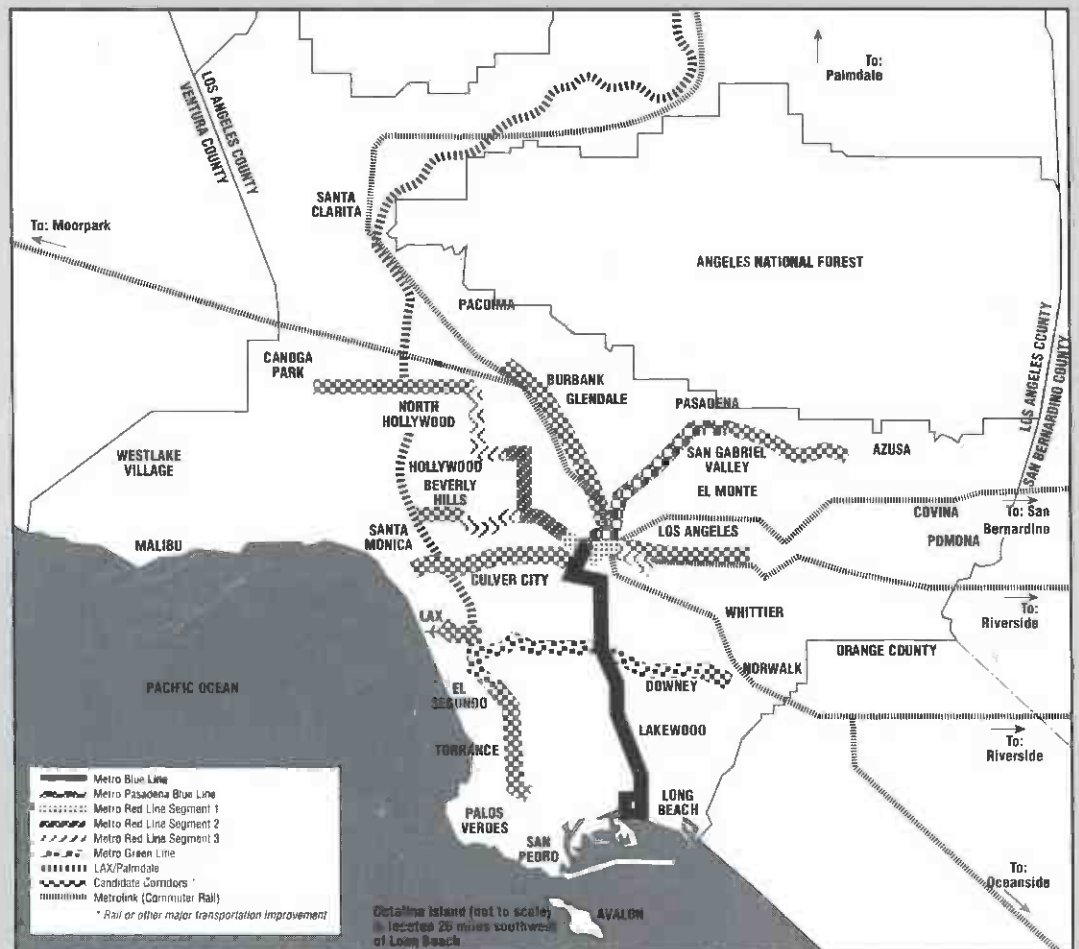


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

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	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	600,989*	Actual:	99%
Current Budget	1,511,681	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	29%
Wilshire	Vermont/Hlywd		
Original Jul '96	Sep '98		
Forecast Jul '96	Sep '98		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	54,892*	Actual:	64%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	0%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		
Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	6,238*	Design	
Current Budget	490,663	Actual:	27%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	1999		
Forecast	1999		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	468,886 *	Actual:	99%
Current Budget	722,402	Construction	
Schedule Status		Actual:	81%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		

* Expenditure data through Jan 1994

RAIL PROGRAM STATUS SUMMARY**Metro Pasadena Blue Line****Cost Status** (\$000)

Original Budget	841,000
Expended to Date	39,300 *
Current Budget	841,000

Schedule Status:

Revenue Operations Date:	
Original	November 1997
Forecast	June 1998

Project Progress

Final Design Actual:	55%
Overall Design Actual:	72%
Construction Actual:	0%

Vehicle Acquisition Project**Cost Status** (\$000)

Original Budget	254,000
Expended to Date	2,631 *
Current Budget	254,000

Schedule Status:

Delivery of Final Cars:	
Original	November 1997
Forecast	November 1997

Project Progress

Design	
Actual:	0%
Construction	
Actual:	0%

* Expenditure data through Jan 1994

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

STATUS DATE: 02/25/94

(IN THOUSANDS)

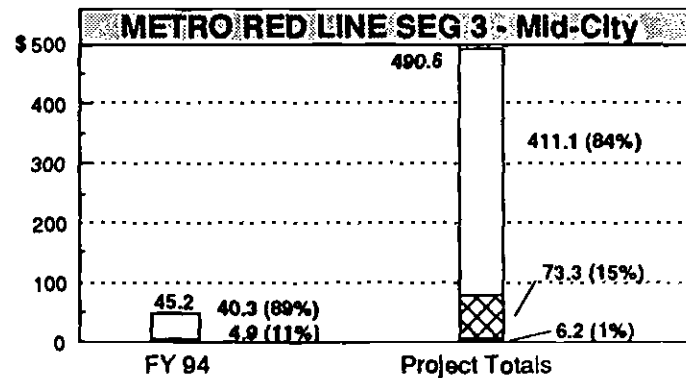
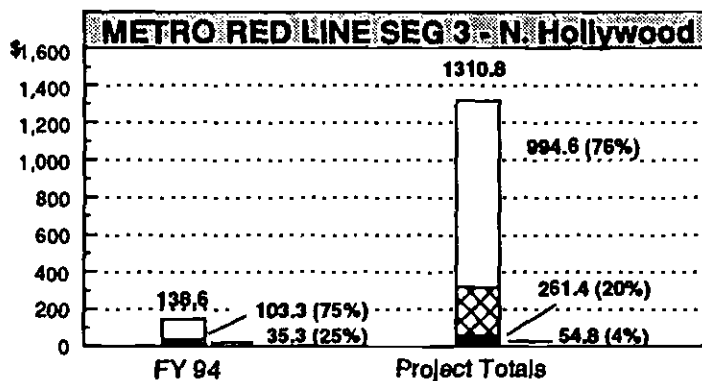
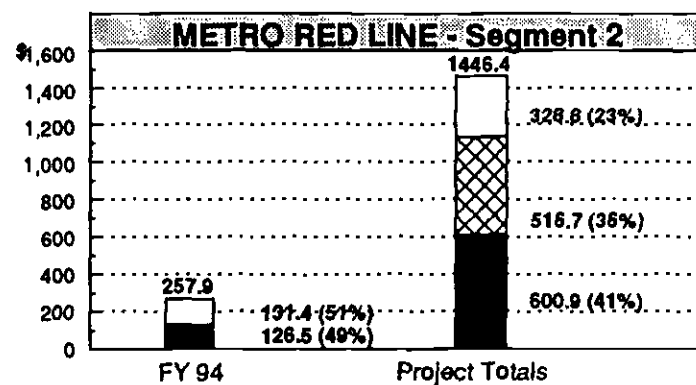
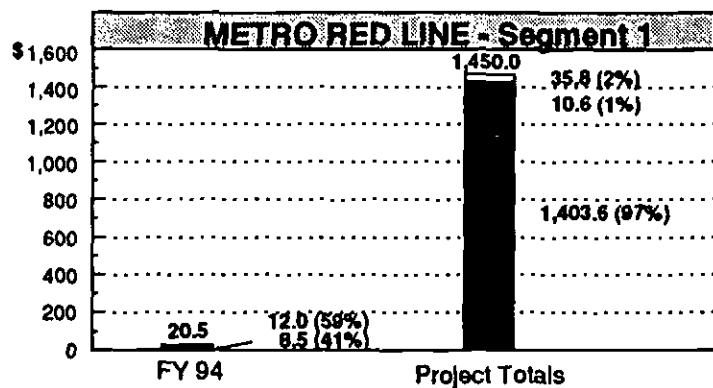
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	4,523,136	4,718,174	(17,921)	2,951,311	(33,853)	2,000,983	30,146	1,933,034	4,676,889	(41,285)
S PROFESSIONAL SERVICES	1,469,230	1,750,465	22,051	1,311,430	29,204	1,047,689	29,204	1,045,259	1,779,946	29,481
R REAL ESTATE	453,432	517,647	11,100	307,181	13,582	301,459	13,582	301,369	521,308	3,661
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	129,460	4,005	114,795	1,080	80,387	1,081	79,867	127,003	(2,458)
D SPECIAL PROGRAMS	11,044	20,870	(501)	6,197	158	2,310	158	2,310	26,488	5,618
C CONTINGENCY	464,255	292,386	0	0	0	0	0	0	321,670	29,284
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	9	(6,399)	(1,303)	(7,711)	(36,695)	(300)
PROJECT GRAND TOTAL	7,035,169	7,392,609	18,735	4,690,095	10,182	3,426,431	72,870	3,354,130	7,416,610	24,001

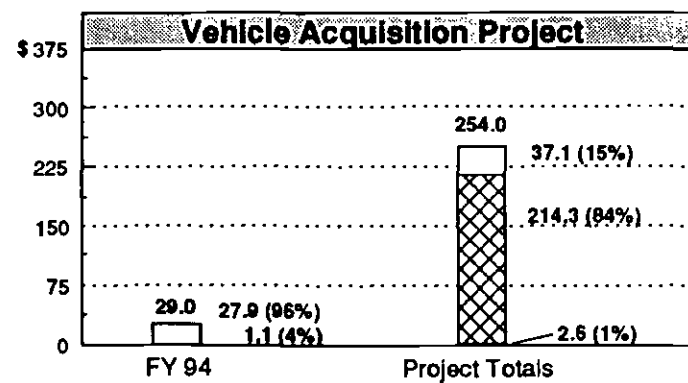
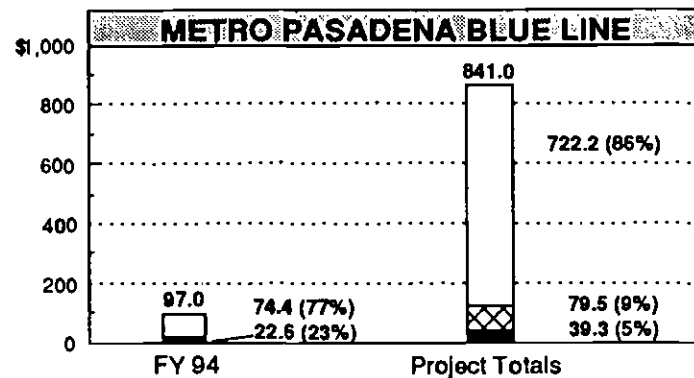
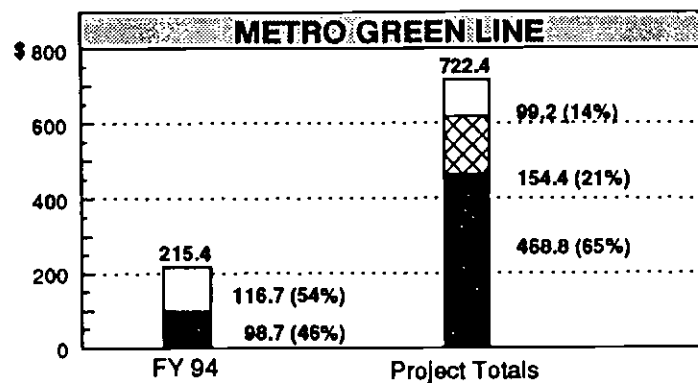
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	55,024	(68)	28,179	(406)	0	0	0	50,634	(4,390)
S PROFESSIONAL SERVICES	0	8,226	26	4,491	54	3,969	54	3,969	8,226	0
R REAL ESTATE	0	0	0	1	(1)	(4)	(1)	(4)	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	23	12	12	12	12	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	5,000	3,000
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,250	(41)	32,695	(341)	3,976	65	3,976	63,880	(1,370)
PROJECT GRAND TOTAL	7,035,169	7,457,859	18,694	4,722,790	9,840	3,430,407	72,935	3,358,106	7,480,490	22,631

This report includes total project costs for the Metro Blue Line of \$877,271.

BUDGET STATUS - February 25, 1994
(in \$ Millions)

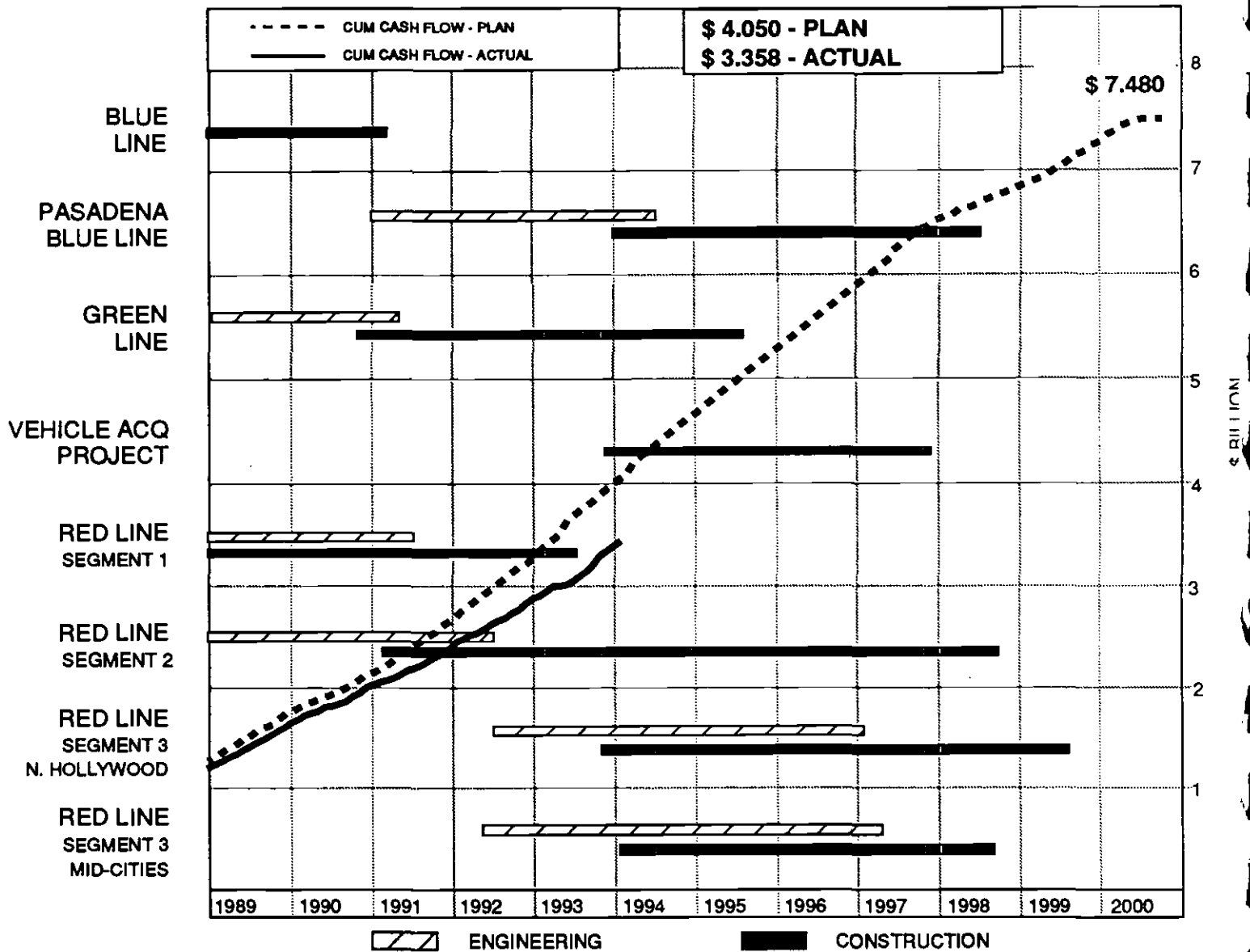


BUDGET STATUS - February 25, 1994
(In \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan



RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49	18.0	7	2213.9	30
ISTEA-FED SURFACE TRANSIT PROG					7.431	1					25.0	2	55.4	11	84.0	33	171.8	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.0	14	72.3	15	33.6	13	1135.5	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	28	179.5	12	440.3	29							1702.1	23
TRANSIT ENHANCEMENT (PROP A/C)									59.3	4							59.3	1
PROPOSITION C			496.2	59	397.0	55					344.7	26	94.4	19	118.4	47	1450.7	19
AMERICAN DISABILITY ACT (PROP C)					6.4	1			6	0							12.4	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA			7	1													7.0	
TOTAL	877.2	100	841.0	100	722.4	100	1450.1	100	1511.7	100	1310.8	100	490.7	100	254.0	100	7457.9	100

* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

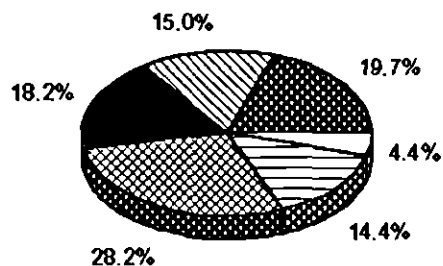
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 02/28/94

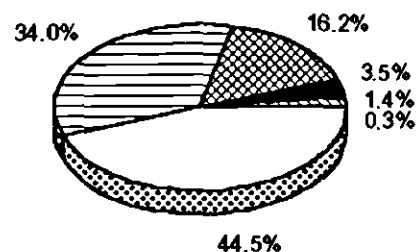
COST LEVEL

Total: \$60 Million

VOLUME



DOLLARS

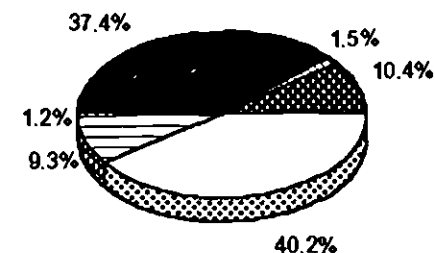
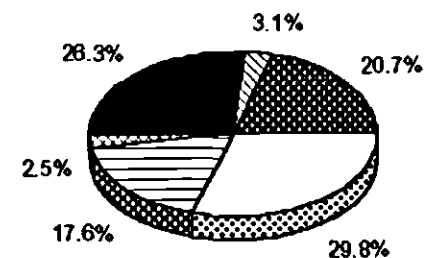


Legend

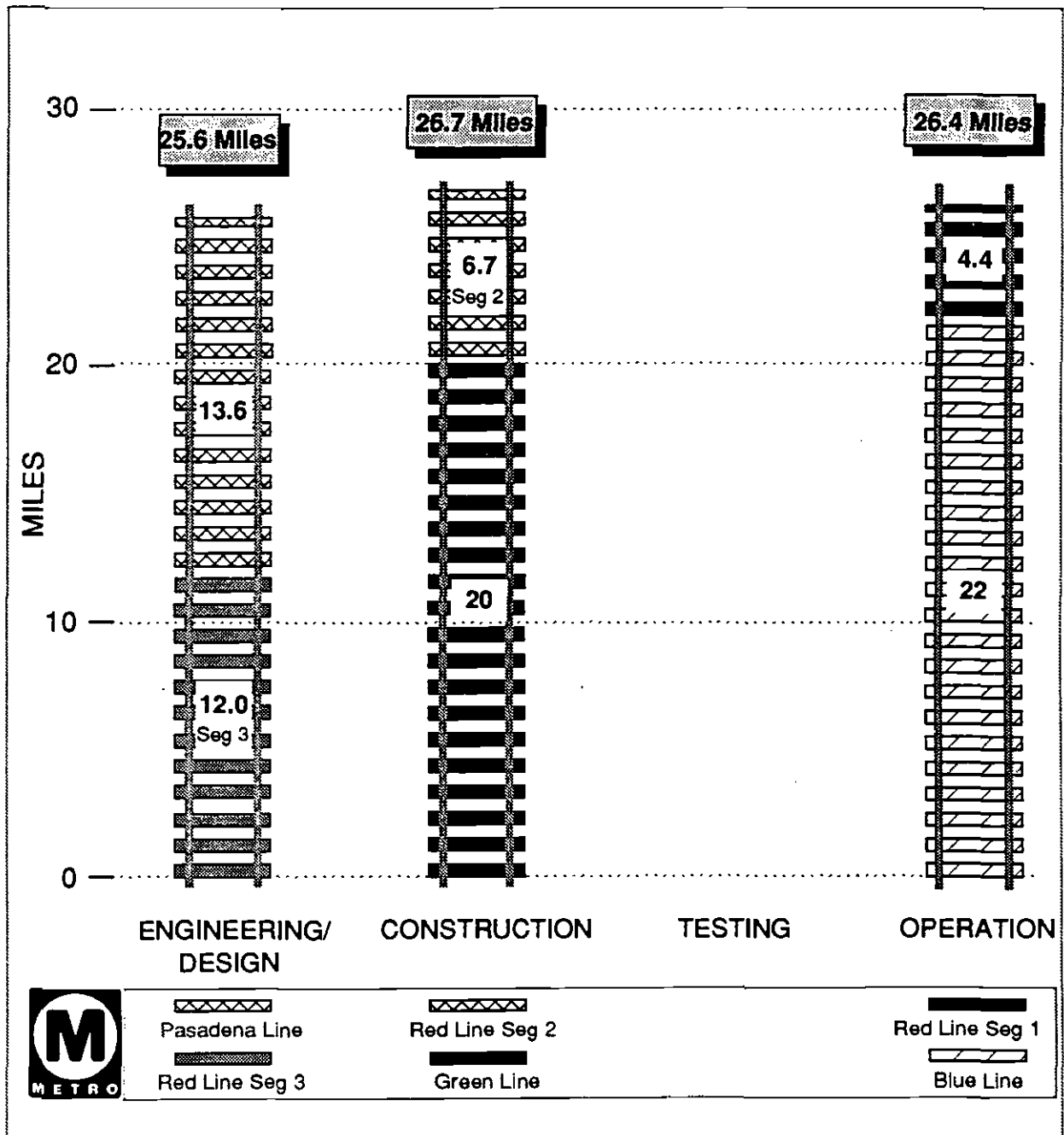
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 319



METRO RAIL SYSTEMS PROGRESS REPORT



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 Blue Line	160	6	154	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	79	6	2	94
Red Line Seg 3 NH	178	12	164	15**	83
Red Line Seg 3 MC***	61	0	54	7**	120

* Due to project reschedule, need dates are under review.
 ** All parcels on the critical path.
 *** Reporting Suspended.

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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 24.18% which exceeds the corporate goal by 4.18%. 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 4.28% of total program costs, which just exceeds the 4% corporate goal by 0.28%. 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 BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITN PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	509,060	58.85%	494,388	68.44%	812,270	56.11%	1,024,552	67.84%	801,263	61.13%	339,227	69.14%	226,553	89.19%	4,864,800	65.03%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.61%	140,000	9.66%	86,860	5.75%	89,957	6.86%	53,303	10.86%	0	0.00%	526,067	7.03%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	76,014	8.79%	81,794	11.32%	221,659	15.29%	148,254	9.82%	67,056	5.12%	33,000	6.73%	804	0.32%	698,168	9.33%	
CONSTR MGMT.	91,842	10.45%	72,185	8.35%	72,337	10.01%	116,429	8.03%	132,973	8.80%	102,800	7.84%	35,000	7.13%	7,827	3.08%	631,194	8.44%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.82%	95,558	6.59%	60,026	3.97%	57,676	4.40%	19,627	4.00%	7,433	2.93%	320,054	4.28%	4%
OTHER	14,222	1.62%	27,165	3.14%	18,020	2.49%	32,671	2.25%	20,513	1.36%	36,143	2.76%	10,506	2.14%	118	0.05%	159,358	2.13%	
SUBTOTAL	193,106	22.01%	209,835	24.26%	199,758	27.65%	466,317	32.16%	361,767	23.95%	263,677	20.12%	98,133	20.00%	16,182	6.37%	1,808,775	24.18%	20%
CONTINGENCY	963	0.11%	71,797	8.30%	8,727	1.21%	31,432	2.17%	37,432	2.48%	155,925	11.90%	0	0.00%	11,265	4.44%	317,541	4.24%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(36,695)	-0.49%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,510,311	100.00%	1,310,822	100.00%	490,663	100.00%	254,000	100.00%	7,480,488	100.00%	

NOTE: Data reflects Current Forecast.

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

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

NEW - February 1994

No New Items

ONGOING

Concern: The EMC should complete a Design Management Plan for the Pasadena Blue Line (PBL) Project.

Action: The PBL staff should direct the EMC to complete this management tool.

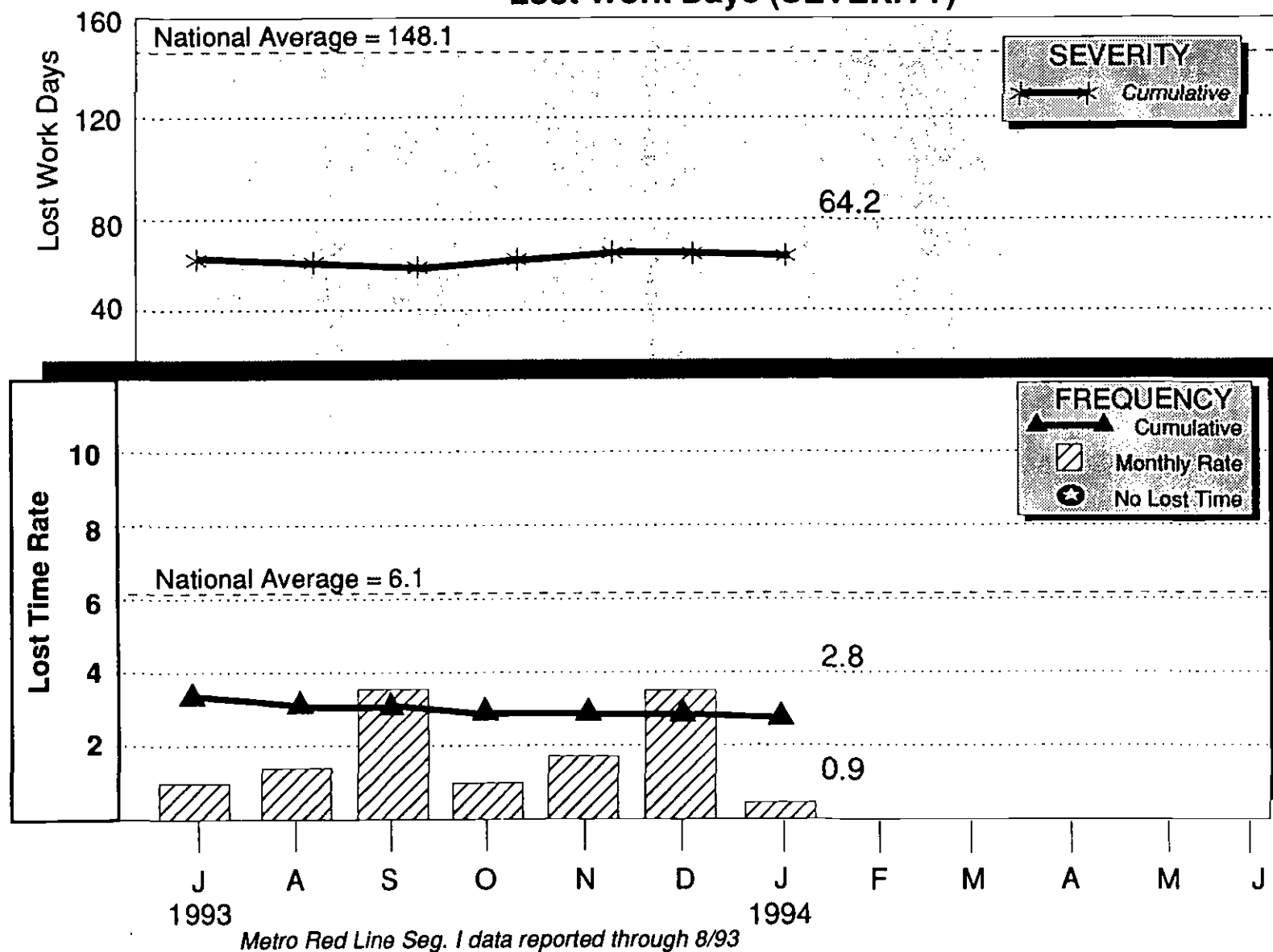
Status: Under RCC review.

RESOLVED

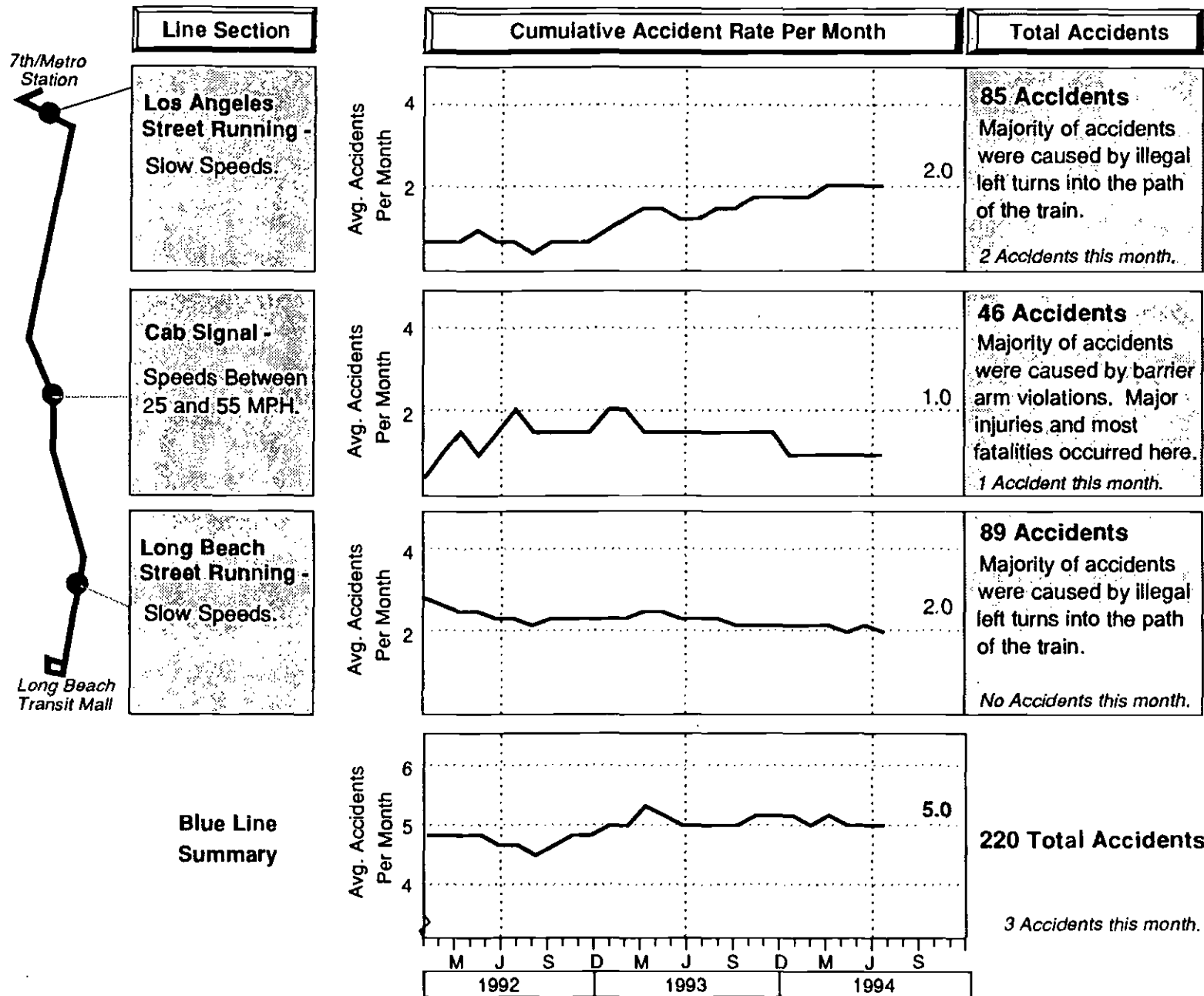
Concern: Contract close-out of Caltrans-constructed elements of the Metro Green Line (MGL) project should be accelerated.

Status: MGL Project Staff have begun this task.

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



INVOICE PROCESSING

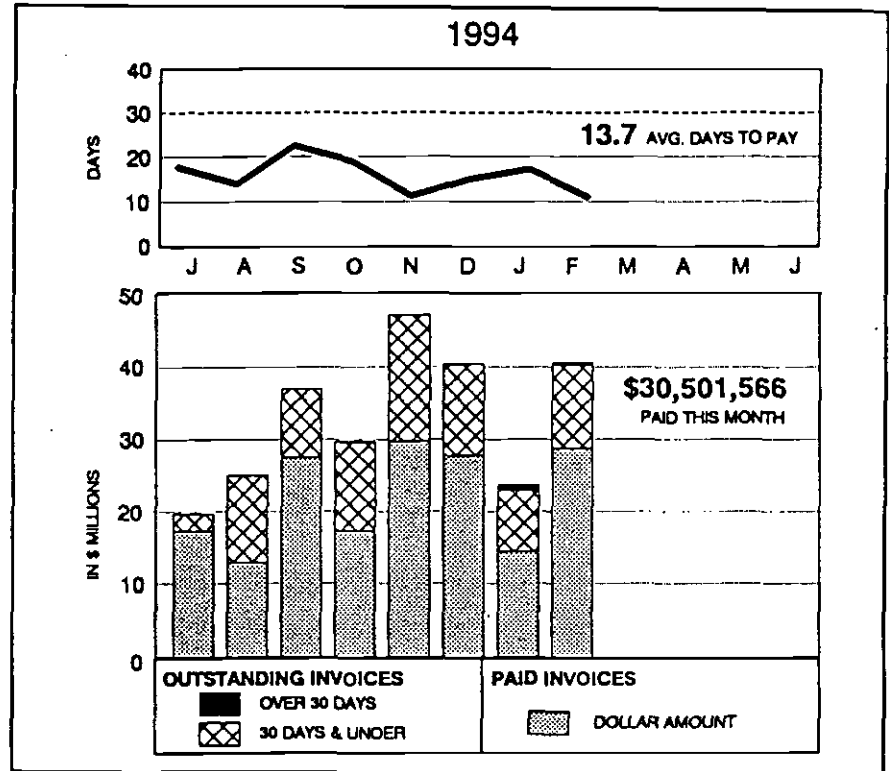
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.7 days.

- 26 invoices were paid this month for a total value of \$30,501,566.

- There were 22 outstanding Construction or Procurement invoices under 30 days old for \$12,093,197.

- There were 4 outstanding Construction or Procurement invoices over 30 days for \$366,214.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	12	12,963,796	0	0	48	5,522,482	7	293,342
NOV 1993	25	18,401,342	0	0	63	7,868,083	13	444,752
DEC 1993	38	13,252,294	0	0	62	11,746,197	26	710,812
JAN 1994	21	8,925,525	4	861,540	67	3,503,824	38	1,558,885
FEB 1994	22	12,093,197	4	366,214	60	7,803,708	43	809,244

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD**

90 Days

R05 Metro Pasadena Project

Page: 2

UPDATE:28-Mar-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C6420	LA River to Arroyo Seco Line Segment	FP			04/07/94				07/11/94	07/27/94	VRANESH	\BALL	\LEDUFF
C6440	Arroyo Seco to Del Mar Line Segment	FP			04/07/94				08/29/94	09/28/94	VRANESH	\BALL	\LEDUFF

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD**

90 Days

R82 Metro Red Line Segment 3

Page: 3

UPDATE:28-Mar-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C0301	Hollywood/Highland Station	Unit			03/28/94	04/21/94	06/15/94	07/05/94	07/11/94	07/27/94	Gatewood	\Mori	\Pierce
C0311	Line Section: Univ. City to Station 638	Unit			06/13/94	07/06/94	10/03/94	10/25/94	11/14/94	11/23/94	Gatewood	\Wilson	\Pierce
C0329	Universal City Demolition for C0311/0321	Unit			06/06/94	06/28/94	07/20/94	08/03/94	08/15/94	08/24/94	Mendoza	\Wilson	\Pierce

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD**

90 Days

T01 System-wide Projects

Page: 4

UPDATE:28-Mar-94

Cont. No.	Contractor/Description	Contract Type	85% Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C6130	Variable Message Signs Installation	FFP			05/15/94	05/31/94	06/15/94	07/04/94	07/11/94	07/27/94	Sechler	\Vardanian	\Kendrick

EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$841
- Current Forecast \$865 (A)

(A) Includes an estimated \$5 million in grant monies for the "Urban Greenways" Program and the additional administrative and escalation costs associated with the present forecasted ROD date of June, 1998. Both items are not included in the current budget.

SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Forecast Revenue Operations Date June, 1998
- Design Progress

Final Design Progress - Actual 55%

Overall Design Progress - Actual 72%

- Construction Progress - Actual 00% (B)

(B) Mobilization started on February 17, 1994. Notice to Proceed was given to Kiewit Pacific for Contract C6410, Los Angeles River Bridge.

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	160	6	154	TBD *	TBD *
LAST MONTH	159	6	153	TBD	TBD

* Due to project reschedule, need dates are under review.

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing with receipt of the following submittals:

- In-Progress submittals for Contract C6470, Avenue 50, Avenue 57, Southwest Museum Stations.
- In-Progress submittal for Contract C6490, Union Station.
- In-Progress submittal for Contract C6550, Trackwork Installation.
- Pre-Final Submittal for Contract P2070, Special Trackwork Procurement.
- Final Submittal for Contract P2110, Direct Fixation Rail Fastener Procurement.
- Camera Ready submittal for Contract C7300, East Wall [Union Station].

The MTA Art-for-Rail Program staff is working closely with the station artists. Presentations on station and artist concepts to MTA are continuing.

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. Final Design is progressing towards the Pre-Final submittal scheduled for April 4, 1994.

Action: EMC and RCC are working to resolve engineering issues related to the provision for an Elysian Park fire line access road and operational issues.

Status: Final design is continuing on the Yard and Shops. A third party agreement between MTA, SCRRA and Southern Pacific is under review by MTA operations. Negotiations are continuing with the Department of Parks and Recreation for use of park land for fire lane road. Commitment for a bikeway route has been requested.

Catellus/Ratkovich Interface at LAUPT

Concern: Location of the LRT terminus at Union Station involves interface with Catellus Corporation and Ratkovich Villanueva Partnership. The alignment, with roadway improvements proposed by Catellus, crosses Ratkovich interests at two locations along the Terminal Annex property.

AREAS OF CONCERN (CON'T)

Action: Negotiation of easement required with Ratkovich. Final Design is proceeding on Union Station and Chinatown Aerial Structure contracts.

Status: Certifications completed for Union Station and Terminal Annex easement. Negotiations are completed with Catellus. Execution of the MTA/Catellus agreement is expected in early March. Ratkovich is unwilling to negotiate without changes in the aerial structure design which requires redesign and additional right-of-way. MTA is discussing a strategy with Councilman Hernandez's office for negotiation with Ratkovich.

Real Estate

Concern: The Real Estate acquisition effort is behind schedule. In-Progress design includes additional parcels to be certified and acquired.

Action: The Pasadena Project team has facilitated bi-weekly Parcel Acquisition schedule meetings with LACMTA and EMC Real Estate personnel.

Status: Certifications are being completed. Appraisals are in progress. Acquisitions are to be expedited for the most critical contracts.

Del Mar Station

Concern: The north ticket vending machine area and C&S building configuration within the transportation center proposed by the city are the two aspects of the Del Mar park-and-ride facility that are delaying Contract C6500 Final Design. Approval of an acceptable concept is still pending.

Action: RCC is continuing discussions with the City of Pasadena and MTA bus operations on site development to provide direction to EMC for final station design.

Status: The developer, Catellus, has cancelled its development plans and has offered to sell the Del Mar property. Negotiations have been initiated with Catellus. Discussion is continuing on bus dropoff facilities and ingress/egress from site.

AREAS OF CONCERN (CONT'D)**Sierra Madre Villa Station**

Concern: Evaluation of alternative Johnson and Johnson and Builders Emporium station sites is required over the original Space Bank site due to potentially serious hazardous material on property.

Action: The Real Estate department is completing appraisals on both station site alternatives. RCC is reviewing technical and environmental issues at station sites.

Status: Environmental site assessments are continuing at the three potential station sites. MTA is working to resolve traffic mitigation issues at the preferred Johnson and Johnson station site.

NEW**Cornfield Yard**

Concern: The permanent LRT easement through Cornfield has been modified. Negotiations with local Southern Pacific representatives have been unsuccessful.

Action: Appraisals need to be expedited and condemnation proceedings initiated.

Status: Permanent and temporary easements for use of the Cornfield Yard have been defined. MTA will initiate discussions with senior Southern Pacific officials in early March to move negotiations forward.

RESOLVED

None.

KEY ACTIVITIES - FEBRUARY

- Issued invitation for bid for Contract C6430, Arroyo Seco Bridge Reconstruction.
- Continued final design on Contract C6400, Yard and Shops; C6420, LA River to Arroyo Seco line segment; C6440, Arroyo Seco to Del Mar line segment; C6450, Del Mar to Memorial Park line Segment; the 210 Freeway line segment bridge modifications; Trackwork and Systems.
- Final design continued on all stations. Station presentations to RCC and community groups in progress.
- Awarded Contract C6410, Los Angeles River Bridge, to Kiewit Pacific and issued Notice to Proceed.

KEY ACTIVITIES - PLANNED FOR MARCH

- Execute Pasadena agreement with Catellus at Union Station.
- Execute amendment to MTA/SCCRA agreement for Union Station.
- Complete appraisal for Terminal Annex easement and submit offer to Ratkovich.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Proceed with seismic upgrade by change order on Los Angeles River Bridge contract.
- Hold Pre-Bid meeting on C6430, Arroyo Seco Bridge Reconstruction.
- Prepare Camera Ready bid documents for Contract C6390, Chinatown Aerial Structure.
- Issue SEIR for public comment on March 25, 1994.
- Commence negotiations with Catellus for Del Mar Station site in Pasadena.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 08-Mar-94
Status Date: 25-Feb-94

(\$ x 0000'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	480,929	12,758	41,452	7	695	7	695	497,762	16,832
S	Professional Services	183,206	197,415	1,160	69,211	5,012	37,547	5,012	37,547	200,672	3,257
R	Real Estate	68,100	72,308	154	381	34	124	34	124	74,308	2,000
F	Utility/Agency Force Accounts	8,442	11,321	0	7,545	13	848	13	848	11,298	(23)
D	Special Programs	3,377	4,402	(25)	311	24	87	24	87	9,163	4,761
C	Contingency	62,705	74,625	0	0	0	0	0	0	71,797	(2,828)
A	Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :		841,000	841,000	14,048	118,899	5,090	39,300	5,090	39,300	865,000	24,000

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS - EXPENDITURES LAG ONE MONTH

PASADENA BLUE LINE

FEBRUARY 1994

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

10-Mar-94

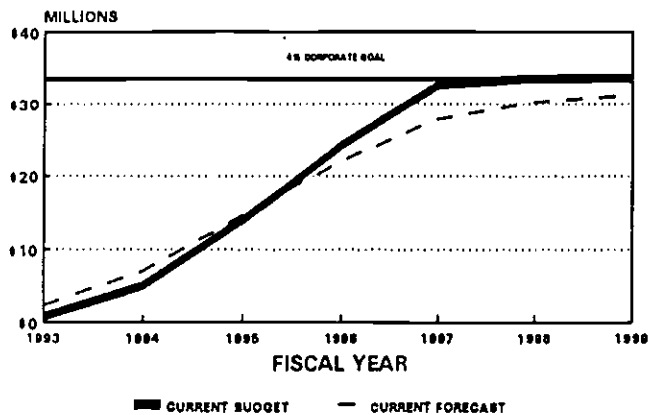
FEBRUARY 94

STATUS OF FUNDS BY SOURCE

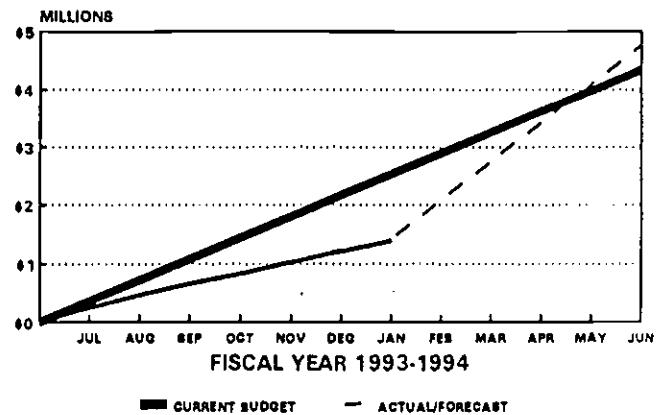
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$337,800	\$0	\$0	0%	\$0	0%	\$0	0%
CITY OF PASADENA	\$7,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$496,200	\$86,841	\$118,899	24%	\$39,299	8%	\$39,299	8%
TOTAL	\$841,000	\$86,841	\$118,899	14%	\$39,299	5%	\$39,299	5%

NOTES: EXPENDITURES ARE THROUGH JANUARY 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 31,354
ACTUAL THROUGH FY 93	\$ 2,342

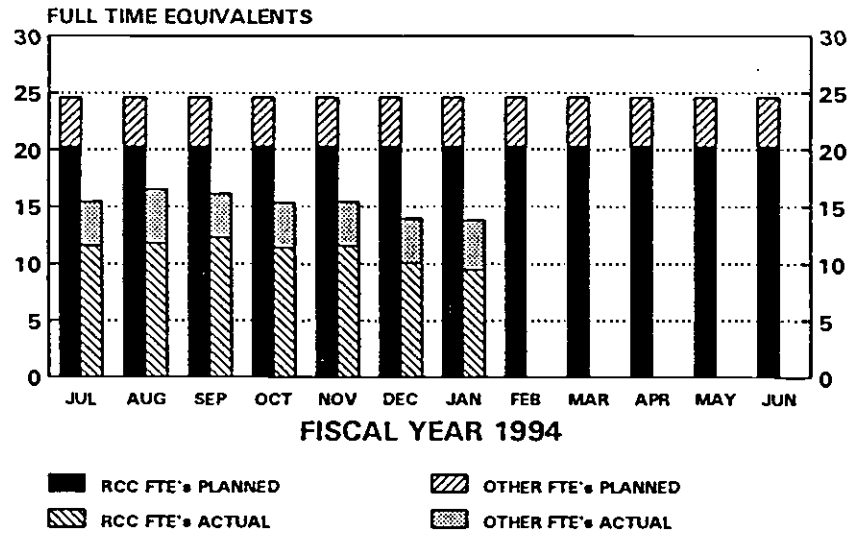
FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE (\$000)

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 4,772
BUDGET PLAN TO DATE	\$ 2,536
ACTUAL TO DATE	\$ 1,418

PASADENA BLUE LINE

FEBRUARY 1994

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

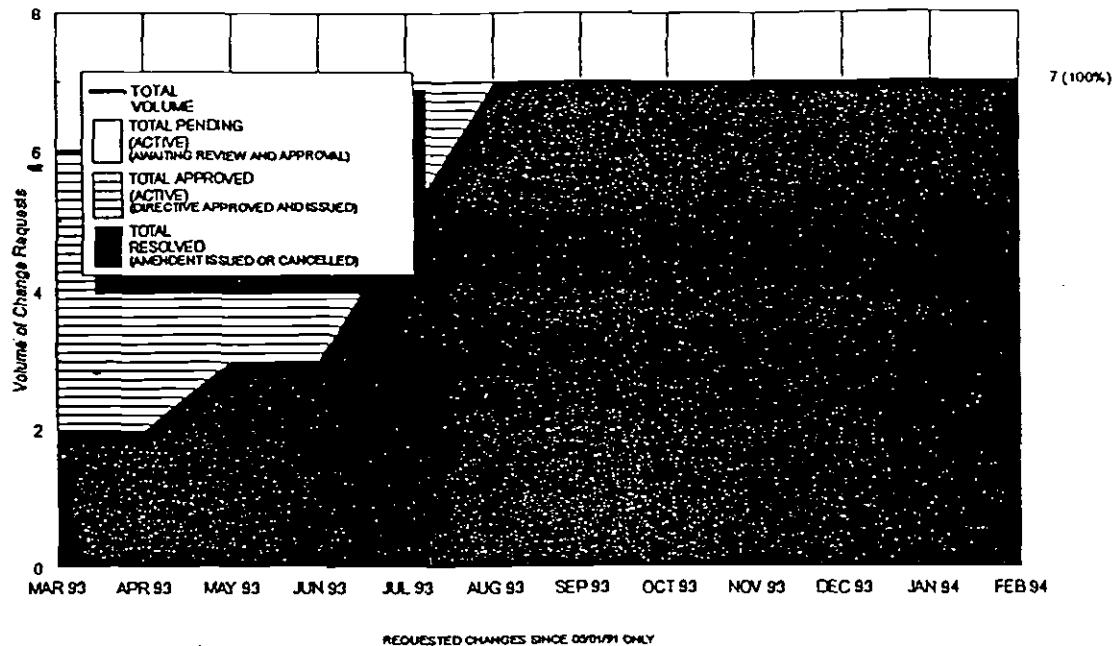
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	10
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	14

(*) Other FTE's :

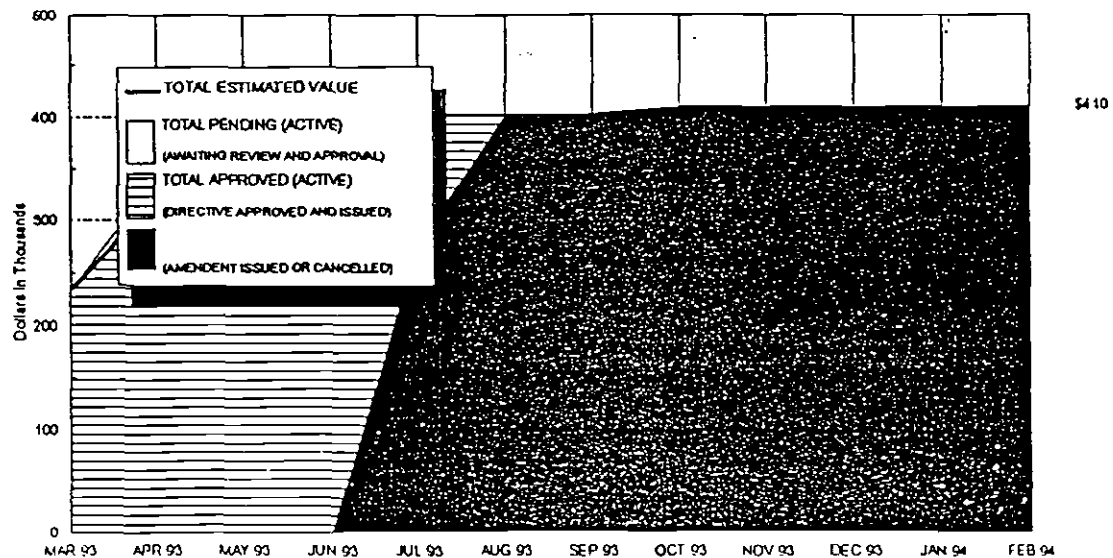
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

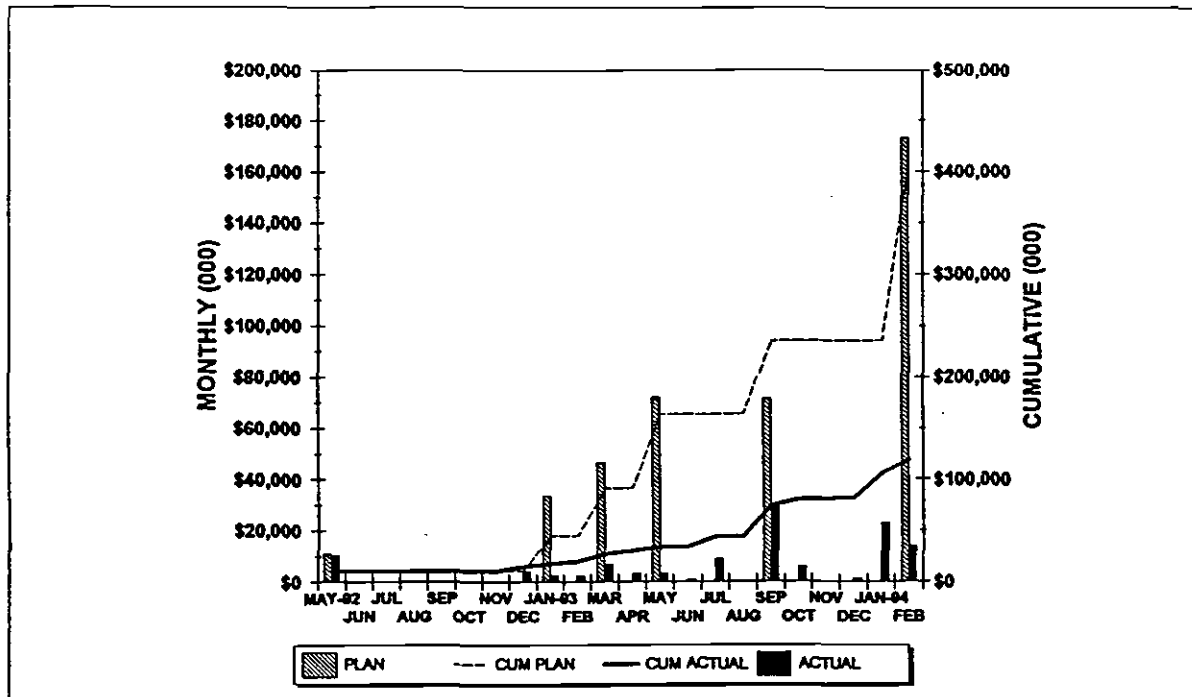


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

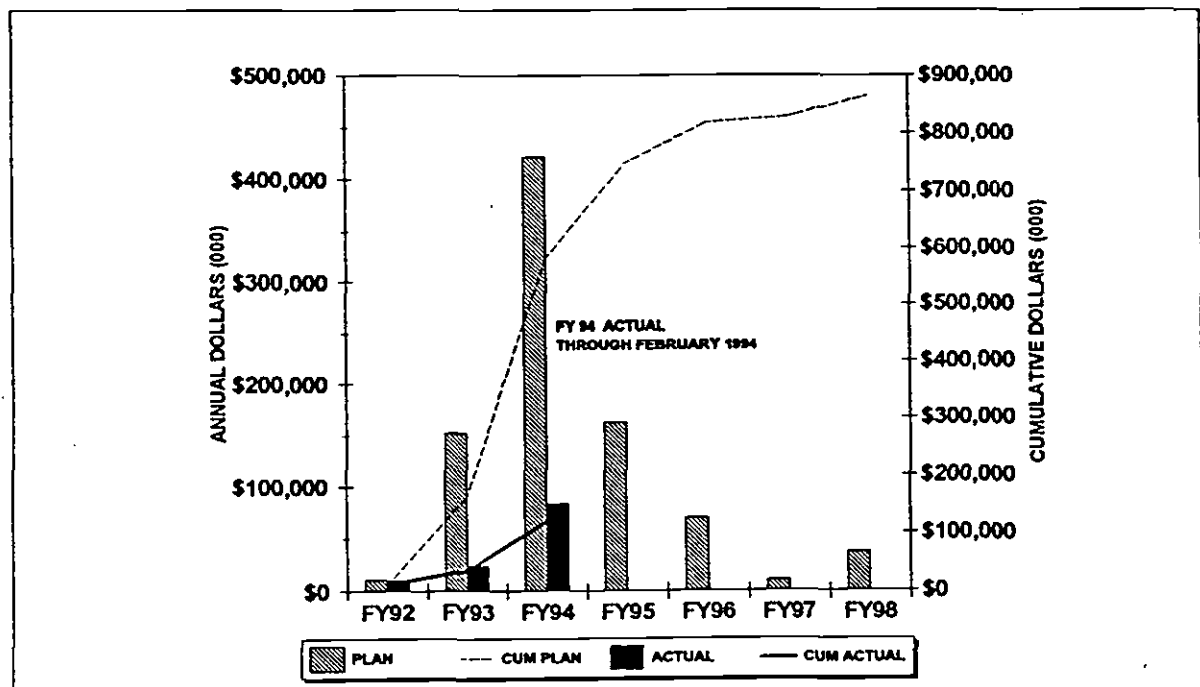
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



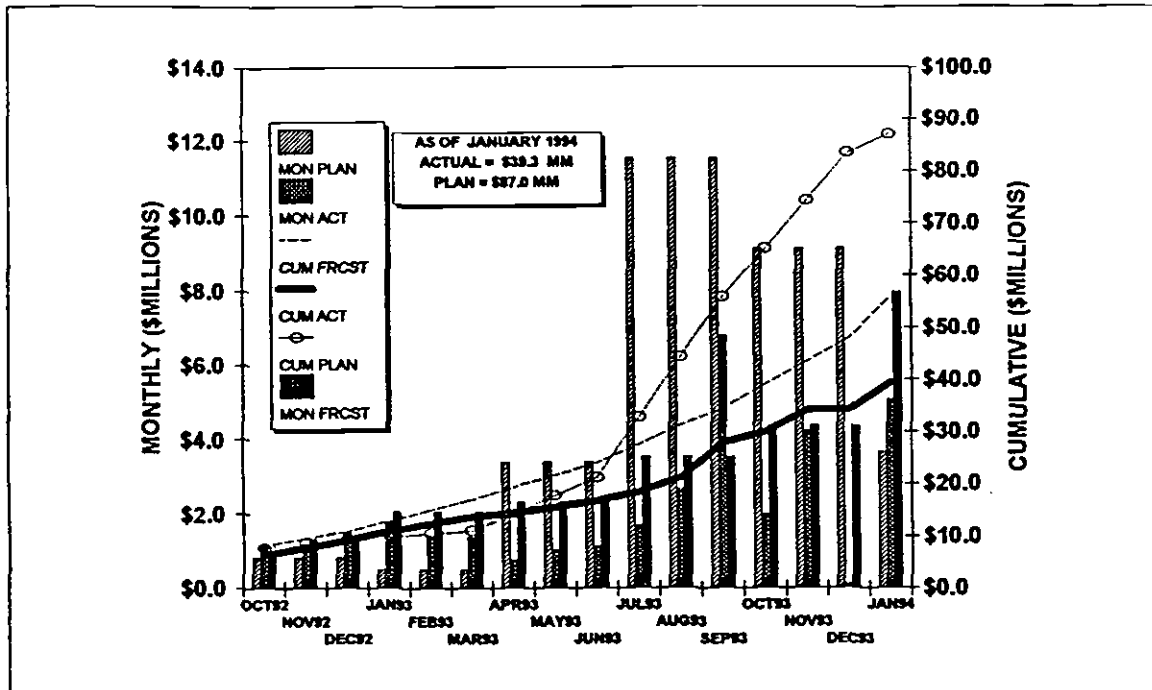
ANNUAL PROJECT COMMITMENTS



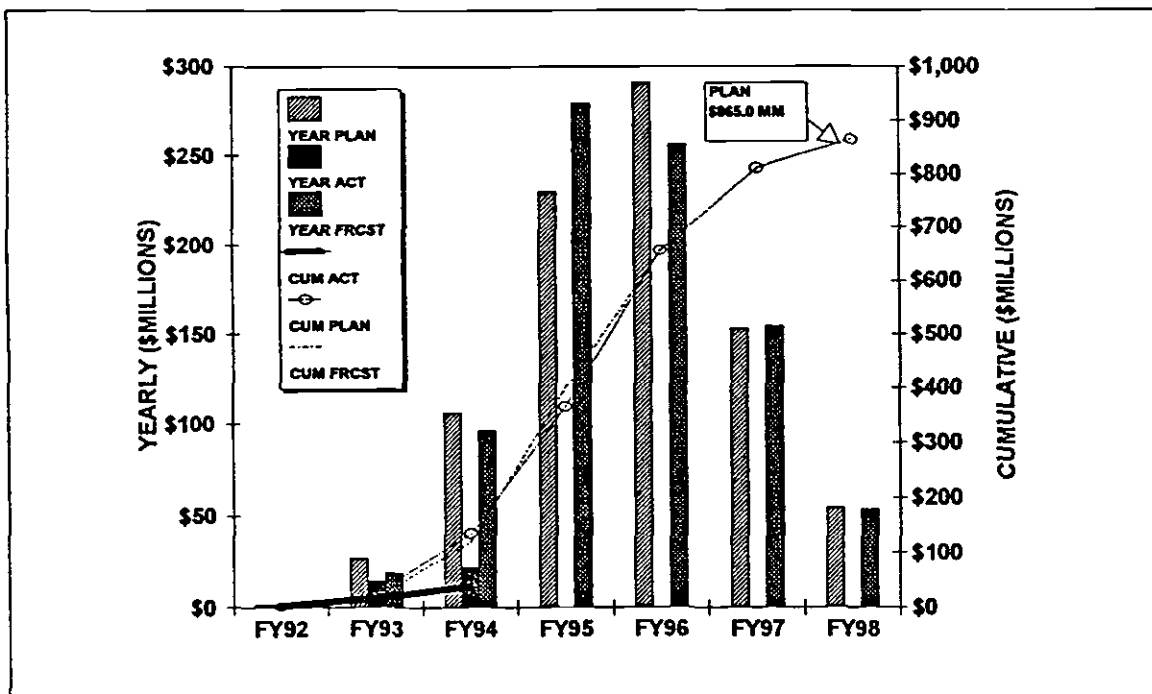
TOTAL PROJECT COMMITMENTS



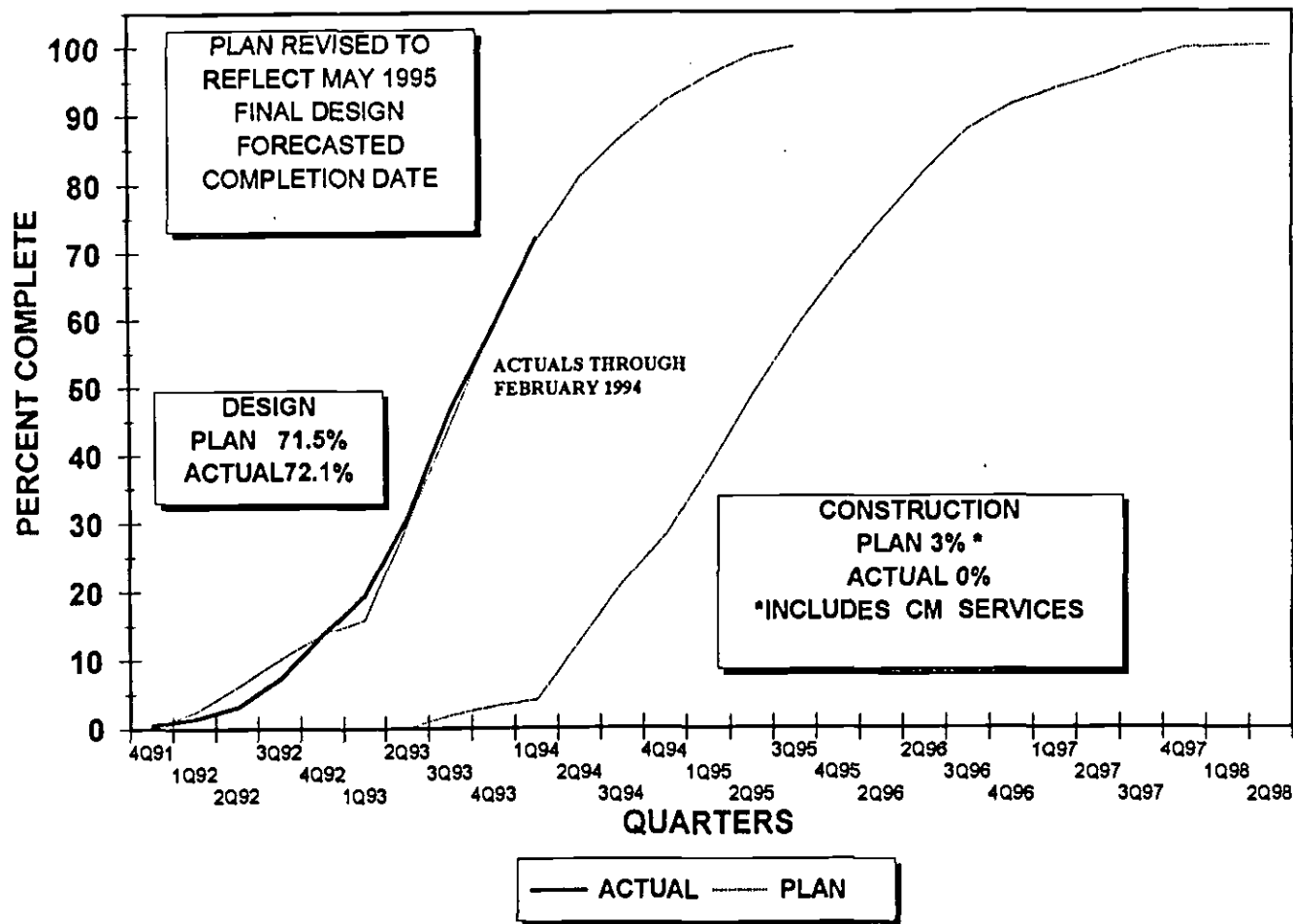
ANNUAL PROJECT CASHFLOW



TOTAL PROJECT CASH FLOW

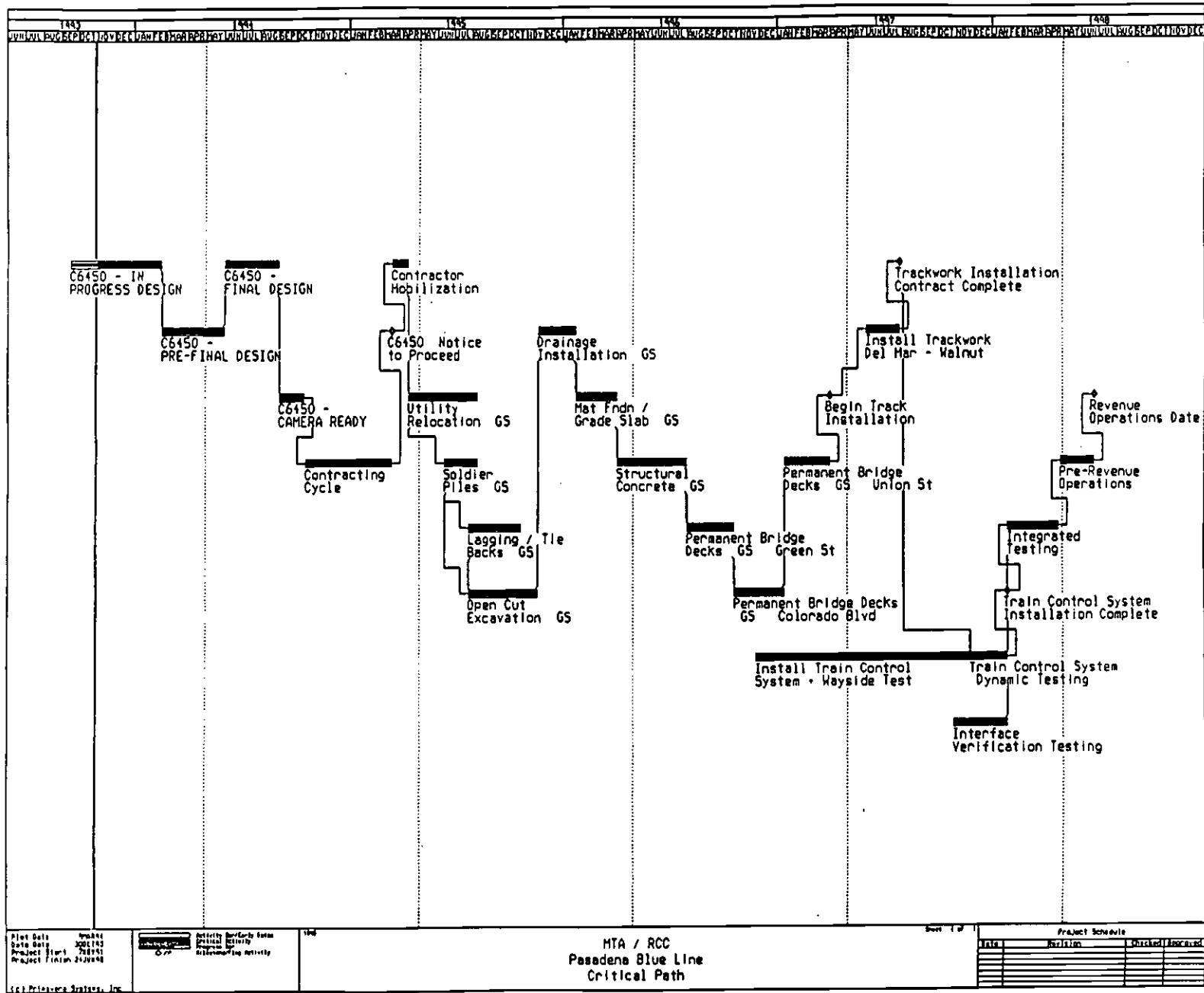


PASADENA BLUE LINE - PROGRESS SUMMARY

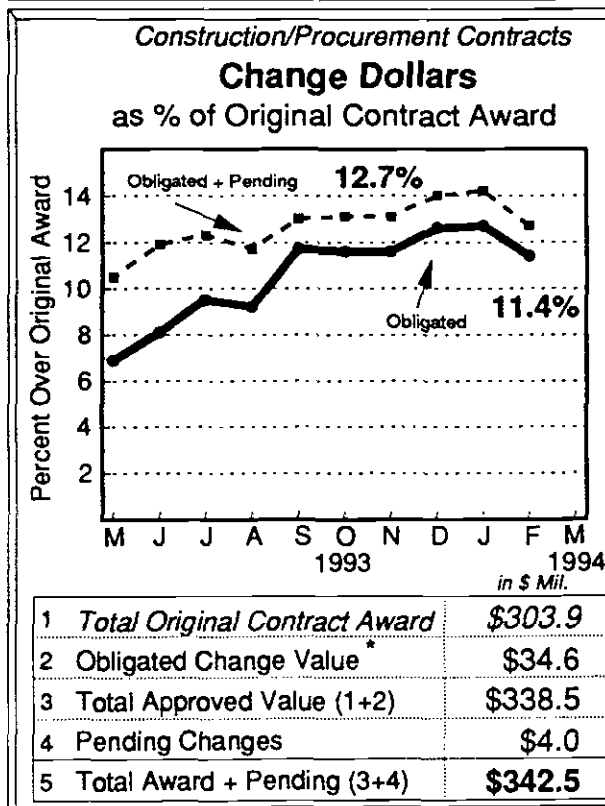
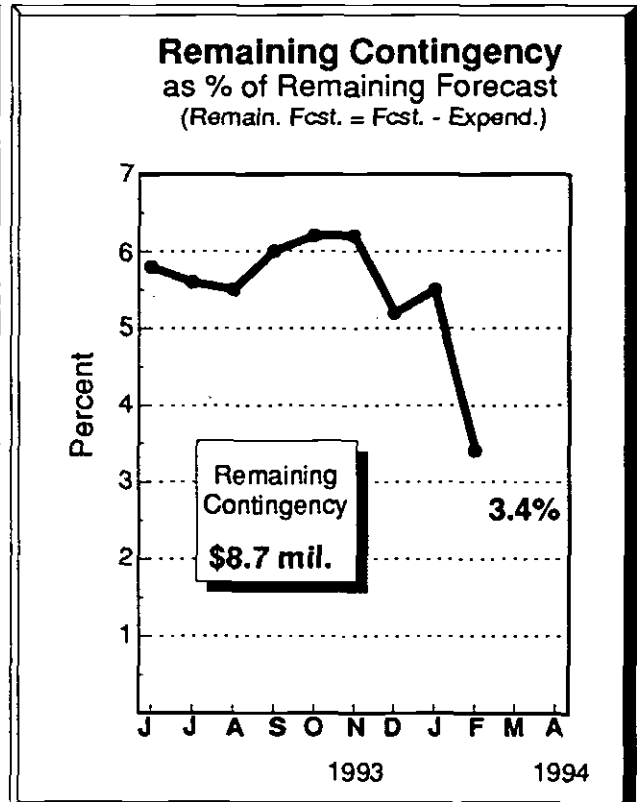
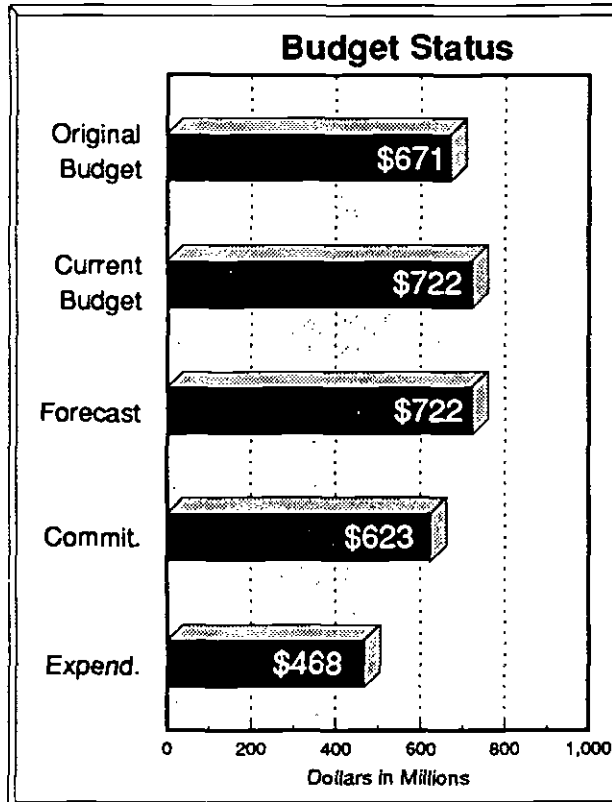


PASADENA BLUE LINE

FEBRUARY 1994

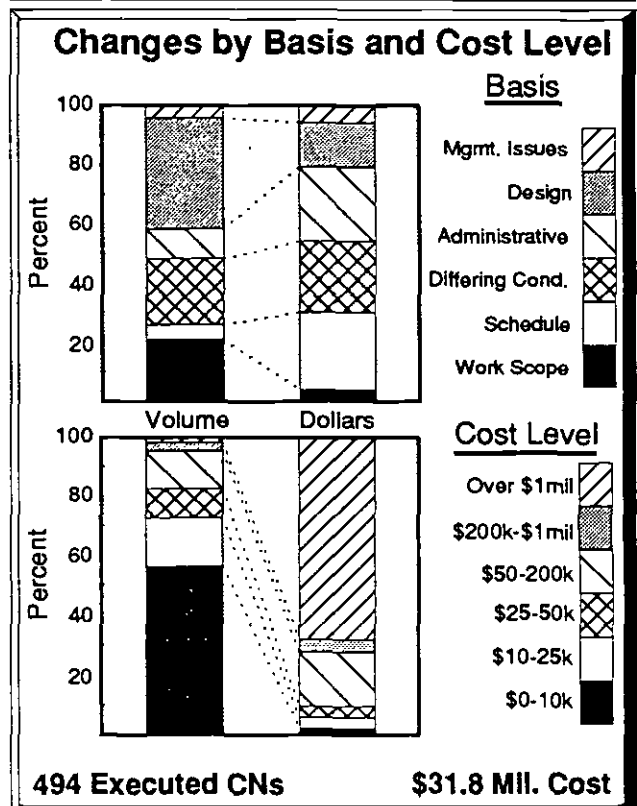


FINANCIAL STATUS



R2302041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

April 1994

- ✓ **AWARD APPROVAL**
No contract awards this month.

Employment Status

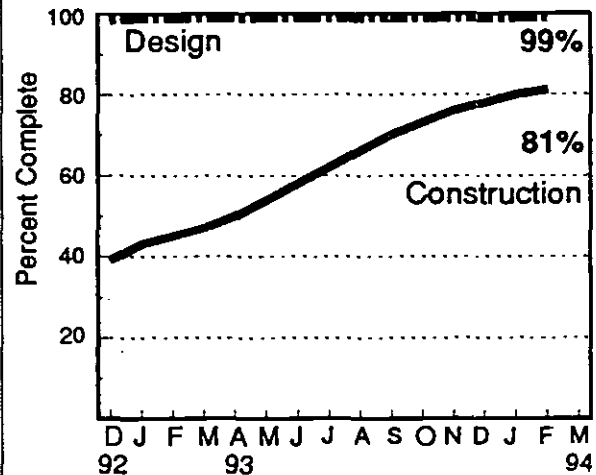
Months of Employment Provided

13,572

*Based on an average
29 job-months provided
per million expended*

Schedule Status

PROGRESS

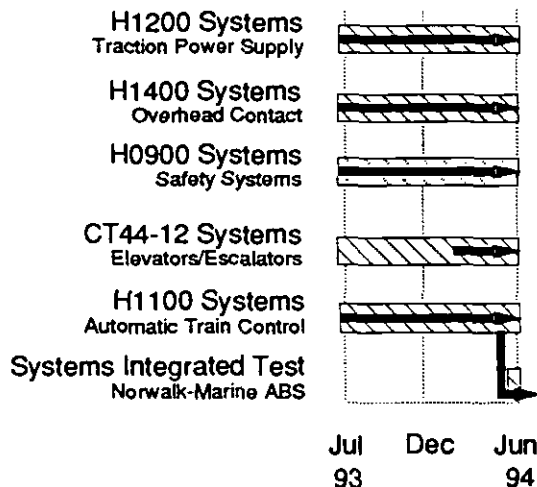


Revenue Operation Date: **May 1995**
(Approved)

Schedule Status

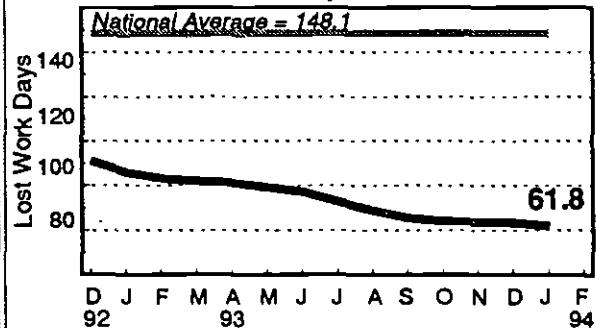
CRITICAL PATH - 1 Year Outlook

30 Days Behind
(negative float)

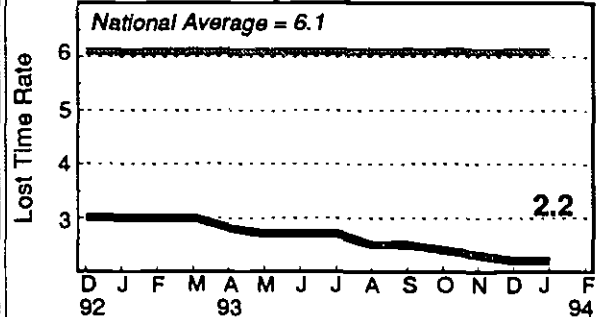


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



R2302042.DRW

EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$722.4
- Current Forecast \$722.4

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 81%

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**NEW****Contract C0100 (El Segundo Guideway and Stations) Station Kiosk Design and Fabrication Delays**

- Concern:** Kiosk design has only recently been finalized. Contract H0900 (Safety and Security Communications Systems) work requires kiosk be installed in order to do their work.
- Action:** A change notice has been sent to the Contract C0100 contractor to implement kiosk fabrication.
- Status:** The Contract C0100 contractor is currently reviewing latest design and preparing their cost and schedule proposal.

ONGOING**Contract C0100 (El Segundo Guideway and Stations) Station Stair Construction**

- Concern:** Station stairs have not been constructed per applicable code. Any required rework of station stairs and/or escalator ramps could adversely impact follow-on contracts.
- Action:** The contractor has completed stair surveys at Marine and Douglas Stations with remaining surveys to be scheduled. Problems have been identified at Douglas Station. OKA survey at Marine Station revealed north escalator slab out of tolerance.
- Status:** The Resident Engineer has responded to the contractor's initial resolution. Currently awaiting contractor's recommended disposition of all NCRs related to this issue. Escalator installation is underway at Aviation Station. The subcontractor is evaluating the effect of out-of-tolerance slab at the Marine Station.

Contract C0100 (El Segundo Guideway and Stations) Station Edge Pavers

- Concern:** Design changes made to station edge pavers have affected work at the stations and may impact follow-on contracts.
- Action:** Authorization will be sent to the contractor instructing them to proceed with fabrication. The contractor is reviewing re-sequencing possibilities for follow-on station work. A revised schedule is expected the beginning of March, 1994.
- Status:** Edge paver submittal has been returned to the contractor and fabrication may begin at any time.

RESOLVED**Caltrans Project CT044-12 (I-105 Freeway Elevator and Escalator Supply/Installation) Schedule Delays**

Concern: Due to design issues and an overextended submittal process, the completion of this contract will extend beyond the target Revenue Operations Date of December, 1994.

Action: A combination of partial contract acceleration with multiple crews and rearrangement of contractual milestones is needed.

Status: The contractor submitted a revised and updated schedule. OKA has reviewed and discussed delay mitigation measures with Caltrans and the contractor. Delivery of elevator parts to the local warehouse and site preparation started in February, 1994. Elevator installation will commence in March, 1994.

Contract H1100 (Automatic Train Control) Carborne Equipment and AF900 Track Circuit Availability

Concern: Delay of carborne equipment and AF900 track circuit availability may impact the Automatic Train Protection (ATP) System operating date of May, 1995.

Action: The contractor has added engineers to its carborne design staff and key AF900 verification activities have been identified.

Status: Union Switch and Signal has revised the start-up carborne equipment schedule which now shows delivery in three lots during the month of November, 1994. The current delivery schedule supports the May, 1995 Automatic Train Protection (ATP) operating date. The AF900 design verification has some schedule slippages but still supports the approved ROD.

Caltrans Station Phase II Contracts Schedule Impacts to Contract H0900 (Safety and Security Communication System) Access Dates

Concern: All nine Phase II Caltrans station contracts will impact Contract H0900 completion if turnover dates are not maintained.

Action: Workaround scenarios to expedite turnovers to Contract H0900 are being developed. Progress is being monitored for all Caltrans Phase II station construction.

Status: Six stations have been turned over to Contract H0900. Three remaining stations may impact Contract H0900.

Contract C0501 (Systems Facilities Sites) Schedule Delays

Concern: The inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting Contract H1100 (Automatic Train Control) interface dates.

Action: Punchlist work is ongoing at all sites. The contractor has retained a new site superintendent in an effort to complete all outstanding work satisfactorily with an in-house crew.

Status: The February, 1994 CPM schedule is under review. It is anticipated that work will be completed before April, 1994, subject to completion of the landscape remediation work and the energization of Sites 61, 101 and 115 by DWP and Sites 159 and 31 by Contract H1200 to permit completion of HVAC testing procedures.

KEY ACTIVITIES - FEBRUARY 1994

Awarded Contract C0170 (Two Stop and Three Stop Elevators/Mezzanine Extension).

KEY ACTIVITIES - PLANNED FOR MARCH 1994

Issue Notice To Proceed for Contract C0170 (Two Stop and Three Stop Elevators/Mezzanine Extension).

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

Project: R23 METRO GREEN LINE

Period: Jan 28, 1994 to Feb 25, 1994
Run Date: Mar 1, 1994
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	0	492,129	3,400	425,070	5,513	311,199	5,396	291,557	772	483,863	-8,266
S PROFESSIONAL SERVICES	108,562	0	180,477	3,285	160,125	4,939	145,141	4,939	145,141	5,109	194,967	14,490
R REAL ESTATE	36,927	0	28,522	189	24,321	189	24,317	189	24,317	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	21	10,544	94	7,290	94	7,290	0	10,524	24
O SPECIAL PROGRAMS	4,675	0	4,790	0	4,462	98	1,175	98	1,175	0	4,790	0
C PROJECT RESERVE	59,613	0	12,500	0	0	0	0	0	0	-5,881	8,727	-3,773
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	9	-595	9	-595	0	-6,518	0
GRAND TOTAL	671,000	0	722,402	6,896	623,260	10,844	488,528	10,728	468,886	0	722,402	0

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

11-Mar-94

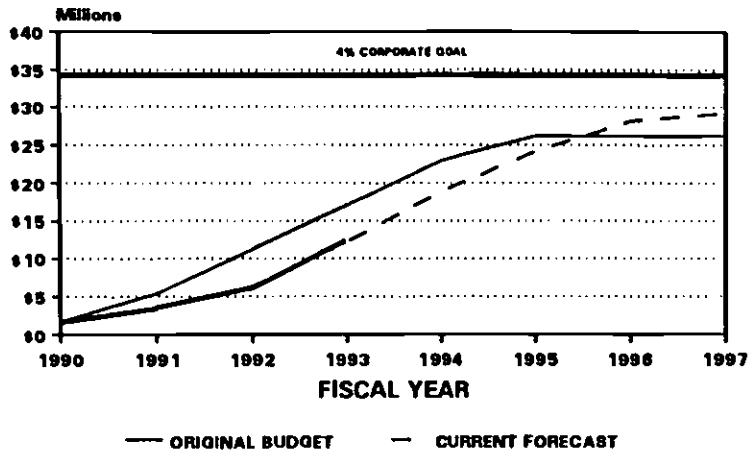
FEBRUARY 94

STATUS OF FUNDS BY SOURCE

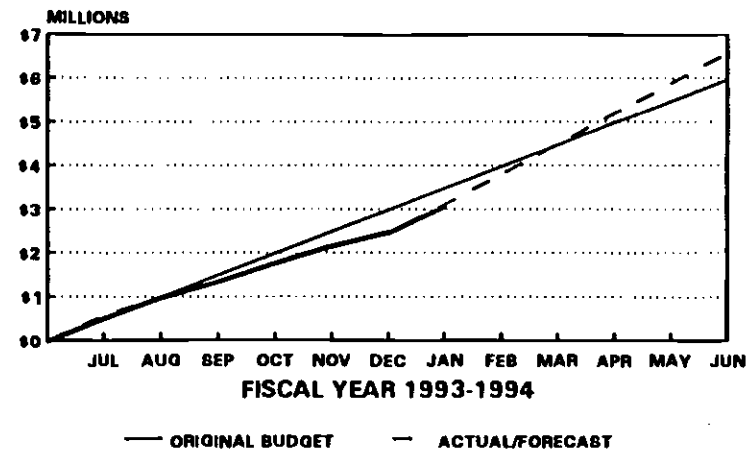
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$263,750	\$285,373	321%	\$263,272	296% (1)	\$263,750	296%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$128,000	42%	\$0	0%	\$0	0%
STATE PROP 108	\$22,400	\$0	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$84,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$7,431	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$6,400	\$0	\$4,751	74%	\$478	7%	\$0	0%
TOTAL	\$722,402	\$468,887	\$623,260	86%	\$468,886	65%	\$468,886	65%

NOTE: (1) PROP C HIGHWAY 25% WHEN AVAILABLE WILL REIMBURSE PROP C 40% ADVANCE ALLOCATIONS.
EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1994.

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



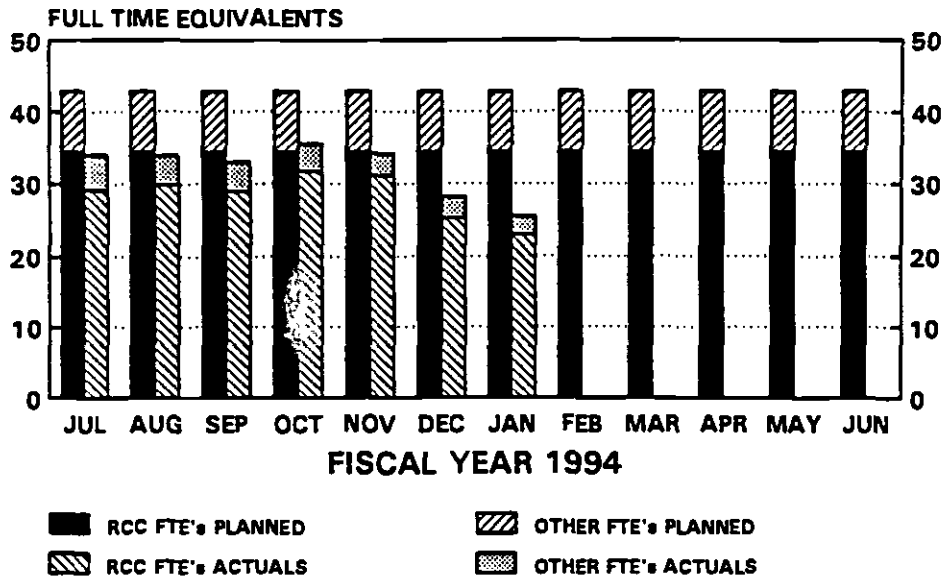
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$722,400
ORIGINAL BUDGET	\$ 26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$ 29,234
FORECAST % OF TOTAL PROJECT	4.1%
4% CORPORATE GOAL	\$ 28,896
ACTUAL THROUGH FY 93	\$ 12,252

FISCAL YEAR 1994 AGENCY COSTS GREEN LINE (\$000)

ORIGINAL BUDGET	\$ 5,965
CURRENT FORECAST	\$ 6,577
BUDGET PLAN TO DATE	\$ 3,480
ACTUAL TO DATE	\$ 3,104

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'84 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	35
RCC FTE's ACTUAL	23
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	26

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 02/26/94

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G. = (B+F)	H.	I.	J. (D-F)	K. **	L. (J-K)	M.
CO090	\$3,739,910	13%	\$472,991	\$4,212,901	\$0	\$3,739,910	0%	0%	\$472,991	\$0	\$472,991	0%
CO095	\$9,573,083	12%	\$1,105,808	\$10,678,891	\$318,825	\$9,889,908	29%	77%	\$788,983	\$633,678	\$155,305	86%
CO100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$4,952,435	\$64,781,145	55%	88%	\$4,018,855	\$1,087,102	\$2,931,753	67%
CO101	\$11,279,880	83%	\$7,120,040	\$18,400,000	\$8,104,927	\$17,384,887	88%	100%	\$1,015,113	\$0	\$1,015,113	86%
CO110	\$7,321,537	28%	\$1,878,463	\$9,200,000	\$1,226,282	\$8,547,818	65%	100%	\$652,181	\$0	\$652,181	65%
CO400	\$19,320,000	12%	\$2,222,000	\$21,542,000	\$2,211,019	\$21,531,019	100%	77%	\$10,881	\$554,675	\$1543,694	124%
CO501	\$5,008,841	14%	\$718,124	\$5,724,865	\$680,749	\$5,867,590	92%	89%	\$57,375	\$12,052	\$59,427	92%
CO600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$4,775,574	\$20,289,574	79%	96%	\$1,252,426	\$944,833	\$307,593	95%
CO610	\$10,248,912	22%	\$2,283,685	\$12,532,597	\$2,196,715	\$12,445,627	96%	96%	\$88,970	\$318,118	\$1231,148	110%
HO831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$1,951,027	\$3,431,477	85%	25%	\$346,447	\$152,455	\$193,992	92%
HO832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,006,951	\$10,891,039	82%	45%	\$1,551,461	\$192,975	\$1,358,486	84%
HO889	\$3,938,759	11%	\$438,876	\$4,377,635	\$35,000	\$3,973,759	8%	33%	\$403,876	\$15,456	\$388,420	11%
HO900	\$9,948,180	10%	\$994,820	\$10,943,000	\$265,448	\$10,213,628	27%	9%	\$729,372	\$91,000	\$638,372	36%
HO901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,329	18%	12%	\$269,833	\$82,600	\$187,333	43%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,631,851	\$59,416,851	35%	20%	\$2,990,949	\$1397,450	\$3,388,399	27%
H1200	\$18,796,123	15%	\$2,819,418	\$21,615,541	\$974,457	\$19,770,580	35%	80%	\$1,844,961	\$410,212	\$1,434,750	49%
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	8%	\$194,775	\$113,972	\$208,747	-7%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$225,175	\$11,863,175	20%	45%	\$918,625	\$482,526	\$436,099	62%
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$737,115	\$4,841,093	-264%	99%	\$1,016,025	\$127,217	\$1,043,242	-274%
P2020	\$44,825,000	12%	\$5,375,000	\$50,000,000	\$733,391	\$45,368,391	14%	0%	\$4,641,609	\$132,890	\$4,508,719	16%
TOTAL:	\$303,903,591	19%	\$57,854,519	\$361,758,109	\$34,590,710	\$338,494,301	60%	81%	\$23,263,808	\$4,657,728	\$18,606,080	68%

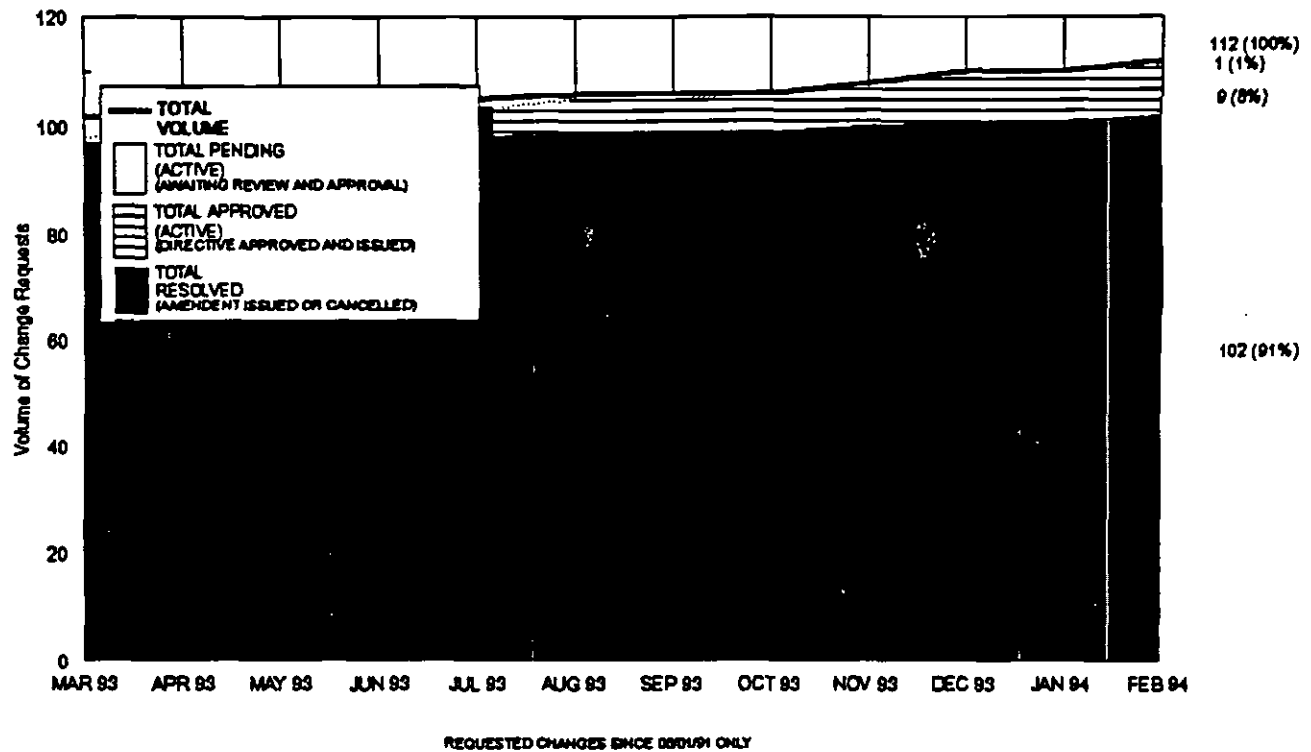
I = AFE increase may be required to cover pending changes

II = AFE increase required to cover obligated changes

* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
 ** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

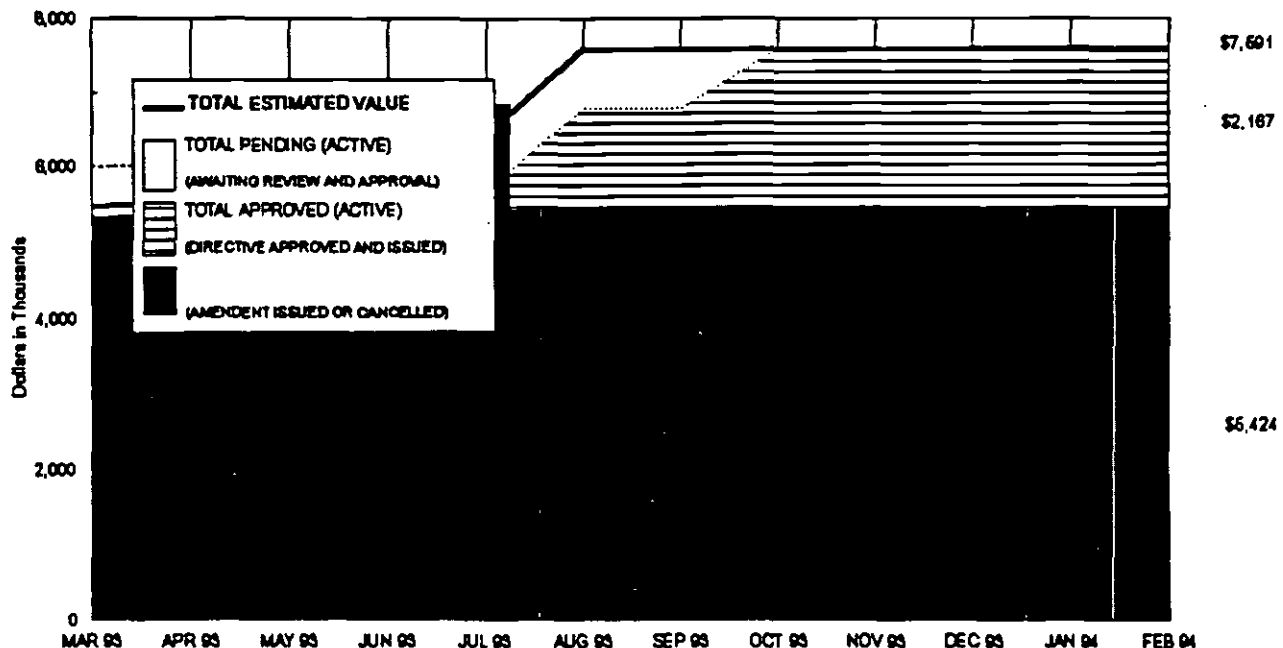
NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER
 REPORTS SHOWING APPROVED CHANGE VALUES

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

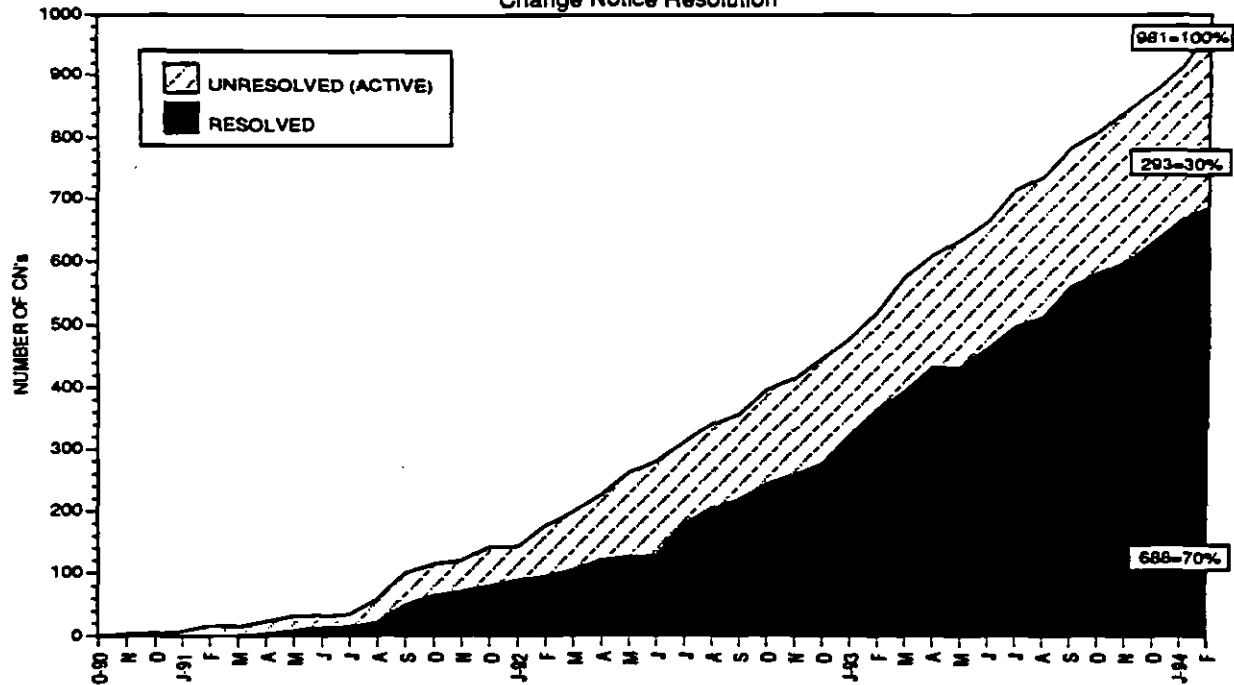


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	1	8	10
PERCENT	10%	0%	10%	80%	100%

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

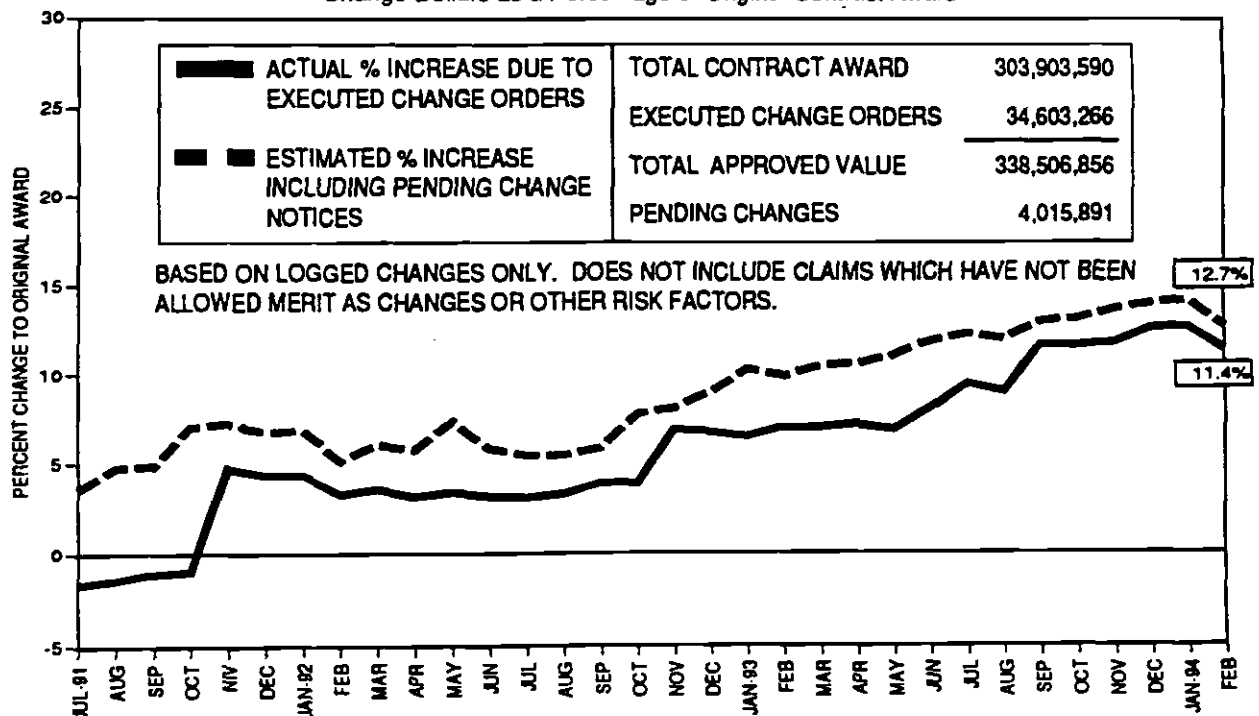


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	116	31	13	133	293
PERCENT	40%	11%	4%	45%	100%

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

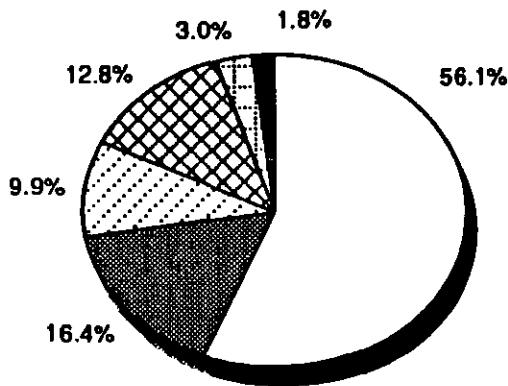


CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

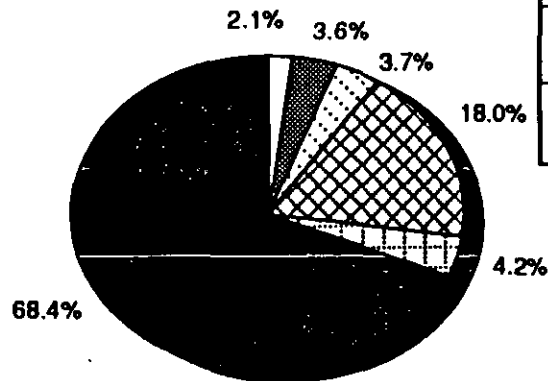
Executed Changes as of 2/25/94

COST LEVEL
Total: \$31,890,796.88

VOLUME



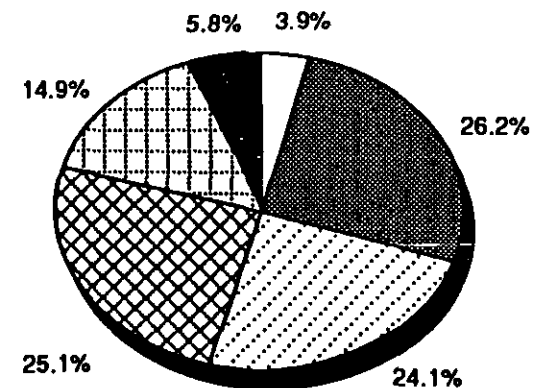
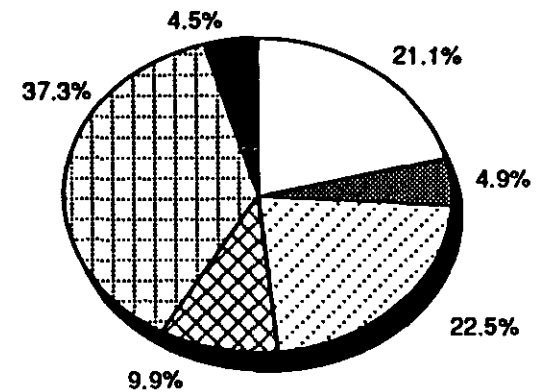
DOLLARS



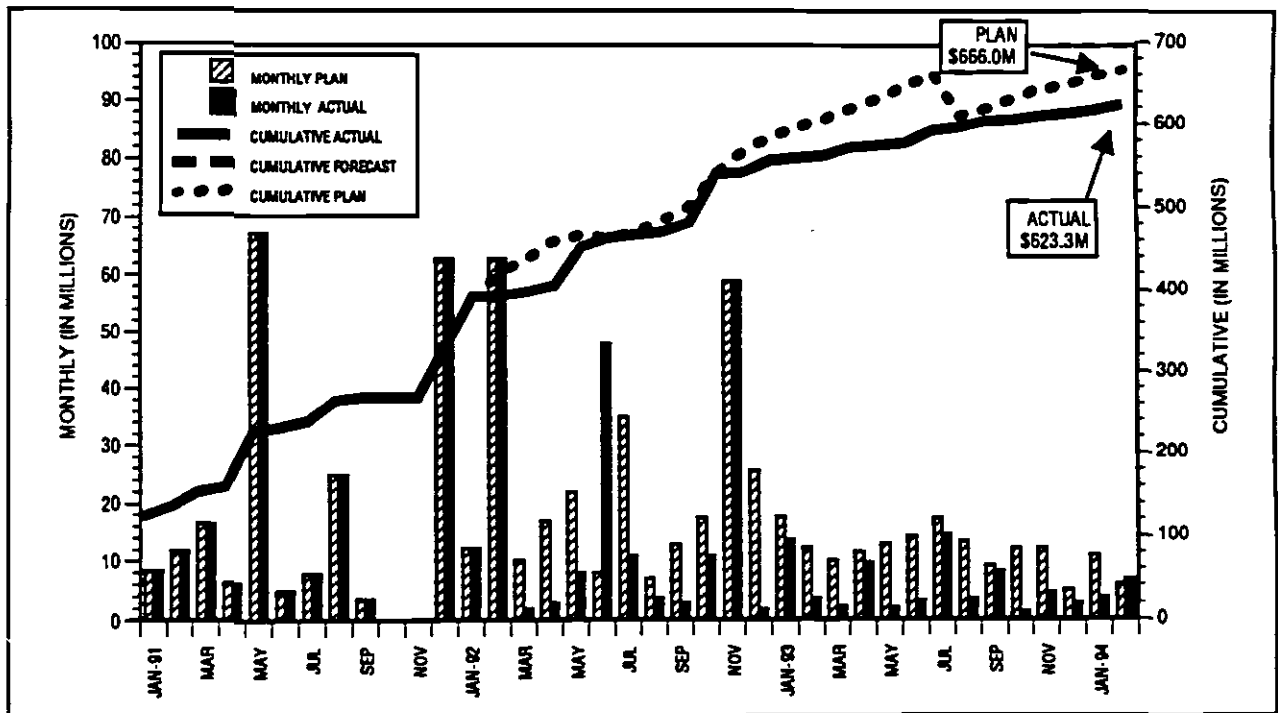
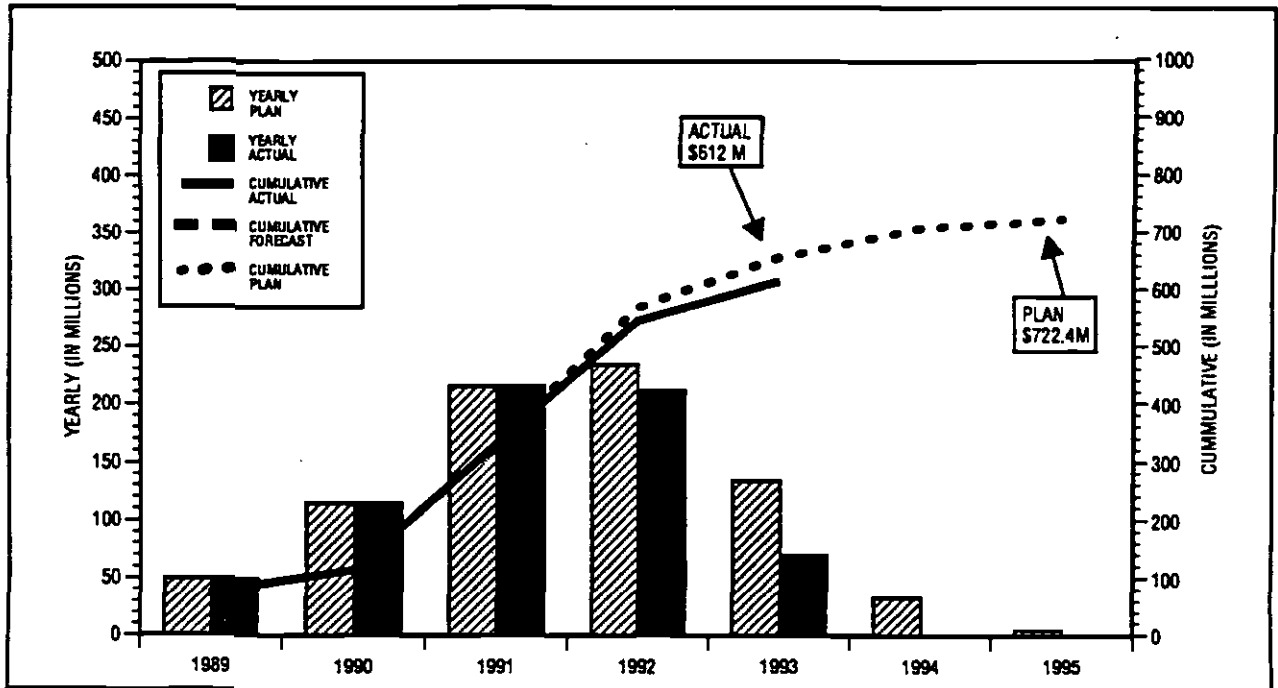
LEGEND

Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS
Total: 494

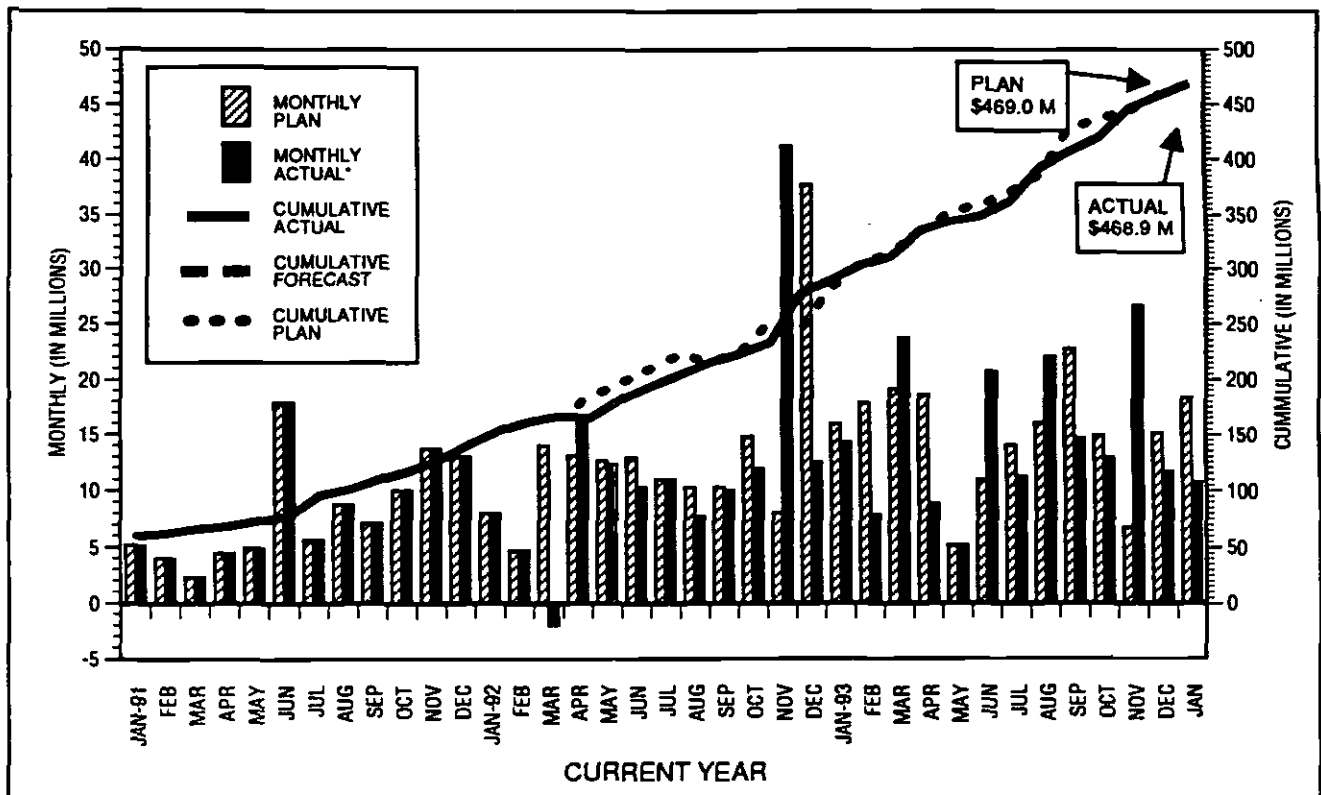
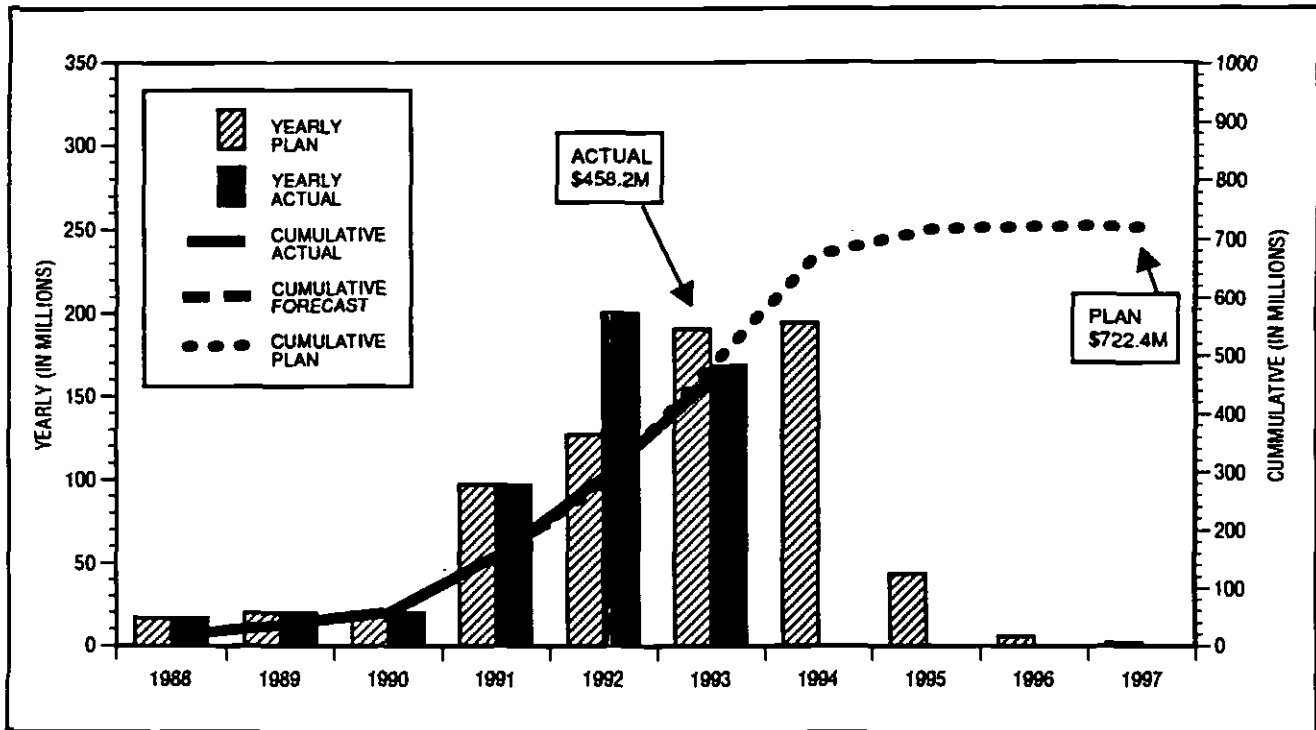


PROJECT COMMITMENTS



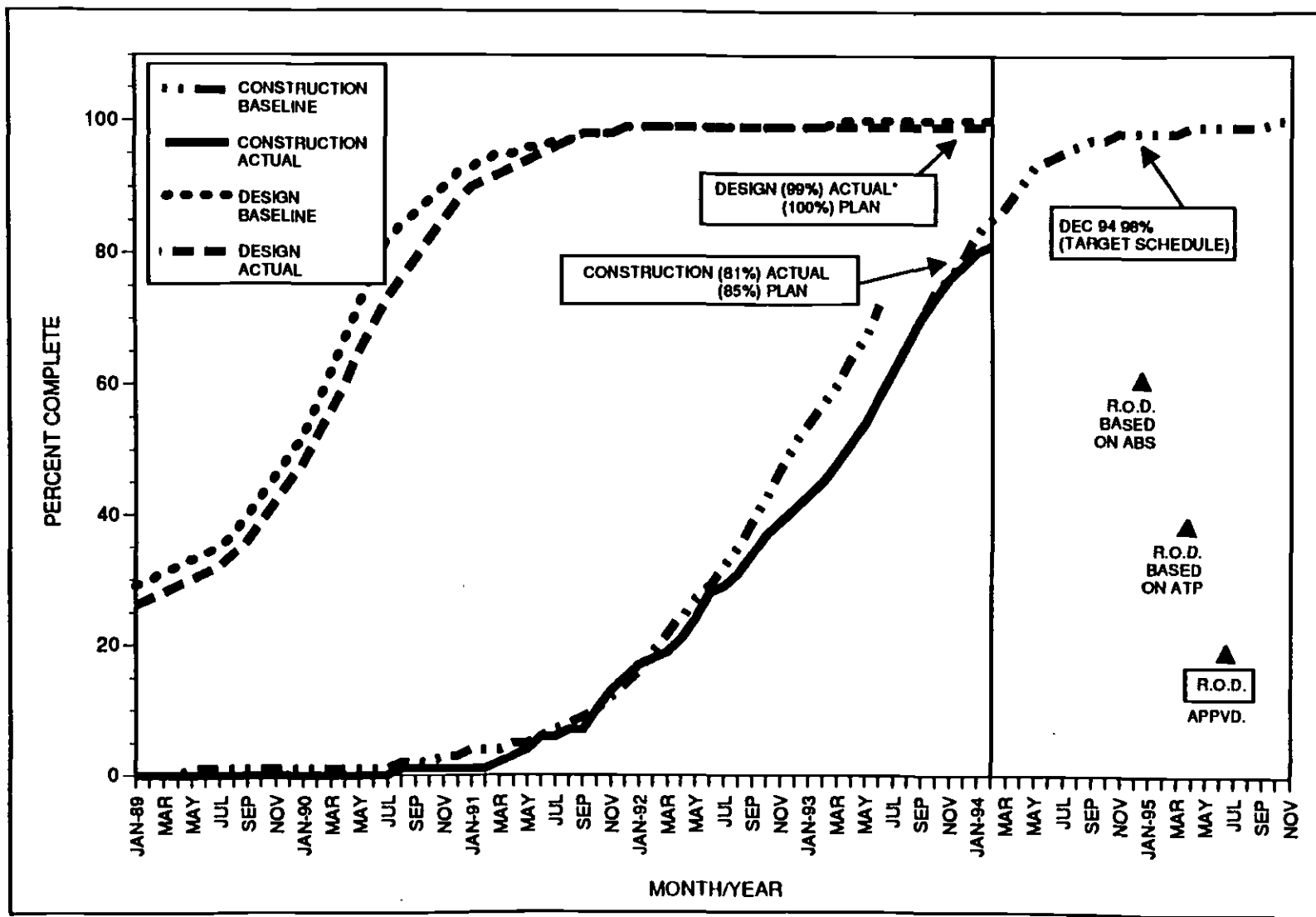
CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



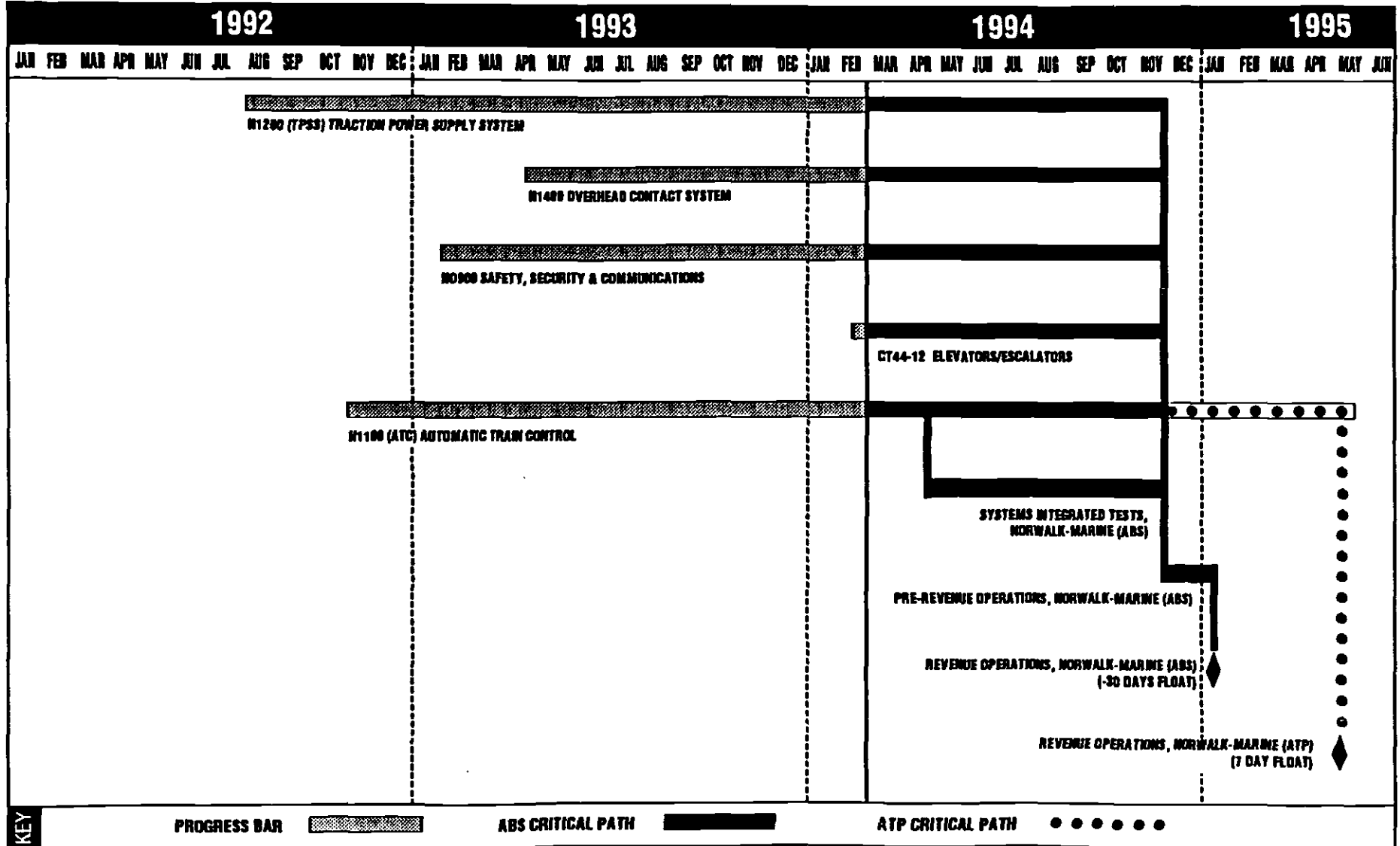
* EXCLUDES NORTH COAST EXTENSION



METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

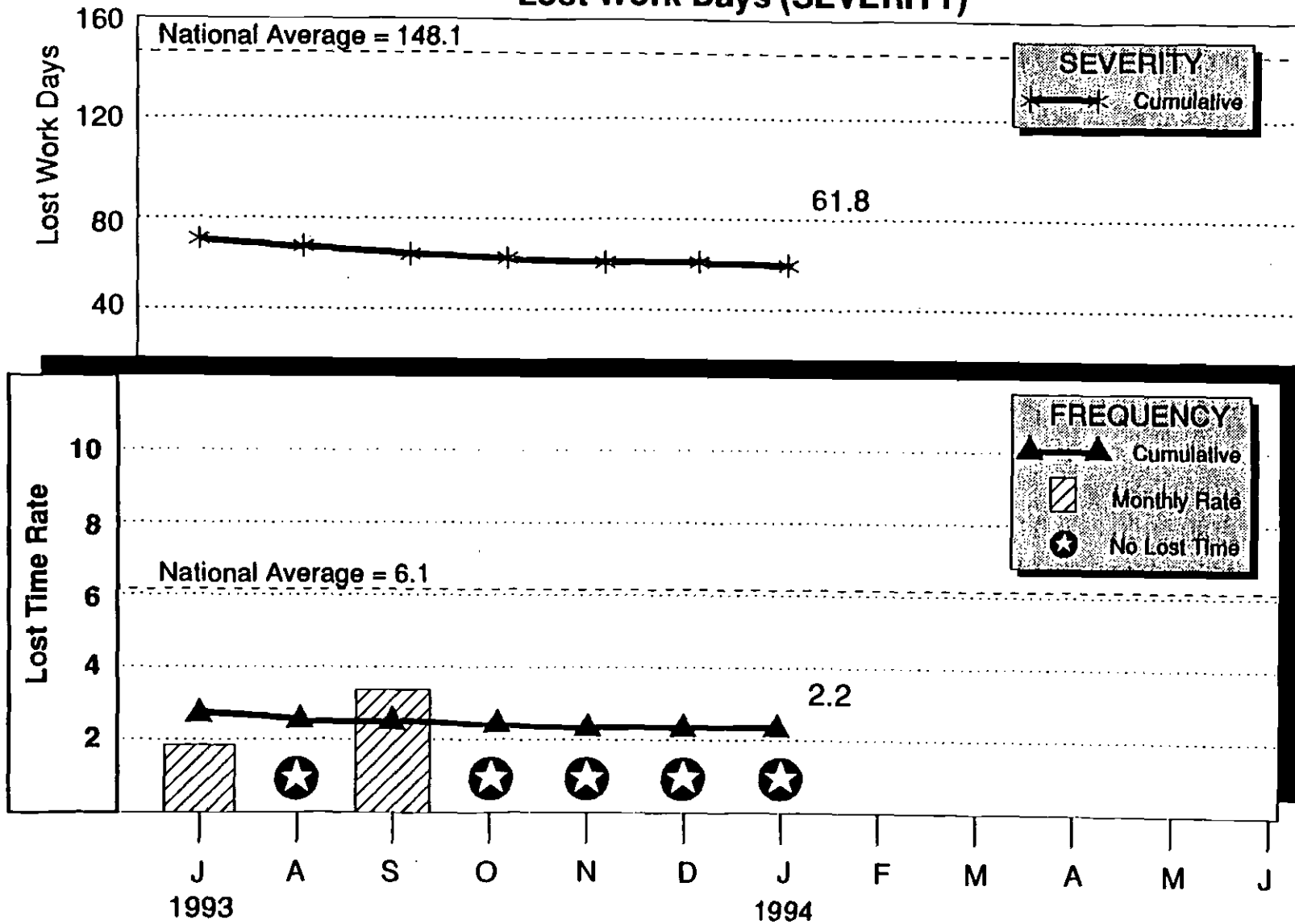
Critical Path Summary
Data Date: February 26, 1994



MGLB96 CRITICAL PATH MONTHLY 1/7/94

METRO GREEN LINE

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



LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN 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.		
C0101	Utilities & Foundations						Closed	May 92
C0110	Segmental Bridges						Closed	Mar 93
H1400	OCS	0	0	0	0	0		Jan 94
C0501	Systems Facilities Sitework	0	0	0	0			Apr 94
C0610	Trackwork - El Segundo	0	0	0	0			Apr 94
P1800	Special Trackwork	0	0	0	0			Apr 94
C0600	Trackwork I-105	0	0	0	0			May 94
C0400	Main Yard & Shop	0	0	0	0			Jun 94
H1310	Signs & Graphics	0	0	0	0	0		Oct 94
H0901	PIDS	0	0	0	0	0		Nov 94
H0831	SCADA	0	0	0	0	0		Dec 94
H0832	CTS	0	0	0	0	0		Dec 94
H0840	Fare Collection Equipment	0	0	0	0	0		Dec 94
P2020	LRV's - 15 cars	0	0	0	0	0		Dec 94
C0090	Miscellaneous Construction	0	0	0	0			Jan 95
C0100	Guideway Construction	0	0	0	0			Jan 95
C0170	ADA Elevators	0	0	0	0			Jan 95
H0900	SSCS	0	0	0	0	0		Jan 95
H1200	TPSS	0	0	0	0	0		Jan 95
C0095	Fencing/WIDS	0	0	0	0	0		Jul 95
H0889	Radios	0	0	0	0	0		Jun 95
H1100	ATC	0	0	0	0	0		Feb 97

INVOICE PROCESSING

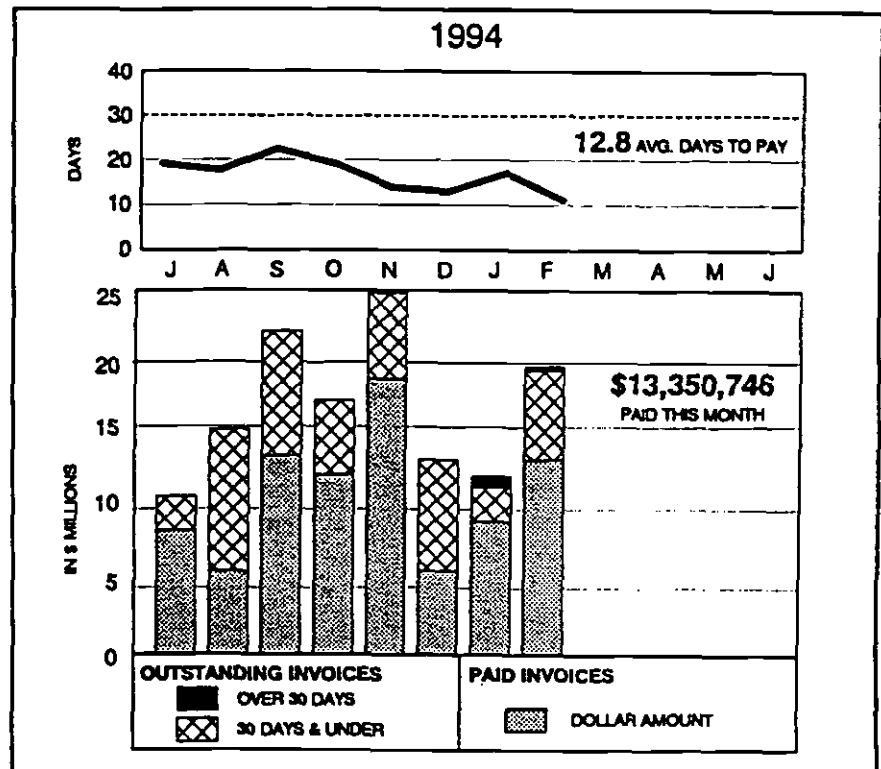
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.8 days.

- 6 invoices were paid for a total value of \$13,350,746.

- There were 13 outstanding Construction or Procurement invoices under 30 days old for \$5,951,401.

- There were 3 outstanding Construction or Procurement invoices over 30 days old for \$351,631.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	7	5,020,676	0	0	24	586,112	6	193,089
NOV 1993	14	5,860,591	0	0	28	2,375,611	8	244,068
DEC 1993	20	7,608,796	0	0	39	3,424,781	16	307,785
JAN 1994	12	2,365,951	2	826,899	33	1,579,561	29	1,156,866
FEB 1994	13	5,951,401	3	351,631	28	4,108,211	32	347,652

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

0	Open. Action still required.
■	Completed or Not Applicable

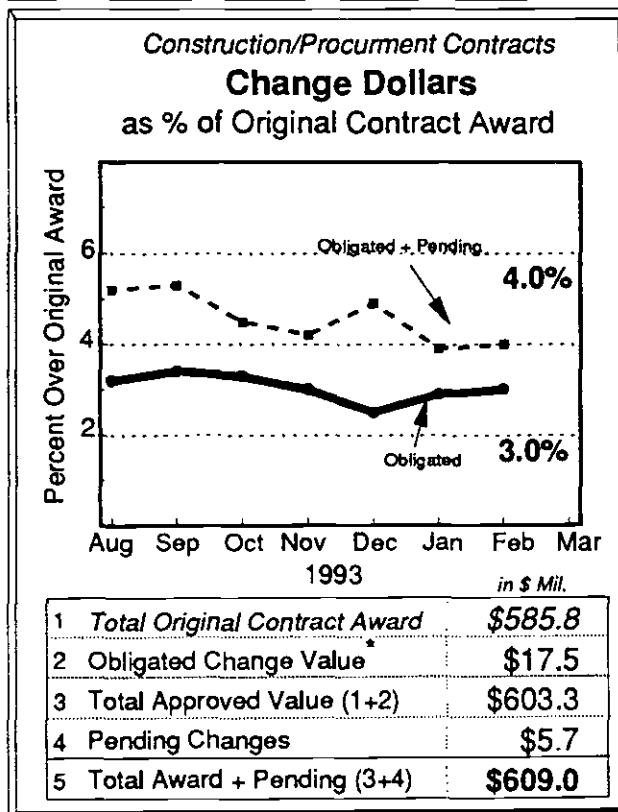
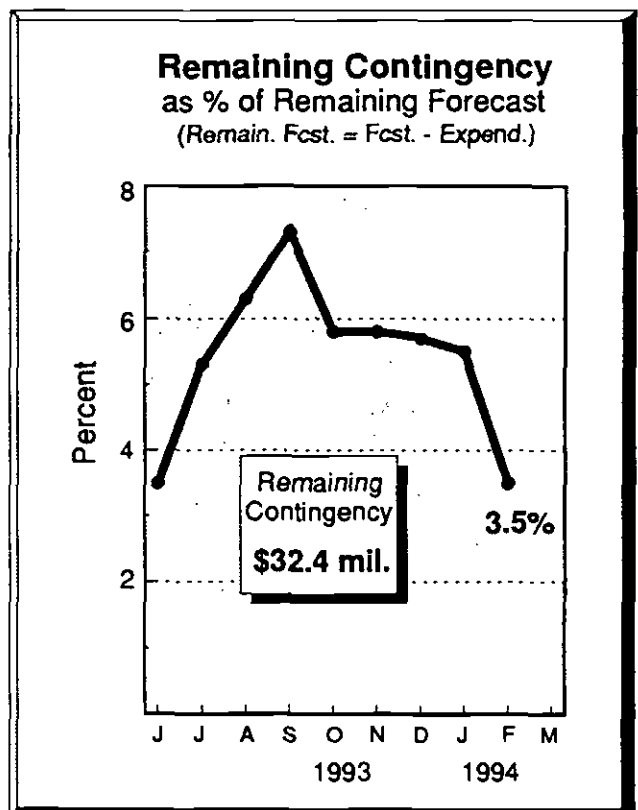
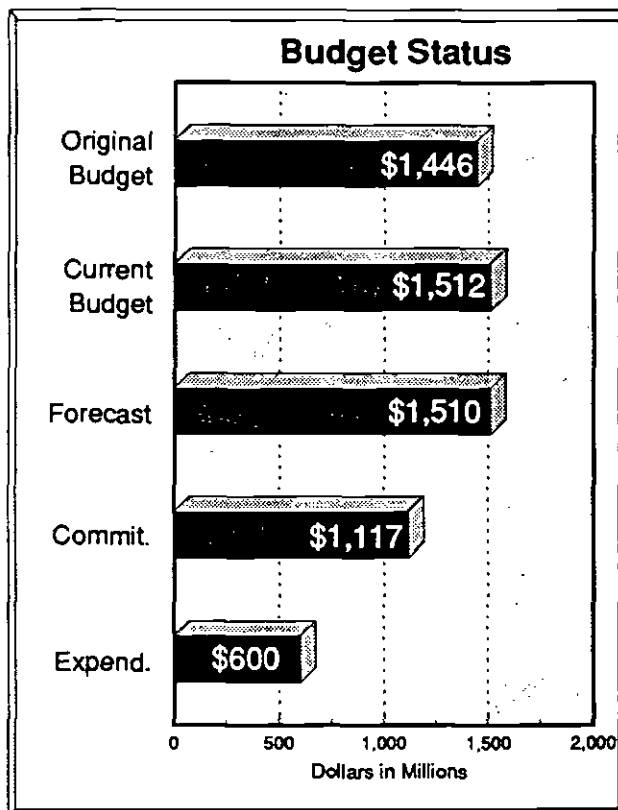
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.		
A165	7th & Flower Station	0	0	0	0	0	In litigation.	Jun 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Jun 94
A620	Automatic Train Control	0	0	0	0	■	Outstanding claims.	Apr 94
A640	Communications	0	0	0	0	0	Active contract.	Apr 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract. Option pending.	Jun 94

REMAINING ACTIVITIES

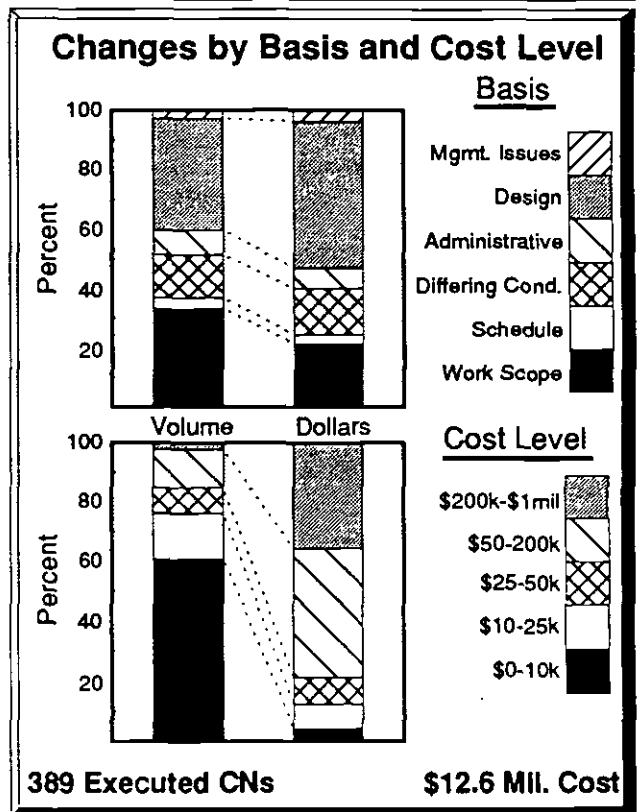
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8102941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

April 1994



AWARD APPROVAL

B760 Signs and Graphics

Employment Status

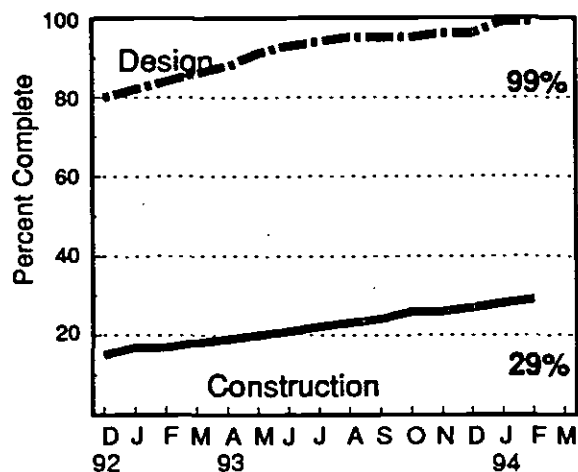
Months of Employment Provided

17,400

Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



Revenue Operation Date:

Wilshire Corridor

July 1996

Vermont/Hollywood Corridor

Sep 1998

Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

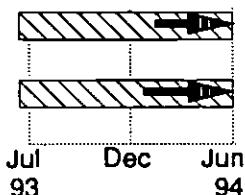
13 days ahead
B215 (posit float)
18 days ahead
B610 (posit float)

B215 Construction

Wilshire/Vermont Station

B610 Construction

Trackwork



Vermont/Hollywood

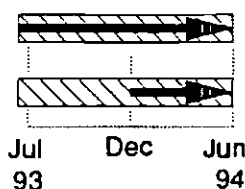
123 days behind
(negative float)

B251 Construction

Vermont/Hollywood Tunnel

B241 Construction

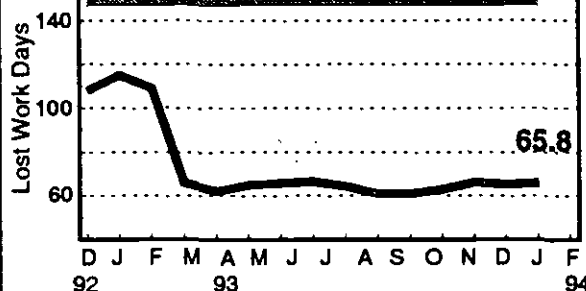
Vermont/Beverly Station



Safety

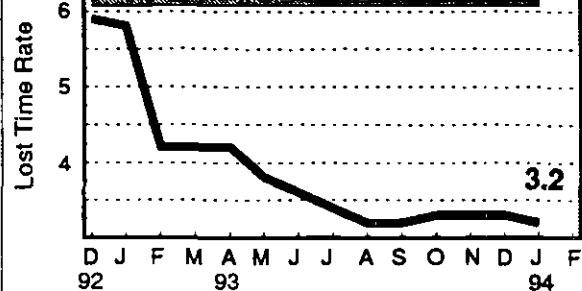
Accident Severity Rate - Cumulative

National Average = 148.1



Accident Frequency Rate - Cumulative

National Average = 6.1



R8102942.DRW

EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,510.3

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		29%

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	87	79	6	2	94
LAST MONTH	87	78	6	3	79

- There are 87 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, three temporary construction easements and two part-takes. Six additional parcels were added for temporary rights-of-entry and one temporary license.

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

EXECUTIVE SUMMARY (CON'T)

To date, there have been 79 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

AREAS OF CONCERN

ONGOING

Contract A650, Segment 2 Passenger Vehicles

Concern: The option in the Segment 1 A650 Passenger Vehicle contract for 30 additional vehicles required for the Vermont/Hollywood Corridor was not exercised by the October 1993 target date.

Action: A MTA task force was established to study the MTA Operations department concerns regarding excessive wheel wear experienced on Segment 1. This issue is in its final stage of resolution. The RCC staff will present its recommendation to exercise the option in the near future. As a precautionary measure in the event the MTA Board does not exercise the A650 option, an option was included in the scope of work for RFP #-0090 as-built specifications as a basis. Using an Information for Bid approach (IFB) will facilitate the obtaining of vehicles prior to the Vermont/Hollywood ROD.

Status: The option included in the Segment 1 A650 Passenger Vehicle contract will be reviewed at the MTA Board Meeting scheduled in April 1994. The current Segment 2 vehicle procurement and testing schedule indicates one month impact to the Vermont/Hollywood Revenue Operation Date (ROD). The impact is less than the total impact caused by Contract B251, Vermont Hollywood Tunnels.

B251, Vermont/Hollywood Tunnel - Additional Access

Concern: Projected delays to the commencement of lower station box excavation for station Contracts B241, B252, B261, and B271; and a corresponding delay to the Vermont/Hollywood ROD may result if the Contract B251 tunnel excavation delays are not mitigated.

AREAS OF CONCERN (CON'T)

Action: A potential mitigation measure is to provide additional access to the B251 contractor at the Contract B221 turnout structure. A proposed Change Notice granting additional access to the B251 contractor will be reviewed at the MTA Board meeting scheduled for March 1994.

Status: Recent analysis of the B251 Contractor's schedule shows an approximate delay to ROD of eight months rather than the six months indicated by the Contractor's current schedule. Additional schedule mitigation measures are under review.

Contract B251, Vermont/Hollywood Tunnels - Sixth and Vermont Channel

Concern: Initial drillings indicated the presence of a channel containing fill (trash, rubble, soil) and alluvium. The fill contains petroleum hydrocarbons and is located above the tunnels and the alluvium. The alluvium is not contaminated, but is wet at the upper tunnel level.

Action: Parsons-Dillingham recommended installing four additional dewatering wells to dewater the upper tunnel segment. This will facilitate mining and caisson removal operations.

Status: Two dewatering wells have been installed and two additional wells are scheduled for completion in March. This should enable the ground water to be drawn down prior to tunnel excavation at this location. It is expected that excavating through the alluvium will be slow and that this will add two or three days to the tunnel excavation duration.

RESOLVED**Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations**

Concern: Tunneling operations were halted in July 1993 due to excessive ground water.

Action: A total of 58 wells were installed. Excess Ground water was subsequently pumped to lower depths to facilitate drainage activities.

AREAS OF CONCERN (CON'T)

Status: Dewatering operations were successful. Tunneling operations resumed during the middle of February and have passed through the dewatering area. No difficulties related to excess water flow were encountered in the dewatering zone.

Contract B251, Vermont/Hollywood Tunnels - Water Influx between Station 409 and 435

Concern: High ground water along Vermont and the La Mirada Channel, up to 140 gallons per minute (gpm), were entering the tunnels and impeding excavation operations.

Action: Dewatering operations were implemented.

Status: Water flows have been reduced to approximately 20 gpm in the Vermont/La Mirada Channel (Stations 430+434); and 30 to 40 gpm in the Vermont/Santa Monica tunnel sections. These promising results effectively resolve this item as an area of concern.

Delay in Real Estate Acquisitions

Concern: There are two parcels currently being projected in the worst case scenario not to be available by the scheduled "need dates."

Action: Maintain a schedule that mitigates existing negative float.

Status: However, both of these parcels are expected to be available prior to the contractor's construction need date. Real Estate acquisition is substantially completed (90%). Therefore, this item is no longer an area of concern.

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

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

NEW NONE

ONGOING

March 1993, Financial Management Information System

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

Action: The plans for the FIS integration are in process, the company that will handle the conversion is being selected.

Status: RFP was released in late December and is scheduled to close in mid-February. The bids are being evaluated and the project is scheduled to go to the MTA Board in May.

RESOLVED NONE

KEY ACTIVITIES - FEBRUARY**Design**

- Contract B261, Vermont/Sunset Station, received approval for award from the RCC Board February 14, 1994.
- Contract B271, Hollywood/Western Station, received approval for award from the MTA Board February 2, 1994.
- The bid opening for Contract B641, Radio (design/furnish/install), was held February 24, 1994.
- Contract B648A, Communications Installation Wilshire Corridor, was advertised February 14, 1994.
- Contract B642, Public Address, was directed by the MTA Board to rebid; readvertisement will proceed on March 7, 1994. Notice to Proceed will take place in mid-May.
- Notice to Proceed were issued for the following Contracts: B610, Trackwork, February 15, 1994; B643, CCTV, February 23, 1994; and B645, SCADA, February 14, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, concluded landscape planting in the northwest corner of MacArthur Park.
- Contract B211, Wilshire/Vermont Station, Stage I, placed concrete lifts #7 and #8, concrete stairs #5 and #6 below track level, and concrete for 150' of upper track level platform slab. The remaining soldier piles required for the East Blast Relief Shaft were installed.
- Contract B215, Wilshire/Vermont Station, Stage II, completed installation of 52 of 62 requisite soldier piles.
- Contract B221, Wilshire/Normandie Station and Line, installed CMU walls at the east mezzanine level, and completed acoustical spraying at east mezzanine. Exterior walls at the station entrance, and the water main from the roof slab to the valve rooms were installed. Side structure excavation and installation of emergency exit doors in the crosspassage progressed.

KEY ACTIVITIES - FEBRUARY (CON'T)

- Contract B231, Wilshire/Western Station and Crossover, completed pouring the west fire protection valve pit. Finished placing curbs, gutters, bus pads, and an aggregate base for sidewalks on Wilshire Boulevard.
- Contract B241, Vermont/Beverly Station, relocation of traffic signals at the Vermont/Beverly and Vermont/Oakwood intersections is proceeding.
- Contract B251, Vermont/Hollywood Tunnels, completed excavation of crosspassages 21, 22, 24 and 26; proceeded with the installation of precast segments, underpinning at West Sixth Street, and tunnel excavation of the VAR and VAL tunnels. Final dewatering procedures continue on both the Vermont and Hollywood Corridors. Tunneling operations have passed through the critical dewatering area.
- Contract B252, Vermont/Santa Monica Station, continued site mobilization activities including site clearing work, telephone wiring, waterline installation, and drilling of observation wells.
- Contract B281, Hollywood Vine Station, held initial construction, security, cost and scheduling meetings and began site mobilization activities.
- Review and approval of contractor submittals are underway for Contract B611, Running Rail, Contract B612, Contact Rail and Coverboard, Contract B614, Special Trackwork, Contract B616, Special Direct Fixation Fasteners, Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; Contract B631, Traction Power Installation, and Contract B710, Elevators and Escalators.
- Contract B740, Ventilation Equipment, fabrication, assembly and fans and related equipment for Contracts B221 and B231 were completed. Delivery of the equipment to the B231 station was accomplished.
- Contract B745, Air Handling & TPSS Fans, the Contracts B221 and B231 air handlers and TPSS fans were delivered to the contractor. The B231 TPSS fans were successfully installed at Contract B231.
- Contract B760, Signs and Graphics, bid opening was rescheduled to March 15, 1994 with a Notice to Proceed scheduled for May 16, 1994.

KEY ACTIVITIES - FEBRUARY (CON'T)

- Contract B761, Illuminated Signs and Edge Lights Procurement, a factory site visit and Manufacturing Progress Review meeting was held in Vancouver, B.C. and Kent, Washington on February 17 through 18, 1994.
- Contract B795, Uninterruptible Power Supplies, entered the submittal and review process in February.

KEY ACTIVITIES - PLANNED FOR MARCH

Design

- Contract B261 is scheduled to receive approval for award from the MTA March 23, 1994.
- Contract B271 will receive Notice to Proceed March 14, 1994.
- Contract B641, Radio, is expected to receive approval for award from the RCC Board March 14, 1994, and MTA approval March 23, 1994.
- Contract B642, Public Address (procurement), will be readvertised March 7, 1994; the prebid meeting is scheduled for March 17, 1994; and the bid opening is expected to be held March 31, 1994.
- The prebid meeting for Contract B648A is planned for March 10, 1994.
- The bid opening for Contract B760, Signs & Graphics (design/supply), is planned for March 16, 1994, with the bid report completing March 18, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue the installation of irrigation lines in the southwest corner of MacArthur Park, final painting and touch-up to doors and door frames, and installation of mechanical and electrical equipment and wire in the pocket track structure.
- Contract B211, Wilshire/Vermont Station, Stage I, continue with formwork and rebar for plenum structures; begin excavation of east Blast Relief Shaft.
- Contract B215, Wilshire/Vermont Station, Stage II, continue installation of soldier piles; continue excavation of the entrance area.
- Contract B221, Wilshire/Normandie Station and Line, complete installation of CMU walls at east mezzanine and continue installation of CMU walls at west ancillary level. Complete acoustical spray at the platform level and continue side structures activities.

KEY ACTIVITIES - PLANNED FOR MARCH (CON'T)

- Contract B231, Wilshire/Western Station, continue installation of ceramic floor tile at mezzanine and platform levels, ductwork and accessories, doors and hardware throughout the station. Continue backfill activities and placement of concrete paving, curbs and gutters.
- Contract B241, Vermont/Beverly Station, awaiting arrival of soldier piles and pile auger machine.
- Contract B251, Vermont/Hollywood Tunnel, continue production of precast segments, tunnel excavation, and maintenance of the dewatering system.
- Contract B252, Vermont/Santa Monica Station, continue installation of ATSAC conduit, waterline relocation activities, and drilling of observation wells.
- Continue review and approval of submittals for Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; and Contract B631, Traction Power Installation, continue review and approval of submittals. Contract B710, Elevators and Escalators, EMC to continue review of elevator shop drawings. Contract B740, Ventilation Equipment, continue review of the Contract B215 submittals. Contract B795, Uninterruptible Power Supplies, continue review and approval of submittals.
- Contract B745, Air Handling & TPSS Fans, accept delivery of the sound dampers.
- Contract B761, Illuminated Signs and Edge Lights Procurement, accept first delivery of edgelights, conduct the B231 Readiness Review meeting on March 16, 1994; and complete the review of alternate design options for the station pylon.

**RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT
WITH NEW REQUIREMENTS**

Project: R81 METRO RED LINE - SEGMENT 2

Period: Jan 28, 1994 to Feb 25, 1994
Run Date: Mar 11, 1994
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	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	932,864	-58,095	681,757	-49,307	353,244	12,757	327,690	13,210	940,013	7,149
S PROFESSIONAL SERVICES	289,150	0	354,803	15,084	308,175	9,181	193,944	9,181	193,944	6,030	353,540	-1,262
R REAL ESTATE	79,827	0	83,568	0	75,176	176	68,010	176	68,010	0	86,860	3,292
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	29,796	0	19,302	445	7,159	445	7,159	0	28,545	-1,250
D SPECIAL PROGRAMS	2,044	0	4,402	-476	557	0	389	0	389	0	5,340	938
C PROJECT CONTINGENCY	145,743	0	40,999	0	0	0	0	0	0	-19,241	32,432	-8,566
A PROJECT REVENUE	0	0	0	0	0	0	-181	0	-181	0	-300	-300
TOTAL PROJECT	1,446,432	0	1,446,432	-43,486	1,064,968	-39,502	626,563	22,561	607,612	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	55,024	-68	28,179	-406	0	0	0	-3,033	50,634	-4,390
S PROFESSIONAL SERVICES	0	0	8,225	26	4,491	54	3,969	54	3,969	0	8,226	0
R REAL ESTATE	0	0	0	0	1	-1	-4	-1	-4	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	23	12	12	12	12	0	20	20
C PROJECT CONTINGENCY	0	0	2,000	0	0	0	0	0	0	3,000	5,000	3,000
TOTAL NEW REQUIREMENTS	0	0	65,249	-41	32,695	-340	3,976	65	3,976	-33	63,880	-1,369
GRAND TOTAL	1,446,432	0	1,511,681	-43,529	1,117,663	-39,843	626,563	22,627	600,989	-33	1,510,312	-1,369

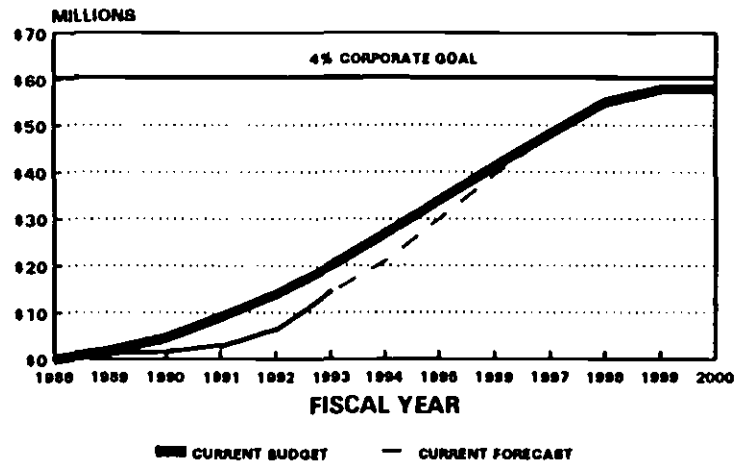
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

RAIL CONSTRUCTION CORPORATION
METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

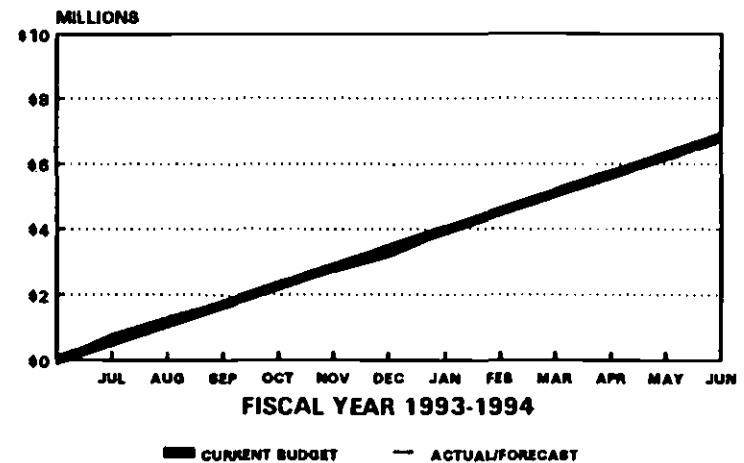
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$513,455	77%	\$245,416	37%	\$229,381	34%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$87,732		\$52,277		\$46,932	
STATE	\$185,129	\$133,000	\$135,410	73%	\$133,000	72%	\$133,000	72%
MTA	\$440,303	\$148,954	\$264,213	60%	\$96,842	22%	\$102,199	23%
CITY OF LA	\$96,000	\$49,600	\$57,998	60%	\$43,317	45%	\$39,902	42%
BENEFIT ASSESS.	\$58,000	\$0	\$26,159	45%	\$26,159	45%	\$0	0%
COST OVERRUN ACCOUNT (2)	\$0	\$19,635	\$0	0%	\$0	0%	\$0	0%
BENEFIT ASSESS. SHORTFALL (3)	\$0	\$0	\$0	0%	\$0	0%	\$26,159	
TOTAL	\$1,446,432	\$948,842	\$1,084,967	75%	\$597,011	41%	\$577,573	40%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$2,480	41%	\$373	6%	\$373	6%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$30,216	51%	\$3,605	6%	\$3,605	6%
GRAND TOTAL	\$1,511,682	\$948,842	\$1,117,663	74%	\$600,989	40%	\$581,551	38%
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992. (2) The Cost Overrun Account includes CAPRA funds only. (3) The current Benefit Assessment District revenue shortfall is being funded by MTA. (4) Expenditures are cumulative through January 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

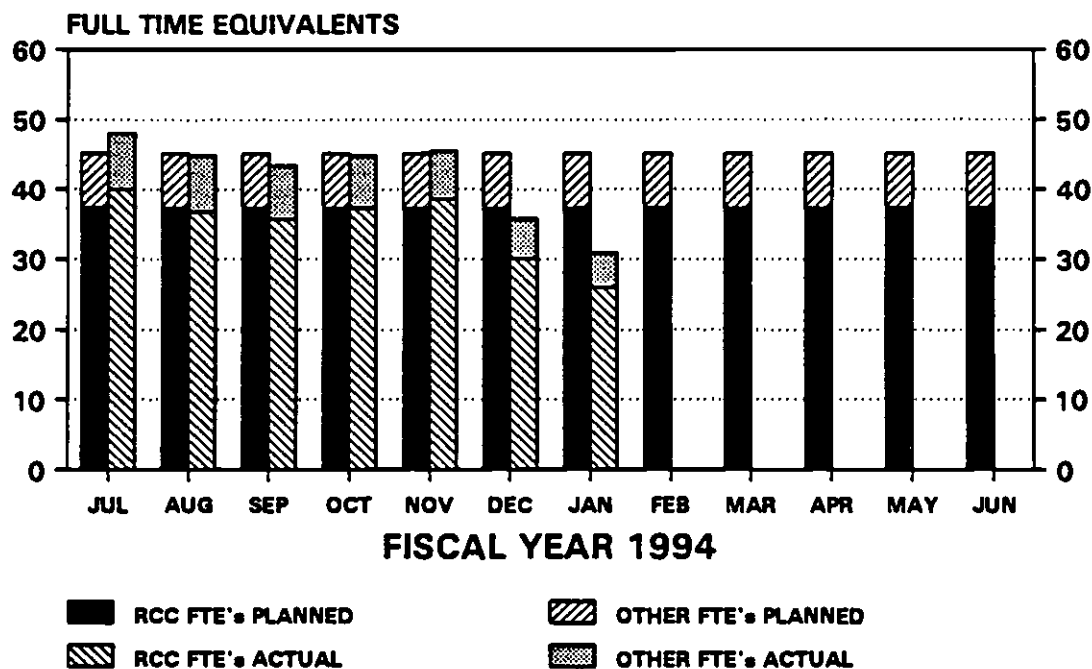
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FORECAST % OF TOTAL PROJECT	3.9%
ACTUAL THROUGH FY 93	\$ 14,686

FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$6,666
BUDGET PLAN TO DATE	\$3,987
ACTUAL TO DATE	\$3,961

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'94 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	37
RCC FTE's ACTUAL	26
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	31

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

**R81 - Metro Red Line Seg-2
PROJECT CHANGE VALUES ONLY**

**PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**

AS OF 02/11/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE*	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E. (B + D)	F. (I)	G. (B + F)	H. (2)	I.	J.	K. (D - F)	L. (3)	M. (K - L)	N.	O.
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,242,028	\$49,818,802	11.8%	59%	98%	\$3,680,098	(\$242,219)	\$3,922,317	56%	11.2%
B211	\$39,487,177	13%	\$4,958,819	\$44,445,996	\$1,927,335	\$46,314,512	4.7%	37%	88%	\$3,131,483	\$77,061	\$3,054,422	38%	4.8%
B216	\$28,172,300	10%	\$2,817,230	\$28,789,530	\$8,000	\$28,180,300	0.0%	0%	0%	\$2,609,230	\$0	\$2,609,230	0%	0.0%
B218	\$84,000	135%	\$86,600	\$150,600	\$80,184	\$144,184	125.3%	83%	100%	\$6,400	\$0	\$6,400	83%	125.3%
B221	\$79,912,793	14%	\$10,804,521	\$80,877,324	\$3,779,713	\$83,591,508	4.7%	35%	88%	\$7,085,818	\$2,788,885	\$4,296,933	80%	8.2%
B229	\$867,428	10%	\$86,742	\$1,053,170	\$5,000	\$862,428	0.6%	5%	0%	\$80,742	\$5,000	\$85,742	10%	1.0%
B231	\$53,845,201	10%	\$5,384,520	\$59,009,721	\$3,018,497	\$56,864,888	5.6%	58%	87%	\$2,345,023	\$1,029,423	\$1,315,600	75%	7.6%
B241	\$40,967,557	10%	\$4,095,756	\$45,063,313	\$0	\$40,967,557	0.0%	0%	0%	\$4,095,756	\$0	\$4,095,756	0%	0.0%
*B251	\$124,233,157	10%	\$12,423,315	\$138,656,472	\$3,114,095	\$127,347,262	2.5%	25%	28%	\$9,308,220	\$1,184,283	\$8,114,927	35%	3.5%
B252	\$50,979,831	11%	\$5,951,158	\$56,730,789	\$0	\$50,979,831	0.0%	0%	0%	\$5,951,158	\$0	\$5,951,158	0%	0.0%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$89,550	8.7%	87%	100%	\$250	\$0	\$250	87%	8.7%
B281	\$49,287,000	12%	\$5,914,440	\$55,201,440	\$0	\$49,287,000	0.0%	0%	0%	\$5,914,440	\$0	\$5,914,440	0%	0.0%
B288	\$75,478	14%	\$10,522	\$87,100	\$9,945	\$88,323	12.8%	83%	100%	\$777	\$0	\$777	83%	12.8%
B289	40	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B511	\$2,719,048	10%	\$271,905	\$2,990,954	\$0	\$2,719,048	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	***%
*B512	\$3,984,355	10%	\$398,438	\$4,383,793	\$0	\$3,984,355	0.0%	0%	0%	\$398,438	\$0	\$398,438	0%	0.0%
*B514	\$2,848,828	10%	\$284,883	\$2,911,512	\$0	\$2,848,828	0.0%	0%	0%	\$284,883	\$18,000	\$249,883	8%	0.6%
*B516	\$758,958	10%	\$75,895	\$835,541	\$0	\$758,958	0.0%	0%	0%	\$75,895	\$0	\$75,895	0%	0.0%
*B520	\$18,031,285	13%	\$2,328,033	\$20,357,288	\$11,000	\$18,042,288	0.1%	0%	0%	\$2,316,033	(\$42,367)	\$2,357,400	-1%	-0.2%
*B530	\$6,157,150	10%	\$615,715	\$6,772,865	\$77,584	\$6,234,734	1.3%	13%	0%	\$538,131	\$282,414	\$820,545	60%	6.0%
B531	\$4,487,185	10%	\$448,717	\$4,935,902	\$0	\$4,487,185	0.0%	0%	0%	\$448,717	\$0	\$448,717	0%	0.0%
*B544	\$3,280,888	12%	\$435,017	\$3,590,005	\$0	\$3,280,888	0.0%	0%	0%	\$435,017	\$0	\$435,017	0%	0.0%
*B546	\$2,547,788	10%	\$254,777	\$2,802,565	\$0	\$2,547,788	0.0%	0%	0%	\$254,777	\$0	\$254,777	0%	0.0%
B548B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,982	18%	\$2,715,277	\$17,158,259	\$0	\$14,442,982	0.0%	0%	0%	\$2,715,277	\$170,000	\$12,545,277	8%	***%
*B740	\$10,528,288	10%	\$1,052,827	\$11,578,895	\$143,400	\$10,689,688	1.4%	14%	22%	\$989,227	\$72,057	\$837,170	20%	2.0%
*B745	\$1,808,391	40%	\$828,138	\$2,633,517	\$184,024	\$12,002,405	10.7%	24%	20%	\$831,112	\$287,507	\$343,605	58%	75.6%
*B781	\$3,228,672	10%	\$322,667	\$3,549,339	\$0	\$3,228,672	0.0%	0%	0%	\$322,667	\$101,400	\$221,267	31%	3.1%

[*] Costs shared with other projects. Costs shown are for R81 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % Increase over original award (3) Logged contract changes ONLY

COSTS SHOWN ARE FOR
PROJECT R81 ONLY.

R81 - Metro Red Line Seg-2
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 02/11/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT + ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(I)	G.(B+F)	H.(J)	I.	J.	K.(D-F)	L.(J)	M.(K-L)	N.	O.
*B795	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	0%	\$200,468	\$0	\$200,468	0%	0.0%
	\$585,831,111	12%	\$71,420,875	\$657,251,786	\$17,518,865	\$603,350,877	3.0%	25%	27%	\$53,900,908	\$5,748,444	\$48,154,365	33%	4.0%

II - AFE increase required

I - AFE increase MAY be required to cover pending changes.

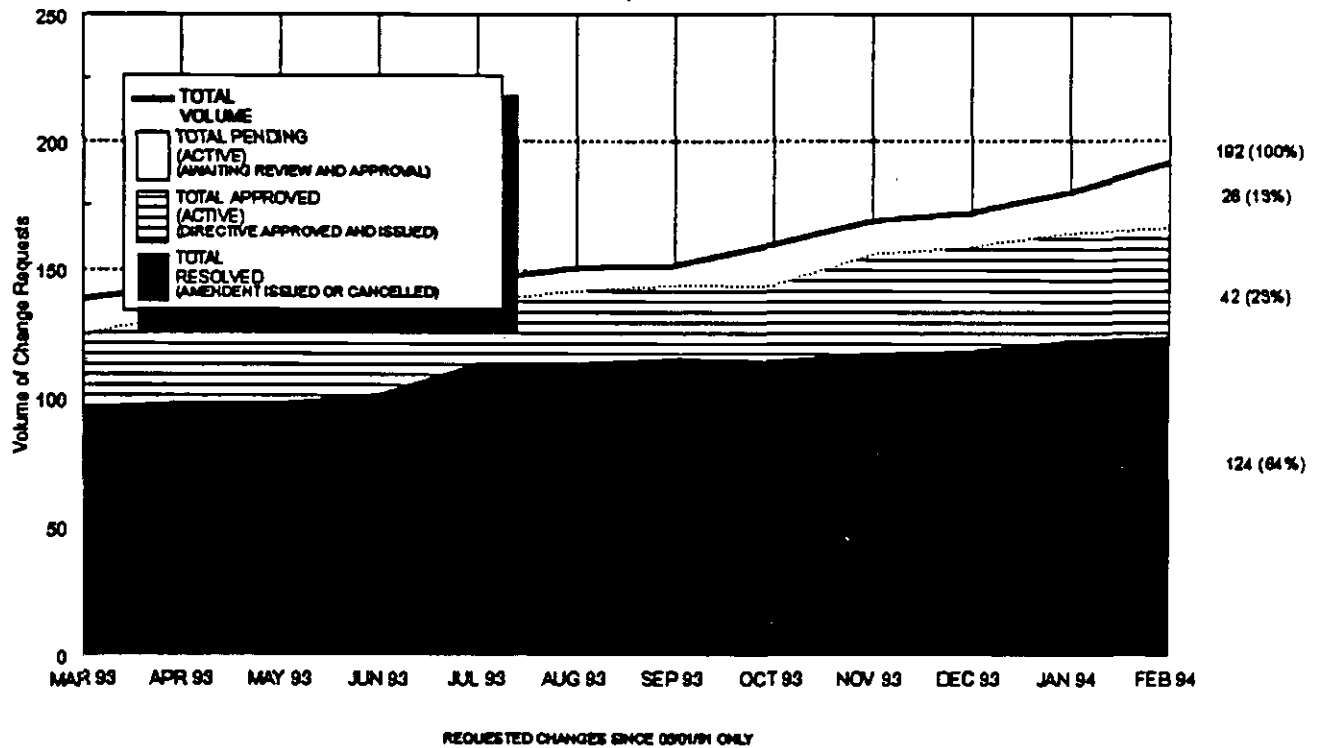
[*] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % increase over original award [3] Logged contract changes ONLY

R81 - Metro Red Line Seg-2
REV 1 0 01/28/94 lss

PAGE 2

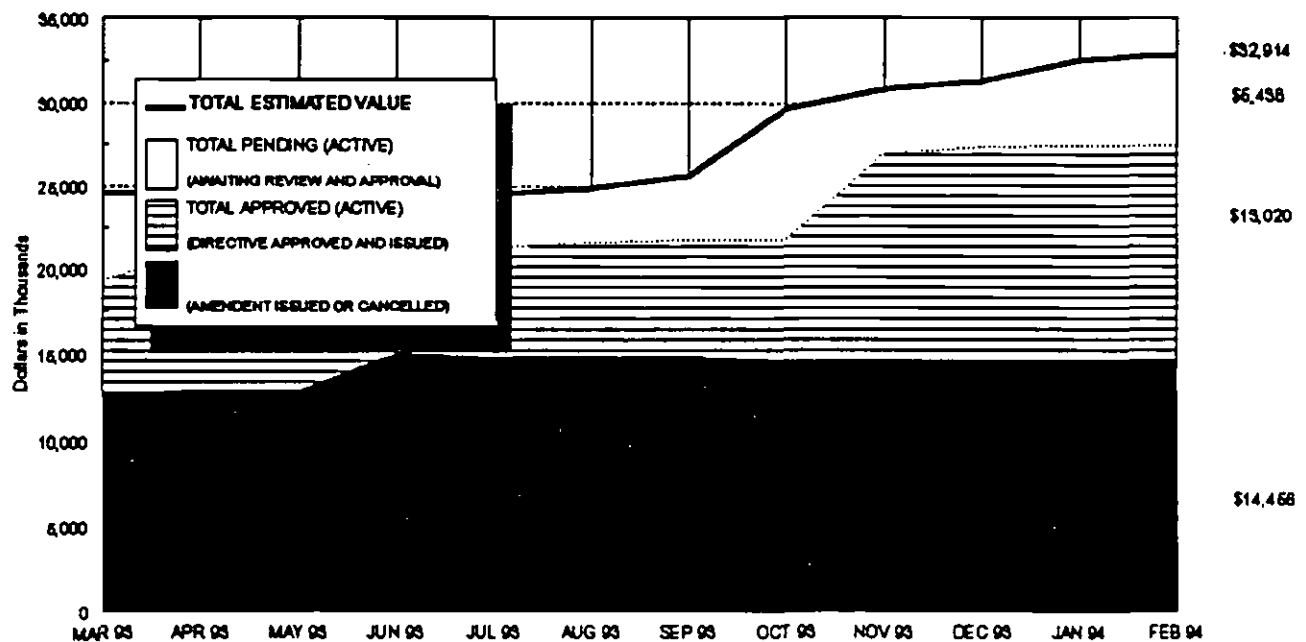
T RUBIO
PROJECT VALUE SUMMARY 02/11/94

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

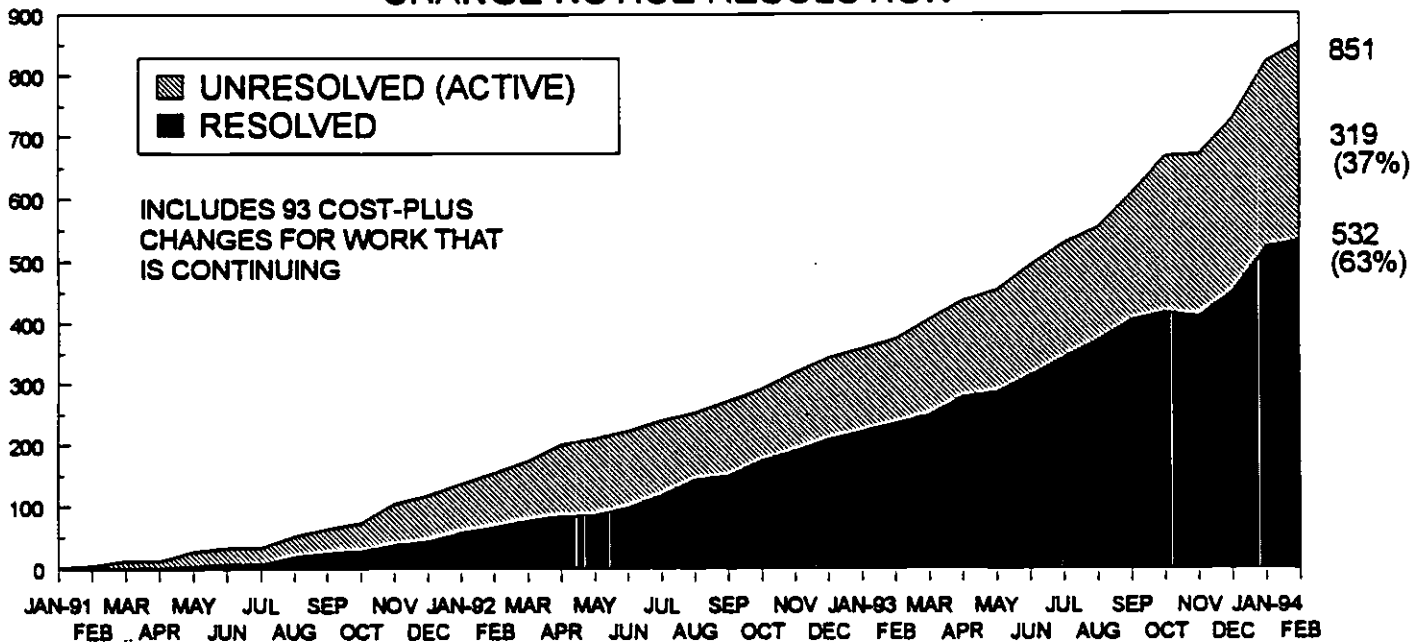


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	11	7	8	44	68
PERCENT	16%	10%	9%	65%	100%

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



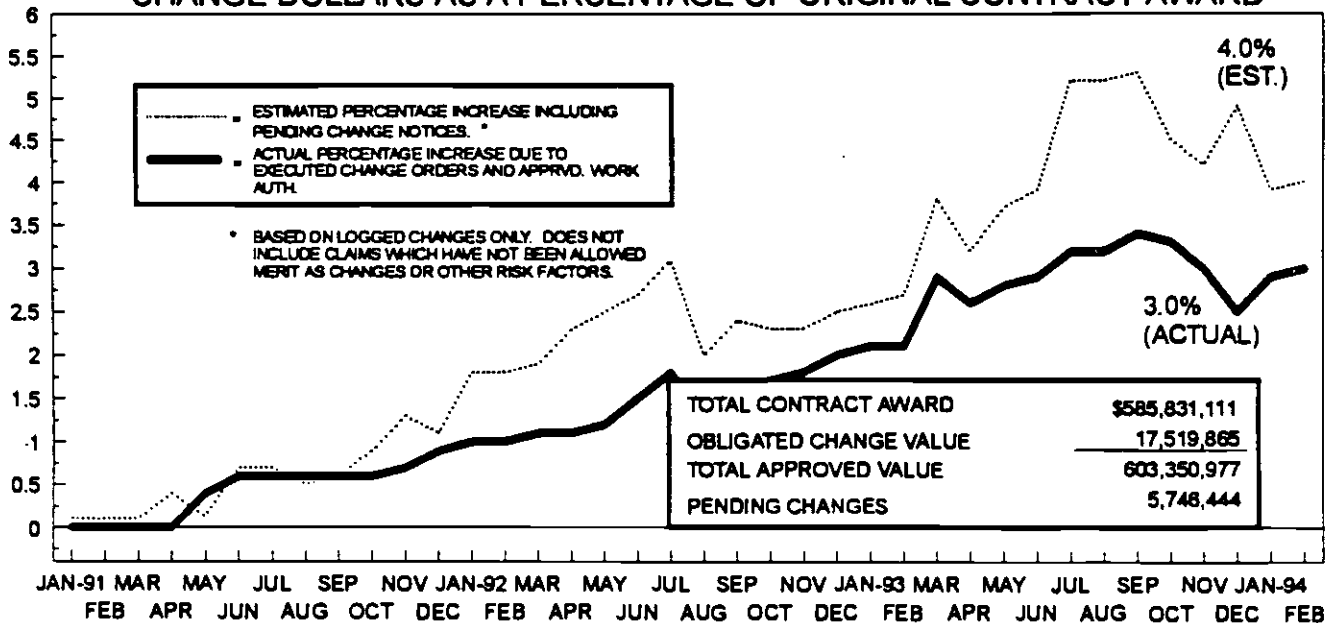
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	118	28	23	150	319
PERCENT	37%	9%	7%	47%	100%

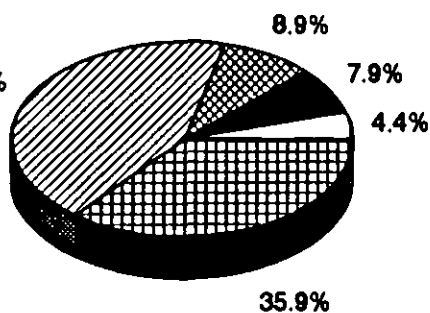
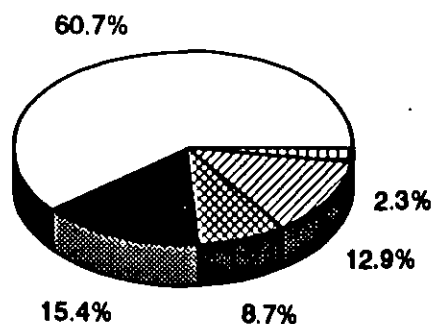
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 02/11/94

COST LEVEL

Total Cost: \$12,651,426*

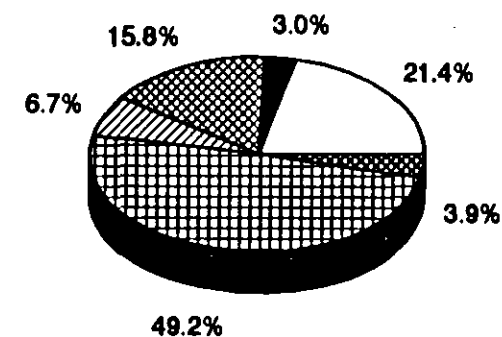
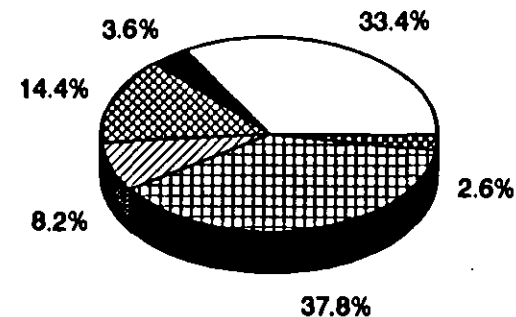


Legend

Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total Volume: 389 CN's

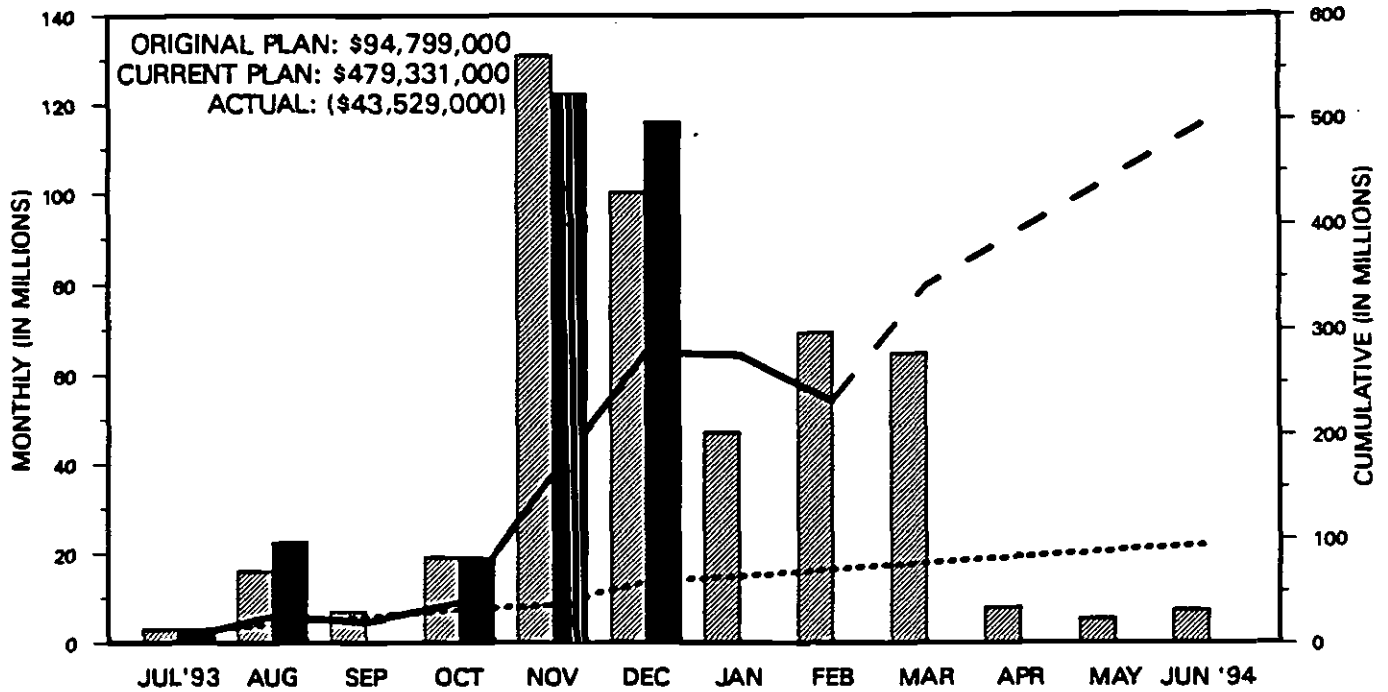


* INCORPORATES SOME SEGMENT 3 COSTS

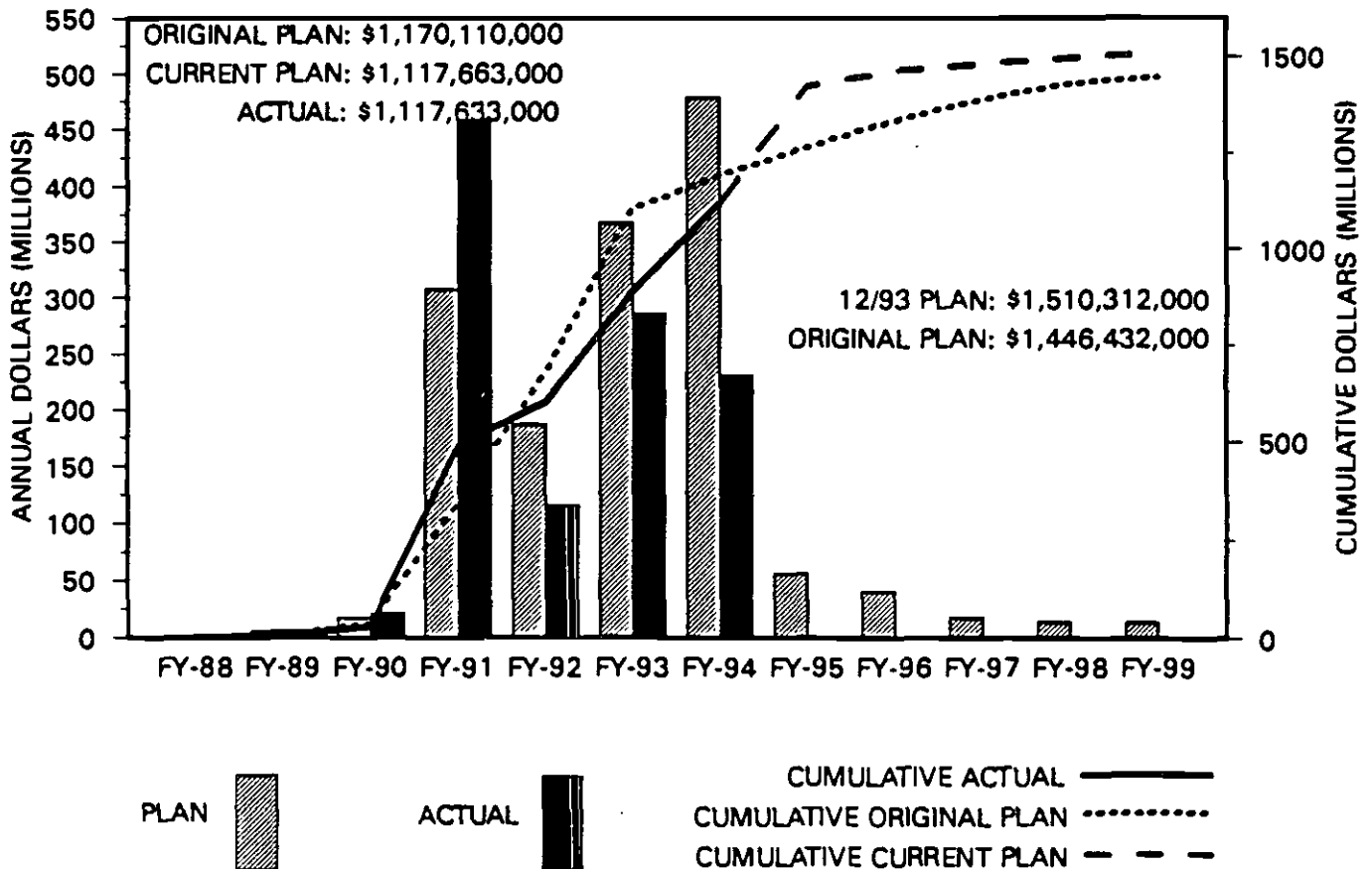
VOLUME

DOLLARS

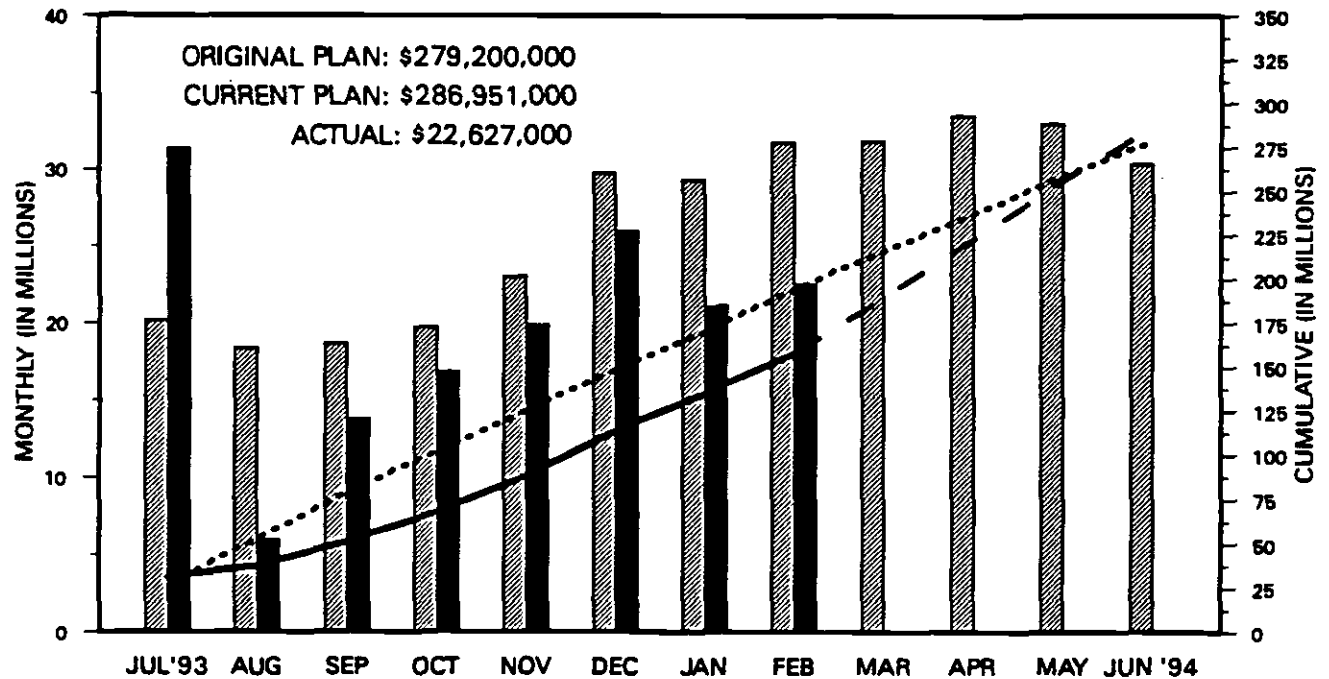
ANNUAL PROJECT COMMITMENTS (FY '94)



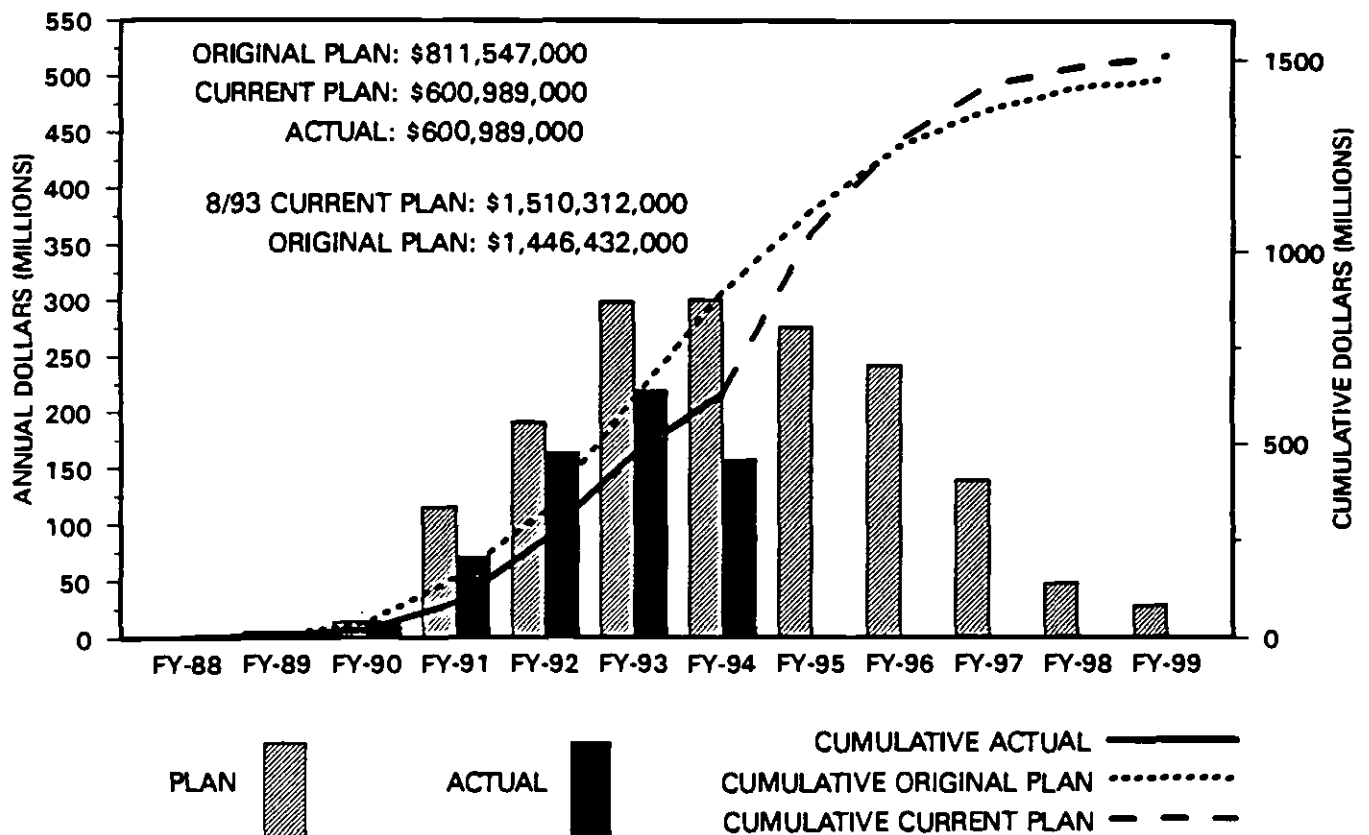
TOTAL PROJECT COMMITMENTS



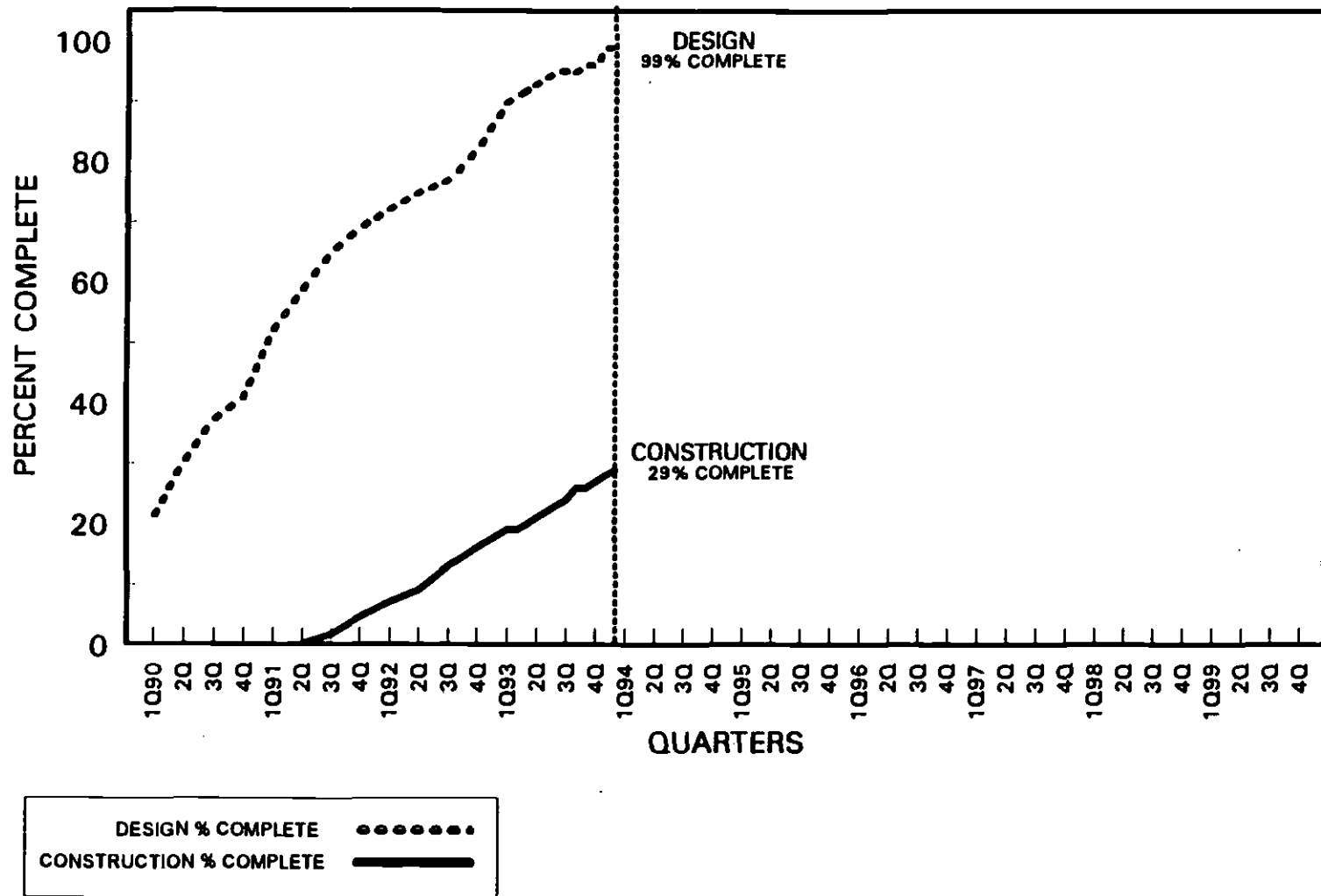
ANNUAL PROJECT CASHFLOW (FY '94)

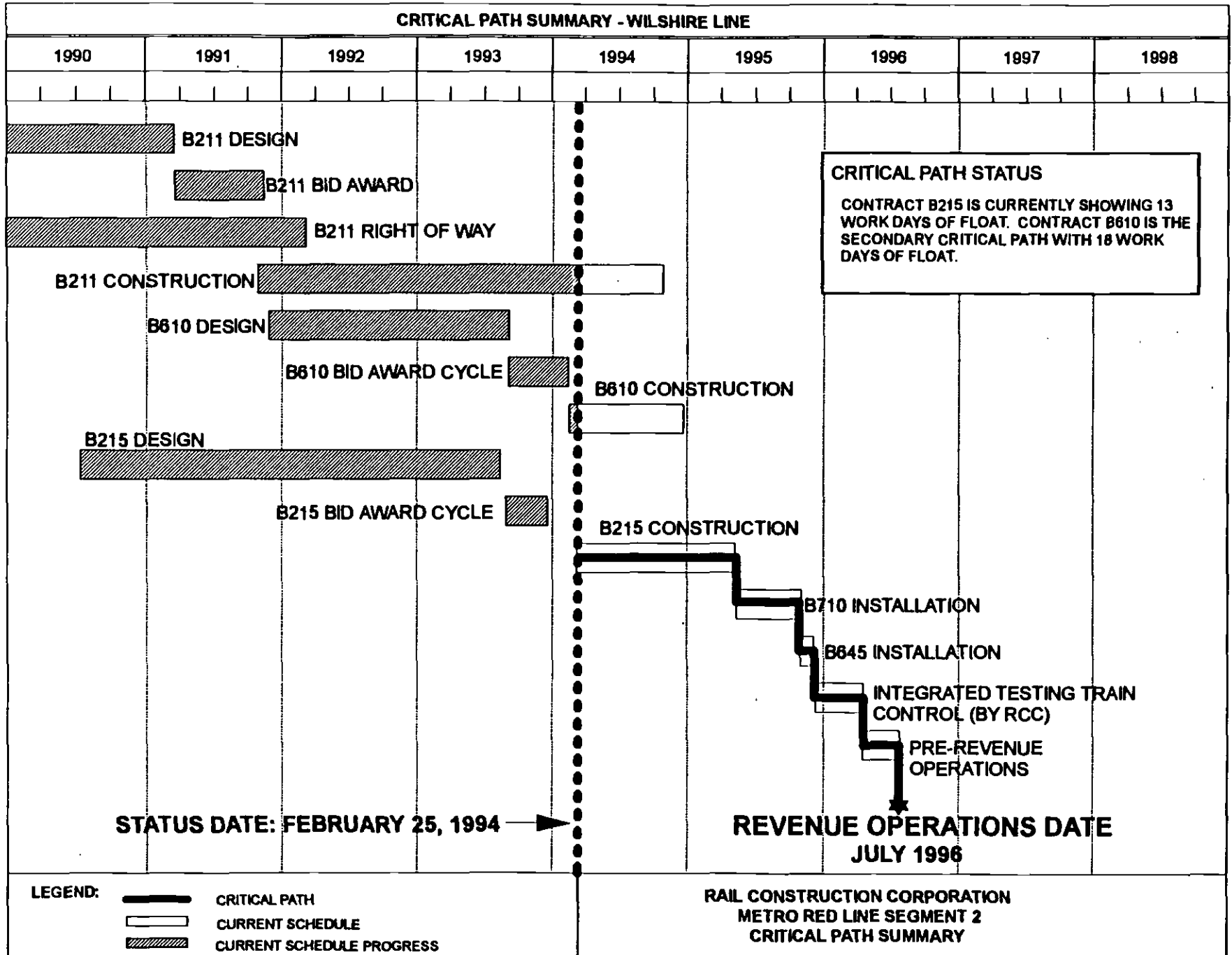


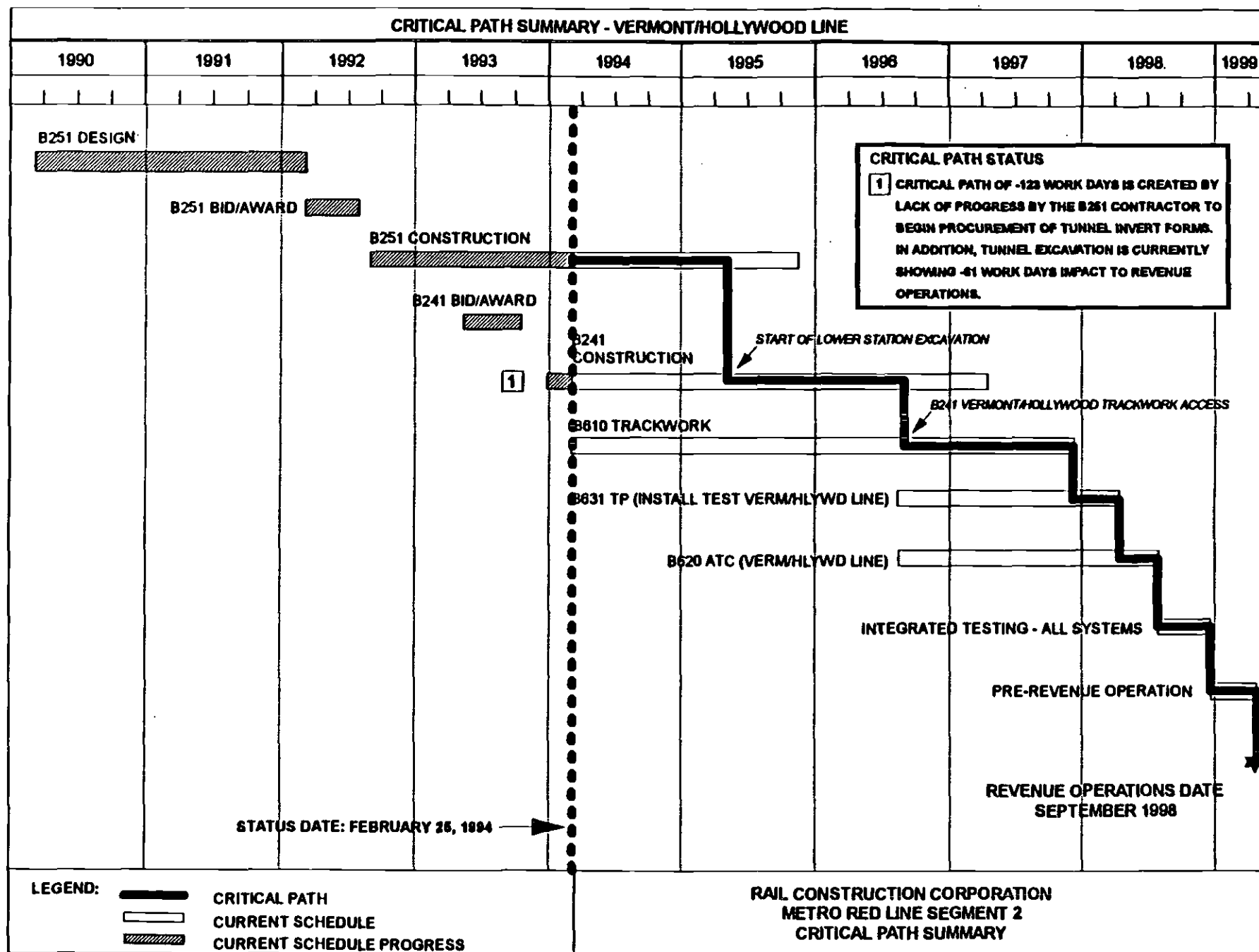
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

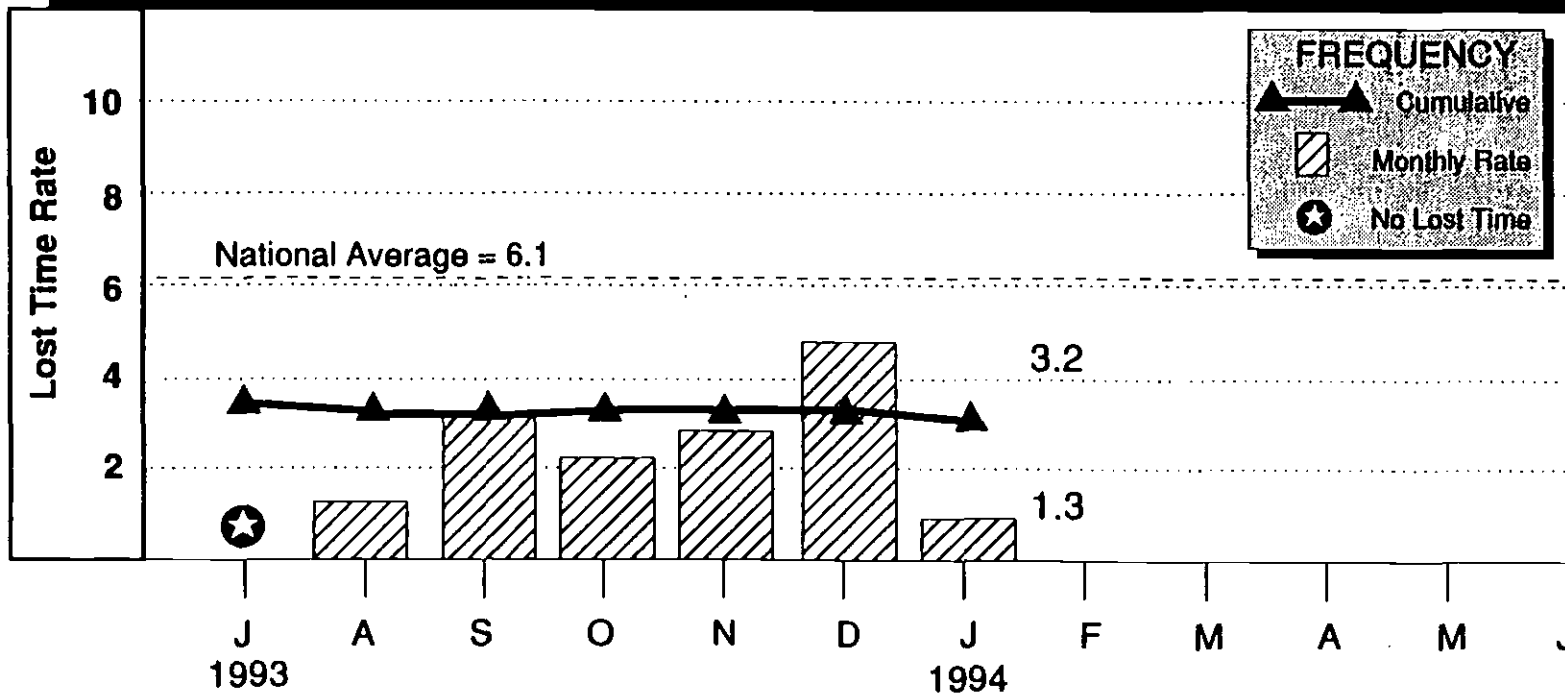
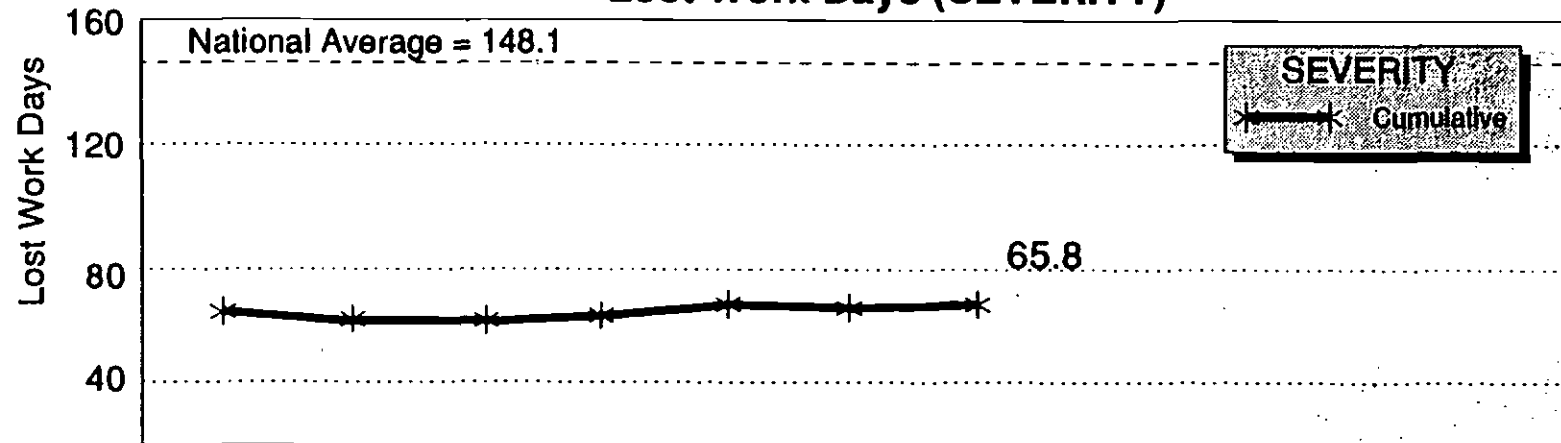






METRO RED LINE SEGMENT 2

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



INVOICE PROCESSING

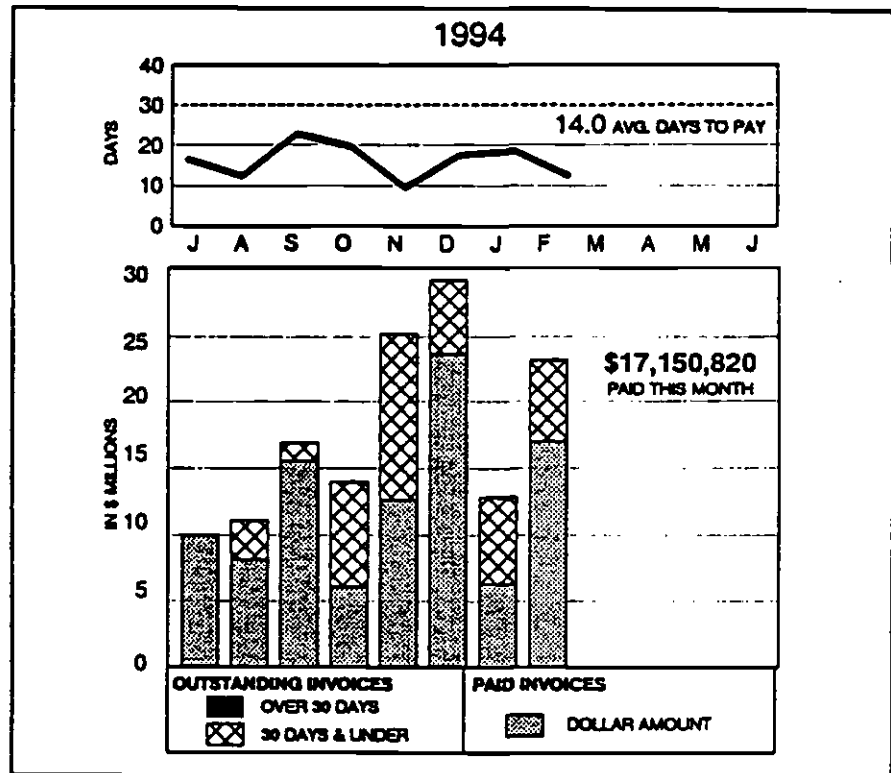
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 14.0 days.

- 20 invoices were paid for a total value of \$17,150,820.

- There were 9 outstanding Construction or Procurement invoices under 30 days old for \$6,141,796.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$14,583.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	5	7,943,120	0	0	24	4,936,370	1	100,253
NOV 1993	11	12,540,751	0	0	35	5,492,472	5	200,684
DEC 1993	18	5,643,498	0	0	23	8,321,416	10	403,027
JAN 1994	9	6,559,574	2	34,641	34	1,924,263	9	402,019
FEB 1994	9	6,141,796	1	14,583	32	3,695,497	11	461,592

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION**

OVERVIEW

Notice to Proceed for a limited scope of work was issued to the Section Designer for Contract C0321, Universal City Station, on February 21, 1994. The Los Angeles County Metropolitan Transportation Authority (LACMTA) reached an agreement with MCA, Inc., the owner of Universal Studios, on February 23, 1994, regarding modifications to the Revised Adopted Station. Once a full Notice to Proceed to the Section Designer has been granted, the Section Designer may proceed with potential changes to the scope of work which includes the addition of a subterranean pedestrian tunnel under Lankershim Boulevard and two portals on the east side of Lankershim Boulevard. Proceeding with the Revised Adopted Plan will also expand the construction scope of work for Contract C0326, Universal City Roadways Design, to include additional roadway improvements for traffic mitigation. Real Estate certification efforts should be given higher priority; along with revisions of the Environmental Impact Statement report (EIS), and an enhanced traffic mitigation plan for the adopted site. A revised scope of work and schedule is anticipated to be available toward the end of April 1994 which will include the design and construction requirements associated with the Revised Adopted Station agreement with MCA.

The final submittal for Contract C0301, Hollywood/Highland Station and tunnel finishes through Station 630+00, was submitted on February 14, 1994. The prefinal design was completed for Contract C0311, Tunnel Line Section from 630+00 to Universal City (including tunnel concrete work to Station 613+00) on February 15, 1994. The C0351, North Hollywood Station with Crossover and Tailtrack, in-progress Design Submittal was changed from February 25, 1994 to March 21, 1994 at the Section Designer's request due to the January 17, 1994 earthquake.

Three contracts were issued Notice to Proceed: Contract B610, Trackwork, was granted Notice to Proceed on February 15, 1994; Contract B643, Closed Circuit Television on February 23, 1994 and Contract B645, TRACS on February 14, 1994. Contracts B643 and B645 will have a later phase and Notice to Proceed for Segment 3.

EXECUTIVE SUMMARY (CON'T)

DESIGN

Facilities Design for the North Hollywood Extension was 64% complete versus 72% planned. The changes in the scope of Contract C0301, Hollywood/Highland Station; and Contract C0311, Tunnel Line from 630+00 to Universal City, are being incorporated into the design schedule. Possible scheduling delays to Contract C0321, Universal City Station, are being evaluated.

CONSTRUCTION

Mobilization activities progressed on the Contract C0331, Line Section North Hollywood Station to Universal City Station, construction site.

Key studies completed during the month of February included: Contract C0311 Ventilation Shaft Construction Traffic Analysis; Contract C0311 Department of Water & Power access road development; and the Hollywood Construction Impact Program (HCIP) for the Hollywood/Highland Station.

Key studies underway are: Contract C0311, Ventilation Shaft, alternative design criteria analysis; Universal City Contracts repackaging and scope changes; and the environmental (EIR) addendum development for the C0301 scope of work on MacCadden Place.

COST

Forecasted costs for North Hollywood remain at \$1.31 billion. An increase in the Project Contingency of \$2.3 million is indicated primarily due to the award of Contract T10 Owner's Insurance, an adjustment to Contract S19 Project Administration; and a reduction of anticipated acquisition costs for several Contract C0321, Universal City Station, real estate parcels.

- **MID CITY EXTENSION**

GENERAL

Design of the Mid City Extension has been suspended and a reassessment study is being conducted on the proposed alignment. The reassessment is considered necessary as a result of geotechnical and environmental tests,

EXECUTIVE SUMMARY (CON'T)

required for final design, which have found significantly higher concentrations and flows of hydrogen sulfide gas than previously anticipated.

The study, due for completion in September 1994, will reassess the proposed alignment and explore safe and innovative solutions to the presence of the hydrogen sulfide (including different technologies and construction methods) and will recommend a course of action to mitigate the necessity of tunneling in the presence of the gas.

A preliminary report will be made to the RCC and MTA Boards in May 1994, and the final report is anticipated in October 1994.

COST

The Project Contingency for the Segment 3 Mid City Extension increased this period as a result of decreases in the OCIP Program forecast. Project Contingency is currently \$9.5 million.

- **EAST SIDE EXTENSION**

GENERAL

A Preliminary Engineering design package was issued for comment on January 31, 1994. To date, no formal Value Engineering studies have been performed specifically for this extension.

FEIS/FEIR/PLANNING

Efforts related to preparation and certification of FEIS/FEIR continued in February. These included: continued document field research necessary for the 106 review process to identify historic resources for the LPA; finalization of construction scenarios and a property acquisition plan with the EMC staff relating to the completion of ongoing environmental analysis; and completion of patronage analysis work. Legal overview and advice regarding alignment changes and overall environmental clearance strategy is provided on an ongoing basis.

EXECUTIVE SUMMARY (CON'T)

Work was completed on Economic Development field work and research. Efforts related to Planning and Urban Design are in progress to develop base maps and data collection were also concluded. Ongoing support for all community outreach activities and requirements continued.

PRELIMINARY ENGINEERING

The Preliminary Engineering (PE) is proceeding on schedule with completion planned for the end of March. Current efforts are focused on the incorporation of review comments relating to the Preliminary Engineering design package issued for comment on January 31, 1994. Finalization of outstanding elements to the PE package include geotechnical investigations.

During February, the EMC continued efforts to respond to the 30% Preliminary Engineering submission review comments from MTA/RCC and to analyze any further design refinements requested.

A preliminary construction estimate was prepared for the 6.7 mile, seven station alignment. These values are now under review. Also, a complimentary soft-cost estimate was prepared to establish an overall project budget and will be submitted for review on March 2, 1994.

SCHEDULE STATUS

Revised schedules have been developed to monitor the completion of the PE. These schedules continue to support all requirements identified by the RCC/MTA Area Team for the amendment of the Segment 3 Funding Grant Agreement.

COST STATUS

North Hollywood Extension	(\$000's)
• Current Budget	\$1,310,822
• Current Forecast	\$1,310,822
Mid City Extension	
• Current Budget	\$490,663
• Current Forecast	\$490,663

EXECUTIVE SUMMARY (CON'T)**East Side Extension**

- Current Budget \$650,000
- Current Forecast \$650,000

Total

- Current Budget \$2,451,485
- Current Forecast \$2,451,485

The above information reflects no changes in the budget or forecast.

SCHEDULE STATUS**North Hollywood Extension**

- The critical path for the North Hollywood Extension currently shows negative 51 working days of total float. A description of the critical path is through Contract C0311, Line Section from Universal City Station to Station 630+00, Design, Bid and Award Cycle, Construction of the Tunnels; Contract C0321, Universal City Station, Crossover Completion and Trackwork Access; Contract C0610, Trackwork; Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

Mid City Extension

- A study, expected to be complete in September 1994, is being conducted to reassess the proposed Mid City Extension alignment and analyze alternatives, including different technologies and construction methods, and will recommend a course of action to mitigate the necessity of tunneling through hydrogen sulfide gas.

Design work on the Mid City alignment is suspended pending the outcome of this study.

East Side Extension

- The progress complete was 61.8% actual versus a 62.5% planned for the month of February. The actual percentage represents a drop from a

EXECUTIVE SUMMARY (CON'T)

January measurement of 78%. The performance curved showed a dip in the planned and earned values due to a closing of tasks at the end of the Preliminary Engineering draft submittal. Electrical and mechanical activities were not finalized and these tasks were rescheduled for completion by the end of March, 1994.

PUBLIC AFFAIRS

- On the North Hollywood Extension, Public Affairs staff met with a citizens group at Councilman's Ferraro's office regarding the C0311 ventilation shaft at Runyon Canyon.

Staff also attended an East Side construction overview meeting at the Stevenson Middle School on February 10, 1994.

AREAS OF CONCERN

ONGOING

Contract C0326, Universal City Roadways Design - North Hollywood Extension

Concern: The proposals from MCA and the City of Los Angeles for the Universal City station location, and the resulting MTA/MCA agreement, expanded the construction scope of work to include additional roadway improvements for traffic mitigation. These improvements will impact progress somewhat on all Universal City contracts and the Section Designer's procurement approval process. The extent of this impact will need to be determined.

Action: Proceeding with the Revised Adopted Plan necessitates revision of the scope of work including reevaluation of design and construction packaging for Universal City contracts. Real Estate certification efforts should be given higher priority, along with revisions of the

AREAS OF CONCERN (CON'T)

Environmental Impact Statement report (EIS), and enhanced traffic mitigation plan for the adopted site. The traffic plan will address impacts of roadway improvements to CalTrans PSR and traffic requirements of other City Agencies.

Status: A revised scope of work and schedule is anticipated to be developed by the end of April 1994, including the design and construction requirements associated with the Revised Adopted Station.

Contract C0321, Universal City Station- Underground Pedestrian Tunnel

Concern: The Revised Adopted Plan calls for the potential addition of a subterranean pedestrian tunnel under Lankershim Boulevard and two portals on the east side of Lankershim Boulevard (on MCA property). This may impact somewhat the completion of the Universal City design schedule. The extent of this delay will need to be determined.

Action: Based upon the limited Notice to Proceed granted to the Section Designer on February 21, 1994, the EMC is developing the Preliminary Engineering designs for the revised Universal City Station plan. A full Notice to Proceed will need to be issued to the Section Designer to proceed with detailed designs for the entrances, appendages and the underground walkway.

Status: A revised scope of work and schedule are being prepared to include the new design and construction requirements. They are anticipated to be available toward the end of April 1994.

C0311, Line Section: Delays and Impacts to Project Revenue Operations Date - North Hollywood Extension

Concern: Several additions to the Project scope will delay Contract C0311 by three months. These include: reduction in the vent shaft size and suppressing the vent structure into the ground; completion of tunnels bored in B251 from Stations 613+00 to 630+00; and restoration of the La Brea shaft and surroundings.

Action: The Construction Manager and the EMC design team are in the process of evaluating the possible options proposed for the ventilation shaft design and construction.

AREAS OF CONCERN (CON'T)

Status: Potential changes to the C0311 ventilation shaft scope of work will be identified by the evaluation team and incorporated into the design documents in March 1994.

Presence of Gas and Contaminated Water on Alignment - Mid City Extension

Concern: The presence of gas and contaminated water along the alignment is impacting design and construction premises.

Action: An alignment reassessment study is being conducted to determine the feasibility of tunneling, construction and operations under these conditions. A preliminary report will be made to the RCC and MTA Boards in May 1994, and the final report is anticipated in October 1994.

Status: Mid City final design efforts have been suspended pending the results of the study.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

January 1994, Project Management Plan

Concern: The MTA has not finalized its PMP by including budget information and organizational information.

Action: The MTA has recognized the omission and is taking action to correct the PMP.

Status: The organizational information has been included and the value engineering information, requested by the FTA, is being developed to complete the budget information requirement.

ONGOING NONE

RESOLVED NONE

North Hollywood Extension**KEY ACTIVITIES - FEBRUARY**Design/Construction

The final design submittal for Contract C0301, Hollywood/Highland Station and tunnel finishes through Station 630+00, was made on February 14, 1994.

The bid opening for Contract C0304, Hollywood/Highland Station Parking Structure Restoration, took place on February 16, 1994.

The prefinal design submittal for Contract C0311, Tunnel Line Section from 630+00 to Universal City, including tunnel concrete work to Station 613+00, was completed on February 14, 1994.

Design submittals for Contracts C0328 and C0329, demolition packages to support the C0311 tunnel and C0321 Station contracts are on hold.

The Camera Ready submittals for Contracts C0358 and C0359, Building Demolition and Site Clearing at North Hollywood Station (Phases I & II, respectively), are on hold.

KEY ACTIVITIES - PLANNED FOR MARCHDesign/Construction

Contract C0301, Hollywood/Highland Station, Camera Ready design submittal is scheduled for March 14, 1994.

Contract C0331, Line Section from North Hollywood Station to Universal City Station, is planning to start traffic control and utility relocation work under Lankershim Boulevard.

Universal City Contracts C0321, C0326, C0328, and C0329 are being re-evaluated and repackaged to minimize the impact caused by the MCA issues.

Contract C0351, North Hollywood Station in progress submittal is scheduled for March 21, 1994.

East Side Extension**KEY ACTIVITIES - FEBRUARY**

Work was completed on the Design Basis Report for Architectural, Civil, Electrical, Mechanical, Structural, System Design and Utilities. Topography and alignment activities were coordinated.

Received copies of final report for Stage 1 environmental assessment and of the final report for geotechnical investigations.

Researched Right-of-Way documents and checked aerial topography computer data.

Reviewed geotechnical recommendations.

KEY ACTIVITIES - PLANNED FOR MARCH

Will incorporate the preliminary engineering drawing comments into the architectural drawings and provide preliminary design for the new entrance locations at Whittier/Arizona and Brooklyn/Soto Stations.

Continue to work on the relocation of the Whittier/Arizona and Brooklyn/Soto Stations. This includes new site plans, entrances, shaft and mechanical work.

Begin work on CUD repackaging and coordinate with other disciplines.

Right-of-Way work will continue coordination with PSOMAS for control survey, with a scheduled completion date of April 1, 1994.

Utility work includes creating new existing utility sheets for emergency exits and sump pump locations. Aerial topography will continue to be checked with utility records.

Continue to review and incorporate comments from RCC and various groups regarding architecture, electrical, and mechanical work.

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

Project: R82 METRO RED LINE - SEGMENT 3 - NORTH HOLLYWOOD

Period: Jan 28, 1994 to Feb 25, 1994
Run Date: Mar 14, 1994
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	890,729	0	890,729	1,648	199,395	-655	16,796	20	8,209	-2,807	788,106	-102,622
S PROFESSIONAL SERVICES	254,747	0	254,747	1,774	91,050	5,549	28,040	5,549	28,040	5,259	263,675	8,928
R REAL ESTATE	84,534	0	84,534	198	18,476	151	18,476	151	18,476	-4,650	89,957	5,423
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	3,982	7,277	127	165	127	165	-79	13,157	-79
C PROJECT CONTINGENCY	67,575	0	67,575	0	0	0	0	0	0	2,277	155,925	88,350
GRAND TOTAL	1,310,822	0	1,310,822	7,602	316,200	5,173	63,478	5,850	54,892	0	1,310,822	0

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

Project: R83 METRO RED LINE - SEGMENT 3 - MID CITY

Period: Jan 28, 1994 to Feb 25, 1994
Run Date: Mar 14, 1994
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	334,139	0	334,139	19,292	40,233	28	376	14	174	-3,187	327,952	-6,186
S PROFESSIONAL SERVICES	98,133	0	98,133	0	38,362	1,662	5,959	1,662	5,959	0	99,590	1,457
R REAL ESTATE	53,303	0	53,303	17	94	17	94	17	94	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	2	10	2	10	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	3,187	9,489	9,489
GRAND TOTAL	490,663	0	490,663	19,309	79,544	1,709	6,441	1,696	6,238	0	490,663	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

PRELIMINARY ENGINEERING

Period: 29-Jan-94 to 25-Feb-94

Run Date: 17-Mar-94

Units: \$ in Thousands

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	
PROFESSIONAL SERVICES DOLLARS	4,215	0	4,215	0	3,700	0	1,004	199	1,001	0	3,700	(500)
SPEC SUBS DOLLARS	1,200	0	1,200	0	1,200	350	730	374	602	0	1,200	0
POER @ 12% DOLLARS	0	0	0	0	500	40	195	41	129	0	500	500
ODC DOLLARS	678	0	678	0	678	35	235	36	144	0	678	0
FEE DOLLARS	583	0	583	0	583	40	180	42	129	0	583	0
TOTAL DOLLARS (000's)	6,706	0	6,706	0	6,706	465	3,034	602	2,085	0	6,706	0

Note (1): Expenditure (Invoice) data is through period ending December 31, 1993.

(2): FEIS/FEIR/PLANNING COST BY ELEMENT PAGE will be published in the upcoming March Quarterly Report.

RAIL CONSTRUCTION CORPORATION
METRO RAIL RED LINE NORTH HOLLYWOOD PROJECT
(IN THOUSANDS OF DOLLARS)

FEBRUARY 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$19,850	\$272,398	40%	\$11,090	2%	\$6,397	1%
FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$21,841	41%	\$21,841	41%	\$21,841	41%
STATE ARTICLE XIX	\$20,000			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$344,685	\$20,740	\$2,053	1%	\$2,053	1%	\$2,053	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,498	\$316,200	24%	\$54,892	4%	\$50,199	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1994.

RAIL CONSTRUCTION CORPORATION
METRO RAIL RED LINE MID CITY PROJECT
(IN THOUSANDS OF DOLLARS)

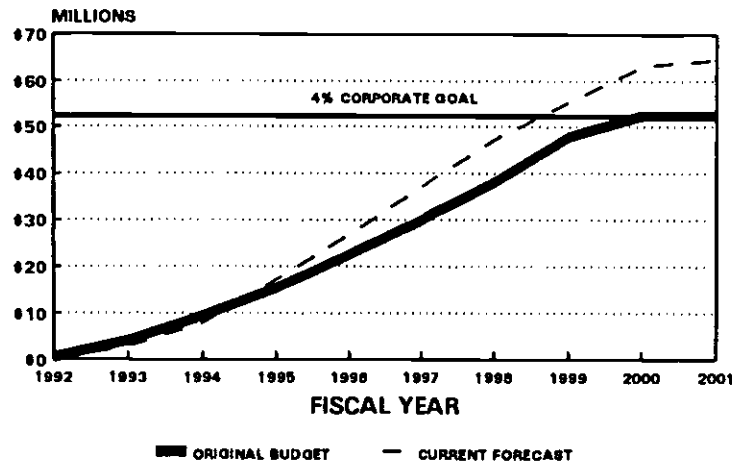
FEBRUARY 94

STATUS OF FUNDS BY SOURCE

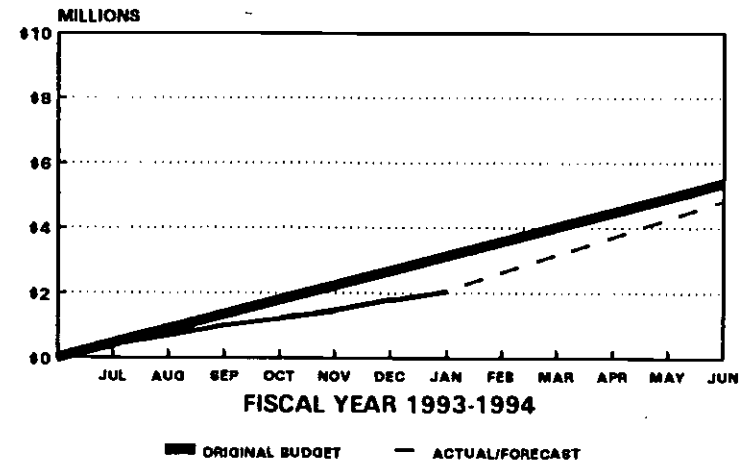
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$78,126	32%	\$4,562	2%	\$3,102	1%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400	\$259		0%	\$259	0%	\$259	0%
TOTAL	\$490,663	\$21,527	\$79,544	16%	\$6,239	1%	\$4,779	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



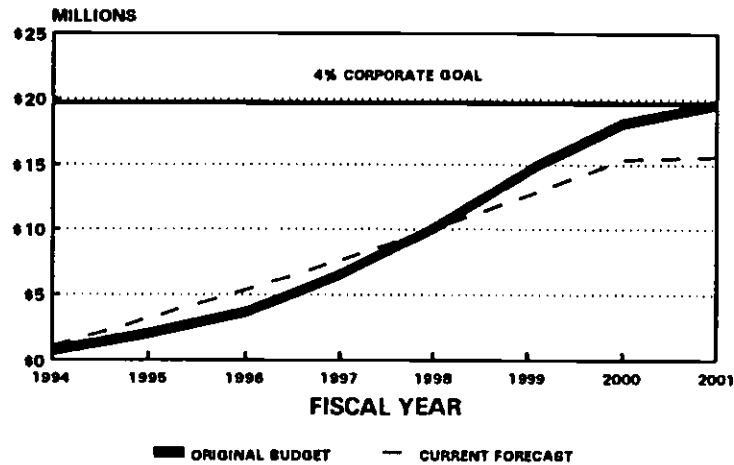
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$ 1,310,825
ORIGINAL BUDGET	\$ 52,472
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 64,504
FORECAST % OF TOTAL PROJECT	4.9%
ACTUAL THROUGH FY 93	\$ 2,723

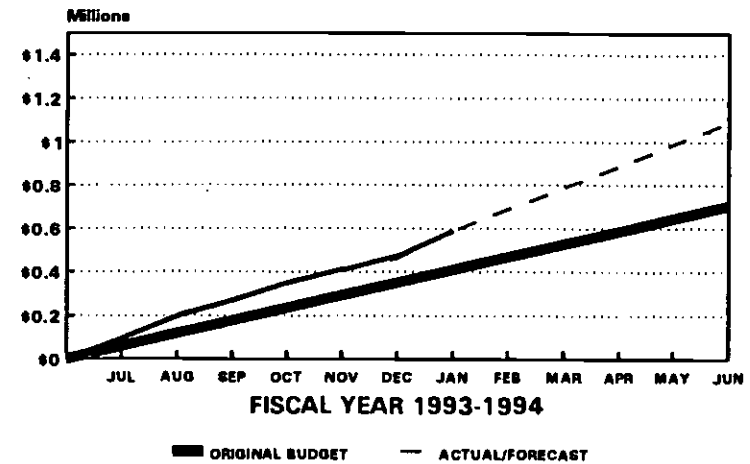
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$ 5,077
PLAN BUDGET TO DATE	\$ 3,138
ACTUAL TO DATE	\$ 2,089

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



PROJECT AGENCY COSTS RED LINE MID CITY (\$000)

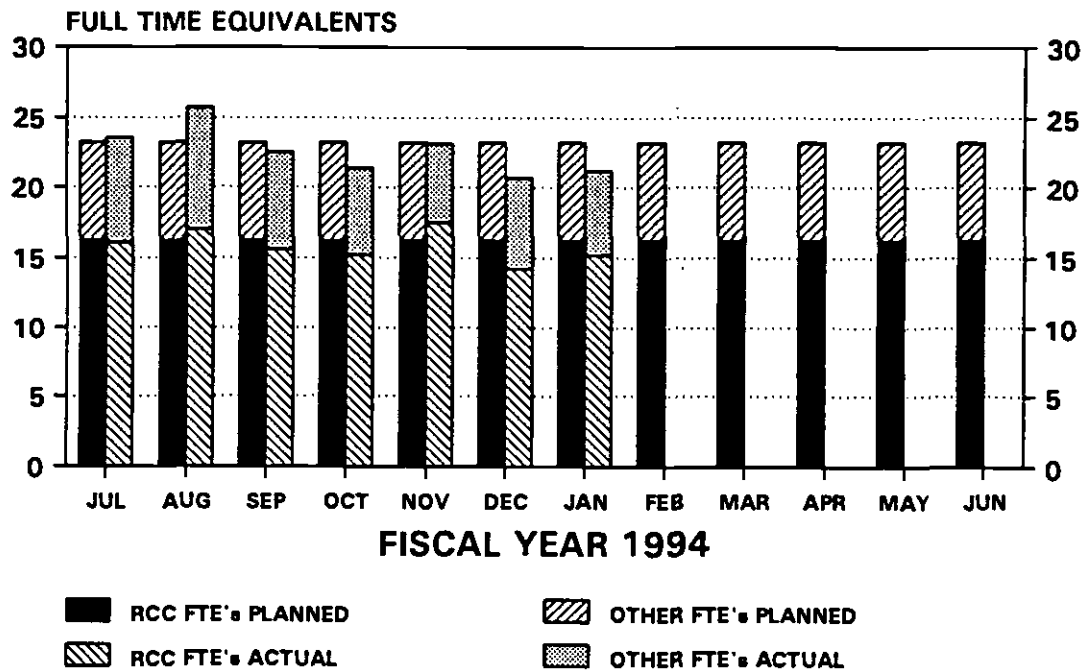
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%
ACTUAL THROUGH FY 93	\$ 0

FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY (\$000)

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$ 1,065
BUDGET PLAN TO DATE	\$ 412
ACTUAL TO DATE	\$ 589

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

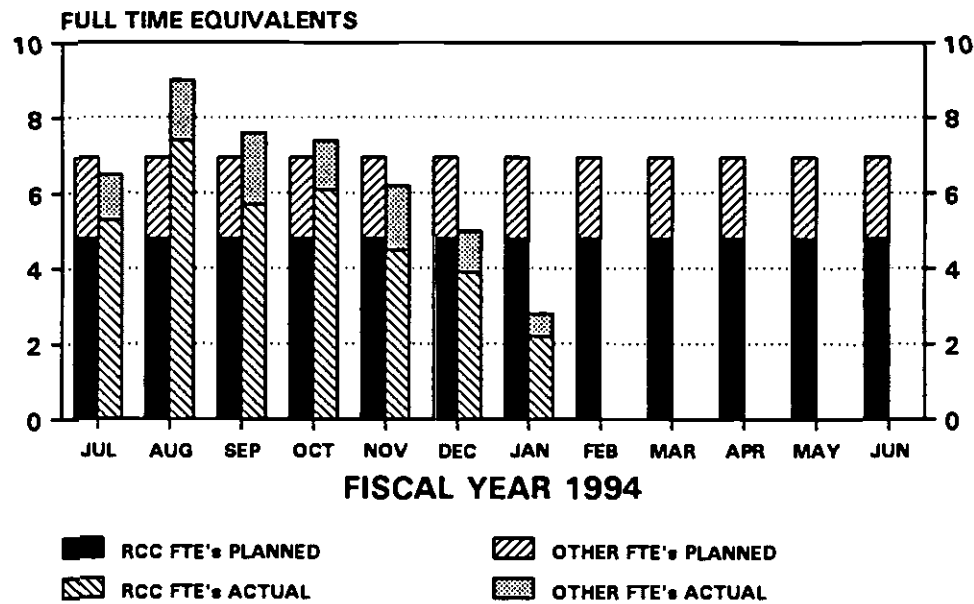
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	16
RCC FTE's ACTUAL	15
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	21

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'94 Budget

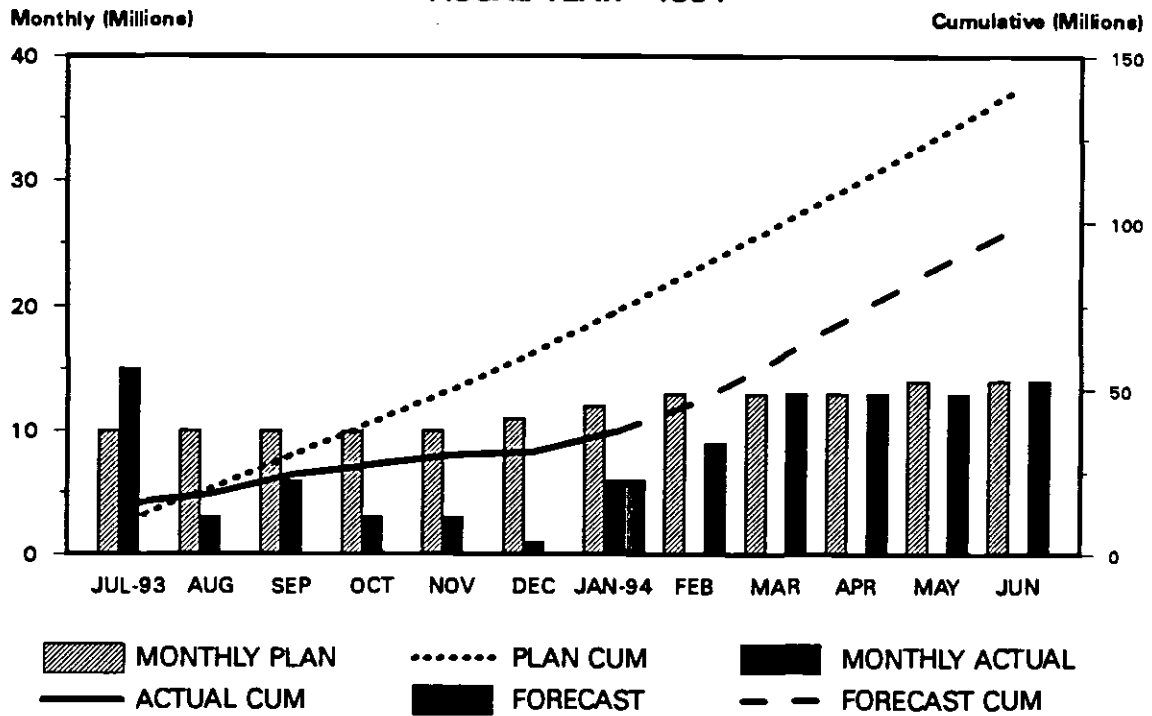
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

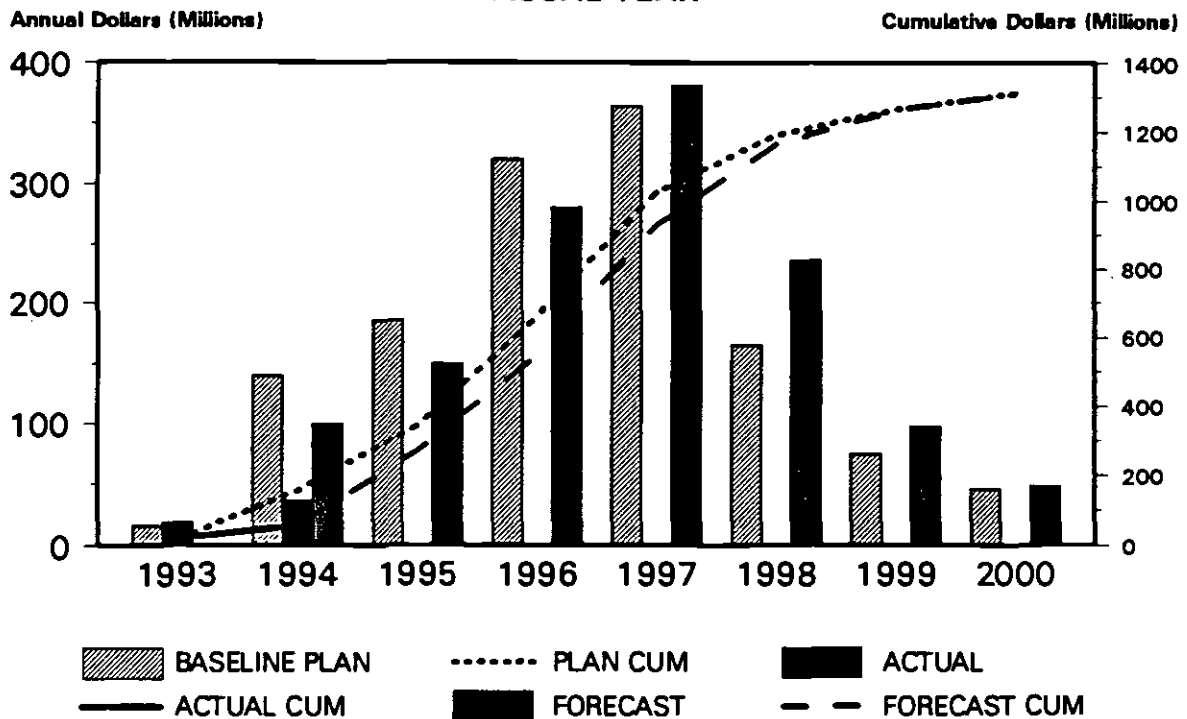
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	2
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	1
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	3

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



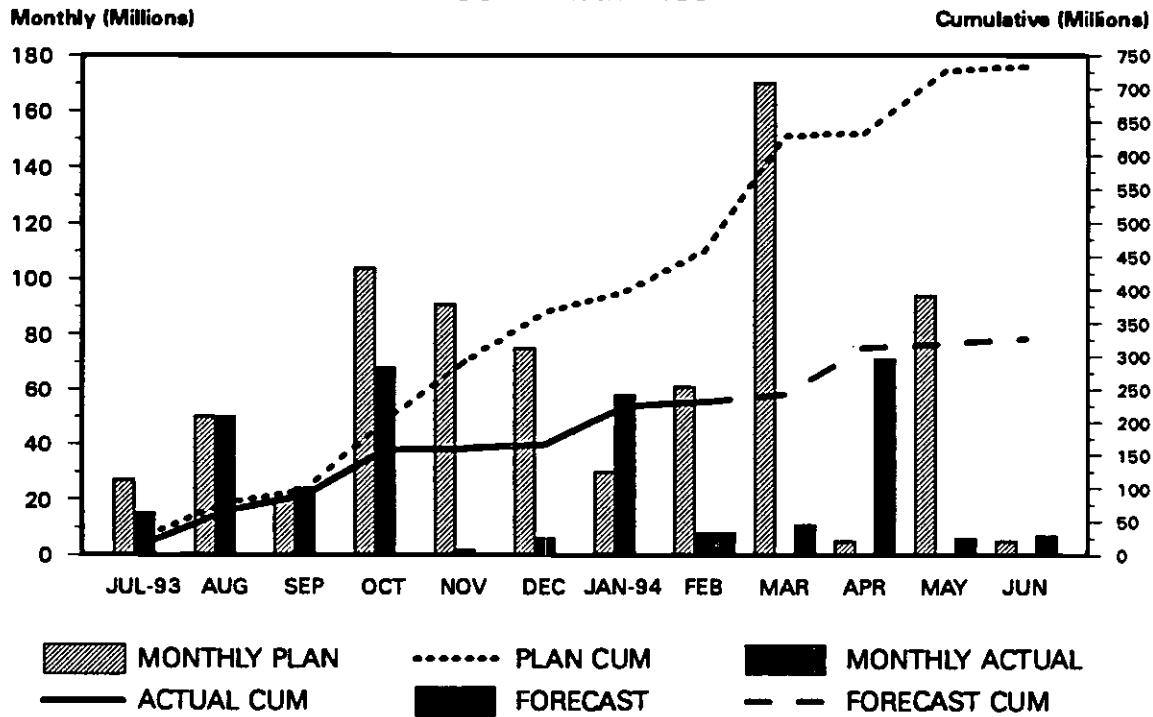
PROJECT CASH FLOW - PROJECT FISCAL YEAR



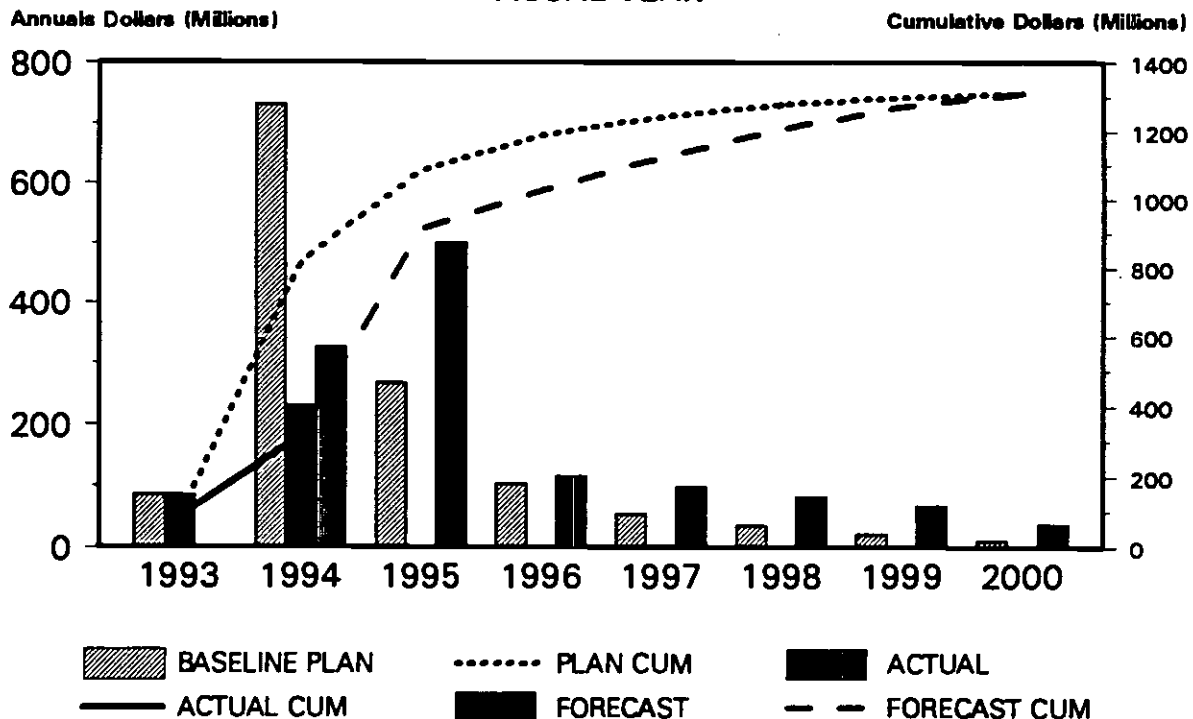
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JANUARY 1994

NORTH HOLLYWOOD

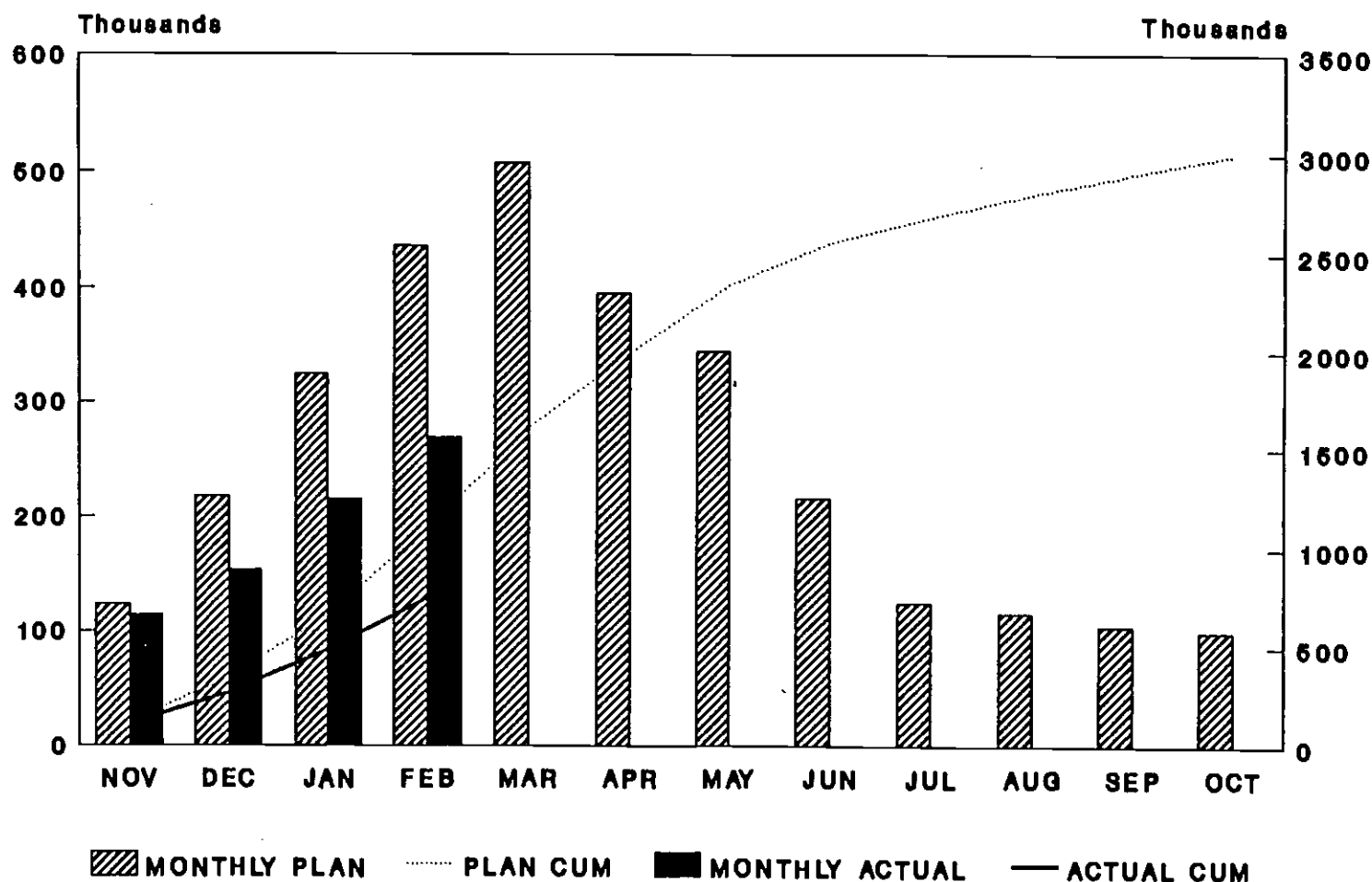
PROJECT COMMITMENTS - ANNUAL FISCAL YEAR - 1994



PROJECT COMMITMENTS - PROJECT FISCAL YEAR



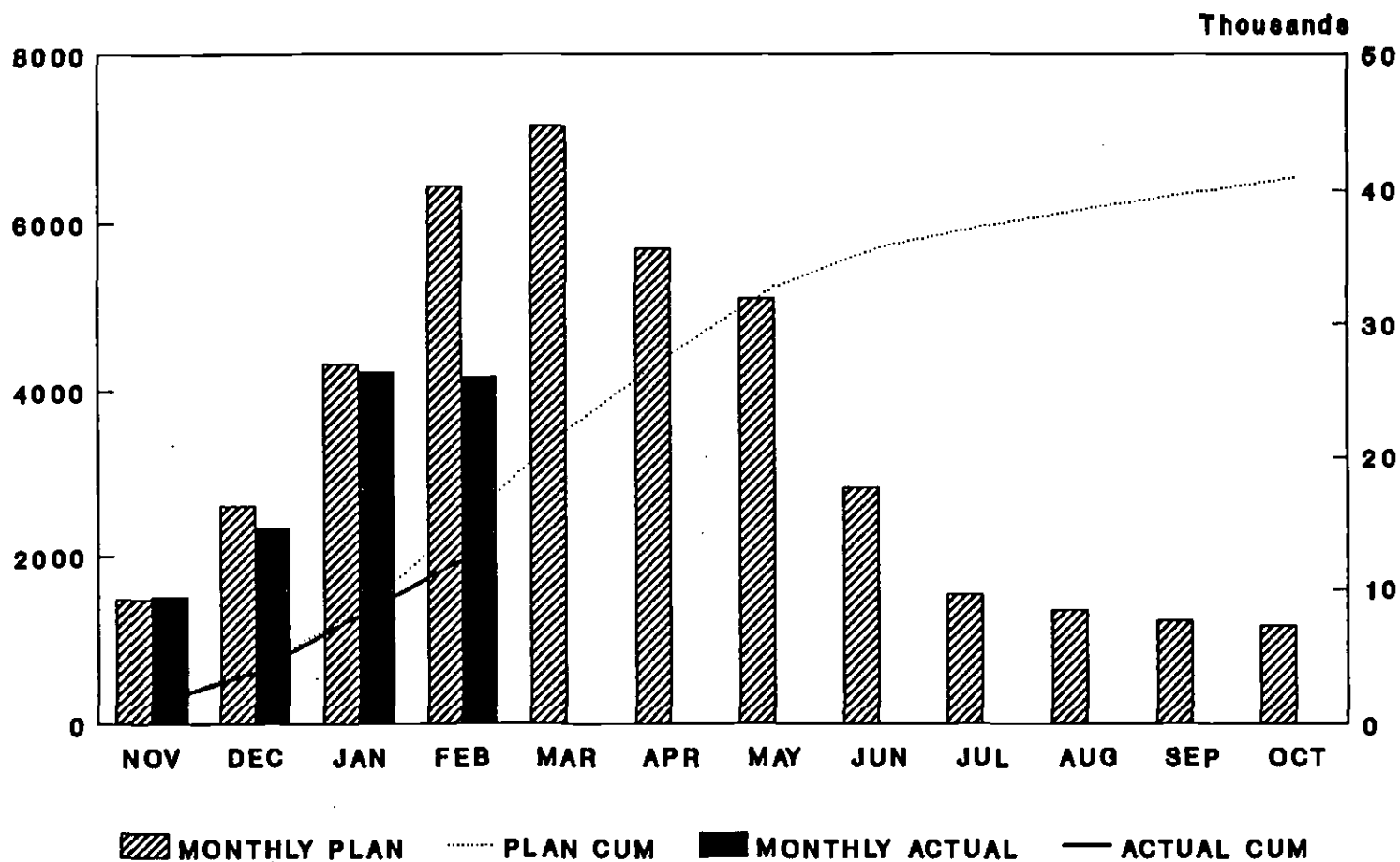
METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT CASH FLOW FISCAL YEARS 1994 & 1995



Through 28FEB94

Preliminary Engineering Cash Flow will be published in the March Quarterly Report.

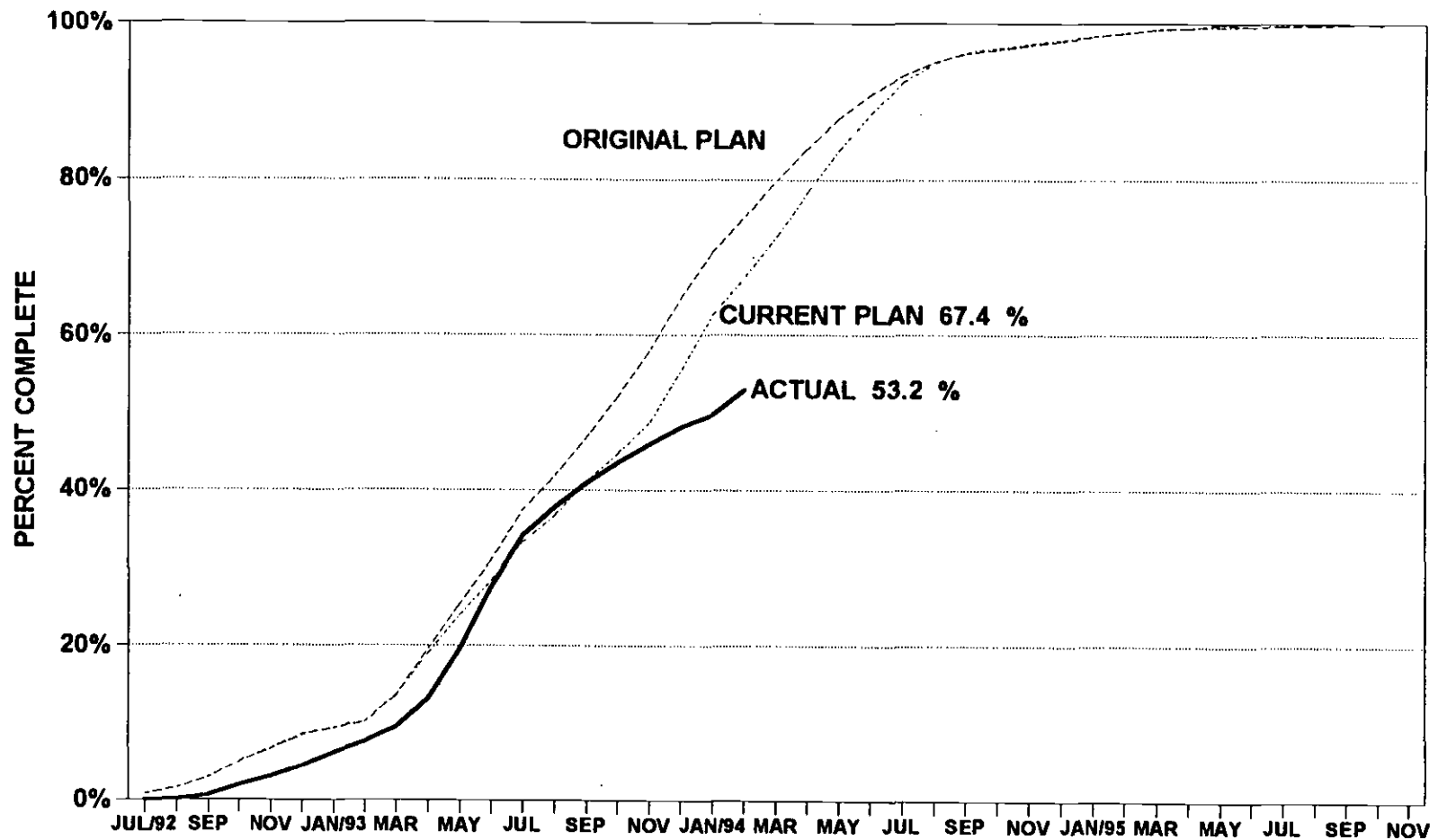
METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT TOTAL WORKHOURS*



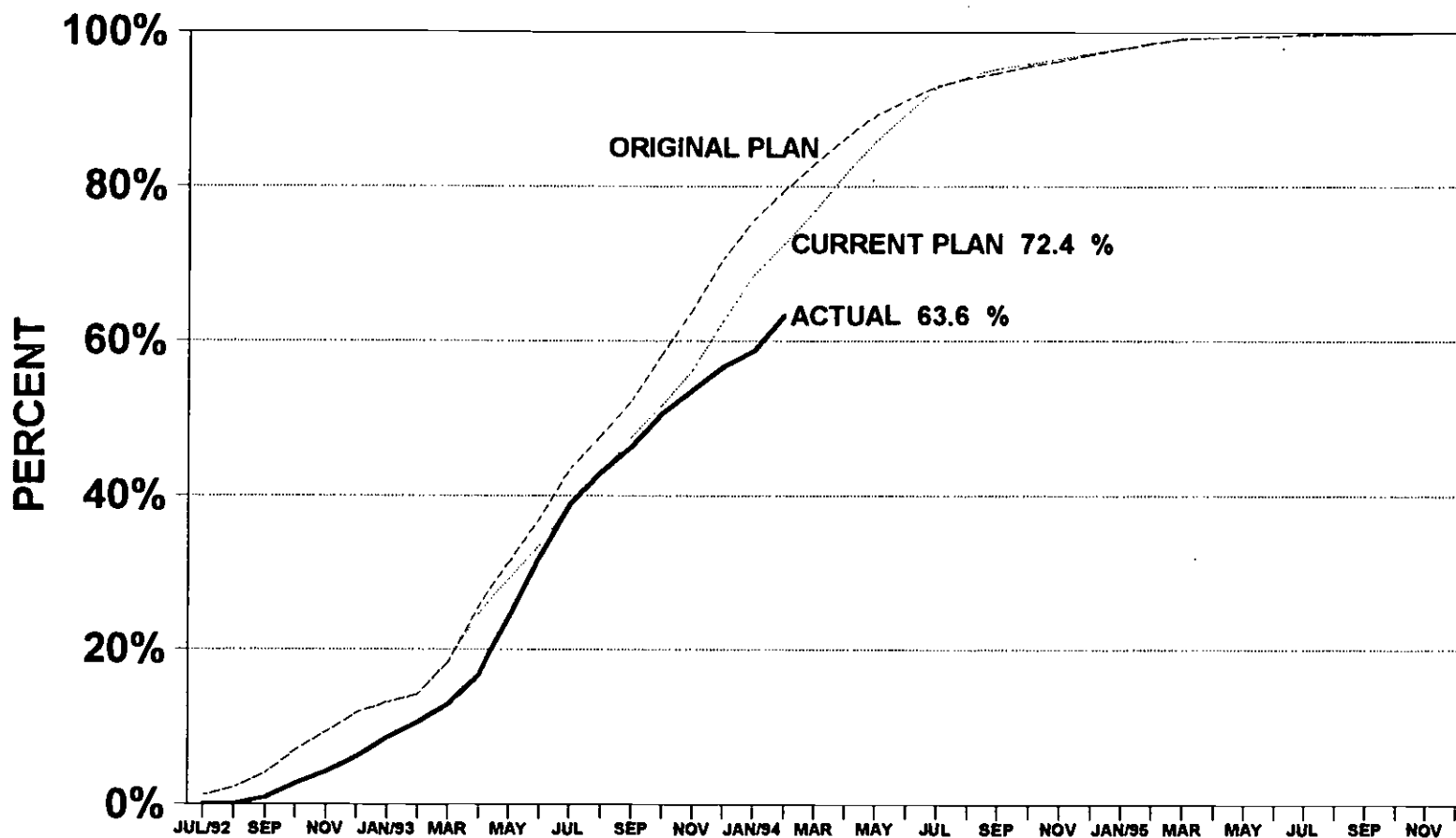
Through 28FEB94

* Includes estimates 2-16 to 2-28

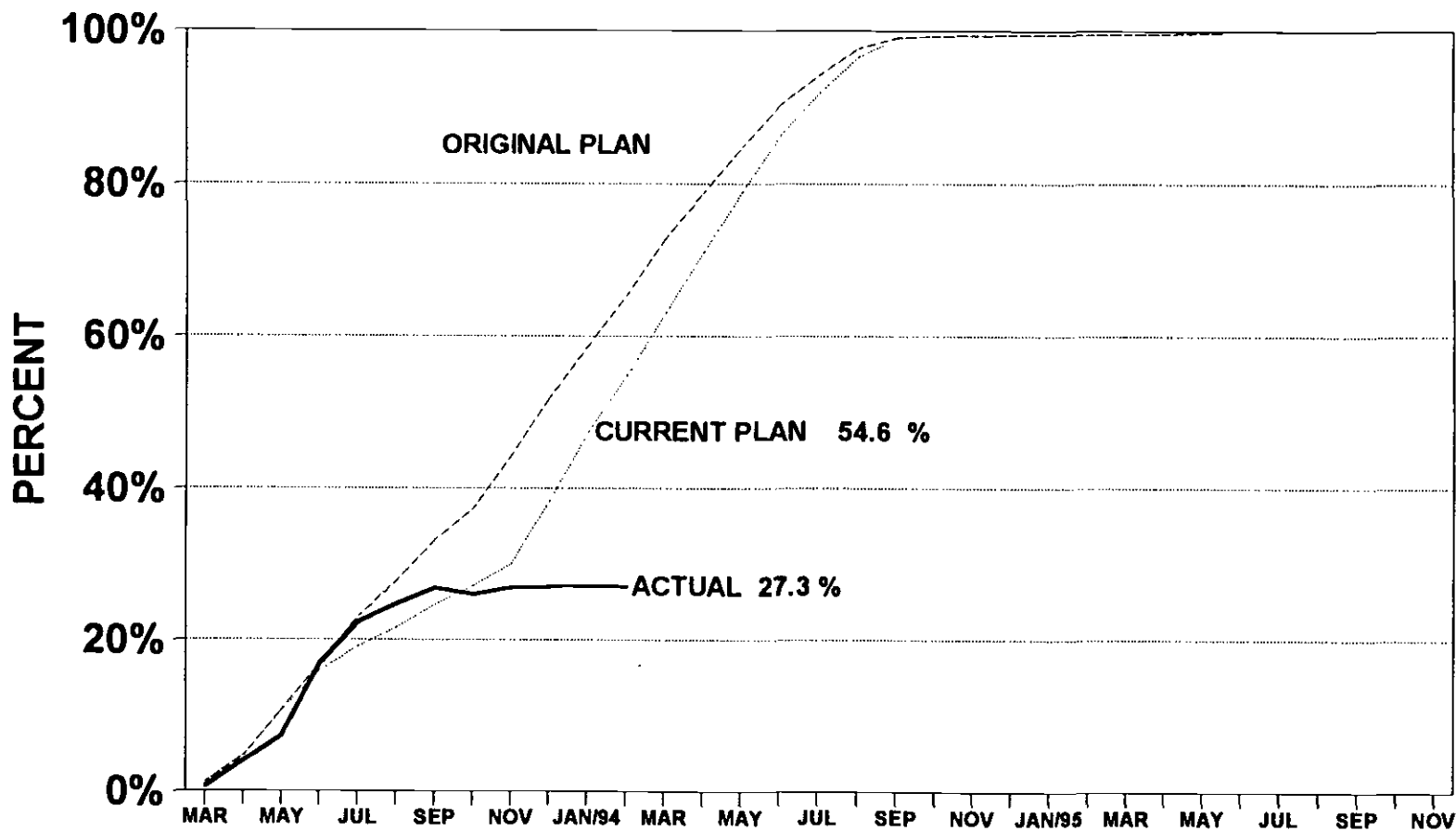
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



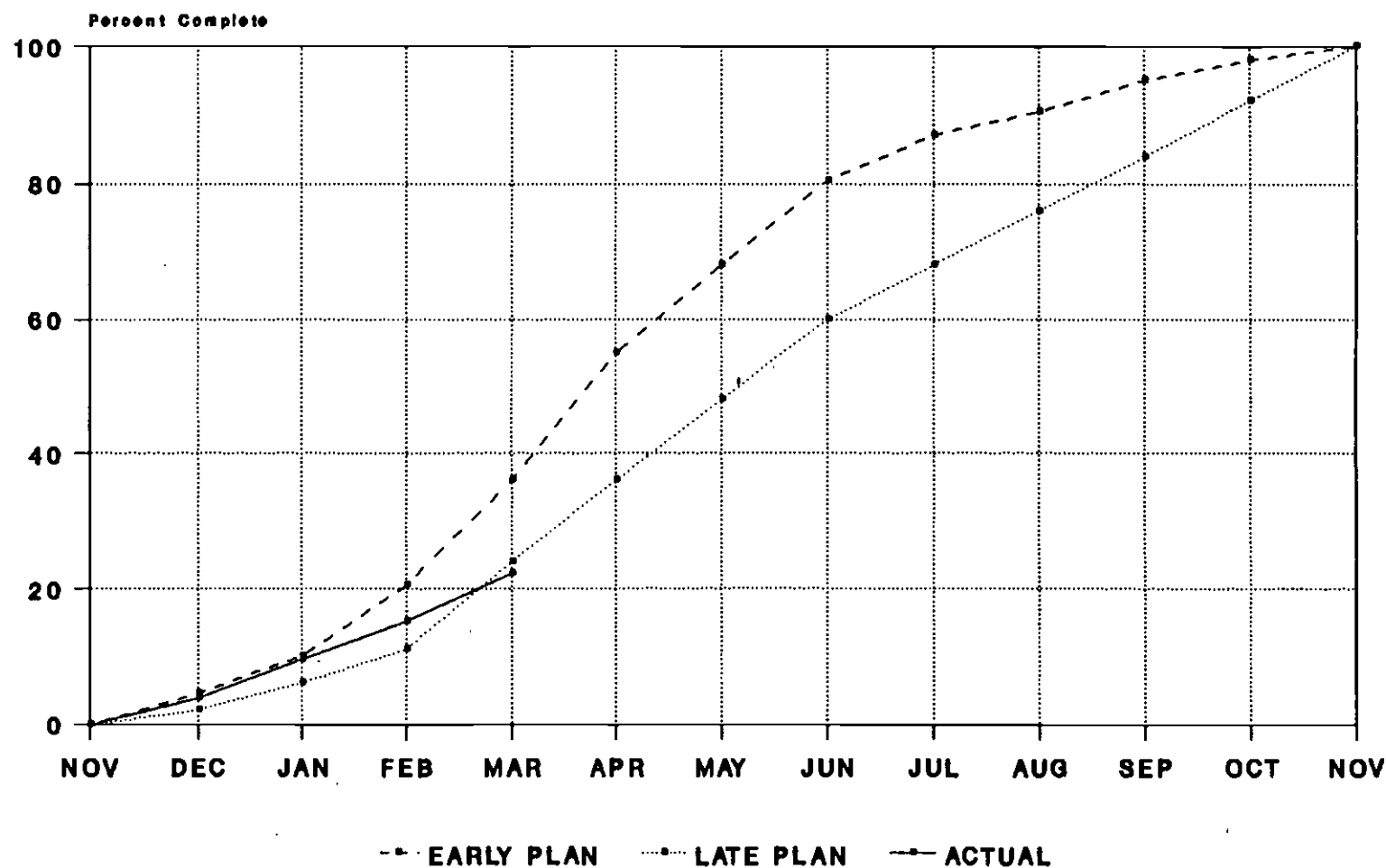
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT-FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT-FACILITIES DESIGN



METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT PROGRESS



Through 28FEB94

METRO RED LINE SEGMENT 3 PRELIMINARY ENGINEERING EAST SIDE EXTENSION

