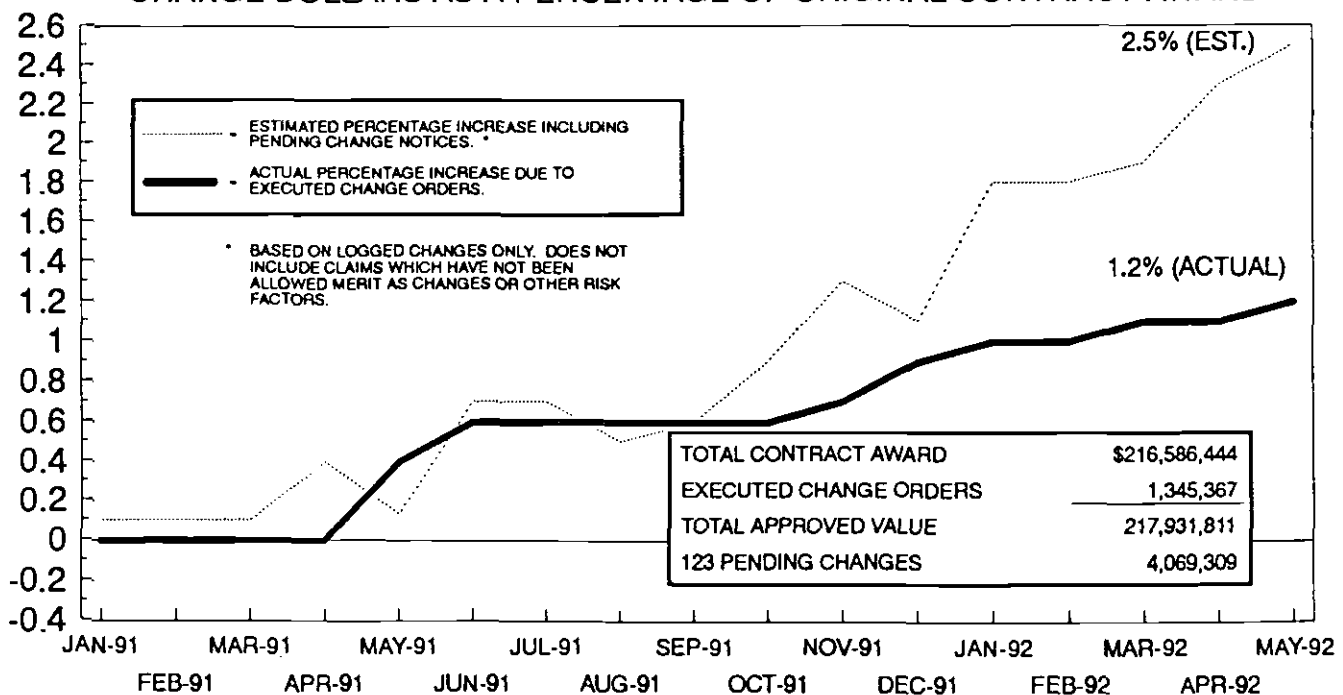


AGE OF UNRESOLVED CHANGES

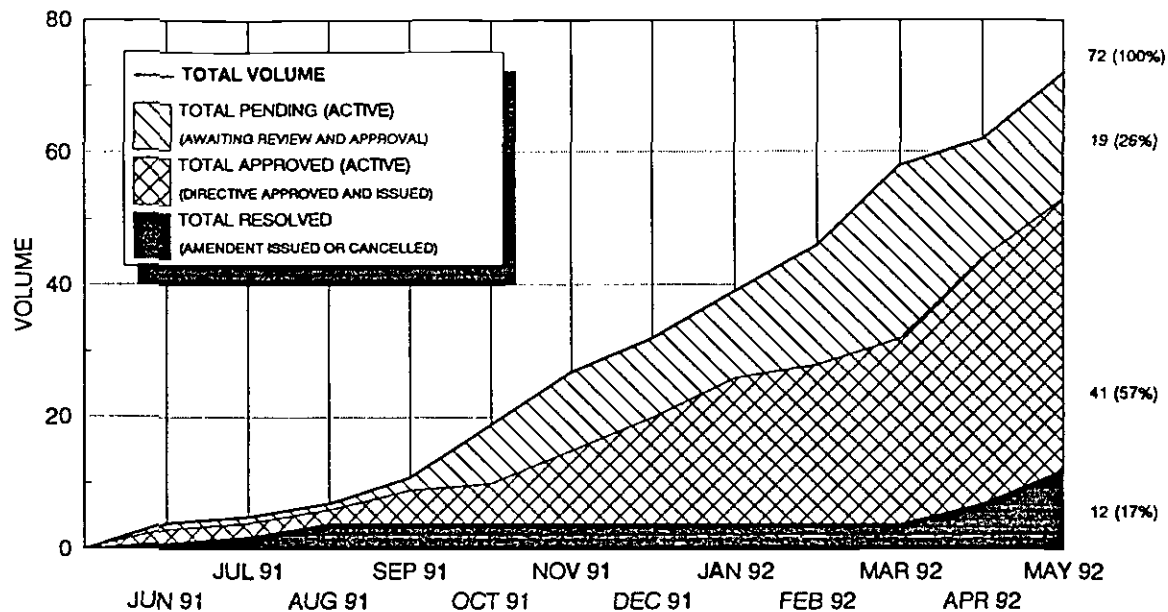
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	37	17	9	60	123
PERCENT	30%	14%	7%	49%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



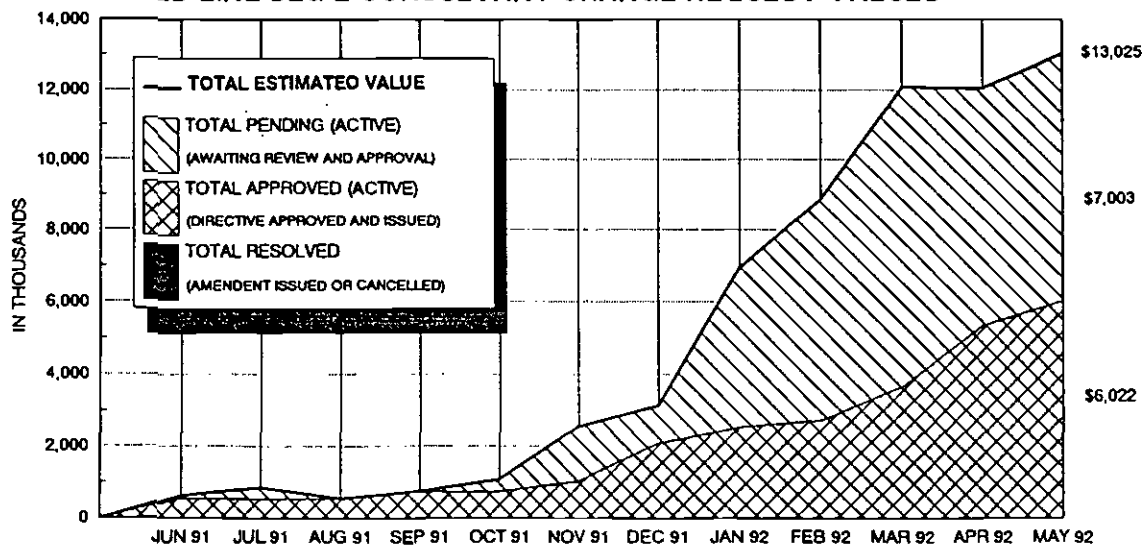
**CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG 2 CONSULTANT CHANGE REQUEST VOLUME**



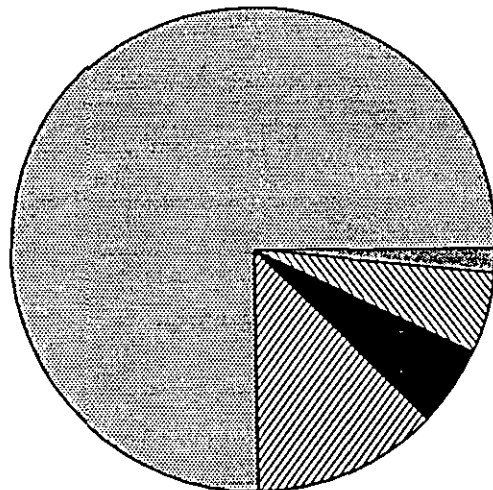
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	10	1	6	43	60
PERCENT	17%	2%	10%	71%	100%

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









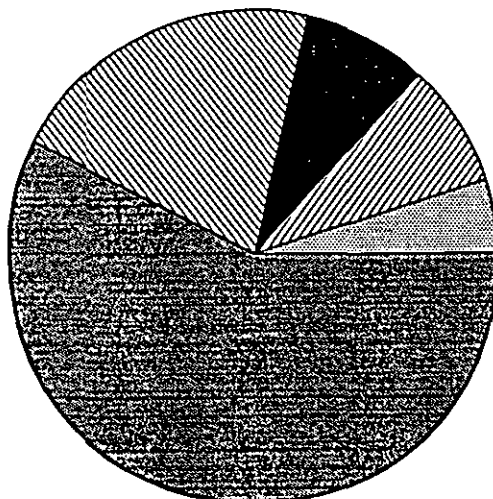
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 05/29/92









CHANGE VOLUME
TOTAL VOLUME: 56 CN'S

ABSOLUTE VALUES

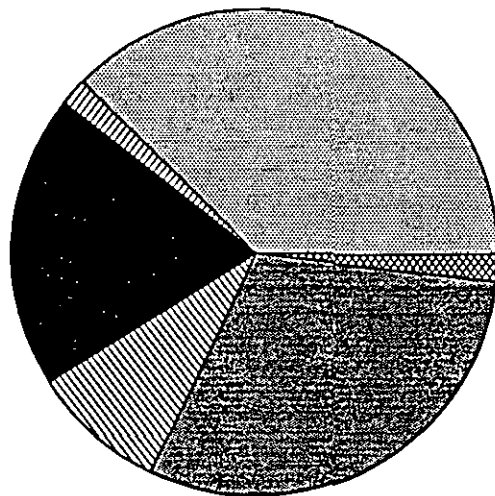
42	75.0%		< \$10,000
7	12.5%		< \$25,000
3	5.4%		< \$50,000
3	5.4%		< \$200,000
1	1.7%		> \$200,000
0	0.0%		> \$1,000,000



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

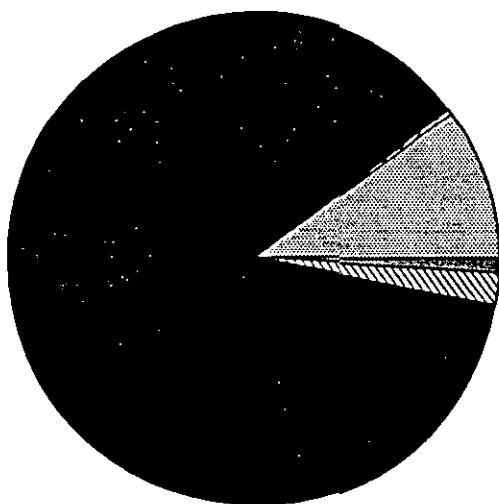
\$63,926	4.8%		< \$10,000
\$109,351	8.1%		< \$25,000
\$111,190	8.3%		< \$50,000
\$285,900	21.2%		< \$200,000
\$775,000	57.6%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 05/29/92**



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

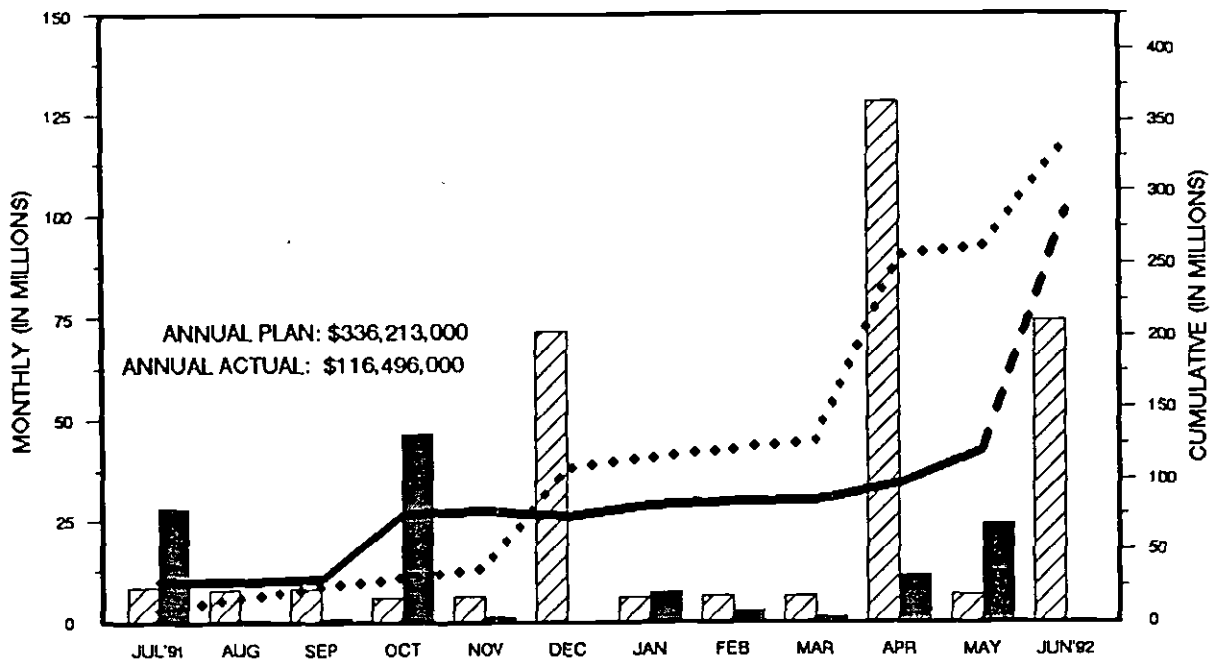
21	37.5%		WORK SCOPE CHANGES
1	1.8%		SCHEDULE CHANGES
11	19.6%		DIFFERING CONDITIONS
5	8.9%		ADMINISTRATIVE
17	30.4%		DESIGN CHANGES
1	1.8%		MANAGEMENT ISSUES
0	0%		UNASSIGNED



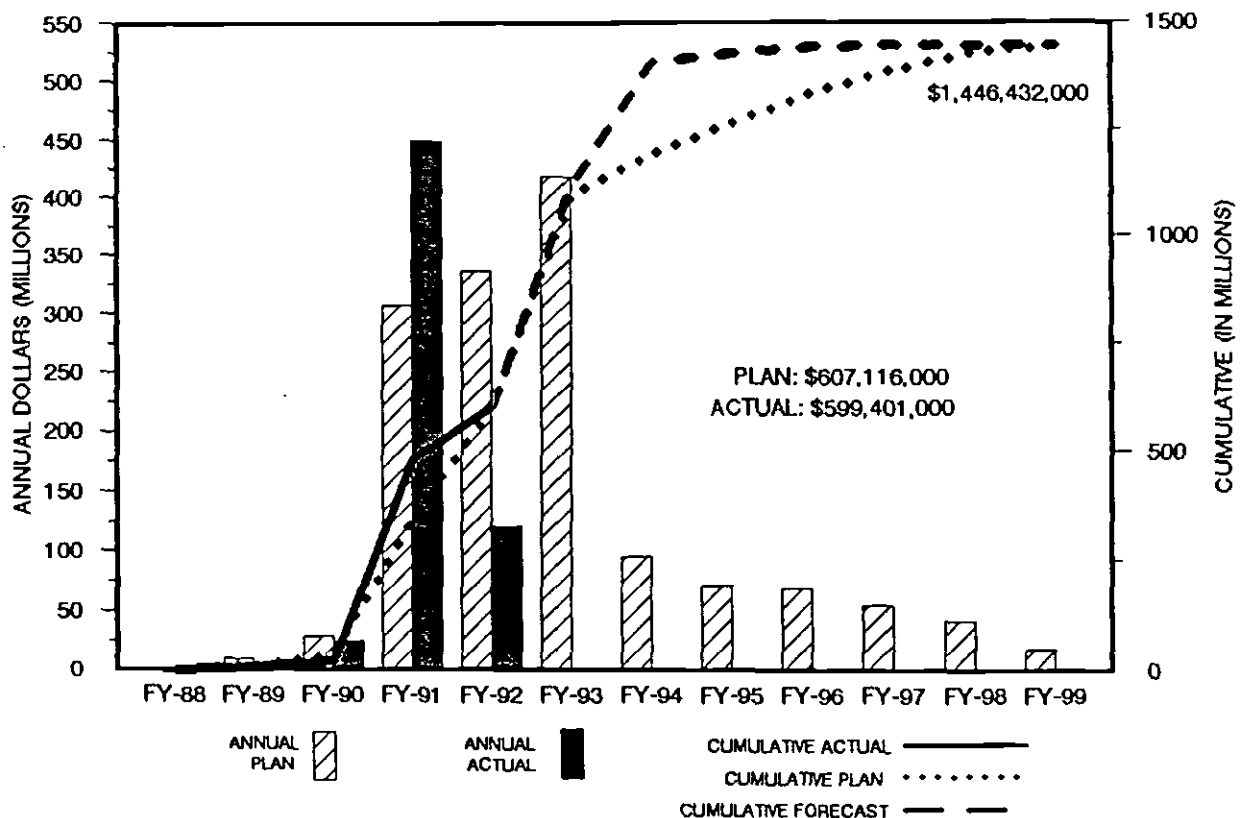
CHANGE BASIS COST
TOTAL COST: \$1,345,367

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

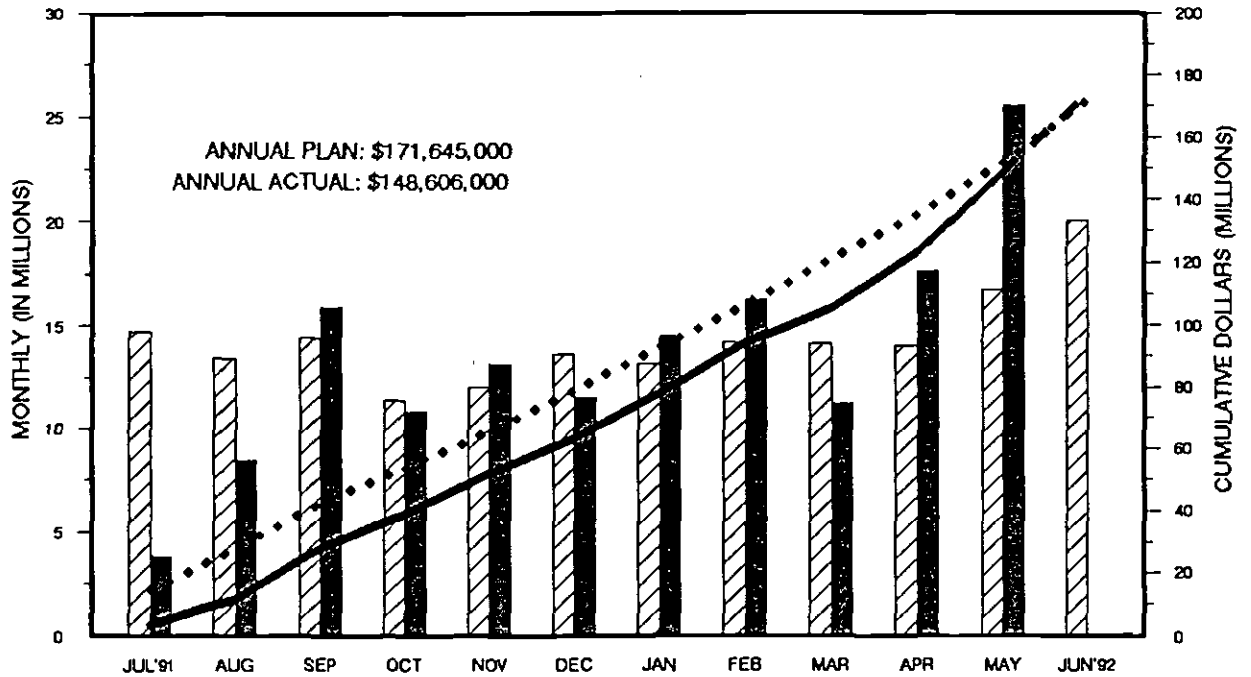
ANNUAL PROJECT COMMITMENTS (FY '92)



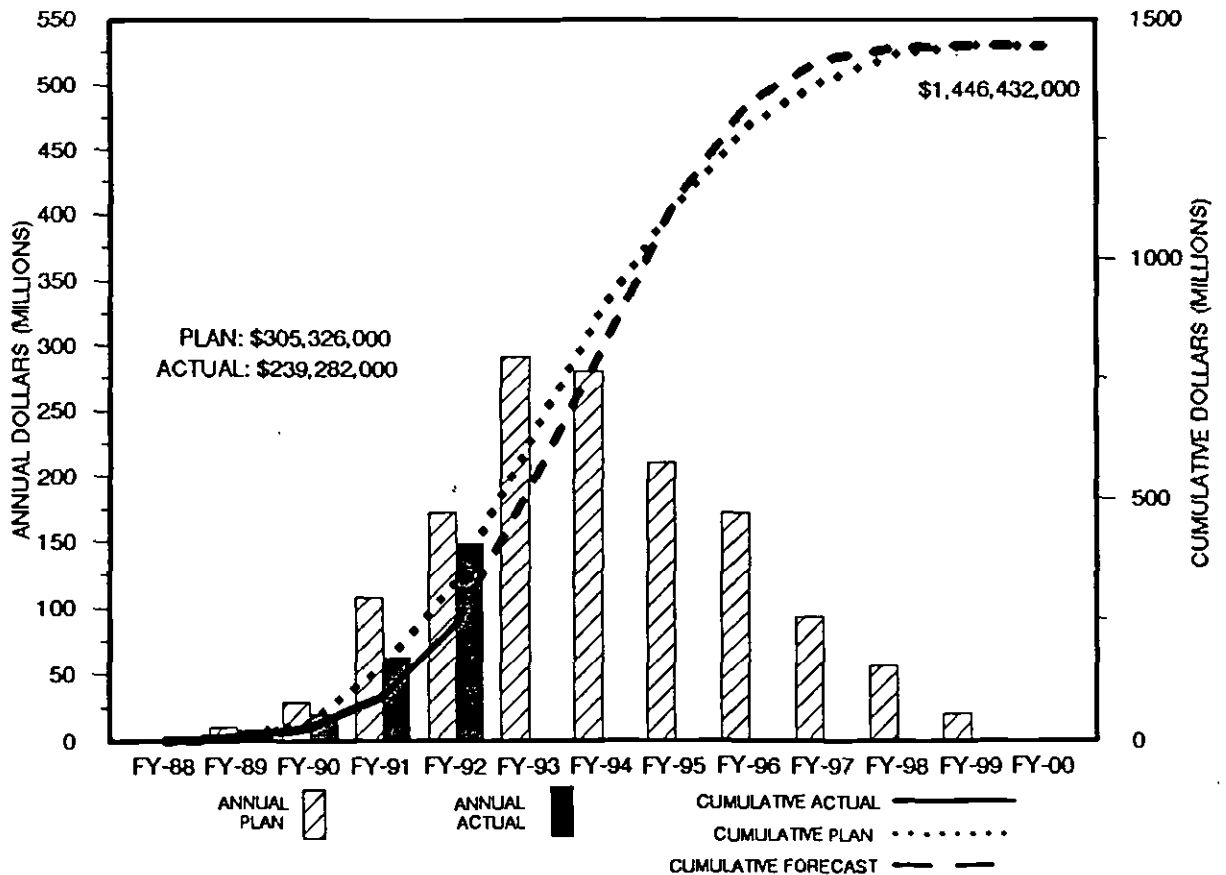
TOTAL PROJECT COMMITMENTS



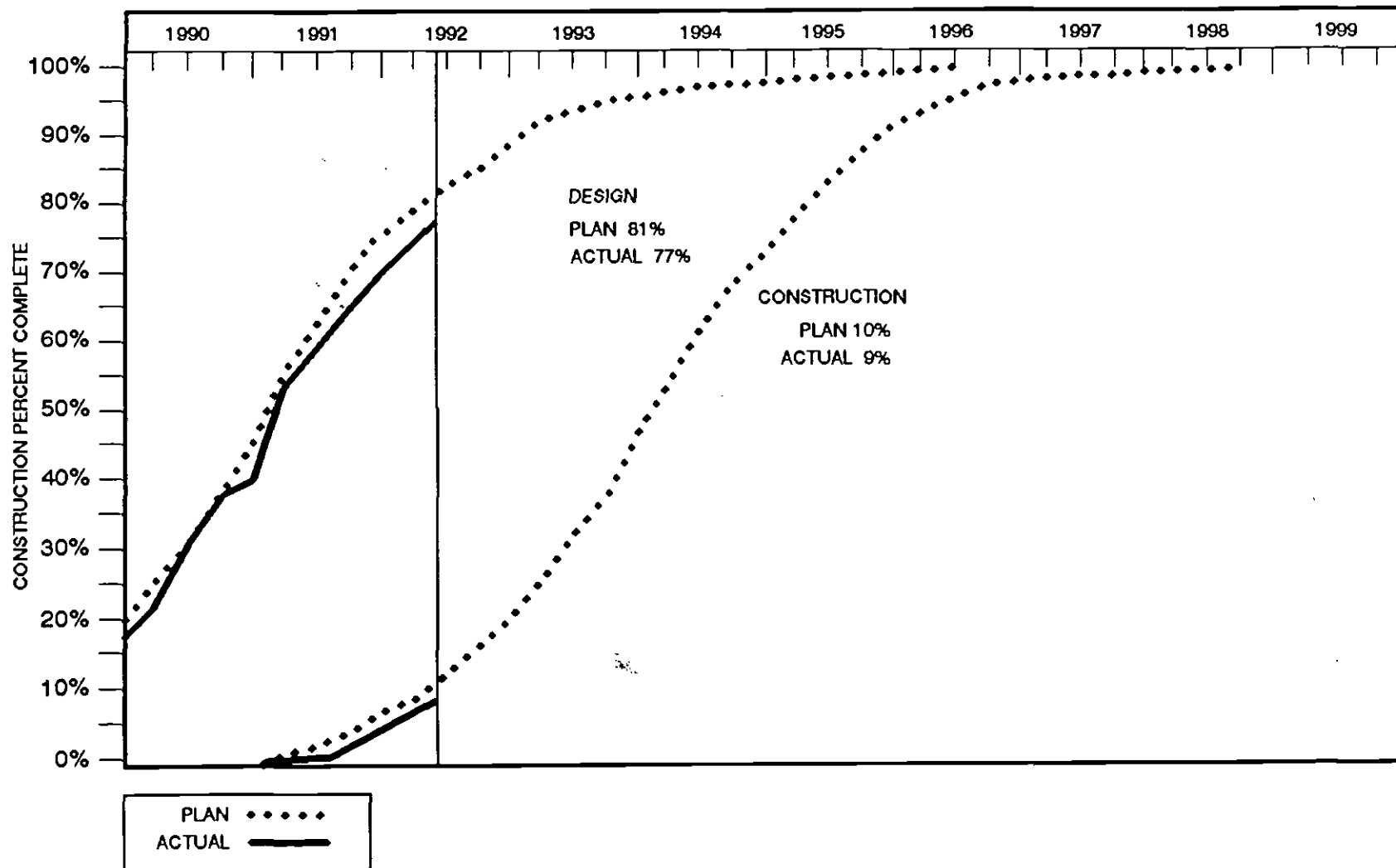
ANNUAL PROJECT CASHFLOW (FY '92)

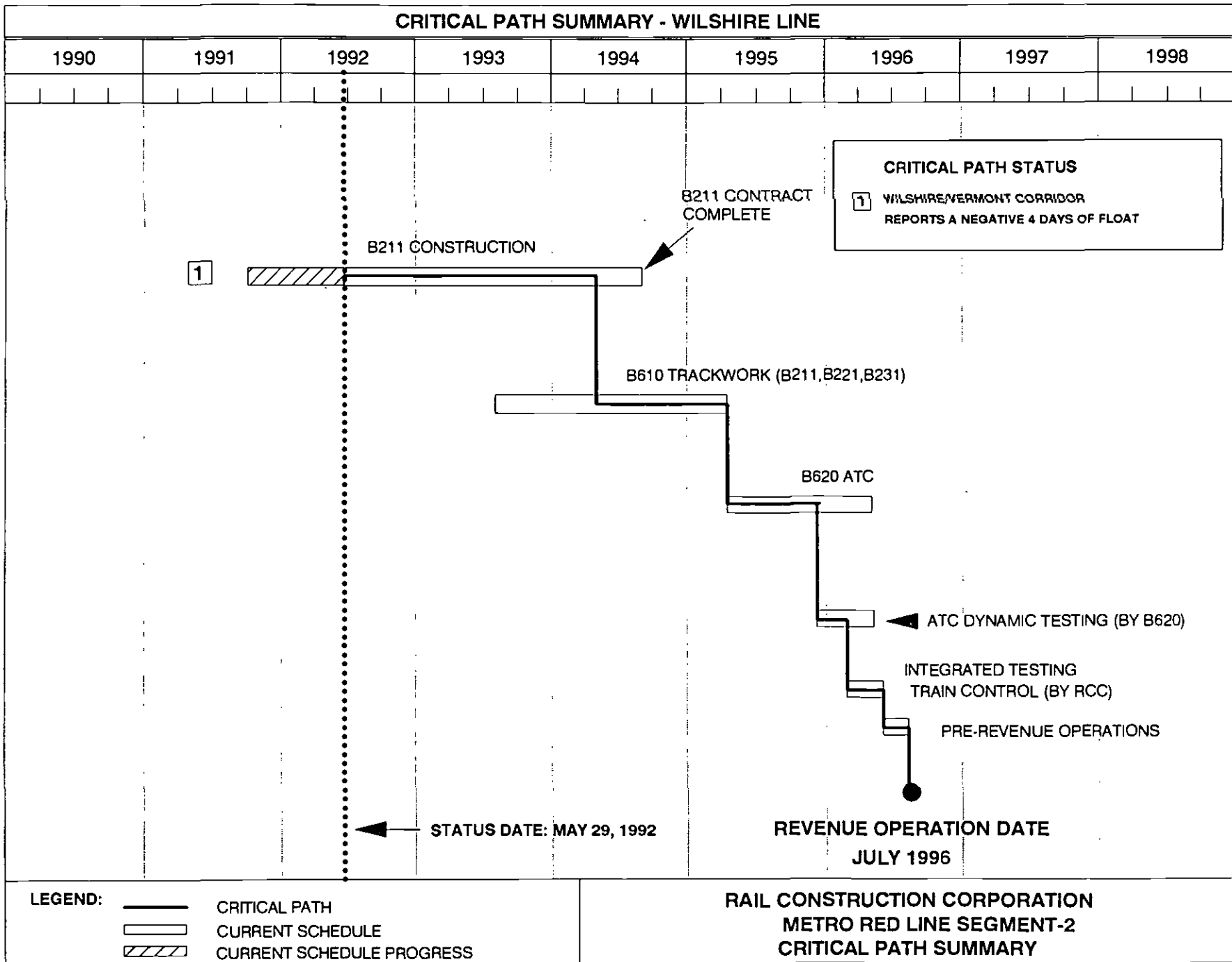


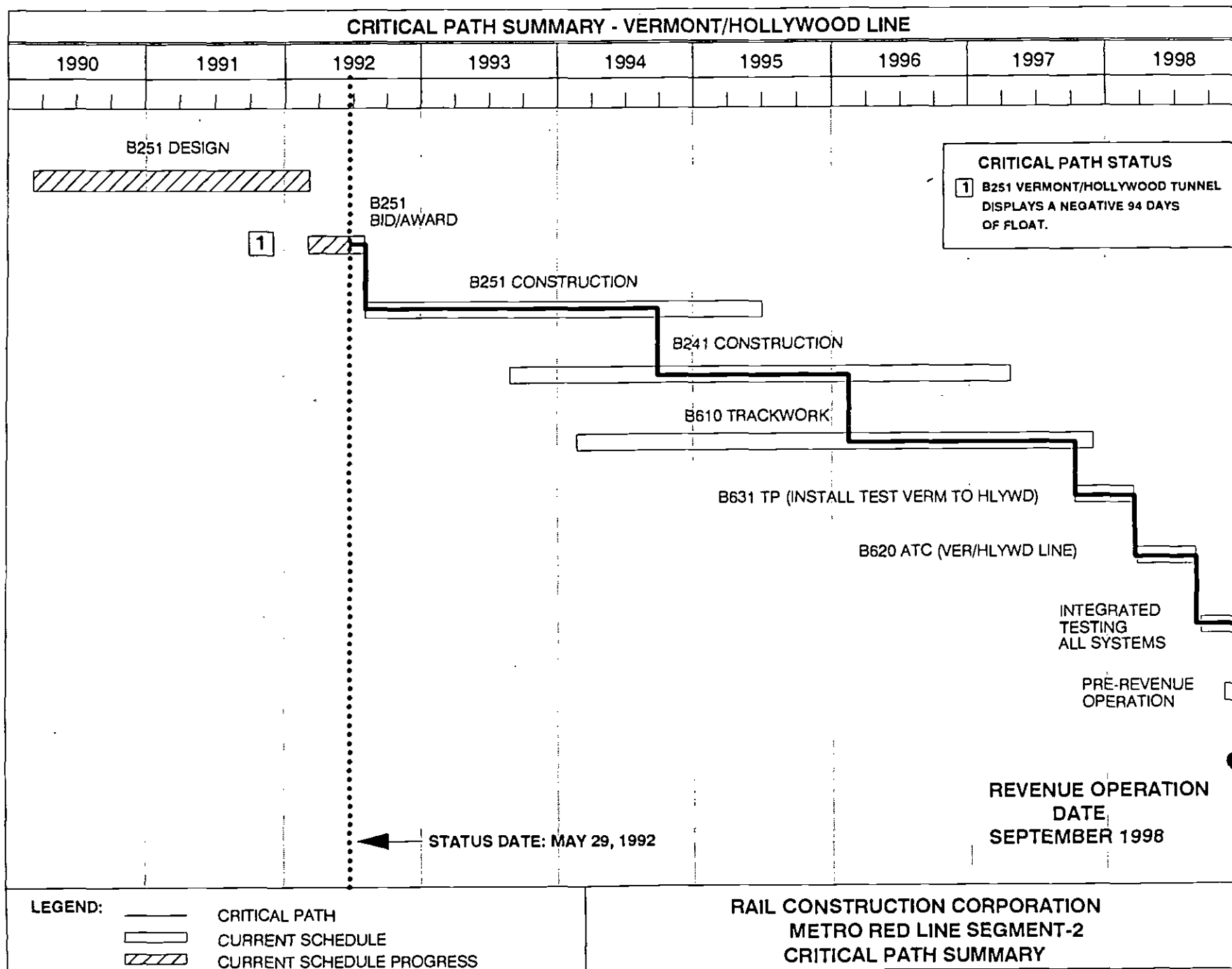
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
PROGRESS SUMMARY





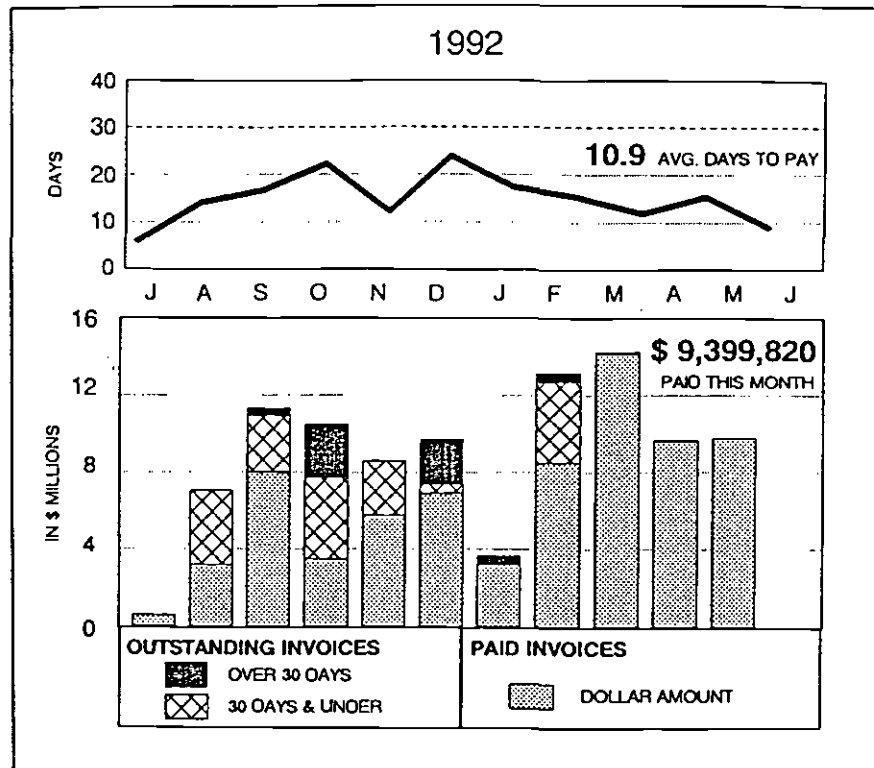


Safety graphs have been removed pending audit of safety progress statistics.

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 10.9 days.
- 7 invoices were paid for a total value of \$ 9,399,820.
- There were no outstanding Construction or Procurement invoices under 30 days old.
- 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