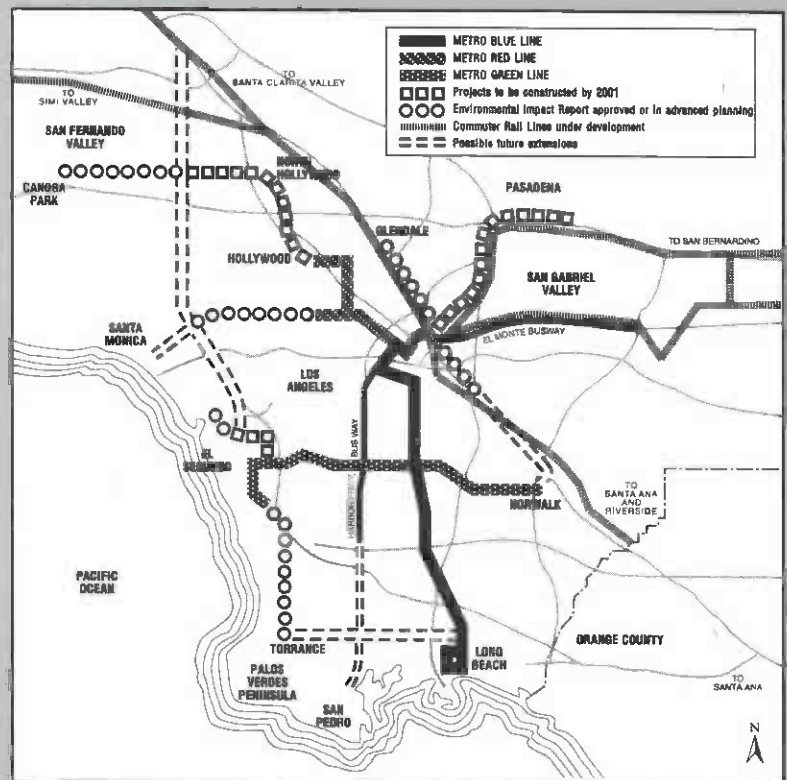


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**

A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

PROGRAM COST STATUS

The rail design and construction program consists of four individual projects - the Metro Blue Line, the Metro Green Line, and the Metro Red Line, Segment 1 and Segment 2. The program has a combined budget of \$4,659.7 million and a combined current forecast of \$4,659.7 million.

The total number of change notices on the Metro Red Line Segment 1 increased by 244 this month. The total dollar value of executed change orders for the Metro Red Line Segment 1 increased by about \$1.6 million to \$68.7 million.

The total number of change notices for the Metro Red Line Segment 2 is 53 and for the Metro Green Line is 58.

Of the total forecasted program cost, approximately 61% has been committed and 45% has been expended. The program summary cost report (Figure 1) shows a more complete cost status of the program.

The total program expenditures are \$2,115.3 million. This is an increase of approximately \$34.8 million from last month. Figure 2 illustrates the major project objectives and attendant cash requirements through completion of the approved projects. This rail construction plan is based on the total cost forecast for each project.

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

STATUS DATE: 08/30/91

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,607,946	2,841,350	32,142	1,624,620	29,650	1,178,260	20,106	1,139,274	2,948,592	107,242
PROFESSIONAL SERVICES	967,497	1,097,054	6,645	878,821	11,340	697,817	12,204	689,367	1,117,582	20,528
REAL ESTATE	260,484	325,155	2,616	236,679	2,379	229,191	2,383	229,102	325,970	815
UTILITY/AGENCY FORCE ACCOUNTS	114,075	112,496	2,413	80,683	87	64,527	87	64,144	99,092	(13,404)
SPECIAL PROGRAMS	6,063	14,537	426	2,229	61	543	61	443	22,142	7,605
CONTINGENCY	343,734	315,633	0	0	0	0	0	0	193,147	(122,486)
PROJECT REVENUE	(18,115)	(46,503)	0	(681)	0	(6,213)	0	(6,975)	(46,803)	(300)
PROJECT GRAND TOTAL	4,281,684	4,659,722	44,242	2,822,351	43,517	2,164,125	34,841	2,115,355	4,659,722	0

Figure 1

Figure 2 - Rail Construction Plan

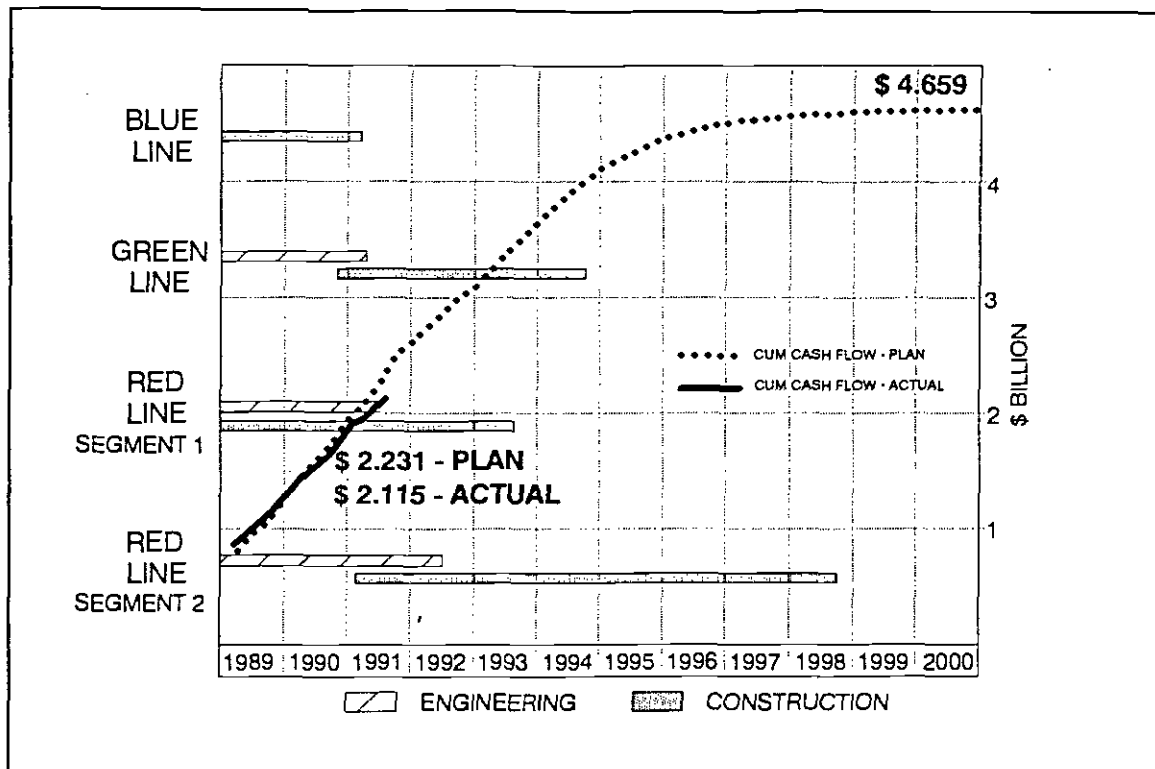


Figure 3 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

Figure 3 - Rail Construction Funding Sources

	METRO BLUE LINE*		METRO GREEN LINE		METRO RED SEGMENT 1**		METRO RED SEGMENT 2		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%
UMTA		0		0	695.9	48	667.0	46	1362.9	29
STATE		0		0	213.1	15	186.0	13	399.1	9
LOCAL (PROP A)	877.0	100	742.5	84	176.6	12	439.4	30	2235.5	48
PROP 108		0	107.5	12		0		0	107.5	2
TCI		0	36.0	4		0		0	36.0	1
BENEFIT ASSESS		0		0	130.3	9	96.0	7	226.3	5
CITY OF L.A.		0		0	34.0	2	58.0	4	92.0	2
FORECAST		0		0	200.1	14		0	200.1	4
TOTAL	877.0	100	886.0	100	1450.0	100	1446.4	100	4659.4	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

PROGRAM SCHEDULE STATUS

The Metro Blue Line is in the close-out phase.

The current forecast for the Metro Green Line Revenue Operations is January 1995. The project is 58 working days behind the target ROD of October 1994. This is an improvement from 118 working days behind the target ROD last month.

The Metro Red Line Segment 1 is scheduled to begin Revenue Operations in September 1993. This project continues on schedule. The concerns on the critical path are primarily design issues.

The Wilshire Segment of the Metro Red Line Segment 2 is scheduled to begin Revenue Operations in July 1996, with the Vermont/Hollywood Segment scheduled for opening in September 1998.

REAL ESTATE

To date, one hundred ten (110) real estate parcels have been identified as required for the Metro Red Line Segment 2 and the Metro Green Line. Figure 4 summarizes the real estate status for each project.

Figure 4 - Real Estate Acquisition Status Summary

PROJECT	NO. OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		CONDEM- NATION	PARCELS AVAILABLE		PARCELS NOT AVAIL.
		PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL		PLAN	ACTUAL	
GREEN LN	40	40	40	40	30	39	31	2	40	29	11
RED LINE Segment 2	70	63	66	30	40	28	32	14	24	25	55
TOTAL	110	103	106	70	70	67	63	16	64	54	66
PREVIOUS MONTH	108	103	106	69	58	67	59	14	56	44	60

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Authorized staff level for the RCC has increased to 188 positions from 146 positions based upon LACTC Board approval for the 1992 fiscal year. Presently, 126 positions are filled with regular full time staff and 26 positions are filled with contract or temporary employees. Not all newly approved positions are being filled at this time. Staff levels beginning July 1, 1990 are illustrated in Figure 5.

Figure 5 - RCC Staff Levels

* The contract/temporary number was revised from 39 in August to 14 in September to exclude SCRTD staff supporting the transition process.

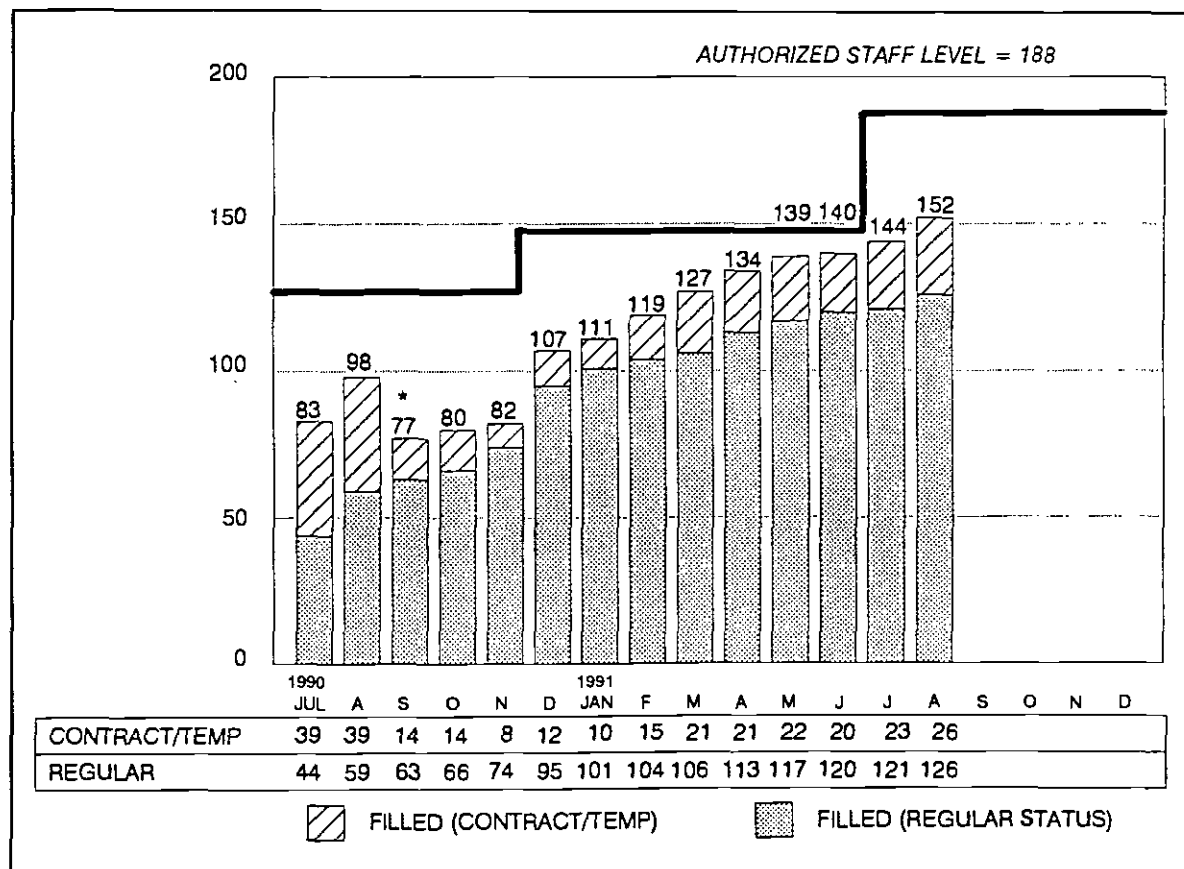
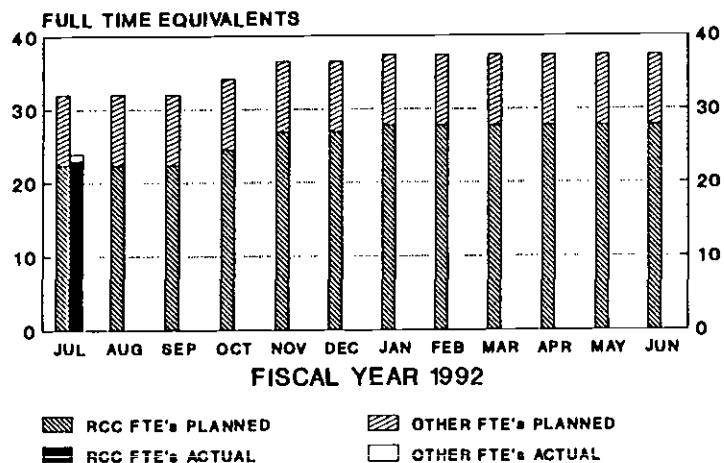
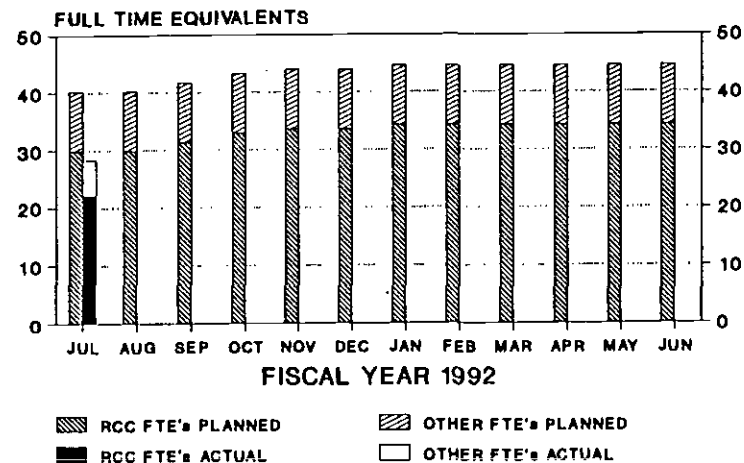


Figure 6 (on the following page) shows the LACTC/RCC staff full time equivalents and wage rate for the rail projects. Currently, the staffing is below the plan and the wage rates are equal to or below the plan.

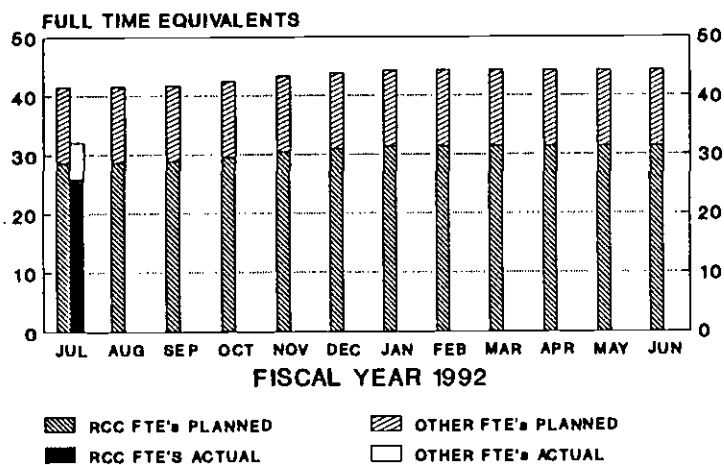
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 1



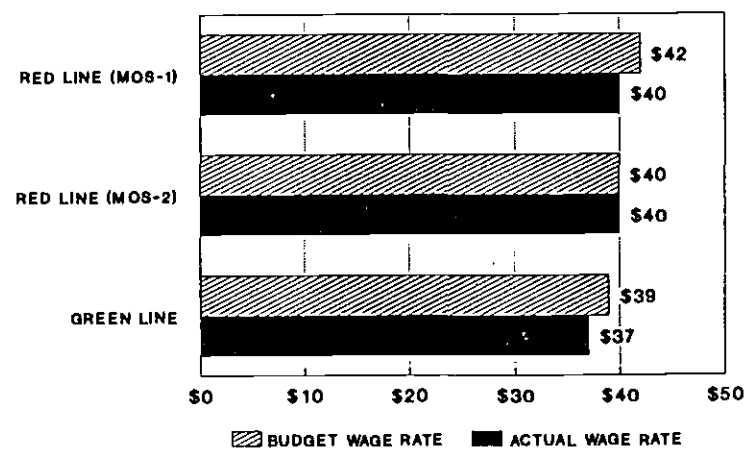
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



STAFFING PLAN VS. ACTUAL GREEN LINE



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



*Salaries and Fringe Benefits Only

Figure 6

CORPORATE COST TARGETS RELATIVE TO CONSTRUCTION

The corporate goals of the RCC include limitations on the percentage of total project costs which will be spent on project administration and on RCC/LACTC staff.

The RCC corporate goal for project administration costs is 20%. Based on the current cost forecast data for each project, the project administration cost totals 24.5% as compared to 24.4% last month. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.5% of total program costs, the same figure as last month, which exceeds the 4.0% corporate goal. Figure 7 illustrates the forecast figures for each project and for total program.

Figure 7 - Cost Performance Relative to Corporate Goals

(IN THOUSANDS)

	METRO BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		PROJECT TOTALS		CORPORATE GOAL
	DOLLARS	%	DOLLARS	%	DOLLARS	%	DOLLARS	%	DOLLARS	%	
CONSTRUCTION	657,487	75%	626,090	71%	798,496	55%	965,612	67%	3,047,685	65%	
REAL ESTATE	55,592	6%	47,682	5%	139,679	10%	83,017	6%	325,970	7%	
PROFESSIONAL SERVICES											
ENGINEERING/DESIGN	69,587	8%	78,655	9%	219,334	15%	82,803	6%	450,379	10%	
CONSTRUCTION MGMT.	91,642	10%	50,165	6%	139,000	10%	131,058	9%	411,865	9%	
STAFF	17,655	2%	26,189	3%	107,365	7%	56,551	4%	207,760	4%	4%
OTHER	14,222	2%	9,689	1%	988	0%	44,821	3%	69,720	1%	
SUBTOTAL	193,106	22%	164,698	19%	466,687	32%	315,233	22%	1,139,724	24%	20%
CONTINGENCY	963	0%	64,156	7%	45,157	3%	82,870	6%	193,146	4%	
PROJECT REVENUE	(29,877)	-3%	(16,626)	-2%	0	0%	(300)	-0%	(46,803)	-1%	
GRAND TOTAL	877,271	100%	886,000	100%	1,450,019	100%	1,446,432	100%	4,659,722	100%	

CONSTRUCTION SAFETY

Figure 8 shows the combined Construction Safety report for the Metro Blue Line, the Metro Green Line and the Metro Red Line, Segment 1 and Segment 2 projects. The frequency index of accidents (Lost Time) exceeds the national average but the severity index of the accidents (Lost Days) continues to be below the national average. Some key items of note:

- Since October 1990 there has been a marked improvement in the safety record.
- There has been zero lost time to date on Metro Red Line Segment 2 after nearly 69,000 manhours worked.
- Safety awareness programs are being incorporated into new contracts.

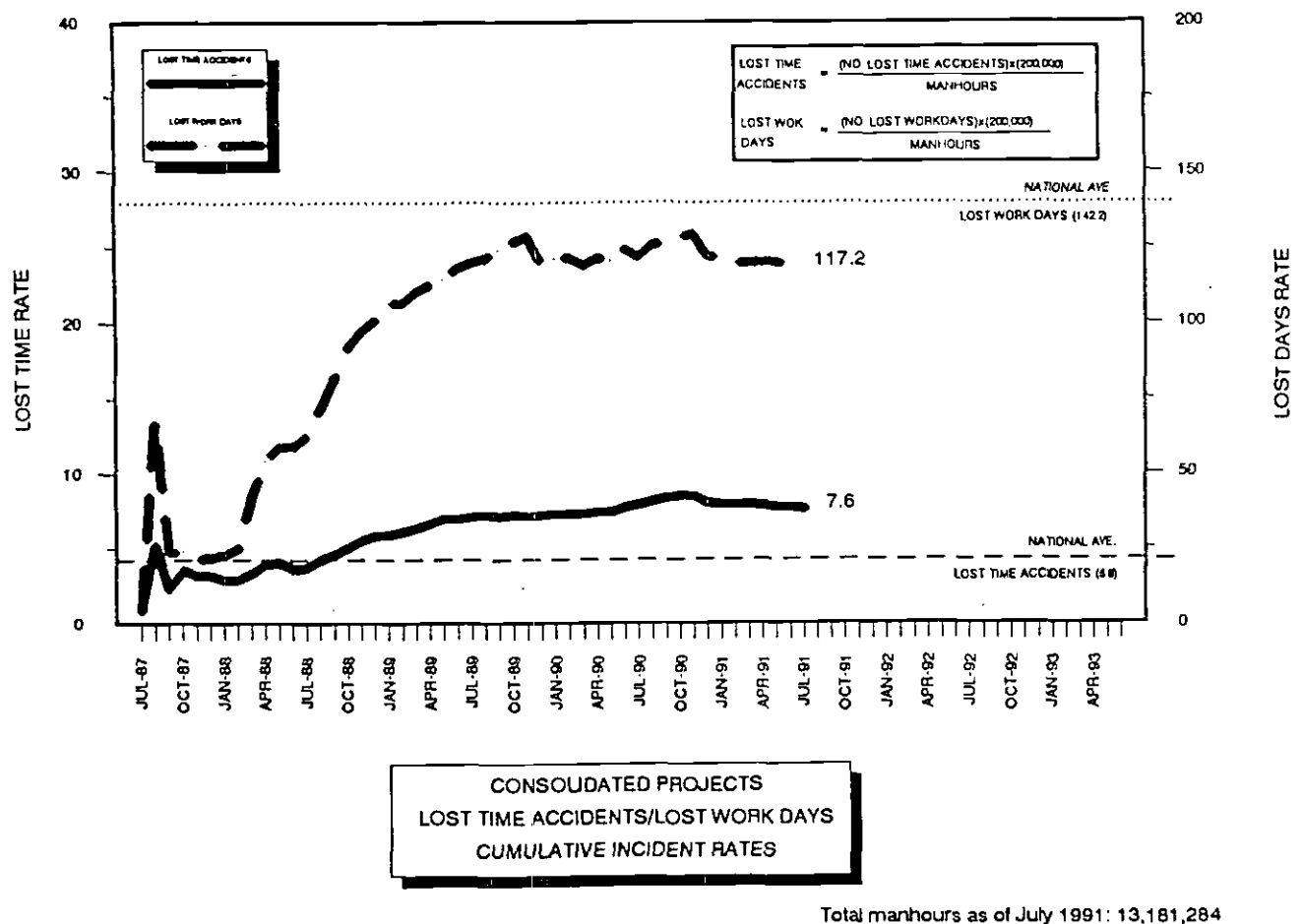


Figure 8

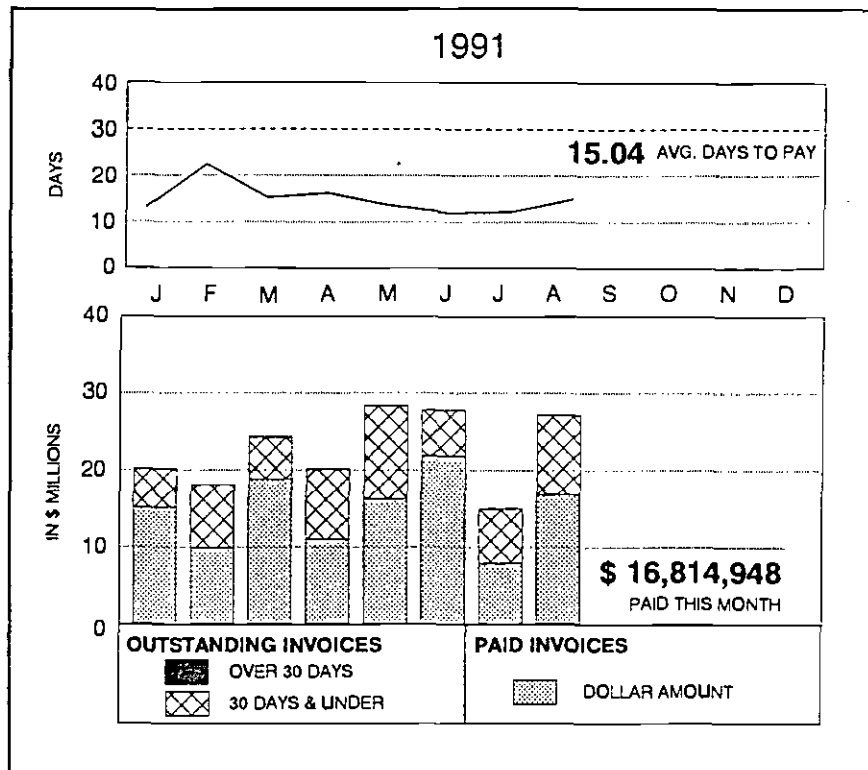
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.04 days.

- 50 invoices were paid this month for a total value of \$16,814,948.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1991	22	9,142,595	0	0	67	11,848,262	76	8,959,658
MAY 1991	15	12,079,406	1	4,937	46	4,954,639	12	1,260,546
JUN 1991	7	5,919,091	0	0	46	8,366,905	18	882,237
JUL 1991	9	7,105,141	0	0	29	1,232,385	10	860,903
AUG 1991	47	10,276,078	0	0	25	3,553,708	17	1,278,235

COMMUTER RAIL**SUMMARY**

The RCC System Engineering (Vehicles) group is providing commercial and technical management to the Commuter Rail program for rolling stock. This includes procurement management, administration, engineering, inspection, testing, and warranty services. There are two contracts in place for rolling stock: bi-level passenger vehicles and locomotives. These contracts are in the initial design phase. One additional contract is in process for technical support services and assistance during the 2 year procurement and vehicle commissioning process.

The Revenue Operation Date is set for the fourth quarter 1992.

CONTRACT DESCRIPTION**BI-LEVEL PASSENGER VEHICLES**

Contractor: UTDC Corporation, Canada
Contract NTP: January 23, 1991
Contract Value: \$ 51,542,500 (Base Buy)
\$ 51,016,000 (Option Buy, if exercised before 7-23-91)

LOCOMOTIVES, DIESEL-ELECTRIC

Contractor: Electro-Motive Division - GM, Canada
Contract NTP: January 23, 1991
Contract Value: \$ 34,305,922 (Base Buy)
\$ 20,950,000 (Option Buy, if exercised before 5-23-91)

TECHNICAL SUPPORT SERVICES

Contractor: LTK Engineering Services
Contract NTP: April 12, 1991
Contract Value: \$ 1,147,269

BUDGET

The Commuter Rail Program budget is \$ 1,360,000. The expenditures beginning with March 1991 are \$ 140,169 (10% of budget).

PROGRESS REPORT

PROJECT ELEMENT: VEHICLES - PASSENGER COACHES (UTDC)

PERIOD: AUGUST 1991

PROGRESS THIS PERIOD:

- UTDC has major subsections of first two cab car structures on the production line and minor subsections of three additional cab cars in-work.
- Negotiation of design related Change Orders complete except ADA modification.
- Change Orders processing of requested features as well as Option Vehicles (6 cab, 14 trailer) are in-work. Total quantity of each vehicle type including Option A vehicles, is 21 cab cars and 39 trailer cars.
- Executed exercise of option for 20 additional cars; processing option for 10 additional cars (total 70).
- UTDC was on annual vacation shutdown from 7/13 to 8/5/91.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Determination of specifics and issuance of Change Order for spare parts for option cars.
- Ascertaining actual financial impact resulting from recent tariff reduction legislation.
- Determine cash flow prediction resulting from exercising of Change Order based on negotiated manufacturing schedule.
- Decision on optioning last 10 vehicles above base order and first 30.
- Negotiation of delivery schedule for 20 additional vehicles.

CRITICAL NEEDS:

None

PROGRESS REPORT

PROJECT ELEMENT: VEHICLES - LOCOMOTIVES (GM)

PERIOD: AUGUST 1991

PROGRESS THIS PERIOD:

Finalizing of engineering details of modifications to base locomotives for SCRRA operations, e.g., radios, dynamic braking grids, head-end power, etc. to insure start of production fabrication of sub components in mid-January 1992.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

Processing and cleanup of Change Orders and Change Notices.

Decision on optioning additional locomotives above base order, of seventeen (17) F59PH's.

CRITICAL NEEDS:

None -

10-Sep-91

LACTC COST RECOVERY STATUS REPORT

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
CalTrans	C415	Firestone Bridge	458,000	458,000	458,000	458,000	0	0	Cash Collected	
	C415	Firestone Bridge - Indirect	232,851	0	0	0	0	0	Payment capped at \$458,000	
Compton	F202	MC-5 Alternative	10,158,808	2,195,323	1,780,113	1,780,113	0	415,210	MC-5 Workshop held	Review claim amt with Bennett
	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Walton Land	24,117	24,117	24,117	24,117	0	0	Cash Collected	
	C510	SPTC/Right-of-Way Acquisition	106,984	106,984	106,984	106,984	0	0	Cash Collected	
HJO	C140	C140 Counterclaim	5,171,204						Negotiated	Document results
	C117	Thrd Party Backcharges	35,874						Negotiated	Document results
Long Beach	C335	LB Station Superstructures	415,000	415,000	415,000	415,000	0	0	Cash Collected	
	C335	LB Station Superstructures - Indirect	211,733						Invoiced 9/5/91	Follow with Long Beach
LA-BSL	C140	Supplemental Agreement	259,000	259,000	259,000	259,000	0	0	Cash Collected	
	C117/C140	Betterments & Backcharges	788,848						Letter sent to Horli	Set mtg with Horwitz
LA-CRA	C510	Century Blvd. Grade Crossing	544,052	544,052	544,052	544,052	0	0	Cash Collected	
	C510	105th Street Pedestrian Crossing	378,000						Dickering over land	
LA-DPW	C117	Flower St. Improvements	2,146,803						Held Initial mtg with Adams	Verify limits/boundaries
	C140	8" Sewer Relocation	500,000						Held Initial mtg with Adams	Set follow-up mtg with Adams
LA-DWP-W	C140	HJO Repairs - Faulty DWP Joints	17,500	17,500	17,500	17,500	0	0	Cash Collected	
LA County	F208	Florence-Graham Sta Improvements	0	0	0	0	0	0	LA County lead	Review schedule and costs
Owens Corning		Mealy Street Spur	80,000						Will be billed at completion	
Simmons Cable TV		Install Duct Bank - 10th St. & LB	6,084	6,084	6,084	6,084	0	0	Cash Collected	
So Cal Edison	C325	Install Duct Bank at PCH	19,114	19,114	19,114		19,114	0	Invoiced 8/13/91	Track invoice progress
SCRTD	F815	Central Control Facility	1,580,000	1,580,000	1,580,000	1,580,000	0	0	Cash Collected	
	F815	7th & Flower Sta, Ref of Ine Prem	855,970	855,970	855,970	855,970	0	0	Cash Collected	
	H812	Maintenance Parts	70,000	70,000	70,000		70,000	0	Invoiced 7/30/91	See Kane for possible offset
SPTC	C415/F208	Firestone Bridge	830,000	830,000	830,000	783,078	46,922	0	Follow ltr sent to Mansour	Cut invoice for \$46,922
	C510	105th Street Ped Crossing	17,700						Agmt at SPTC	Awaiting SPTC response
United Logistics		K-Line Spur	325,000	325,000	325,000	325,000	0	0	Cash Collected	
TOTALS			25,372,118	7,850,018	7,434,808	7,298,772	136,038	415,210		

10-Sep-91

LACTC COST RECOVERY STATUS REPORT

Agency	Contract	Description	Claim Amount	Agreed Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
TIA (Argonaut Insurance)		Refund, W/C Ins premiums	2,052,000	2,052,000	2,153,207	2,153,207	0	(101,207)	Refund larger than estimated	
Various		Refund, Gen Liab Ins premiums	490,000	490,000	247,417	247,417	0	242,583	A/R after Ins Co rate audit	
Glendale		Route Refinement Study	75,000	75,000	57,181	57,181	0	17,819		
Lawndale		Costal Corridor Study	18,800	18,800	18,800	18,800	0	0		
Pasadena		Route Refinement Study	150,000	150,000	104,788	104,788	0	45,214	Billed as Bechtel bills LACTC	
Redondo Beach		Costal Corridor Study	7,000	7,000	7,000	7,000	0	0		
Torrance		Costal Corridor Study	48,200	48,200	48,200	48,200	0	0		
CalTrans	64K578	LAUPT Access Study	200,000	200,000	149,302	147,809	1,493	50,698		
SUBTOTALS			3,037,000	3,037,000	2,781,893	2,780,400	1,493	255,107		
GRAND TOTALS			28,409,118	10,887,018	10,218,701	10,079,172	137,529	870,317		

Pass-through Billings		Authorized Amount	Invoiced	Paid	Unpaid Balance	Unbilled Balance	Status	Action Items
Compton	West Alameda Underpass	702,660	488,198	379,124	107,072	218,464	In progress	
		(6,289 = Adm costs due LACTC)					Not allowable per LA County	Document authorization to bill
Courtesy Billings/Wilddan Assoc (Billed to County of LA)	Mosley St - Environmental Assessment	87,699	85,308	83,892	1,314	2,393	Completed	
		(1,314 = Adm costs due LACTC)					Not allowable per LA County	Document authorization to bill

MC-5 Drawdowns	Contract	Grant	Original Amount	Drawdowns	Holdbacks	Remaining Amount
	C421	FWHA	5,983,498	2,995,590	332,843	2,655,065
	C420	LA County	5,500,000	2,195,323	0	3,304,677

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO BLUE LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
C140	LACBD Approach						Closed out	
C355R	Long Beach Landscaping	O					Transferred to RCC	Sept 91
H840	Fare Collection						Transferred to BAH; need final board approval	Oct 91
P851	Hi-Rail Trucks						Awaiting Delivery of Truck	Dec 91

EXECUTIVE SUMMARY

COST STATUS

The total project budget for the Metro Green Line is \$886 million. Current cashflow information reflects a total project expenditure of \$111 million, representing approximately 13% of total dollars budgeted. To date, the project commitments are \$264 million, approximately 30% of the total budget.

SCHEDULE STATUS

The August 1991 update of the master schedule indicates that the Green Line is 58 working days behind the target revenue operations date (ROD) of October 1994. The current predicted ROD for the Green Line is January 25, 1995.

The critical path runs through the El Segundo Segment: Contract C0101 (Foundations and Utilities), Contract C0100 (Aerial Guideways), Contract C0100 (El Segundo Trackwork Installation), Contract H1100 (Automatic Train Control) and Contract H1400 (Overhead Contact System).

PROFESSIONAL SERVICES

O'Brien-Kreitzberg

OKA, working closely with the other consultants and the RCC staff, completed the Metro Green Line Project Schedule Review. The updated baseline schedule confirms the project target date of Green Line construction completion and testing efforts in October 1994.

OKA's construction staff relocated to the sixth floor of the Kilroy Building. This move facilitates the relocation of the Safety Manager and the Manager of Quality Assurance to the field office. Additional staff will relocate to the field as office space becomes available.

Amendment 6 to the construction management contract was submitted to the RCC in August. Review and negotiations can now proceed.

LTK Engineering Services

Addendum 8, issued in early August as the Request for Best and Final Offers (BAFOs), permitted an extension of the vehicle design and manufacturing period for the first two cars from 24 months to 27 months. The first two cars will now arrive on the Commission's property, ready for testing, in January, 1994.

BAFOs were submitted on August 26, 1991 and are now undergoing review by the HPTV Evaluation Team. Results will be announced on or about September 16, 1991. The RCC Board approval of the selected contractor is scheduled for September 23, 1991, and the LACTC Board approval for September 25, 1991. Notice to Proceed is planned for October 15, 1991 in order to realize the January, 1994 arrival of the first two cars.

TRANSCAL II

TRANSCAL participated in the development of the baseline Project schedule. Special studies for the North Coast design are progressing, but the baseline North Coast design has been suspended effective July 31, 1991. Bid evaluation support of Contract H1100 (Automatic Train Control) and Contract H1200 (Traction Power Substations) continued during the month and preparation of the design for additional crossovers is underway. TRANSCAL is in the process of optionalizing systems contracts which became a requirement upon the suspension of the North Coast work.

REAL ESTATE

Real Estate Right of Entry is critical and access to Southern California Edison (SCE) parcels is of concern. If the properties in question remain unavailable, this will affect Contract C0100 (Aerial Guideways) and subsequent contracts.

CONSTRUCTION/PROCUREMENT*Facilities*

Status of the civil construction contracts in the El Segundo segment is as follows:

Contract C0100: I-105 to Compton Boulevard/Guideway Structures

Baseline schedule received and review comments transmitted. Submittals and RFI's continue to be received and reviewed. On-site physical construction is anticipated to begin mid September, 1991.

Contract C0101: I-105 to Compton/Foundations & Utilities

In construction phase, 103 of 187 foundations complete.

Contract C0110: I-105 to Compton/Segmental Bridges

In construction phase, H-pile foundations for Bents 3 and 4 at the Kramer site are complete. Pier column at Bent 3 is also complete.

Contract C0400: Hawthorne Yard and Shops

LACTC Board awarded the contract to Robert E. McKee, Co. on August 28, 1991.

Systems

Status of communications contracts is as follows:

Contract H0833: Radio Systems

30% design review meeting with TRANSCAL, RCC and RTD has opened issues concerning priorities, channel usage, operations, etc. TRANSCAL is reviewing comments and will respond with a 50% design at the end of September.

Contract H0834: Telephone System

No new status.

Contract H0840: LRT Fare Collection Equipment

The Metro Green Line option has been exercised by RCC to furnish and install approximately 80 machines. Operations issues are being resolved by RCC. Currently Booz-Hamilton is overseeing the Metro Red Line installation.

Contract H0900: Safety and Security Communications System

Questions from bidders are still being received/reviewed and will be answered by TRANSCAL via addendum. Addendum 1 has been issued and Addendum 2 is pending. A possible two week extension of bid closing may be provided, reflecting a closing date of September 25, 1991.

Contract H0901: Platform Intrusion Detection System

No new status.

Overhead Contact System (OCS)**Contract H1400: Overhead Contact System**

Received final bid level documents on August 8, 1991. Pre-bid meeting held on August 8, 1991. Twenty-two vendors and contractors attended this presentation.

Trackwork**Contract C0600: Century Trackwork Installation**

Camera ready documents are currently under review. Scheduled advertisement date of September 4, 1991 will be met.

Contract C0610: El Segundo Trackwork Installation

Awaiting 100% documents for review.

Contract P1800: Special Trackwork Procurement

Contract was awarded to Bethlehem Steel and Notice to Proceed issued on August 7, 1991. Initial submittals are currently being received.

NORTH COAST EXTENSION

On July 30, 1991, the Executive Director of the LACTC ordered a 90-day suspension of OKA's Professional Services efforts pertaining to the North Coast Extension to re-evaluate alignment and general transportation needs in LAX area in light of current airport plans. The suspension is a result of discussions between the Commission and other parties with an interest in the Extension, and was agreed upon to allow further study into alignment and station locations that would efficiently provide access to the Los Angeles International Airport and its environs.

AREAS OF CONCERN

ONGOING

March 1991 Chevron Oil Line Relocation

Concern: The delayed relocation of oil lines belonging to Chevron (south of Rosecrans Avenue) has caused resequencing on C0110 (Segmental Bridges) and could impact construction of the I-105 to Compton contracts C0100 (Aerial Guideways) and C0101 (Foundations and Utilities).

Action: The Chevron oil lines should have been relocated by the end of June 1991 to avoid delays in the C0110 construction schedule. As completion in June did not take place, the C0110 contractor has resequenced its schedule of operations to begin construction at the Kramer Bridge site first. The Chevron relocation work is expected to be completed in October 1991.

Status: RCC and Chevron management met to discuss expediting the relocation of the oil lines. Chevron has engaged a contractor to perform this task, and work began on July 22, 1991. Present impact on the C0110 schedule and the Rosecrans Bridge has been mitigated through the resequencing of work to the Kramer Property.

Jan. 1991 Kramer Property Hazardous Waste

Concern: The total effect that the treatment and handling of Kramer property hazardous waste material will have on the Kramer Bridge construction or on SCE utility relocations has not yet been determined. A delay to the C0100, C0101 and C0110 contractors may result.

Action: The method of construction and the handling of the hazardous waste material located on the Kramer property should be approved by the Department of Health Services (DHS) before construction on the Kramer property begins. There is some risk associated with proceeding prior to receiving the DHS approval. The DHS has requested further sampling and testing of soil from the two Kramer Bridge bent locations.

Status: The contractor was directed to start work at the Kramer Bridge in July, 1991. Coordination efforts continue between DHS and RCC/consultants. Presently, work is progressing at the Kramer site with the close supervision of the RCC's consultant TetraTech.

Nov. 1990 Vehicle Delivery Schedule

Concern: A three month delay in the manufacture and delivery of the first two Green Line vehicles (27 months instead of the original 24 months) is of concern. The ATC control line test, scheduled to start in November, 1993 will have to be performed using substitute vehicles. Furthermore, the integrated testing is scheduled to start in March 1994. The first MGL vehicles will not be available for ATC or integrated testing until late April 1994. Consequently, a workaround has to be developed to use alternate vehicles for much of the control line tests and the initial stages of the integrated tests.

In addition, there will only be twelve certified Green Line vehicles available for the ROD of late October, 1994.

Action: The H1100 (Automatic Train Control) contractor is expected to plan testing using alternate vehicles. Integrated test plans will address the workaround.

Status: Addendum 5 to Contract H1100 (Automatic Train Control) documents will give the option of using alternate vehicles to the H1100 proposers. In order to use the alternate method for testing, the successful proposer will have to submit plans incorporating this for review and approval.

July 1991 SCE 16KV Lines at Hughes Property

Concern: It was discovered in July that the SCE 16KV lines paralleling the east side of the guideway at Bents 78-87 (Hughes Property) are in conflict with the construction operations of C0100 (Aerial Guideways) and C0101 (Foundations and Utilities).

Action: Meetings with SCE/RCC/OKA and the C0101 contractor took place in July on site to determine constructability alternatives.

Status: The C0101 contractor has resequenced scheduled activities from Bents 78-90 to Bents 39-49 to allow for SCE's relocation of the 16KV lines.

July 1991 Construction Permits

Concern: Caltrans and the City of Los Angeles permits for construction of the guideway at the intersection of the El Segundo and the Century Freeway segments are not yet in hand. The requirement for the City of Los Angeles permit is presenting a problem to the contractor in securing the "B" permits

they need. Resolution is needed to create an open avenue for the contractor in attaining the "B" permits.

Action: The RCC is verifying the actual requirements for a permit from the City of Los Angeles and is seeking to assist the contractor in securing the "B" permits.

Status: It is anticipated that the final approval will be given after the current review, and the permit for construction issued in early September 1991.

KEY ACTIVITIES – August

- Contract P1800 (Special Trackwork Procurement) was awarded and Notice to Proceed issued to Bethlehem Steel.
- Contract C0400 (Hawthorne Yard and Shop) was approved by the RCC and LACTC for award to Robert E. McKee, Co.
- LACTC Board approved the award of Contract H1200 (Traction Power Supply Systems) to Mass Electric, pending a court hearing now scheduled for mid-October.
- Best and Final Offers (BAFOs) were received for Contract P1900 (High Performance Transit Vehicles).
- Contract H1400 (Overhead Contact System) was advertised for proposals.

KEY ACTIVITIES -- Planned for September

- Successful proposer will be decided on Contract P1900 and the RCC and LACTC will convene for approval of the award.
- BAFO will be submitted by the qualified proposer on Contract H1100 (Automatic Train Control).
- Contract C0600 (Century Trackwork Installation) will be advertised for bids.
- Contract C0400 (Hawthorne Yard and Shop) will be awarded with Notice to Proceed date of September 23, 1991.

FUND SOURCE STATUS
(IN THOUSANDS OF DOLLARS)

STATUS: 08/30/91

SOURCE	TOTAL ANTICIPATED FUNDS	TOTAL FUNDS RECEIVED	OBLIGATIONS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP 108	107,500	0	2,248	2%	2,248	2%	0	0%
TCI	36,000	0	10,042	28%	0	0%	0	0%
PROP A	742,500	110,908	251,594	34%	108,660	15%	110,908	15%
TOTAL	886,000	110,908	263,884	30%	110,908	13%	110,908	13%

O'BRIEN-KREMTZBERG
RCC
Project: R23
Period: 7/27/91 to 8/30/91

RAIL CONSTRUCTION CORPORATION
METRO GREEN LINE
Project Cost by Element

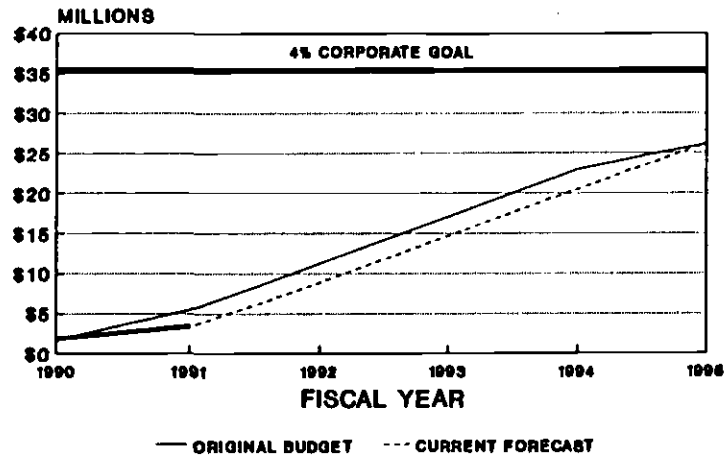
Page: 1
Report Date: 09/10/91
Status Date: 08/30/91

(\$ x 000's)

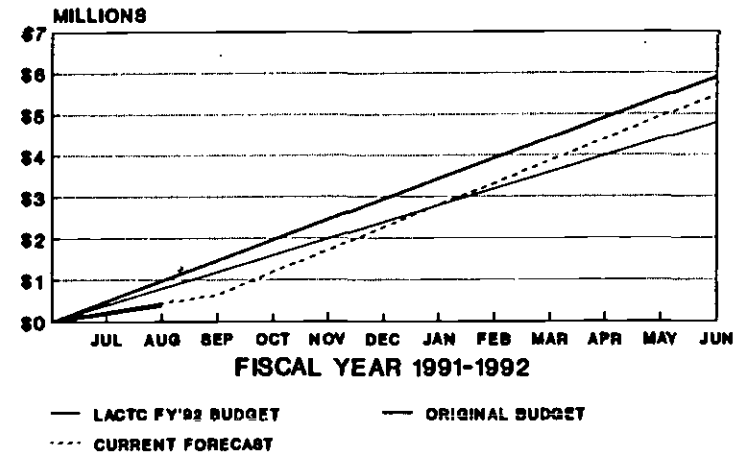
		----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	
Description		Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T	Construction	521,594	587,519	21,807	144,984	3,638	33,951	4,046	27,773	609,780	22,261
S	Professional Services	159,098	159,196	1,734	91,074	2,696	67,124	3,560	61,103	159,481	285
R	Real Estate	49,916	49,916	1,309	22,368	1,134	21,849	1,137	21,850	47,682	(2,235)
F	Utility/Agency Force Accounts	16,310	16,310	165	5,595	24	486	24	623	16,310	0
D	Special Programs	3,071	5,217	78	987	17	117	17	17	5,217	0
C	Contingency	80,637	84,468	0	0	0	0	0	0	64,157	(20,311)
A	Project Revenue	(16,626)	(16,626)	0	(1,125)	0	(458)	0	(458)	(16,626)	0
Project Grand Total :		814,000	886,000	25,093	263,884	7,509	123,069	8,785	110,908	886,000	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

AGENCY COSTS GREEN LINE



FISCAL 1992 AGENCY COSTS GREEN LINE



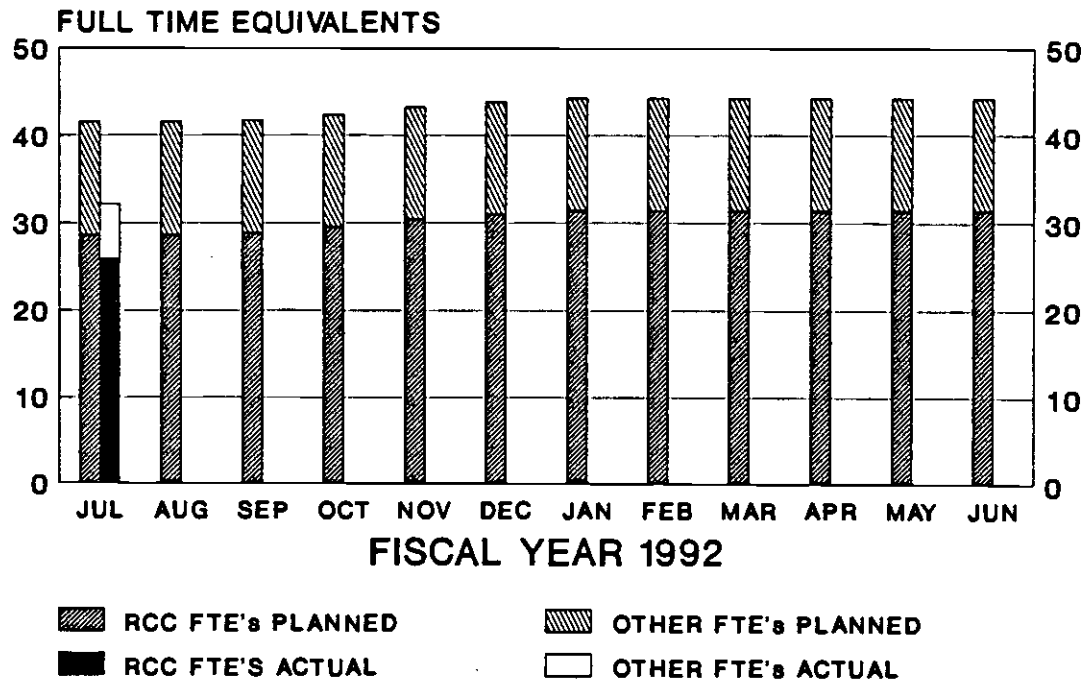
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

LACTC FY'92 BUDGET	\$4,781
ORIGINAL BUDGET	\$5,833
CURRENT FORECAST	\$5,461
ACTUAL \$ TO DATE	\$433

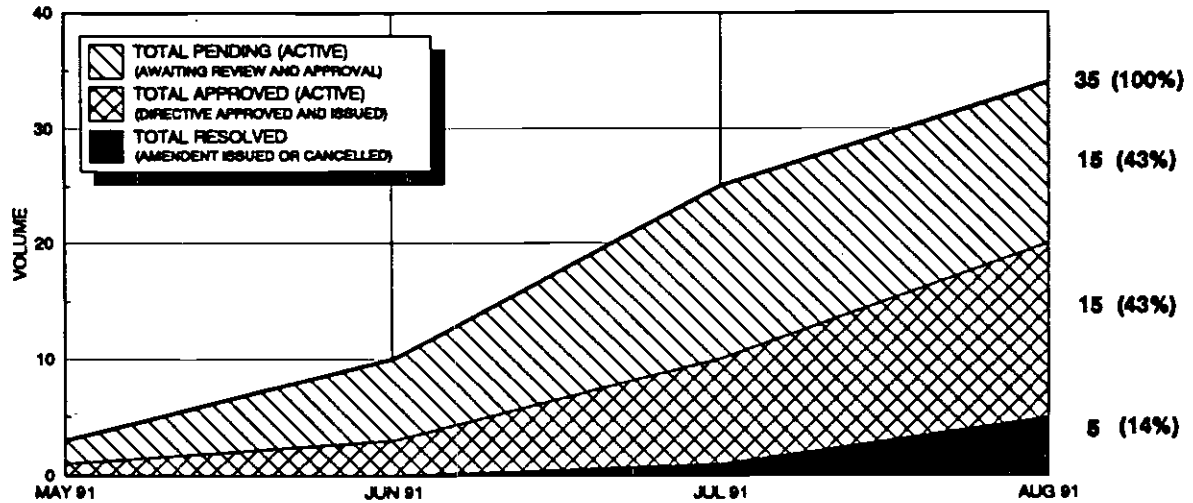
STAFFING PLAN VS. ACTUAL GREEN LINE



GREEN LINE STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$39
ACTUAL WAGE RATE (\$/HOUR)	\$37
RCC FTE's PLANNED	29
RCC FTE's ACTUAL TO DATE	26
OTHER FTE's PLANNED	13
OTHER FTE's ACTUAL TO DATE	6
TOTAL FTE's PLANNED	42
TOTAL FTE's ACTUAL TO DATE	32

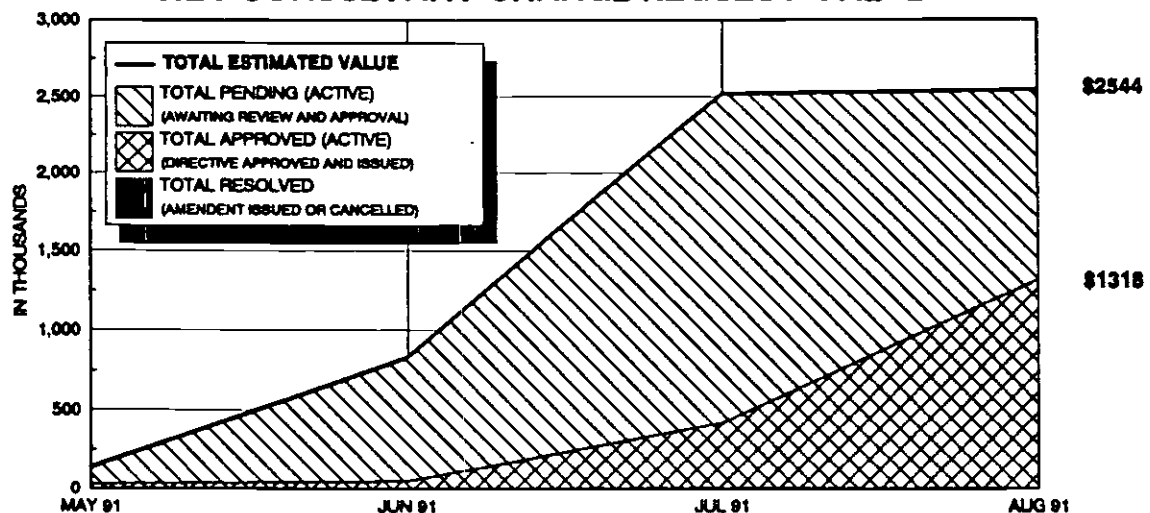
CONSULTANT CONTRACT CHANGE SUMMARY R23 CONSULTANT CHANGE REQUEST RESOLUTION



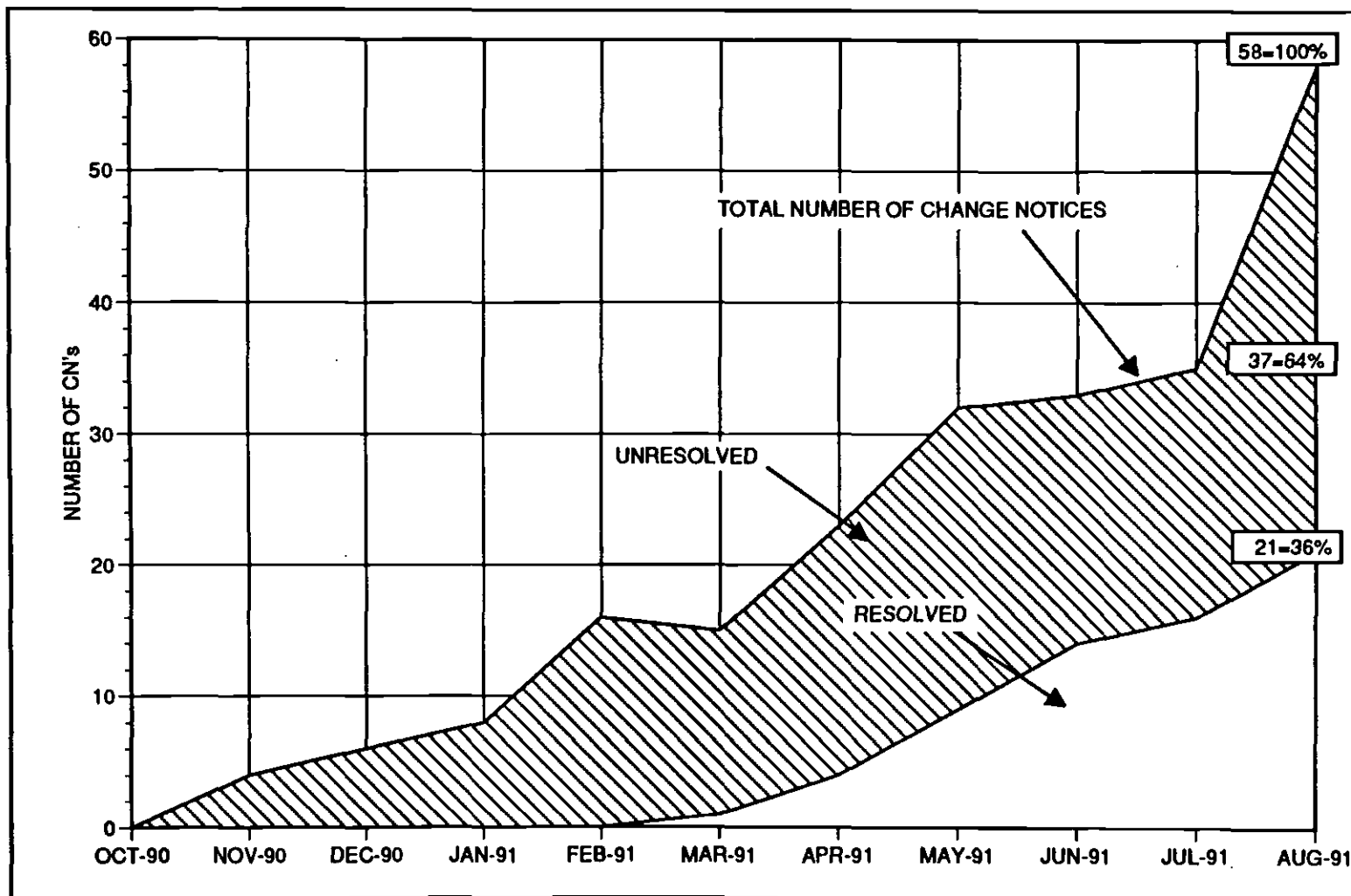
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	9	12	7	2	30
PERCENT	30%	40%	23%	7%	100%

CONSULTANT CONTRACT CHANGE SUMMARY R23 CONSULTANT CHANGE REQUEST VALUES

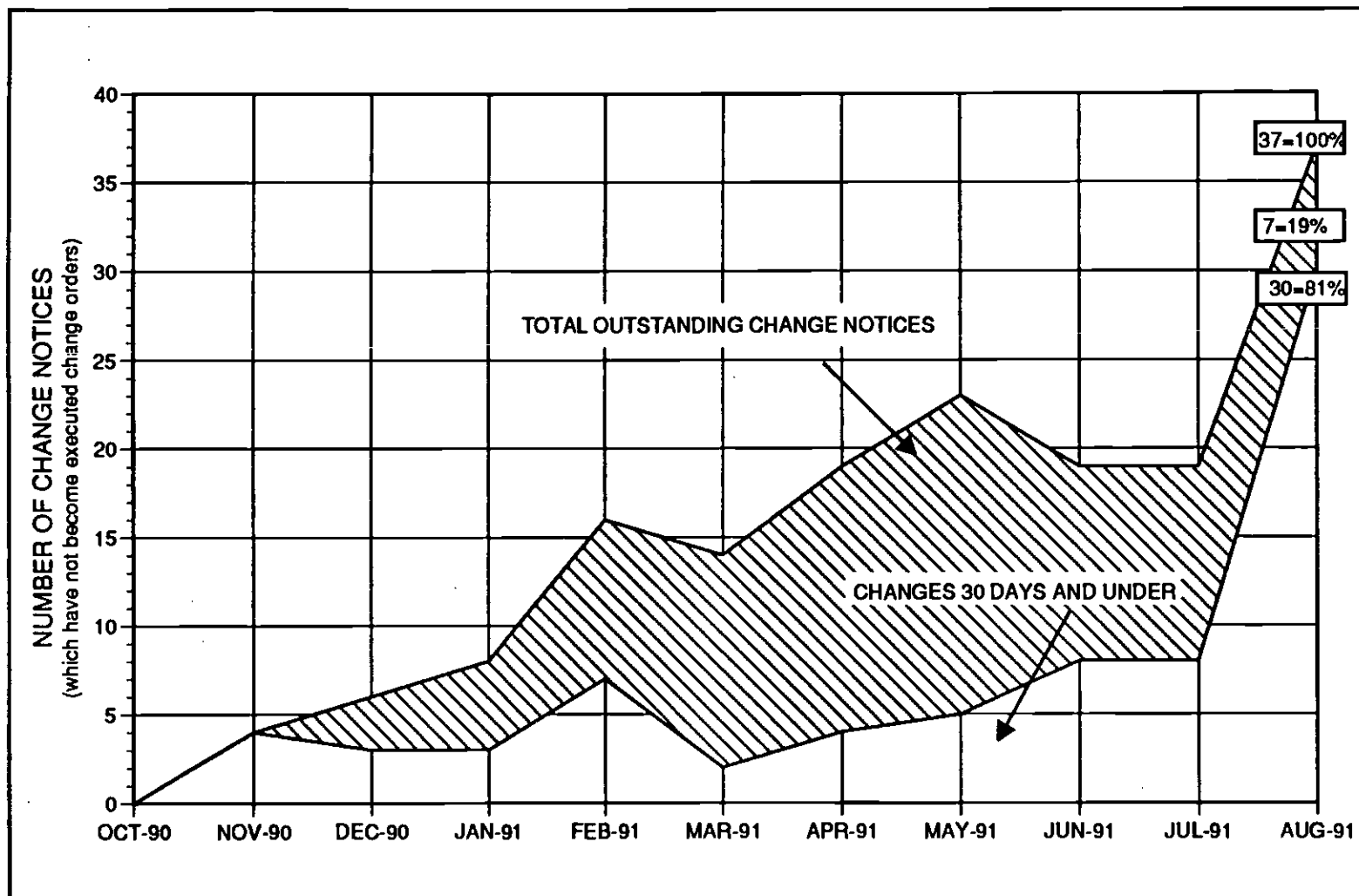


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

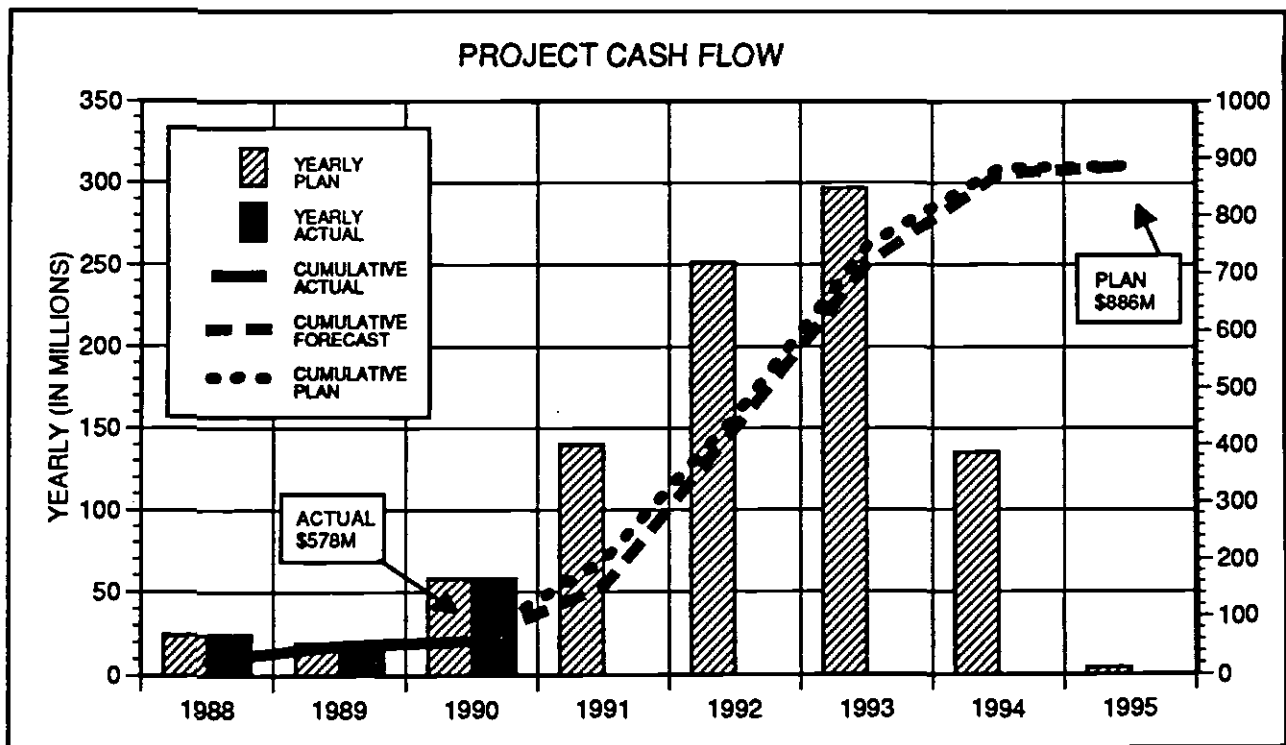
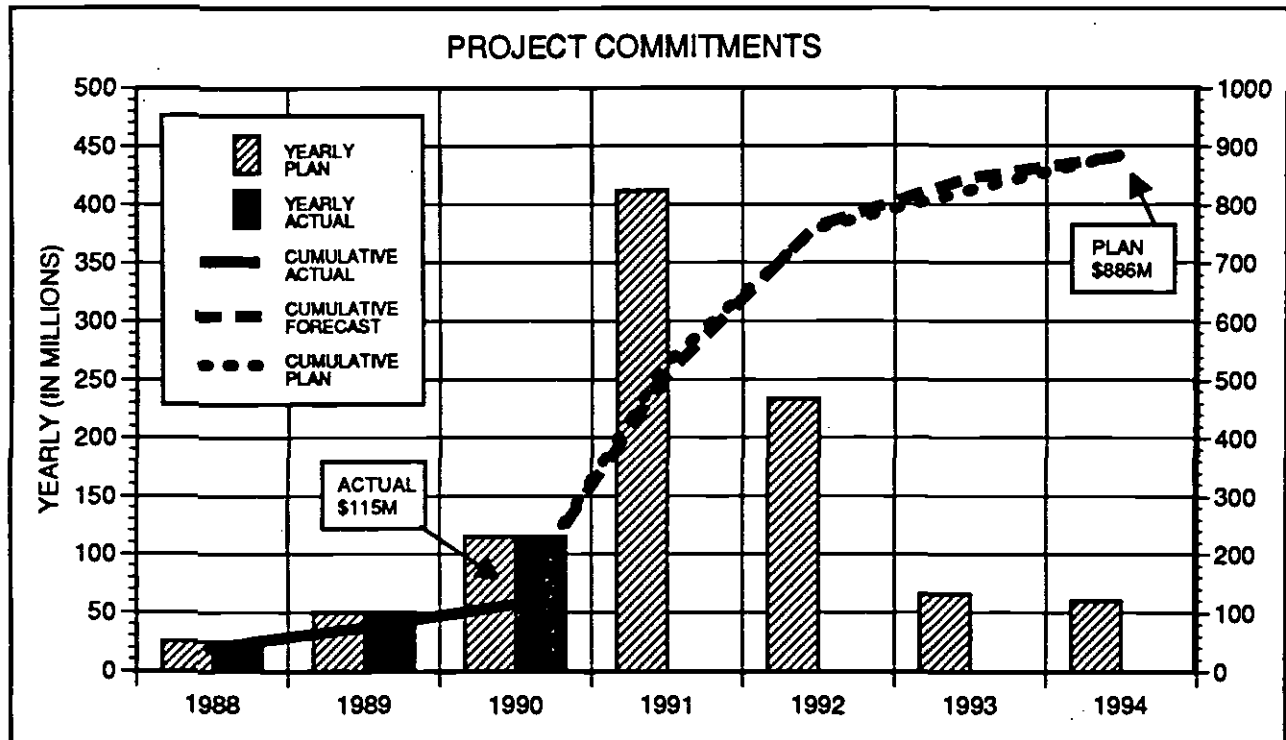


From the fifty-eight (58) Active Change Notices, six (6) are from contract C0100, forty-one (41) are from Contract C0101, six (6) from Contract C0110, four (4) from H0832 and one (1) from H0831.

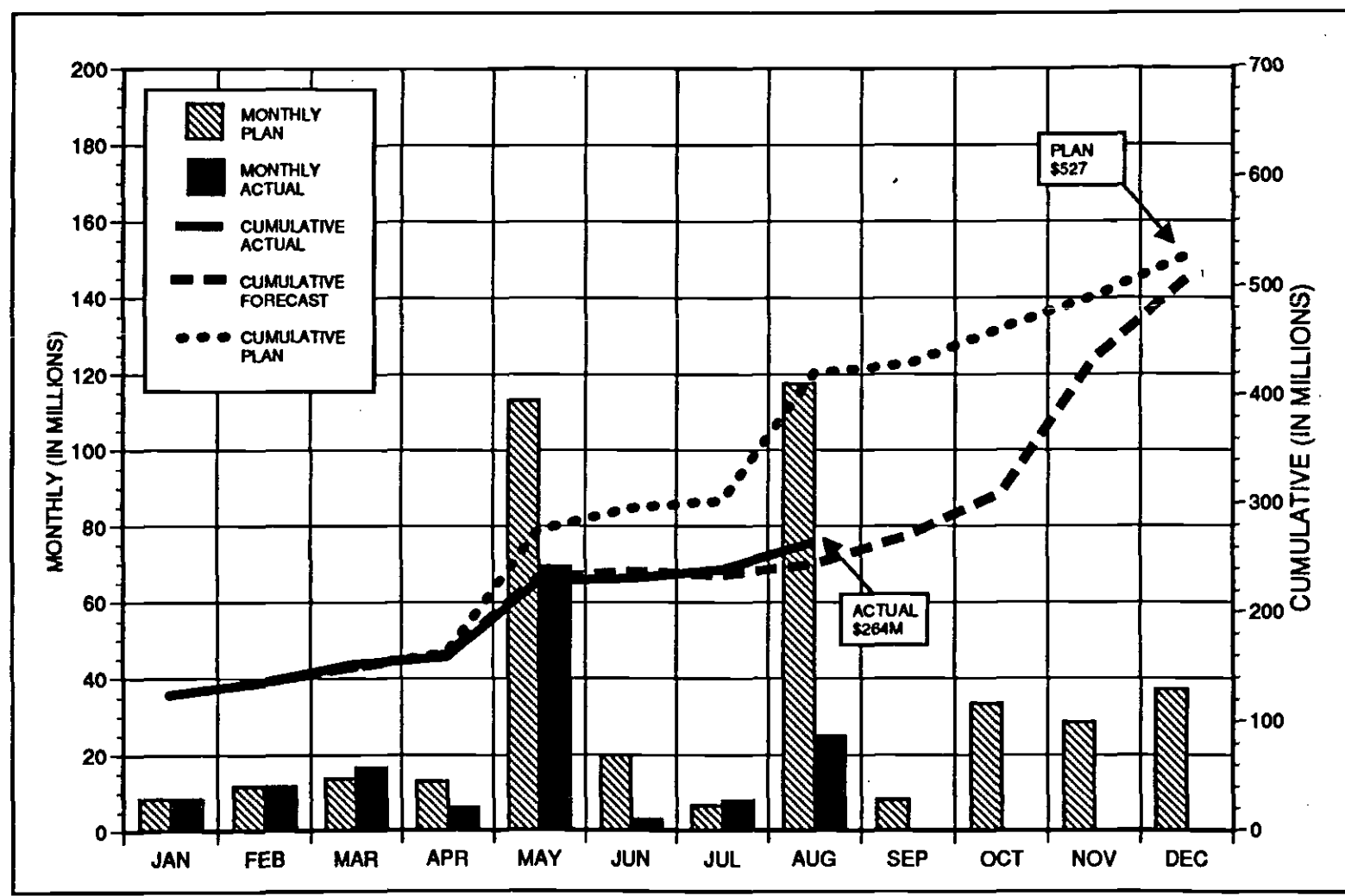
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Activity Progress For C0101, C0110, & H0832



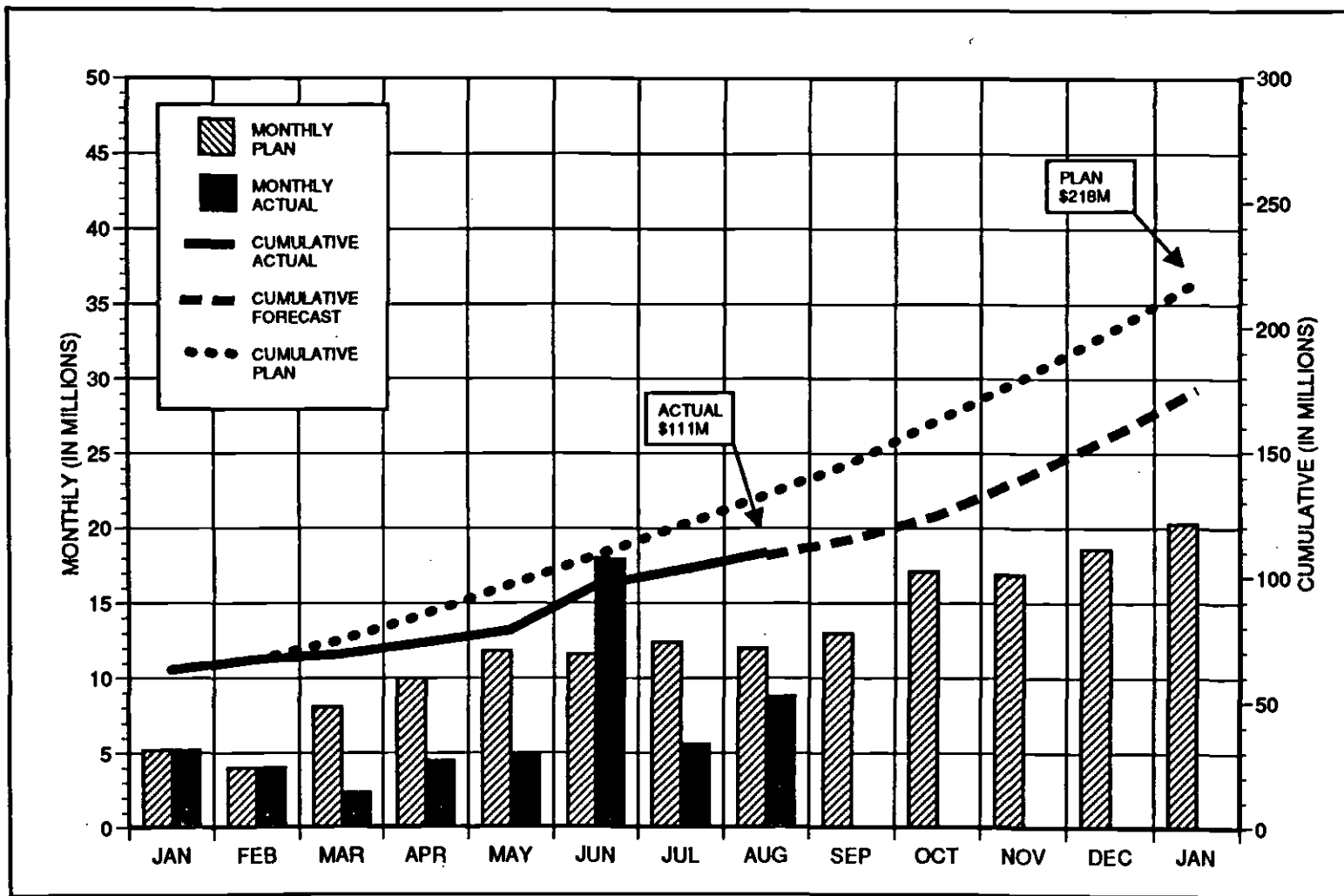
Twenty (20) Change Notices-Awaiting OKA action; Eight (8) Cost Plus Change Notices-Awaiting contractors cost data;
 Nine (9) Change Notices-Awaiting Transcals action.



PROJECT COMMITMENTS

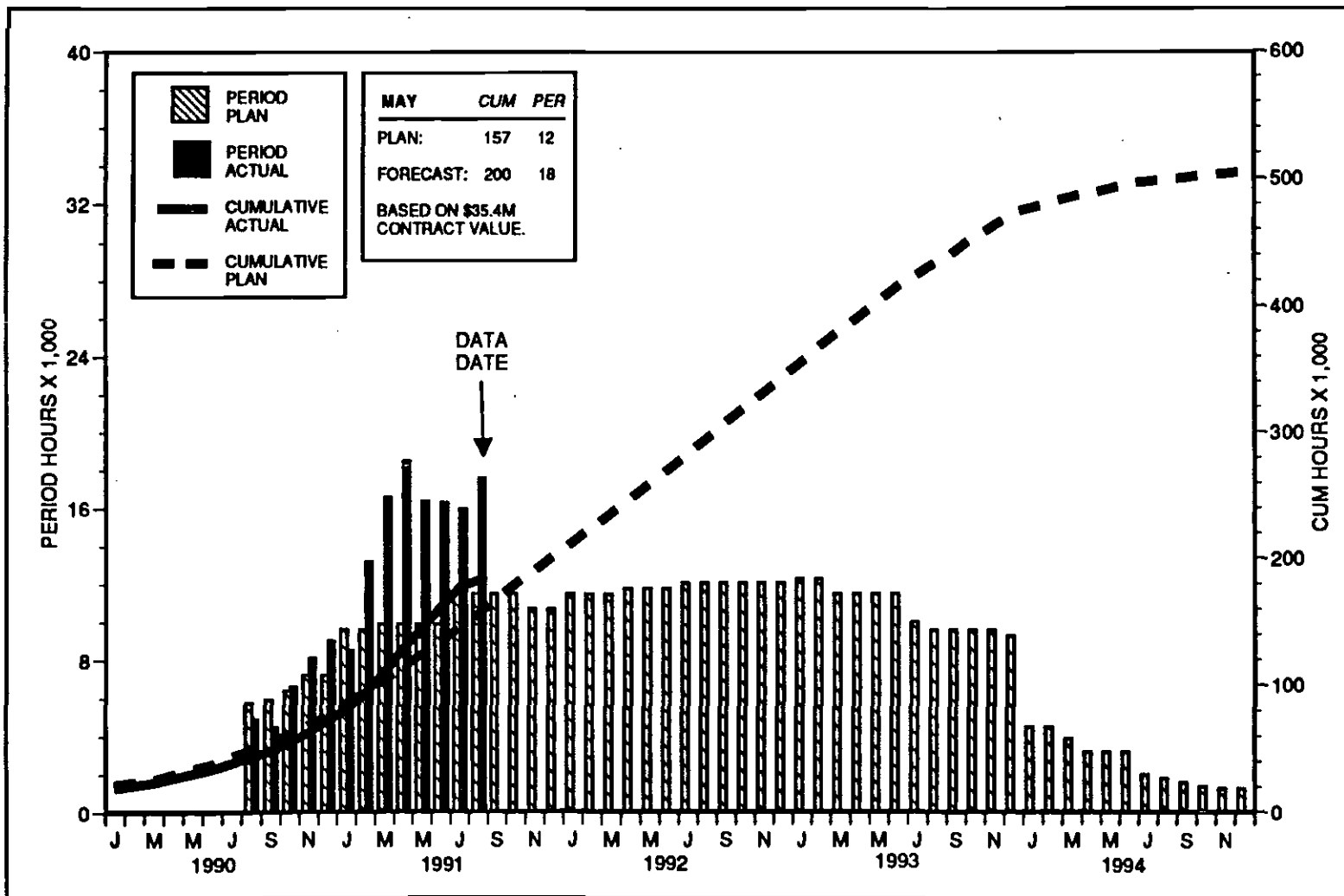


PROJECT CASH FLOW

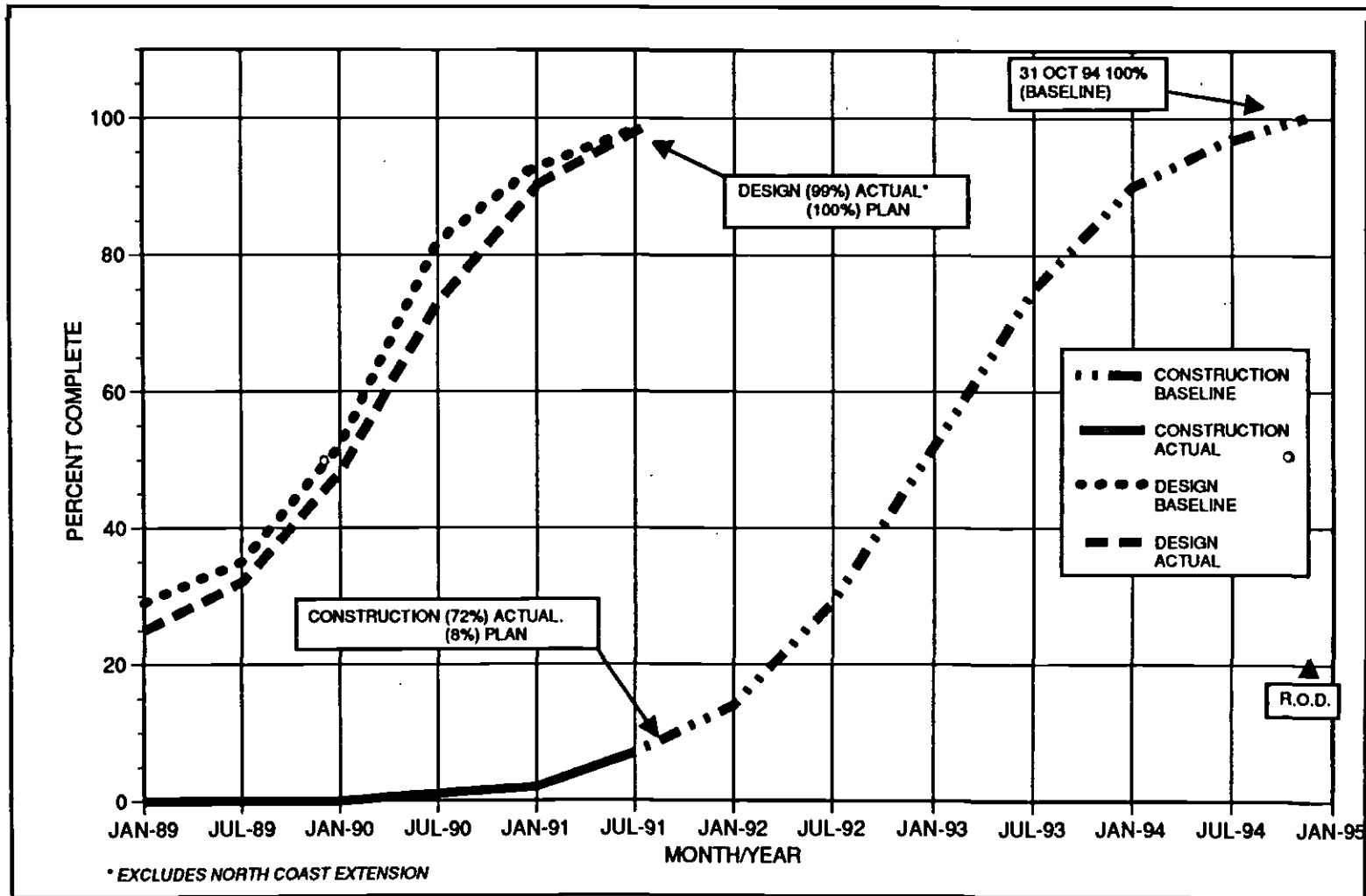


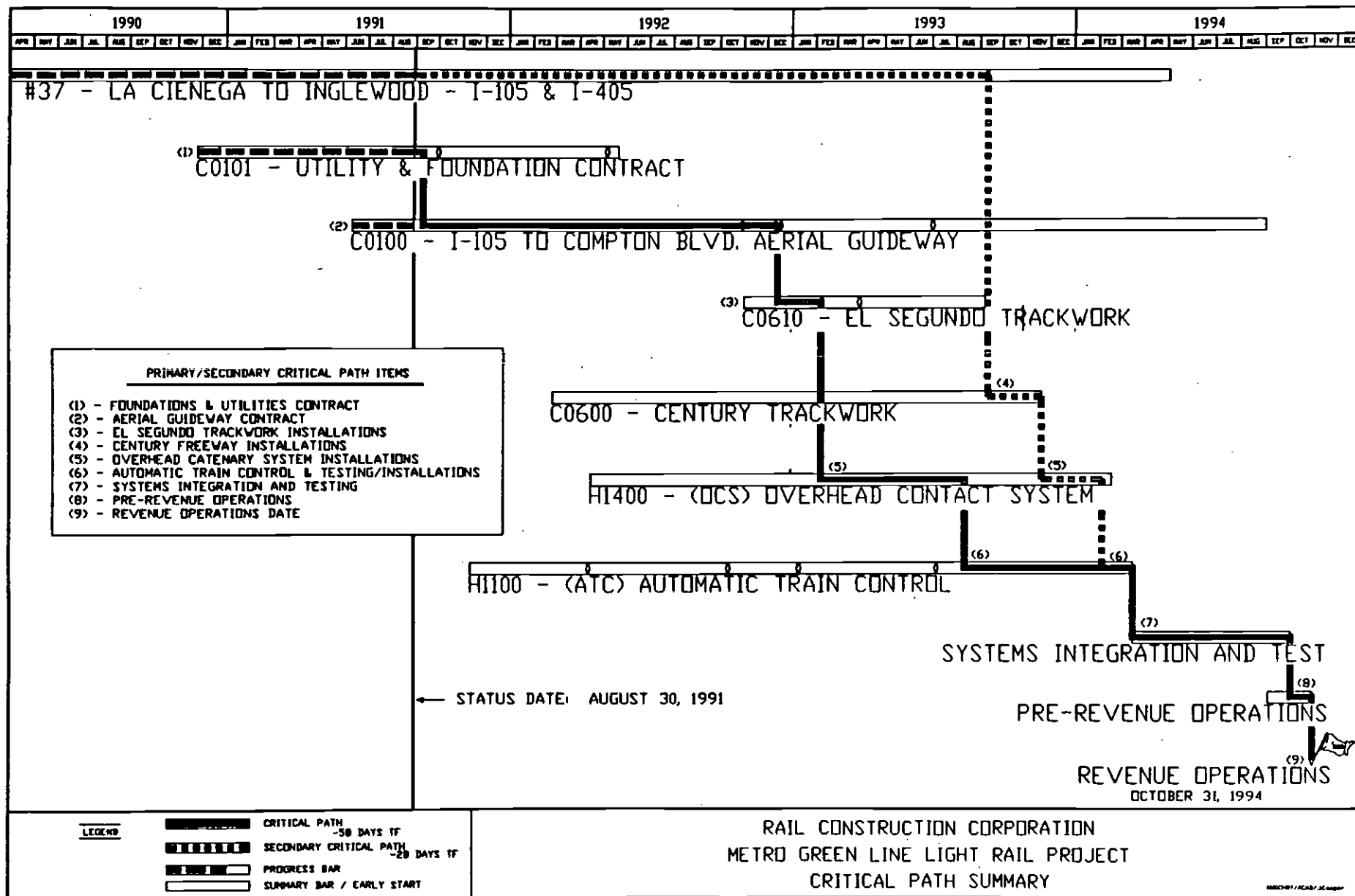


O'BRIEN-KREITZBERG STAFFING PLAN



EXECUTIVE SUMMARY SCHEDULE





REAL ESTATE-STATUS SUMMARY

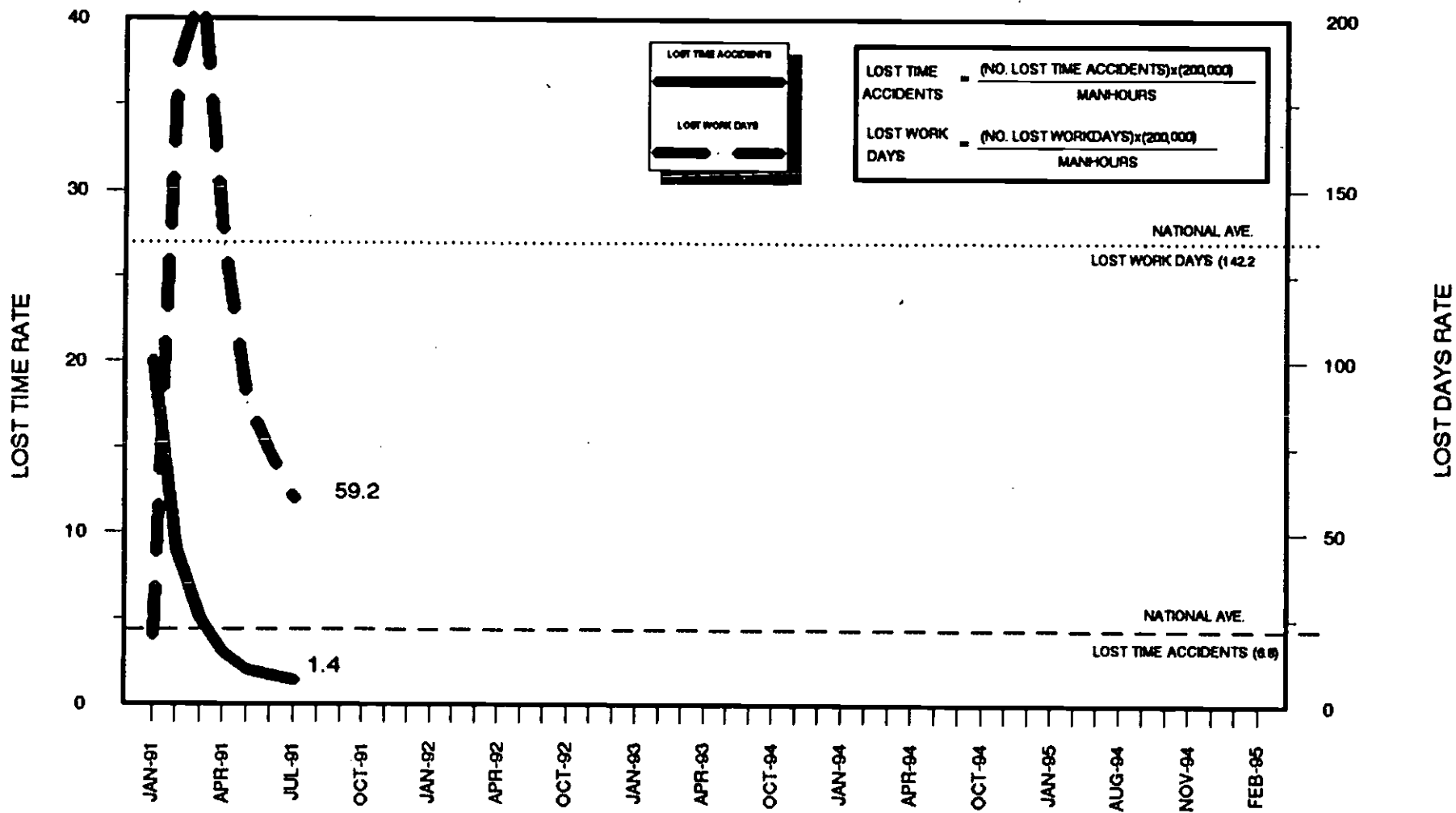
CCU	# OF PARCELS	NUMBER CERTIFIED		JUST COMP. APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION	PARCELS AVAILABLE**		PARCELS NOT AVAIL.	CONST. NTP DATE
		PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL		PLAN	ACTUAL		
C0100	11	11	11	11	4	10	4	10	4	2	11	4	7	07-01-91
C0101	18*	18	18	18	18	18	18	18	18	0	18	18*	0	11-26-90
C0110	6	6	6	6	6	6	6	6	4	0	6	4	2	04-01-91
C0400	5	5	5	5	2	5	3	5	3	0	5	3	2	09-23-91
TOTAL	40	40	40	40	30	39	31	39	29	2	40	29	11	

NOTE:

* Number Includes Exhibits A and B, Railroad Agreements.

** Includes Right-of-Entry to parcels.

C0400-NTP date shown is the current proposed date.



**METRO GREEN LINE
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES**

Total manhours as of July 1991: 144,361

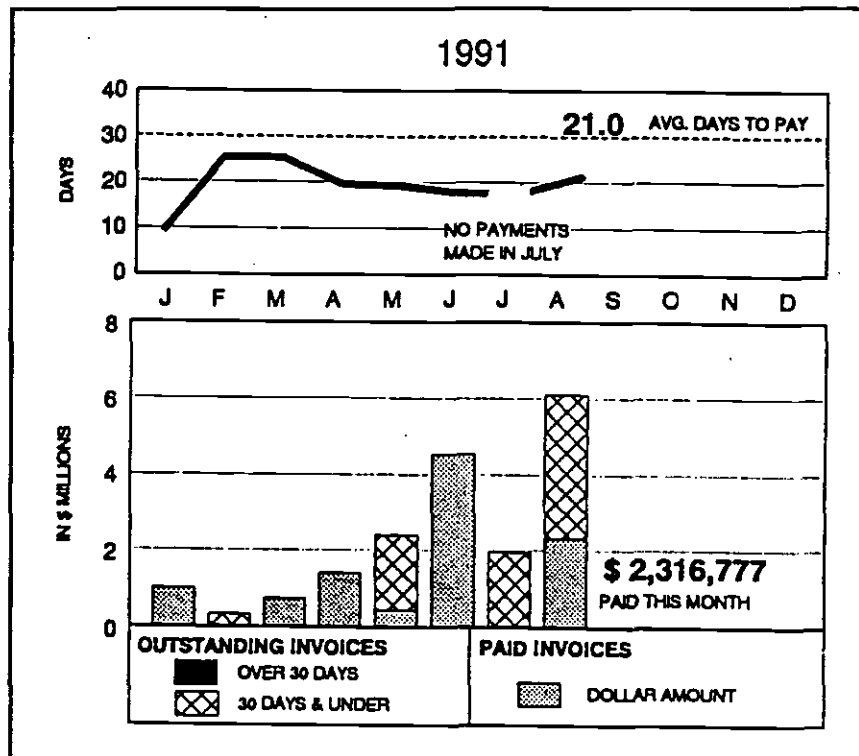
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 21.0 days.

- 7 invoices were paid for a total value of \$ 2,316,777.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1991	1	11,840	0	0	14	2,731,169	1	2,778
MAY 1991	4	1,971,943	0	0	17	3,318,597	3	5,006
JUN 1991	0	0	0	0	9	3,346,403	6	21,137
JUL 1991	2	1,944,180	0	0	13	984,391	1	128
AUG 1991	17	3,782,404	0	0	9	1,422,542	2	9,013

EXECUTIVE SUMMARY

COST STATUS

The original baseline budget for the Project is \$1,250 million. The current approved budget is \$1,450 million. The August forecast is also \$1,450 million.

The Project commitments to date total \$1,207 million, or 83% of the total forecast. The cash flow plan reflects a total Project expenditure to date of \$1,104 million, or 76% of the total forecast. Incurred costs to the Project total \$1,118 million, or 77% of the total forecast.

SCHEDULE STATUS

The overall duration of Segment 1 as indicated in the current Project schedule remains unchanged at 84 months to reflect a revenue operations date (ROD) of September 1993. The Project critical path is through Contract A640, Communications.

PROFESSIONAL SERVICES

Primary work efforts in August were directed at the development of a comprehensive test program to substantiate system readiness for revenue operations, organization of a task force to review CAL-OSHA mechanical ventilation requirements and to implement solutions, formalization of a back charge procedure to remedy the work and process a negative change order for a collection of the funds, and resolving HVAC and design misalignment issues at interfaces for all Stage II contracts.

REAL ESTATE

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

CONSTRUCTION/PROCUREMENT

In August, the installation of communications cable between Wilshire/Alvarado and 7th/Flower was completed. Trackwork punchlist work continued in the AR and AL Main Lines.

EXECUTIVE SUMMARY (CON'T)

Contract A141, Line Section, Union Station to 5th/Hill and Civic Center Station and Contract A740, Ventilation Equipment, achieved substantial completion this month.

RAIL ACTIVATION

The Rail Activation Group has been organized to coordinate and manage all system integration, testing and related commissioning activities for the Project. Formed in April, the group is comprised of the following staff: Staff from SCRTD, representing operations and materials; MRTC, addressing systems testing; Parsons-Dillingham, representing overall construction management concerns; Booz-Allen Hamilton, providing independent vehicle and system perspectives; and the RCC, charged with oversight responsibility.

Activities

Since April, the Rail Activation group has provided guidance as follows:

- Developed and finalized the testing program. It addresses installation and acceptance tests, training requirements, and integrated testing responsibilities.
- Developed and issued draft Test Procedures for comment.
- Established understandings between Project organizations on roles and responsibilities for total activation and start-up.
- Established budget and staffing profiles for total activation and start-up with fiscal year 1992 allocations.
- Recommended \$4 million authorization, via work order, to SCRTD for personnel recruitment and training for fiscal year 1992.

Future activities will focus on:

- Support of vehicle testing at the Transportation Test Center in Pueblo, Colorado by SCRTD/RCC personnel.
- Develop and redefine training schedule for all contracts with required training.

EXECUTIVE SUMMARY (CON'T)

- Secure, review and approve operations/maintenance/training manuals from all contracts with such requirements.
- Review and refine recruitment and training plan to ensure support of Project requirements.

Concerns

Finalization of SCRTD agreements with labor unions in support of Revenue Operations continues to be a concern. Progress has been slow and delays may impede personnel recruitment.

AREAS OF CONCERN

ONGOING

August 1990 Contract A650, Vehicles (Booz Allen Hamilton)

Concern: The delivery of vehicles in time for system testing is a concern for maintaining the Project schedule.

Action: The Rail Construction Corporation (RCC) has developed a plan which would alter the vehicle testing sequence at the Transportation Test Center (TTC) in Pueblo, Colorado, to release the first pair of vehicles directly to Los Angeles by the dates required to support systems testing.

The RCC has also developed a plan which will use four vehicles from the Metro-Dade Transit System (Miami) in order to support the integrated testing program. These vehicles will arrive November 15, 1991.

Status: Negotiations are being finalized with the Metro-Dade Transit System and the vehicles are being prepared for delivery to Los Angeles.

AREAS OF CONCERN (CON'T)**February 1991 Contract A640, Communications**

Concern: Completion of the design review of the technical proposal submitted by the A640 contractor, Bechtel, for the Rail Control Center relocation to the Central Control Maintenance Facility (A640-CO-025) is behind schedule.

Action: A "Fast Track" team has been organized to pursue completion of the relocation.

Status: This activity remains on the critical path. The Fast Track team has been successful in keeping the relocation progressing. The required equipment for the Control Center has been ordered.

May 1991 Contract A640, Communications

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

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

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

AREAS OF CONCERN (CON'T)

Status: As a result of the implementation of a dedicated engineering team, the conceptual redesign of the Fire and Emergency Management system has been frozen as of August 30, 1991. As of the writing of this report the CM evaluated the current schedule and developed a mitigation plan which includes the resequencing of work resulting in the recovery of lost float. Further analysis indicates a high level of confidence that all contractual milestones will be met. However, since this contract serves as the vehicle that facilitates the systems integration effort, it has the greatest potential for volatility from a cost and schedule standpoint, and will be closely monitored through system start-up.

RESOLVED

July 1991

Ventilation System

Concern: The CAL-OSHA Los Angeles office has determined that an active, mechanical, consistent air flow system is required throughout the Project, including the station areas. CAL-OSHA issued a stop work order on July 26, 1991, of all underground work.

Action: A task force was immediately organized to review the requirements, develop solutions, and implement activities to resolve the situation.

Parsons-Dillingham will activate a ventilation system comprised of temporary and permanent fans in order to meet the CAL-OSHA requirements and resume production work.

Status: Parsons-Dillingham designed, installed, activated, and is now maintaining a mechanical ventilation system. By mid-August the entire system was acceptable to CAL-OSHA and work was authorized with approved equipment.

UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

JULY 1991 Financial Reporting

Concern: Spot Report No. 14 requires that SCRTD/LACTC respond to several recommendations regarding financial review.

Status: Acknowledgement and agreement have been reached in most cases. This item will be closed when F. Flores produces the CAPRA Accounting Procedures by the 1st week of September.

NEW

NONE

RESOLVED

NONE

KEY ACTIVITIES - AUGUST

- Managed the activation of all programs related to test train arrival and pre-revenue operations. A comprehensive test program is being developed to ensure that all elements of the system provided under the various construction, procurement, and installation contracts conform to specifications, and all elements of the system and personnel who will operate and maintain the system are able to function in an effective, safe, and dependable manner.
- Started permanent and temporary fans to meet mechanical air flow requirements.
- Managed and enforced track allocation procedures and CAL-OSHA emission requirements.
- Completed Contract A175, Wilshire/Alvarado Stage I, close-out change order.
- Substantially completed the turnover of DWP and ATC rooms.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Continue physical close-out of the following contracts: A130, Yard Leads and Transfer Zone; A135, Union Station, Stage I; A141, Line Section, Union Station to 5th/Hill and Civic Center Station, Stage I; A145, 5th/Hill Station, Stage I.
- Continue coordination and monitoring of compliant discharges of construction-related wastewater from Segment I Project sites, and complete closure of the ground water treatment facilities, Contract A144, Operations and Maintenance Water Treatment Plant.
- Continue conduit verification at Contracts A135 and A175.
- Continue to assess and resolve the electrical and HVAC design misalignment at interfaces for all Stage II contracts as they surface.
- Continue management of programs related to test train arrival and pre-revenue operations.

STATUS DATE : AUGUST 30, 1991
 STATUS PERIOD : JULY 27, 1991 TO AUGUST 30, 1991

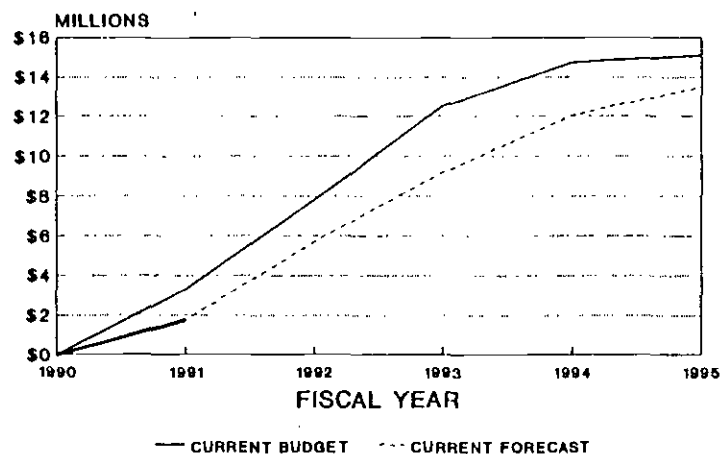
RAIL CONSTRUCTION CORPORATION
 PROJECT COST REPORT
 COST BY ELEMENT
 (\$000)

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

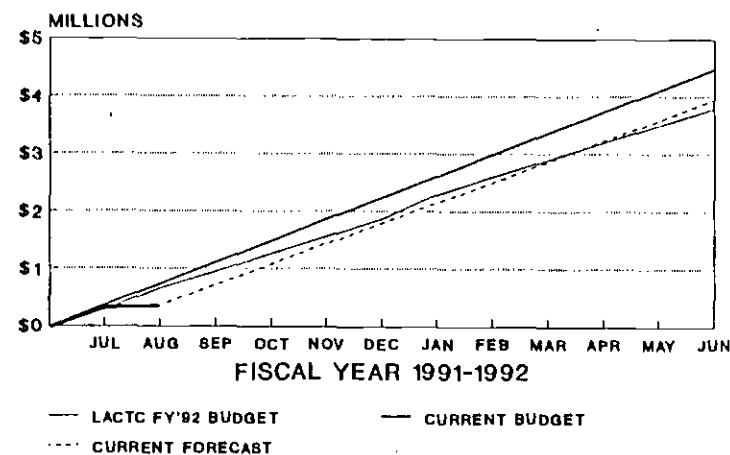
ELEMENT / DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3) (12)
		PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T CONSTRUCTION	696,158	0	751,972	9,302	667,700	12,789	587,395	11,954	574,733	4,375	786,478	34,506
S PROFESSIONAL SERVICES	397,755	0	461,930	8,456	404,392	4,740	399,701	4,740	399,701	643	465,699	3,769
R REAL ESTATE	90,894	0	139,820	753	122,254	753	122,254	753	122,254	0	139,679	(141)
F UTILITY RELOCATIONS	10,920	0	12,140	0	12,018	21	7,941	21	7,941	0	12,018	(122)
D SPECIAL PROGRAMS	948	0	948	348	948	44	329	44	329	0	988	40
C PROJECT CONTINGENCY	53,225	0	83,209	0	0	0	0	0	0	(5,018)	45,157	(38,052)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	(762)	0	0	0
PROJECT GRAND TOTAL	1,249,900	0	1,450,019	18,859	1,207,312	18,347	1,117,620	17,512	1,104,196	0	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

AGENCY COSTS RED LINE SEGMENT 1



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 1



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

TOTAL PROJECT BUDGET	\$1,450,019
CURRENT BUDGET *	\$15,091
CURRENT FORECAST *	\$13,516

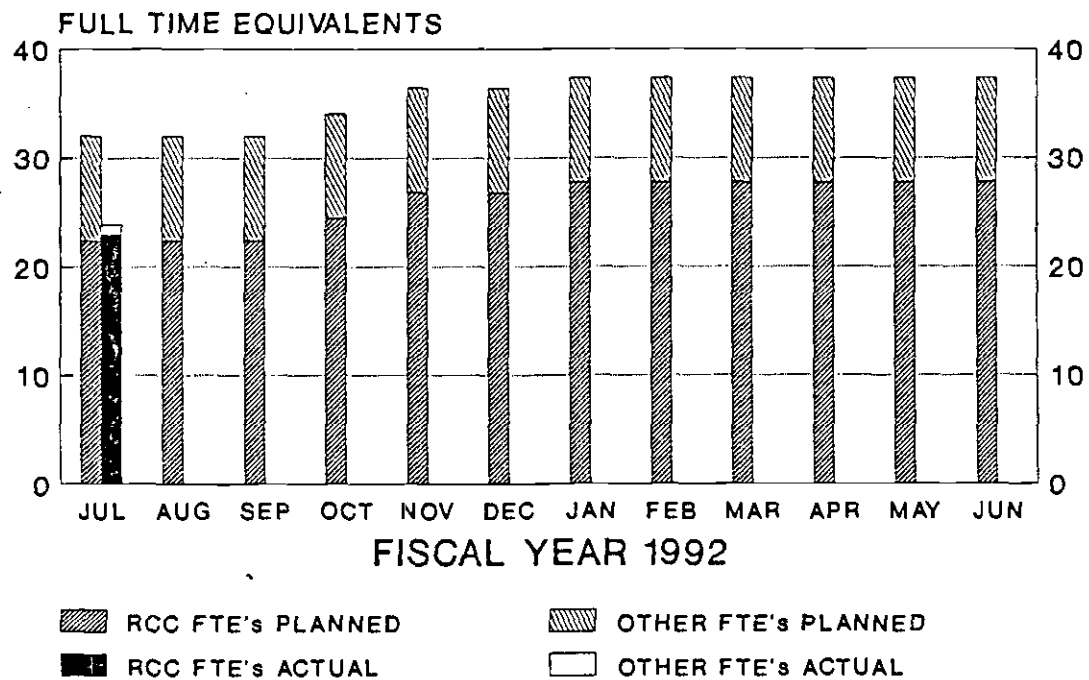
*Does not include \$80,864 in agency costs expended by SCRTD prior to June 30, 1990.

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

LACTC FY'92 BUDGET	\$3,792
CURRENT BUDGET	\$4,477
CURRENT FORECAST	\$3,941
ACTUAL \$ TO DATE	\$365

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 1

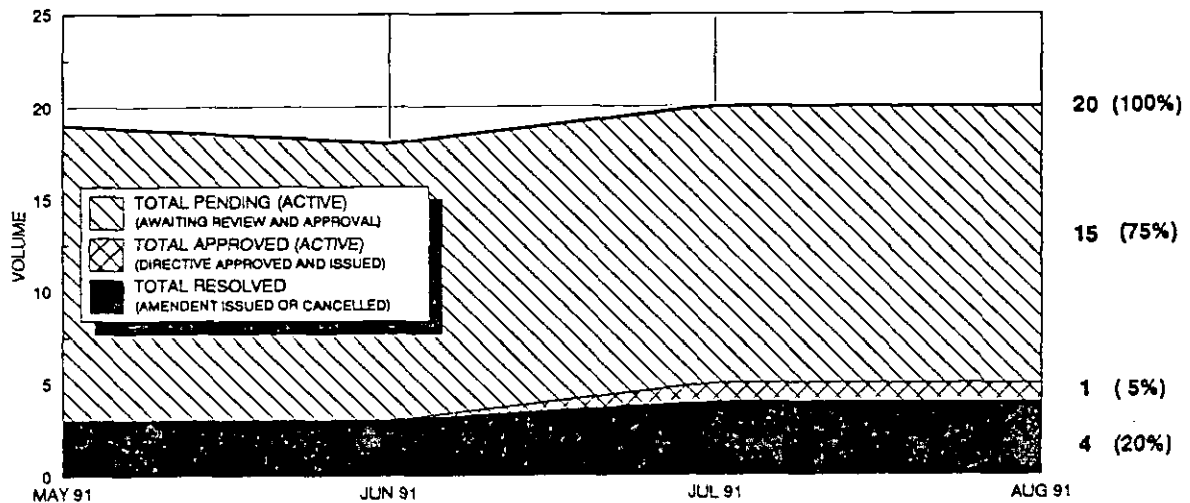


RED LINE (SEGMENT 1) STAFFING PLAN

FISCAL YEAR 1992

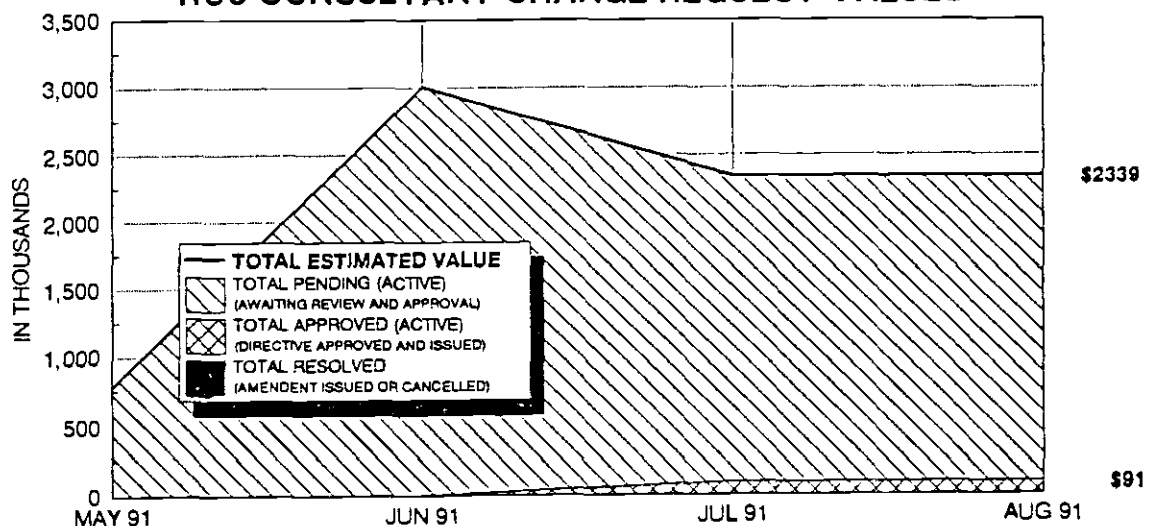
BUDGET WAGE RATE (\$/HOUR)	\$42
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	22
RCC FTE's ACTUAL TO DATE	23
OTHER FTE's PLANNED	10
OTHER FTE's ACTUAL TO DATE	1
TOTAL FTE's PLANNED	32
TOTAL FTE's ACTUAL TO DATE	24

CONSULTANT CONTRACT CHANGE SUMMARY R80 CONSULTANT CHANGE REQUEST RESOLUTION



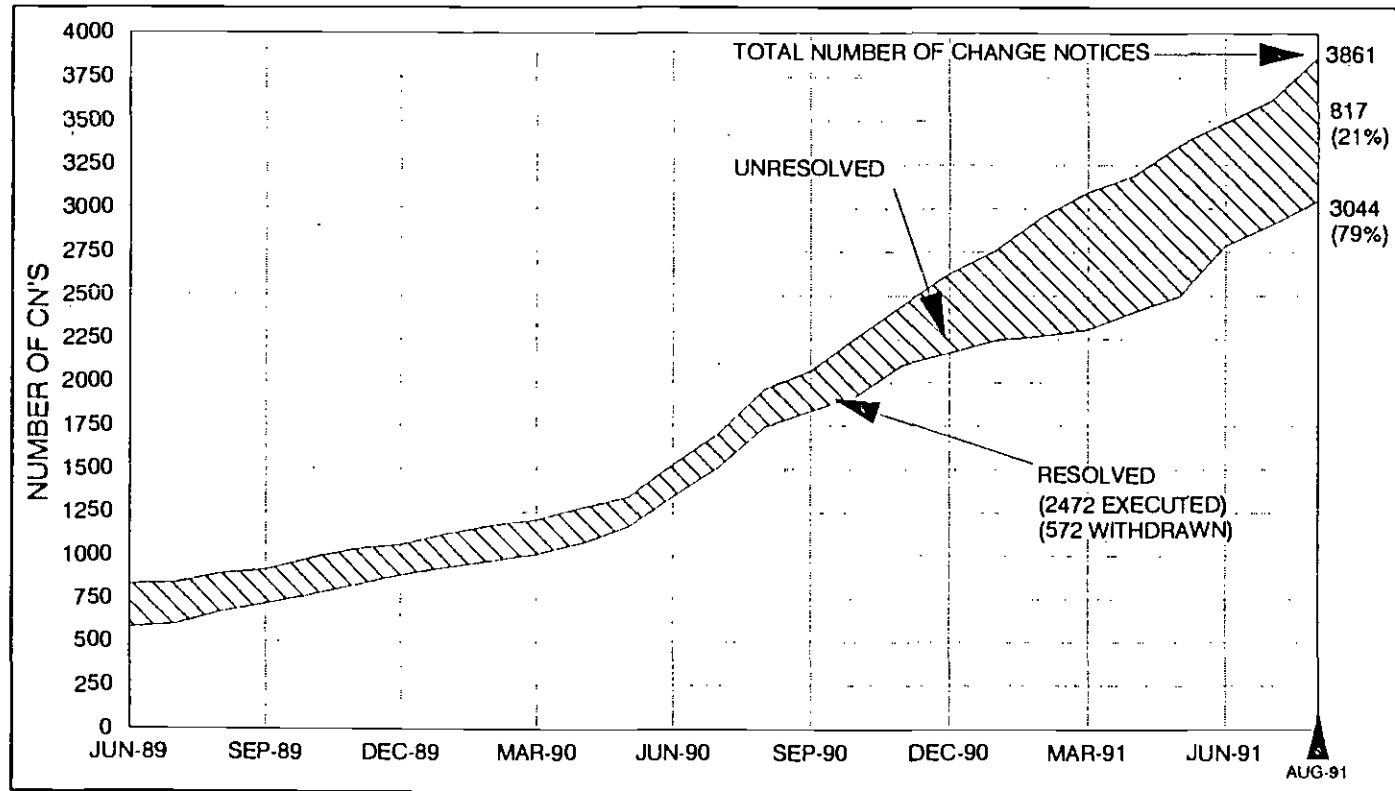
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	2	8	6	16
PERCENT	0%	13%	50%	37%	100%

CONSULTANT CONTRACT CHANGE SUMMARY R80 CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

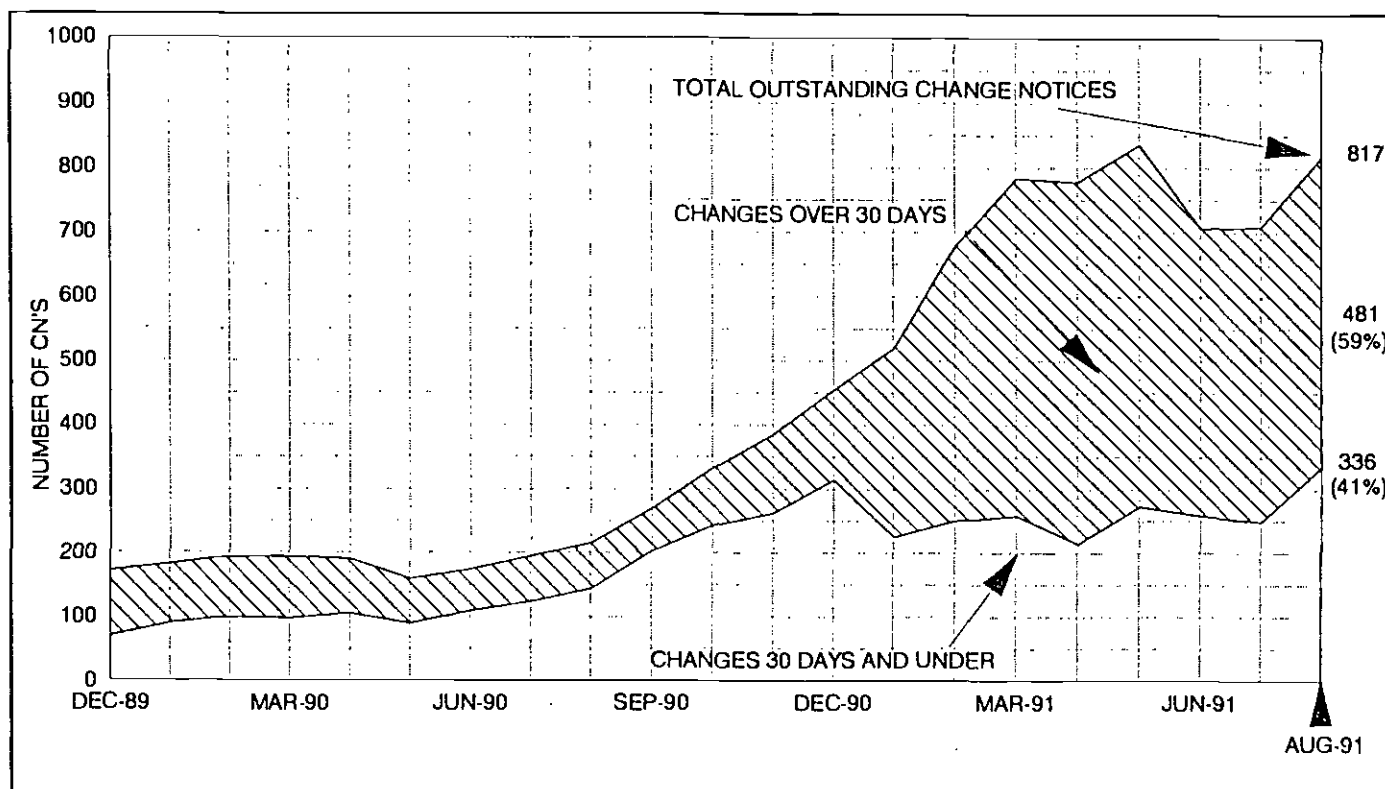
Change Notice Resolution



PRIOR TO JANUARY 1991, WITHDRAWN CHANGE NOTICES WERE NOT INCLUDED IN THIS CHART.

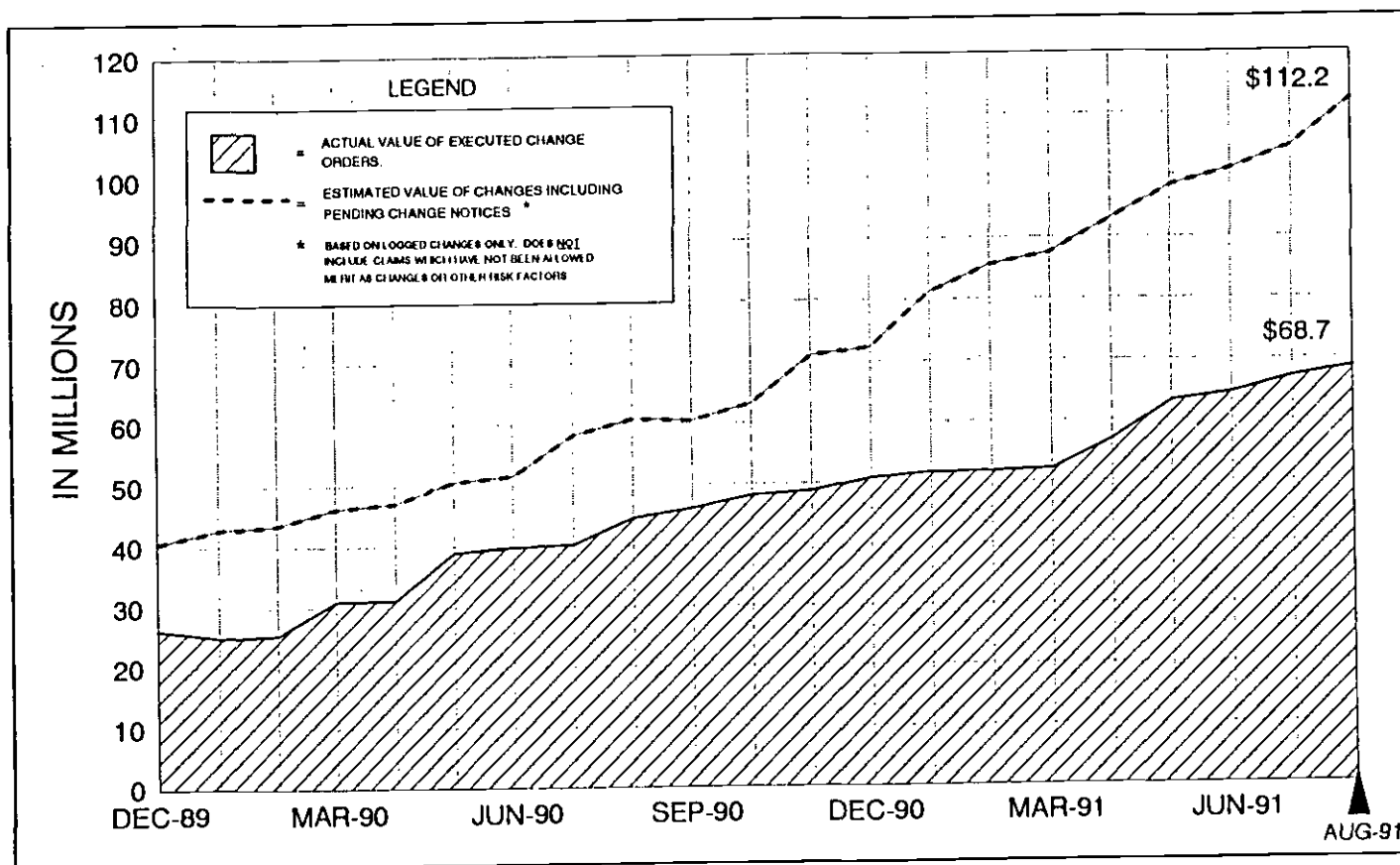
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Activity Progress



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

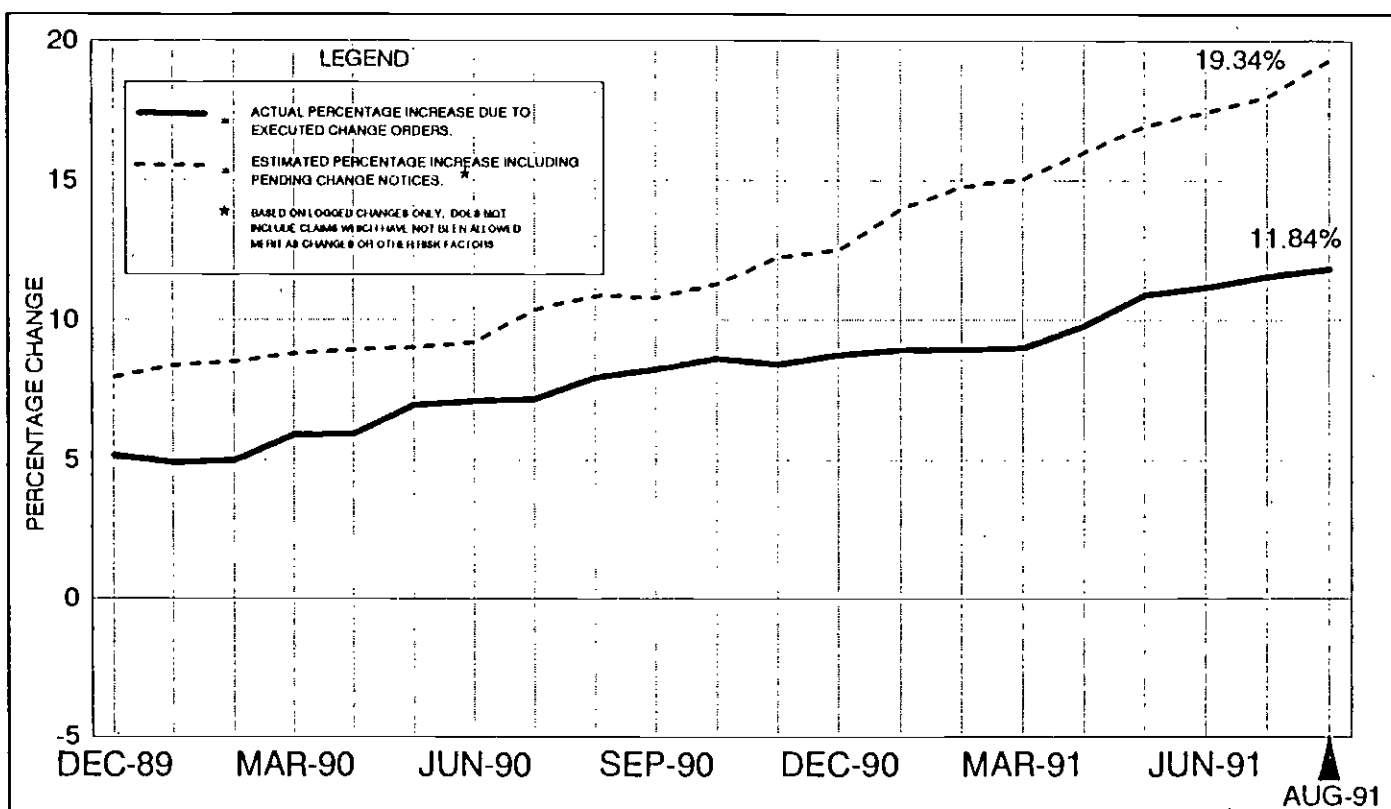
Change Order Value



THE INCREASE IN CHANGES IS THE RESULT OF STAGE II RESOLUTION OF ISSUES.

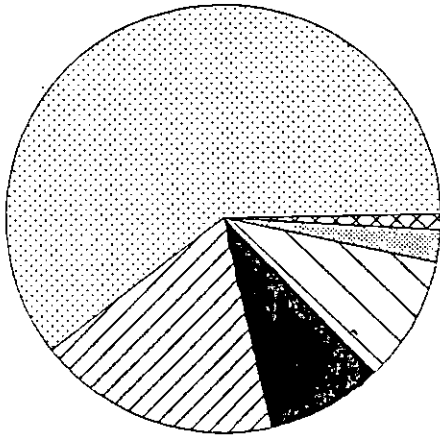
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award









THE INCREASE IS DUE TO STAGE I CONTRACT CLOSE-OUTS AND STAGE II PROGRESS.

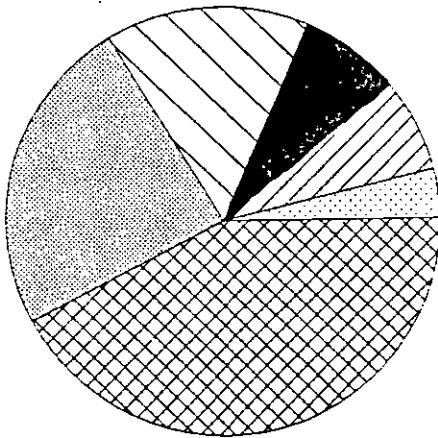
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 8/30/91









CHANGE VOLUME
TOTAL VOLUME: 1763 CO'S (2472 CN'S)

ABSOLUTE VALUES

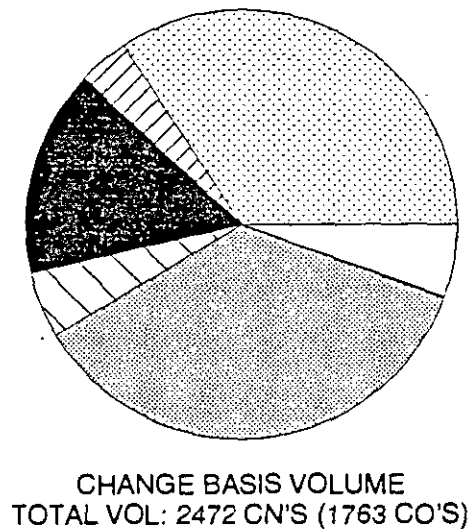
1060	60.1%		< \$10,000
320	18.2%		< \$25,000
154	8.7%		< \$50,000
165	9.4%		< \$200,000
43	2.4%		> \$200,000
21	1.2%		> \$1,000,000



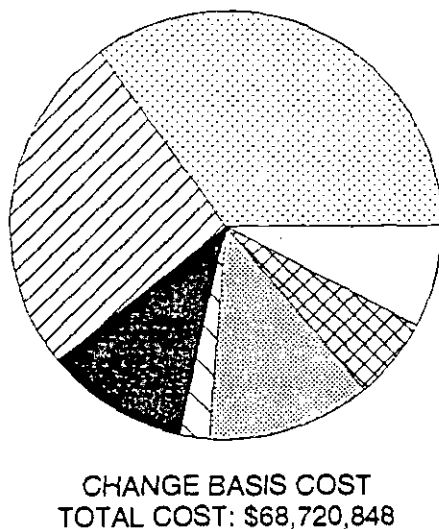
CHANGE COST
TOTAL COST: \$68,720,848

\$2,576,707	3.7%		< \$10,000
\$4,849,327	7.1%		< \$25,000
\$5,192,466	7.6%		< \$50,000
\$10,325,071	15.0%		< \$200,000
\$16,634,595	24.2%		> \$200,000
\$29,142,682	42.4%		> \$1,000,000

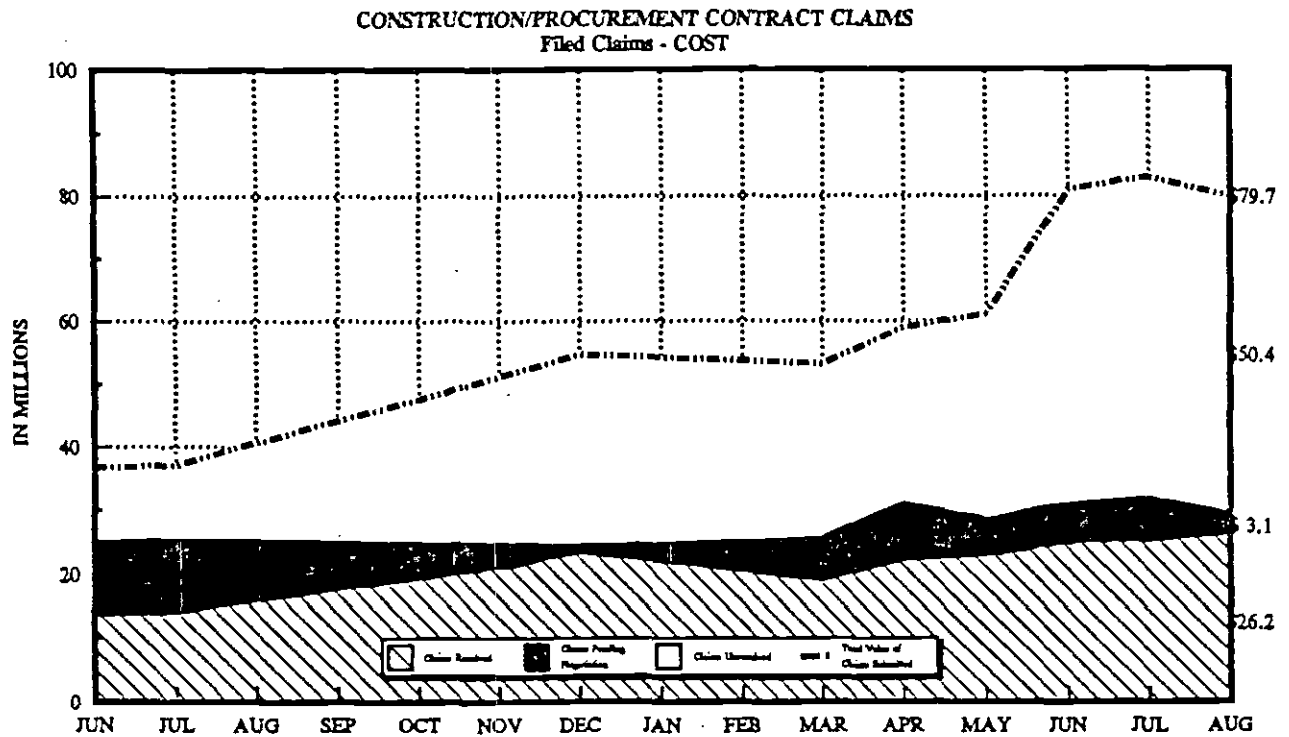
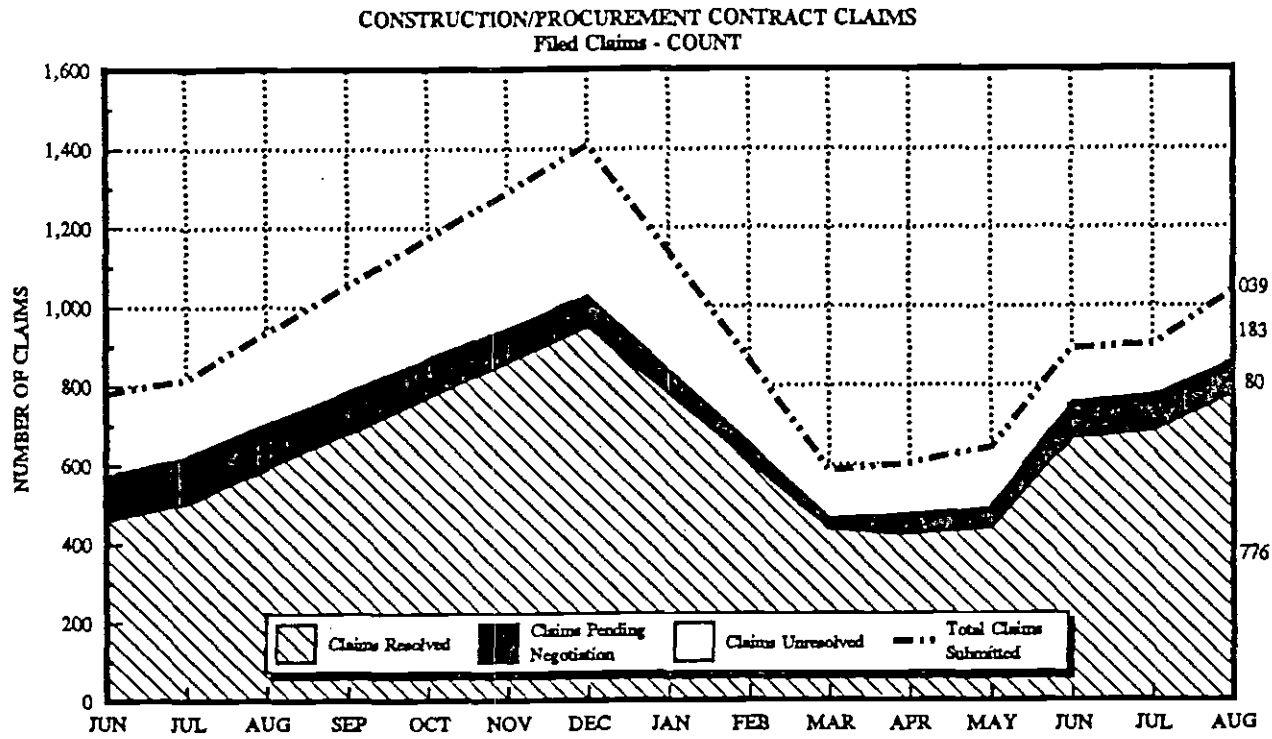
**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 08/30/91**



847	34.3%		WORK SCOPE CHANGES
94	3.8%		SCHEDULE CHANGES
382	15.5%		DIFFERING CONDITIONS
124	5.0%		ADMINISTRATIVE
885	35.8%		DESIGN CHANGES
3	0.1%		MANAGEMENT ISSUES
137	5.5%		UNASSIGNED



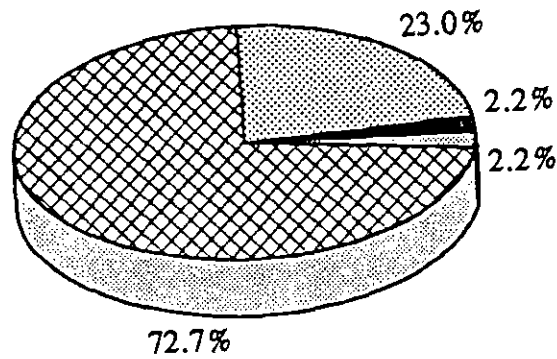
\$23,979,242	34.9%		WORK SCOPE CHANGES
\$17,806,844	25.9%		SCHEDULE CHANGES
\$7,335,201	10.7%		DIFFERING CONDITIONS
\$1,521,731	2.2%		ADMINISTRATIVE
\$8,492,927	12.3%		DESIGN CHANGES
\$4,232,538	6.2%		MANAGEMENT ISSUES
\$5,352,365	7.8%		UNASSIGNED



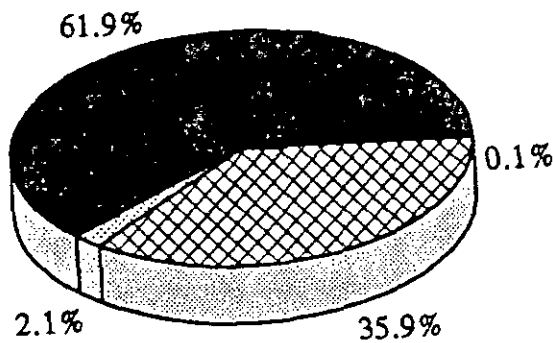
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS

Unresolved Claims Distribution Chart

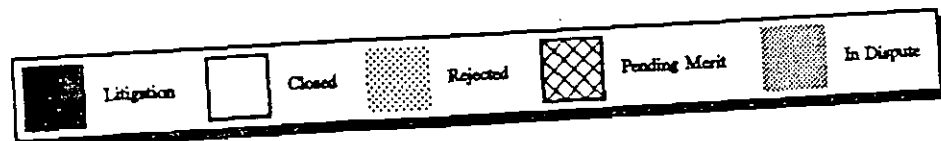
Filed Claims



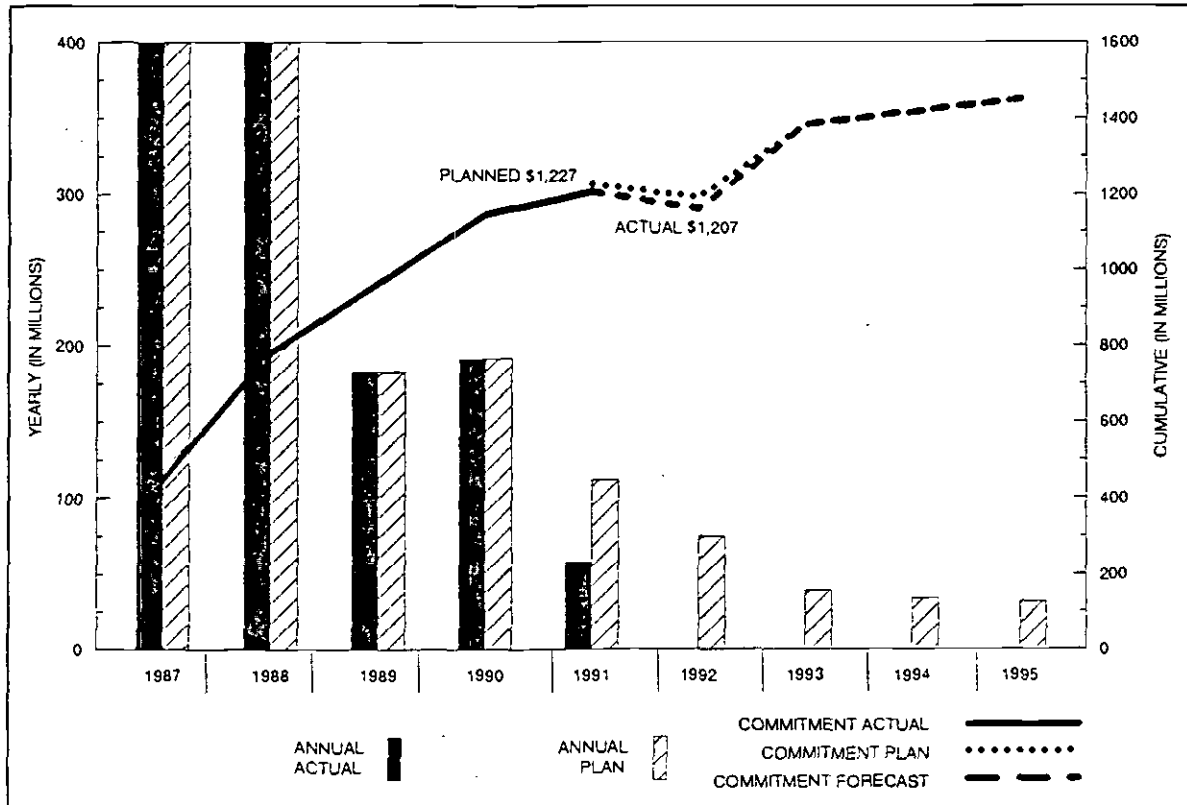
COUNT



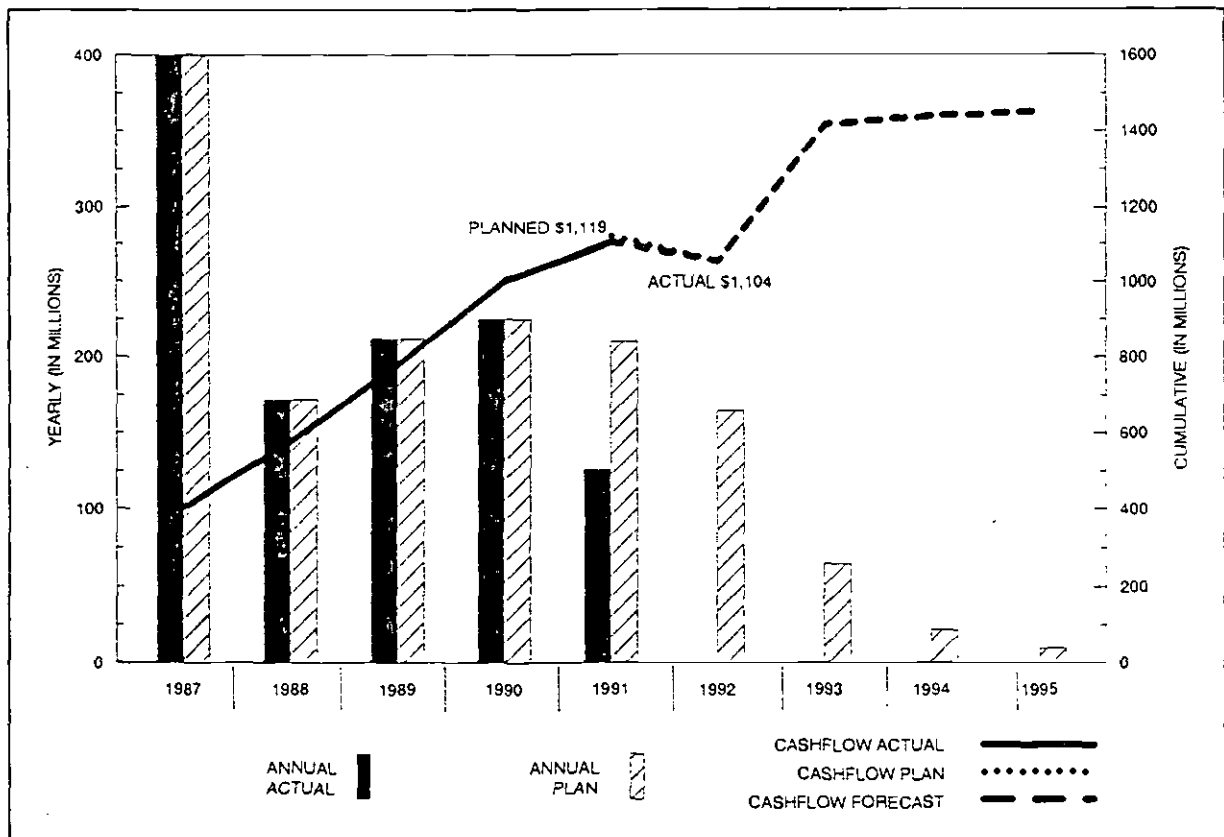
COST



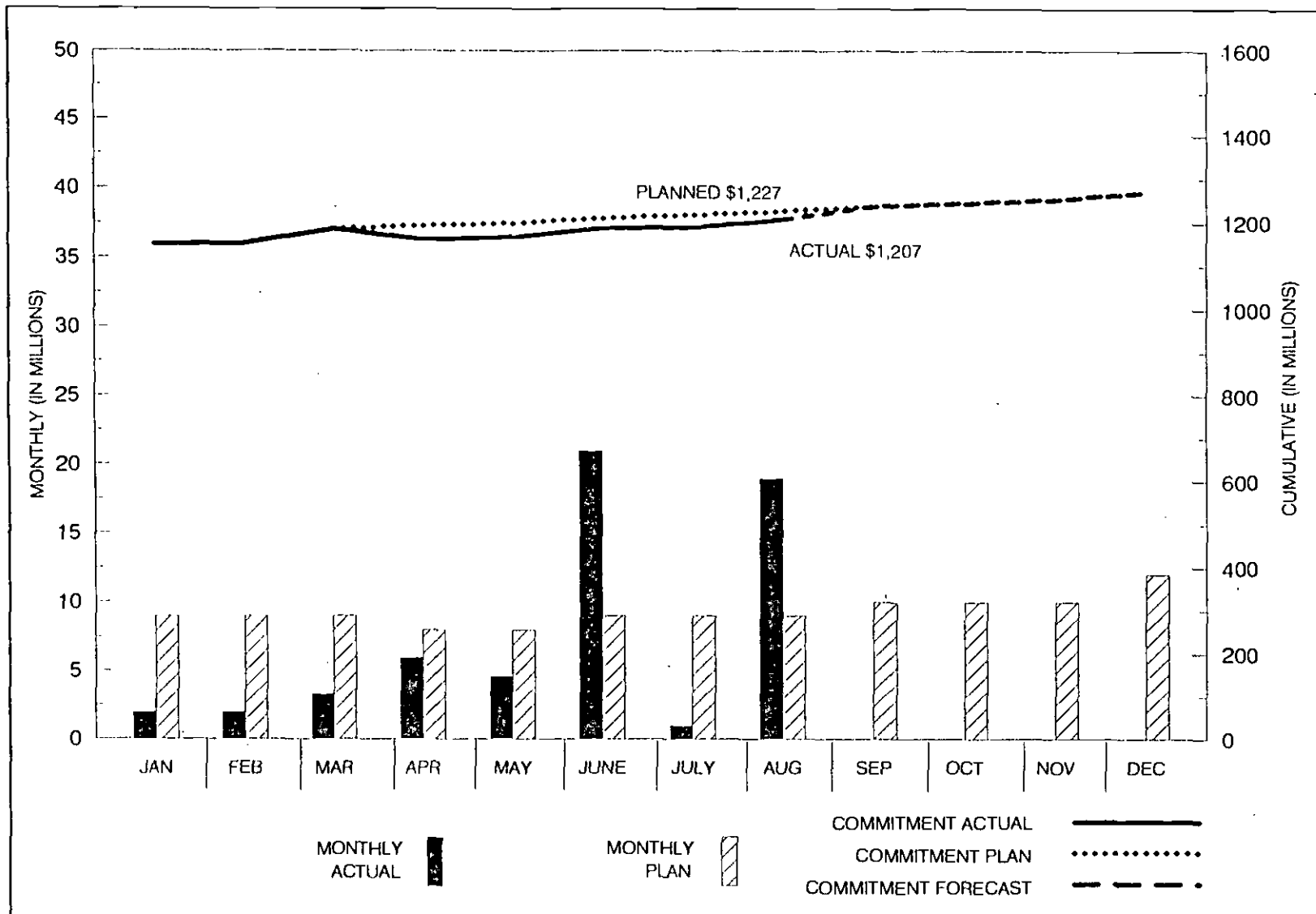
PROJECT COMMITMENTS



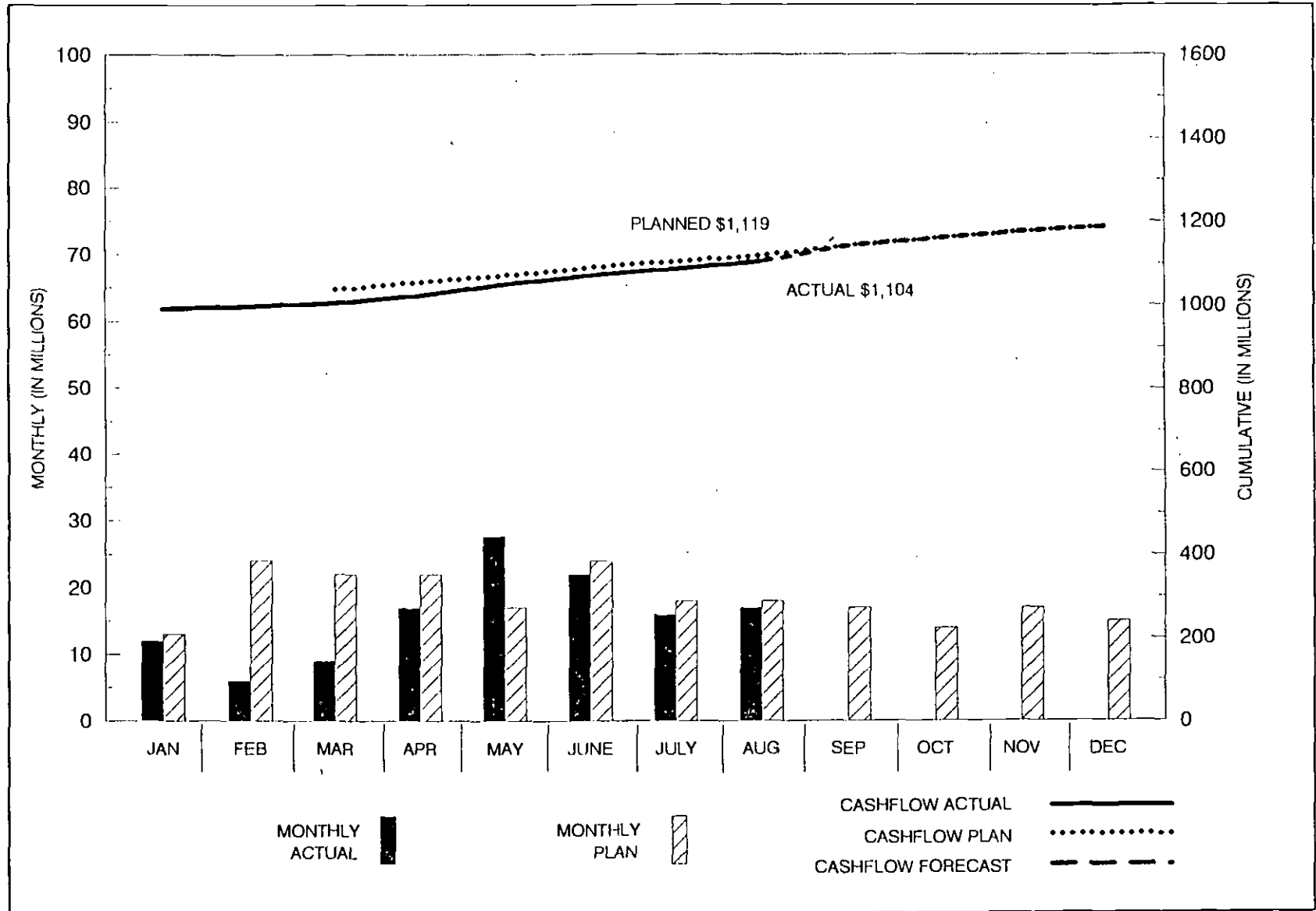
PROJECT CASH FLOW



PROJECT COMMITMENTS

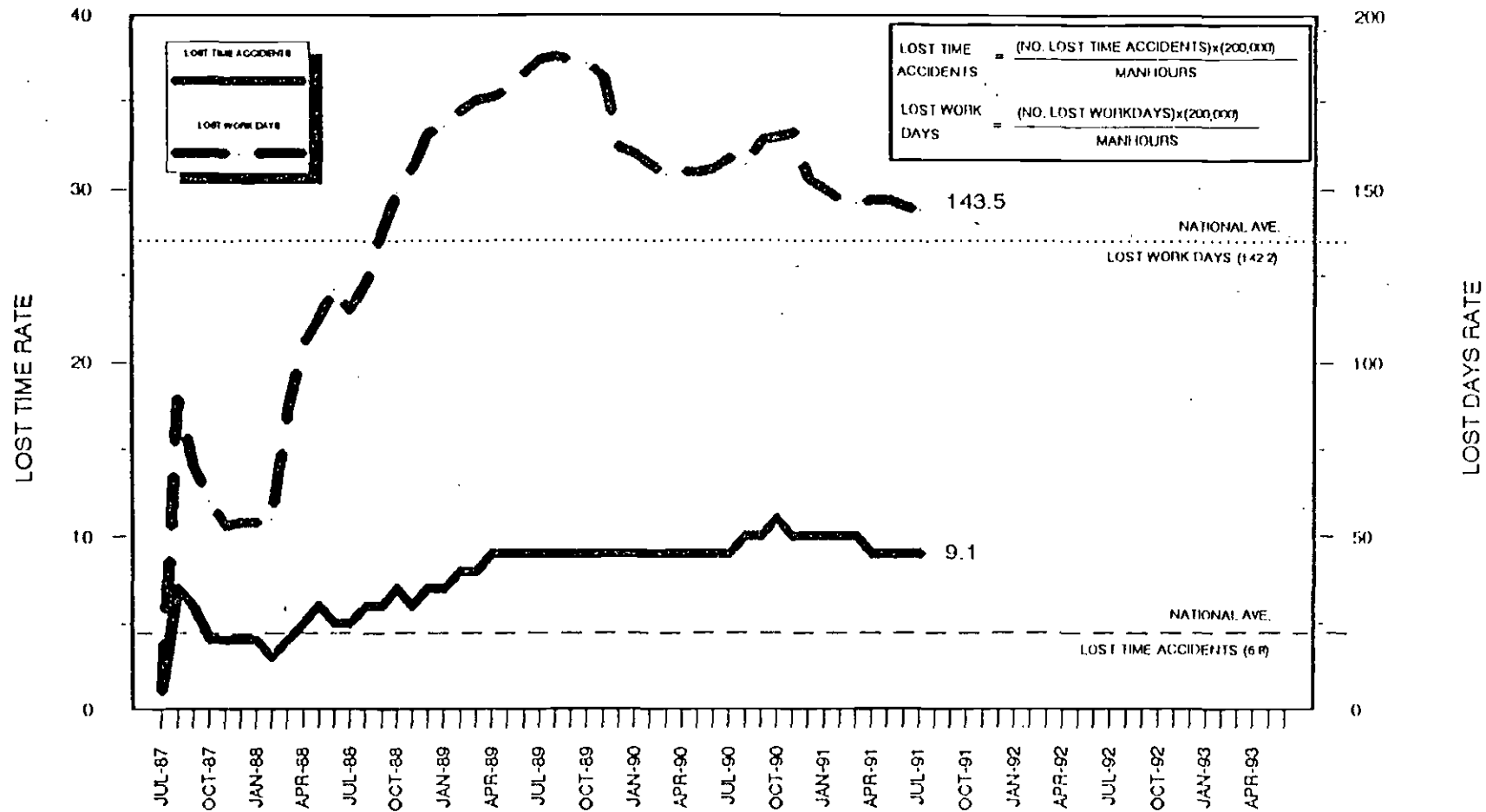


PROJECT CASH FLOW



SEGMENT 1 REAL ESTATE - STATUS SUMMARY

All of the real estate required for Segment 1 construction is available under ownership by the Rapid Transit District or under a right-of-entry. Currently, 7 parcels are in the acquisition process.



METRO RED LINE - SEGMENT 1 SUMMARY OF
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES

Total manhours as of July 1991: 9,076,612

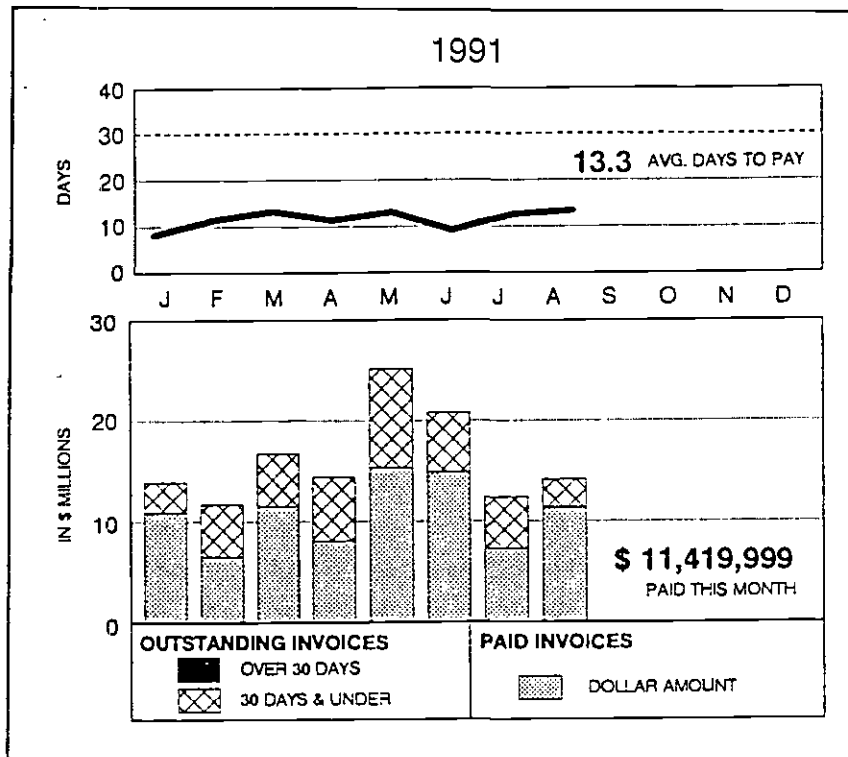
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.3 days.

- 30 invoices were processed for a total value of \$11,419,999.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1991	9	6,319,949	0	0	21	7,217,508	9	2,374,298
MAY 1991	9	9,855,194	1	4,937	11	1,308,463	5	1,104,039
JUN 1991	7	5,919,091	0	0	18	4,585,626	5	817,685
JUL 1991	7	5,160,961	0	0	8	145,799	5	808,989
AUG 1991	15	2,780,335	0	0	7	2,083,900	6	1,193,922

EXECUTIVE SUMMARY

COST STATUS

The Metro Red Line Segment 2 current budget is \$1,446.4 million with a current forecast of \$1,446.4 million. The project commitments to date are \$510.5 million or 35% of the total forecast. The cashflow reflects a total project expenditure to date of \$103 million or 7% of the total forecast, which is primarily for Design Consultant and Real Estate Contracts.

The following items have been identified this month as potential cost increases and trend notices have been issued: Estimate Status Revision #5 Update; Contracts B752, B754 and B756, Hazardous Waste Management; Contract B650, Passenger Vehicle revised Quantity/Delivery Schedule; Contract F104, City of L.A. AWP, F/Y 91/92; Contract MY05, Configuration Management (LKG) and Contract MY01, Project Administration revisions; Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, Change Orders and Notices; Contract B231, Wilshire/Western Station, Change Notices and Potential Changes; and Contract B221, Wilshire/Vermont to Wilshire/Western Line and Wilshire/Normandie Station, Change Notices and Potential Changes.

SCHEDULE STATUS

The Master Schedule update with status through August 30, 1991, shows that the Project is currently behind schedule. The Project delay is due to LACTC staying the award for Contract B211, Wilshire/Vermont Station, Stage I, until UMTA resolved the second low bidder's protest. On August 16, 1991, UMTA determined that the allegations contained in the protest do not constitute grounds for UMTA review and award was issued to the low bidder. The RCC is evaluating mitigation of the negative float to the schedule caused by the delay.

PROFESSIONAL SERVICES

The overall Segment 2 design is approximately 76% complete versus the planned 83% completion. The design work for Contract B261, Vermont/Sunset Station, has been suspended for 60 days to allow study of a joint development proposal. All design packages are planned to be completed in time to adhere to the current contract advertise schedule.

The Construction Management activities included: supervision of construction activities; a site investigation of MacArthur Park Lake surficial muds; preparation of SCAQMD excavation permit; and constructibility reviews were performed on Contract B271, Vermont/Santa Monica Station to Hollywood/Western Station and Line.

REAL ESTATE

There are 70 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 21 full takes, two partial takes, 41 subsurface easements, two surface easements, two temporary construction easements, and two leases.

To date, there have been 25 parcels acquired for the Segment 2 Project; 32 offers to purchase have been made and 14 Orders of Possession have been obtained through the Los Angeles Superior Court.

CONSTRUCTION/PROCUREMENT

The Contractors are continuing to prepare submittals in preparation for construction. In general, the submittals have been timely and are being reviewed by MRTC and/or Construction Management staff.

Construction activity during August included: excavation of MacArthur Park Lake bottom is in progress at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, and soldier pile installation at the access shaft is continuing; observation and test well installation is proceeding at Contract B221, Wilshire/Normandie Station and Line, and installation of soldier piles for the station is underway; utilities relocation was completed at Contract B231, Wilshire/Western Station and Crossover, with water, gas, and telephone lines all being relocated, and construction began with soldier pile installation.

The Segment 2 Summary of Lost Time Accidents/Lost Work Days Cumulative Incident Rates are zero based on the most recent report. (July 1991 status of 66,337 workhours.)

AREAS OF CONCERN

ONGOING

March 1991

Delay in Real Estate Acquisitions

Concern: The number of parcels currently being projected, in a worst case scenario not to be available by the scheduled need date, has increased by one parcel from last month to seven.

Of the seven parcels shown to be behind schedule, two are the result of design changes and their late availability cannot be avoided. There is a good probability that two additional parcels will be available given the time span until the scheduled need dates.

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

Action: Maintaining schedule to avoid negative float.

June 1991 Delay in Design Progress

Concern: Certain of the section designs are reporting progress less than planned and the cumulative effect of this shows overall progress of 76% vs planned progress of 83%. While it is also reported that recovery plans are in effect and it is expected that the designs will complete on time, this situation has persisted for several reporting periods.

Action: MRTC to status, update, and validate the recovery plans.

Status: During the report period, each of the designers were contacted regarding their schedule recovery plan. In certain instances, additional resources have been brought to bear and improvement in production has been noted. A new schedule for the partial completion reviews, consistent with the overall schedule for Segment 2, has been prepared.

NEW

August 1991 Wilshire Corridor Revenue Operation Date

Concern: All four major Facility Contracts for the Wilshire Corridor have been awarded to the same contractor. The contractor has indicated he plans to use one tunnel shield machine to excavate both tunnel sections. The resultant schedule anticipates tunnel drive rates that were never attained during the Segment 1 construction experience.

Action: A back-up plan must be developed and agreed upon with the contractor to help assure that the milestone dates will be met if the anticipated drive rates are not attained.

August 1991 Blast Relief Shafts Relocation

Concern: Recent decisions by the City require that the Under-Platform Exhaust and Blast Relief Shafts penetrate the surface at locations away from the traveled way.

Action: Alternative solutions are under investigation. The full cost impact of these decisions is expected to be very large.

RESOLVED**(From
July 1991) Contract B252 In-Progress Submittal Cost/Schedule Impact**

Status: Revised prefinal submittal date to 10/15/91 in order to redesign BRS and exit stairs. No impact to advertise date.

UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

March 1991 Depth of Design Drawing Detail

Concern: Need to perform an independent evaluation of the optimum level of detail to be incorporated into design to maximize construction cost and time savings.

Action: Fluor-Daniels is preparing an independent analysis of the results of revised procedures for handling contractor's Requests-for-Information (RFI's) and preparing a cost/benefit assessment comparing increased design efforts to; increased field support efforts. Upon receipt of the report, the LACTC will provide the PMOC with a copy of the independent analysis.

Status: To be closed after the transmittal of Fluor-Daniels' report, scheduled for the first week of September.

April 1991 Project Procedures

Concern: Project procedures are not being issued.

Action: Complete and publish policies and procedures manual.

Status: New revised schedule was provided to the PMOC. Final drafts of high priority items will be delivered to the PMOC by mid-September.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - AUGUST

- Completed preparation of soil on the lake bottom and began removal of same from site at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line. Completed tree removal, artifact removal and storage, and preparation of submittals. Began installing piles at access shaft.
- Completed installation of sewer line at Contract B231, Wilshire/Western Station. Began installation of soldier piles.
- Began installing observation and test wells and soldier piles for Contract B221, Wilshire/Normandie Station and Line. Site office set-up and fence installation are complete.
- Issued final design documents for Contract B251, Wilshire/Vermont to Vermont/Santa Monica Line. Advertising postponed until next month to resolve repackaging issues.
- Issued prefinal design documents for Contract B271, Vermont/Santa Monica to Hollywood/Vine Line. Final submittal scheduled for October 1991.
- Issued prefinal design documents for Contract B241, Vermont/Beverly Station.
- Continue final design of Contracts B215, B252, and B281.
- Issued stop work order to Section Designer for Contract B261, Vermont/Sunset Station. LACTC is studying joint development options which may affect the design of the station and its entrance.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Continue drilling and installing piles for access shaft excavation support and lake bottom excavation at Contract B201.
- Continue pile installation at Contract B221.
- Continue pile installation at Contract B231.
- Issue Notice-to-Proceed for Contract B211, Wilshire/Vermont Station, Stage I, on September 3, 1991. After receipt of NTP, commence asbestos abatement work at building to be demolished.
- Issue prefinal design submittal documents for Contract B252, Vermont/Santa Monica Station and Crossover.

- Issue in-progress design submittal for Contract B215, Wilshire/Vermont Station, Stage II.
- Continue final design of Contract B241, B271 and B281.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R81 METRO RED LINE MOS-2

Period: 27-Jul-91 to 30-Aug-91
Run Date: 12-Sep-91
Units: Dollars in Thousands

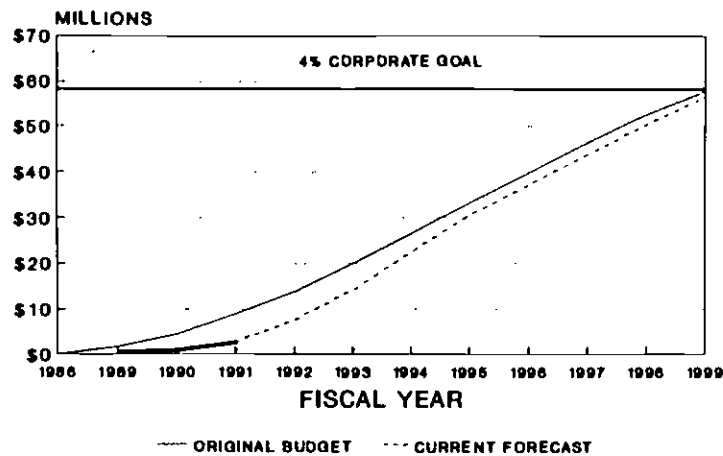
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
T Construction	893,000	0	893,000	1,033	258,909	13,223	24,788	4,106	14,227	(5,363)	942,225	49,225
S Professional Services	289,150	0	289,150	(3,545)	203,152	3,904	50,792	3,904	50,792	3,457	305,624	16,475
R Real Estate	79,827	0	79,827	554	43,326	492	37,122	492	37,122	0	83,017	3,190
F Utility/Agency Force Account	36,668	0	36,668	2,248	4808	42	890	42	890	2,091	23,386	(13,282)
D Special Programs	2,044	0	2,044	0	294	0	97	0	97	0	9,609	7,565
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(186)	82,870	(62,873)
A Project Revenue	0	0	0	0	0	0	(132)	0	(132)	0	(300)	(300)
Project Grand Total:	1,446,432	0	1,446,432	290	510,489	17,661	113,557	8,544	102,996	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

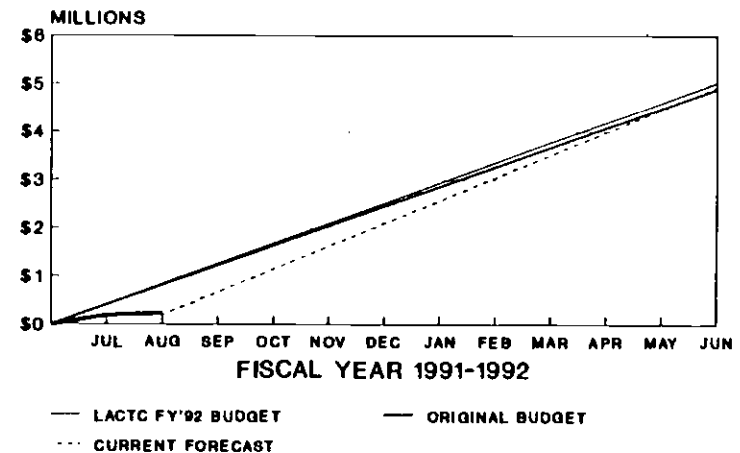
METRO RED LINE SEGMENT 2

AUGUST 1991

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1992 AGENCY COSTS RED LINE SEGMENT 2



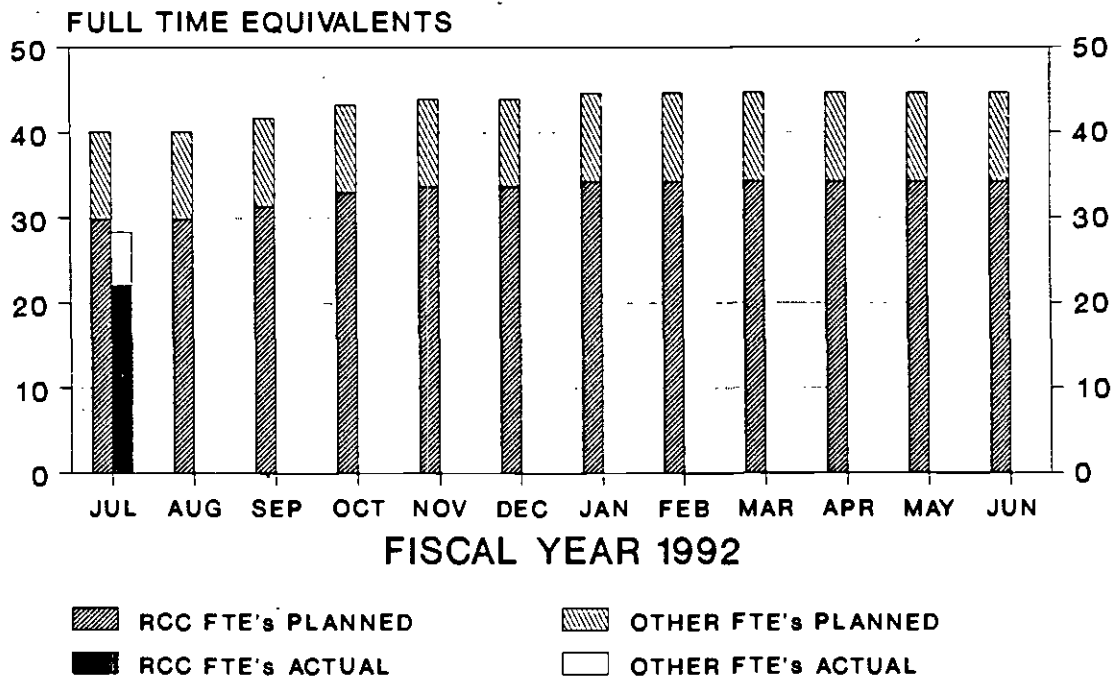
PROJECT AGENCY COSTS RED LINE SEGMENT 2 (\$000)

TOTAL PROJECT BUDGET	\$1,446,434
ORIGINAL BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$56,551
FORECAST % OF TOTAL PROJECT	3.9%

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

LACTC FY'92 BUDGET	\$5,021
ORIGINAL BUDGET	\$4,894
CURRENT FORECAST	\$4,932
ACTUAL \$ TO DATE	\$195

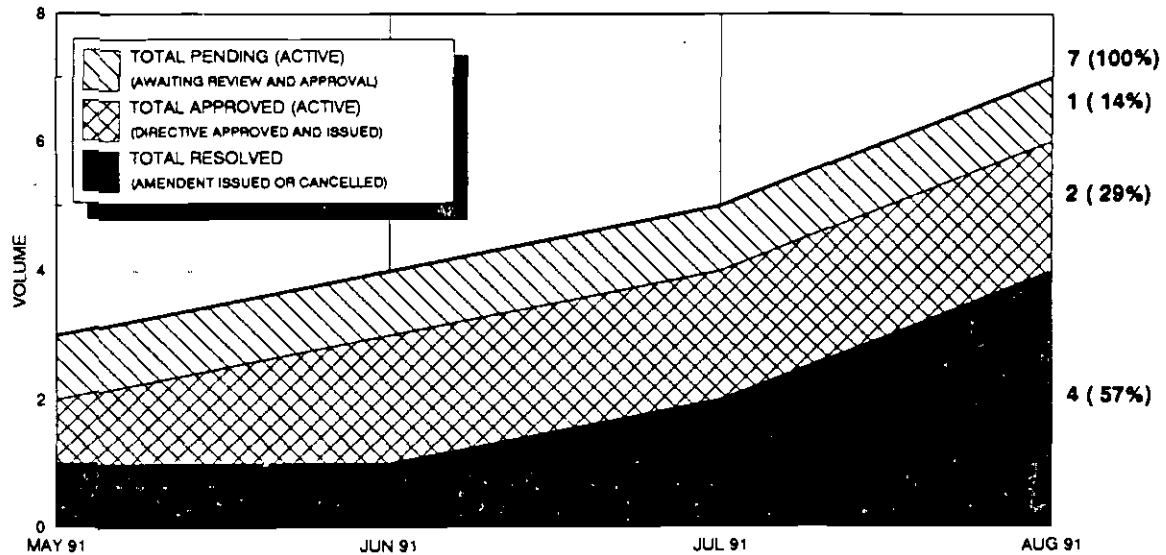
STAFFING PLAN VS. ACTUAL RED LINE SEGMENT 2



RED LINE (SEGMENT 2) STAFFING PLAN FISCAL YEAR 1992

BUDGET WAGE RATE (\$/HOUR)	\$40
ACTUAL WAGE RATE (\$/HOUR)	\$40
RCC FTE's PLANNED	30
RCC FTE's ACTUAL TO DATE	22
OTHER FTE's PLANNED	10
OTHER FTE's ACTUAL TO DATE	6
TOTAL FTE's PLANNED	40
TOTAL FTE's ACTUAL TO DATE	28

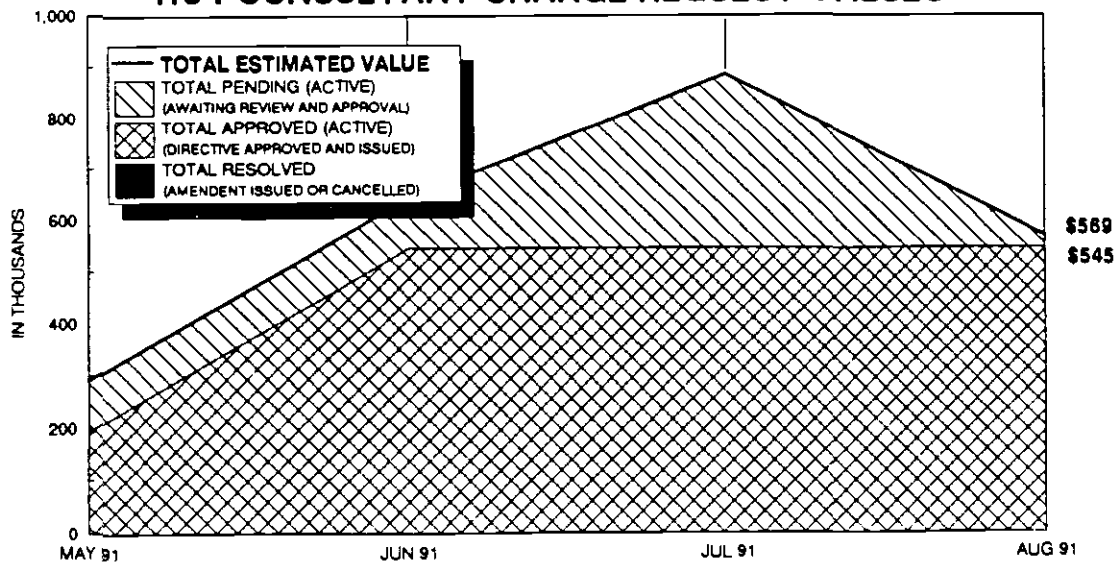
CONSULTANT CONTRACT CHANGE SUMMARY R81 CONSULTANT CHANGE REQUEST RESOLUTION



AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	1	1	3
PERCENT	33.3%	0%	33.3%	33.3%	100%

CONSULTANT CONTRACT CHANGE SUMMARY R81 CONSULTANT CHANGE REQUEST VALUES



FUND SOURCE STATUS

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$666,999,996	\$329,668,113	\$258,925,384	39%	\$13,926,545	2%	\$10,707,091	2%
STATE	\$185,984,500	\$27,000,000 (1)	\$59,964,973	32%	\$21,252,182	11%	\$0	0%
LACTC	\$439,447,171	\$39,066,584	\$141,932,826	32%	\$30,595,931	7%	\$30,592,931	7%
CITY OF L.A.	\$96,000,000	\$10,000,000	\$32,294,186	34%	\$30,594,787	32%	\$20,000,000	21%
BENEFIT ASSESSMENT	\$58,000,000	\$0 (2)	\$17,371,905	30%	\$6,626,543	11%	\$0	0%
COST OVERRUN ACCOUNT	\$0	\$5,207,700 (3)	\$0		\$0		\$0	
BENEFIT ASSESSMENT SHORTFALL	\$0	\$0	\$0		\$0		\$6,626,543 (4)	
TOTAL	\$1,446,431,667	\$410,942,397 (5)	\$510,489,274	35%	\$102,995,988	7%	\$67,926,565	5%

(1) AWAITING EXECUTION OF STATE FUND TRANSFER AGREEMENT.

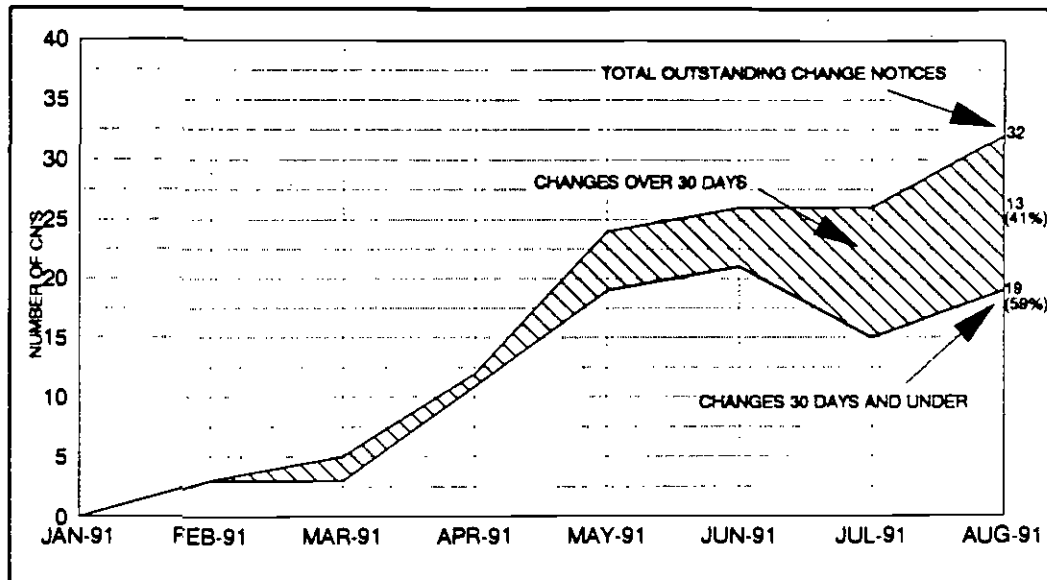
(2) PENDING RESOLUTION OF LITIGATION. IN THE INTERIM, LACTC WILL PROVIDE THE BENEFIT ASSESSMENT SHARE.

(3) THE COST OVERRUN ACCOUNT INCLUDES CAPRA FUNDS AS WELL AS LACTC AND CITY OF LA CONTRIBUTIONS TO COVER COST OVERRUNS.

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

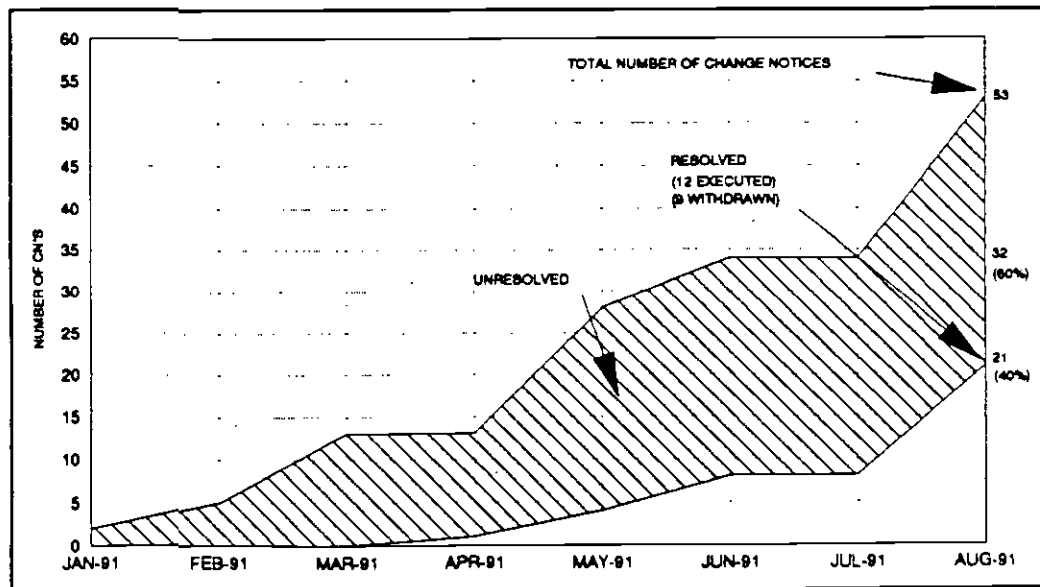
(5) ON JUNE 26, 1991, AN AMENDMENT REQUEST WAS SUBMITTED TO UMTA FOR \$150 M FOR FEDERAL SHARE. THE RECEIPT OF THIS AND THE \$50 M LOCAL SHARE WILL BRING THE TOTAL FUNDS AVAILABLE TO \$610,942,397.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
Change Activity Progress



IN THIS PERIOD, THE NUMBER OF CHANGE NOTICES OVER 30 DAYS HAS NOT INCREASED DUE TO TIMELY CHANGE ORDER PREPARATION.

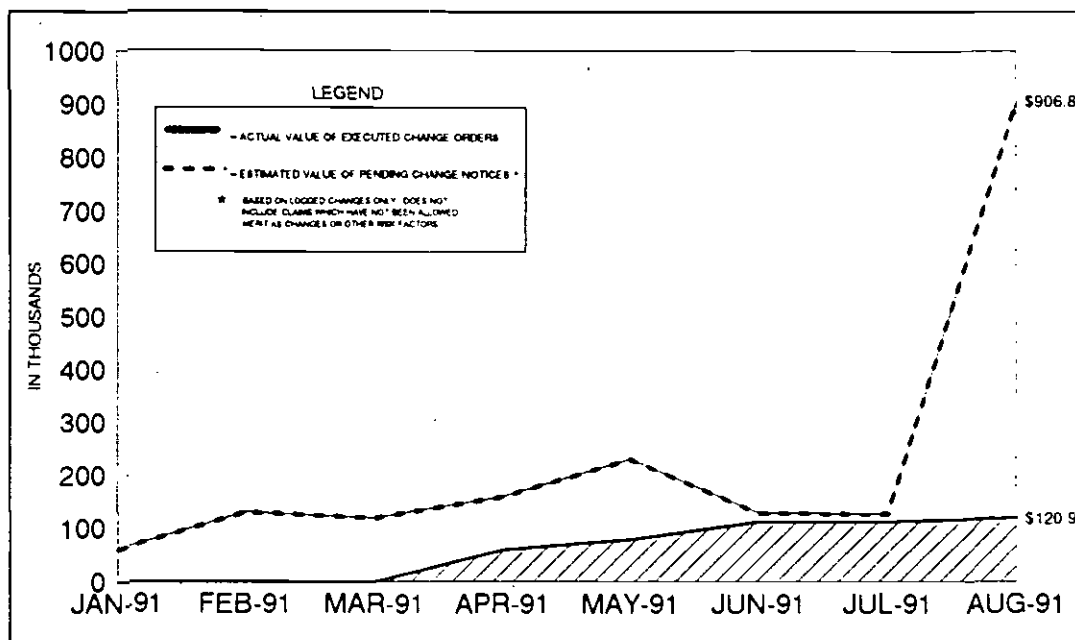
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
Change Notice Resolution



ADDITIONAL CHANGE NOTICES IN THE REPORTING PERIOD ARE DUE TO CONTINUING MRTC IDENTIFIED DESIGN CHANGES.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

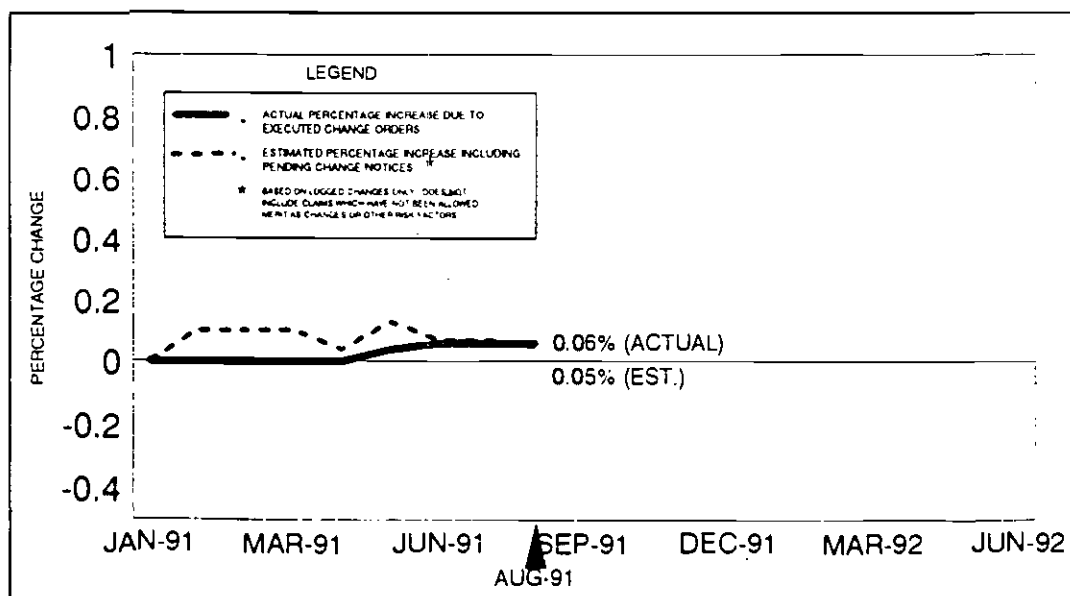
Change Order Value



DURING AUGUST MULTIPLE CHANGE NOTICES WERE ISSUED FOR THE WILSHIRE/ALVARADO AND WILSHIRE/WESTERN STATIONS AND LINE SECTION.

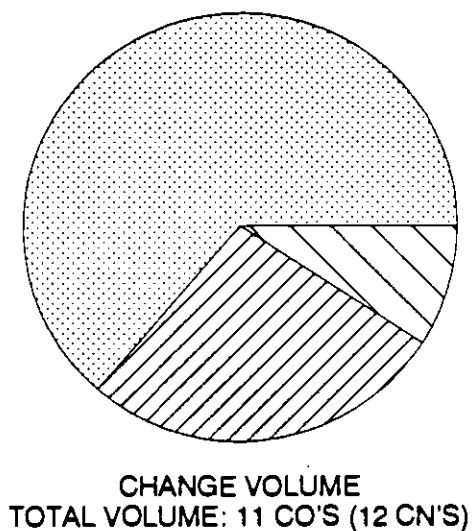
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



THE ESTIMATED PERCENTAGE OF CHANGE DOLLARS AS A PERCENTAGE OF THE ORIGINAL CONTRACT AWARD HAS DECREASED AS A RESULT OF CREDIT CHANGE NOTICES

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 08/30/91**



7 63.6%


3 27.3%


0 0.0%


1 9.1%


0 0.0%


0 0.0%


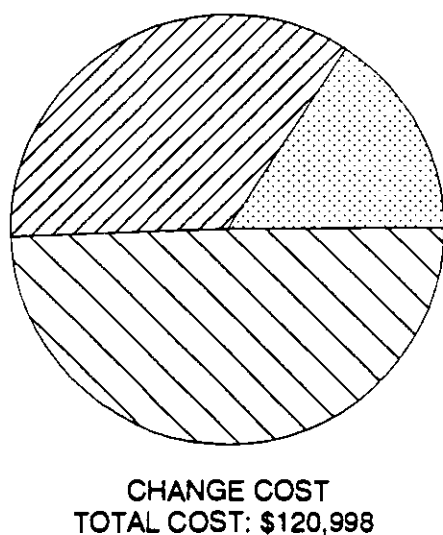
ABSOLUTE VALUES
 < \$10,000

 < \$25,000

 < \$50,000

 < \$200,000

 > \$200,000

 > \$1,000,000


\$19,136 15.8%


\$41,962 34.7%


\$0 0.0%


\$59,900 49.5%


\$0 0.0%


\$0 0.0%


 < \$10,000

 < \$25,000

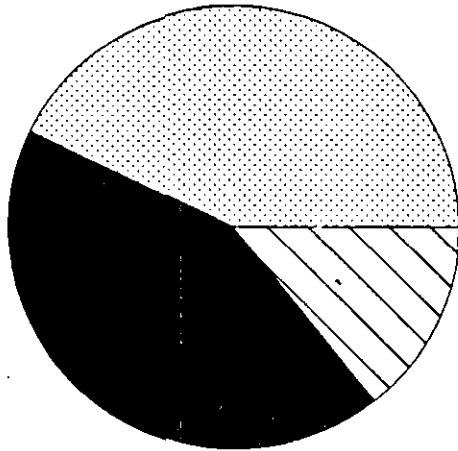
 < \$50,000

 < \$200,000

 > \$200,000

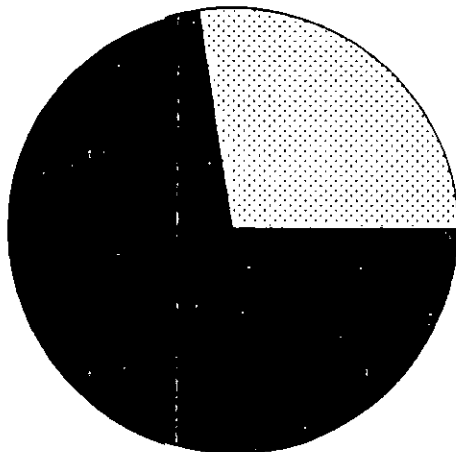
 > \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 08/30/91**



CHANGE BASIS VOLUME
TOTAL VOL: 12 CN'S (11 CO'S)

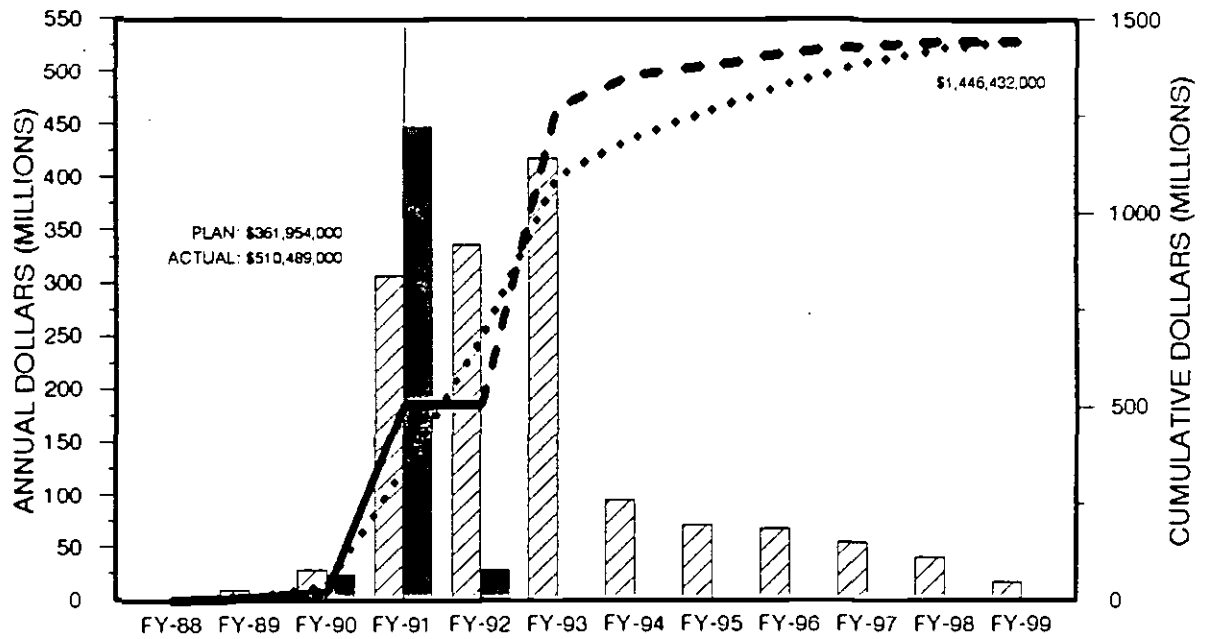
4	42.9%		WORK SCOPE CHANGES
0	0%		SCHEDULE CHANGES
4	42.9%		DIFFERING CONDITIONS
1	14.2%		ADMINISTRATIVE
3	0%		DESIGN CHANGES
0	0%		MANAGEMENT ISSUES/CLAIMS
0	0%		UNASSIGNED



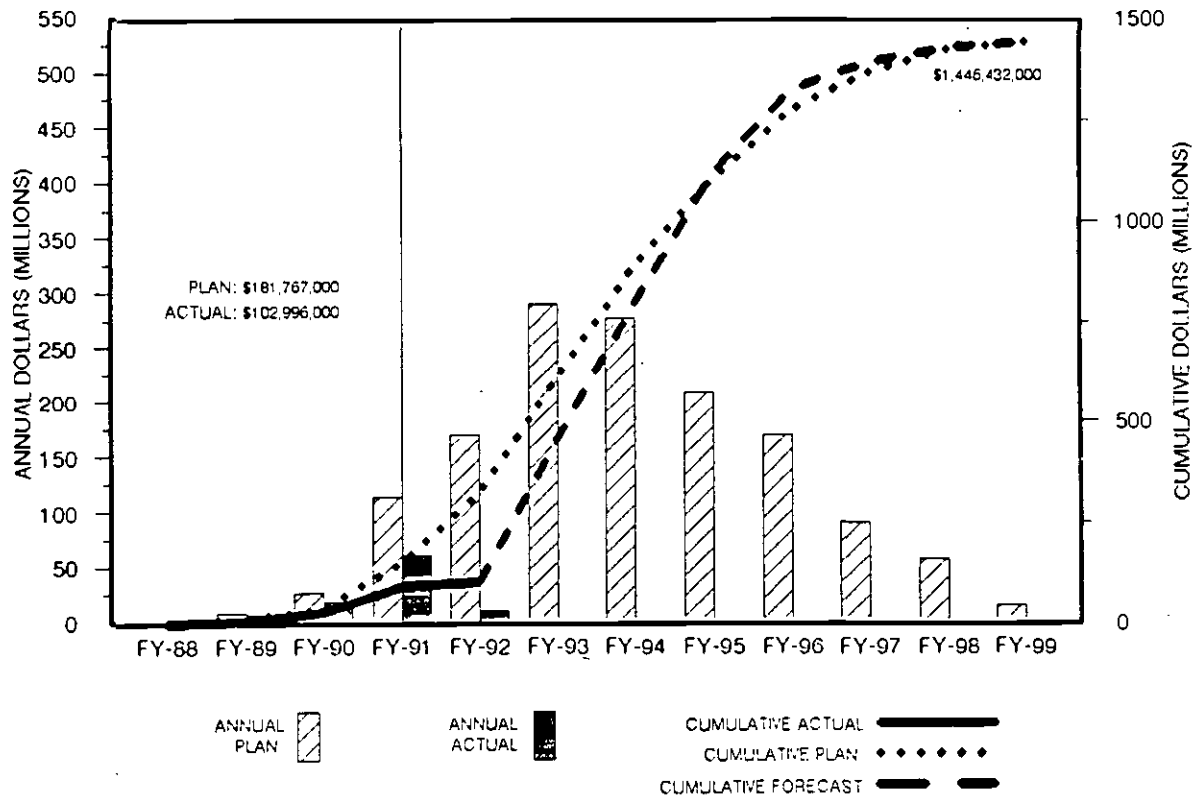
CHANGE BASIS COST
TOTAL COST: \$120,998

\$33,187	27.4%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$87,811	72.6%		DIFFERING CONDITIONS
\$0	0%		ADMINISTRATIVE
\$0	0%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES/CLAIMS
\$0	0%		UNASSIGNED

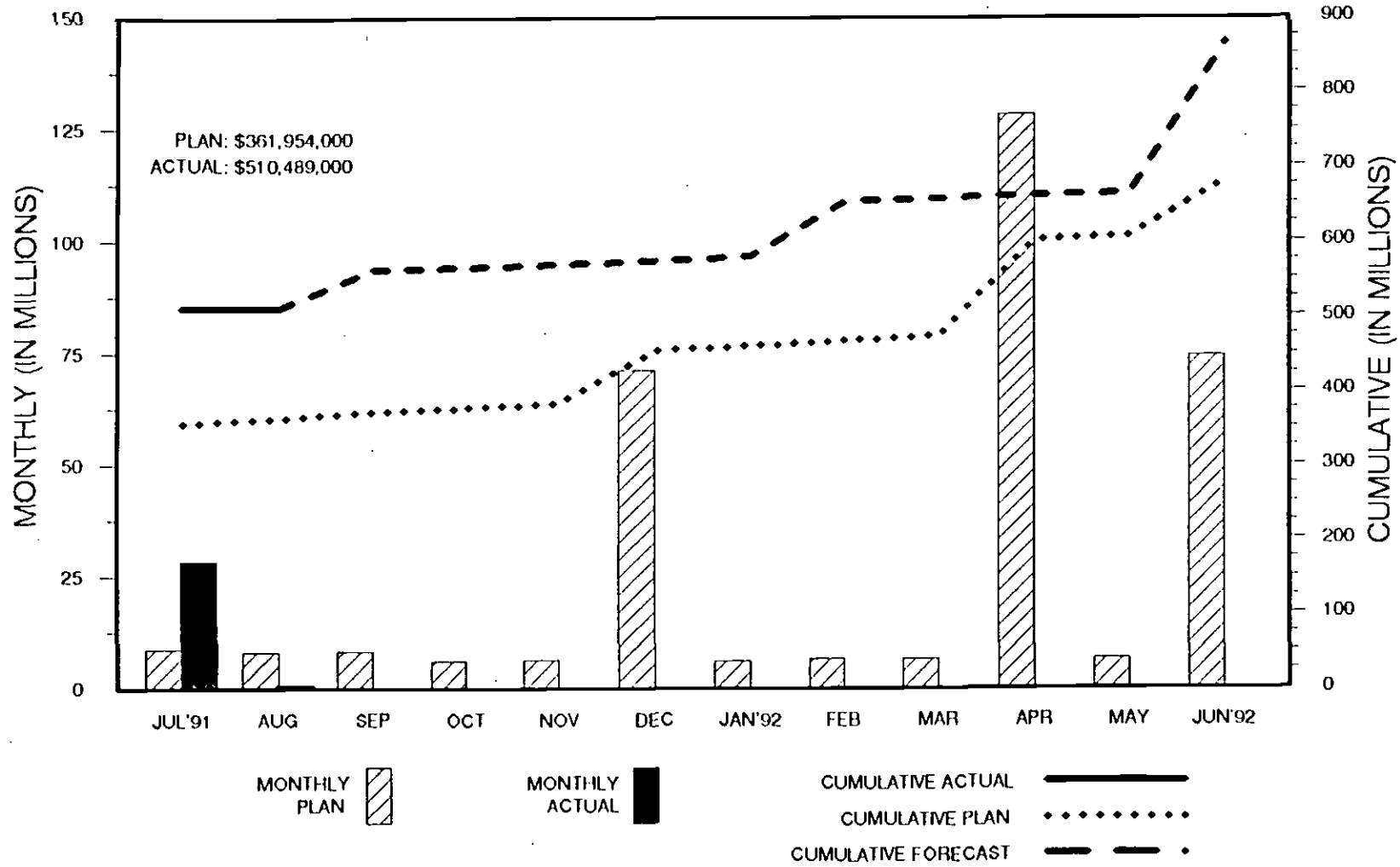
PROJECT COMMITMENTS



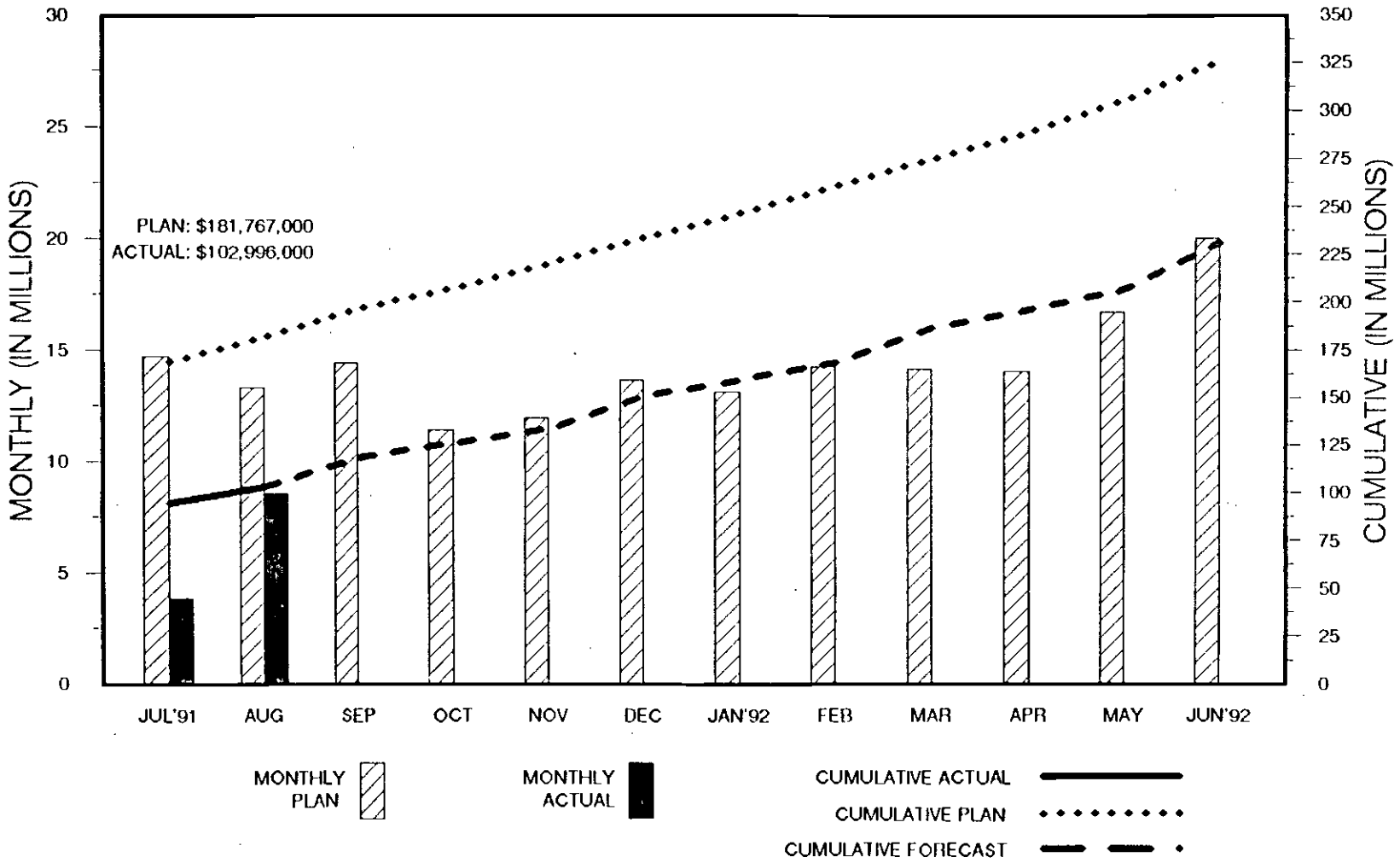
PROJECT CASHFLOW



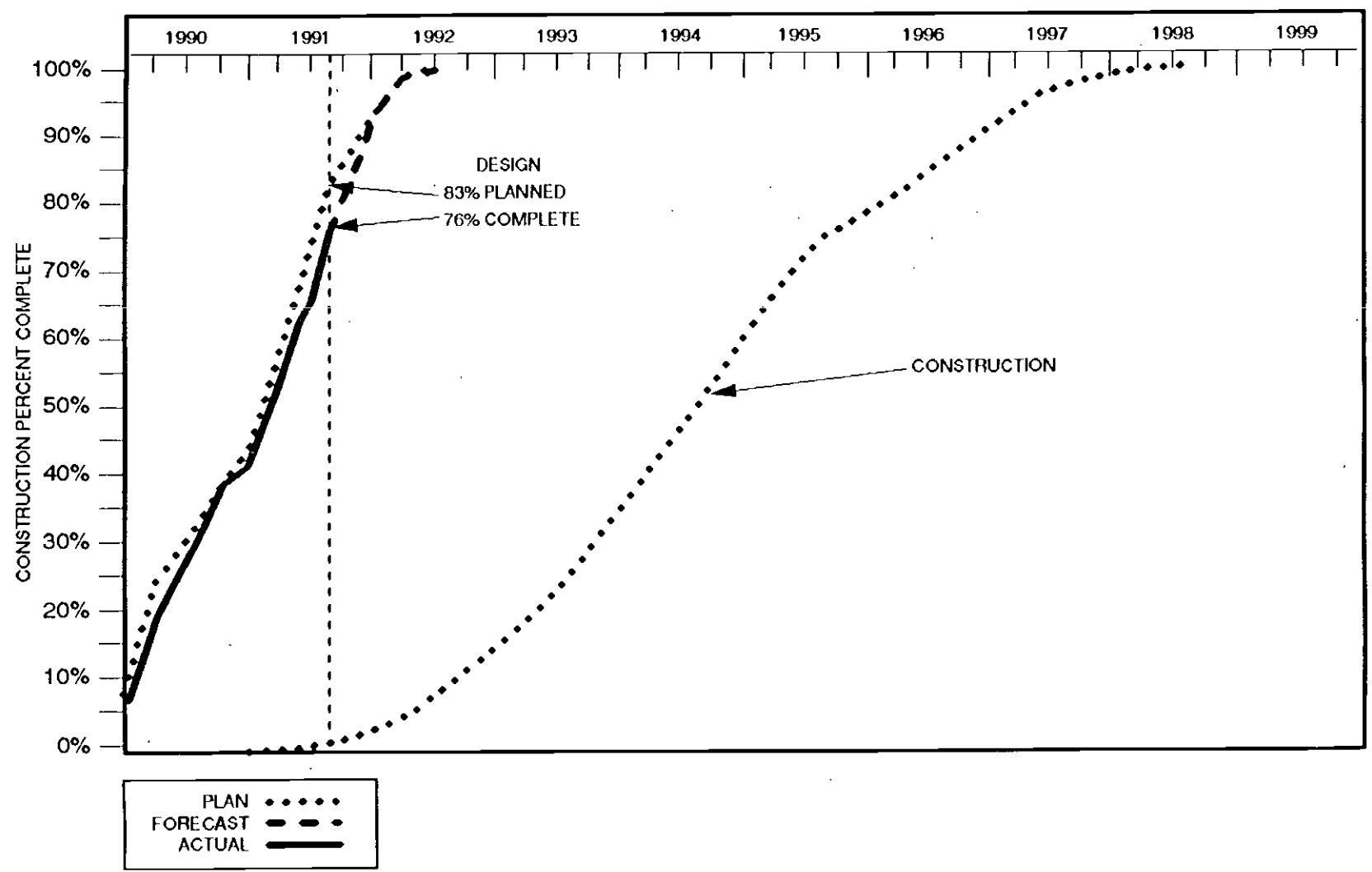
PROJECT COMMITMENTS (FY'92 ONLY)



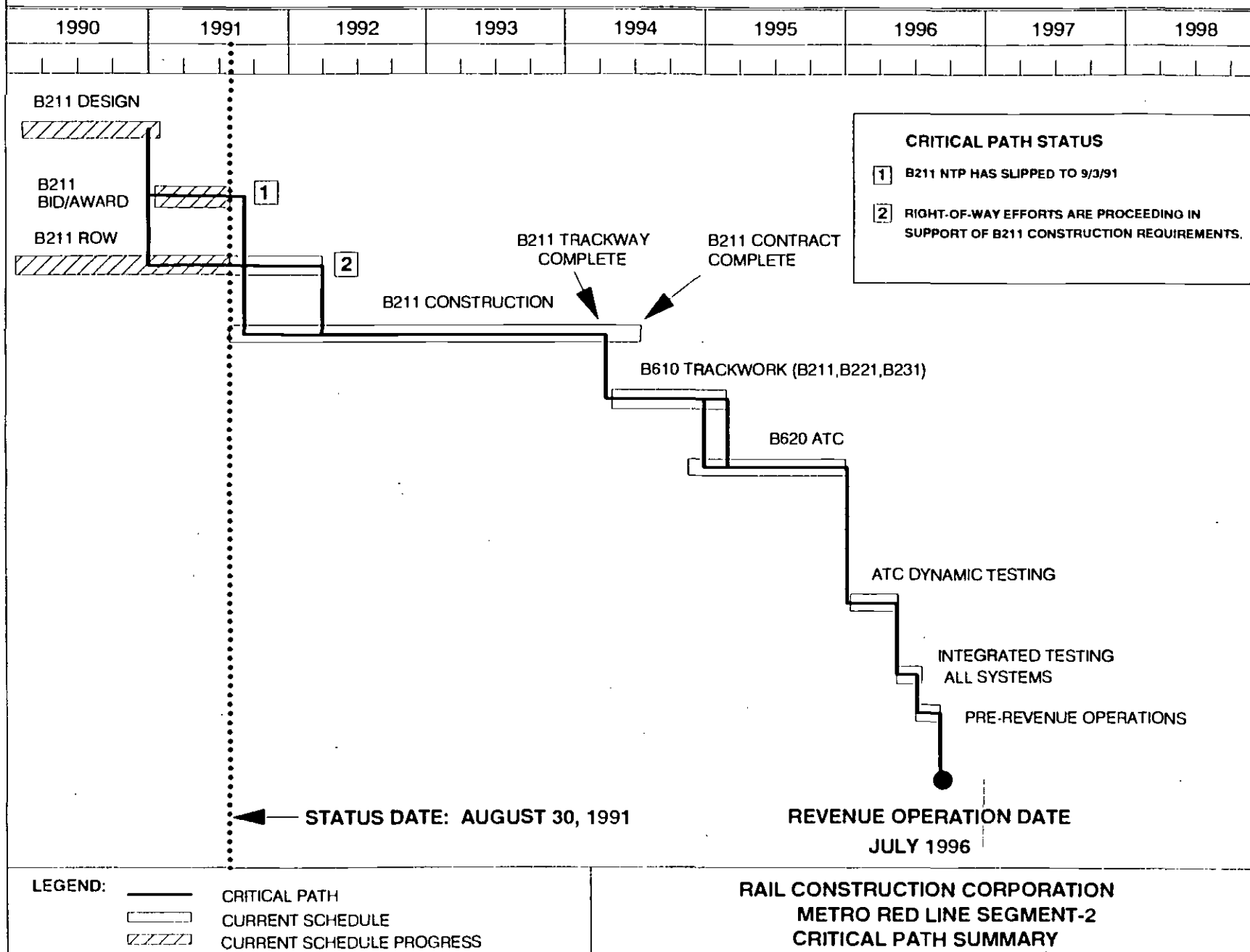
PROJECT CASHFLOW (FY'92 ONLY)

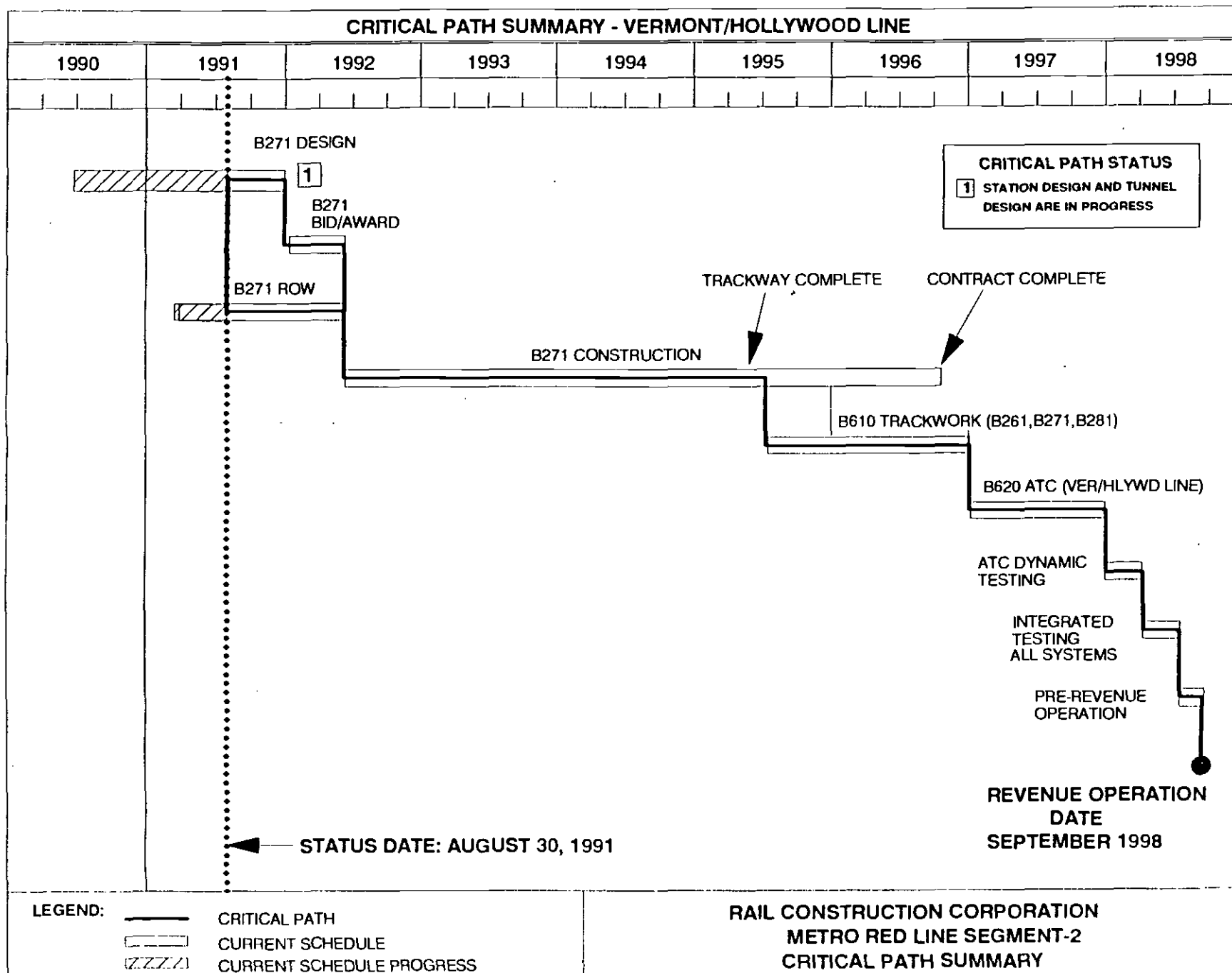


RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
EXECUTIVE SUMMARY SCHEDULE

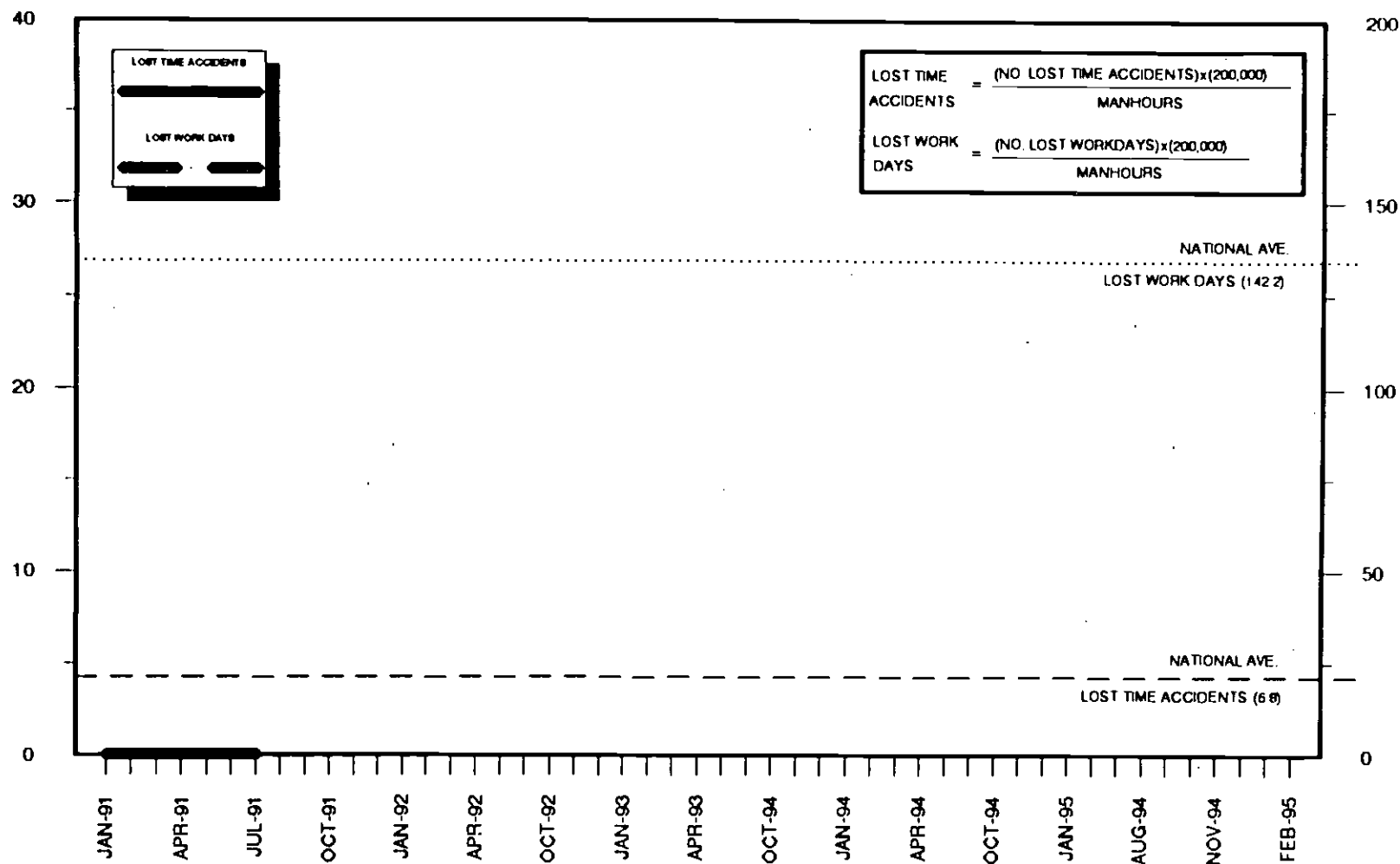


CRITICAL PATH SUMMARY - WILSHIRE LINE





LOST TIME RATE



METRO RED LINE - SEGMENT 2 SUMMARY OF
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES

Total manhours as of July 1991: 68,811

DATE SAYD TSOI

METRO RED LINE SEGMENT 2

AUGUST 1991

REAL ESTATE SUMMARY

CCU	NO OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE *
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B201	5	5	5	5	5	5	5	5	2	3	3	5	5	0
B211	5	5	5	5	5	4	4	4	1	3	3	1	3	0
B215	2	2	2	0	0	0	0	0	0	0	0	0	0	0
B218	1	1	1	1	1	1	1	0	0	1	1	1	1	0
B221	15	15	15	15	15	15	15	15	8	8	8	15	13	2
B231	3	3	3	3	2	3	2	1	1	2	1	2	2	1
B241	2	0	2	0	0	0	0	0	0	0	0	0	0	0
B251	19	19	19	1	11	0	4	0	0	0	0	0	0	4
B252	3	3	3	0	0	0	0	0	0	0	0	0	0	0
B261	3	3	3	0	0	0	0	0	0	0	0	0	0	0
B271	11	7	7	0	1	0	1	0	1	0	0	0	1	0
B281	1	0	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL	70	63	66	30	40	28	32	25	13	15	14	24	25	7

* THE NUMBER OF PARCELS PROJECTED REPRESENTS WORST CASE, ACQUISITION BY CONDEMNATION

Contract B201: All parcels required for this Contract are available to the contractor.

Contract B211: All parcels are on schedule except one parcel that was changed from a part take to a full take. This parcel will not be available by the scheduled need date. It was known that as a result of the design change, the construction sequencing would have to be revised to accommodate the acquisition of this parcel.

Contract B215: Acquisition is on schedule.

Contract B218: All parcels required for this Contract are available to the contractor.

Contract B221: All properties for this Contract have been acquired with the exception of two. The two parcels in question have new owners who reside out of the State and have not honored our existing Purchase Agreement. Documents for "Finding of Necessity" are being prepared to enable us to proceed with the condemnation process in order to acquire the property before the parcels are actually needed for construction.

Contract B231: The one parcel shown as behind schedule is "On Hold" pending further review. Another area is available to the contractor.

Contract B241: The two parcels required for this Contract were certified early and the appraisals have been ordered to ensure availability when needed.

Contract B251: There are 19 parcels in this Contract, most of which will be available by the scheduled need dates. Exceptions being one parcel with a negative float of 71 days. (this parcel is being moved to another separate Contract which will commence when this parcel is available.) The other parcel showing a negative float of 23 days.

Contract B252: The three parcels were certified early to ensure availability when needed.

Contract B262: Same as Contract B252.

Contract B271: There are 11 parcels in this Contract, two of which were recently added. One parcel was acquired under an early acquisition program, five parcels certified are currently being revised, two will not be required for construction and one will be dedicated to us by the State.

Contract B282: Proceeding ahead of schedule.

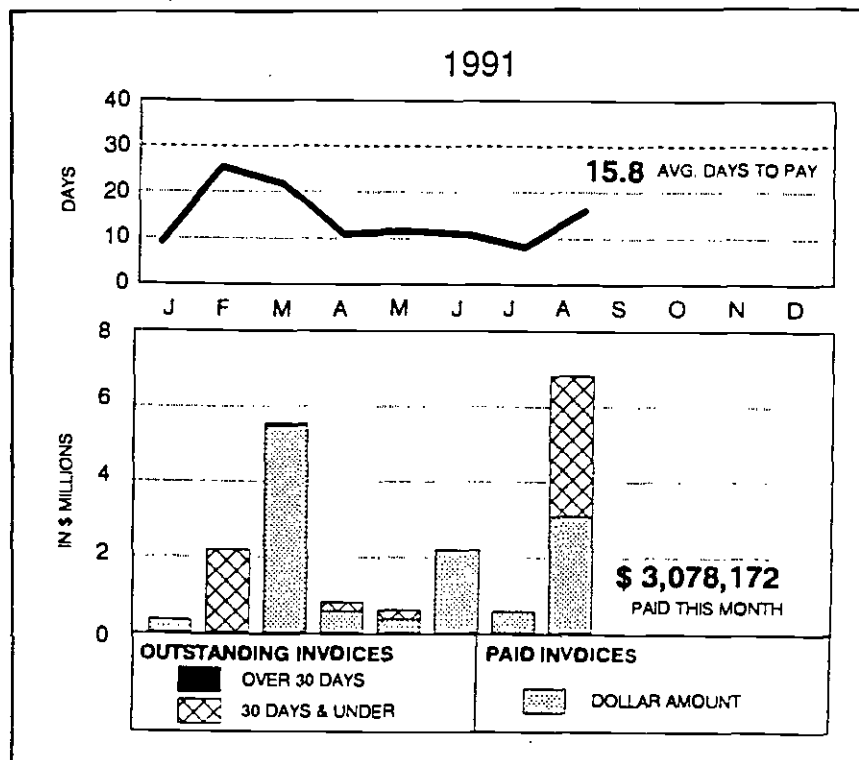
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 15.8 days.

- 13 invoices were paid for a total value of \$3,078,172.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
APR 1991	3	235,308	0	0	8	261,468	6	304,850
MAY 1991	2	252,270	0	0	18	327,579	4	151,501
JUN 1991	0	0	0	0	19	434,876	7	43,415
JUL 1991	0	0	0	0	8	102,195	4	51,786
AUG 1991	15	3,713,339	0	0	9	47,266	9	75,300