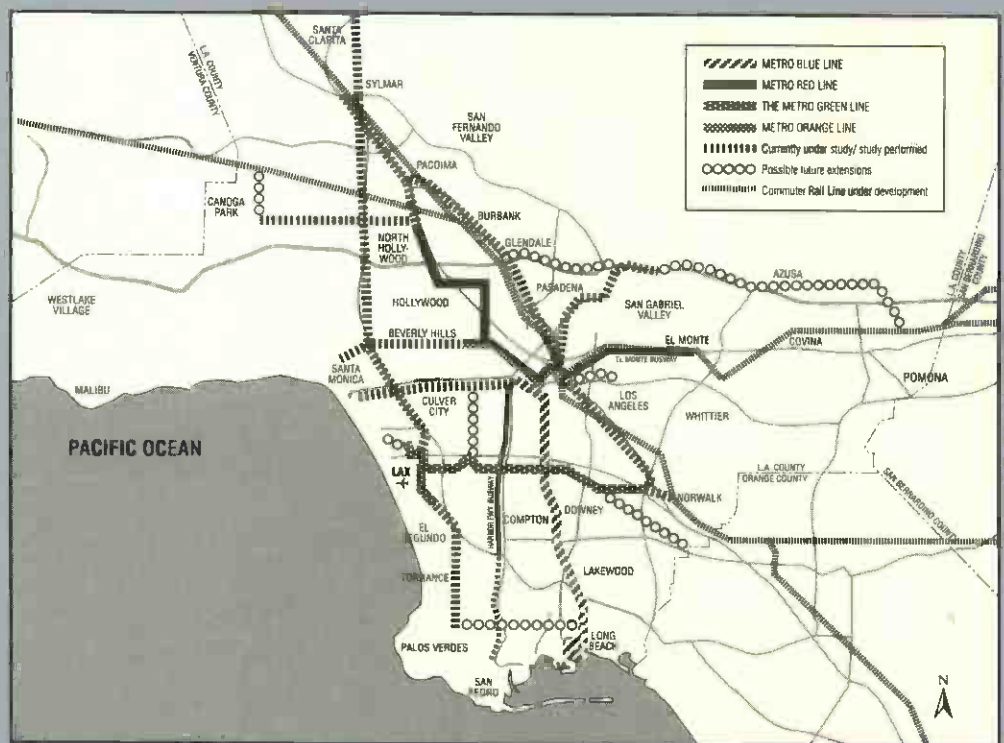


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
the Los Angeles County
Transportation Commission
LACTC

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status (\$000)
 Original Budget 1,249,900
 Expended to Date 1,361,378 *
 Current Budget 1,450,019

Schedule Status

Revenue Operations Date:
 Original April 1992
 Actual January 1993

Project Progress

Design:
 Actual 100%
 Construction:
 Actual 99%

* Expended data through Feb 1993

Metro Red Line Segment 2

Cost Status (\$000)
 Original Budget 1,446,432
 Expended to Date 419,117 **
 Current Budget 1,446,432

Schedule Status

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

Project Progress

Design:
 Actual 91%
 Construction:
 Actual 19%

** Expended data through Mar. 1993

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

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 335,342 **
 Current Budget 722,402

Schedule Status

Revenue Operations Date:
 Original October 1994
 Forecast November 1994

Project Progress

Design:
 Actual 99%
 Construction:
 Actual 51%

** Expended data through Mar. 1993

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

Cost Status (\$000)
 Original Budget 473,262
 Expended to Date 365,033 **
 Current Budget 473,262

Schedule Status: Revenue Operation Dates

Original October 1992
 Actual October 1992
 Forecast(Union Pac) April 1993

Project Progress

Design:
 Actual 100%
 Construction:
 Actual 98%

** Expended data through Mar. 1993

Metro Pasadena Line

Cost Status (\$000)
 Original Budget 841,000
 Expended to Date 13,835 **
 Current Budget 841,000

Schedule Status

Revenue Operations Date:
 Original November 1997
 Forecast November 1997

Project Progress

Preliminary Engineering:
 Actual 95%
 Construction:
 Actual 0%

** Expended data through Mar. 1993

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

STATUS DATE: 04/30/93

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

| ELEMENT 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) | | |
| T CONSTRUCTION | 3,071,715 | 3,260,721 | 7,290 | 2,192,218 | 24,556 | 1,727,227 | 51,950 | 1,691,383 | 3,339,975 | 79,254 |
| S PROFESSIONAL SERVICES | 1,100,168 | 1,341,927 | 27,957 | 1,102,201 | 14,345 | 890,096 | 16,237 | 898,166 | 1,378,683 | 36,756 |
| R REAL ESTATE | 315,595 | 372,809 | 3,050 | 274,067 | 4,286 | 265,490 | 5,527 | 265,401 | 386,173 | 13,364 |
| F UTILITY/AGENCY FORCE ACCOUNTS | 113,863 | 99,797 | 855 | 89,708 | 3,231 | 75,331 | 3,326 | 74,993 | 101,647 | 1,850 |
| D SPECIAL PROGRAMS | 11,044 | 18,512 | 3,207 | 5,615 | 122 | 1,194 | 135 | 1,224 | 24,110 | 5,598 |
| C CONTINGENCY | 385,415 | 279,752 | 0 | 0 | 0 | 0 | 0 | 0 | 153,828 | (125,924) |
| A PROJECT REVENUE | (18,115) | (36,395) | 0 | (819) | 0 | (6,410) | 0 | (6,408) | (36,695) | (300) |
| PROJECT GRAND TOTAL | 4,979,685 | 5,337,123 | 42,359 | 3,662,990 | 46,540 | 2,952,928 | 77,175 | 2,924,759 | 5,347,721 | 10,598 |

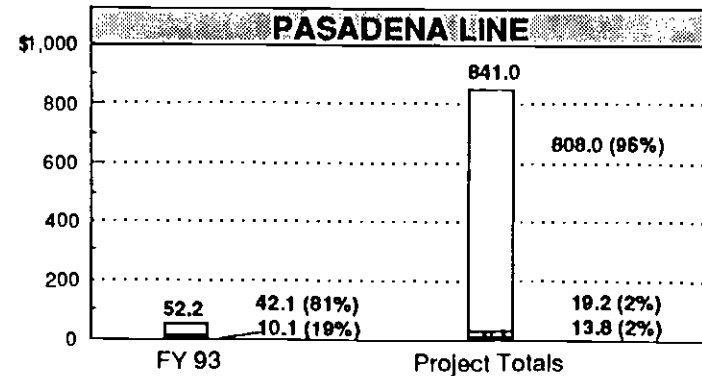
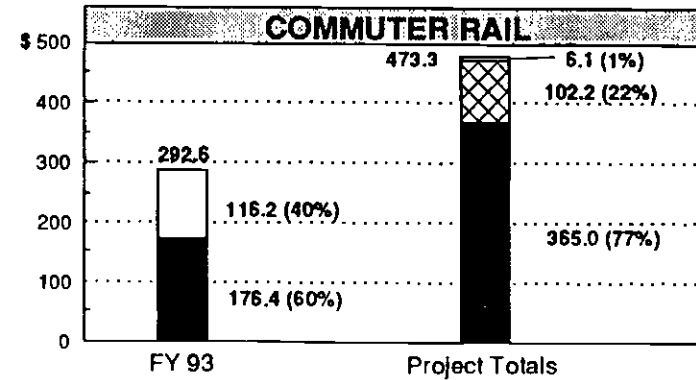
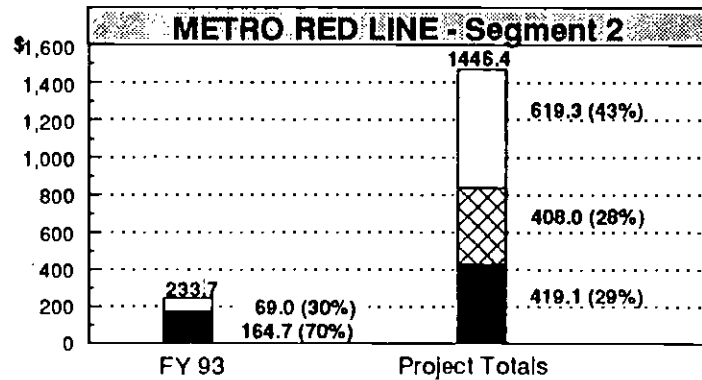
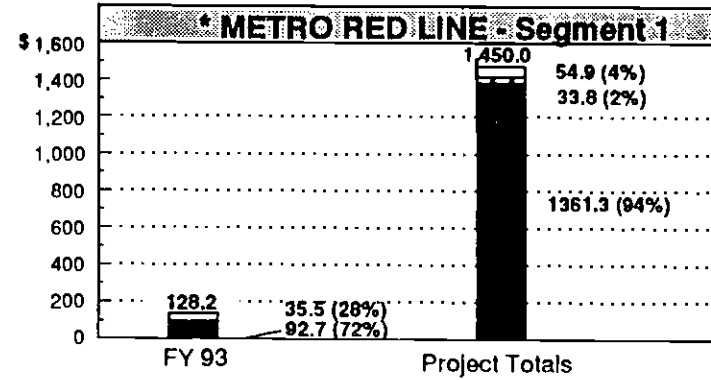
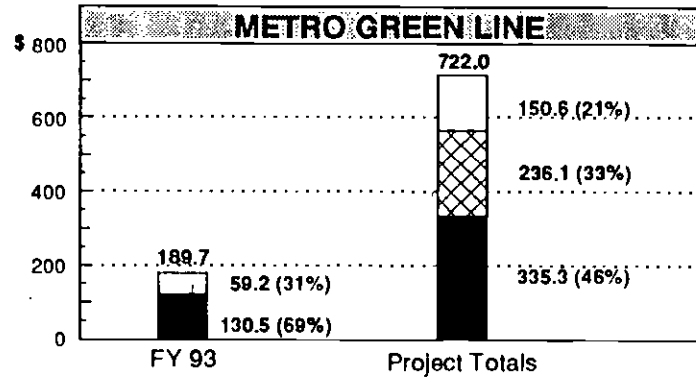
| NEW REQUIREMENTS DESCRIPTION | BUDGET | | COMMITMENTS | | INCURRED COST | | EXPENDITURES | | CURRENT FORECAST (9) | VARIANCE (9-2) (10) |
|------------------------------------|-----------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|----------------------------|---------------------------|
| | ORIGINAL (1) | CURRENT (2) | PERIOD (3) | TO DATE (4) | PERIOD (5) | TO DATE (6) | PERIOD (7) | TO DATE (8) | | |
| T CONSTRUCTION | 0 | 57,494 | 0 | 0 | 0 | 0 | 0 | 0 | 61,412 | 3,918 |
| S PROFESSIONAL SERVICES | 0 | 7,658 | 0 | 4,465 | 0 | 4,325 | 0 | 2,168 | 8,226 | 568 |
| R REAL ESTATE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F UTILITY/AGENCY FORCE ACCOUNTS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D SPECIAL PROGRAMS | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 |
| C CONTINGENCY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A PROJECT REVENUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEW REQ. SUBTOTAL | 0 | 65,250 | 0 | 4,465 | 0 | 4,325 | 0 | 2,168 | 69,736 | 4,486 |
| PROJECT GRAND TOTAL | 4,979,685 | 5,402,373 | 42,359 | 3,667,455 | 46,540 | 2,957,253 | 77,175 | 2,926,927 | 5,417,457 | 15,084 |

This report includes total project costs for the Metro Blue Line of \$877,271.
It does not include project costs for any Metrolink start-up lines.

RAIL PROGRAM STATUS SUMMARY

APRIL 1993

BUDGET STATUS - April 30, 1993
(in \$ Millions)



* Budget Status through February 1993



Figure 1 - Rail Construction Plan

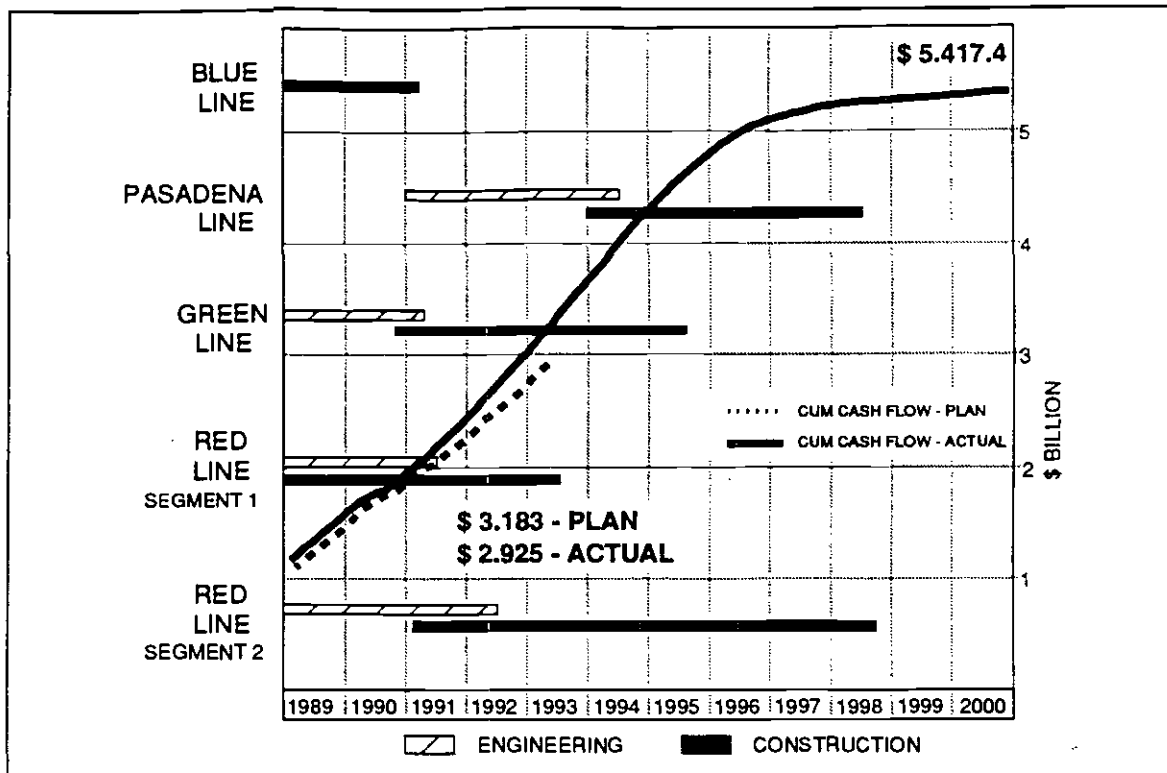


Figure 2 - Rail Construction Funding Sources

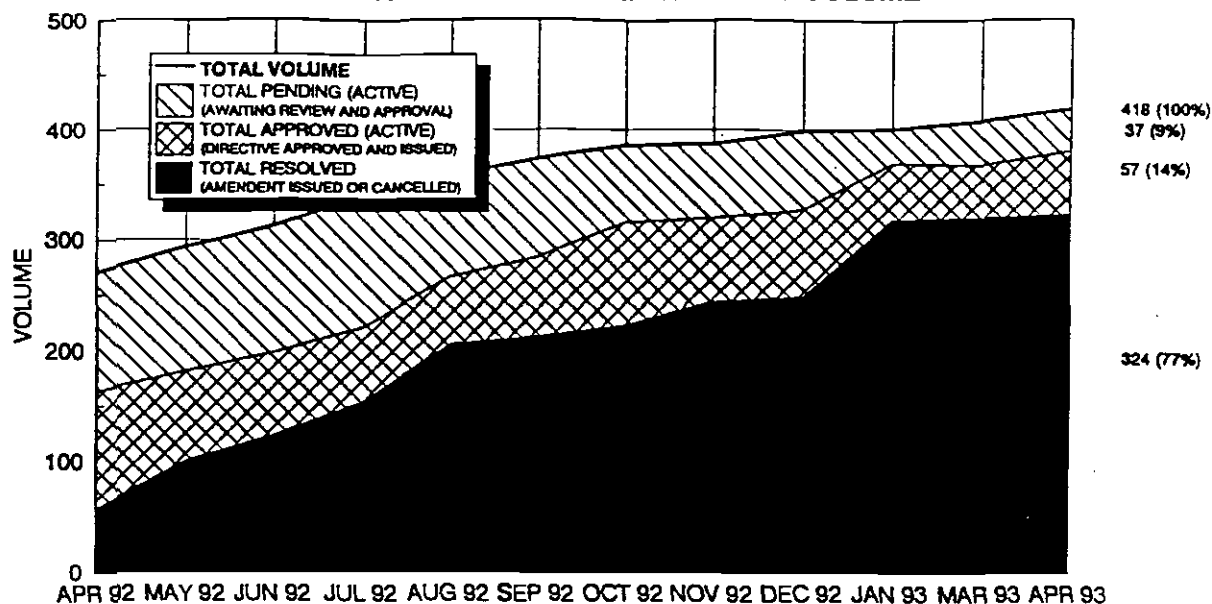
(IN MILLIONS)

| | METRO BLUE LINE* | | PASADENA LINE | | METRO GREEN LINE | | METRO RED SEGMENT 1** | | METRO RED SEGMENT 2 | | TOTAL PROGRAM | |
|----------------------------------|------------------|------------|---------------|------------|------------------|------------|-----------------------|------------|---------------------|------------|---------------|------------|
| | \$ | % | \$ | % | \$ | % | \$ | % | \$ | % | \$ | % |
| FTA-SECTION 3 | | | | | | | 605.3 | 42 | 667.0 | 44 | 1272.3 | 23 |
| FTA-SEC 3 DEFERRED LOCAL SHARE | | | | | | | | | | | 0 | |
| FTA-SECTION 9 | | | | | | | 90.6 | 6 | | | 90.6 | 2 |
| STATE | | | 405.6 | 48 | | | 210.3 | 15 | 186.0 | 12 | 801.9 | 15 |
| PROPOSITION A | 877.2 | 100 | | | 205.1 | 28 | 179.5 | 12 | 439.4 | 29 | 1701.2 | 31 |
| TRANSIT ENHANCEMENT (PROP A) | | | | | | | | | 63.2 | 4 | 63.2 | 1 |
| PROPOSITION C | | | 435.4 | 52 | 517.0 | 71 | | | | | 952.4 | 18 |
| IMPERIAL HWY GRADE SEP (PROP C) | | | | | 4.5 | 1 | | | | | 4.5 | 0 |
| AMERICAN DISABILITY ACT (PROP C) | | | | | 6.4 | 1 | | | 5 | 0 | 11.4 | 0 |
| CITY OF LOS ANGELES | | | | | | | 34.0 | 2 | 96.0 | 6 | 130.0 | 2 |
| BENEFIT ASSESSMENT | | | | | | | 130.3 | 9 | 58.0 | 4 | 188.3 | 3 |
| COST OVERRUN ACCOUNT | | | | | | | 200.1 | 14 | | | 200.1 | 4 |
| BENEFIT ASSESSMENT SHORTFALL | | | | | | | | | | | 0.0 | 0 |
| FORECAST | | | | | | | | 0 | | | 0.0 | 0 |
| TOTAL | 877.2 | 100 | 841.0 | 100 | 733.0 | 100 | 1450.1 | 100 | 1514.6 | 100 | 5415.9 | 100 |

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

Note: Funding Sources for Metro Red Line Segment 2 are from last month. This month's data was unavailable.

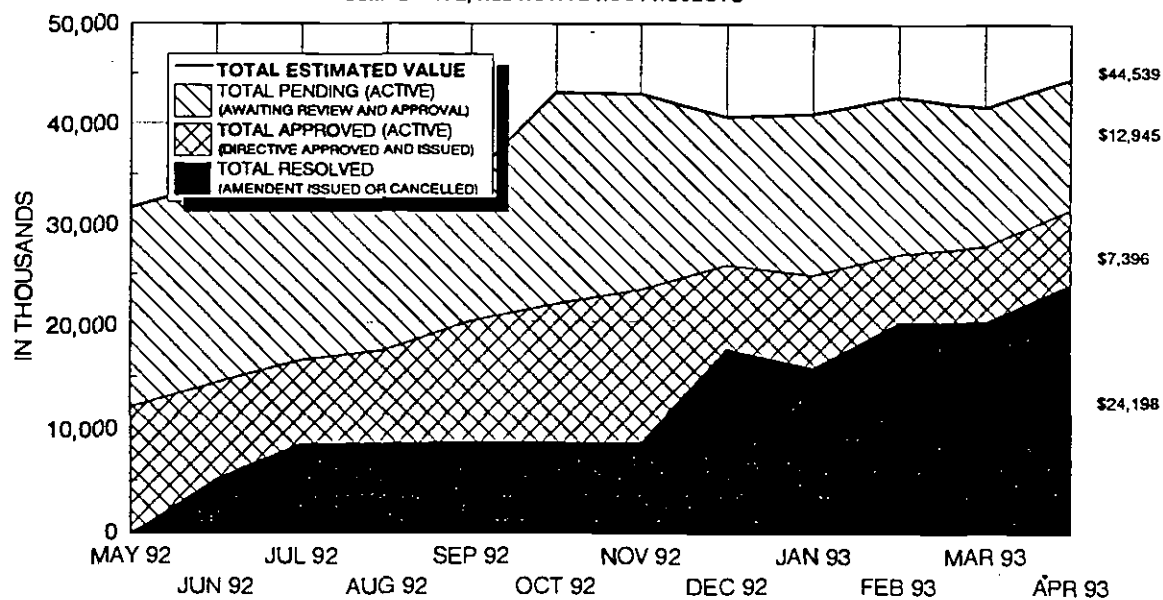
**CONSULTANT CONTRACT CHANGE SUMMARY
EXECUTIVE CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
|---------|-----------|------------|------------|---------|--------------|
| VOLUME | 7 | 6 | 5 | 76 | 94 |
| PERCENT | 7% | 6% | 5% | 82% | 100% |

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

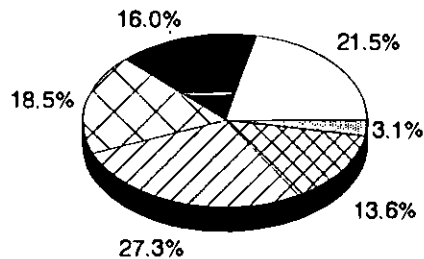


METRO PROGRAM CHANGES BY COST LEVEL AND BASIS CONSULTANT CONTRACT CHANGES

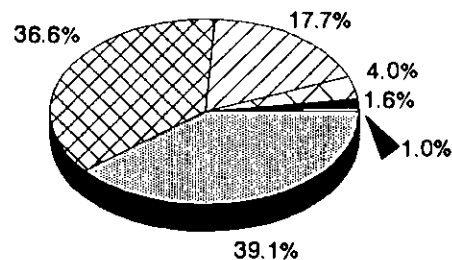
COST LEVEL

Total: \$44.5 Million

VOLUME



DOLLARS

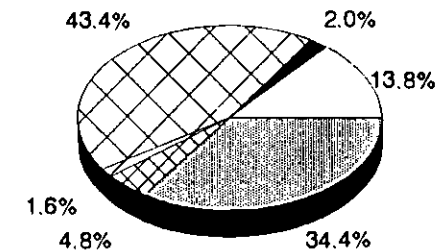
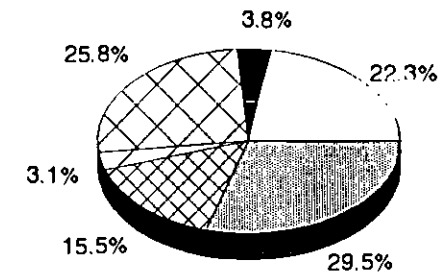


Legend

| Cost Range | | Basis |
|-------------|--|--------------------|
| \$ 0-10K | | OTHER AGENCIES |
| 10-25K | | SCHEDULE REVISION |
| 25-50K | | CONTRACT CHANGES |
| 50-200K | | CLAIMS/DISRUPTIONS |
| 200K-1 MIL | | SPECIAL STUDIES |
| ABOVE 1 MIL | | STAFFING/EQUIPMENT |

BASIS

Total: 264



DATA AS OF 04/30/93
REQUESTED CHANGES SINCE 05/01/91 ONLY

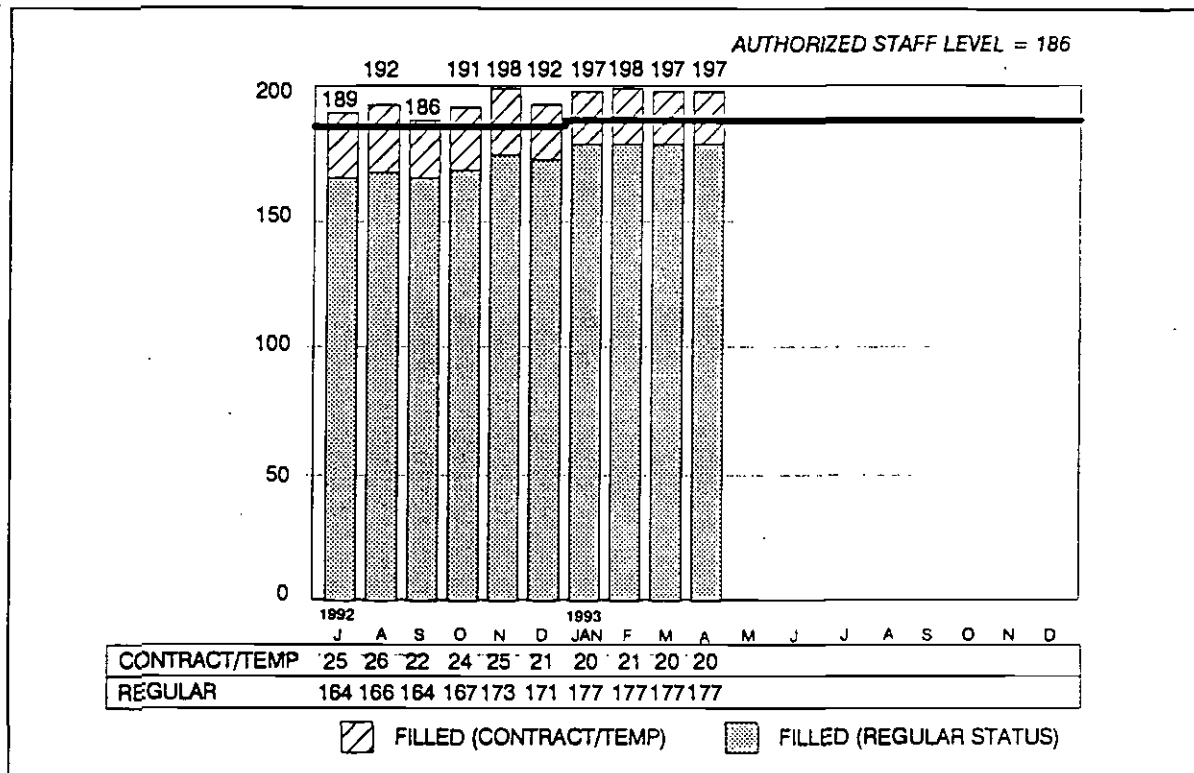
REAL ESTATE

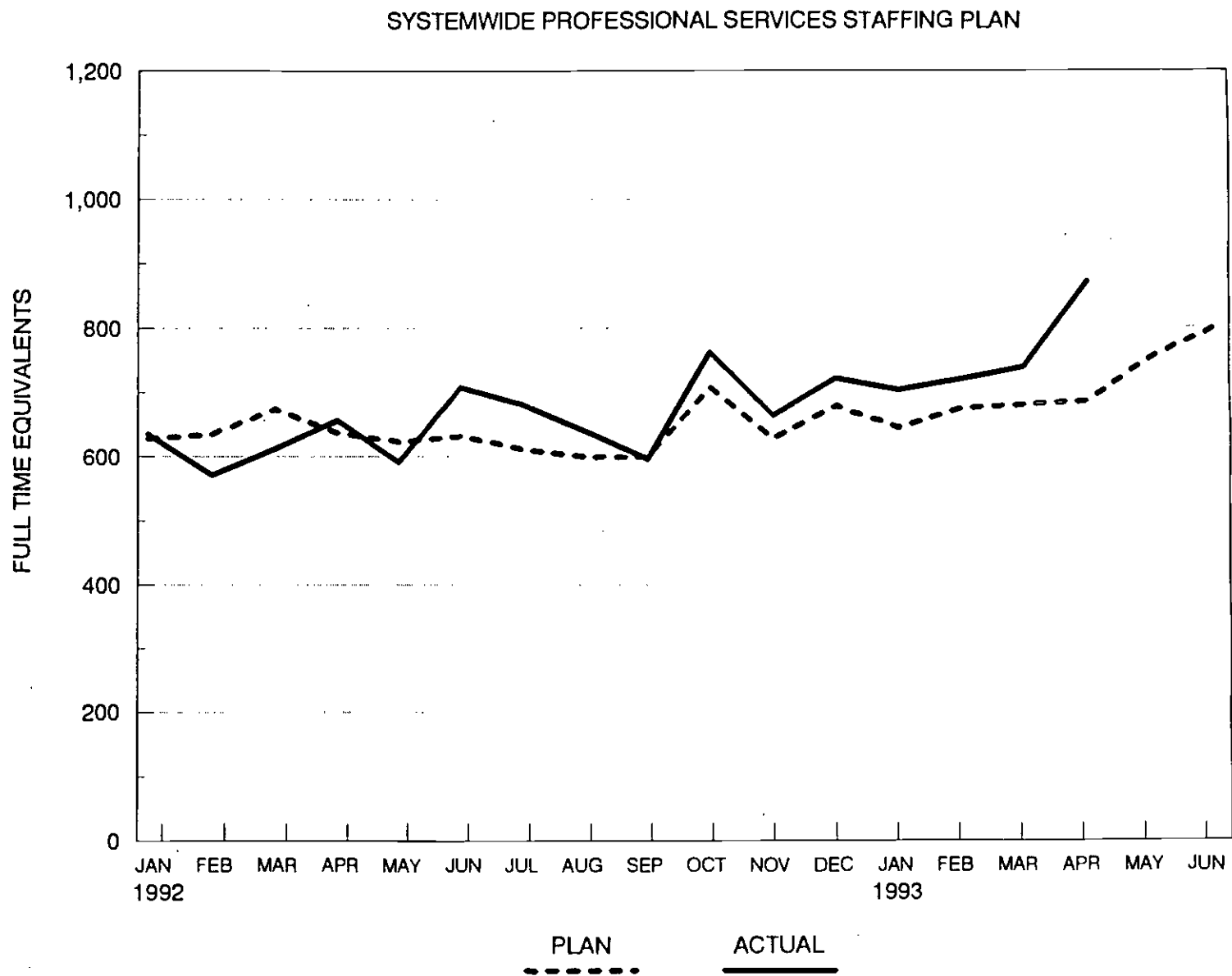
Figure 3 - Real Estate Acquisition Status Summary

| | Number of Parcels | Number of Parcels Available | Parcels Not Available (on Schedule) | Parcels Not Available (Behind Schedule) | |
|----------------|----------------------|-----------------------------------|---|--|------------------|
| | | | | Number | Avg. Days Behind |
| Pasadena Line | 59 | 4 | 11 | 44 | 98 |
| Green Line | 39 | 39 | 0 | 0 | 0 |
| Red Line Seg 2 | 86 | 63 | 20 | 3 | 59 |

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Figure 4 - RCC Staff Levels







RAIL CONSTRUCTION CORPORATION
EXECUTIVE SUMMARY LABOR DISTRIBUTION REPORT
 For Period: March 1993
 (All Figures in FTE Person Months)

Page: 1
 Date: 5/11/93
 Time: 2:10 pm

| DIVISION | | R01 Blue Line | | R05 Pasadena | | R23 Green Line | | R80 Red Seg 1 | | R81 Red Seg 2 | | R82 Red Seg 3 | | Sub Total | | R6x/7x 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 | |
| Area Teams | BUDGET | 0.0 | 0.0 | .8 | 7.3 | .1 | .5 | 0.0 | 0.0 | .2 | 1.8 | .9 | 8.1 | 2.0 | 17.6 | N/A | N/A | N/A | N/A | N/A | | 2.0 | 17.6 | 23.5 |
| | ACTUAL | 0.0 | .0 | .9 | 5.5 | .3 | 1.1 | .3 | 1.1 | .8 | 4.2 | 1.6 | 11.4 | 3.9 | 25.3 | | | | | | | 3.9 | 25.3 | |
| ATO Finance | BUDGET | .3 | 2.3 | .8 | 6.8 | 1.3 | 11.3 | 2.6 | 23.0 | 2.8 | 25.2 | 1.4 | 12.2 | 9.0 | 80.6 | N/A | N/A | N/A | N/A | N/A | | 9.0 | 80.6 | 107.4 |
| | ACTUAL | .8 | 1.8 | .5 | 1.6 | 1.1 | 3.3 | 1.8 | 8.2 | 1.3 | 6.3 | .3 | 1.1 | 5.8 | 22.3 | | | | | | | 5.8 | 22.3 | |
| ATO Administration | BUDGET | .5 | 4.5 | 1.7 | 14.9 | 5.2 | 46.8 | 3.2 | 28.6 | 6.5 | 58.5 | 4.8 | 42.8 | 21.8 | 196.0 | N/A | N/A | N/A | N/A | N/A | | 21.8 | 196.0 | 261.4 |
| | ACTUAL | 2.0 | 17.9 | 1.7 | 14.0 | 4.3 | 30.8 | 10.6 | 62.9 | 8.5 | 68.8 | 4.3 | 19.8 | 31.4 | 214.2 | | | | | | | 31.4 | 214.2 | |
| Commuter Rail | BUDGET | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A | N/A | N/A | N/A | N/A | | 0.0 | 0.0 | 0.0 |
| | ACTUAL | 0.0 | 0.0 | 0.0 | .1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | .1 | 0.0 | 0.0 | 0.0 | .2 | | | | | | | 0.0 | .2 | |
| RCC | BUDGET | 0.0 | 0.0 | 15.4 | 138.2 | 31.9 | 287.1 | 4.3 | 38.3 | 36.5 | 328.5 | 20.8 | 187.2 | 108.8 | 979.2 | 2.0 | 18.0 | 10.3 | 92.7 | 49.4 | 444.6 | 16.0 | 144.0 | 2244.0 |
| | ACTUAL | .4 | 5.2 | 13.2 | 55.6 | 24.1 | 138.5 | 10.3 | 122.8 | 34.9 | 252.6 | 16.8 | 64.2 | 99.7 | 638.9 | 6.9 | 47.3 | 13.0 | 81.5 | 41.1 | 247.4 | 17.8 | 150.3 | |
| COMMISSION TOTAL | | | | | | | | | | | | | | | | | | | | | | | | |
| | BUDGET | .8 | 6.8 | 18.6 | 167.0 | 38.4 | 345.6 | 10.0 | 89.8 | 46.0 | 414.0 | 27.8 | 250.2 | 141.5 | 1273.4 | 2.0 | 18.0 | 10.3 | 92.7 | 49.4 | 444.6 | 16.0 | 144.0 | 219.2 1972.7 |
| | ACTUAL | 3.2 | 24.9 | 16.4 | 76.7 | 29.8 | 173.7 | 23.0 | 195.1 | 45.5 | 332.1 | 23.0 | 96.4 | 140.8 | 898.9 | 6.9 | 47.3 | 13.0 | 81.5 | 41.1 | 247.4 | 17.8 | 150.3 | 219.6 1425.4 |
| ANNUAL BUDGET | | 9.0 | | 222.7 | | 460.8 | | 119.8 | | 552.0 | | 336.6 | | | | 24.0 | | 123.6 | | 595.8 | | 192.0 | | 2636.3 |

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 4.5% of total program costs, which just exceeds the 4% corporate goal by 0.5% percent. 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 PASADENA 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 | DOLLARS | PERCENT | |
| CONSTRUCTION | 657,487 | 74.95% | 492,250 | 58.53% | 502,891 | 68.61% | 811,501 | 55.96% | 1,038,904 | 68.52% | 3,503,033 | 64.66% | |
| REAL ESTATE | 55,592 | 6.34% | 72,308 | 8.60% | 28,522 | 3.89% | 140,000 | 9.66% | 89,751 | 5.92% | 386,173 | 7.13% | |
| PROFESSIONAL SERVICES: | | | | | | | | | | | | | |
| ENGINEERING/O&S | 69,587 | 7.93% | 73,906 | 8.79% | 73,166 | 9.98% | 218,218 | 15.05% | 142,426 | 9.39% | 577,303 | 10.66% | |
| CONSTR MGMT. | 91,842 | 10.45% | 71,580 | 8.51% | 66,985 | 9.14% | 147,724 | 10.19% | 132,203 | 8.72% | 510,134 | 9.42% | |
| STAFF | 17,655 | 2.01% | 33,640 | 4.00% | 27,607 | 3.77% | 96,273 | 6.64% | 70,237 | 4.63% | 245,412 | 4.53% | 4% |
| OTHER | 14,222 | 1.62% | 22,691 | 2.70% | 17,509 | 2.39% | 887 | 0.06% | 22,979 | 1.52% | 78,268 | 1.44% | |
| SUBTOTAL | 193,106 | 22.01% | 201,817 | 24.00% | 185,267 | 25.00% | 463,082 | 31.94% | 367,845 | 24.26% | 1,411,117 | 26.05% | 20% |
| CONTINGENCY | 963 | 0.11% | 74,625 | 8.87% | 22,838 | 3.12% | 35,436 | 2.44% | 19,968 | 1.32% | 153,830 | 2.84% | |
| PROJECT REVENUE | (29,877) | -3.41% | 0 | 0.00% | (6,518) | -0.89% | 0 | 0.00% | (300) | -0.02% | (38,895) | -0.68% | |
| GRAND TOTAL | 877,271 | 100.00% | 841,000 | 100.00% | 733,000 | 100.00% | 1,450,019 | 100.00% | 1,516,168 | 100.00% | 5,417,458 | 100.00% | |

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

The following items reflect action requirements identified in the April Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW -

Concern: The Metro Green Line train control contract completion dates are inconsistent with the goal of a 1994 Revenue Operations Date.
Action: Metro Green Line staff should complete Change Notice 5 and conduct an audit of deliverables submitted to date against contract requirements.
Status: Metro Green Line staff is reviewing this recommendation.

ONGOING - March 1993

Concern: The Metro Green Line change order backlog has increased to 141 since last report (February 1993). The largest backlog growth area has been in the over 90 day late category. This category has grown from 36 to 72 outstanding.
Action: The RCC and CM should develop an program to encourage the contractors to expedite change notice pricing and negotiations.
Status: The Metro Green Line Project Manager has directed the CM to develop a plan to reduce the change order backlog.

Concern: Access dates for RCC contractors on Metro Green Line may not be met.
Action: The CM should perform cost/benefit analyses on various acceleration strategies in order to achieve forecasted access dates.
Status: The CM will present a plan to MGL project management on April 21, 1993.

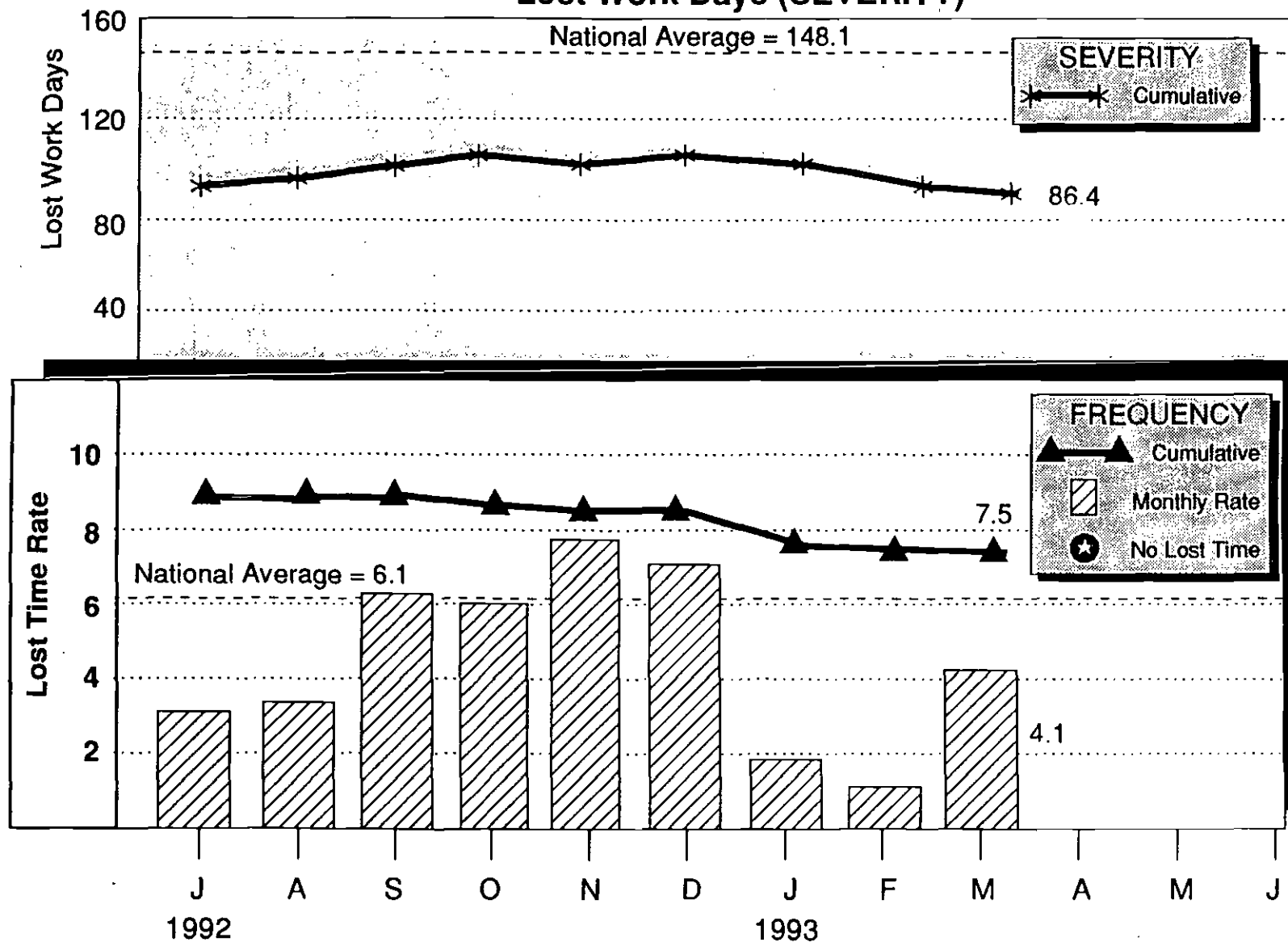
Concern: The design criteria for Metro Pasadena Line is not yet approved by RCC.
Action: Review and approve December 1992 Metro Pasadena Line design and performance criteria.
Status: Under RCC review.

RESOLVED -

Concern: Engineering progress on the Metro Pasadena Line is a continuing concern.
Status: Project staff is developing plans to recover schedule.

Concern: The RCC Board has not approved the schedule for the Metro Green Line segmental opening.
Status: A presentation to a Board subcommittee was conducted and Project staff is preparing an action plan.

TOTAL PROGRAM **Summary of Lost Time Accidents (FREQUENCY) and** **Lost Work Days (SEVERITY)**



Data for Metro Red Line Segment 1 (from 7/90 to current), Segment 2, and Metro Green Line.

METRO BLUE LINE GRADE CROSSING INCIDENT STATUS

7th/Metro Station

Line Section

Los Angeles Street Running - Slow Speeds.

Cab Signal - Speeds Between 25 and 55 MPH.

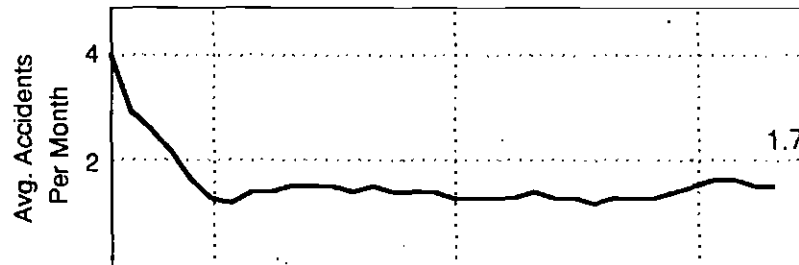
Long Beach Street Running - Slow Speeds.

Long Beach Transit Mall

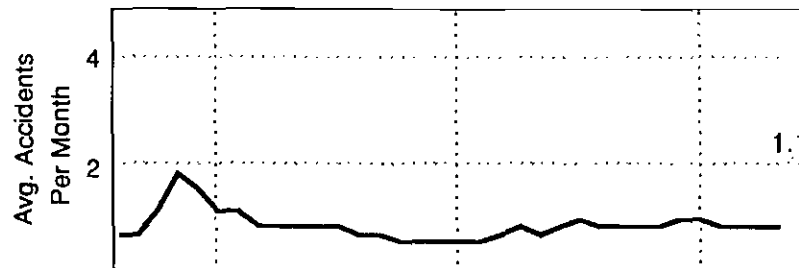
Blue Line Summary

Cumulative Accident Rate Per Month

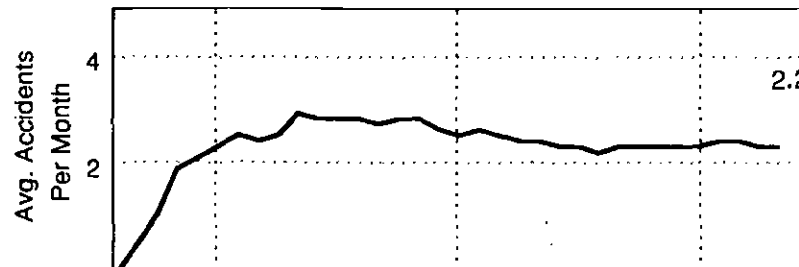
Total Accidents



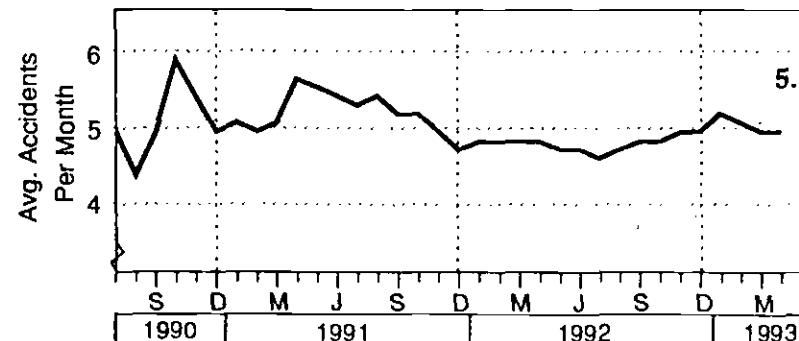
58 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
1 Accident this month.



37 Accidents
Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.
2 Accidents this month.



75 Accidents
Majority of accidents were caused by illegal left turns into the path of the train.
2 Accidents this month.



170 Total Accidents
5 Accidents this month.

INVOICE PROCESSING

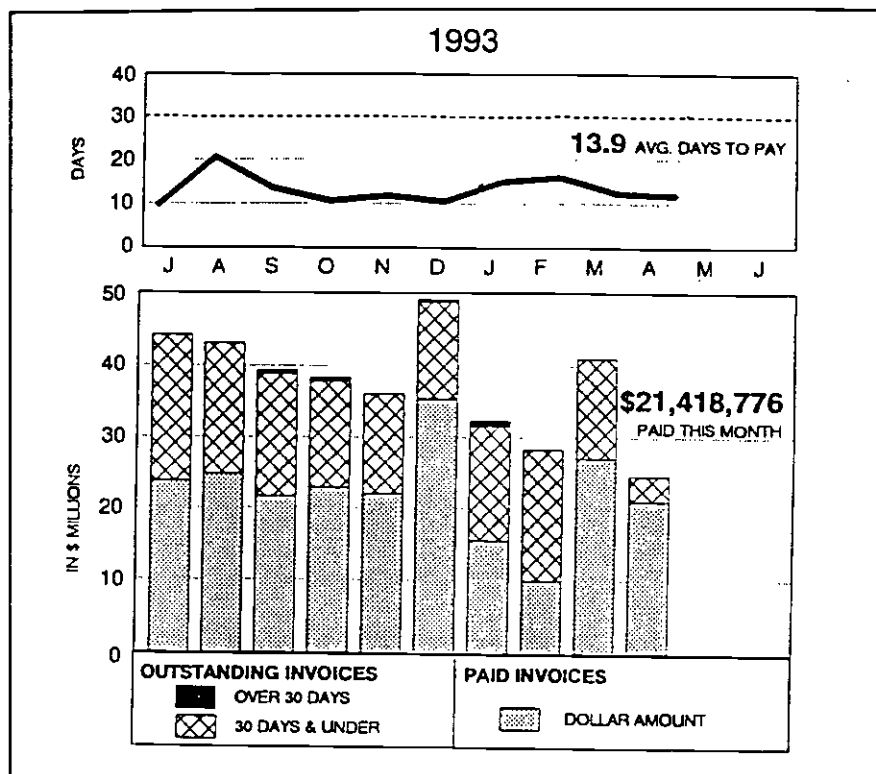
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.9 days.

- 33 invoices were paid this month for a total value of \$ 21,418,776.

- There were 10 outstanding Construction or Procurement invoices under 30 days old for \$ 3,622,751.

- 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 1993 | 40 | 16,195,600 | 4 | 823,507 | 75 | 6,153,892 | 21 | 3,070,015 |
| FEB 1993 | 22 | 18,452,405 | 1 | 500 | 61 | 9,654,506 | 20 | 731,924 |
| MAR 1993 | 13 | 14,078,736 | 2 | 17,167 | 43 | 6,943,622 | 12 | 547,720 |
| APR 1993 | 10 | 3,622,751 | 0 | 0 | 58 | 5,856,361 | 10 | 147,990 |

EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$841
- Current Forecast \$841

SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Design Progress - Plan 98%
 - Actual 95%
- Construction Progress - Plan 00% *
 - Actual 00%

* Construction planned to begin February 01, 1994

REAL ESTATE STATUS

| MONTH | NUMBER OF PARCELS | PARCELS AVAILABLE | PARCELS NOT AVAILABLE (ON SCHEDULE) | PARCELS NOT AVAILABLE (BEHIND SCHEDULE) | |
|------------|----------------------|----------------------|---|--|--------------------|
| | | | | NUMBER | AVG DAYS BEHIND |
| THIS MONTH | 59 | 4 | 11 | 44 | 98 |
| LAST MONTH | 59 | 4 | 11 | 44 | 98 |

EXECUTIVE SUMMARY

The EMC reported an 5% gain in production during the month of April, 1993 and continues to achieve schedule according to their completion plan for Preliminary Engineering (PE).

Contract Work Order (CWO) #0021, written against EMC's Contract E0070, for Final Design Engineering services was signed on April 5, 1993. Other contracts awarded during April were: Systemwide Environmental Engineering Services (Tetra Tech); and final design contracts for line segments from LA River to Arroyo Seco (Wildan), Arroyo Seco to Del Mar (Sinclair), and Memorial Park to Sierra Madre Villa (Centennial).

Since the official adoption of the Metro Pasadena Project on January 27, 1993 by the LACMTA Board, EMC has continued PE on the thirty-plus baseline tasks as well as the Midway Yard layout and the below-grade segment at Marmion/Figueroa. As of month-end April, PE was 97% complete; the forecasted completion remains at mid-May, 1993. Close-out of PE is being addressed, identifying those activities which can now be deferred to Final Design Engineering.

Public Affairs and the Art-for-rail Program continue conducting meetings with the communities of Highland Park, Chinatown, South Pasadena, and Pasadena. This strategy continues to clear a path for future coordination and cooperation with the communities that will be a part of this project.

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Preliminary Engineering (PE) must now proceed to define the scope of work for Final Design of the Yard & Shops.

Action: EMC/RCC to define scope of work for Final Design and resolve outstanding issues related to secondary access for the LA Fire Department (LAFD) and the provision for an Elysian Park bike path.

Status: The section designer is now on board with a limited NTP. Negotiations for Final Design are underway, continuing close communications with the designer, and RCC/MTA Operations & Maintenance staff to identify/define Yard & Shops layout. Discussions continue with LAFD, Department of Water & Power (DWP), and Parks & Recreation to refine requirements for a combined access road/bikeway plan from Elysian Park to the Midway Yard.

Catellus/Ratkovich Interface at LAUPT

Concern: Location of the LRT terminus at Union Station involves interface with Catellus Corporation and the Ratkovich Villanueva Partnership. The alignment, with roadway improvements proposed by Catellus, crosses Ratkovich interests at two locations along the Terminal Annex property. Width of the platform beyond the previously defined easement requires further negotiation with Catellus.

Action: RCC and Metrolink have met with Catellus and Ratkovich and presented alternative Pasadena and Metrolink Alignments. An alignment has been agreed to in principle by all parties. Final Design has commenced. Discussions are ongoing on related issues.

Status: Monthly meetings continue to negotiate outstanding issues. LACMTA leadership in resolving these issues is on-going with the project providing technical support as required. A Memorandum of Understanding (MOU) is being prepared on agreed-upon alignment, concurrence needed from Catellus.

Real Estate

Concern: The Real Estate effort by LACMTA and EMC continues to lag behind schedule in development of a comprehensive Real Estate matrix. Full and partial takes still need to be identified, as well as those for alternate TPSS sites.

Action: The Pasadena Project team will facilitate weekly Parcel Acquisition schedule meetings between LACMTA and EMC Real Estate personnel.

Status: Re-prioritization of full-takes and Site Office/Laydown requirements to support acceleration of certifications have been preliminarily identified in the Right-of-Way acquisition Control Matrix. Additional parcels along the Santa Fe ROW for full or partial takes still need to be identified. The matrix will continue to be updated monthly.

Marmion Way (Avenue 50 to Avenue 60)

Concern: Identification of an acceptable cross section within the narrow right-of-way and parallel frontage roads is required for start of upcoming final design.

Action: RCC has agreed in principle with the City of Los Angeles, Fire/Life Safety, and the CPUC on acceptable train operation details through the Marmion Way segment.

Status: Final design is currently underway. The section designer is concentrating on resolving fire department access on Marmion Way. Further discussions with LAFD on workable solutions to be scheduled. Potential schedule delay exists if additional full and/or partial property acquisitions are required for acceptable emergency vehicle access.

Glendale Wye Connection

Concern: Identification of the Glendale Wye connection and non-revenue connector and their possible impacts on the Pasadena line at Avenue 19 have been evaluated. Additional costs and potential bridge modifications at Avenue 19 and San Fernando Road are expected.

Action: RCC to provide direction to EMC for final design. LACMTA to provide additional funding and direction.

Status: Direction has been given to accommodate Glendale Wye alternative into the Metro Pasadena design. Potential schedule impacts to be addressed.

KEY ACTIVITIES - APRIL

- RCC continued to refine Midway Yard conceptual design and access.

- Continued to finalize PE for closeout on May 17, 1993 for items added to baseline budget: Marmion/Figueroa Grade Separation; Park-and-Ride lot at French Avenue Station; Southwest Museum Station; and Colorado Grade separation.
- Began negotiations for final design with the line segment designers.
- Issued quarterly update of the Contract Unit Description documentation reflecting the approved project scope adopted January 27, 1993.
- Short-listed and interviewed section designers for station contracts.
- Continued Community meetings, providing project overviews as well as soliciting members for the Community Advisory Board to the Station Artist design.
- The San Gabriel Area Team submitted applications for available grant monies for the renovation of the Arroyo Seco Bridge and for Urban Greenways. LACMTA has ranked all grant applications to determine their importance. A decision whether to proceed with these two applications is due by end of May.
- Determined short-list for Construction Manager contract MC-013; held interviews during the last week of April.

KEY ACTIVITIES - PLANNED FOR MAY

- Conclude 1st phase of Community meetings for the Station Artist selection and Project overview.
- Award service contracts for Waste Handling.
- Identify additional full or partial takes required along Santa Fe ROW.
- Resolve issue of pedestrian "Gateway" bridge in Chinatown.
- Finalize special permitting process with the cities of Los Angeles and Pasadena. Finalize MCA with the City of South Pasadena.
- Award Final Design contracts for the following: the line segment from Del Mar to Walnut Street; Midway Yard & Shop; architectural contracts for the six (6) station packages.
- Seek RCC Board approval to begin negotiations for Construction Manager contract MC-013.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
METRO PASADENA PROJECT
Project Cost by Element

Page: 1
Report Date: 20-May-93
Status Date: 26-Mar-93

(\$ x 000's)

| | | ----- Budget ----- | | ----- Commitments ----- | | ----- Incurred Cost ----- | | ----- Expenditures ----- | | Current | |
|----------------------|-------------------------------|--------------------|---------|-------------------------|---------|---------------------------|---------|--------------------------|---------|----------|----------|
| Description | | Original | Current | Period | To Date | Period | To Date | Period | To Date | Forecast | Variance |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (9-2) |
| T | Construction | 515,171 | 481,245 | 0 | 535 | 0 | 0 | 0 | 535 | 481,245 | 0 |
| S | Professional Services | 183,208 | 187,415 | 18,172 | 31,408 | 0 | 0 | 1,278 | 13,087 | 187,415 | 0 |
| R | Real Estate | 68,100 | 72,308 | 0 | 1 | 0 | 0 | 0 | 1 | 72,308 | 0 |
| F | Utility/Agency Force Accounts | 8,442 | 11,008 | 620 | 1,110 | 0 | 0 | 65 | 182 | 11,008 | 0 |
| D | Special Programs | 3,377 | 4,402 | 0 | 31 | 0 | 0 | 13 | 30 | 4,402 | 0 |
| C | Contingency | 62,705 | 74,825 | 0 | 0 | 0 | 0 | 0 | 0 | 74,825 | 0 |
| A | Project Revenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Grand Total: | | 841,000 | 841,000 | 18,792 | 33,084 | 0 | 0 | 1,366 | 13,135 | 841,000 | 0 |

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

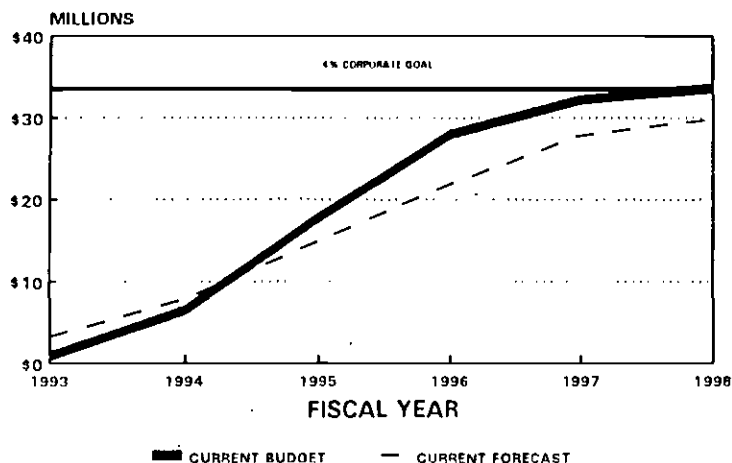
01-Jun-93

APRIL 93

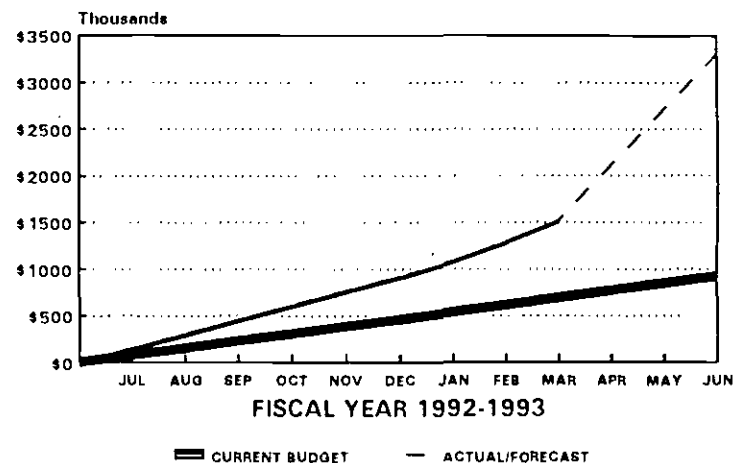
STATUS OF FUNDS BY SOURCE

| SOURCE | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
|----------------|-------------------------------|-----------------------------|-------------|----|--------------|----|------------------|----|
| | | | \$ | % | \$ | % | \$ | % |
| PROP C | \$435,437 | \$21,847 | \$33,084 | 8% | \$12,457 | 3% | \$12,457 | 3% |
| STATE PROP 108 | \$368,300 | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| STATE PROP 116 | \$37,263 | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| TOTAL | \$841,000 | \$21,847 | \$33,084 | 4% | \$12,457 | 1% | \$12,457 | 1% |

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1993 AGENCY COSTS PASADENA LINE



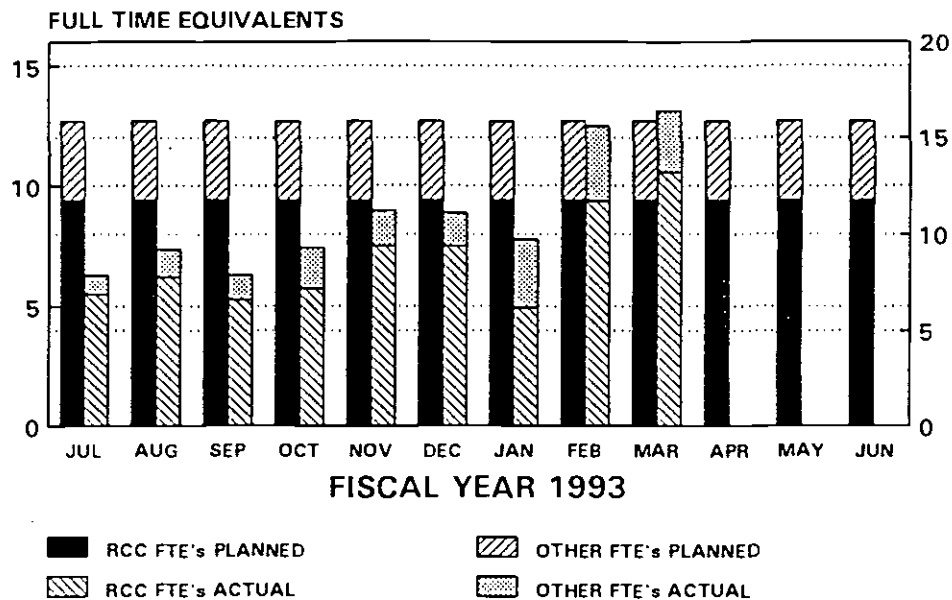
PROJECT AGENCY COSTS PASADENA LINE (\$000)

| | |
|----------------------|------------|
| TOTAL PROJECT BUDGET | \$ 841,000 |
| CURRENT BUDGET | \$ 33,640 |
| CURRENT FORECAST | \$ 29,944 |

FISCAL YEAR 1993 AGENCY COSTS PASADENA LINE (\$000)

| | |
|------------------|----------|
| CURRENT BUDGET | \$ 925 |
| CURRENT FORECAST | \$ 3,308 |
| ACTUAL TO DATE | \$ 1,522 |

STAFFING PLAN VS. ACTUAL PASADENA LINE

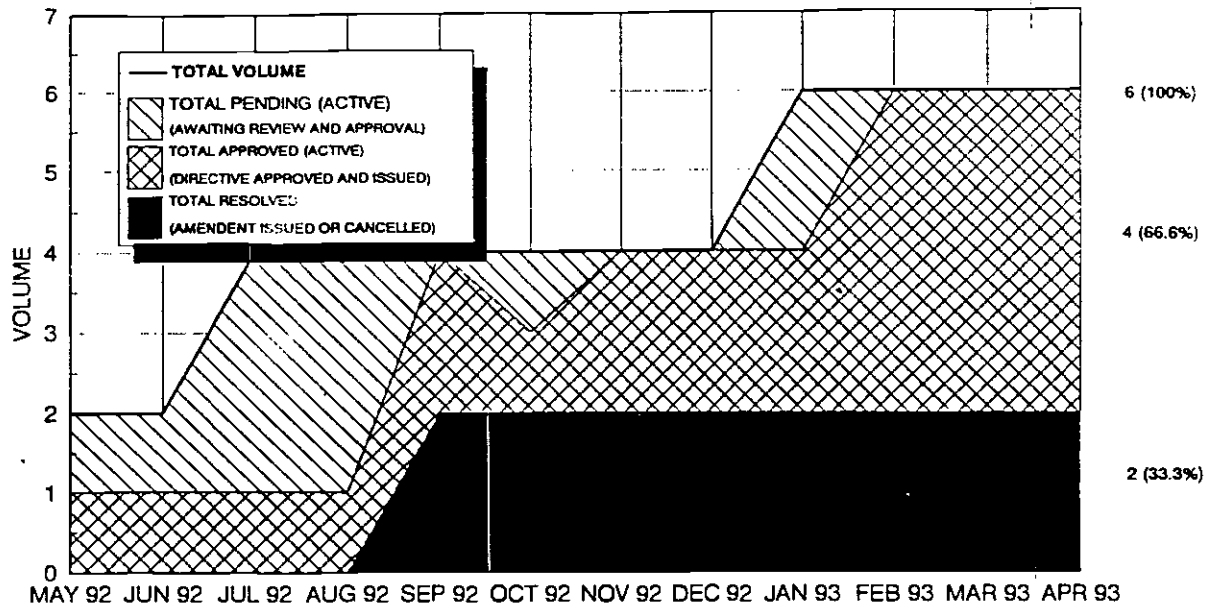


FY'93 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1993

| | |
|---------------------|----|
| RCC FTE's PLANNED | 9 |
| RCC FTE's ACTUAL | 13 |
| OTHER FTE's PLANNED | 4 |
| OTHER FTE's ACTUAL | 3 |
| TOTAL FTE's PLANNED | 13 |
| TOTAL FTE's ACTUAL | 16 |

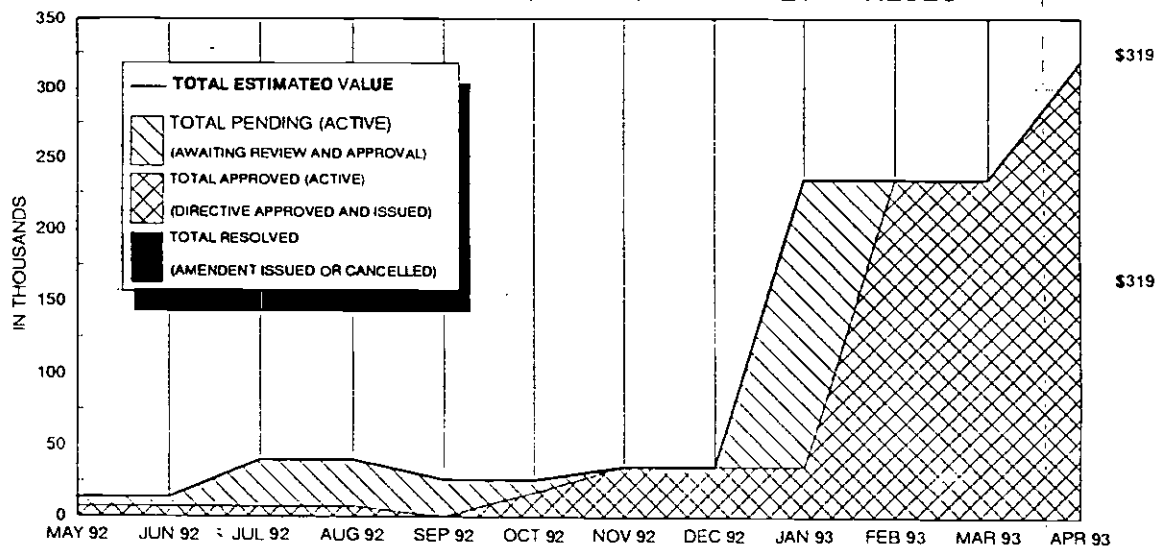
**CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VOLUME**



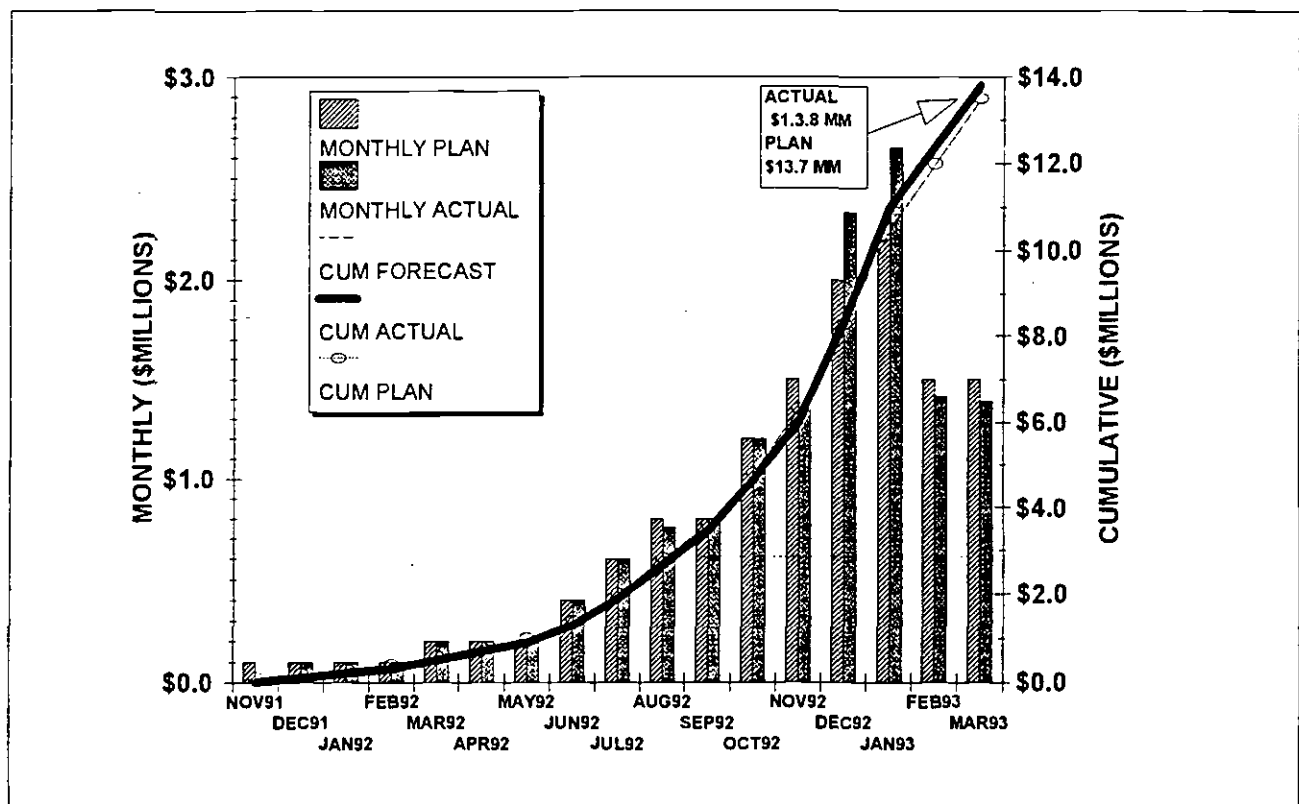
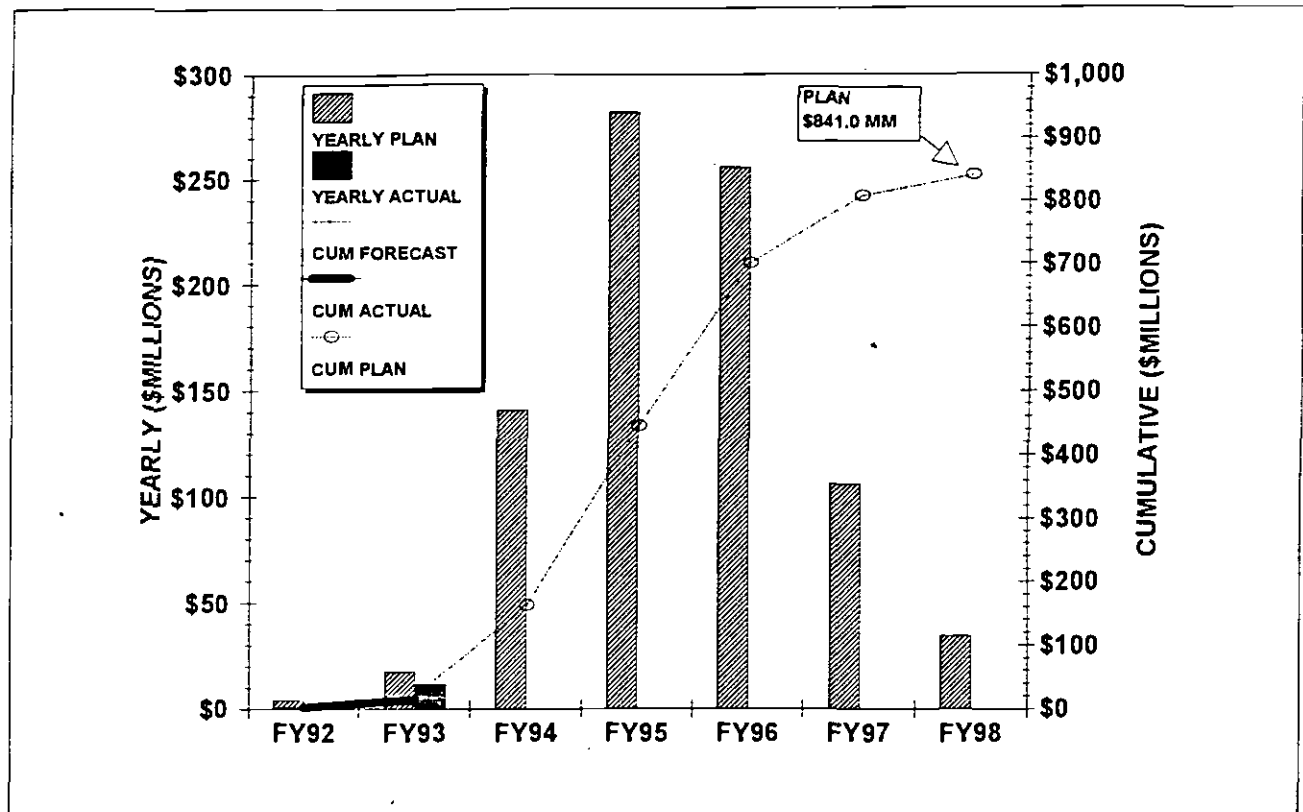
REQUESTED CHANGES SINCE 05/01/91 ONLY

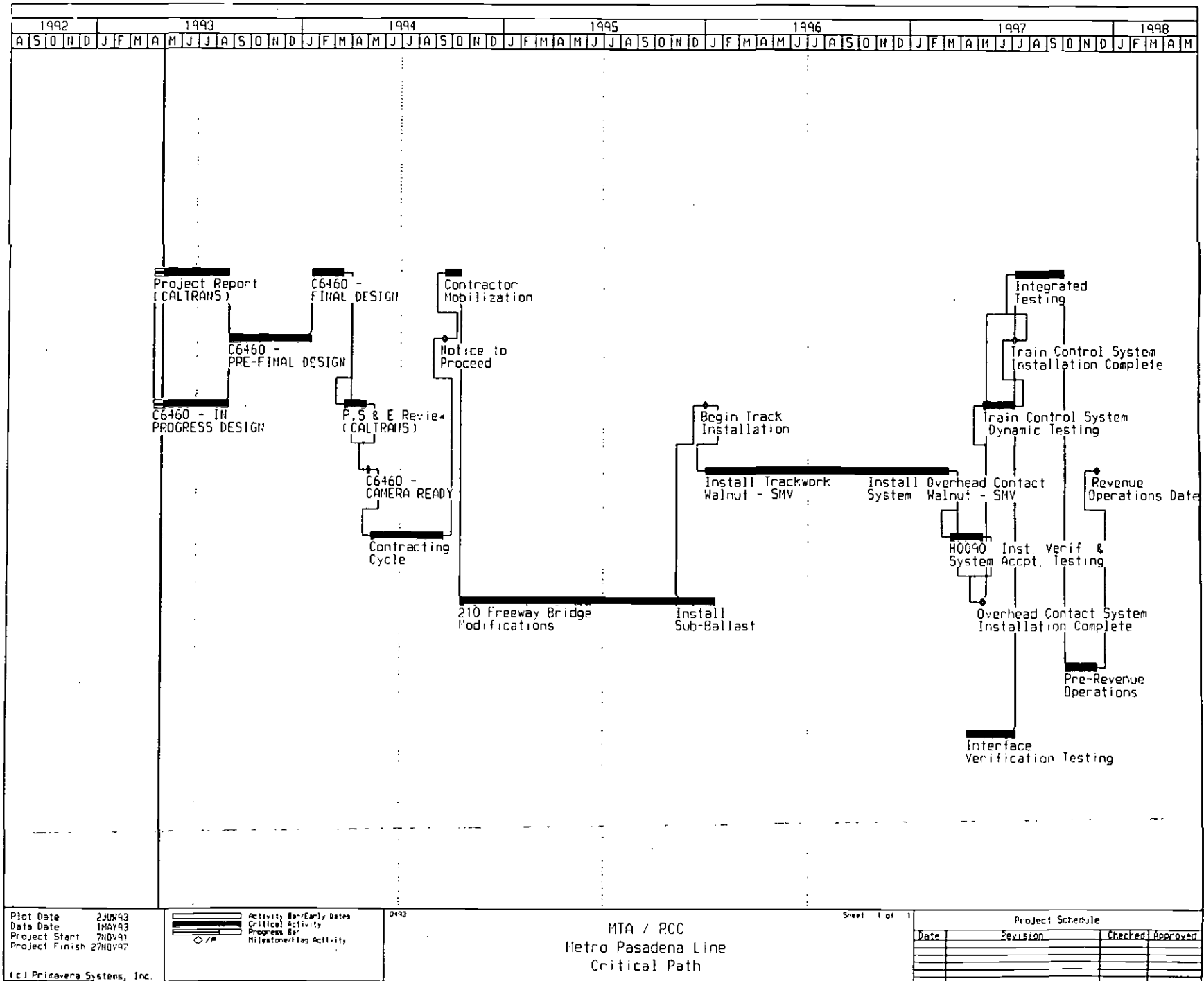
| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 0 | 0 | 0 | 4 | 4 |
| PERCENT | 0% | 0% | 0% | 100% | 100% |

**CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA LINE CONSULTANT CHANGE REQUEST VALUES**



PROJECT CASH FLOW





Plot Date 2JUN93
Data Date 1MAY93
Project Start 7NOV91
Project Finish 27NOV97

© Primavera Systems, Inc.

MTA / RCC
Metro Pasadena Line
Critical Path

Sheet 1 of 1

EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$722
- Current Forecast \$733

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress
 - Plan 100%
 - Actual 99%
- Construction Progress
 - Plan 64%*
 - Actual 51%

*plan percentage reflects the current target segmental ROD of May 15, 1994 and target full-line ROD of November 15, 1994

REAL ESTATE STATUS

| 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

ONGOING

Approval of the Contract H1100 (Automatic Train Control) Schedule to Support the Target May 1994 Segmental and the Target November 1994 Revenue Operations Date

Concern: The Contract H1100 contractor, Union Switch & Signal, Inc. has shown a schedule of work that does not support the segmental or the full line ROD. The contractor may not have the resources to meet the project schedule requirements for either target revenue operations dates.

Action: Change Notice 005 has been submitted to the contractor defining the scope of work and schedule requirements for both revenue operations dates. The contractor has been requested to prepare a cost and schedule proposal for the change as well as a baseline schedule.

Status: Change Notice 005 was submitted to the contractor. The contractor responded with a technical proposal, a schedule for segmental opening and a budgetary cost estimate. The proposal, which excludes carborne packages and the contractor's price for actual work, will be discussed with the contractor in May, 1993.

Caltrans Project CT042 (Dunrobin to Studebaker)/Contract C0600 (Century Trackwork Installation) Access Date

Concern: The LRT access date continues to slip. Original forecast turnover dates are no longer valid. Significant progress has been lost due to the rain and the accumulated water damage. Continual slippage is having a pronounced cost and schedule impact on the turnover of this contract to the LRT follow-on contracts.

Action: The contractor's schedule was reviewed and recommendations for potential work flow improvements were forwarded to Caltrans in February, 1993.

Status: The contractor has resumed construction activities as of February, 1993. Full construction access will be gained by May 21, 1993.

Contract C0100 (Aerial Guideways) Schedule Impacts to Contract C0610 (El Segundo Trackwork Installation) and the November 1994 Revenue Operations Date

Concern: The Contract C0100 schedule may impact Contract C0610 access dates with potential impact to the target November 1994 revenue operations date. Final resolution of delay and impact issues such as delayed contract access

due to Chevron interface and the El Segundo Station re-design for additional stairs is pending further analysis.

Action: Negotiations are continuing with the contractor to resolve various change notices. Delay and impact issues are being analyzed in order to achieve access to the guideway as early as possible.

Status: The Contract C0610 contractor received access to the yard throat on March 8, and partial access to the guideway on April 1, 1993. Additional hours have been authorized for Frames 57 and 58. Other areas are being considered for overtime work.

Caltrans Project CT033 (Wilton to Vermont)/Contract C0600 (Century Trackwork Installation) Access Date Conflict

Concern: Site access for Century trackwork installation, originally scheduled November 1, 1992, has been withheld until the contract milestone is satisfied and construction is completed. Complete access is forecast for September 1, 1993. This delay will have a negative impact on the November, 1994 target revenue operations date by approximately two months. Several systems contracts may also be affected.

Action: Caltrans is working aggressively with its contractor, Ball, Ball & Brosamer, to overcome problems associated with soil exportation and has directed the contractor to produce a schedule with a target completion date of late August, 1993.

Status: Excavation for paving started at the western segment of Project CT033 in April, 1993. Follow-on activities are proceeding as scheduled in support of the late August, 1993 completion date.

Contract C0501 (Systems Facilities Sites) Schedule Delays

Concern: Inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting the segmental revenue operations date and Contract H1200 (Traction Power Supply System) interface dates by approximately one month.

Action: Assistance has been extended to the contractor in expediting submittals and working to a schedule.

Status: The contractor has provided near term completions dates for eight TCCBs. OKA is monitoring their near-term schedule performance. Only three sites remain to be released to the C0501 contractor, two from Contract H1200 and one from Contract C0100.

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

- Concern:** A later than anticipated LRT access date to this segment may have significant cost impact to some follow-on systems contracts and minor schedule impact to the target segmental revenue operations date.
- Action:** Workaround scenarios to expedite turnover to the Contract C0600 contractor have been developed. The monitoring of the contractor's construction schedule has been increased to better assess delays and time extensions.
- Status:** A meeting is scheduled with the contractor the first week of May, 1993 to assess the progress to date and the duration for the remainder of the project. Workaround and/or acceleration of the job may be recommended upon review.

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

- Concern:** Site access for Century trackwork installation originally scheduled May 1, 1992 will be withheld until the contract milestone is satisfied and construction is completed. Complete access was forecast for September 15, 1992.
- Action:** 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 has published a contractor's schedule for the remaining LRT work which is being used by OKA, Caltrans and the contractor to measure progress and forecast turnover dates.
- Status:** Correction of the structures has been completed. The ballasted section has been completed and is in the process of being turned over 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 projects. 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:** On 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: Correction of bent anchor bolts has been completed on Project CT047. Caltrans electrical personnel have been informed of the deficient grounding of OCS anchors and are to make appropriate corrections. All corrections are to take place prior to final acceptance of the LRT facilities supplied by Caltrans. Design deficiencies will be addressed by other methods.

RESOLVED

Caltrans Permits

Concern: Caltrans encroachment permits are required for each contract working within Caltrans right-of-way.

Action: The full permits for Contracts C0095 (Wayside Intrusion Detection System), C0600 (Century Trackwork Installation), C0501 (Systems Facilities Sites), H0831 (SCADA), H0832 (Cable Transmission System), H0840 (LRT Fare Collection Equipment) C0901 (Platform Intrusion Detection System), H1100 (Automatic Train Control), H1200 (Traction Power Supply Systems), and H1300 (Signage and Graphics) and H1400 (Overhead Contact System) have been issued. Contract H1300 (Signage and Graphics) has been resubmitted to Caltrans for a contract number change to Contract H1310 (Signage and Graphics).

Status: All permits have been completed and issued. According to Caltrans, the permit issued for Contract H1300 will remain in force under Contract H1310.

KEY ACTIVITIES – APRIL 1993

- Open bids for Contract C0090 (Ancillary Construction).
- Advertised Contract H1310 (Signage and Graphics).

KEY ACTIVITIES – PLANNED FOR MAY 1993

- Open bids for Contract H1310 (Signage and Graphics).
- Award Contract C0090 (Ancillary Construction).

**RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT**

Project: R23 METRO GREEN LINE

Period: Mar 26, 1993 to Apr 30, 1993
Run Date: May 3, 1993
Units: \$ in Thousands (Truncated)

| ELEMENT / DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | | COMMITMENTS | | INCURRED | | EXPENDITURES | | CURRENT FORECAST | | FORECAST VARIANCE |
|------------------------------------|-----------------|----------------|---------|-------------|---------|----------|---------|--------------|---------|------------------|---------|-------------------|
| | | Period | To Date | Period | To Date | Period | To Date | Period | To Date | Period | To Date | |
| T CONSTRUCTION | 470,191 | -77,980 | 492,391 | 4,899 | 589,561 | 6,762 | 202,188 | 16,345 | 189,733 | 417 | 492,391 | 0 |
| S PROFESSIONAL SERVICES | 108,562 | 70,848 | 180,477 | 1,864 | 145,278 | 4,136 | 116,804 | 4,136 | 116,804 | 37 | 180,477 | 0 |
| R REAL ESTATE | 36,927 | -709 | 28,522 | -171 | 23,845 | 126 | 23,251 | 126 | 23,251 | 0 | 28,522 | 0 |
| F UTILITY/AGENCY FORCE ACCOUNTS | 7,656 | 0 | 10,500 | -39 | 9,792 | 2,982 | 5,847 | 2,982 | 5,847 | 0 | 10,500 | 0 |
| D SPECIAL PROGRAMS | 4,675 | 0 | 4,790 | 3,199 | 4,217 | 100 | 310 | 100 | 310 | 0 | 4,790 | 0 |
| C PROJECT RESERVE | 59,613 | 560 | 12,238 | 0 | 0 | 0 | 0 | 0 | 0 | -454 | 22,836 | 10,597 |
| A PROJECT REVENUE | -16,626 | 7,280 | -6,518 | 0 | -1,263 | 0 | -605 | 0 | -605 | 0 | -6,518 | 0 |
| GRAND TOTAL - R23 METRO GREEN LINE | 671,000 | 0 | 722,402 | 9,753 | 571,430 | 14,109 | 347,797 | 23,691 | 335,342 | 0 | 733,000 | 10,597 |

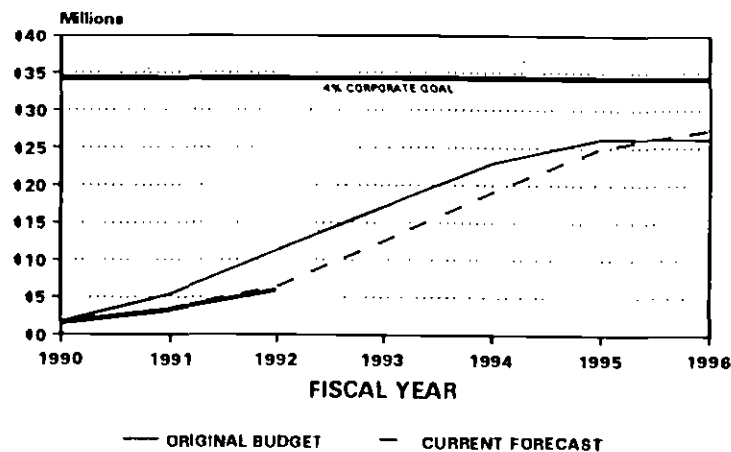
**RAIL CONSTRUCTION CORPORATION
METRO RAIL GREEN LINE PROJECT
(IN THOUSANDS OF DOLLARS)**

MARCH 93

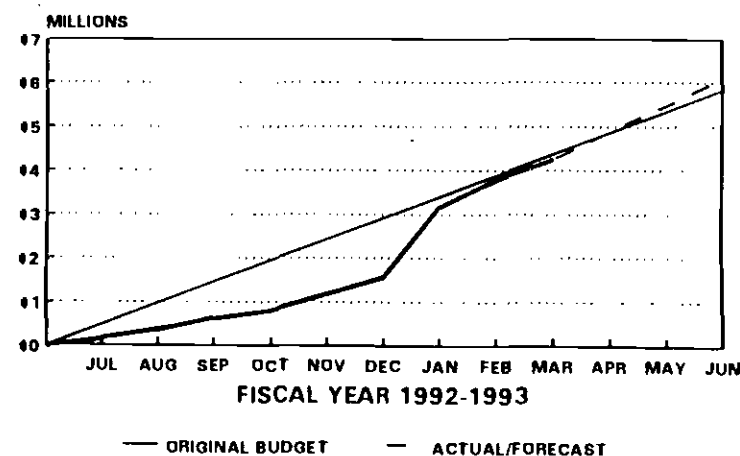
STATUS OF FUNDS BY SOURCE

| SOURCE | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
|---|-------------------------|-----------------------|-------------|------|--------------|------|------------------|------|
| | | | \$ | % | \$ | % | \$ | % |
| PROP A | \$205,136 | \$205,136 | \$205,136 | 100% | \$205,136 | 100% | \$205,136 | 100% |
| PROP C | \$516,964 | \$189,700 | \$366,294 | 71% | \$130,206 | 25% | \$130,206 | 25% |
| ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION) | \$4,500 | \$1 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| PROP C (ADA) | \$6,400 | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| TOTAL | \$733,000 | \$394,837 | \$571,430 | 78% | \$335,342 | 46% | \$335,342 | 46% |

AGENCY COST GREEN LINE



FISCAL 1993 AGENCY COSTS GREEN LINE



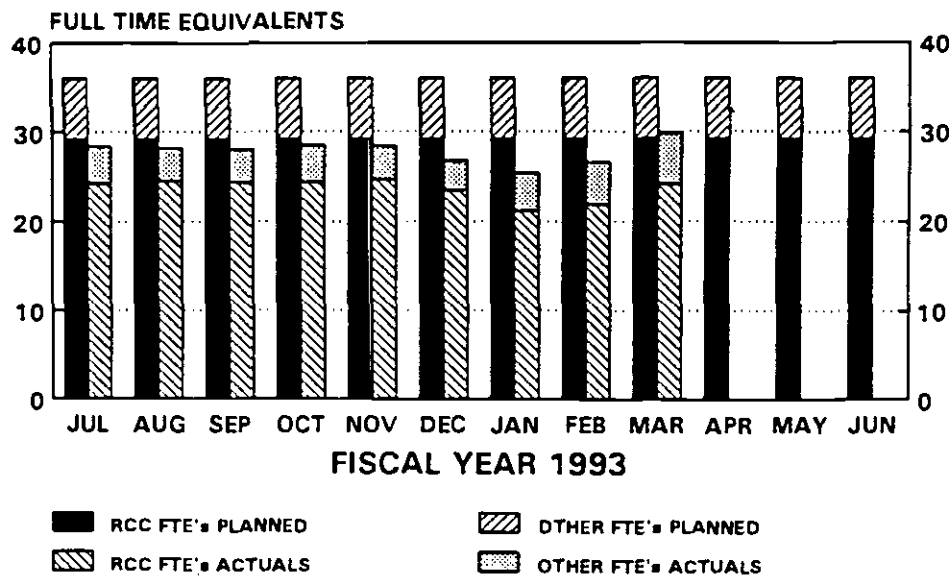
PROJECT AGENCY COSTS GREEN LINE (\$000)

| | |
|-----------------------------|-----------|
| TOTAL PROJECT BUDGET | \$716,000 |
| ORIGINAL BUDGET | \$ 26,189 |
| BUDGET % OF TOTAL PROJECT | 3.7% |
| CURRENT FORECAST | \$ 27,407 |
| FORECAST % OF TOTAL PROJECT | 3.8% |
| 4% CORPORATE GOAL | \$ 28,640 |

FISCAL YEAR 1993 AGENCY COSTS GREEN LINE (\$000)

| | |
|-------------------|---------|
| ORIGINAL BUDGET | \$5,833 |
| FORECAST | \$6,099 |
| ACTUAL \$ TO DATE | \$4,252 |

STAFFING PLAN VS. ACTUAL GREEN LINE

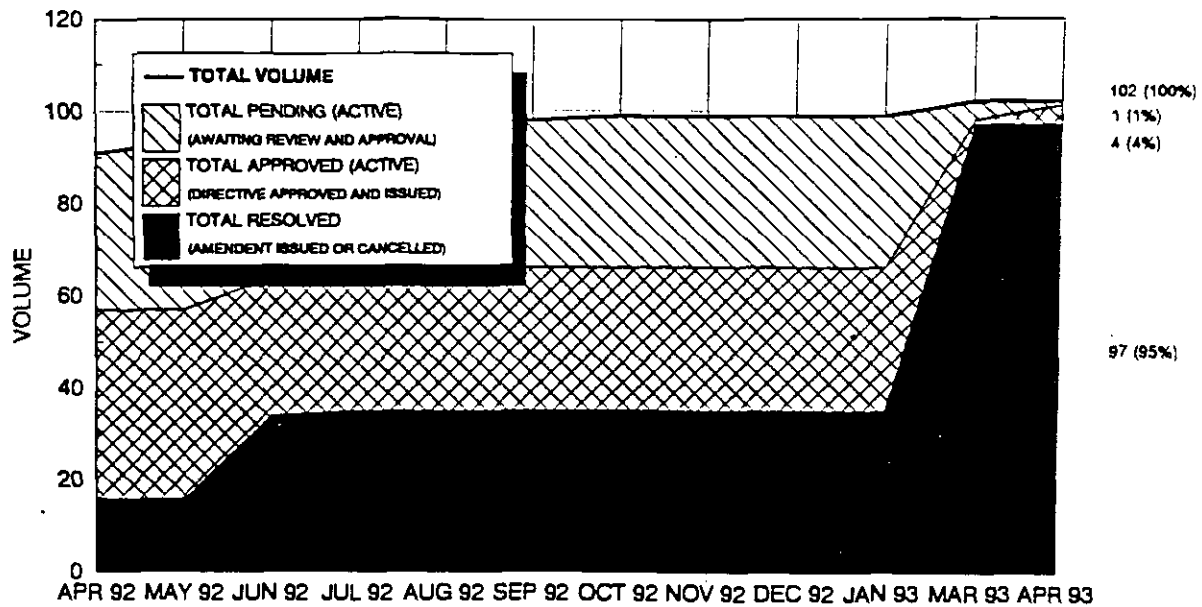


FY'93 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1993

| | |
|---------------------|----|
| RCC FTE's PLANNED | 29 |
| RCC FTE's ACTUAL | 24 |
| OTHER FTE's PLANNED | 7 |
| OTHER FTE's ACTUAL | 6 |
| TOTAL FTE's PLANNED | 36 |
| TOTAL FTE's ACTUAL | 30 |

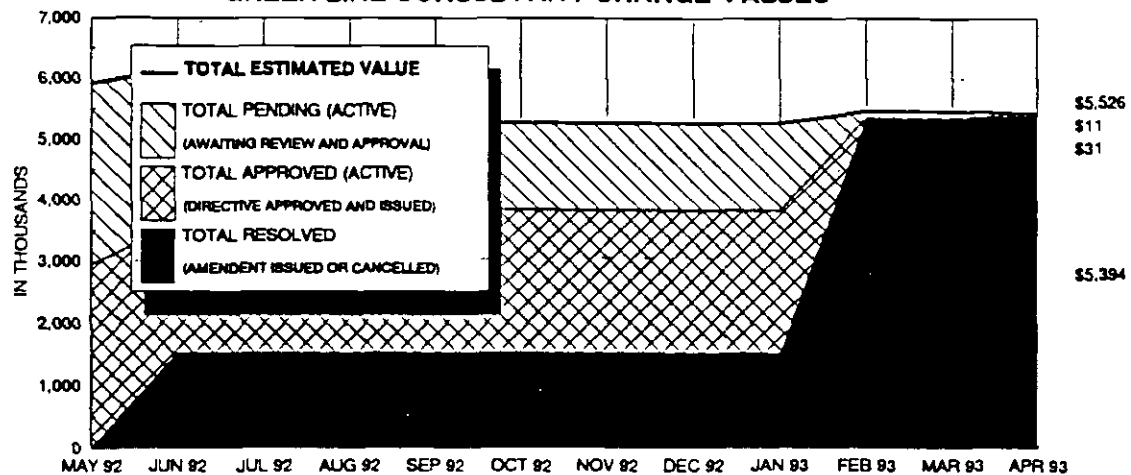
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



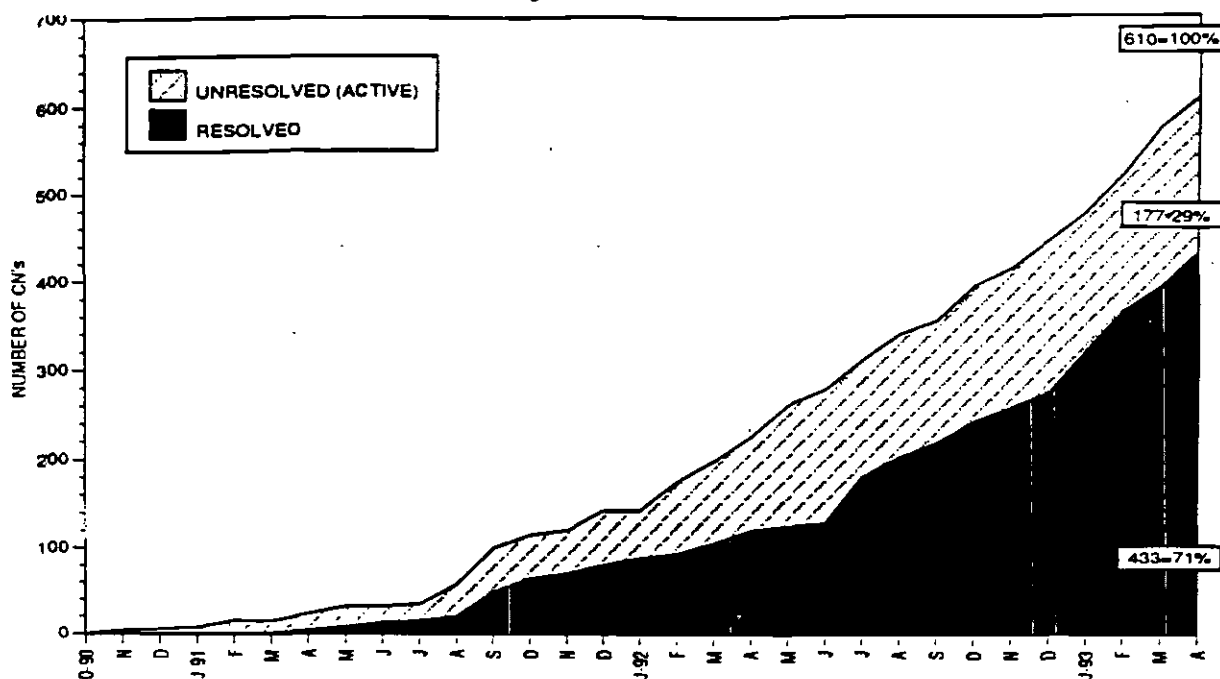
REQUESTED CHANGES SINCE 05/01/91 ONLY

| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 0 | 0 | 3 | 2 | 5 |
| PERCENT | 0 | 0% | 60% | 40% | 100% |

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

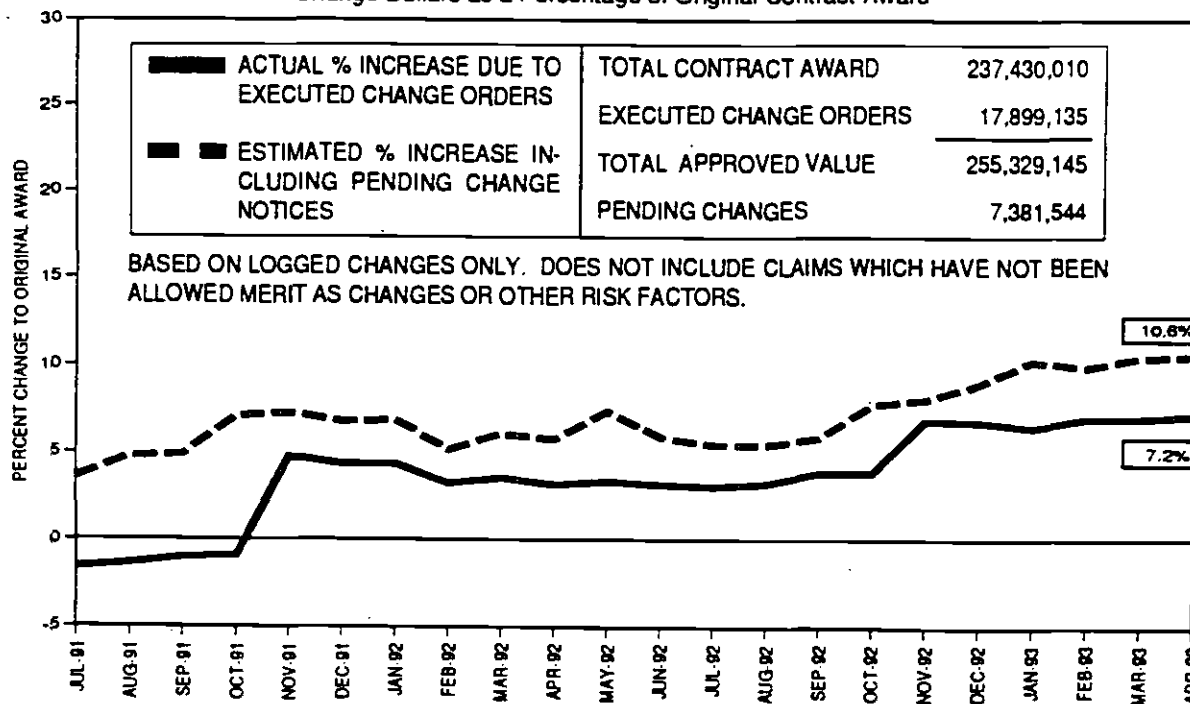


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

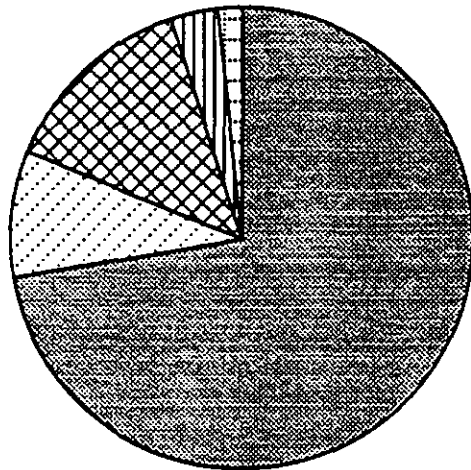


| AGE OF UNRESOLVED CHANGES | | | | | |
|---------------------------|-----------|-------|-------|-----|--------------|
| TIME | 0-30 days | 31-60 | 61-90 | 90+ | TOTAL ACTIVE |
| VOLUME | 55 | 30 | 28 | 64 | 177 |
| PERCENT | 31% | 17% | 16% | 36% | 100% |

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 4/30/93



CHANGE VOLUME
 BY CHANGE VALUE
 TOTAL AS OF 4/30/93 = 304

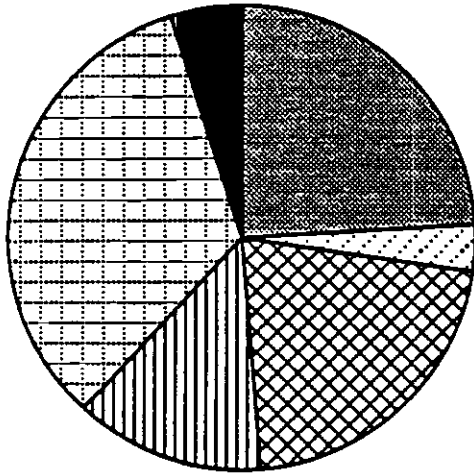
**CHANGE VOLUME
 ABSOLUTE VALUES**

| | | | |
|-----|--------|--|------------|
| 220 | 72.37% | | <25,000 |
| 27 | 8.88% | | <50,000 |
| 42 | 13.82% | | <200,000 |
| 10 | 3.29% | | >200,000 |
| 5 | 1.64% | | >1,000,000 |

**CHANGE COST
 ABSOLUTE VALUES**

| | | |
|-----------------|--|------------|
| \$1,084,312.12 | | <25,000 |
| \$446,817.62 | | <50,000 |
| \$4,053,207.38 | | <200,000 |
| <\$134,259.87> | | >200,000 |
| \$12,449,058.10 | | >1,000,000 |

CONSTRUCTION/PROCUREMENT
Change Volume and Cost By Change Basis Type
Executed Changes as of 4/30/93



CHANGE BASIS VOLUME
TOTAL 4/30/93=304

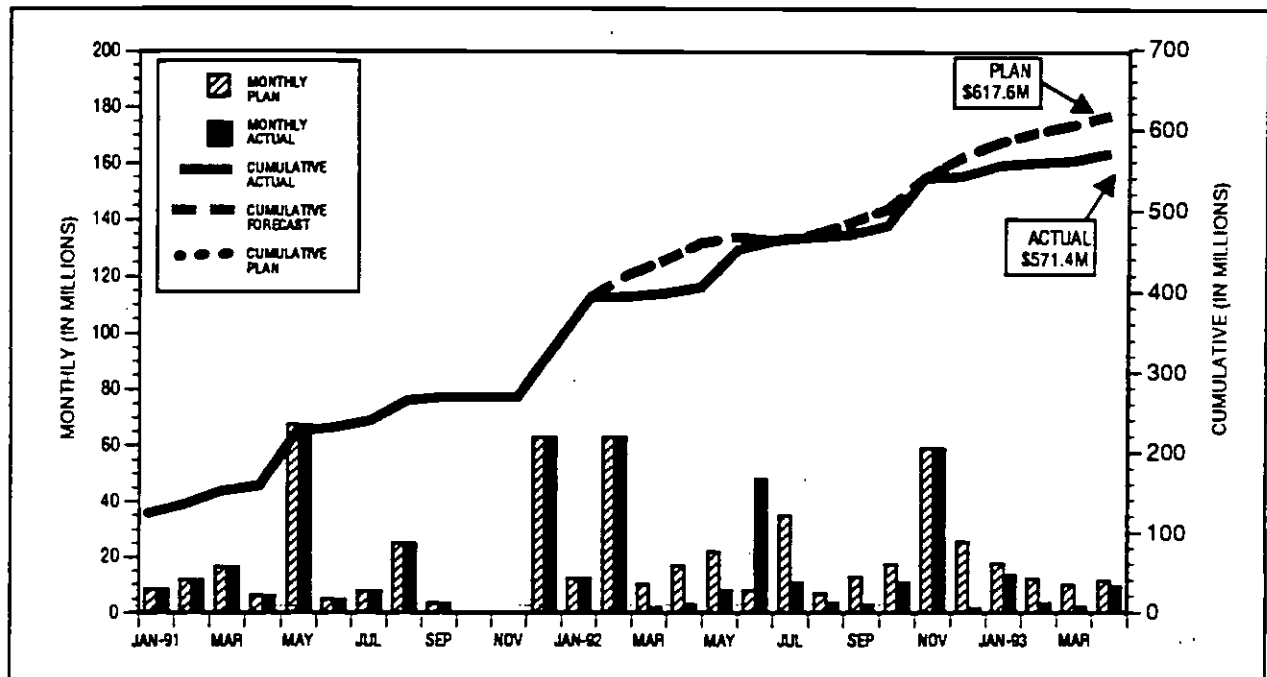
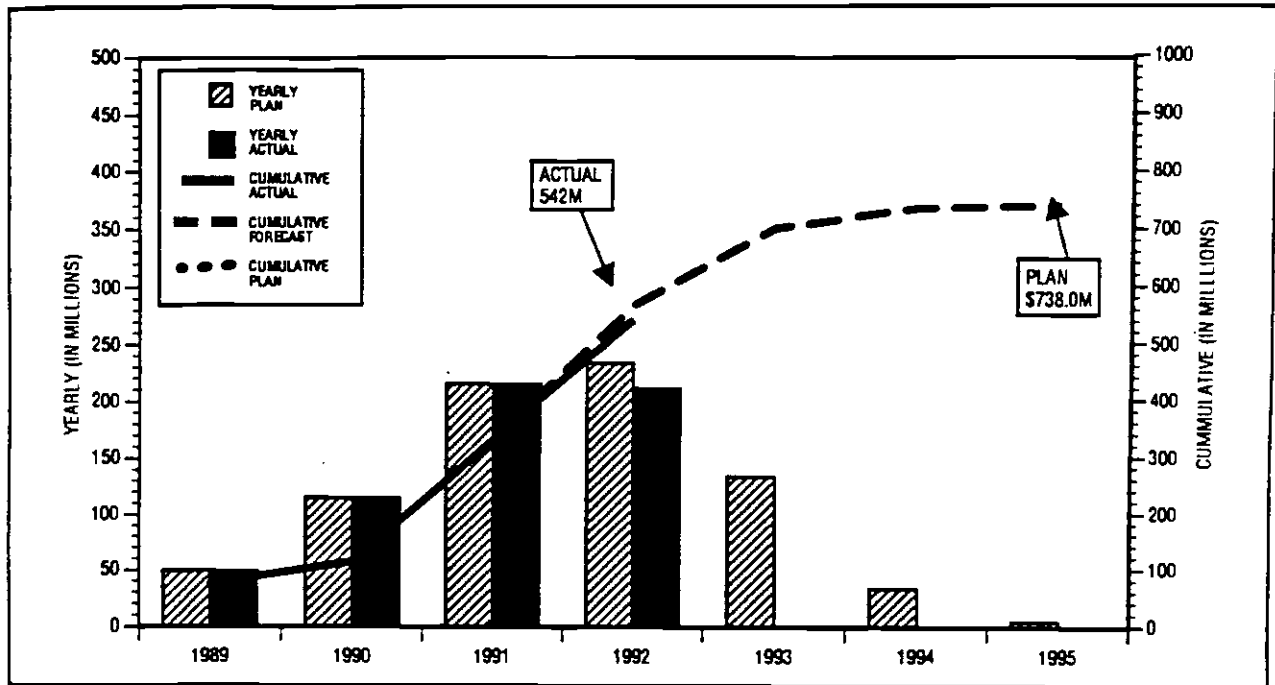
**CHANGE BASIS VOLUME
ABSOLUTE VALUES**

| | | | |
|-----|--------|--|------------------------|
| 73 | 24.01% | | Work Scope Changes |
| 10 | 3.29% | | Schedule Changes |
| 65 | 21.38% | | Differing Conditions |
| 40 | 13.16% | | Administrative Changes |
| 101 | 33.22% | | Design Changes |
| 15 | 4.94% | | Other |

**CHANGE BASIS COST
ABSOLUTE VALUES**

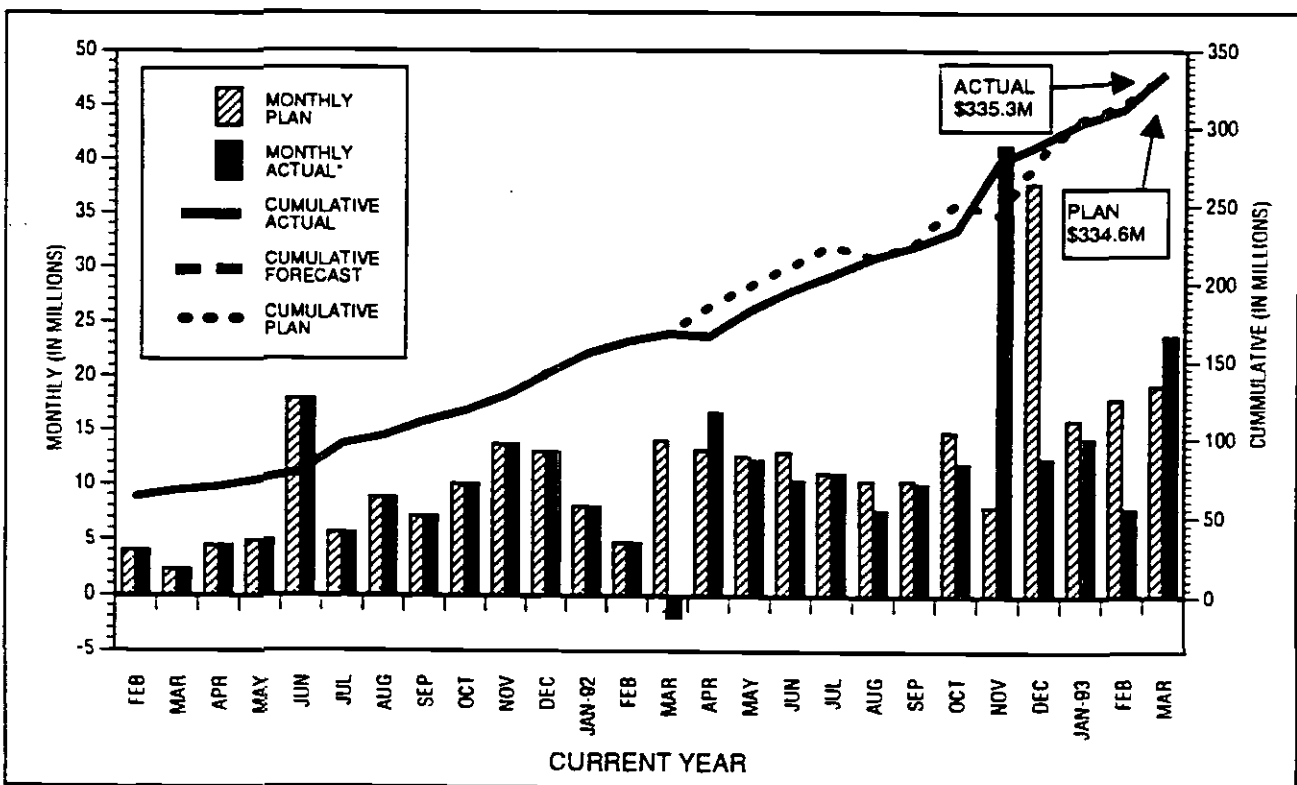
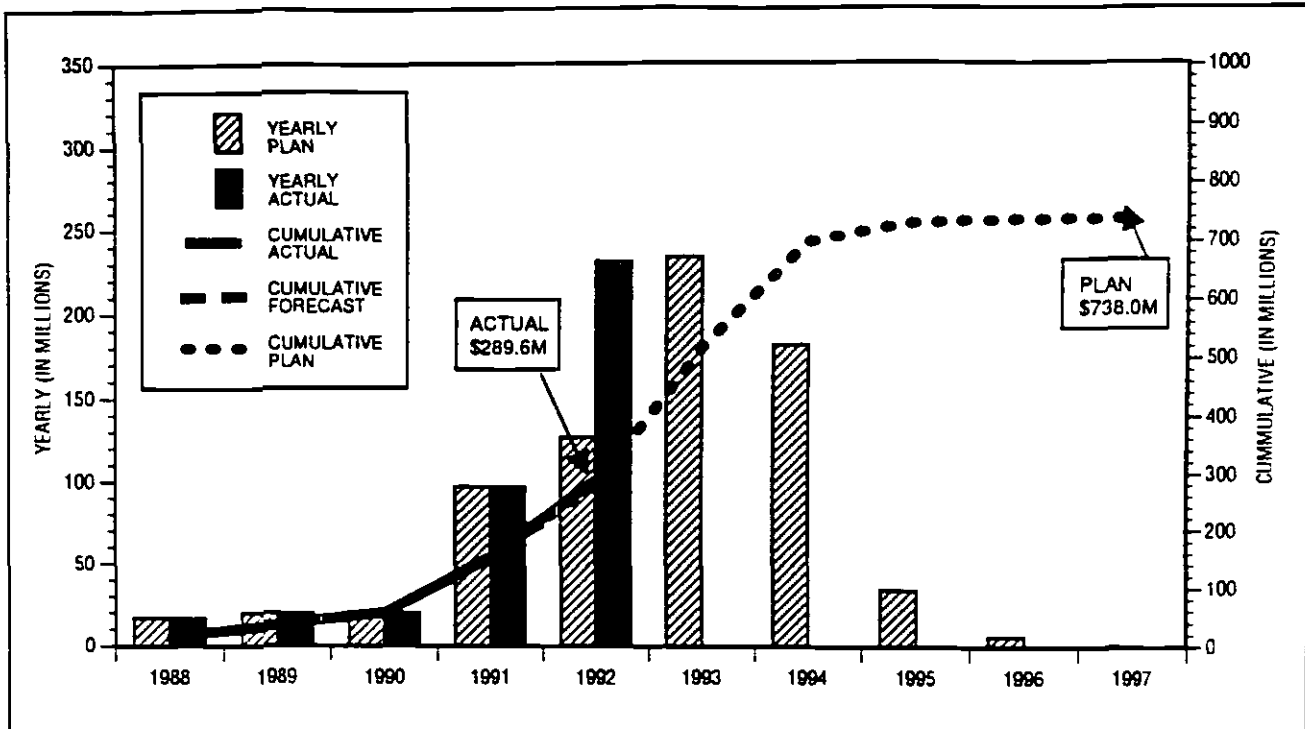
| | | |
|----------------|--|------------------------|
| \$1,084,432.55 | | Work Scope Changes |
| \$327,348.00 | | Schedule Changes |
| \$7,086,425.35 | | Differing Conditions |
| \$7,605,591.29 | | Administrative Changes |
| <\$7,041.78> | | Design Changes |
| \$1,802,379.94 | | Other |

PROJECT COMMITMENTS



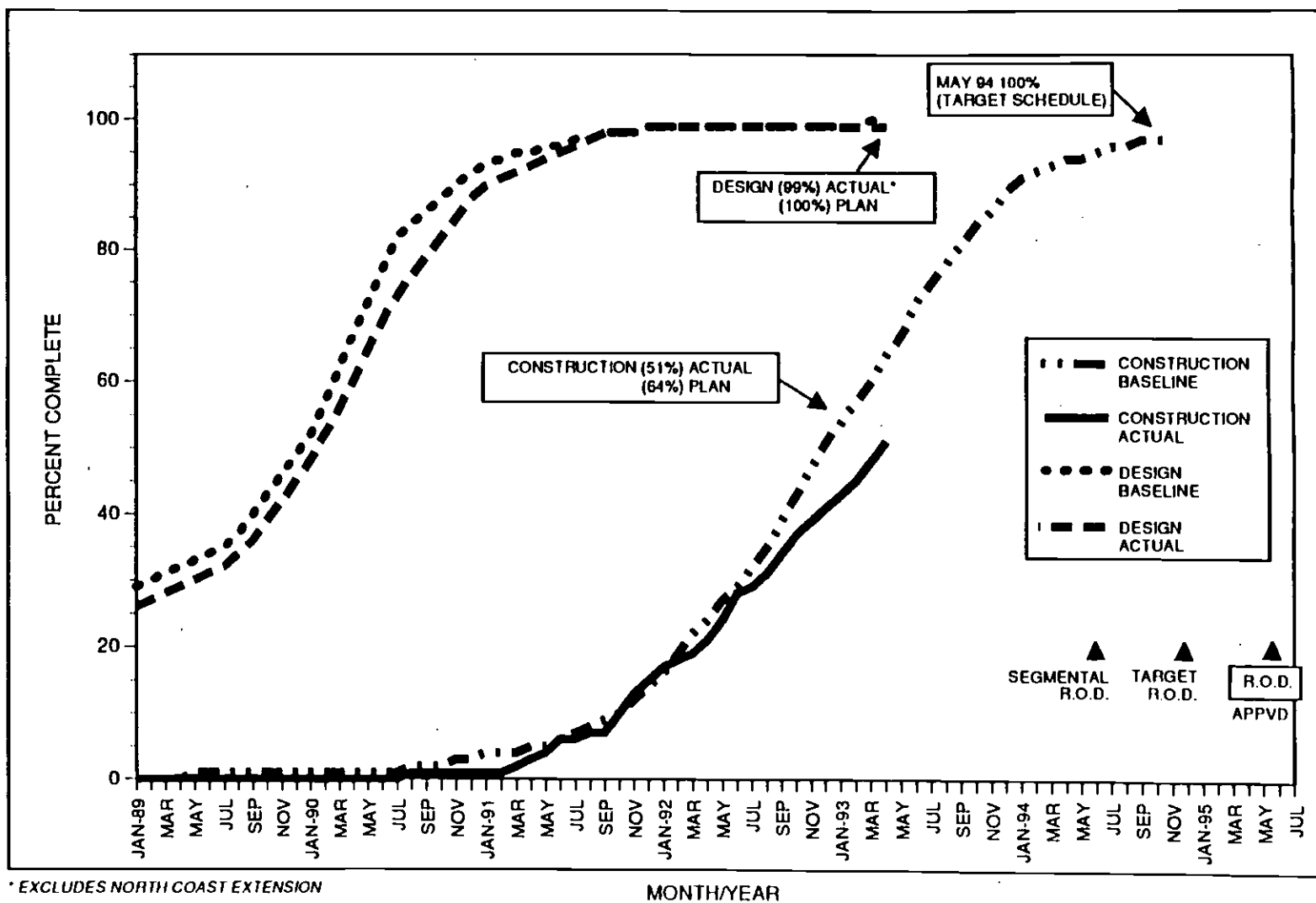
CURRENT YEAR

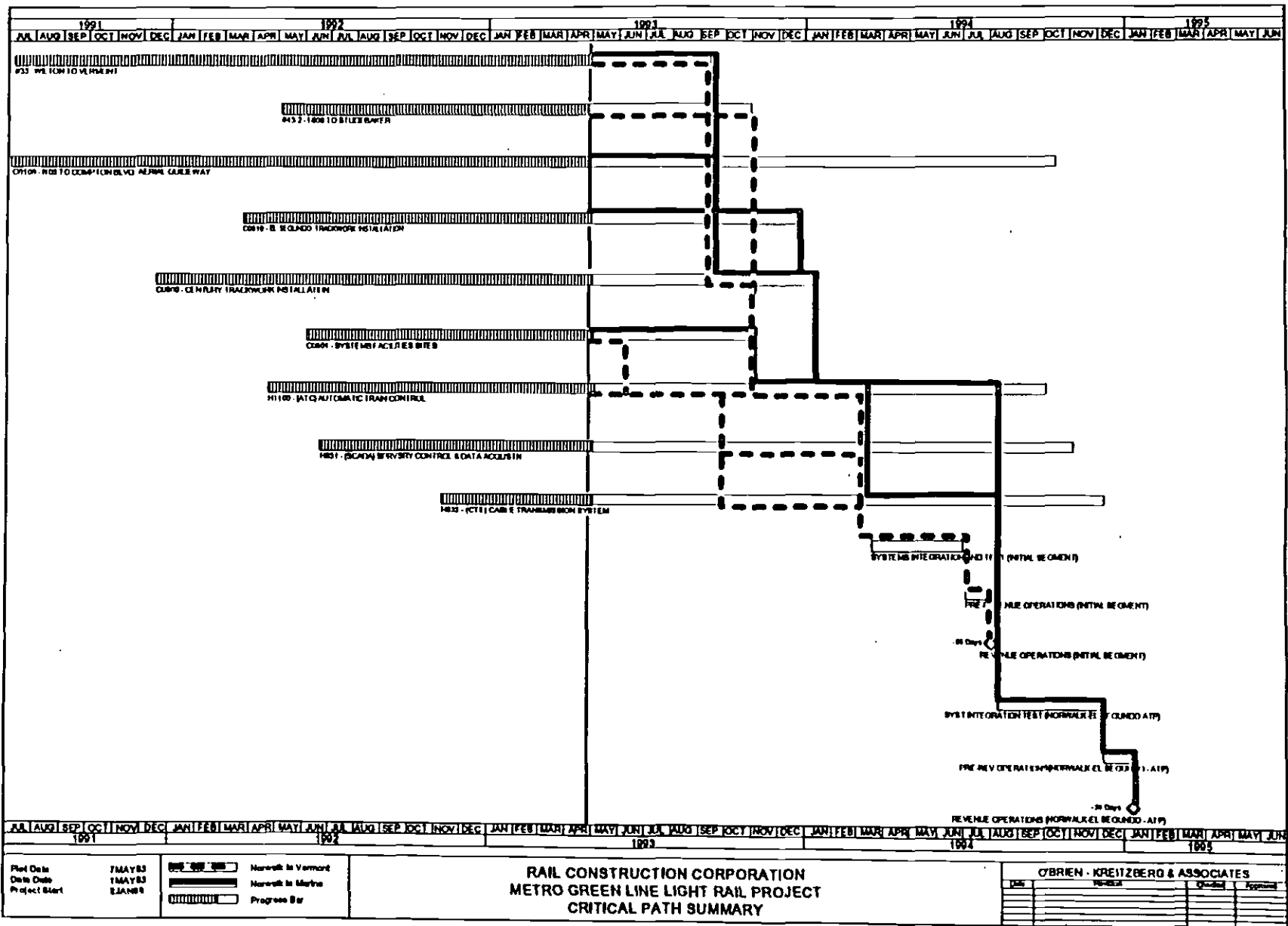
PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

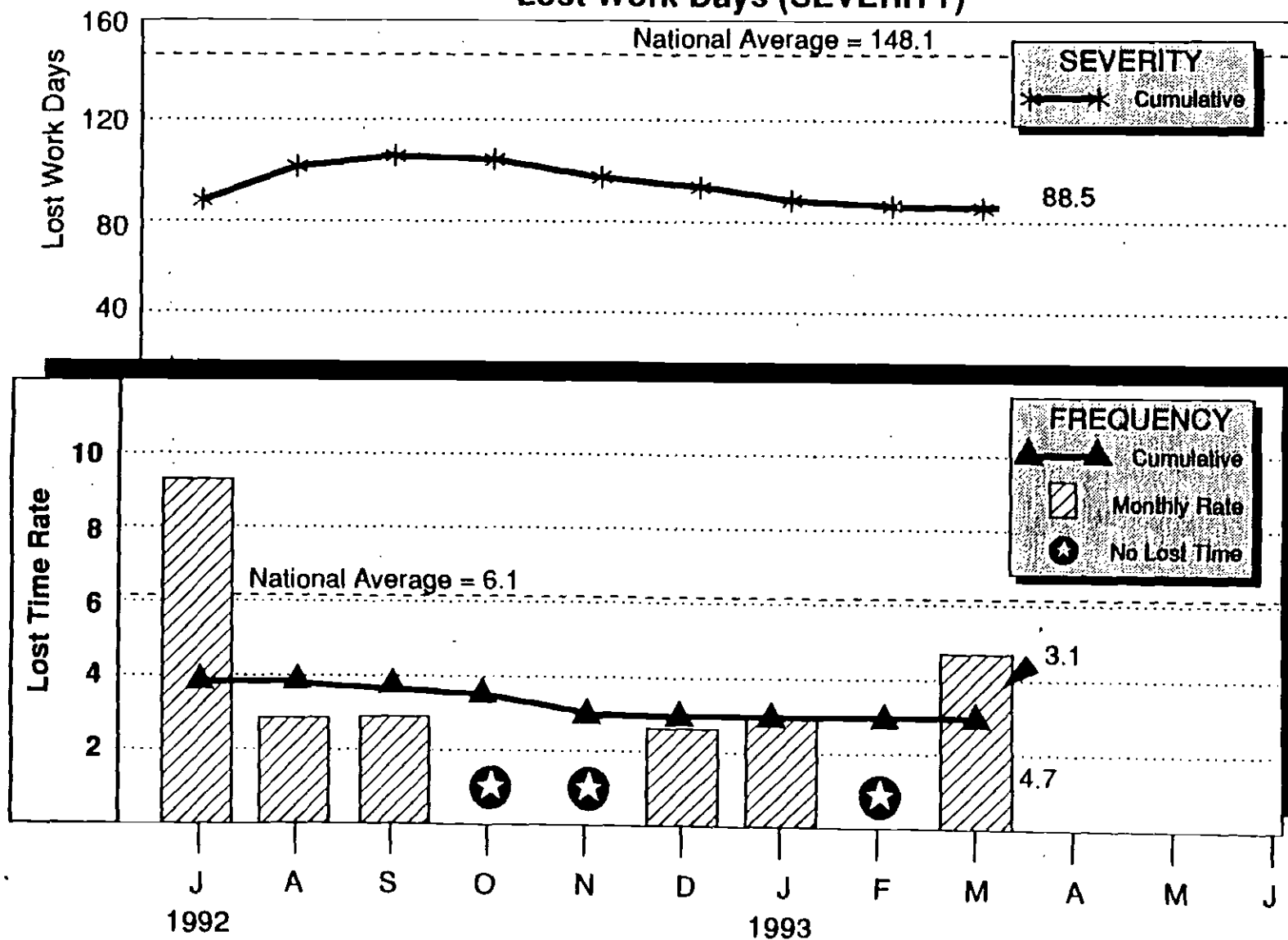
PROGRESS SUMMARY





METRO GREEN LINE

Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

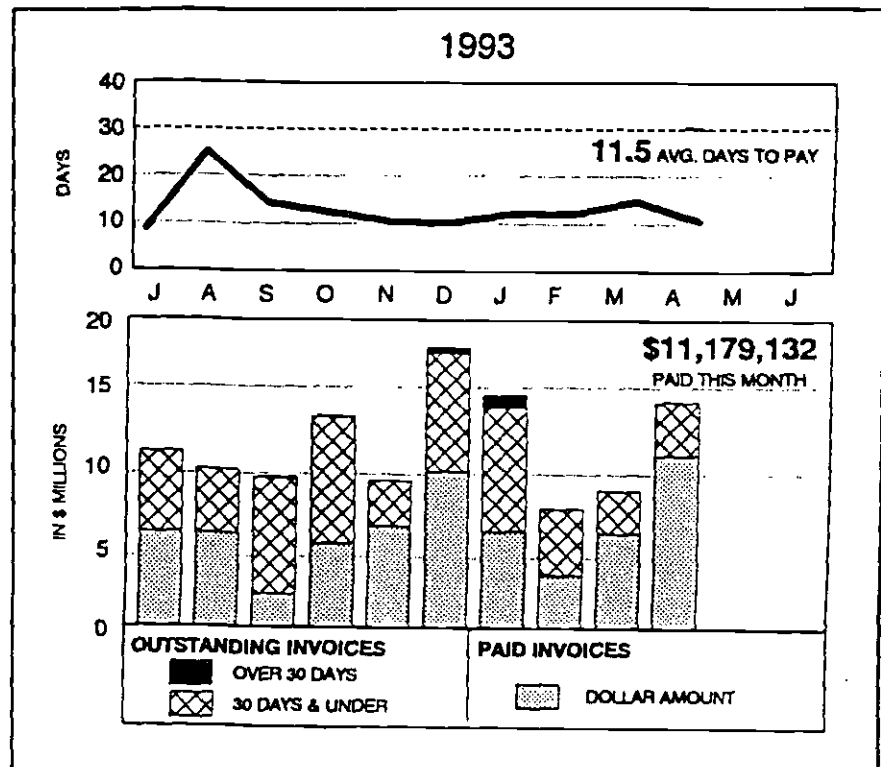
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.5 days.

- 24 invoices were paid for a total value of \$11,179,132.

- There were 7 outstanding Construction or Procurement invoices under 30 days old for \$ 3,450,254.

- 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 1993 | 17 | 7,977,962 | 3 | 823,007 | 15 | 2,354,181 | 7 | 2,185,266 |
| FEB 1993 | 11 | 4,270,284 | 0 | 0 | 13 | 3,344,014 | 7 | 301,065 |
| MAR 1993 | 5 | 2,748,401 | 0 | 0 | 12 | 950,485 | 6 | 177,199 |
| APR 1993 | 7 | 3,450,254 | 0 | 0 | 22 | 2,482,619 | 3 | 34,358 |

EXECUTIVE SUMMARY

COST STATUS

- The current forecast remains at \$1,450 billion.

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

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 | 0 | 0 | 0 | 0 | 0 | Final closeout pending claims litigation. | TBD |
| A141 | U/S - 5th & Hill Tunnels | 0 | 0 | 0 | 0 | 0 | Final closeout pending claims litigation. | TBD |
| A147/A157 | Pershing Square/Civic Cntr | | | | | | Closed. | Apr 93 |
| A165 | 7th & Flower Station Stg 1 | 0 | 0 | 0 | 0 | 0 | Final closeout pending claims litigation. | TBD |
| A187 | Wilshire/Avr Stat Stage II | 0 | 0 | 0 | 0 | 0 | Finalizing closeout package. | Jun 93 |
| A190 | Misc. Const/Ancillary Serv. | 0 | 0 | 0 | 0 | 0 | Finalizing closeout package. | Jul 93 |
| A610/115 | Track Installation | 0 | 0 | 0 | 0 | 0 | Final closeout pending claims litigation. | TBD |
| A612 | Contact Rail | | | 0 | | | Closed. | |
| A615 | C.R. Coverboard | | 0 | 0 | | | Closed. | |
| A616 | Rail Fasteners | | 0 | 0 | | | Closed. | |
| A620 | Automatic Train Control | 0 | 0 | 0 | 0 | | Claims. | Jul 93 |
| A630 | Traction Power Equipment | | 0 | 0 | | | Closed. | |
| A631 | TPE Install | | 0 | 0 | | | Closed. | |
| A640 | Communications | 0 | 0 | 0 | 0 | 0 | Active. | Sept 93 |
| A650 | Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | Active. | TBD |
| A655 | Vehicle Performance Tests | | | | | | Closed. | |
| A710 | Escalators & Elevators | | 0 | 0 | | | Closed. | |
| A732 | Wheel Truing | | | | | | Closed. | |
| A736 | Passenger Vehicle Jacks | | | | | | Closed. | |
| A740 | Ventilation Equipment | | 0 | 0 | 0 | | Backcharges. | May 93 |
| A745 | TPSS Air Equipment | | 0 | 0 | | | Closed. | |
| A760A | Signing | | | | | | Closed. | |
| A760B | Edge Lights | | | 0 | 0 | | Closing in process. | May 93 |
| A776 | Rerailing Equipment | | | | | | Closed. | |
| A795 | UPS | | 0 | 0 | | | Closed. | |

REMAINING ACTIVITIES

- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

EXECUTIVE SUMMARY

COST STATUS

- | | in \$ million |
|--|---------------|
| • Current Budget | \$1,446.4 |
| • Current Project Forecast | \$1,446.4 |
| • Current Forecast (including new requirements) | \$1,516.1 |
| <p>• The current forecast, including new requirements, decreased a net of \$5,957,000 this month primarily due to revisions and updates to various estimates, changes in the awarded contracts, and a change to the OCIP forecast.</p> | |

SCHEDULE STATUS

- Current Revenue Operation Date

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

| | |
|----------|-----|
| - Plan | 93% |
| - Actual | 91% |
- Construction Progress

| | |
|----------|------|
| - Plan | 27% |
| - Actual | 19%* |
- Segment 2 overall construction percent complete is 19% actual versus 27% planned based on an early start curve. The variance between actual and planned is due to later Notice to Proceed dates for Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, Contract B211, Wilshire/Vermont Station, Stage I, Contract B215 Wilshire/Vermont Station, Stage II, Contract B251, Vermont/Hollywood Tunnels, Contract B252, Vermont/Santa Monica Station,

*This figure reflects rounded numbers.

EXECUTIVE SUMMARY (CON'T)

Contract B268, Vermont/Sunset Demolition, Contract B271, Hollywood/Western Station, Contract B281, Hollywood/Vine Station, Contract B288, Hollywood/Vine Demolition, Contract B611, Running Rail Procurement, Contract B630, Traction Power Procurement, Contract B710, Elevators and Escalators. Progress at Contract B251 is over two months behind schedule.

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 | 86 | 63 | 20 | 3 | 59 |
| LAST MONTH | 85 | 60 | 21 | 4 | 42 |

- There are now 86 parcels required for the Segment 2 Project. The acquisition breakdown for this land is as follows: *31 full takes, 44 subsurface easements, 3 temporary construction easements and 2 partial-takes. Six additional parcels have been added for temporary Right-of-Entry.

To date, there have been 63 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- Public Affairs promoted positive community relations along the Wilshire Corridor in April with the hosting of two open houses near Contract B231 operations and by providing mitigation services to new businesses in the areas around Contracts B221 and B231. Representatives of the MTA Board, the Transit Construction Board and the Department of Transportation toured the Contract B251 site. Community Affairs discussions regarding Contract B261 construction mitigation progressed at the nearby hospital complex. Hollywood

* Two of the full take parcels are not required for construction.

EXECUTIVE SUMMARY (CON'T)

Corridor activities included the completion of signage for the upcoming utility work on Hollywood Boulevard, the selection of an architect for the public information field office, and the appointment of the acting chairman of the Citizens Committee on Metro Construction.

AREAS OF CONCERN

ONGOING

Delay in Real Estate Acquisitions

Concern: Potentially there are three parcels that are not expected to be available by the scheduled "need dates."

Of the three parcels showing a negative float, one was late in being certified, one delayed in the appraisal process and one delayed as a result of continued negotiations.

Action: Maintain acquisition schedule to avoid negative float.

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

NEW

Contract B251, Vermont/Hollywood Tunnels

Concern: Serious delays have occurred in obtaining an encroachment permit required for the excavation of a tunnel under a Cal Trans structure (Vermont Avenue viaduct for US101).

Action: Necessary documents were submitted to the EMC for review of how this operation will affect the structural integrity of the Cal Trans bridge.

AREAS OF CONCERN (CON'T)

Status: The EMC is evaluating the situation and will respond with an opinion at which time the permit may be issued.

Contract B251, Vermont/Hollywood Tunnels

Concern Difficulties in the purchase of real estate parcels west of Highland Boulevard, necessary for tunnel re-alignment, may impact the contractor schedule.

Action: The RCC's Real Estate Department is proceeding with steps to procure the necessary parcels of land.

Status: The RCC estimates that final acquisition of the real estate parcels will be concluded by the end of August 1993, which meets the current schedule requirement.

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

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

ONGOING**NONE****NEW****March 1993, Financial Management Information System****CONCERN:**

The MTA should focus on the integration of the accounting systems and integrate them with the RCC's cost management system.

ACTION:

Integrate the existing RTD and LACTC accounting systems and the RCC cost management system.

STATUS:

A study report was anticipated in January of 1993, but has been withheld pending the completion of the MTA merger. Currently, the cost management system is not compatible with the other databases and the merger of the MTA systems is under review.

RESOLVED**NONE**

KEY ACTIVITIES - APRIL**Design**

- Contract B241, Vermont/Beverly Station, camera ready document issued April 6, 1993.
- Contract B281, Hollywood/Vine Station, reconfigured prefinal submittal made April 20, 1993.
- Contract B631, Traction Power (design/install) final design submittal made April 12, 1993.
- Contract B641, Radio, and Contract B644, TRACS, prefinal design submittals made.
- Contract B646, Fire Management Equipment, final design submittal issued April 22, 1993.
- Contract B647, Gas Monitoring Equipment, continued work on the study of alternative concepts.
- Contract B795, Uninterrupted Power Supply, and Contract B761, Signs and Edgelights, issued camera ready documents on April 23, 1993.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, completed AR tunnel arch and continued concrete placement of lake perimeter foundations and embankment fill in the lake bottom.
- Contract B211, Wilshire/Vermont Station, Stage I, placed invert slab #8, lower track walls #2-4 north and #2 and #3 south walls.
- Contract B221, Wilshire/Normandie Station and Line, concluded interior walls at platform level, and concrete placement of east mezzanine slabs. BL tunnel invert and BL tunnel arch was placed and concreting continued in the crosspassages.
- Contract B231, Wilshire/Western Station and Crossover, began platform concrete, masonry walls at ancillary level, continued work on station appendages.
- Contract B251, Vermont/Hollywood Tunnel, started excavation of the starter tunnels.

KEY ACTIVITIES - PLANNED FOR MAY**Design**

- Contract B610, Trackwork Installation, issue prefinal design submittal May 3, 1993.
- Contract B631, Traction Power, issue camera ready document May 7, 1993.
- Contract B648A, Communications Wilshire Installation, issue prefinal design submittal May 5, 1993.
- Contract B760, Signs and Graphics, issue final design document May 17, 1993.
- Contract B271, Hollywood/Western Station, issue prefinal design submittal May 18, 1993.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue placement of AL tunnel walkways and lake perimeter sidewalk.
- Contract B211, Wilshire/Vermont Station, Stage I, proceed with installation of rebar, embeds, and formwork for the remaining exterior wall and the reshoring activities in preparation for upper track level support slab.
- Contract B221, Wilshire/Normandie Station and Line, the contractor will install HDPE, embeds and rebar for the exterior walls of the station, place arch concrete from Normandie to Western in the BL tunnel, and place invert concrete in the BR tunnel from Western to Normandie.
- Contract B231, Wilshire/Western Station and Crossover, continue platform plenum wall concreting, block wall placement at the east end of the station, and side structure concreting.
- Contract B251, Vermont/Hollywood Tunnel, continue excavation of the starter tunnel bottom headings and muck pit. Install first tunnel shield machine.
- Contract B647, Gas Monitoring Equipment, complete study of alternative concepts.

**RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT**

Project : METRO RED LINE SEGMENT 2

Status Period: 26-Mar-93 to 30-Apr-93
Status Date : 30-Apr-93
Units : Dollars in Thousands

| ELEMENT / DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | | COMMITMENTS | | INCURRED COSTS | | EXPENDITURES (1) | | CURRENT FORECAST | | FORECAST VARIANCE * |
|---------------------------------|------------------|----------------|------------------|--------------|----------------|----------------|----------------|---------------------|----------------|------------------|------------------|---------------------|
| | | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | |
| T Construction | 893,000 | 0 | 926,254 | 1,468 | 457,211 | 7,666 | 217,924 | 22,966 | 209,354 | (4,987) | 955,738 | 29,484 |
| S Professional Services | 289,150 | 0 | 315,327 | 3,877 | 283,334 | 4,895 | 140,321 | 5,510 | 137,733 | 526 | 351,798 | 36,471 |
| R Real Estate | 79,827 | 0 | 76,567 | 0 | 72,032 | 939 | 64,815 | 939 | 64,815 | (1,398) | 89,751 | 13,184 |
| F Utility/Agency Force Accounts | 36,668 | 0 | 18,773 | 274 | 9,535 | 74 | 4,968 | 74 | 4,968 | 0 | 21,754 | 2,981 |
| D Special Programs | 2,044 | 0 | 2,044 | 16 | 500 | 21 | 261 | 21 | 261 | (98) | 7,723 | 5,679 |
| C Contingency | 145,743 | 0 | 107,467 | 0 | 0 | 0 | 0 | 0 | 0 | 5,957 | 19,968 | (87,499) |
| A Project Revenue | 0 | 0 | 0 | 0 | 0 | 0 | (182) | 0 | (182) | 0 | (300) | (300) |
| PROJECT TOTAL | 1,446,432 | 0 | 1,446,432 | 5,635 | 822,612 | 13,596 | 428,107 | 29,510 | 416,949 | 0 | 1,446,432 | 0 |
| NEW REQUIREMENTS | | | | | | | | | | | | |
| T Construction | 0 | 0 | 57,494 | 0 | 0 | 0 | 0 | 0 | 0 | 1,334 | 61,412 | 3,918 |
| S Professional Services | 0 | 0 | 7,658 | 0 | 4,465 | 0 | 4,325 | 0 | 2,168 | 0 | 8,226 | 568 |
| R Real Estate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F Utility/Agency Force Accounts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D Special Programs | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 98 | 0 |
| C Contingency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A Project Revenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEW REQUIREMENTS TOTAL | 0 | 0 | 65,250 | 0 | 4,465 | 0 | 4,325 | 0 | 2,168 | 1,432 | 69,736 | 4,486 |
| SEGMENT 2 PROJECT TOTAL | 1,446,432 | 0 | 1,511,682 | 5,635 | 827,077 | 13,596 | 432,432 | 29,510 | 419,117 | 1,432 | 1,516,168 | 4,486 |

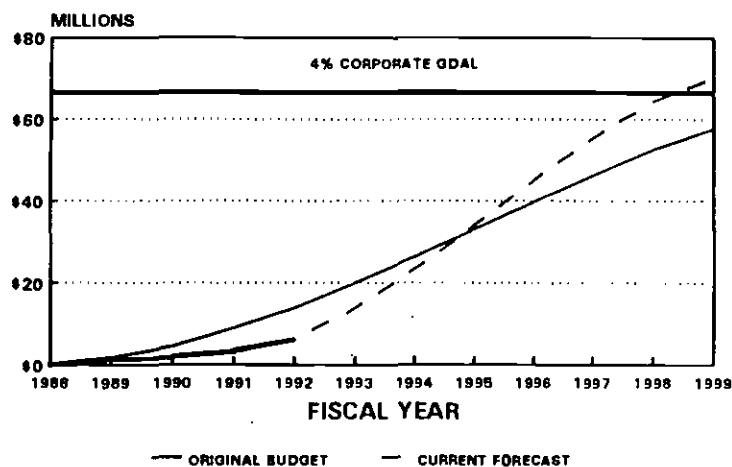
(1) EXPENDITURES ARE FOR THE PERIOD OF 26-Feb-93 TO 26-Mar-93

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

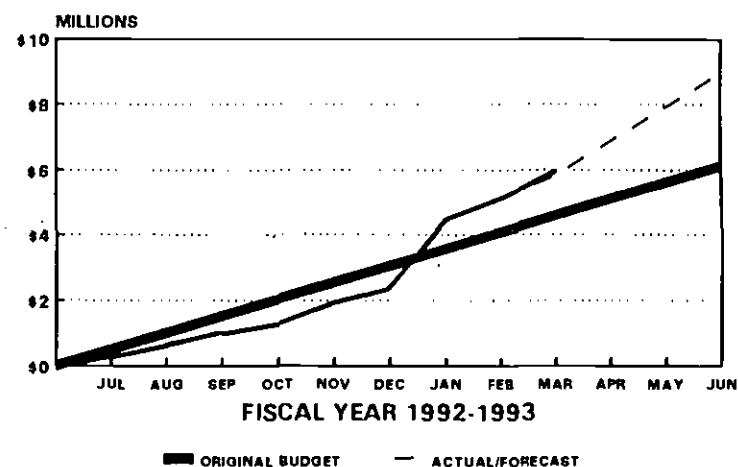
* REFLECTS VARIANCE BETWEEN THE CURRENT BUDGET AND THE CURRENT FORECAST

THE DATA FOR THE
STATUS OF FUNDS BY SOURCE CHART
WAS UNAVAILABLE

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 2



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

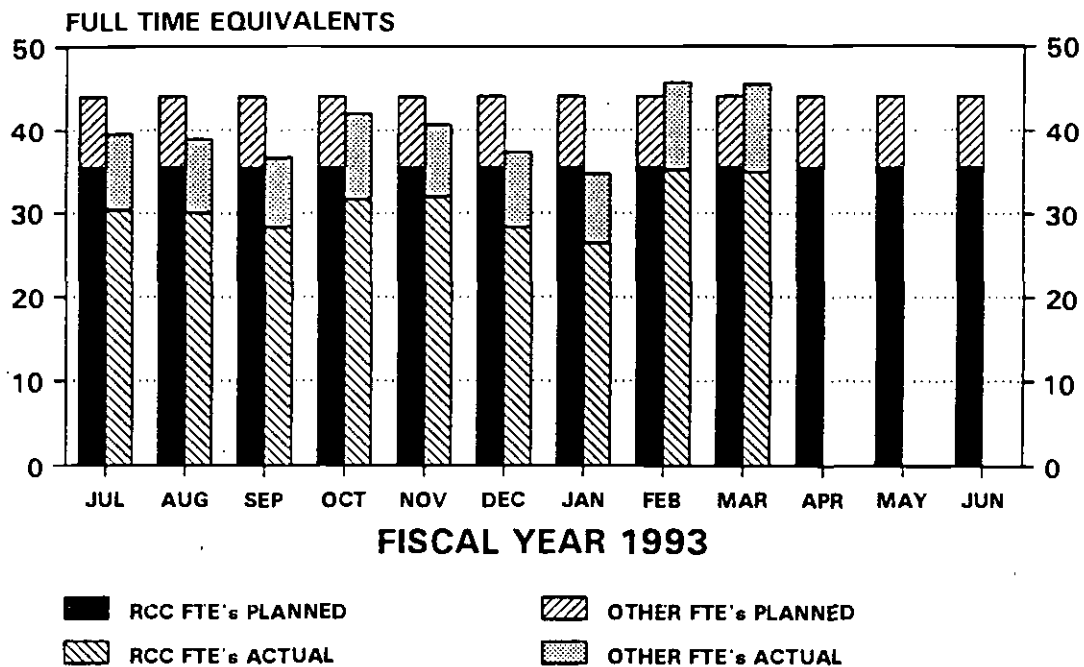
| | |
|-----------------------------|-------------|
| TOTAL PROJECT BUDGET | \$1,446,432 |
| ORIGINAL BUDGET | \$57,840 |
| BUDGET % OF TOTAL PROJECT | 4.0% |
| CURRENT FORECAST | \$70,237 |
| FORECAST % OF TOTAL PROJECT | 4.9% |

FISCAL YEAR 1993 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

| | |
|------------------|---------|
| ORIGINAL BUDGET | \$6,131 |
| CURRENT FORECAST | \$8,973 |
| ACTUAL TO DATE | \$5,832 |

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2

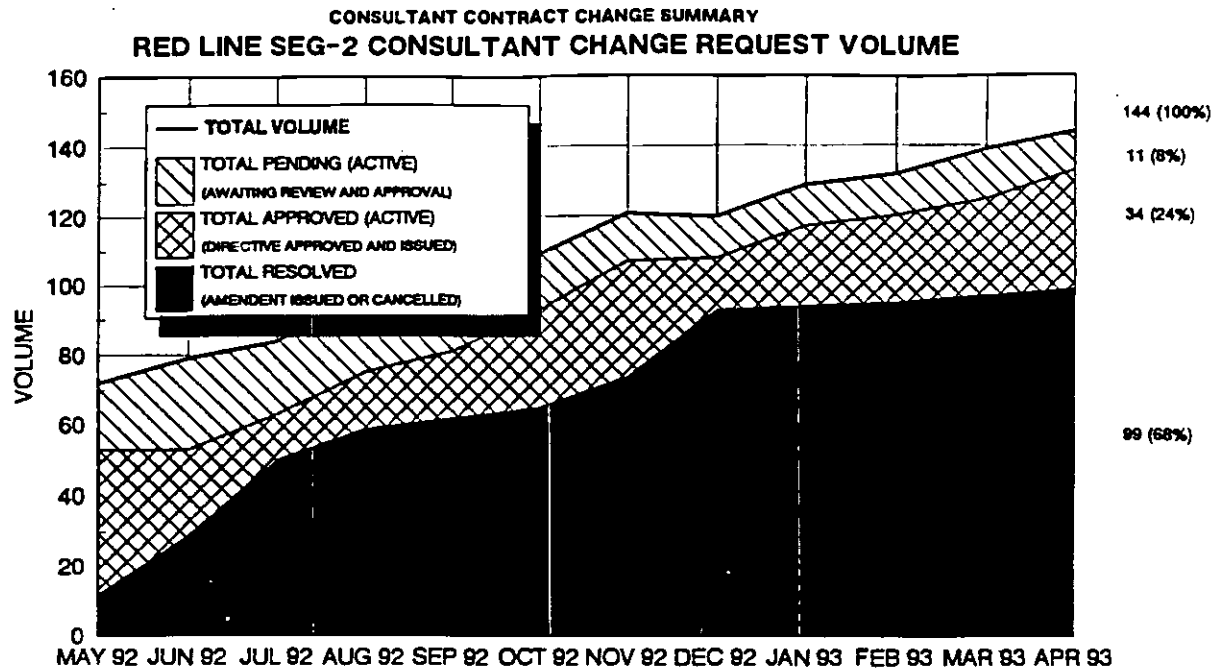


FY'93 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

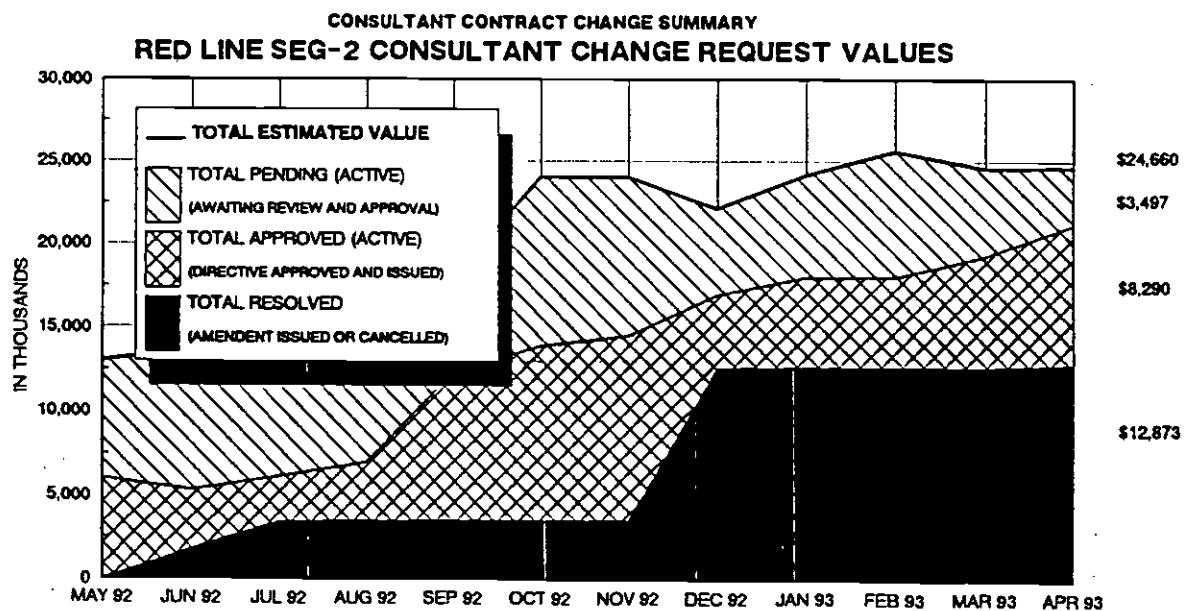
FISCAL YEAR 1993

| | |
|---------------------|----|
| RCC FTE's PLANNED | 35 |
| RCC FTE's ACTUAL | 35 |
| OTHER FTE's PLANNED | 9 |
| OTHER FTE's ACTUAL | 11 |
| TOTAL FTE's PLANNED | 44 |
| TOTAL FTE's ACTUAL | 46 |

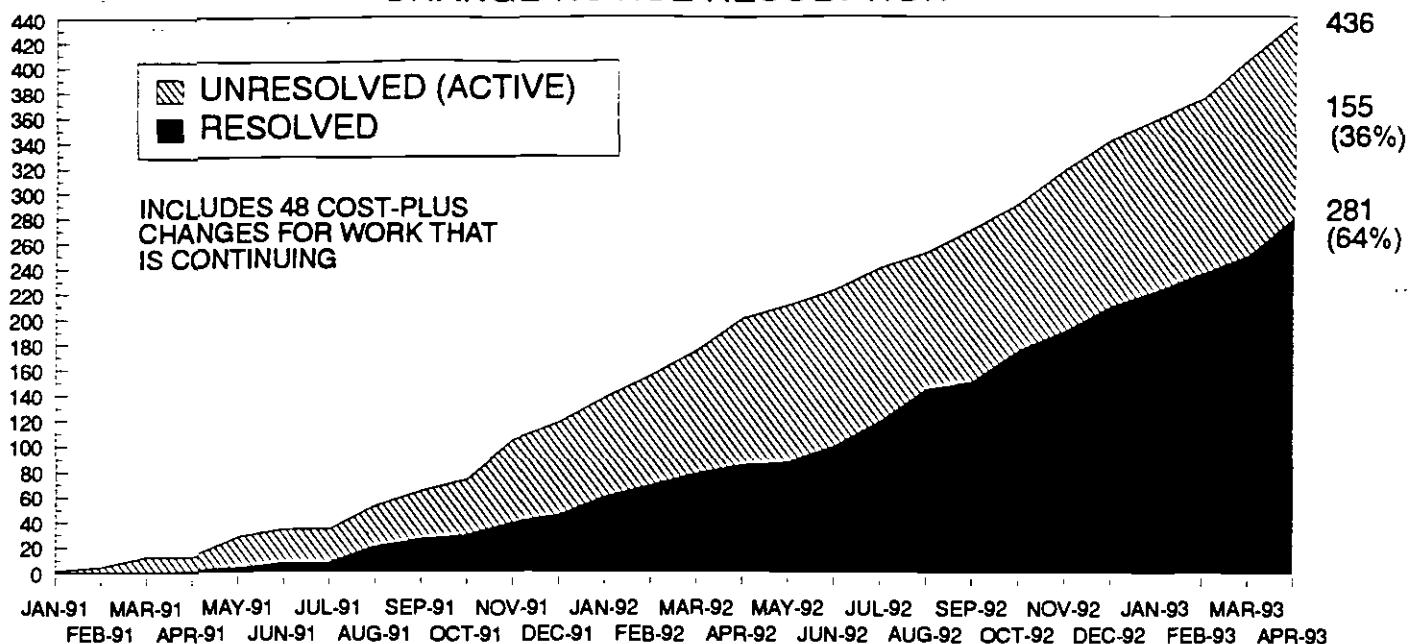


REQUESTED CHANGES SINCE 05/01/91 ONLY

| AGE OF UNRESOLVED CONSULTANT CHANGES | | | | | |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME | 2 | 6 | 2 | 35 | 45 |
| PERCENT | 4% | 14% | 4% | 78% | 100% |

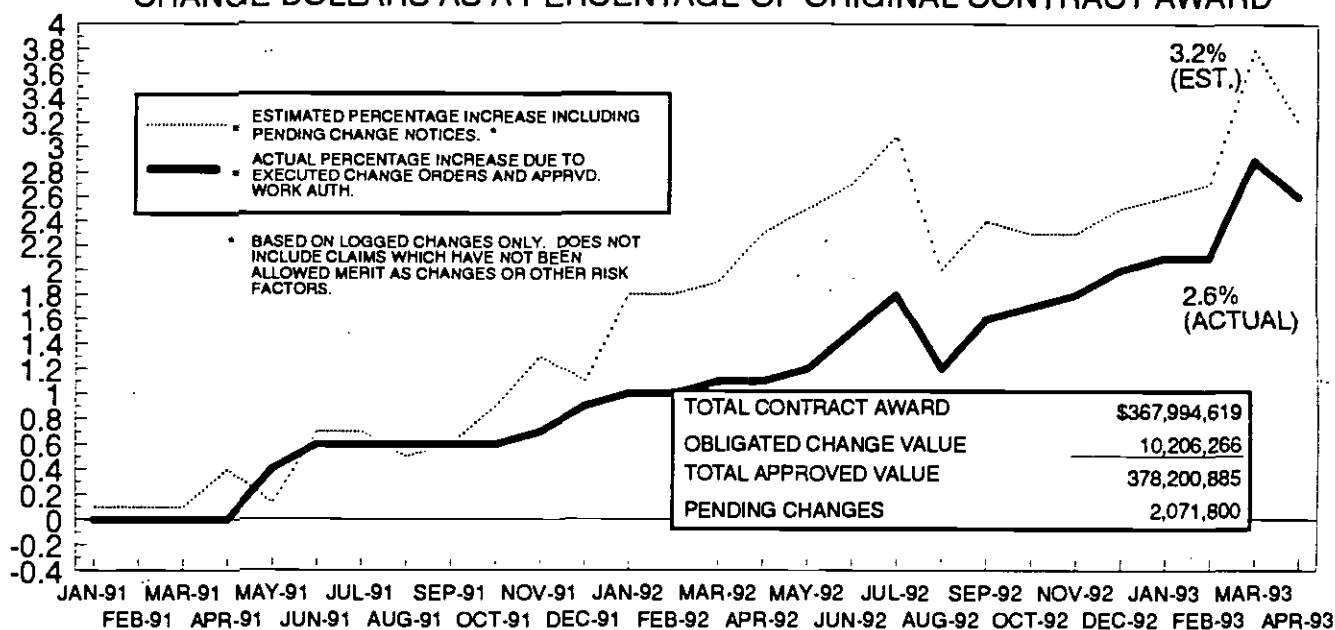


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



| AGE OF UNRESOLVED CHANGES | | | | | |
|---------------------------|-----------|-------|-------|---------|--------------|
| TIME | 0-30 DAYS | 31-60 | 61-90 | OVER 90 | TOTAL ACTIVE |
| VOLUME | 60 | 12 | 13 | 70 | 155 |
| PERCENT | 39% | 8% | 8% | 45% | 100% |

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



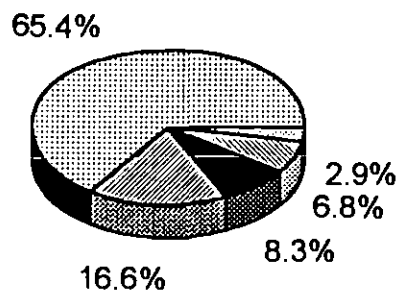
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 04/30/93

COST LEVEL

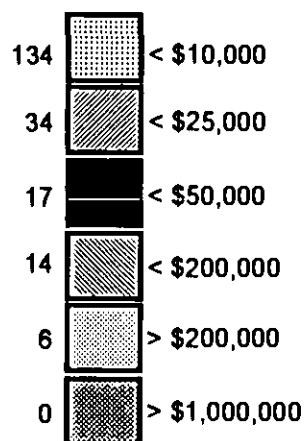
Total Volume: 205 CN's

Total Cost: \$7,099,436

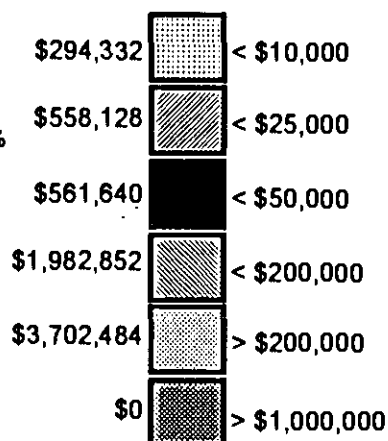
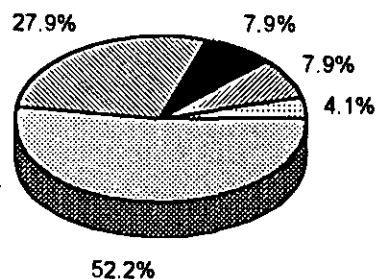
VOLUME



ABSOLUTE VALUES

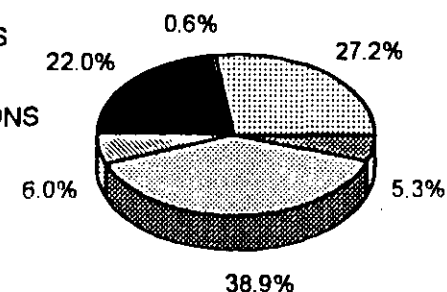
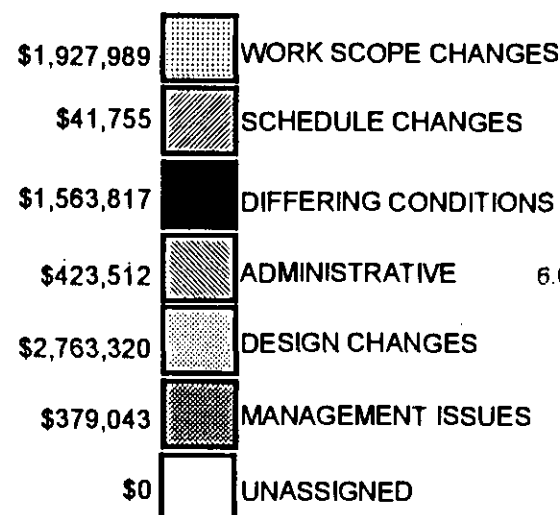
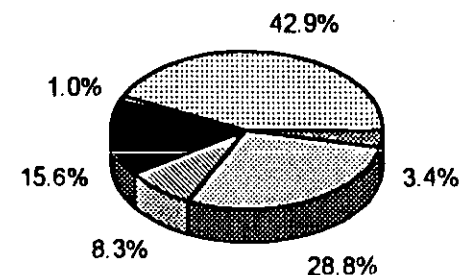
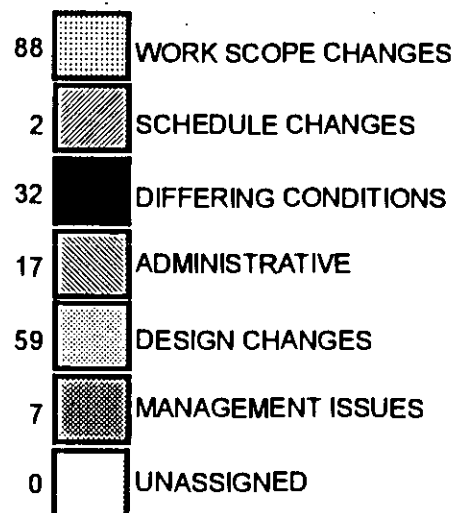


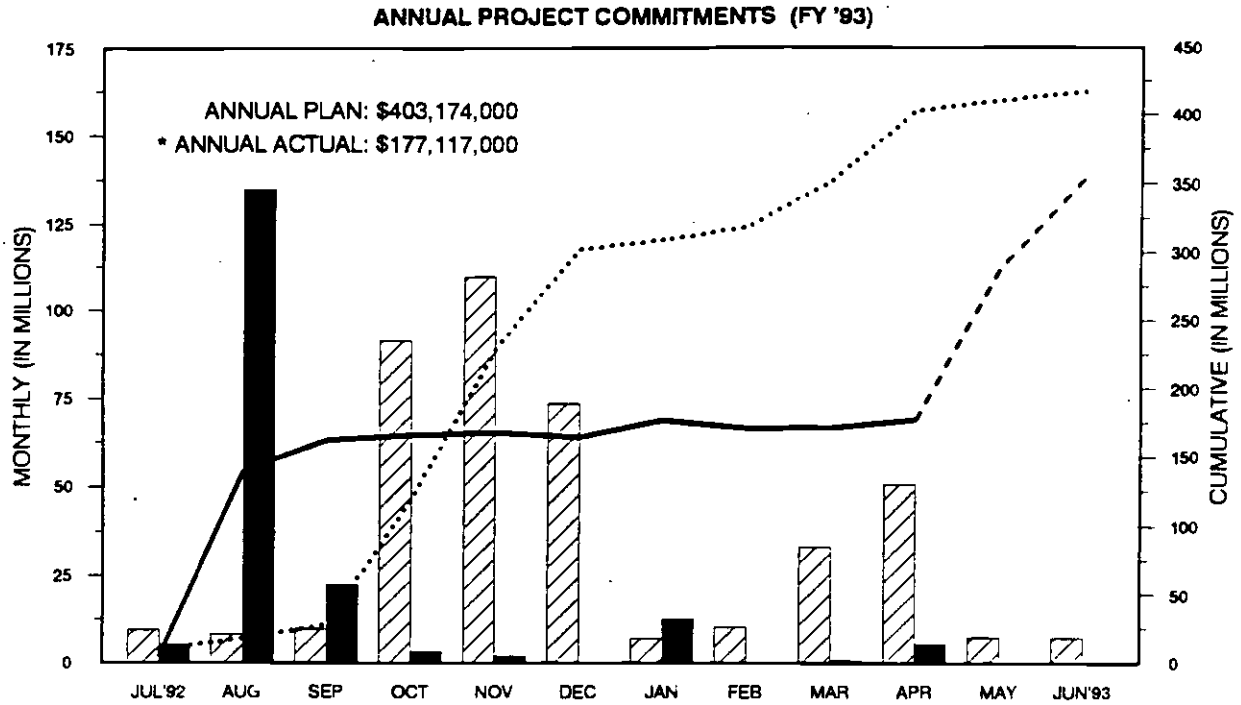
DOLLARS



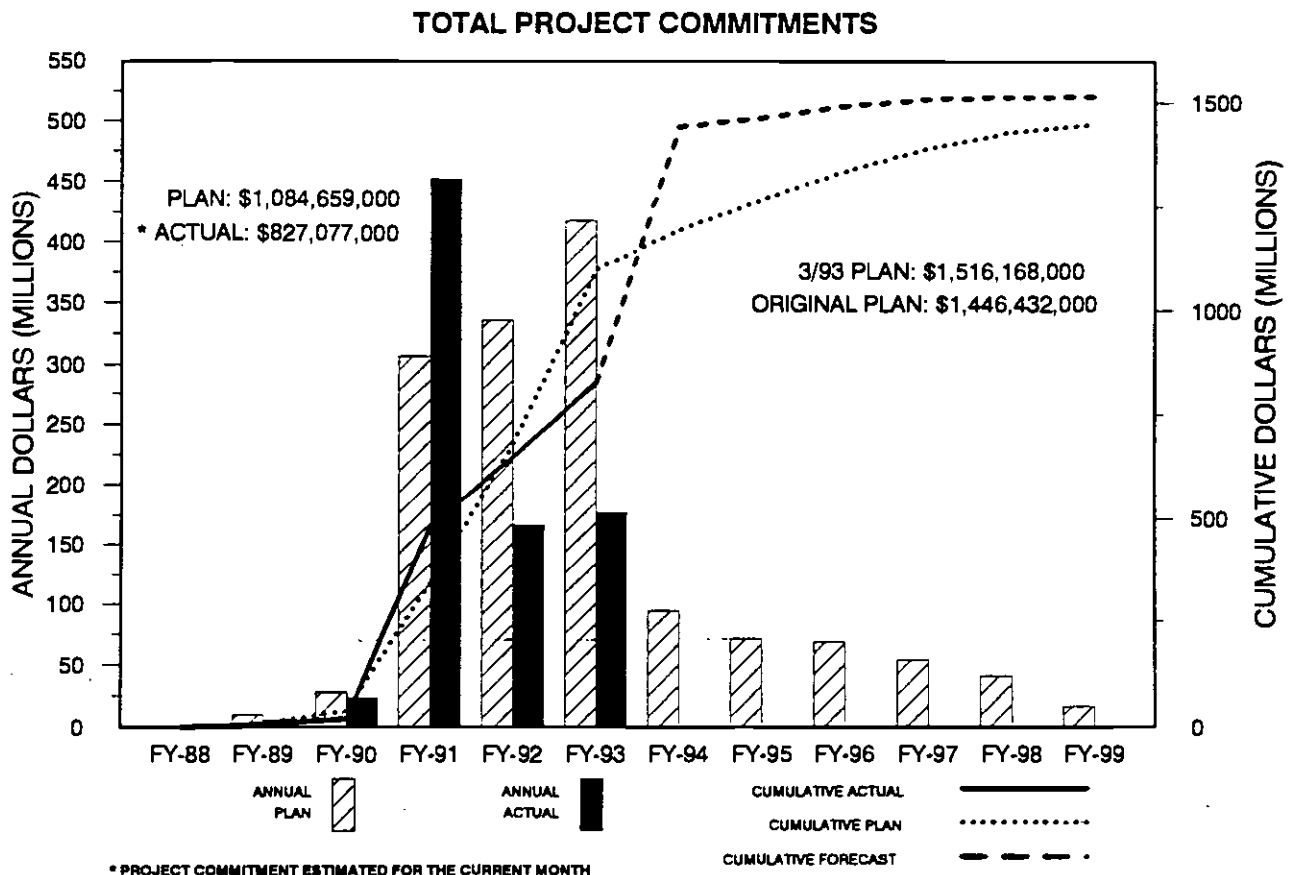
BASIS

Total Volume: 205 CN's (165 CO's)



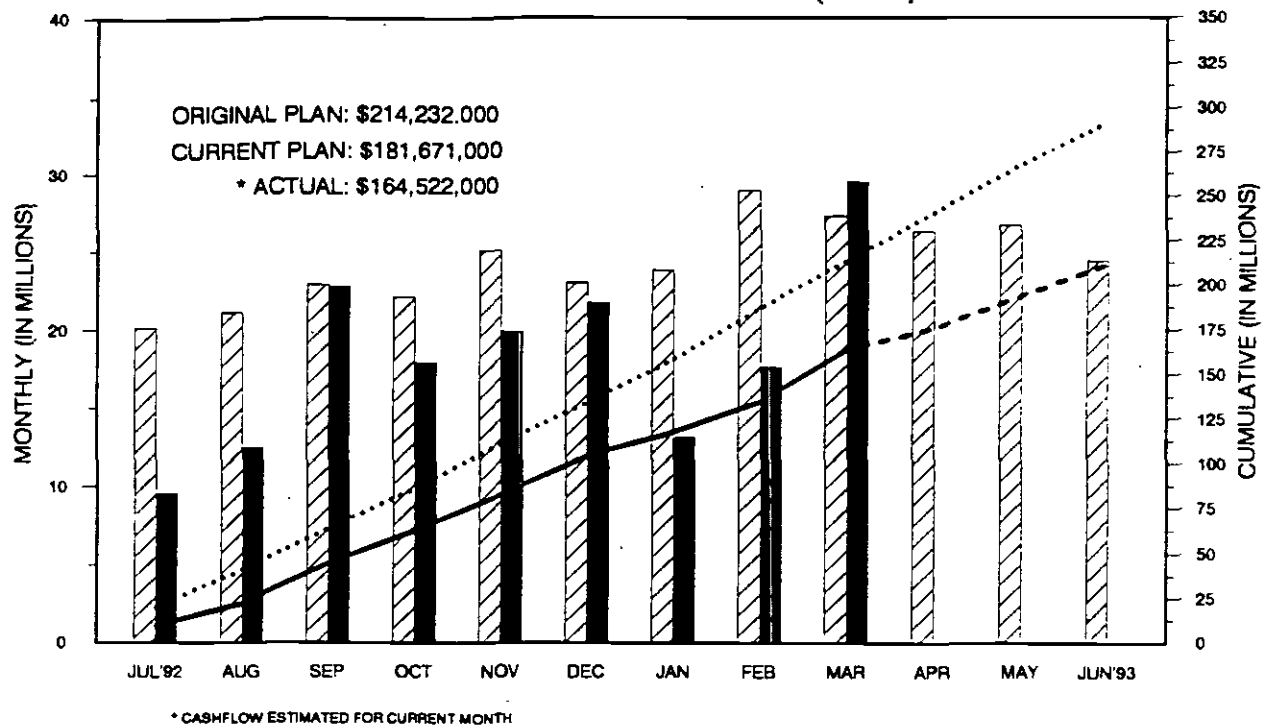


* PROJECT COMMITMENT ESTIMATED FOR THE CURRENT MONTH

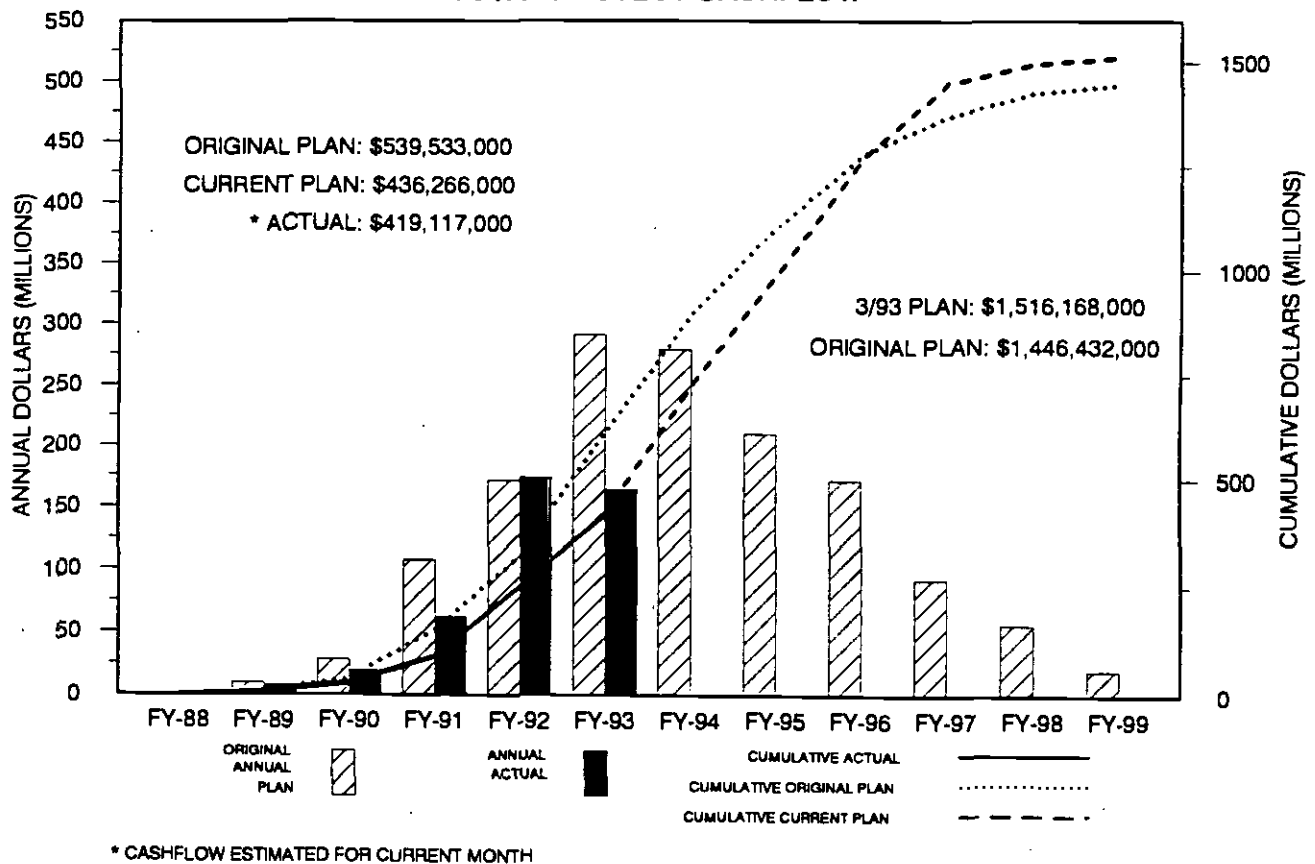


* PROJECT COMMITMENT ESTIMATED FOR THE CURRENT MONTH

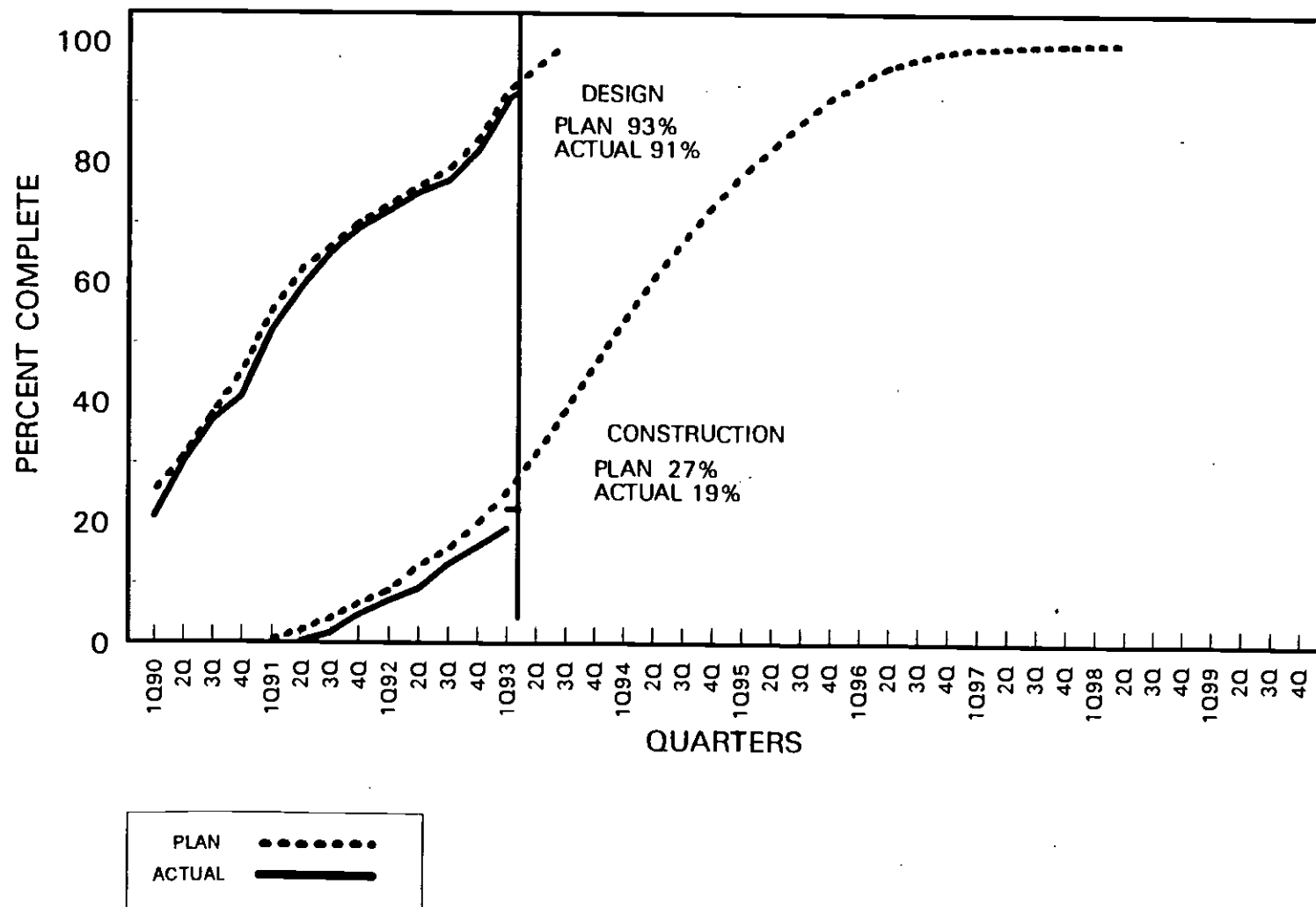
ANNUAL PROJECT CASHFLOW (FY '93)

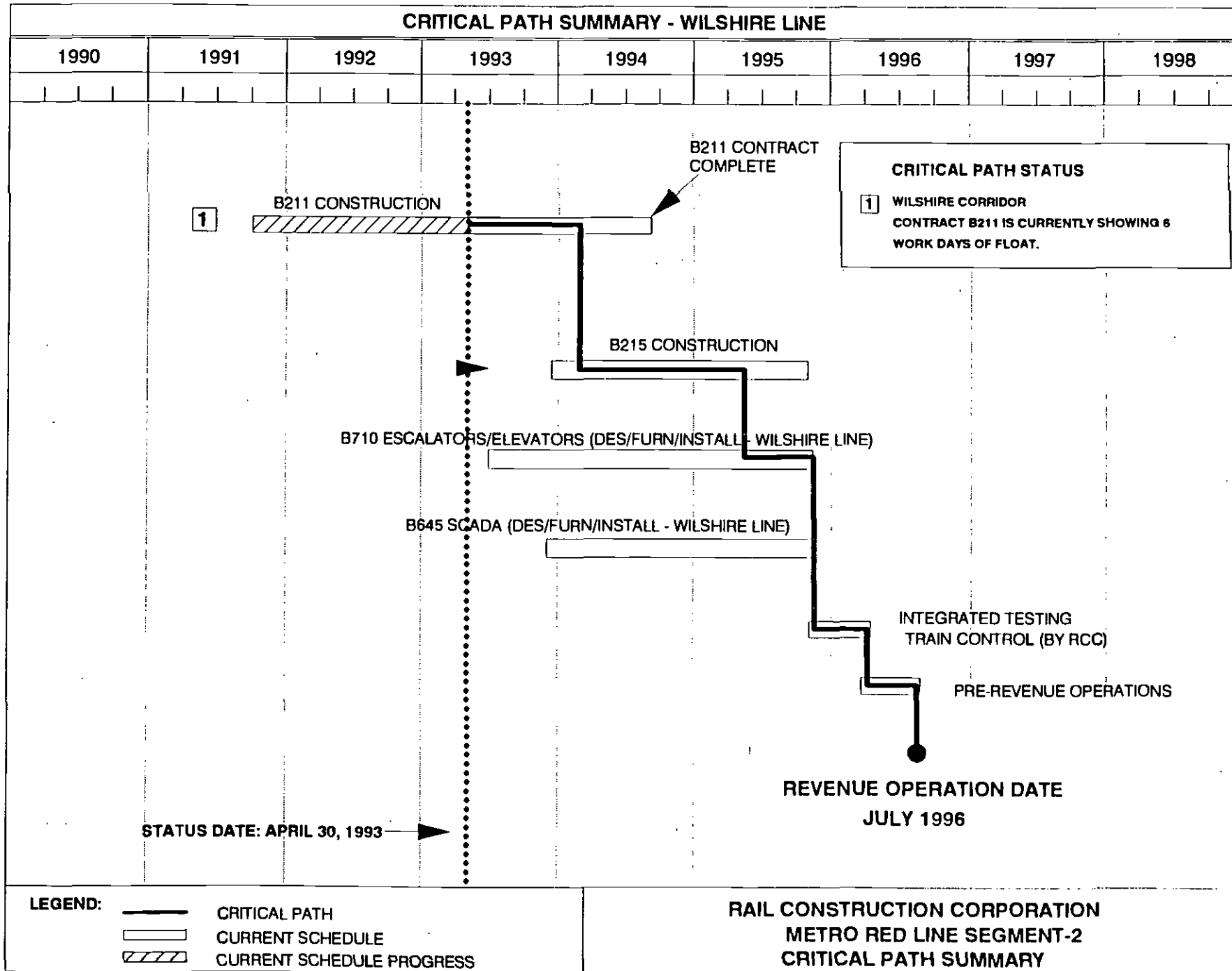


TOTAL PROJECT CASHFLOW

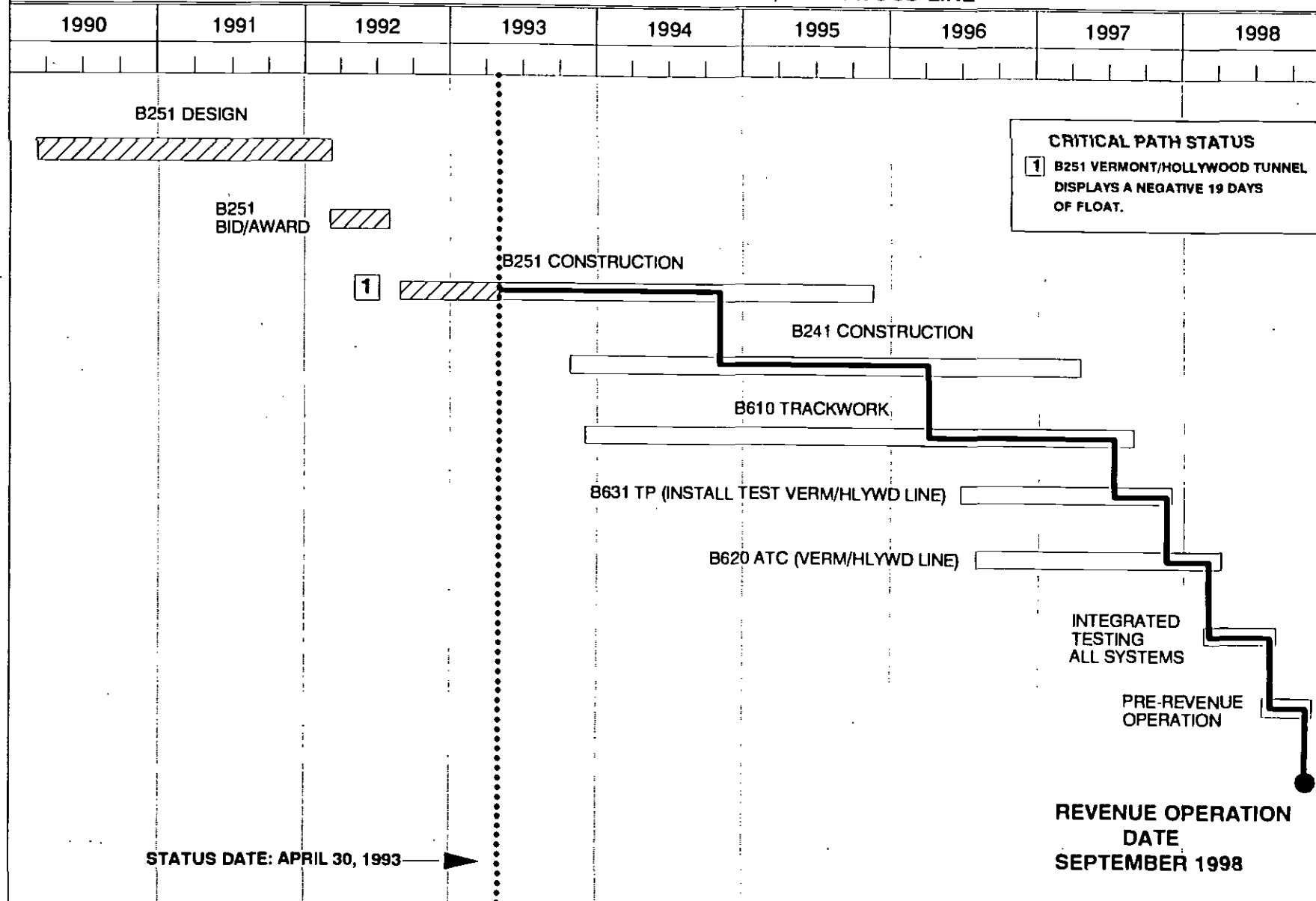


RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY





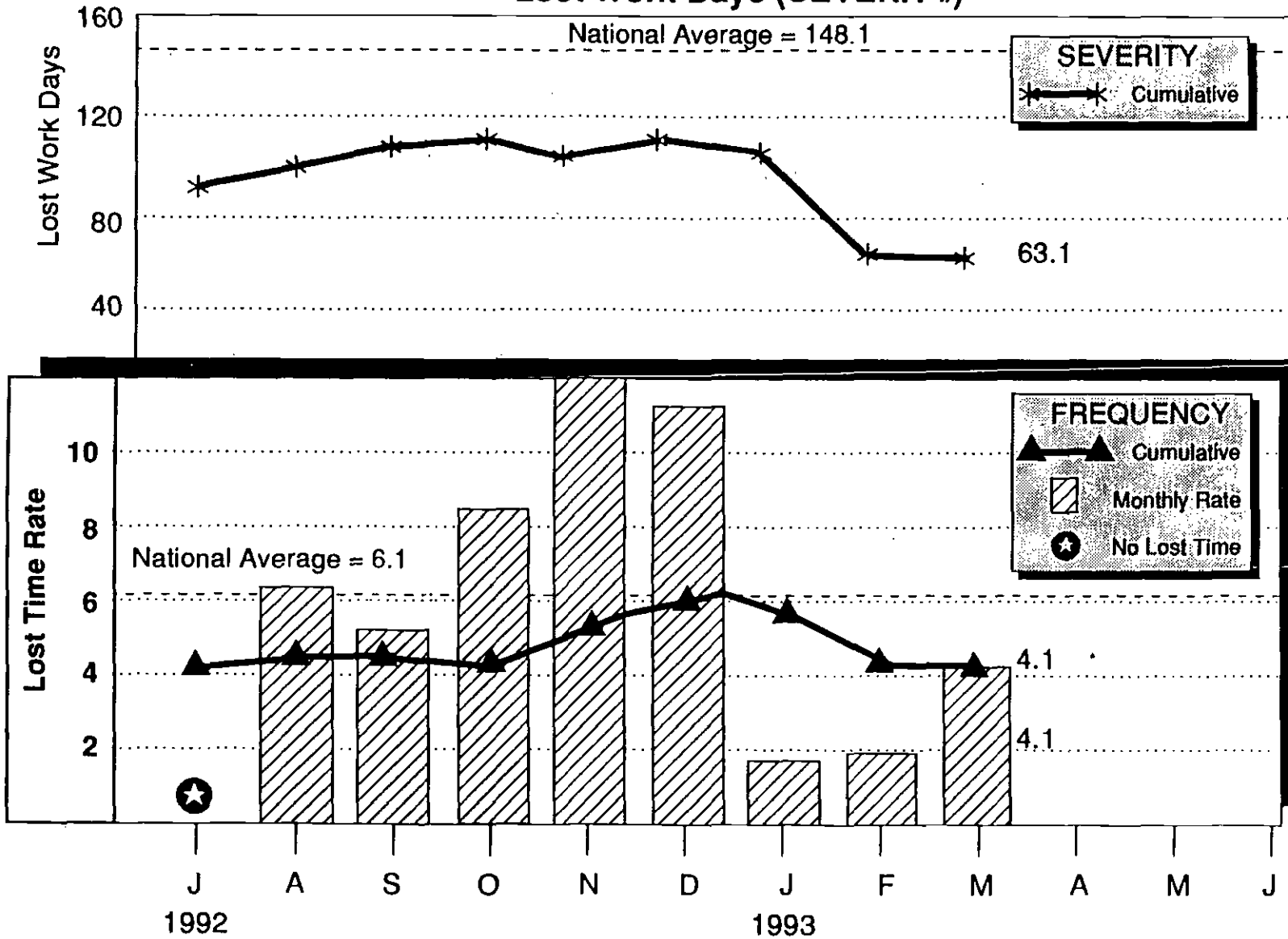
CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



RAIL CONSTRUCTION CORPORATION
 METRO RED LINE SEGMENT-2
 CRITICAL PATH SUMMARY

METRO RED LINE SEGMENT 2

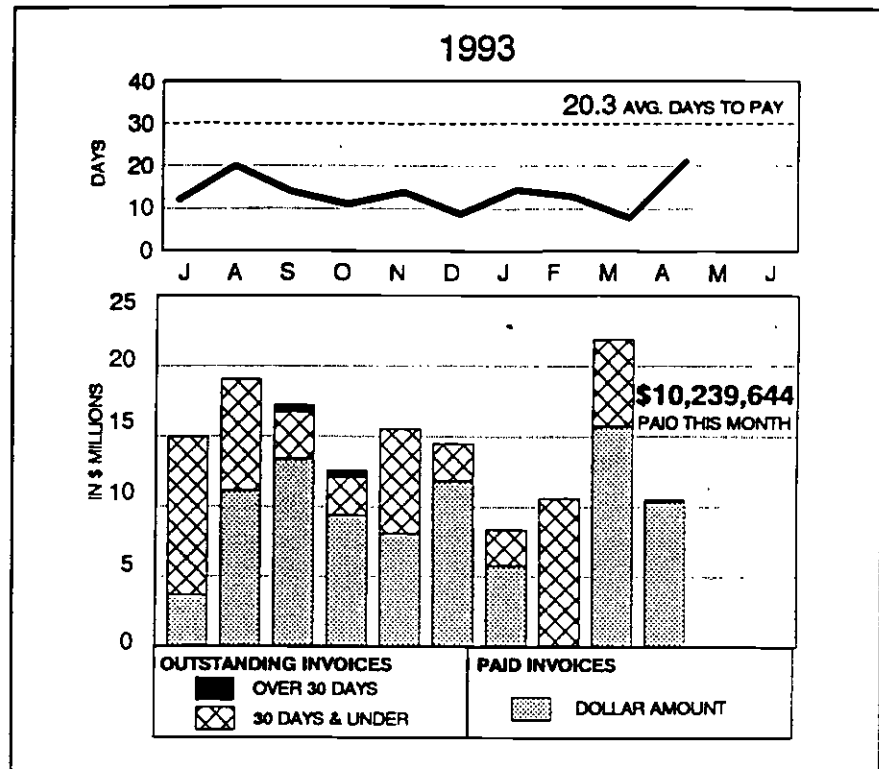
Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 20.3 days.
- 9 invoices were paid for a total value of \$10,239,644.
- There were 3 outstanding Construction or Procurement invoices under 30 days old for \$ 172,497.
- There were 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 1993 | 9 | 2,586,004 | 0 | 0 | 29 | 1,860,075 | 12 | 90,049 |
| FEB 1993 | 6 | 10,478,265 | 0 | 0 | 26 | 4,004,560 | 12 | 127,514 |
| MAR 1993 | 2 | 6,075,669 | 1 | 16,000 | 18 | 3,558,335 | 5 | 67,176 |
| APR 1993 | 3 | 172,497 | 0 | 0 | 36 | 3,373,742 | 7 | 113,632 |