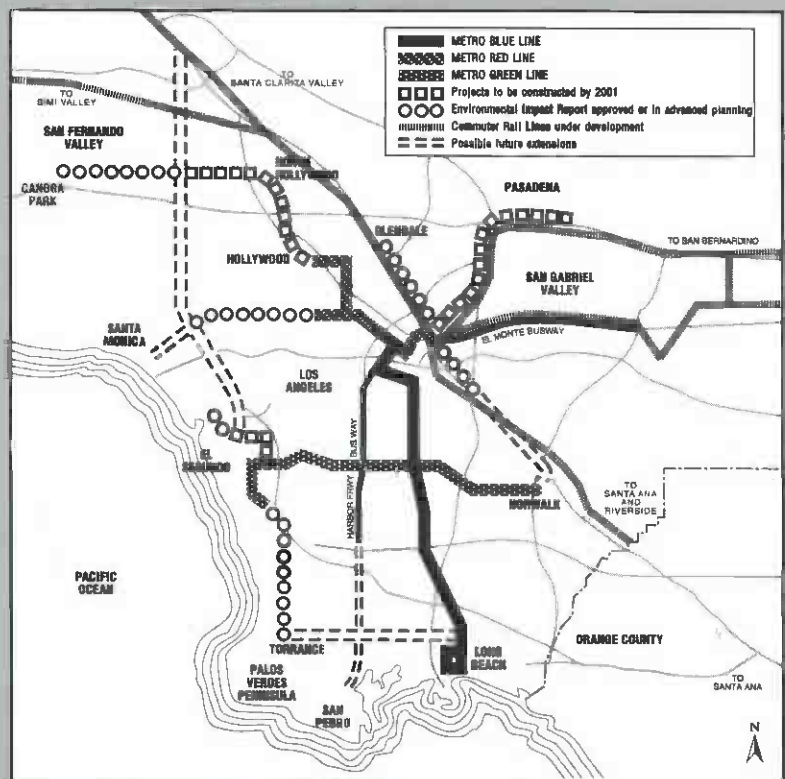


RAIL CONSTRUCTION CORPORATION



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 125 this month. The total dollar value of executed change orders for the Metro Red Line Segment 1 increased by about \$2.2 million to \$67.1 million.

The total number of change notices for the Metro Red Line Segment 2 is 34 and for the Metro Green Line is 35.

Of the total forecasted program cost, approximately 60% 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 \$2,080.5 million. This is an increase of approximately \$24.8 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: 07/26/91

(IN THOUSANDS)

PROJECT: TOTAL RAIL PROGRAM

DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST	VARIANCE (9-2)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
CONSTRUCTION	2,526,898	2,841,350	46,971	1,592,478	17,108	1,148,610	10,863	1,119,168	2,946,154	104,804
PROFESSIONAL SERVICES	993,011	1,097,054	(13,063)	872,175	8,867	686,477	10,755	677,163	1,113,297	16,243
REAL ESTATE	270,969	325,155	3,172	234,064	2,890	226,812	2,890	226,720	330,904	5,749
UTILITY/AGENCY FORCE ACCOUNTS	118,278	112,496	474	78,270	239	64,440	239	64,056	97,001	(15,495)
SPECIAL PROGRAMS	6,063	14,537	140	1,802	40	482	40	382	22,142	7,605
CONTINGENCY	384,580	315,633	0	0	0	0	0	0	197,027	(118,606)
PROJECT REVENUE	(18,115)	(46,503)	(8)	(681)	(8)	(6,213)	(8)	(6,975)	(46,803)	(300)
PROJECT GRAND TOTAL	4,281,684	4,659,722	37,686	2,778,108	29,136	2,120,608	24,779	2,080,514	4,659,722	0

Figure 1

Figure 2 - Rail Construction Plan

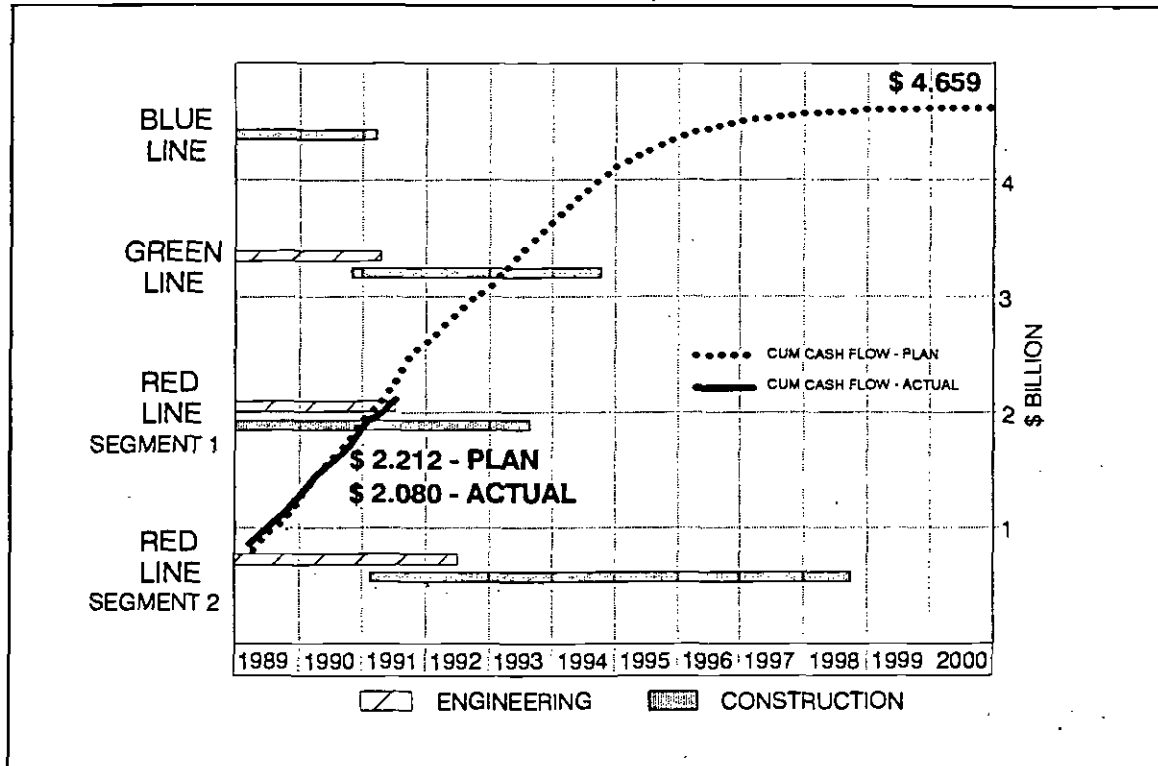


Figure 3 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

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 March 1995. The project is 118 working days behind the target ROD of October 1994, primarily because of slippage in the contract bid and design of the Vehicle Procurement (P1900) package.

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. No adverse impacts to these dates are presently seen.

REAL ESTATE

To date, one hundred eight (108) 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	7
RED LINE Segment 2	68	63	66	29	28	28	28	12	16	15	53
TOTAL	108	103	106	69	58	67	59	14	56	44	60
PREVIOUS MONTH	108	103	105	69	53	67	54	13	45	37	71

ISSUES

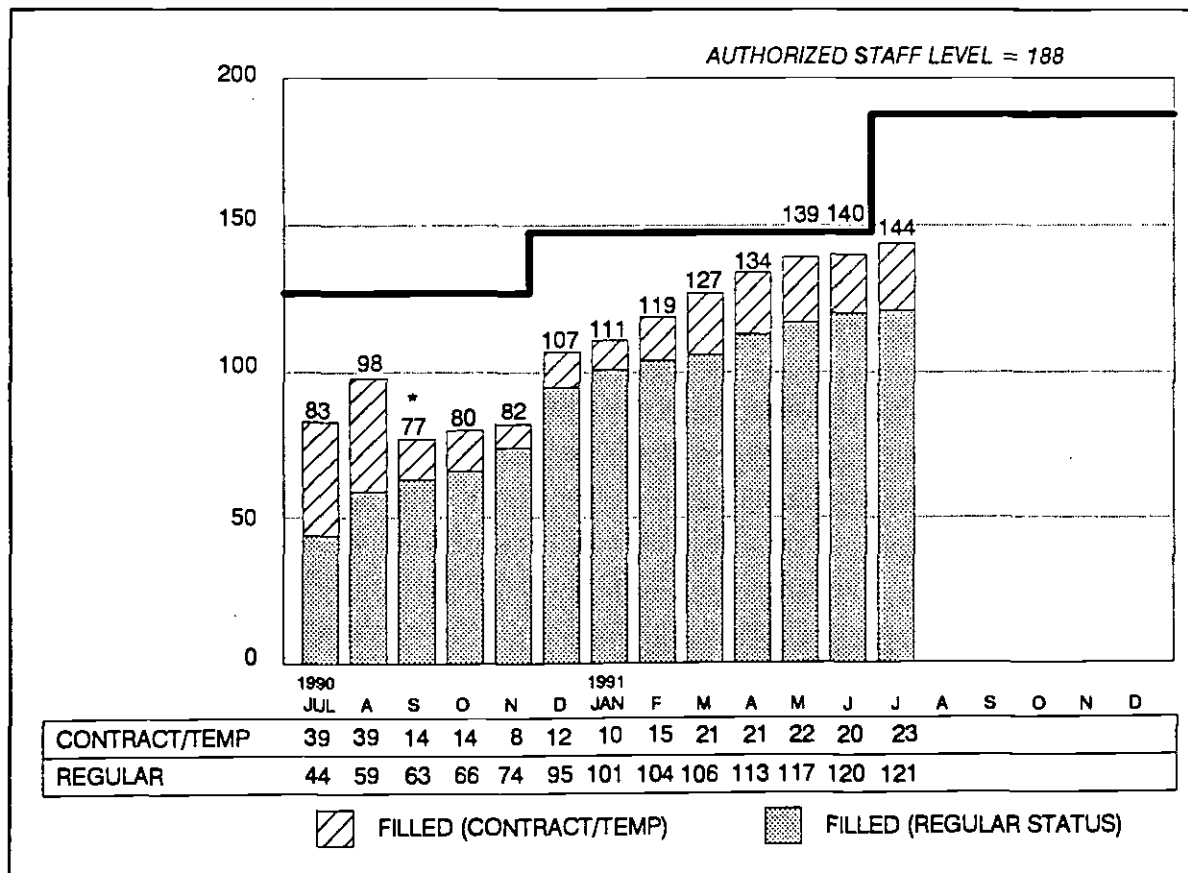
Vacant staff positions from fiscal year 1991 are being actively recruited. Filling vacancies in Engineering and Contract Administration remain a key goal. A primary concern is that the quality of applicants for these positions has not met RCC/LACTC standards.

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, 121 positions are filled with regular full time staff and 23 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.



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 24.4% as compared to 24.8% 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 (as compared to 4.9% last month) which exceeds the 4.0% corporate goal. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

(IN THOUSANDS)

	METRO BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		PROJECT TOTALS		CORPORATE
	DOLLARS	%	DOLLARS	%	DOLLARS	%	DOLLARS	%	DOLLARS	%	GOAL
CONSTRUCTION	657,487	75%	622,664	70%	794,121	55%	968,883	67%	3,043,155	65%	
REAL ESTATE	55,592	6%	52,616	6%	139,679	10%	83,017	6%	330,904	7%	
PROFESSIONAL SERVICES											
ENGINEERING/DESIGN	69,587	8%	78,470	9%	219,334	15%	82,803	6%	450,194	10%	
CONSTRUCTION MGMT.	91,642	10%	50,165	6%	138,357	10%	131,058	9%	411,222	9%	
STAFF	17,655	2%	26,189	3%	107,365	7%	56,550	4%	207,759	4%	4%
OTHER	14,222	2%	9,689	1%	988	0%	41,365	3%	66,264	1%	
SUBTOTAL	193,106	22%	164,513	19%	466,044	32%	311,776	22%	1,135,439	24%	20%
CONTINGENCY	963	0%	62,833	7%	50,175	3%	83,056	6%	197,027	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 7 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.

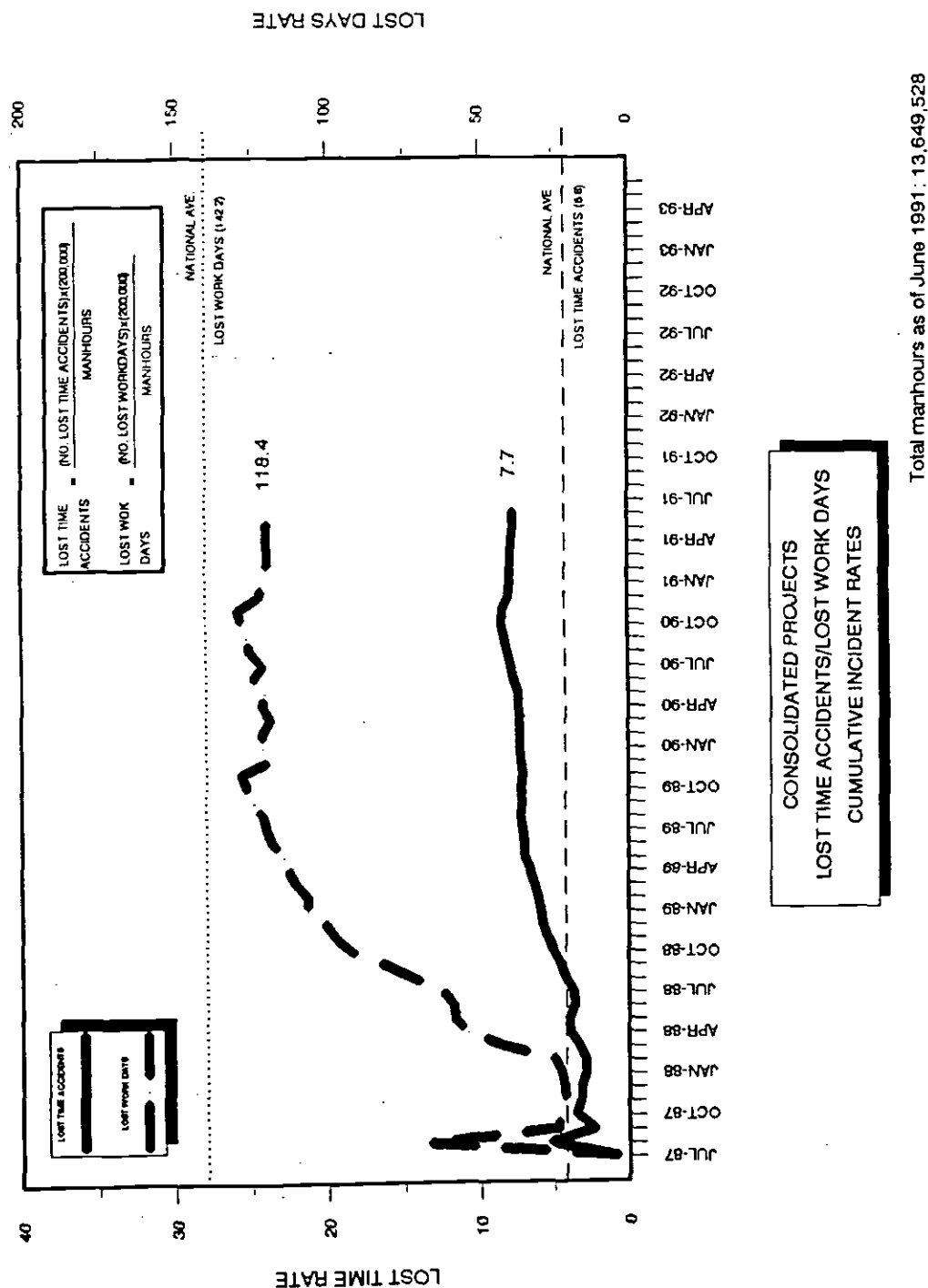


Figure 7

INVOICE PROCESSING

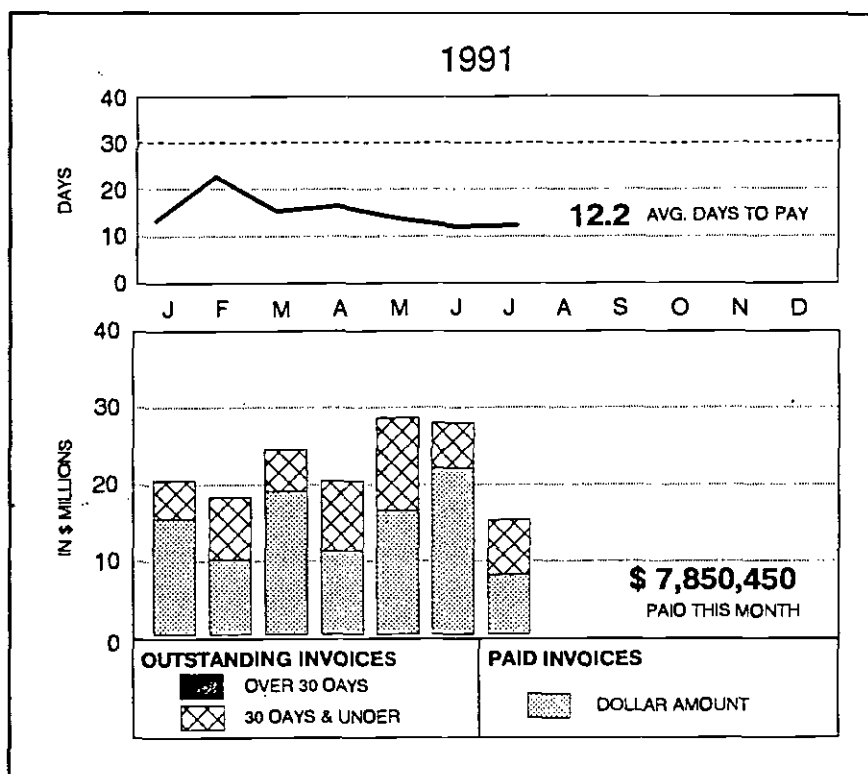
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.2 days.

- Note: The outstanding invoice data was revised for June 1991.

- 19 invoices were paid this month for a total value of \$7,850,450.

- 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

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 \$1,132,500 (excludes contingency). The expenditures beginning with March 1991 are \$97,712 (9% of budget).

PROGRESS REPORT

PROJECT ELEMENT: VEHICLES - PASSENGER COACHES (UTDC)

PERIOD: JULY 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.
- Adjustments re final placement of exterior painting and graphics are being coordinated with locomotive (GM) to insure continuity of flow throughout a trainset.
- 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.
- UTDC is on annual vacation shutdown from 7/13 to 8/5/91.

UPCOMING MILESTONES/ISSUES FOR NEXT THREE MONTHS:

- Ascertaining actual financial impact resulting from recent tariff reduction legislation.
- Negotiation of Change Orders.
- Decision on optioning additional vehicles above base order and first 20.
- Negotiation of delivery schedule for 20 additional vehicles.

CRITICAL NEEDS:

None

PROGRESS REPORT

PROJECT ELEMENT: VEHICLES - LOCOMOTIVES (GM)

PERIOD: JULY 1991

PROGRESS THIS PERIOD:

- Finalizing of engineering details of modifications to base locomotives for SCRRRA operations, e.g., rdios, Dynamic Braking Grids, HEP, 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 of Orders and Change of Notices.
- Decision on optioning additional locomotives above base order.

CRITICAL NEEDS:

None. -

08-Aug-81

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	456,000	456,000	456,000	456,000	0	0	Cash Collected	
	C415	Firestone Bridge - Indirect	232,651							Check contract for indirect
Compton	F202	MC-5 Alternative	10,156,808	1,780,113	1,780,113	1,780,113	0	0		MC-5 Workshop 8/13
	F202	MC-5 Administration Cost	345,874	345,874	345,874	345,874	0	0	Cash Collected	
	C510	SPTC/Watson Land	24,117	24,117	24,117	24,117	0	0	Cash Collected	
	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						In Negotiation	
	C117	Thrd Party Backcharges	35,674						In Negotiation	
LongBeach	C335	LB Station Superstructures	415,000	415,000	415,000		415,000	0	Invoiced 7/23/91	Tie to Long Beach Invoice
	C335	LB Station Superstructures - Indirect	211,733						Ltr to Holland sent	Set mtg with LB to discuss
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	376,000						Dickering over land	Appraisal due - 8/16/91
LA-DPW	C117	Flower St. Improvements	2,146,803						Follow ltr sent to Horli	Set mtg with Horli/Adams
	C140	8" Sewer Relocation	500,000						Ltr sent to Horli	Set mtg with Horli/Adams
LA-DWP-W	C140	HJO Repairs - Faulty DWP Joints	17,500	17,500	17,500		17,500	0	Billed 7/9/91	Track Invoice progress
LA County	F208	Florence-Graham Sta Improvements	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		Install Duct Bank at PCH	16,000	16,000	16,000		16,000	0	Billed at completion per RJM	Document claim
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, Refol Ins Prem	655,970	655,970	655,970	655,970	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	F208	Firestone Bridge	830,000	830,000	830,000	783,078	46,922	0	9% for CM questioned	Document 9% for CM
	C510	105th Street Ped Crossing	17,700						Agmt stuck at CRA	Get agmt fr CRA/Send to SPTC
United Logistics		K-Line Spur	325,000	325,000	325,000	325,000	0	0	Cash Collected	
TOTALS			25,369,002	7,431,694	7,431,694	6,866,272	565,422	0		

08-Aug-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 Lab 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	16,800	16,800	16,800	16,800	0	0		
Pasadena		Route Refinement Study	150,000	150,000	104,786	104,786	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	46,200	46,200	46,200	46,200	0	0		
CalTrans	64K576	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			28,406,002	10,468,694	10,213,587	9,646,672	566,915	255,107		

Compton			702,660	702,660	486,196	379,124	107,072	216,464	6,289 = Adm costs due LACTC	Determine status
Courtesy Billings/Willdan Assoc (Billed to County of LA)		West Alameda Underpass Mealy Street - Environmental Assessment	87,699	87,699	85,306	83,992	1,314	2,393	1,314 = Adm costs due LACTC Per County of LA, costs not allowable now	Determine status

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	O					RCC team working on claim negotiation	Aug. 91
P851	Hi-Rail Trucks						Back charges under dispute (Orig.: 06-May)	Aug. 91
C355R	Long Beach Landscaping	O					Transferred to RCC	Sept. 91
H840	Fare Collection						Contract to be transferred to BAH (Green)	Sept. 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 \$102 million, representing approximately 12% of total dollars available. To date, the project commitments are \$239 million, approximately 27% of the total budget.

SCHEDULE STATUS

The July 1991 update of the master schedule indicates that the Green Line is 118 working days behind the target revenue operations date (ROD) of October 1994. The current predicted ROD for the Green Line is March 22, 1995. (This date does not reflect the potential impact of the revised vehicle delivery date, to be released in Addendum No. 8.)

The critical path runs through Contract P1900 (High Performance Transit Vehicles) and H1100 (Automatic Train Control). The secondary critical path runs through the El Segundo Segment Contracts C0101 (Foundations and Utilities); C0100 (I-105 to Compton Boulevard, Aerial Guideways); C0610 (Trackwork Installation); and H1400 (Overhead Contact System).

PROFESSIONAL SERVICES

O'Brien-Kreitzberg

OKA, working closely with the other consultants, is currently reviewing potential impacts to the Metro Green Line project schedule in the areas of the automatic train control contract as well as the delivery schedule and interface with the vehicle contract. Various scenarios with workaround plans are being prepared and evaluated to mitigate any delays to the MGL schedule.

OKA's construction management service has expanded with the start of construction on Contract C0110 (Segmental Bridges) on July 22, 1991, as well as the issuing of the Notice to Proceed for Contract C0100 (Aerial Guideways) on July 1, 1991.

Recent meetings held with Caltrans during July have strengthened coordination efforts along the Century Freeway.

LTK Engineering Services

Contract P1900 (High Performance Transit Vehicles) underwent major changes in July. Due to discovered problems in maintaining adequate passenger throughput during single-tracking operations, the concept of "single-car only" was abandoned in favor of a design with multiple-unit (MU) capability. This caused schedule slippage in two areas: a one-month slippage in best and final offers to afford proposers an opportunity to restructure their offers to the new design concept and a three-month slip in the design and manufacturing period (from 24 months to 27 months) to allow for MU design and construction.

TRANSCAL II

DOA/FAA special studies continued during the month in support of resolving potential conflicts between the North Coast Extension and LAX. TRANSCAL also responded to RCC requests for design changes at the Aviation Wye. The baseline program is in its final design stage and the Design Support and North Coast Design programs are in full production. To date, all North Coast Design milestones have been met on schedule. TRANSCAL devoted significant effort during the negotiation phase of Contracts H1100 (Automatic Train Control) and H1200 (Traction Power Supply System).

REAL ESTATE

Real Estate Right of Entry is critical with lack of access to Southern California Edison (SCE). This is affecting Contract C0110 (Segmental Bridges), and may affect Contracts C0101 and C0100.

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

Preliminary (90 day) schedule received and review comments transmitted. Submittals and RFI's being received and appropriate dispositions being provided.

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

In Construction Phase, 93 of 195 foundations complete.

Contract C0110: I-105 to Compton/Segmental Bridges

Continuing with mobilization and submittal review. Pile driving began at Bent 3 (Kramer) on July 25, 1991.

Contract C0400: Hawthorne Yard and Shops

Bids received on July 2, 1991. Bid evaluation led to recommendation of Robert E. McKee, who was the third lowest bidder. Bid protest filed on July 24, 1991.

Contract C1001: Utilities and Foundations, Imperial to Lot "C"

Postponed until further notice.

Contract C1002: Utilities and Foundations, Lot "C" to Westchester**Contract C1003: Aerial Guideway and Station, Imperial to Lot "C"****Contract C1004: Aerial Guideway and Station, Lot "C" to Westchester**

Under design.

Systems

Status of communications contracts is as follows:

Contract H0831: Supervisory Control and Data Acquisition

Metro Blue Line work now being wrapped up. Except for change notice to exercise option to original contract, Green Line work has not started to date.

Contract H0832: Cable Transmission System

Material portion of Option Schedule Q has been negotiated with some final clarifications to be answered by July 31, 1991, and change order is being prepared.

Contract H0833: Radio Systems

30% Design Review submitted this month with Final Design scheduled for December, 1991.

Contract H0834: Telephone System

Obtaining original contract documents from RTD.

Contract H0900: Safety and Security Communications System

Out for bid, closes September, 11, 1991. Bidders' field visit scheduled for August 9, 1991.

Contract H0901: Platform Intrusion Detection System
90% design complete.

Overhead Contact System (OCS)

Project CT032: Lemoli to Wilton
OCS foundations and phone duct installed, and manhole installation in progress.

Project CT037: La Cienega to Inglewood
Installation of OCS foundations on bridge deck in progress.

Project CT044: Main to Mona
Survey of block outs at Wilmington Station complete.

Project CT044-1: Santa Fe to Atlantic
OCS foundations complete, phone duct and power conduits installed and the contractor is in the process of mandreling phone ducts.

Trackwork

Contract C0600: Century Trackwork Installation
Camera ready level documents are currently under review. Scheduled for advertisement on September 3, 1991.

Contract C0610: El Segundo Trackwork Installation
Awaiting 100% documents for review. Currently on hold pending possible design changes due to North Coast Segment revisions.

Contract P1800: Special Trackwork Procurement
Recommendation has been accepted to award to Bethlehem Steel. Notice to Proceed scheduled for August 8, 1991.

AREAS OF CONCERN

ONGOING

March 1991 Chevron Oil Line Relocation

- Concern:** The 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.

Nov. 1990 Vehicle Delivery Schedule

Concern: On July 22, 1991, the RCC directed LTK to revise the design of the HPTV and implement the original design of the multiple car concept. Addendum No. 8 will be issued on August 5, 1991 to address the changes. As a result of the changes, the Notice to Proceed date will be extended by one month and the delivery time for the first vehicle will extend to 27 months after the Notice to Proceed. The overall impact on the schedule due to late vehicle availability will be an additional four months. If the October 1994 ROD is to be maintained, the proposed delivery schedule would not allow any time for overall systems testing and integration.

Action: The vehicle delivery schedule must improve or a workaround developed to use non-Green Line vehicles for the control line testing.

Status: Proposals are under review by LTK and the RCC. Negotiations will indicate contract pricing and the final vehicle delivery schedule. Best and final offers are anticipated on August 27, 1991.

May 1991 North Coast Extension

Concern: OCS structures intrude, as designed, into the LAX 50:1 glide slope with possible impact of electromagnetic interference on the instrument landing system. A resolution impasse could result in substantial redesign of the North Coast segment and adversely affect ROD.

Action: The RCC is currently addressing resolution of this problem.

Status: An alternate structure is being considered as a possible solution to the Runway 25R localizer problem. Survey and plotting of actual locations of FAA-owned facilities is continuing.

June 1991 North Coast Extension Right-of-Way

Concern: Right-of-way acquisitions for the North Coast Extension are necessary before construction can begin.

Action: Engineering will complete certifications and the RCC will initiate acquisitions.

Status: RCC's real estate department continues to work with the Department of Airports and others.

NEW**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 78-90 (Hughes Property) were 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 is resequencing scheduled activities from Bents 78-90 to Bents 39-49 to allow for SCE's temporary relocation of the 16KV lines. A permanent relocation of the 16KV lines is being reviewed by SCE to avoid conflicts with the finished guideway.

July 1991 Earthquake Protection Installation

Concern: The permit required for construction of foundations 78-90 of Contract C0101 is on hold pending a review by the Los Angeles Flood Control District (LAFCD) of the pot holed area. TRANSCAL is finalizing the design for installation of the earthquake protection. The options were to install the protective material on the water lines or on the foundations themselves. The decision was made to do the latter.

Action: The RCC is responding to the LAFCD's request for additional information on design calculations and loading factors.

Status: The LAFCD is withholding the issuance of the necessary construction permit pending their review of the calculations and loading factors.

July 1991 Construction Permits

Concern: Caltrans and City of Los Angeles permits for construction of the guideway at the intersection of the El Segundo and the Century Freeway segments are still being sought by the RCC but are not yet in hand. Efforts have been made to supply all necessary documentation as requested. The C0100 contractor, Steve P. Rados, Inc., is also seeking a duplicate permit from Caltrans, District 7.

Action: Caltrans and the City of Los Angeles are completing their reviews of the documentation submitted by the RCC.

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

KEY ACTIVITIES ~ July

- Bids were opened for Contract C0400 (Hawthorne Yard and Shop, Buildings and Site Finish) package
- Kiewit Pacific started construction at the Kramer Bridge site
- Notice to Proceed was issued for Contract C0100 (I-105 to Compton, Aerial Guideways)

KEY ACTIVITIES ~ Planned for August

- Contract P1800 (Special Trackwork Procurement) will be awarded on August 5, 1991
- Addendum 8 will be issued for Contract P1900 (High Performance Transit Vehicles)
- The bid protest surrounding Contract C0400 (Hawthorne Yard and Shop) will be addressed in the LACTC Board meeting

FUND SOURCE STATUS
(IN THOUSANDS OF DOLLARS)

STATUS: 07/26/91

SOURCE	TOTAL ANTICIPATED FUNDS	TOTAL FUNDS RECEIVED	OBLIGATIONS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP 108	107,500	0	1,816	2%	1,816	2%	0	0%
TCI	36,000	0	0	0%	0	0%	0	0%
PROP A	742,500	102,123	236,975	32%	100,307	14%	102,123	14%
TOTAL	886,000	102,123	238,791	27%	102,123	12%	102,123	12%

PROJECT: R23
CONSULTANT CONTRACT CHANGE STATUS SUMMARY
 PENDING CHANGES/AMENDMENTS
 AS OF 08/05/91

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED	7	718					7	718	4	420	3	298
SUBMITTED/IN PROCESS	6	1,121	2	262			8	1,383	3	385	5	1,018
APPROVED/ISSUED	8	380	2	6	1	31	9	419	3	49	6	370
NEGOTIATED							0	0			0	0
COMPLETED (NO SCOPE CHANGE)							0	0			0	0
COMPLETED (AMENDMENT ISSUED)							0	0			0	0
CANCELLED/WITHDRAWN	1	0					1	0	0	0	1	0
CONTRACT TOTAL	20	2,219	4	270	1	31	25	2,520	COMMENTS:			
LAST MONTH	6	795	1	6	1	31	10	834				
VARIANCE	12	1,424	3	262	0	0	15	1,686				

O'BRIEN-KREITZBERG
RCC
Project: R23
Period: 6/29/91 to 7/26/91

RAIL CONSTRUCTION CORPORATION
METRO GREEN LINE
Project Cost by Element

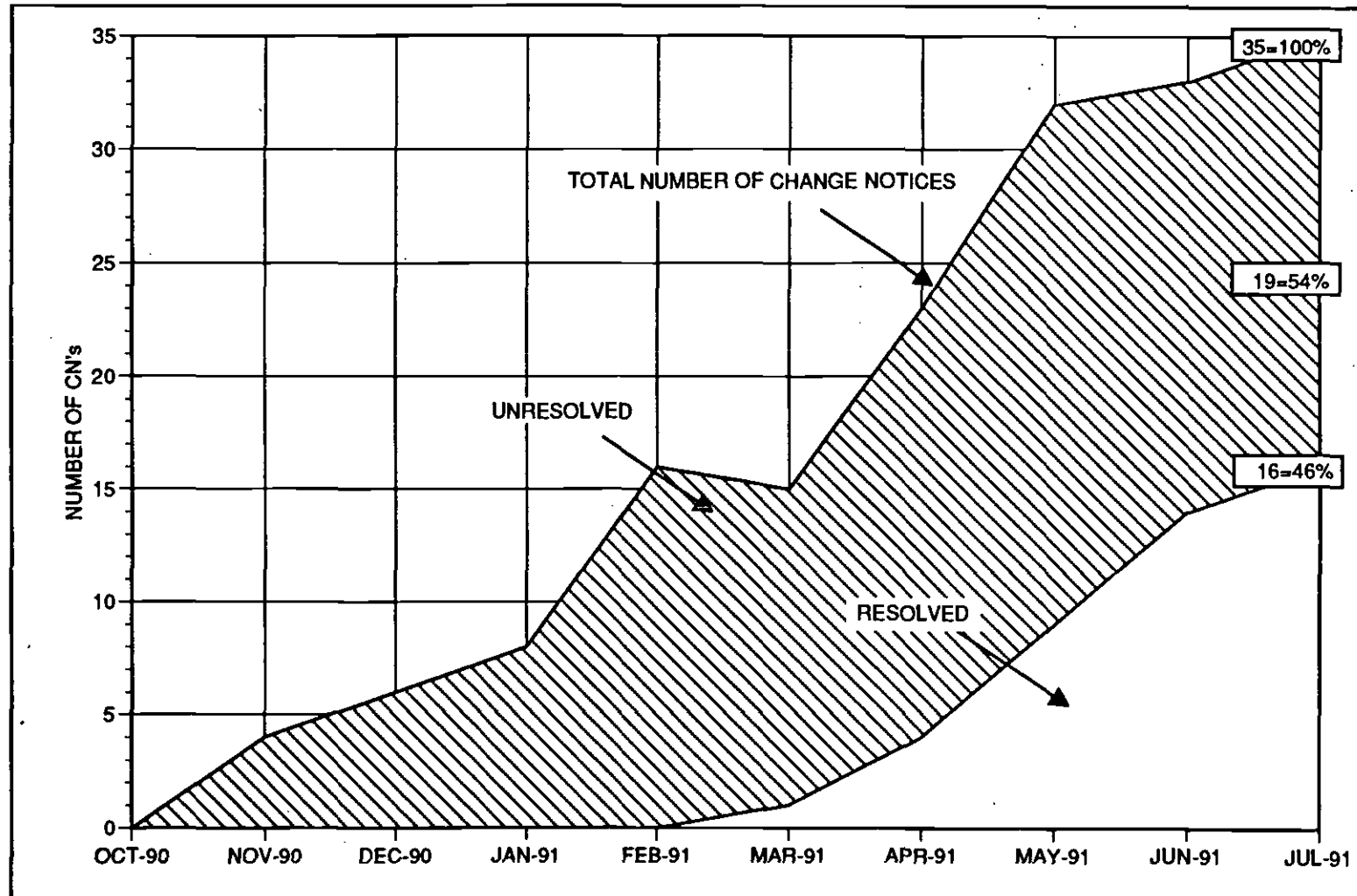
Page: 1
Report Date: 08/06/91
Status Date: 07/26/91

[\$ x 000's]

		----- Budget -----		--- Commitments ---		-- Incurred Cost --		--- Expenditures ---		Current	
Description		Original	Current	Period	To Date	Period	To Date	Period	To Date	Forecast	Variance
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(9-2)
T	Construction	521,594	587,519	5,584	123,178	1,857	30,313	0	23,727	606,354	18,835
S	Professional Services	159,098	159,196	1,848	89,340	3,960	64,428	5,387	57,543	159,296	100
R	Real Estate	49,916	49,916	0	21,059	175	20,715	175	20,713	52,616	2,700
F	Utility/Agency Force Accounts	16,310	16,310	254	5,430	5	462	5	598	16,310	0
D	Special Programs	3,071	5,217	0	908	0	100	0	0	5,217	0
C	Contingency	80,637	84,468	0	0	0	0	0	0	62,833	(21,635)
A	Project Revenue	(16,626)	(16,626)	(8)	(1,125)	(8)	(458)	(8)	(458)	(16,626)	0
Project Grand Total :		814,000	886,000	7,678	238,791	5,988	115,560	5,558	102,123	886,000	0

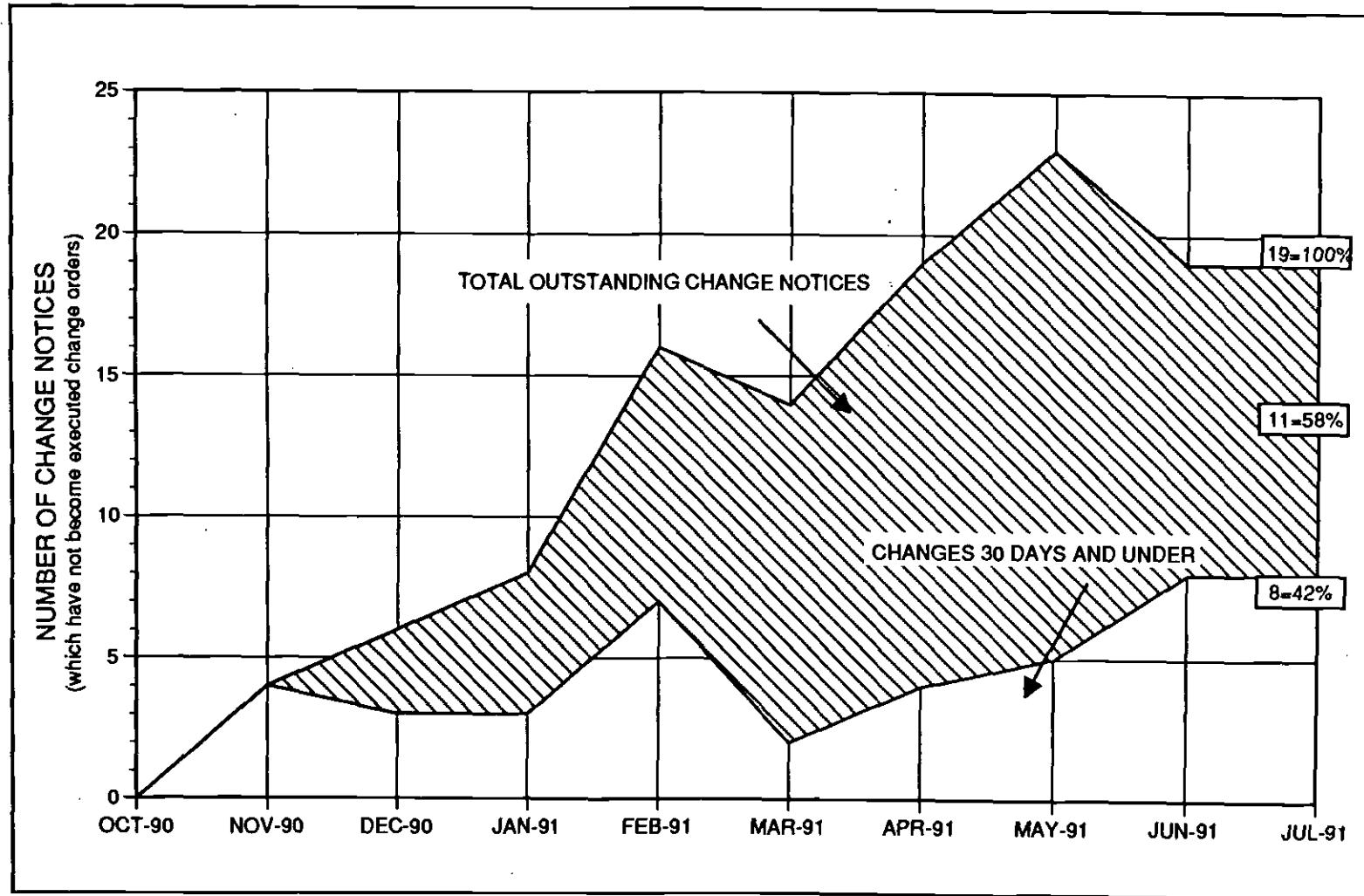
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

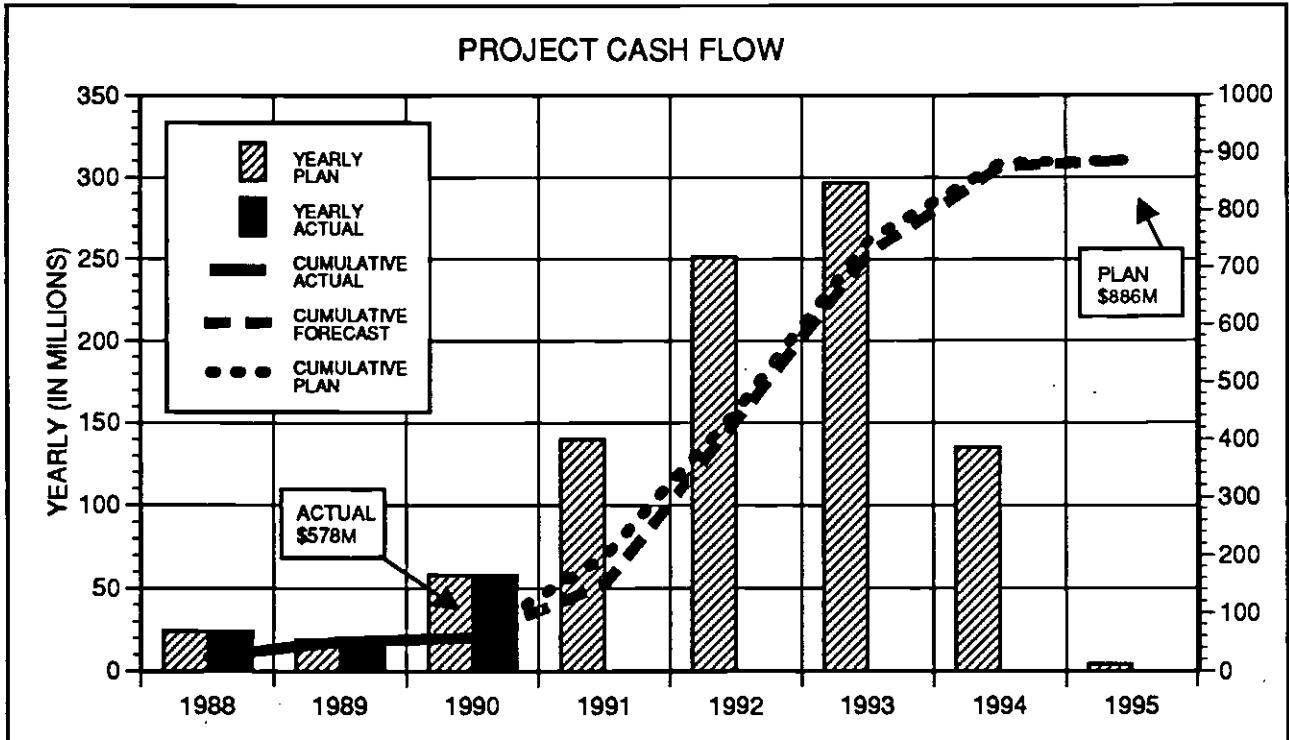
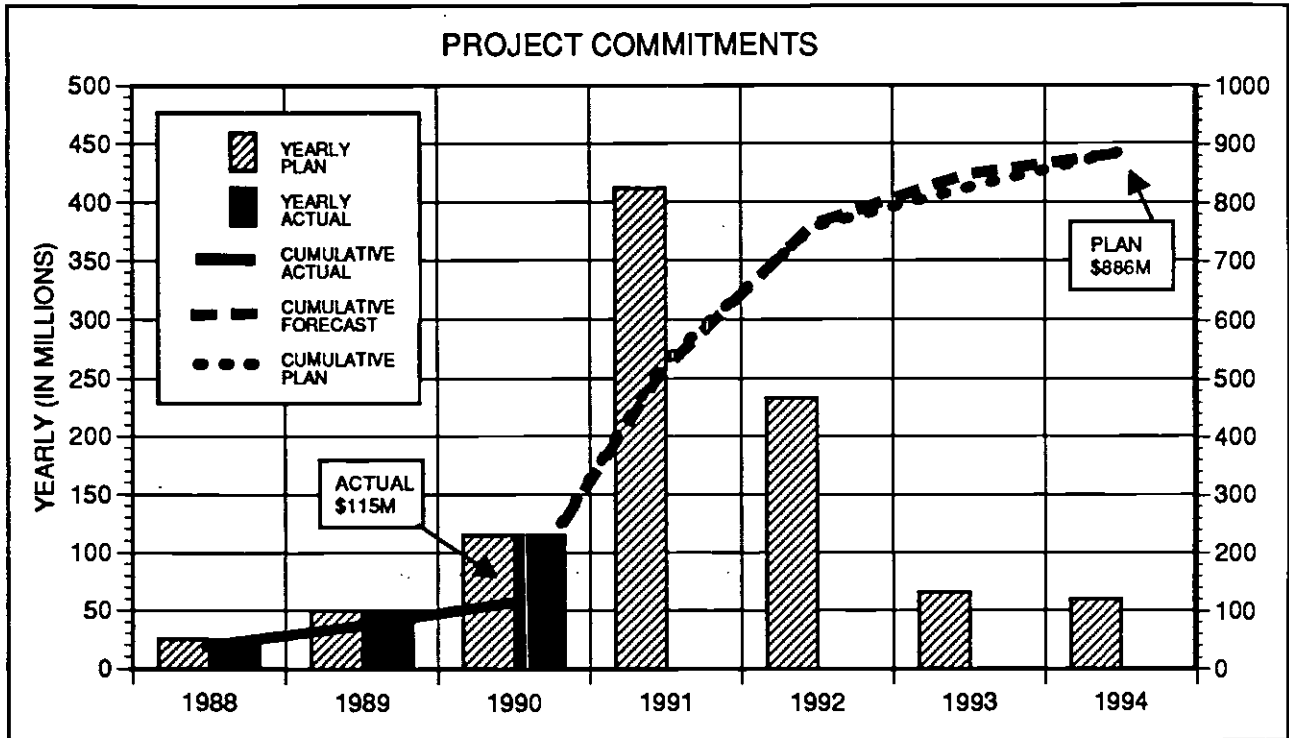


From the thirty-three (35) Active Change Notices, twenty-five (25) are from Contract C0101, three (5) from Contract C0110, four (4) from H0832 and one (1) from H0831

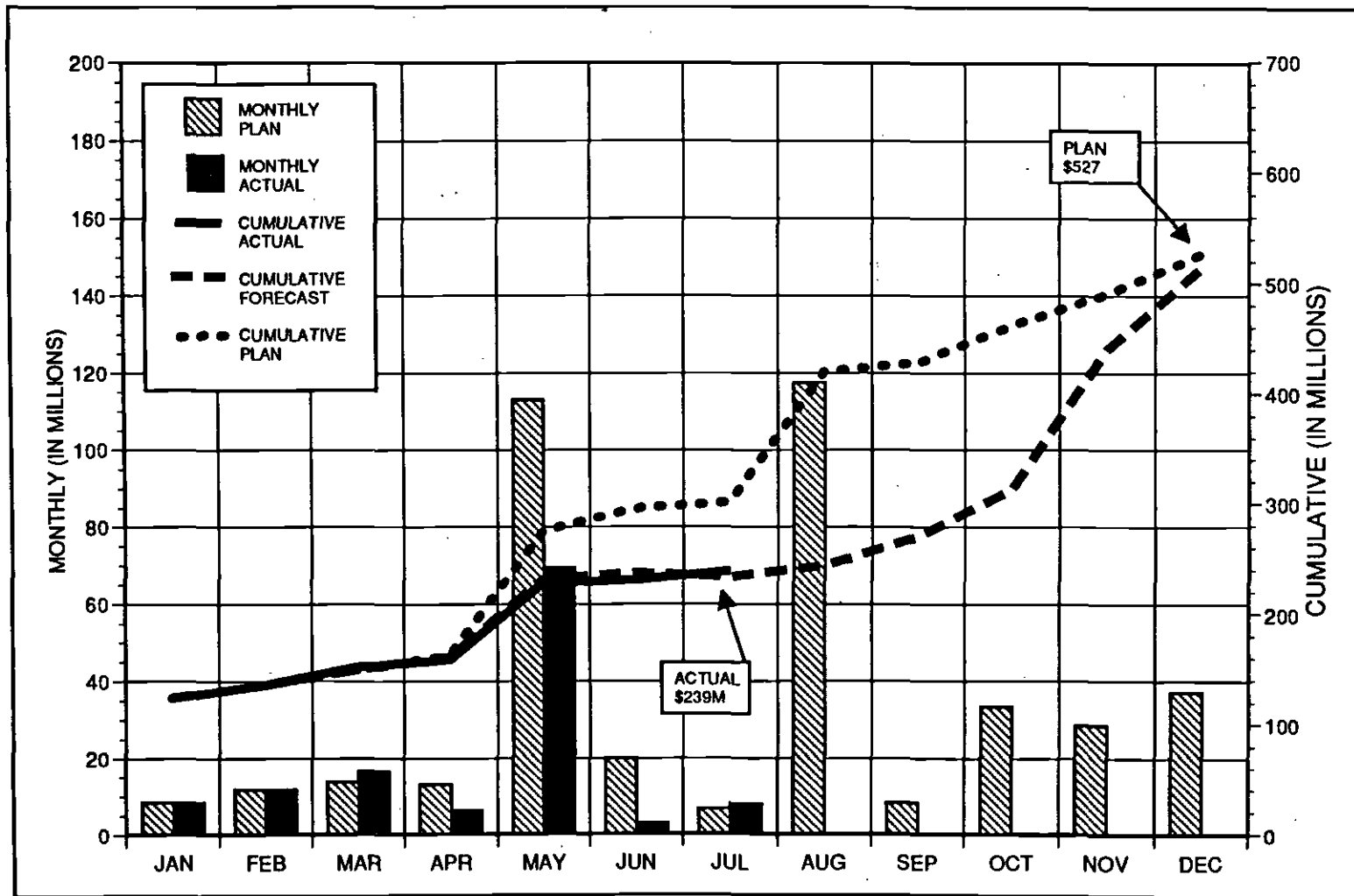
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Activity Progress For C0101, C0110, & H0832



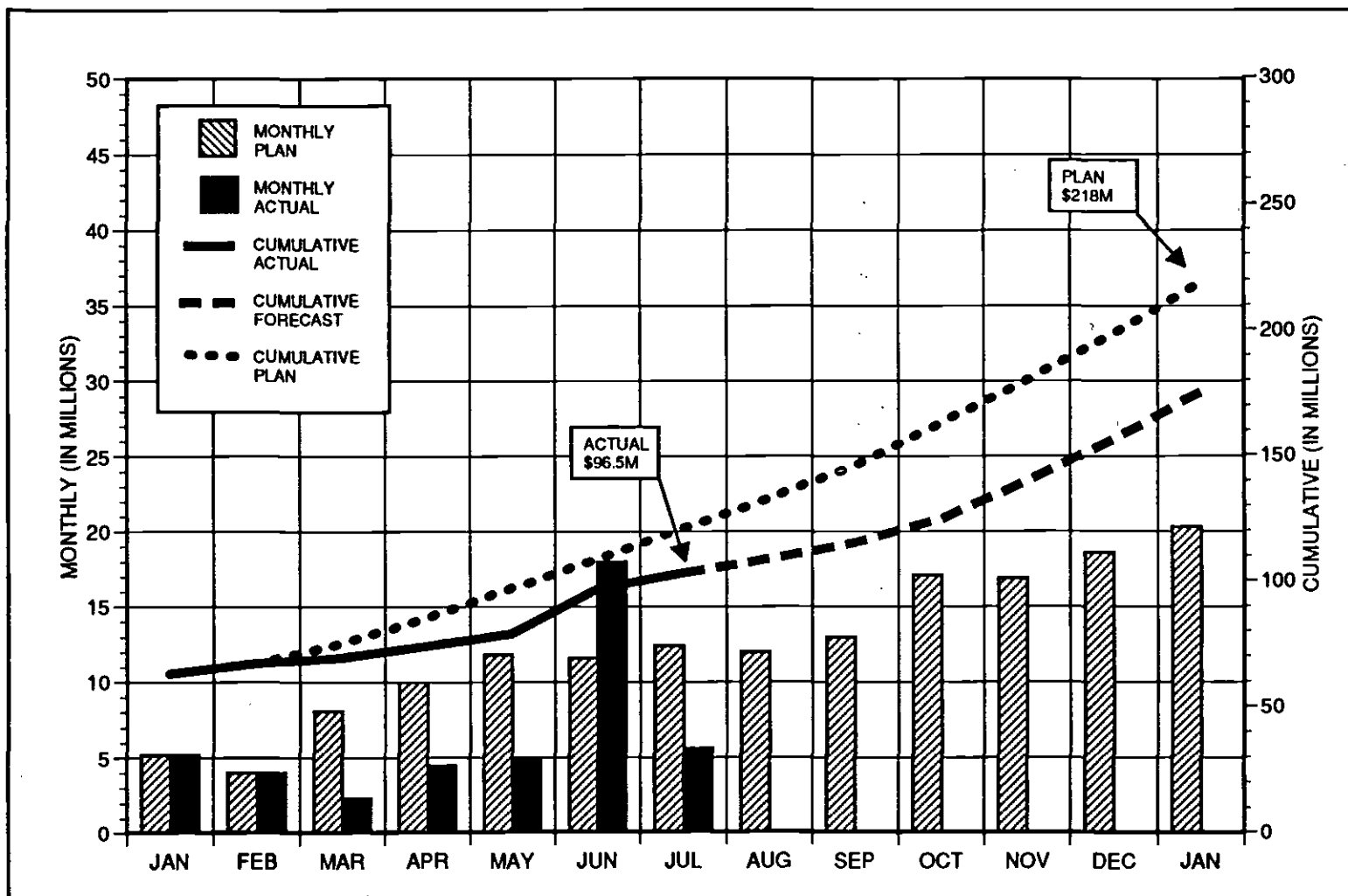
9 Change Notices-Awaiting OKA action; 4 Cost Plus Change Notices-Awaiting contractors cost data; 1 Change Notice-Awaiting RCC action for site availability; 3 Change Notices-Awaiting Transcals issuance of design changes. 2 Change Notices- Awaiting contractor's cost & schedule proposal.



PROJECT COMMITMENTS

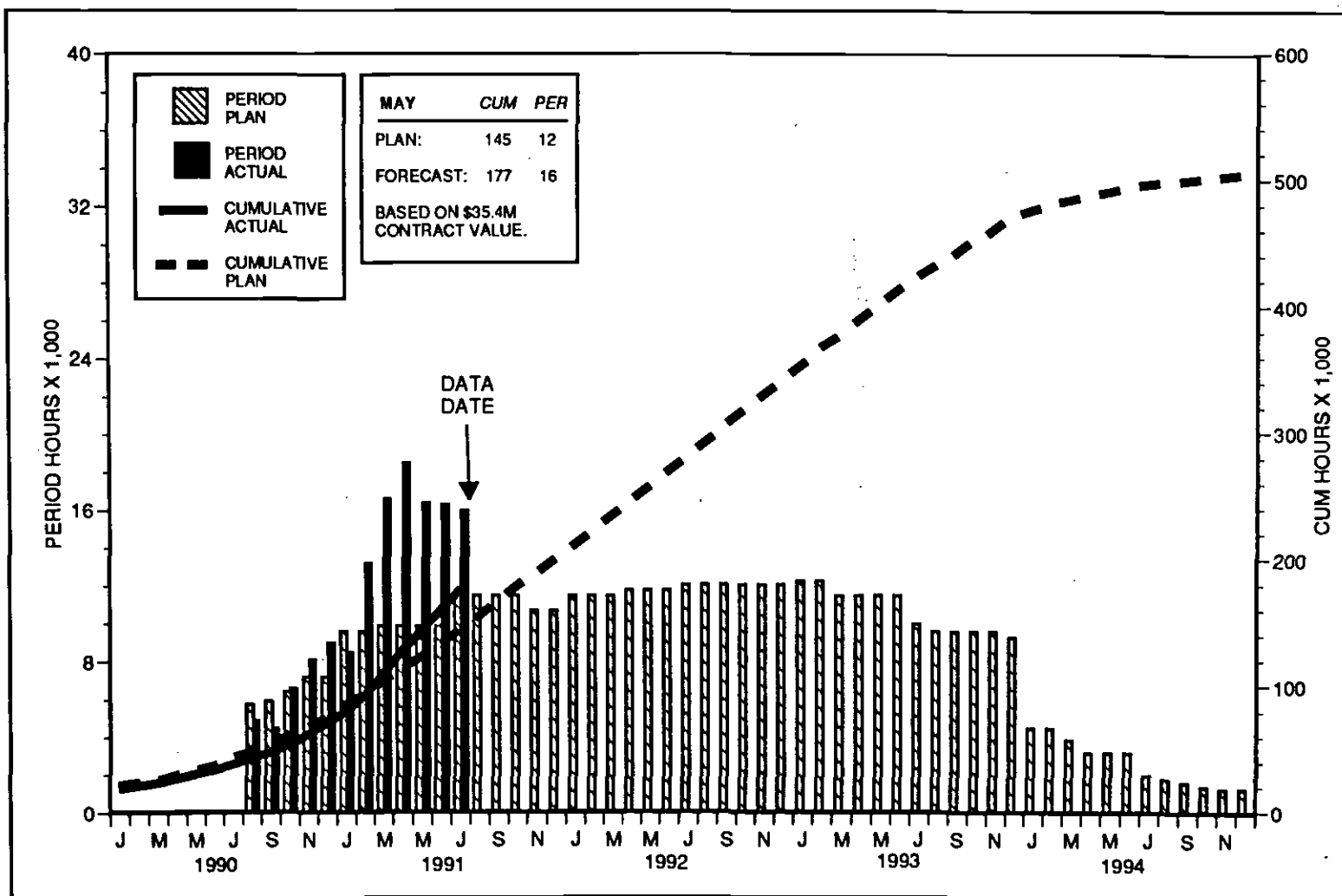


PROJECT CASH FLOW

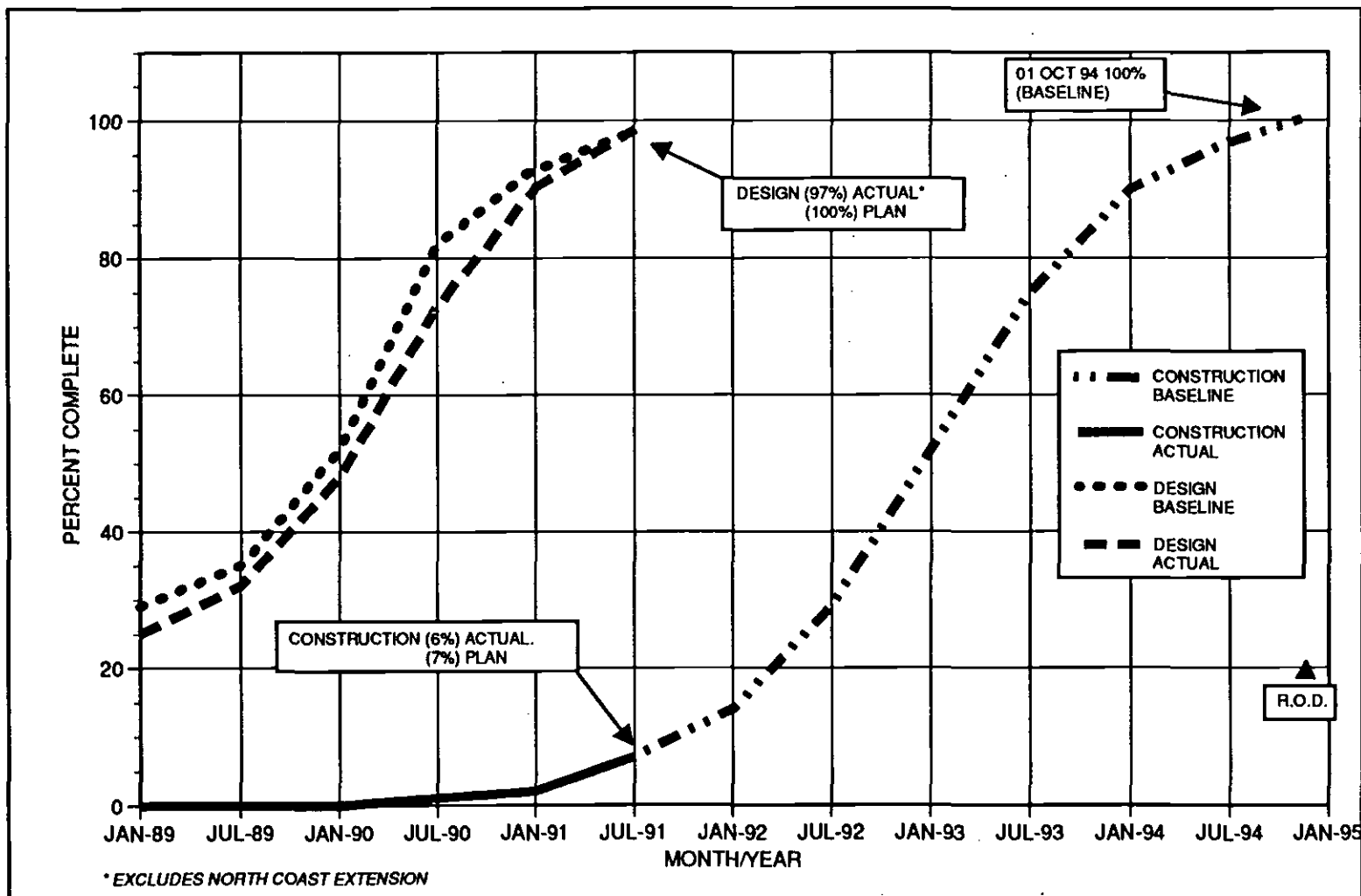


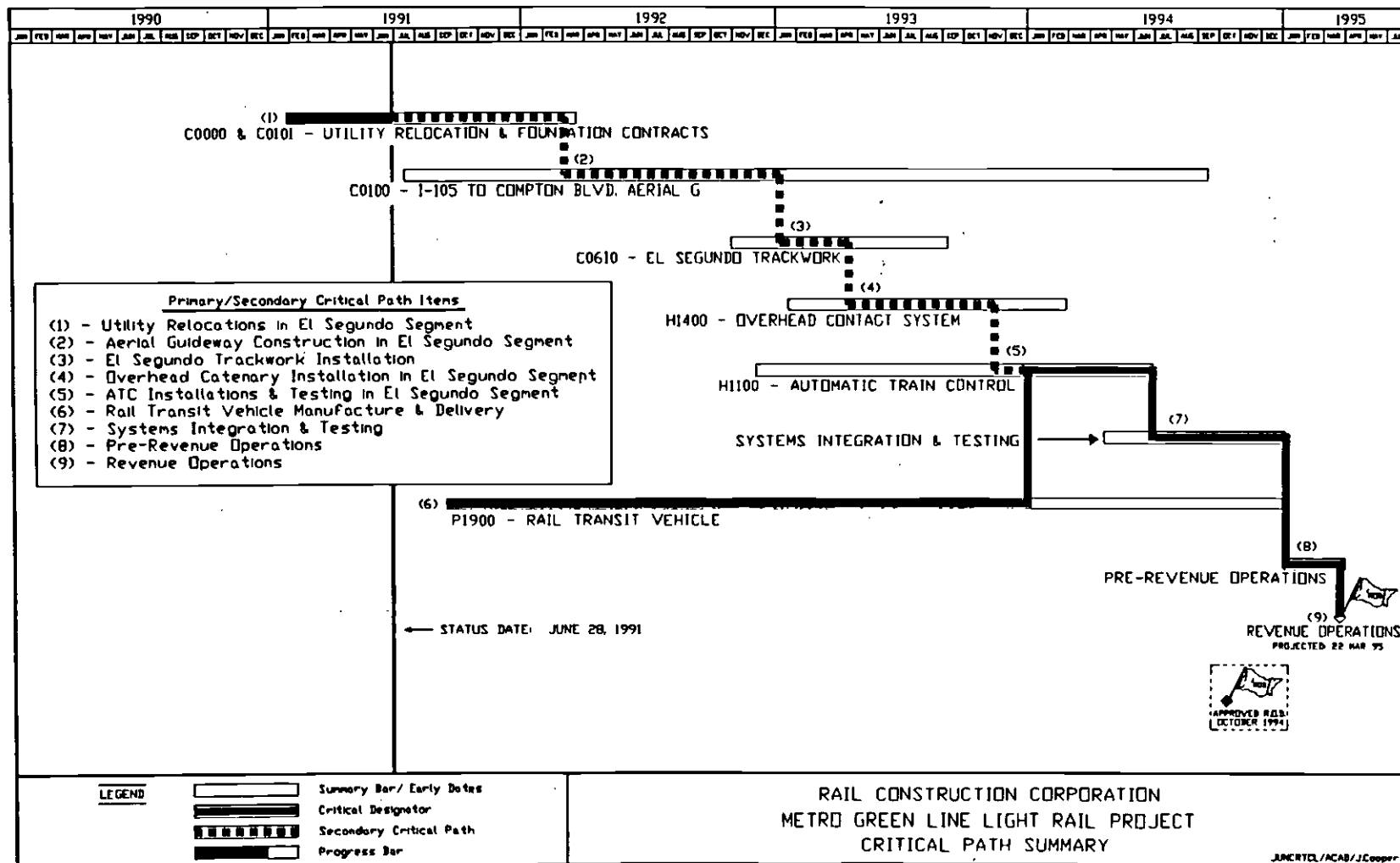


O'BRIEN-KREITZBERG STAFFING PLAN



EXECUTIVE SUMMARY SCHEDULE





July schedule reports not used due to schedule assessment.

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	08-14-91
TOTAL	40	40	40	40	30	39	31	39	29	2	40	29	11	

NOTE:

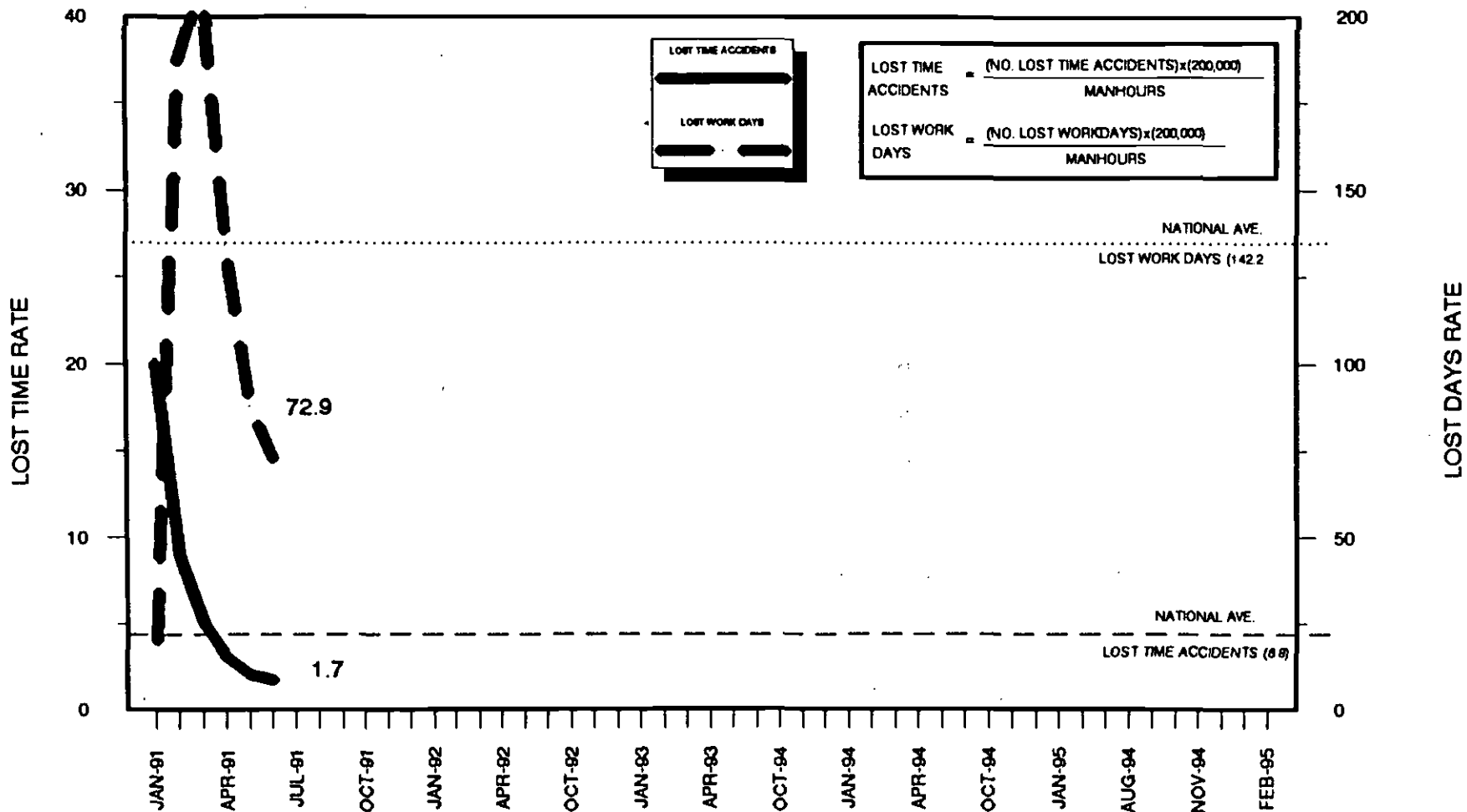
* Number Includes Exhibits A and B, Railroad Agreements.

** Includes Right-of-Entry to parcels.

C0100-Cert #543 was acquired in July.

C0101/C0110-Right-of-Entry to TRW property was granted for construction in July.

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 June 1991: 118,005

CONTRACT AWARD CATEGORIES	P R I M E				D B E			
	ORIGINAL AWARD	COMMITTED TO DATE	PAID-TO-DATE	PAID %	COMMITTED DBE \$	AWD %	PAID-TO-DATE	PAID %
CONSTRUCTION	\$18,601,497	\$22,006,197	\$7,076,788	32.2%	\$1,796,888	8.2%	\$136,463	7.6%
ENG. & PROF. SERVICES	\$20,988,472	\$91,360,138	\$49,025,200	53.7%	\$16,803,704	18.4%	\$12,342,965	73.5%
REAL ESTATE CONTRACTS	\$43,400	\$44,150	\$38,845	88.0%	\$0	0.0%	\$0	0.0%
ARTS PROGRAM	\$44,000	\$44,000	\$0	0.0%	\$0	0.0%	\$0	0.0%
GRAND TOTAL	\$39,677,369	\$113,454,485	\$56,140,833	49.5%	\$18,600,592	16.4%	\$12,479,428	67.1%

DBE % OF AWARD 10.5%

WBE % OF AWARD 5.9%

TOTAL DBE/WBE
% OF AWARD 16.4%

	D B E			
	COMMITTED DBE \$	AWD %	PAID-TO-DATE	PAID %
1) BLACK	\$2,685,975	2.4%	\$2,148,600	80.0%
2) HISPANIC	\$5,198,651	4.6%	\$4,046,611	77.8%
3) ASIAN	\$4,024,028	3.5%	\$2,489,870	61.9%
4) NATIVE AMERICAN	\$0	0.0%	\$0	0.0%
5X) ETHNIC WOMEN	\$1,138,720	1.0%	\$511,378	0.0%
55) ANGLO WOMEN	\$5,553,218	4.9%	\$3,282,969	59.1%
TOTAL DBE AWARDS	\$18,600,592	16.4%	\$12,479,428	67.1%

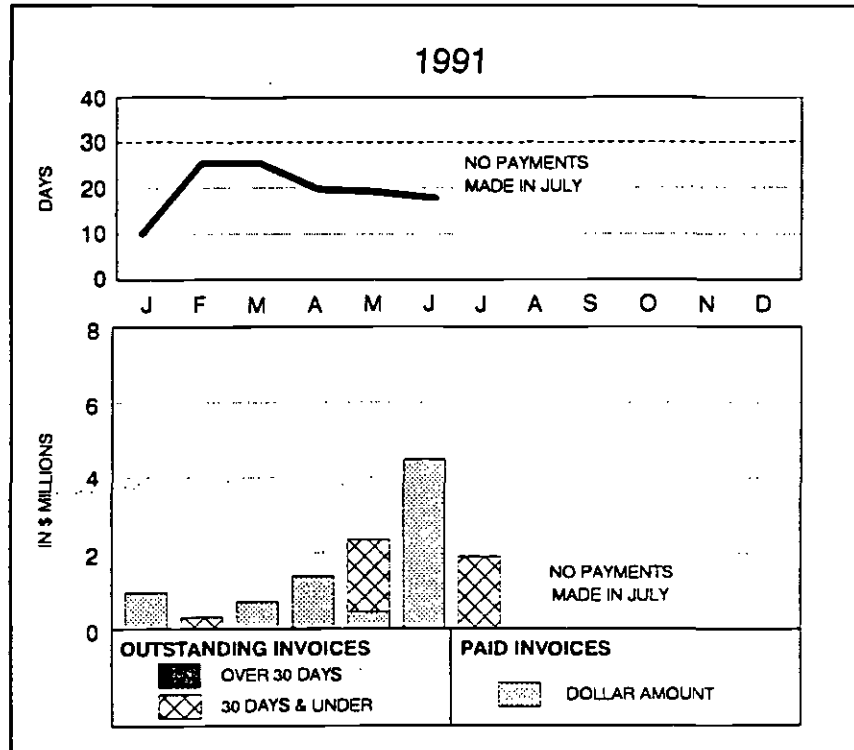
INVOICE PROCESSING

• There were no construction or procurement invoices paid this month.

• Note: The outstanding invoice data was revised for June 1991.

• 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

EXECUTIVE SUMMARY

COST STATUS

The original Baseline Budget for the Project is \$1,250 million. The Current Approved Budget is \$1,450 million. The July forecast is also \$1,450 million.

The Project commitments to date are \$1,188 million, or 82% of the total forecast. The cash flow plan reflects a total Project expenditure to date of \$1,087 million, or 75% of the total forecast. Incurred costs to the Project are \$1,099 million, or 76% 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. Value of work in place as of July 26, 1991, is 84% actual versus 85% planned.

PROFESSIONAL SERVICES

Primary work efforts in July 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, resequencing of work to mitigate impact of red tagging of tunnels, and development of work-around plans by the Contract A640, Communications, "Fast Track Team."

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, eight parcels are in the acquisition process.

CONSTRUCTION/PROCUREMENT

In July, the installation of 34.5 kV cable was completed in the AL tunnel, with work resequenced to provide power to the stations. Conduit repair work in the Yard and Shop building was completed.

EXECUTIVE SUMMARY (CON'T)

Contract A130, Yard Leads and Transfer Zones, Contract A135, Union Station, Stage I, and Contract A145, 5th/Hill Station, Stage I, achieved substantial completion this month.

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.

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.

AREAS OF CONCERN (CON'T)

Status: This activity remains on the critical path. The Fast Track team has been successful in keeping the relocation progressing. However, there are still a number of design issues which they are working to resolve. 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.

Status: The Contract A640 design continues to be modified with the latest revision submitted on July 15, 1991. These and other design changes have impacted the contract schedule. The full impact of the July 15, 1991, design change has not yet been fully assessed. The Quick Response Team is investigating mitigating actions such as new technology to eliminate additional conduit and wiring and methods for reducing labor and time required for conduit installation.

AREAS OF CONCERN (CON'T)**NEW**

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. The full impact of this order is not known at this time.

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 As of July 26, 1991, it is anticipated that a satisfactory mechanical ventilation system will be functional by Friday, August 2, 1991. Work will resume during the week of July 29, as areas are inspected and certified by CAL-OSHA.

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

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

ONGOING

NONE

NEW

NONE

**UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT
ITEMS FOR RCC ACTION (CON'T)**

RESOLVED

April 1991

Schedule Analysis

Concern: An expanded narrative to the Level III schedule is required to express project schedule analysis and recommended actions.

Status: RESOLVED. The UMTA PMOC has reviewed and accepted the expanded narrative included in May and June Level III reports.

KEY ACTIVITIES - JULY

- Managed the activation of all programs related to test train arrival and pre-revenue operations. A comprehensive test program is being developed to ensure all elements of the system provided under the various construction, procurement, and installation contracts conform to specification, 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.
- Responded to CAL-OSHA's requirements for mechanical ventilation.
- Implemented a grouting procedure with new material to seal leaks at Contract A141, Line Section, Union Station to 5th/Hill and Civic Center Station, Stage II; Contract A147, Civic Center Station, Stage II; Contract A157, 5th/Hill Station, Stage II; Contract A167, 7th/Flower Station, Stage II; and Contract A187, Wilshire/Alvarado Station, Stage II.
- Completed the Contract A146 tunnel rework.
- Completed installation of contact rail coverboards in the AR and AL tunnels.
- Completed the connection of the Santa Fe freight interchange with the Yard tail track.

KEY ACTIVITIES - PLANNED FOR AUGUST

- 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. This activity must be undertaken to ensure completion of the work and to avoid delay in contract close-outs.
- Complete turnover of DWP and ATC rooms to Systems contractors as required.
- 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 : JULY 26, 1991
 STATUS PERIOD : JUNE 29, 1991 JULY 26, 1991

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

PROJECT : R80 METRO RAIL RED LINE SEGMENT 1

ELEMENT / DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	615,110	751,972	4,220	658,398	13,968	574,606	10,111	562,779	782,103	30,131
S PROFESSIONAL SERVICES	423,269	461,930	(5,681)	395,936	2,036	394,961	2,497	394,961	465,056	3,126
R REAL ESTATE	101,379	139,820	2,707	121,501	2,707	121,501	2,707	121,501	139,679	(141)
F UTILITY RELOCATIONS	15,123	12,140	220	12,018	98	7,920	98	7,920	12,018	(122)
D SPECIAL PROGRAMS	948	948	80	600	25	285	25	285	988	40
C PROJECT CONTINGENCY	94,071	83,209	0	0	0	0	0	0	50,175	(33,034)
A PROJECT REVENUE	0	0	0	0	0	0	0	(762)	0	0
PROJECT GRAND TOTAL	1,249,900	1,450,019	1,546	1,188,453	18,834	1,099,273	15,438	1,086,684	1,450,019	0

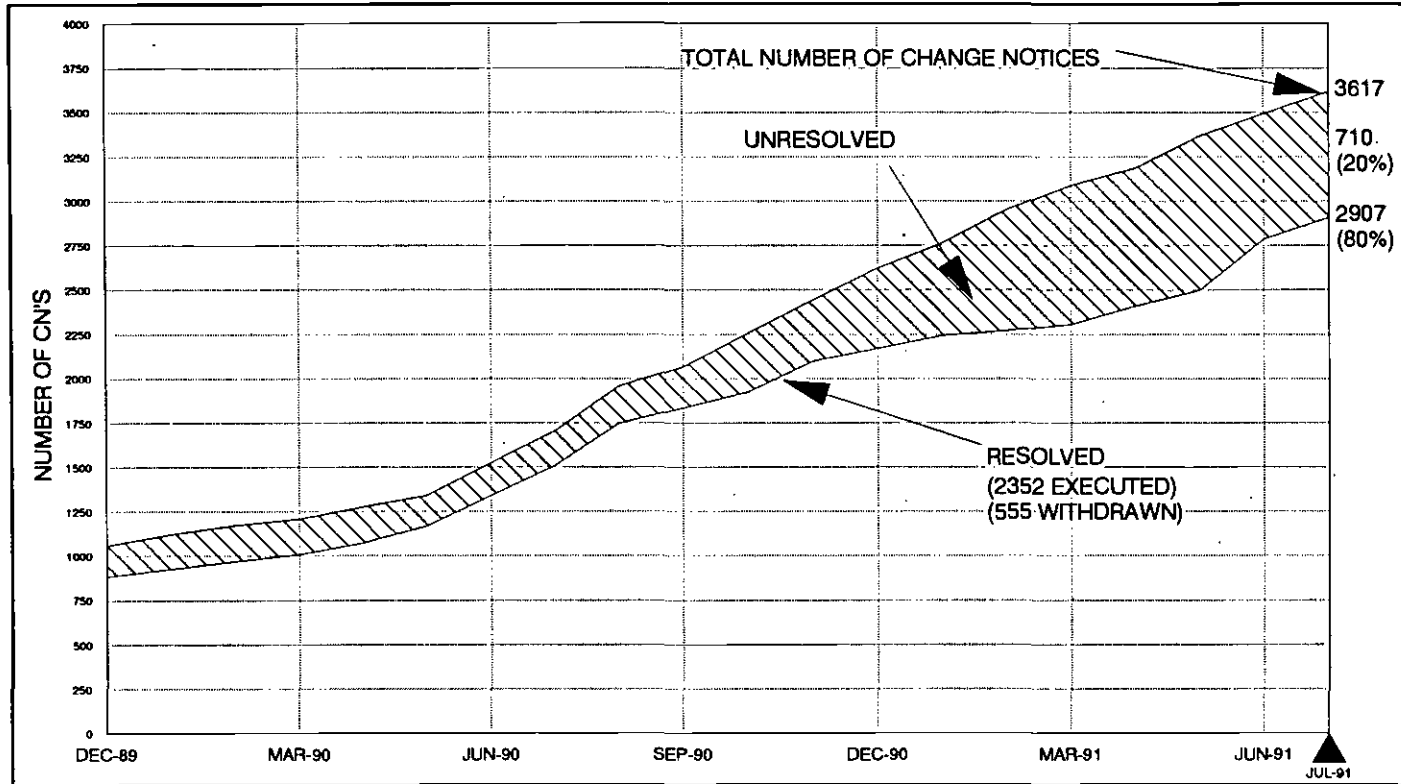
PROJECT: R80
CONSULTANT CONTRACT CHANGE STATUS SUMMARY
 PENDING CHANGES/AMENDMENTS
 AS OF 08/13/91

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	MRTC: 2996		PD: 3369		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED *			15	2,248			15	2,248	15	3,007	0	(759)
SUBMITTED/IN PROCESS							0	0	0	0	0	0
APPROVED/ISSUED	1	91					1	91	0	0	1	91
NEGOTIATED							0	0	0	0	0	0
COMPLETED (NO SCOPE CHANGE)	3	0					3	0	3	0	0	0
COMPLETED (AMENDMENT ISSUED)							0	0	0	0	0	0
CANCELED/WITHDRAWN			1	0			1	0	0	0	1	0
CONTRACT TOTAL	4	91	16	2,248	0	0	20	2,339	COMMENTS: REVISED SINCE 08/05/91 ISSUANCE. SEE DETAIL REPORT FOR CHANGES.			
LAST MONTH	3	0	15	3,007	0	0	18	3,007				
VARIANCE	1	91	1	(759)	0	0	2	(668)				

* DOLLAR VALUES SHOWN FOR ASSIGNED/NOT SUBMITTED CCR'S INCLUDE CONSULTANTS ROUGH-ORDER ESTIMATES AND DO NOT NECESSARILY REFLECT THE RCC FORECAST FOR THE FINAL COST OF THE CHANGE.

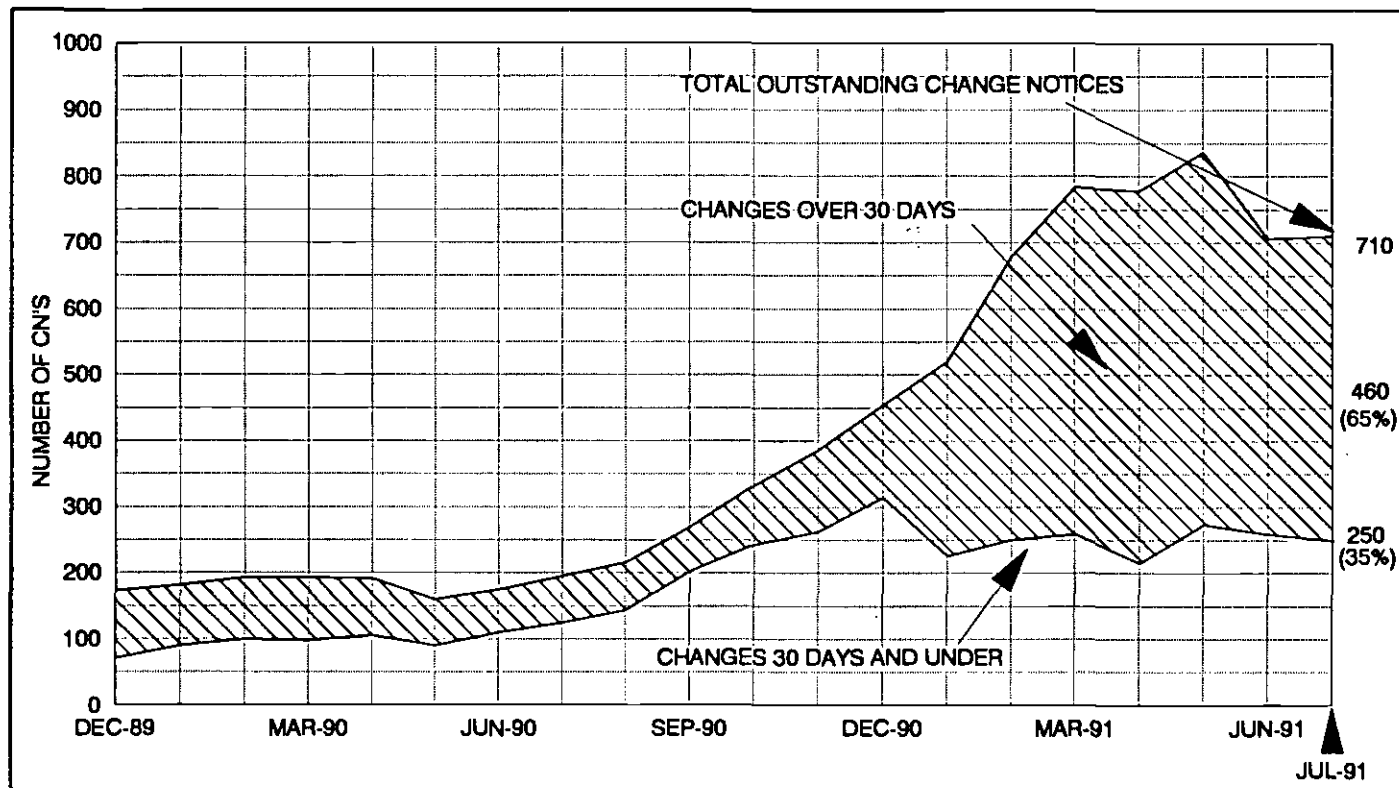
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



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

THE DECREASE IN UNRESOLVED CHANGE NOTICES IS DUE TO THE CONCENTRATED EFFORT TO ELIMINATE THE CHANGE NOTICE BACKLOG, AND CLOSE-OUT OF COST-PLUS CHANGE NOTICES DUE TO THE ACCELERATION OF THE A167 LRT STATION.

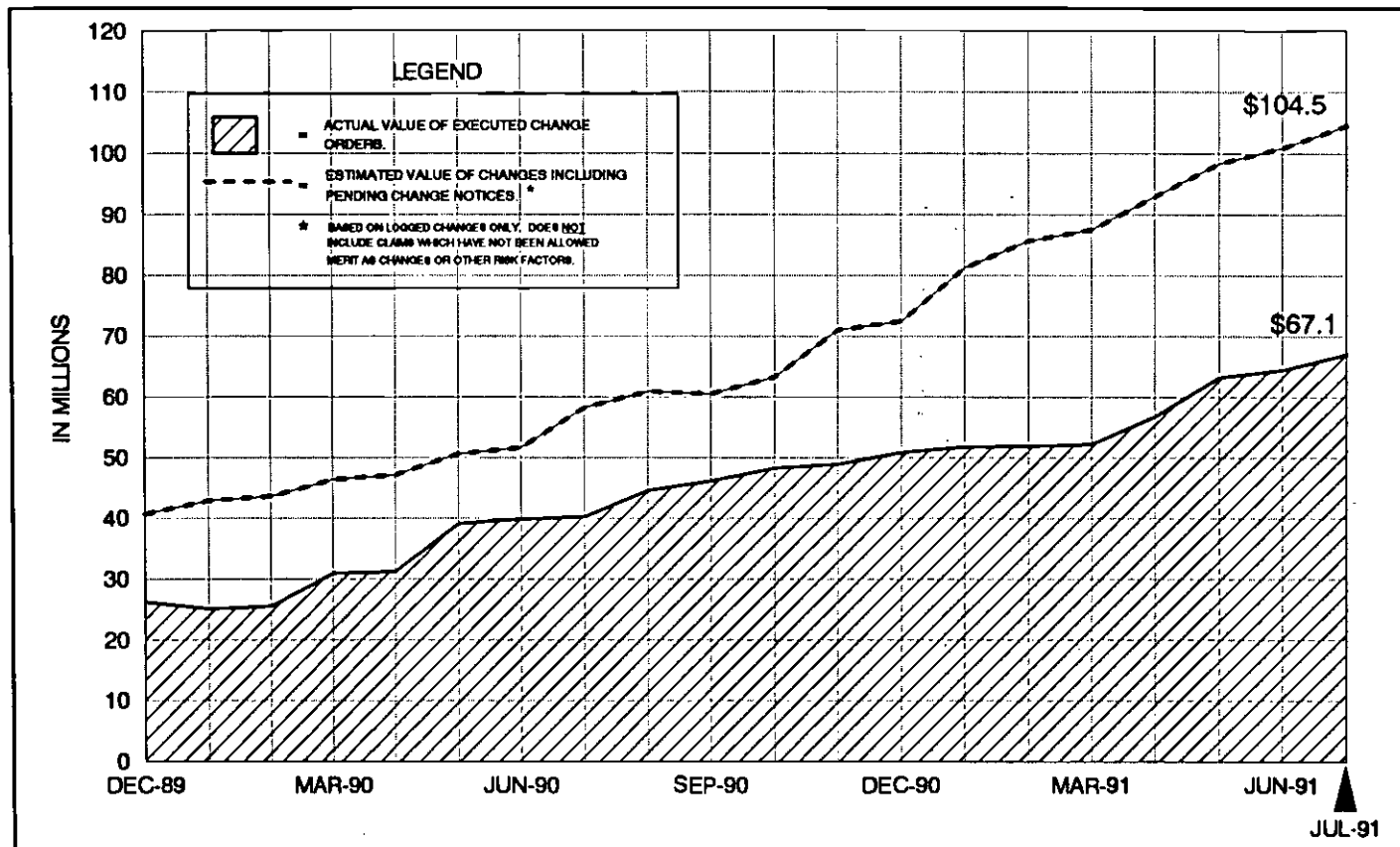
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Activity Progress



CHANGES OVER 30 DAYS DECREASED STEADILY IN THIS PERIOD DUE TO A REDUCTION IN THE CHANGE NOTICE BACKLOG.

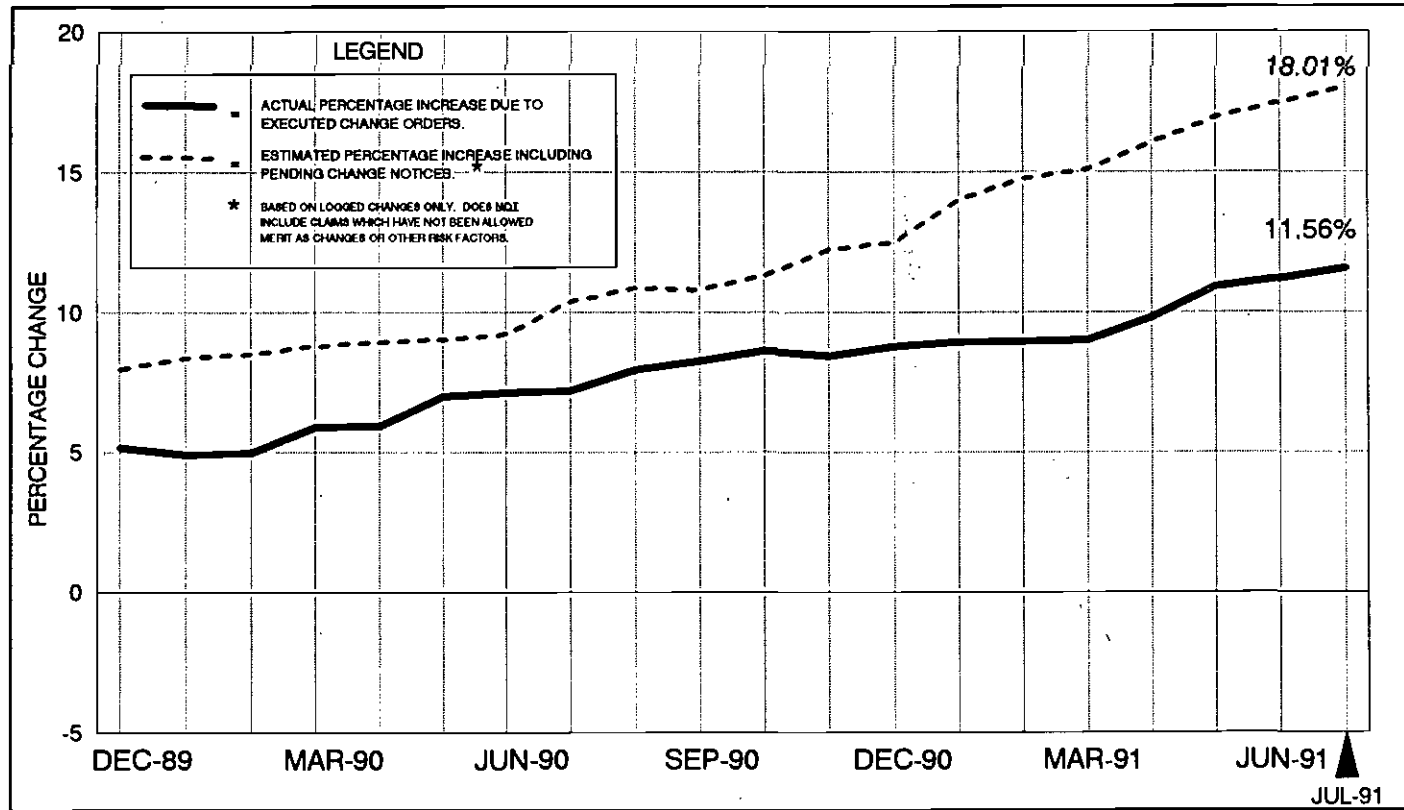
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Order Value



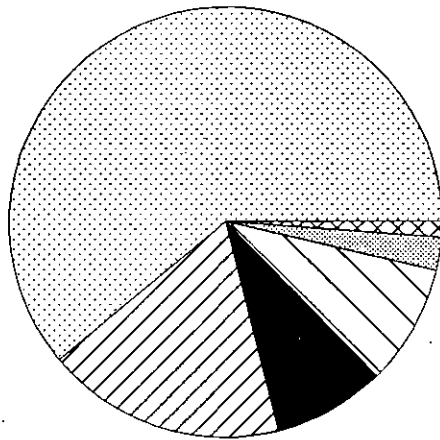
THE INCREASED VARIANCE BETWEEN CHANGE ORDERS EXECUTED AND ESTIMATED VALUE IS DUE TO THE RESOLUTION OF AN INCREASED NUMBER OF STAGE II CHANGE NOTICES AND CLOSE-OUT ISSUES, SPECIFICALLY THE LINE ITEM UNIT COST CLOSE-OUT CHANGE NOTICES.

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









THE INCREASE IN ESTIMATED VALUE AS COMPARED TO ACTUAL VALUE IS DUE TO STAGE I CONTRACT CLOSE-OUTS.

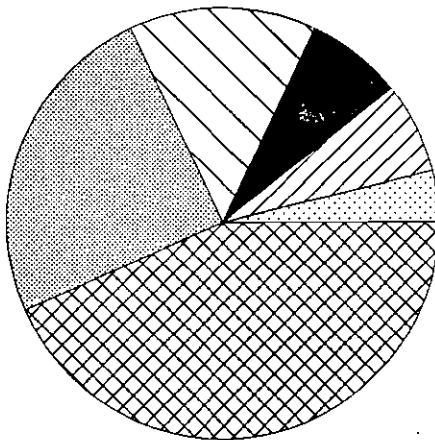
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 7/26/91









CHANGE VOLUME
TOTAL VOLUME: 1717 CO'S (2352 CN'S)

ABSOLUTE VALUES

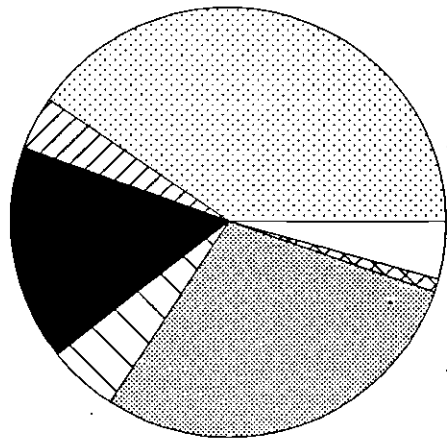
1047	61.0%		< \$10,000
307	17.9%		< \$25,000
144	8.4%		< \$50,000
155	9.0%		< \$200,000
43	2.5%		> \$200,000
21	1.2%		> \$1,000,000



CHANGE COST
TOTAL COST: \$67,118,828

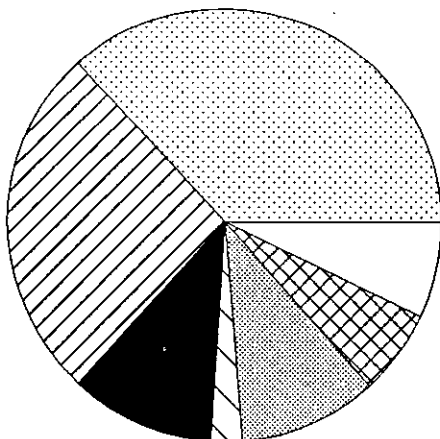
\$2,544,953	3.8%		< \$10,000
\$4,621,127	6.9%		< \$25,000
\$4,803,734	7.2%		< \$50,000
\$9,371,737	14.0%		< \$200,000
\$16,634,595	24.7%		> \$200,000
\$29,142,682	43.4%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 07/26/91**



CHANGE BASIS VOLUME
TOTAL VOL: 2352 CN'S (1717 CO'S)

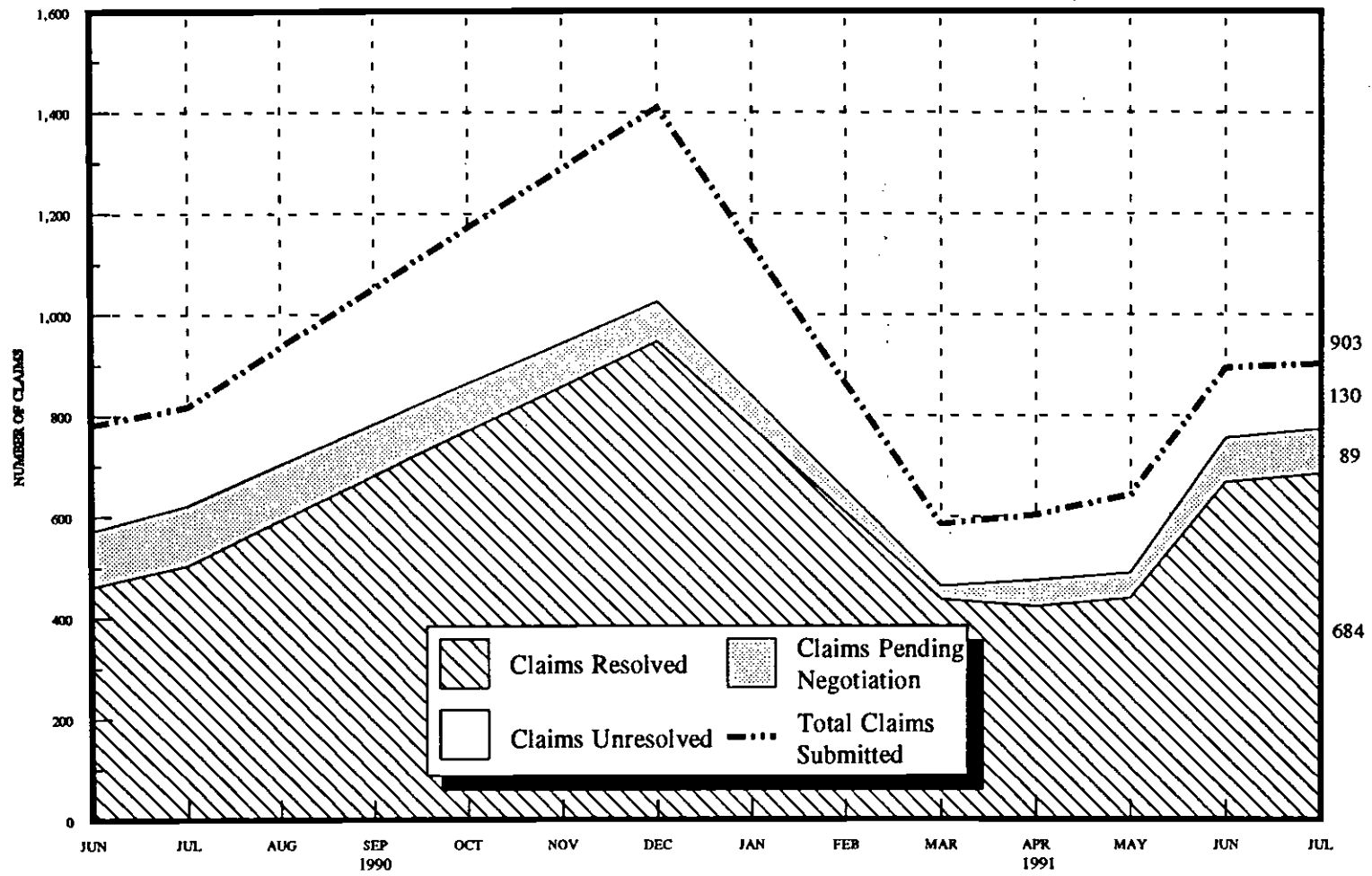
971	41.3%		WORK SCOPE CHANGES
95	4.0%		SCHEDULE CHANGES
380	16.2%		DIFFERING CONDITIONS
123	5.2%		ADMINISTRATIVE
679	28.9%		DESIGN CHANGES
3	0.1%		MANAGEMENT ISSUES
101	4.3%		UNASSIGNED



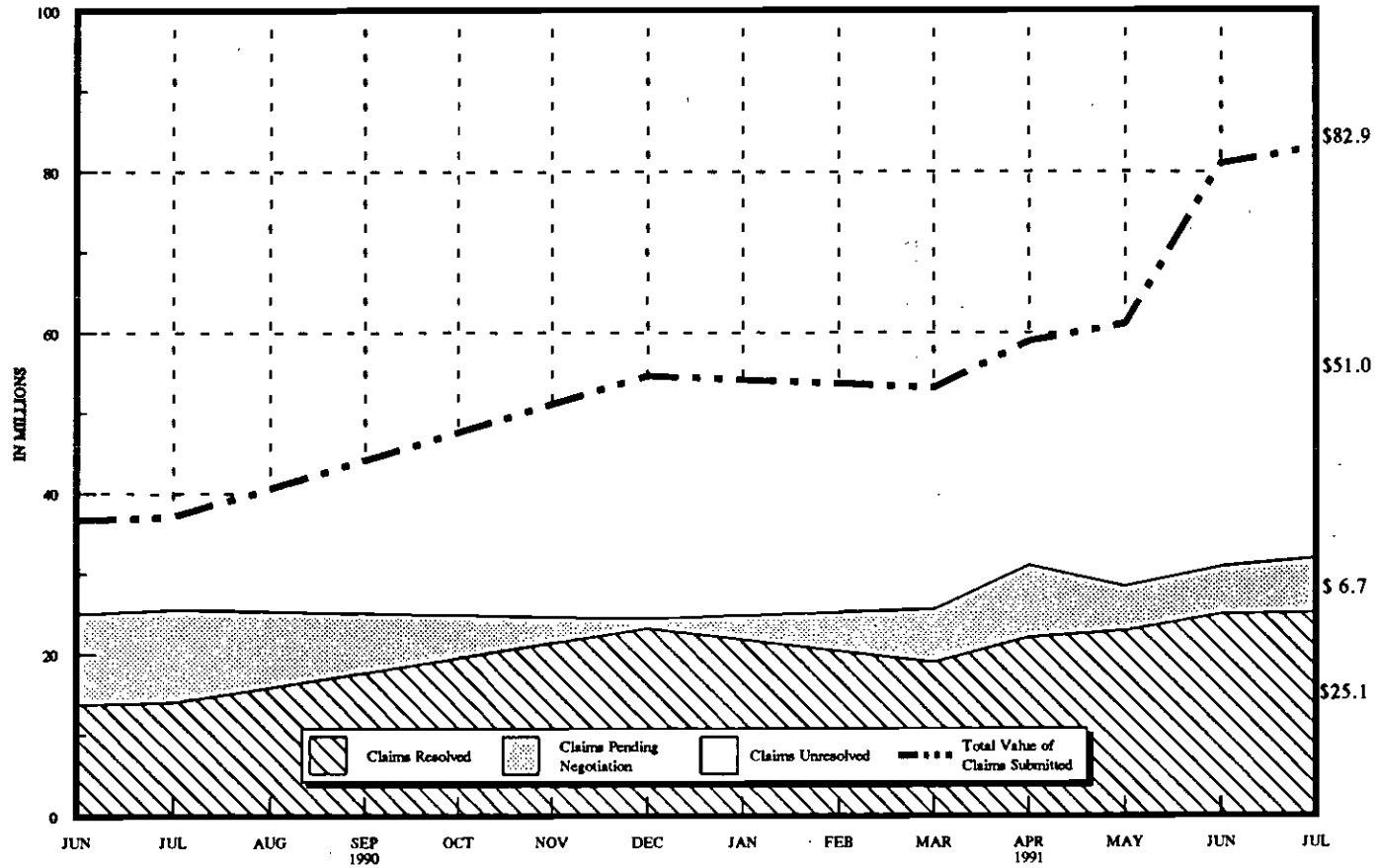
CHANGE BASIS COST
TOTAL COST: \$67,118,828

\$24,618,313	36.7%		WORK SCOPE CHANGES
\$17,806,844	26.5%		SCHEDULE CHANGES
\$7,161,984	10.7%		DIFFERING CONDITIONS
\$1,522,231	2.3%		ADMINISTRATIVE
\$6,982,693	10.4%		DESIGN CHANGES
\$4,232,538	6.3%		MANAGEMENT ISSUES
\$4,794,225	7.1%		UNASSIGNED

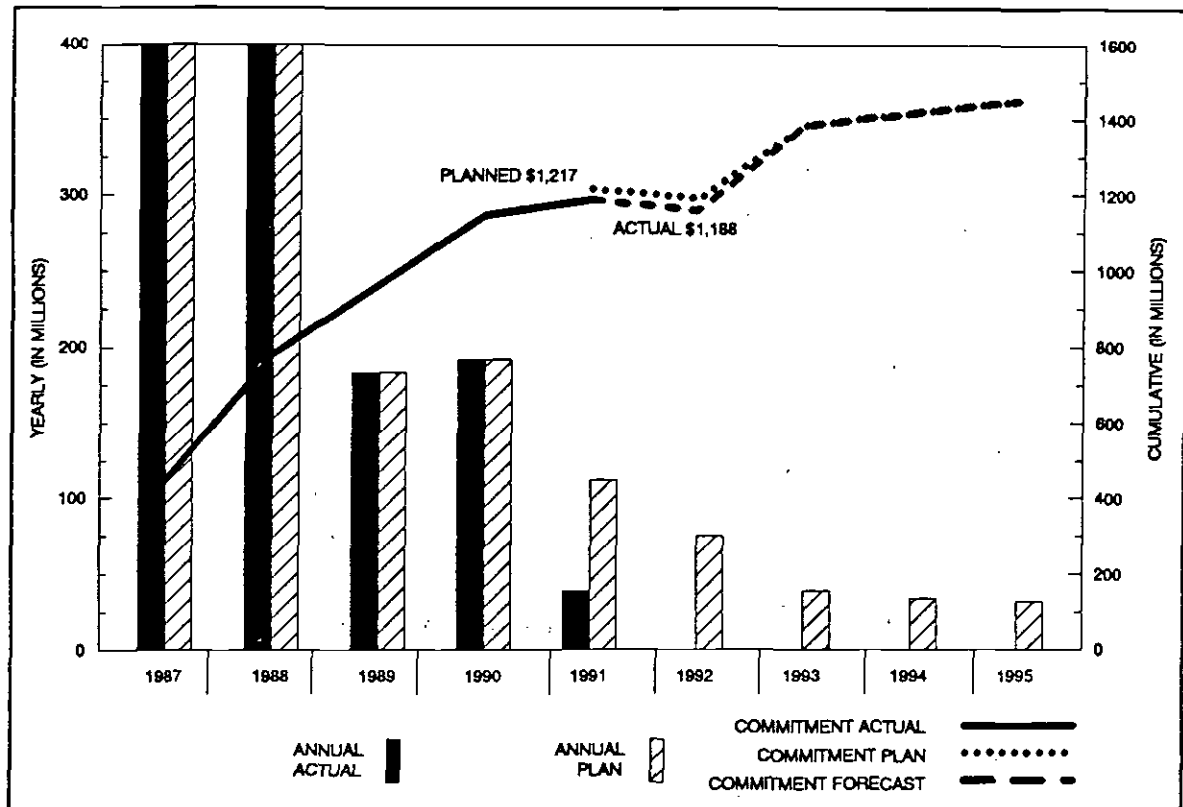
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Filed Claims - COUNT



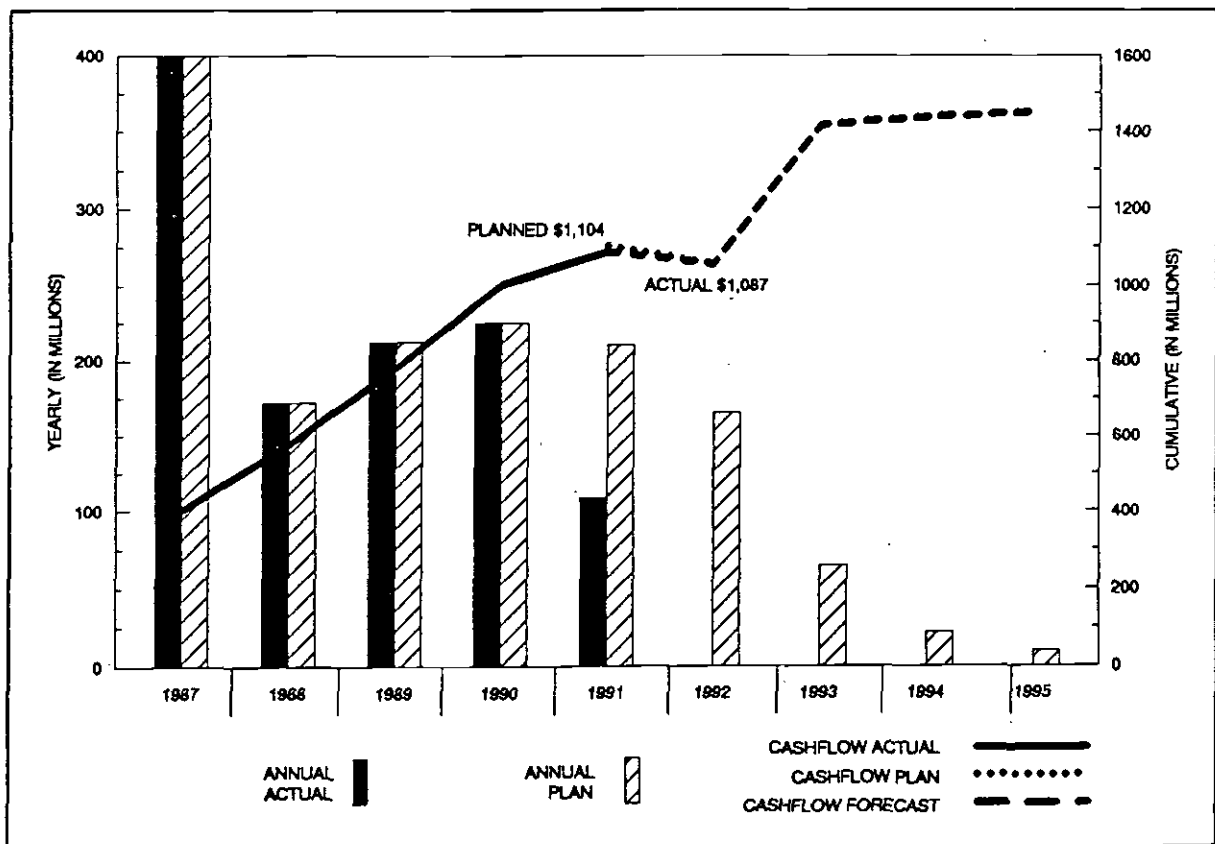
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Filed Claims - COST



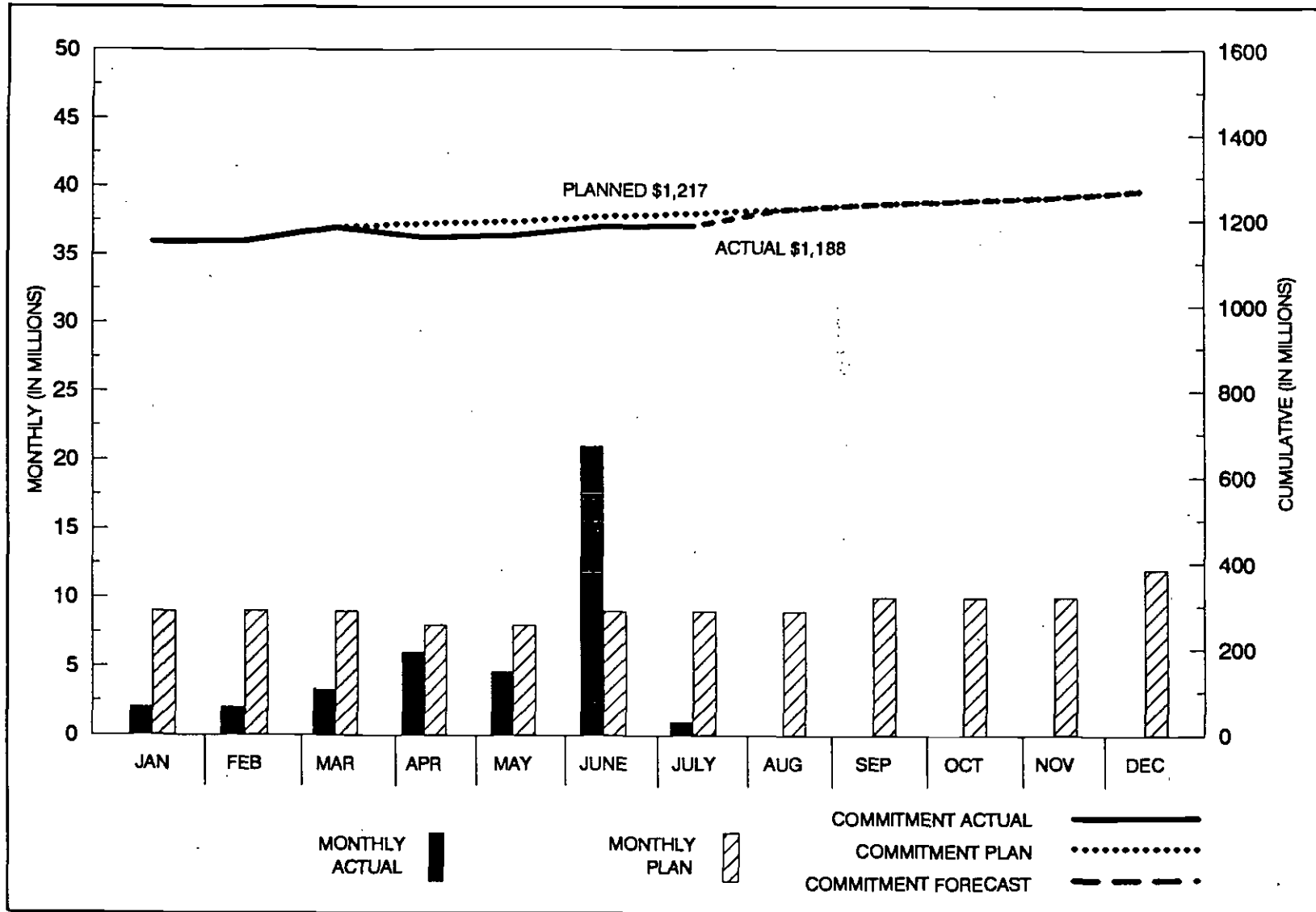
PROJECT COMMITMENTS



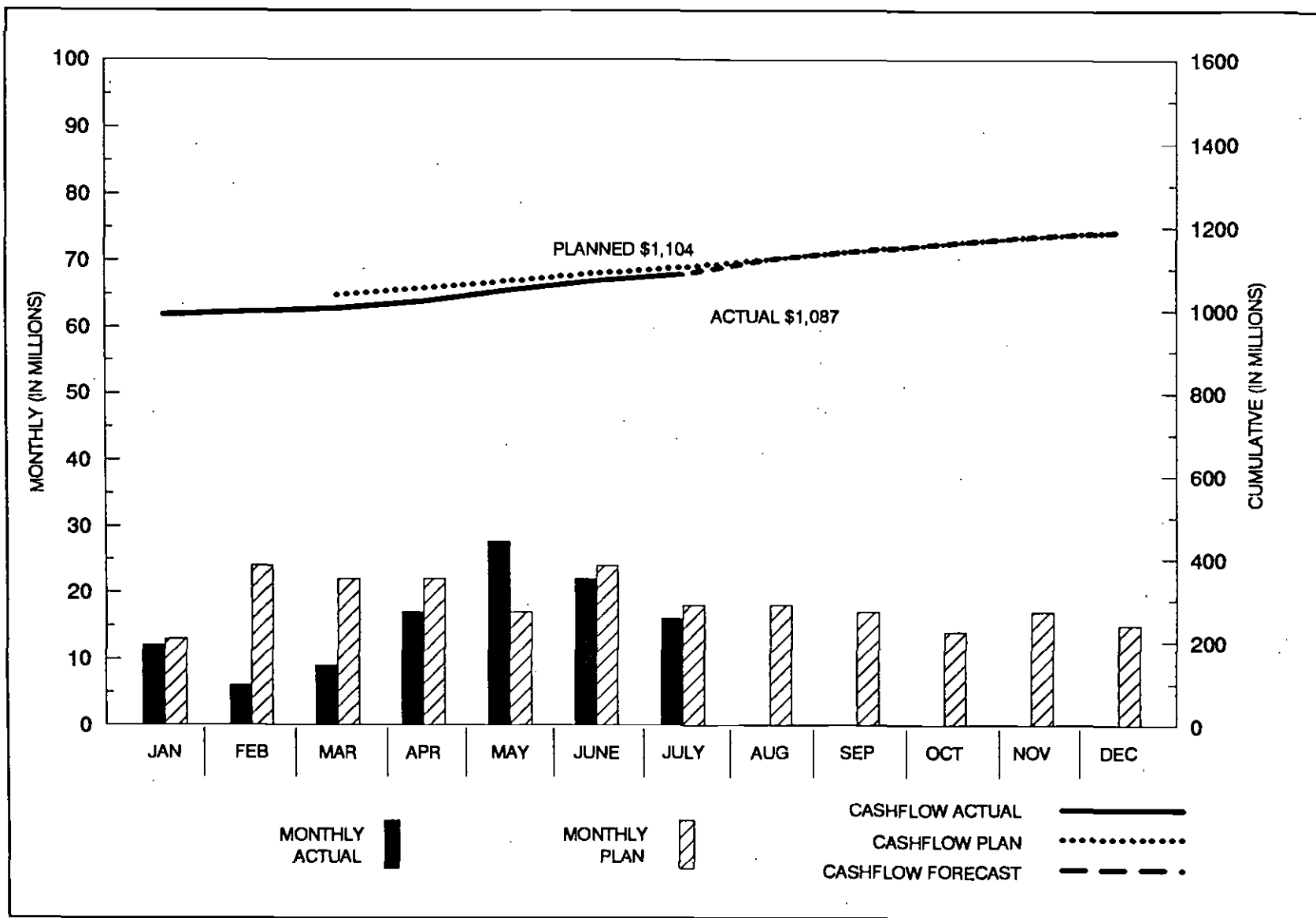
PROJECT CASH FLOW



PROJECT COMMITMENTS



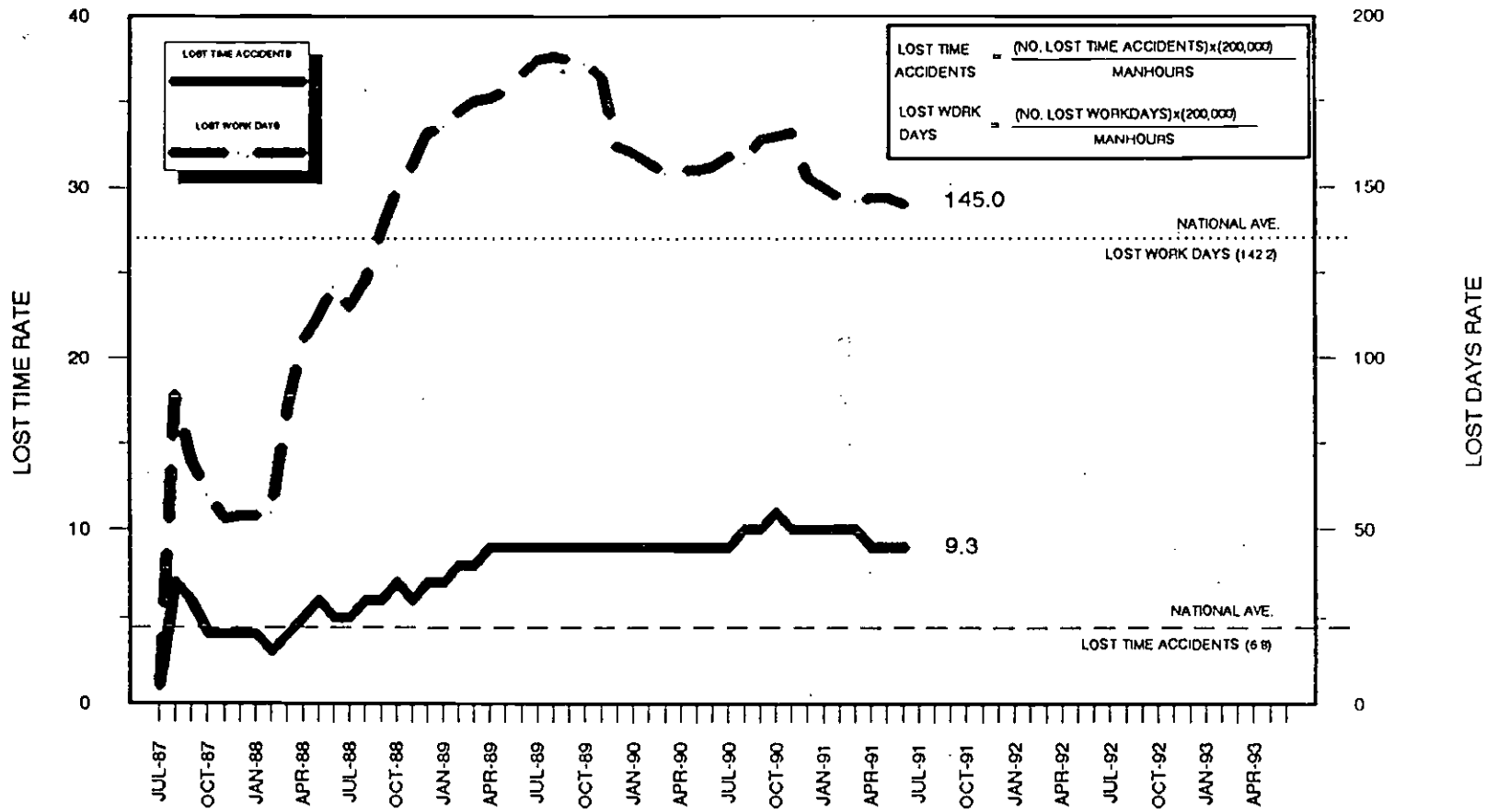
PROJECT CASH FLOW





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, eight 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 June 1991: 8,958,780

INVOICE PROCESSING

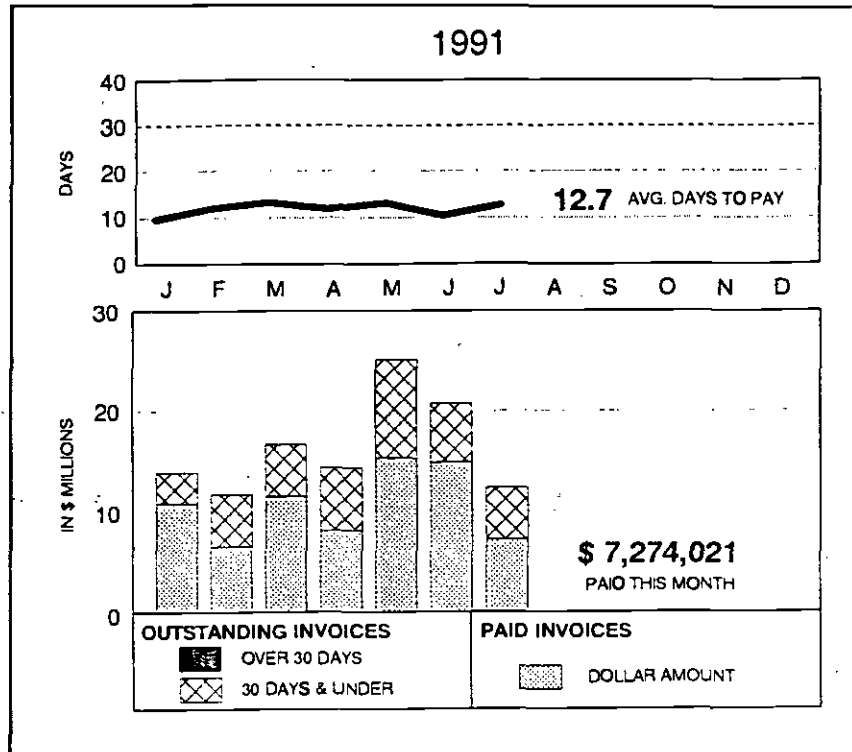
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 12.7 days.

- Note: The outstanding invoice data was revised for June 1991.

- 17 invoices were processed for a total value of \$7,274,021.

- 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

EXECUTIVE SUMMARY

COST STATUS

The Metro Red Line Segment 2 current budget is \$1,446 million with a current forecast of \$1,446 million. The project commitments to date are \$510.2 million or 35% of the total forecast. The cashflow plan reflects a total project expenditure to date of \$94.5 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: Contract B253, Underpin Parking Structure, 100% Estimate; Schedule Change Impact Corrections at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, Contract B221, Wilshire/Vermont to Wilshire/Western Line, Contract B221A, Wilshire/Normandie Station; Differing Site Conditions at Contract B221, Wilshire/Vermont to Wilshire/Western Line; Revised Temporary Decking for Contract B221A, Wilshire/Normandie Station; and addition of Contract B752, Contract B754, and Contract B756, Hazardous Waste Management.

SCHEDULE STATUS

The Master Schedule update with status through July 26, 1991, shows that the project is currently on schedule.

The critical path for the Wilshire Line is through the Wilshire/Vermont Station and Line, Stage I, Contract B211, installation of systems, and the integrated testing with Revenue Operation Date in July 1996. The critical path for the Vermont/Hollywood Line is through the Hollywood/Western Station and Tunnels, Contract B271, installation of systems, and the integrated testing with Revenue Operation Date in September 1998.

PROFESSIONAL SERVICES

The overall Segment 2 design is approximately 71% complete versus the planned 78% completion. All design packages are planned to be completed on schedule.

The Construction Management activities included: supervision of installation of settlement reference points, inclinometers, observation and pump test wells at Contract B231 and Contract B201; continued planning an instrumentation program; environmental staff analyzed the soil on the MacArthur Park lakebed to determine the appropriate disposal methods and dump site locations; and constructibility reviews were performed on Contract B241, Contract B252 and Contract B253.

REAL ESTATE

There are 68 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 15 full takes, one partial take, 45 subsurface easements, one surface easements, one temporary construction easement, two leases, two combination subsurface/surface easements, and one combination subsurface/temporary easement.

To date, there have been 15 parcels acquired for the Segment 2 Project; 28 offers to purchase have been made and 12 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.

The major construction activity during July took place at Contract B231, Wilshire/Western Station and Crossover. Utilities relocation is underway with water, gas, and telephone lines all being worked. Preparation is being made for construction to begin with sidewalk rearrangements, temporary light poles, and fencing being placed.

The draining of MacArthur Park Lake is complete and dewatering wells for drawing down the groundwater have been installed by the Contractor at Contract B201. The monument at the corner of Wilshire and Parkview Streets is being dismantled for storage during construction.

The Segment 2 Summary of Lost Time Accidents/Lost Work Days Cumulative Incident Rates are zero based on the most recent report. (June 1991 status of 44,243 workhours).

AREAS OF CONCERN

ONGOING

March 1991

Delay in Real Estate Acquisitions

Concern: In the "worst case scenario", six parcels are projected to be unavailable on the scheduled need date.

Status: Of the six parcels mentioned above, there is a "good" probability that the schedule will be recovered. The schedule for two others has been altered by design changes and recovery is not possible.

Action: Aggressively seek schedule recovery 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 71% vs planned progress of 78%. While it is also reported that recovery plans are in effect and that it is expected that the designs will complete on time, this situation has persisted for several reporting periods.

Action: MRTC will publish a report to status, update, and validate the recovery plans by next month.

NEW

July 1991 Contract B252 In-Progress Submittal Cost/Schedule Impact

Concern: During the In-Progress Design Development, three significant changes to the scope of work were introduced. (Redesign of the South Platform stair to add 2 ½ exit widths, accelerate the design schedule for the Southernmost 100 feet of the crossover to have a complete bid package ready to be added to the Contract B251 bid documents, and redesign of the BRS). Each change will adversely impact the design schedule and construction cost.

Action: Resolution of the design scope to be finalized with MRTC week of July 19, 1991. A revised design control register will be developed and associated cost and schedule impacts will be addressed.

UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the June 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: Assess results of revised procedures for handling contractor's Requests-for-Information (RFI's) and prepare a cost/benefit assessment comparing increased design efforts to increased field support efforts. Arrange for independent analysis by LACTC's Project Management Oversight consultant, Fluor-Daniels.

Status: Fluor-Daniels review is underway. Findings are forecast for August 28, 1991.

April 1991 Project Procedures

Concern: Project procedures are not being issued.

Action: Complete and publish policies and procedures manual.

Status: A. Morelli to provide an updated release schedule to the PMOC in early August.

NEW NONE

RESOLVED NONE

KEY ACTIVITIES - JULY

- Completed dewatering of MacArthur Park Lake and started preparation of soil on the lake bottom for removal from site at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line. Continued tree removal, artifact removal and storage, and preparation of submittals.
- Completed installation of dewatering test wells and relocation of 8" water, telegraph and gas lines at Contract B231, Wilshire/Western Station. Began installation of sewer line and soldier pile fabrication.
- LACTC approved and awarded Contract B211, Wilshire/Vermont Station, Stage I, July 24, 1991.
- CM received the tunnel shield, station excavation support system and tunnel temporary supports submittals for Contract B221, Wilshire/Normandie Station and Line. Relocation of the Contractor's office to the site is complete.
- Completed pre-final design submittal documents for Contract B271A, Hollywood/Western Station.
- Continued final design of Contracts B215A, B215B, B241, B251, B252, B261, B271 and B281.

KEY ACTIVITIES - PLANNED FOR AUGUST

- Commence drilling and installing piles for access shaft excavation support, continue preparing lake bottom for excavation and complete removal and storage of trees and artifacts at Contract B201.
- Continue relocating utilities and commence pile installation at Contract B231.
- Install office trailers and construction site fencing and commence pile installation at Contract B221.
- Issue final design submittal documents for Contract B251, Wilshire/Vermont to Vermont/Santa Monica Line.
- Issue pre-final design submittal for Contract B241, Vermont/Beverly Station.
- Issue pre-final design submittal for Contract B271, Vermont/Santa Monica to Hollywood/Vine Line.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R81 METRO RED LINE MOS-2

Period: 29-Jun-91 to 26-Jul-91
Run Date: 08-Aug-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	37,168	257,875	1,283	11,565	752	10,121	1,178	947,588	54,588
S Professional Services	289,150	0	289,150	(9,230)	206,697	2,871	46,888	2,871	46,888	0	302,167	13,018
R Real Estate	79,827	0	79,827	465	42,772	9	36,630	9	36,630	0	83,017	3,190
F Utility/Agency Force Account	36,668	0	36,668	0	2560	136	848	136	848	0	21,295	(15,373)
D Special Programs	2,044	0	2,044	60	294	15	97	15	97	0	9,609	7,565
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(1,178)	83,056	(62,687)
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	28,462	510,198	4,314	95,896	3,783	94,452	0	1,446,432	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

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%	\$10,707,041	2%	\$10,131,602	2%
STATE	\$185,984,500	\$27,000,000 *	\$59,964,973	32%	\$19,984,776	15%	\$0	0%
LACTC	\$439,447,171	\$39,066,584	\$141,641,356	32%	\$28,764,085	7%	\$28,764,085	7%
CITY OF L.A.	\$96,000,000	\$10,000,000	\$32,294,186	34%	\$28,765,513	6%	\$20,000,000	21%
BENEFIT ASSESS.	\$58,000,000	\$0 **	\$17,371,905	30%	\$6,230,367	11%	\$0	0%
TOTAL	\$1,446,431,667	\$405,734,697 ***	\$510,197,804	35%	\$94,451,782	7%	\$58,895,687	4%

- * AWAITING EXECUTION OF STATE FUND TRANSFER AGREEMENT.
- ** PENDING RESOLUTION OF LITIGATION. IN THE INTERIM, LACTC WILL PROVIDE THE BENEFIT ASSESSMENT SHARE.
- *** 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 \$605,734,697.

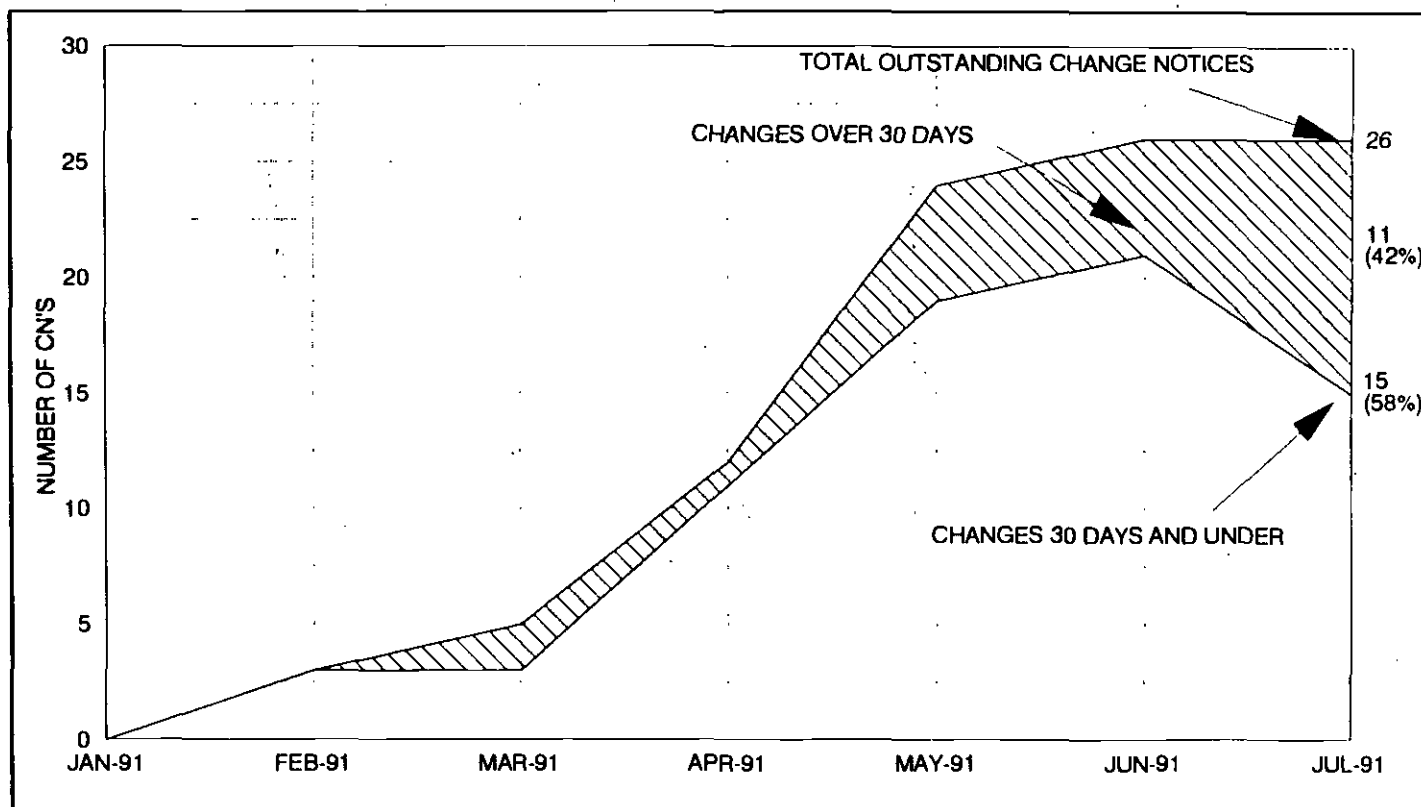
PROJECT: R81
CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 08/05/91

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	MRTC: 2997		PD: 3369		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED	1	340					1	340	0	0	1	340
SUBMITTED/IN PROCESS							0	0	1	98	(1)	(98)
APPROVED/ISSUED	1	352	1	193			2	545	2	545	0	0
NEGOTIATED							0	0	0	0	0	0
COMPLETED (NO SCOPE CHANGE)	1	0					1	0	1	0	0	0
COMPLETED (AMENDMENT ISSUED)							0	0	0	0	0	0
CANCELLED/WITHDRAWN	1	0					1	0	0	0	1	0
CONTRACT TOTAL	4	692	1	193	0	0	5	885	COMMENTS:			
LAST MONTH	3	450	1	193	0	0	4	643				
VARIANCE	1	242	0	0	0	0	1	242				

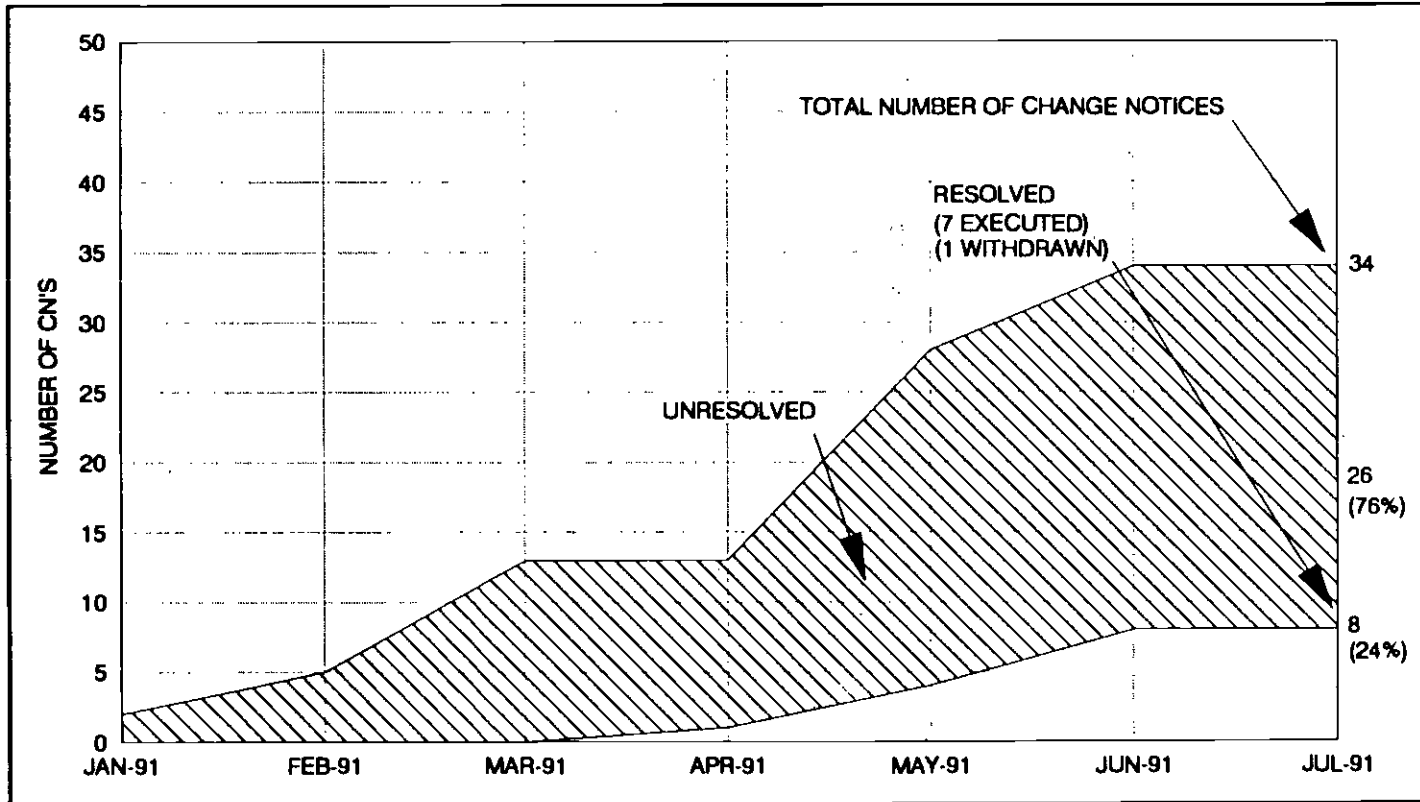
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Activity Progress



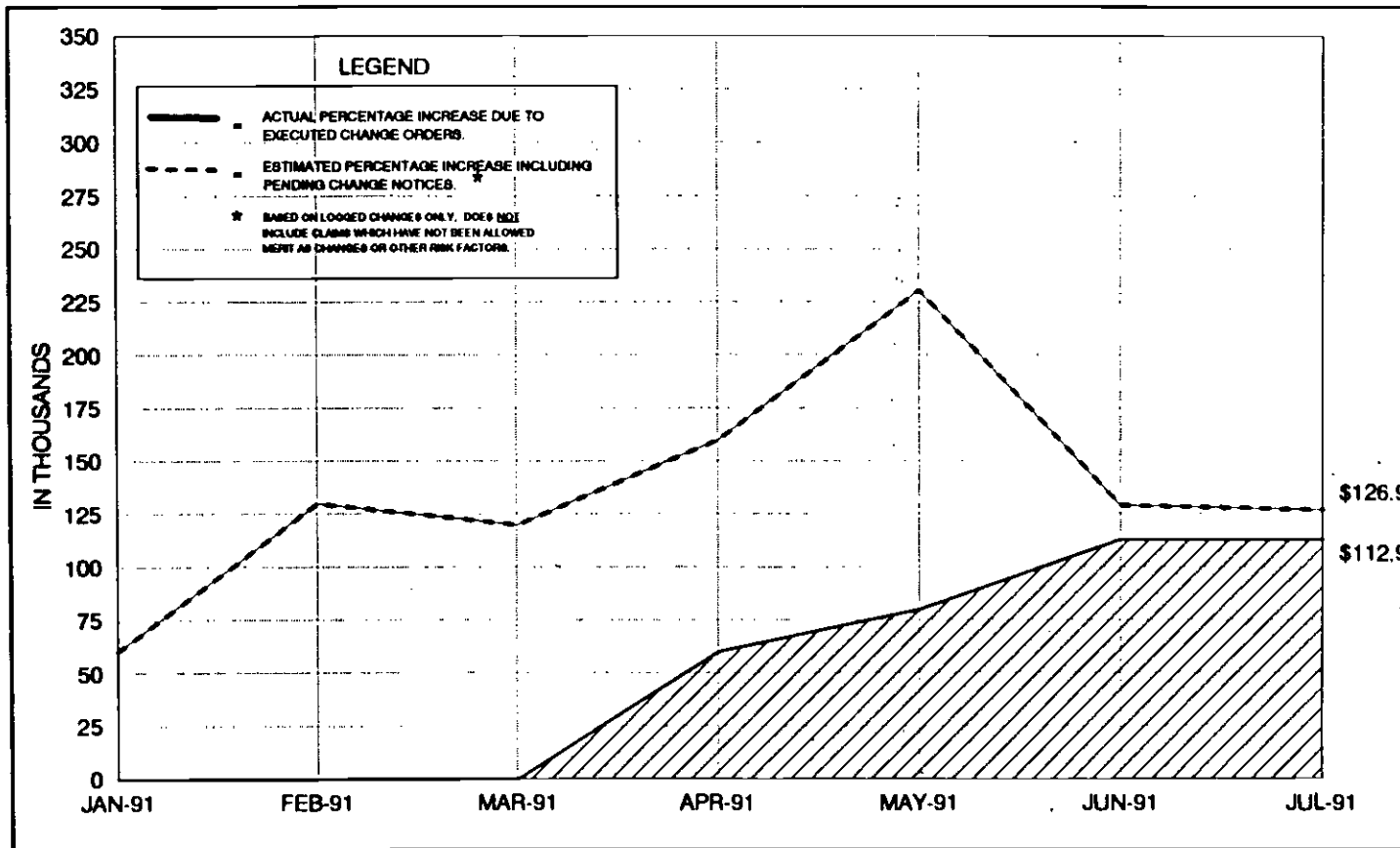
IN THIS PERIOD, THE NUMBER OF CHANGE NOTICES OVER 30 DAYS HAS NOT INCREASED DUE TO TIMELY CHANGE ORDER PREPARATION.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



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

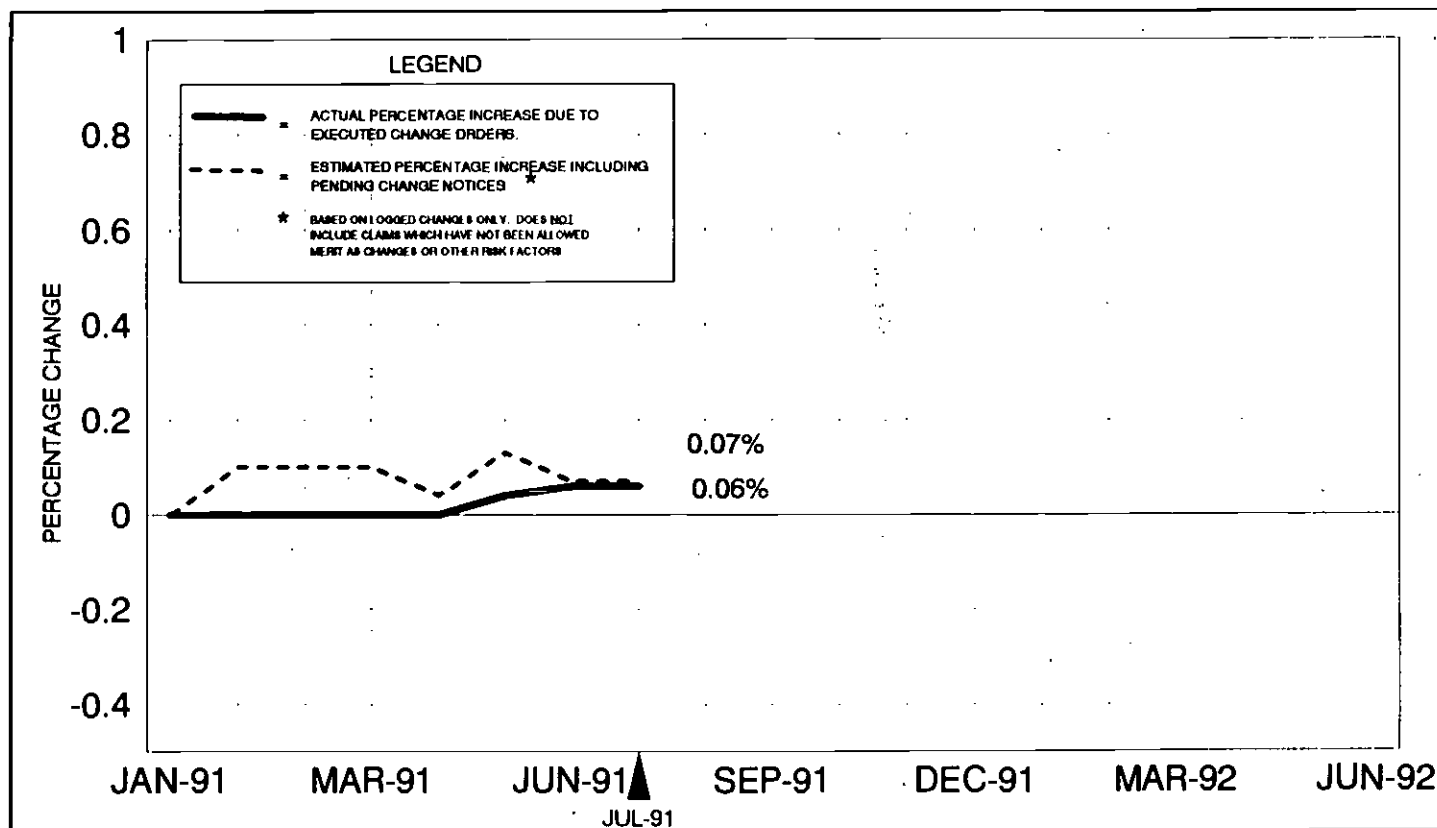
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Order Value



A DECREASE IN THE ESTIMATED VALUE OF CHANGES INCLUDING PENDING CHANGE NOTICES IS DUE TO A FORECASTED COST REDUCTION RESULTING FROM CREDIT CHANGE NOTICES NOW IDENTIFIED.

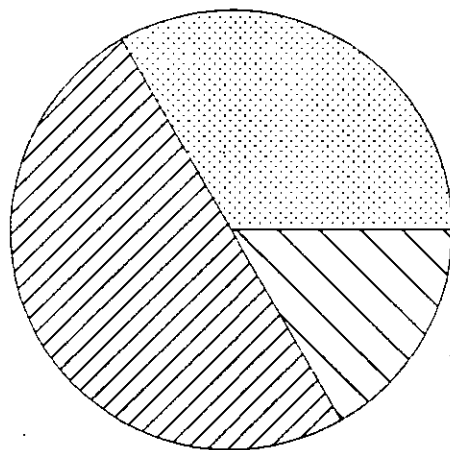
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

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.

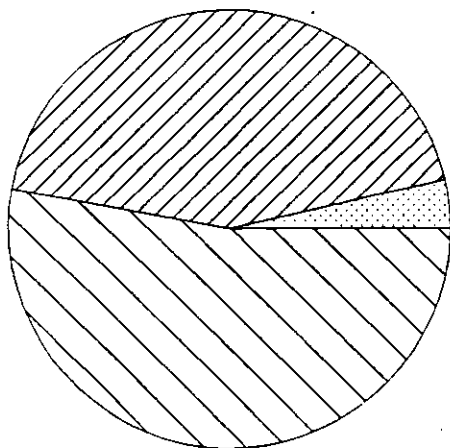
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 07/26/91**









CHANGE VOLUME
TOTAL VOLUME: 6 CO'S (7 CN'S)

ABSOLUTE VALUES

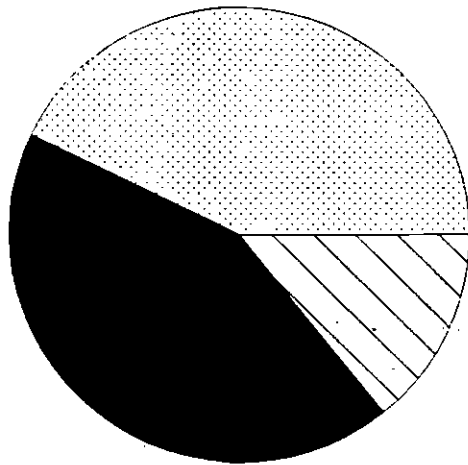
2	33.3%		< \$10,000
3	50.0%		< \$25,000
0	0.0%		< \$50,000
1	16.7%		< \$200,000
0	0.0%		> \$200,000
0	0.0%		> \$1,000,000



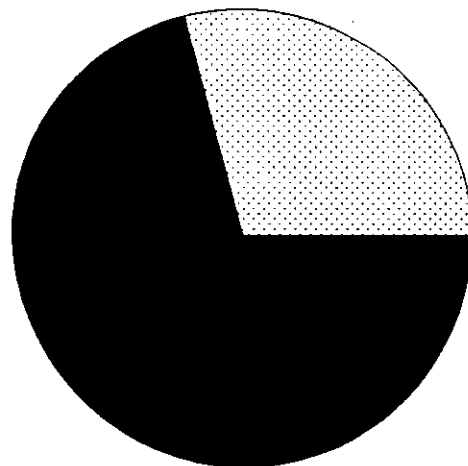
CHANGE COST
TOTAL COST: \$112,919

\$4,019	3.6%		< \$10,000
\$49,000	43.4%		< \$25,000
\$0	0.0%		< \$50,000
\$59,900	53.0%		< \$200,000
\$0	0.0%		> \$200,000
\$0	0.0%		> \$1,000,000















**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 07/26/91**



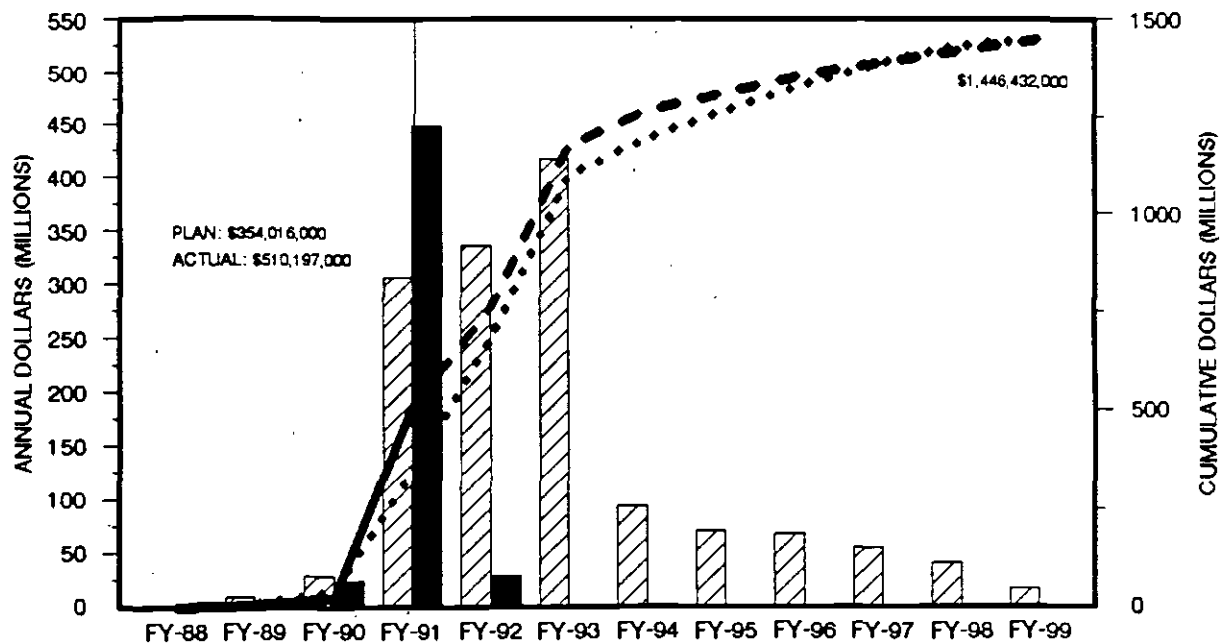
CHANGE BASIS VOLUME
TOTAL VOL: 7 CN'S (6 CO'S)



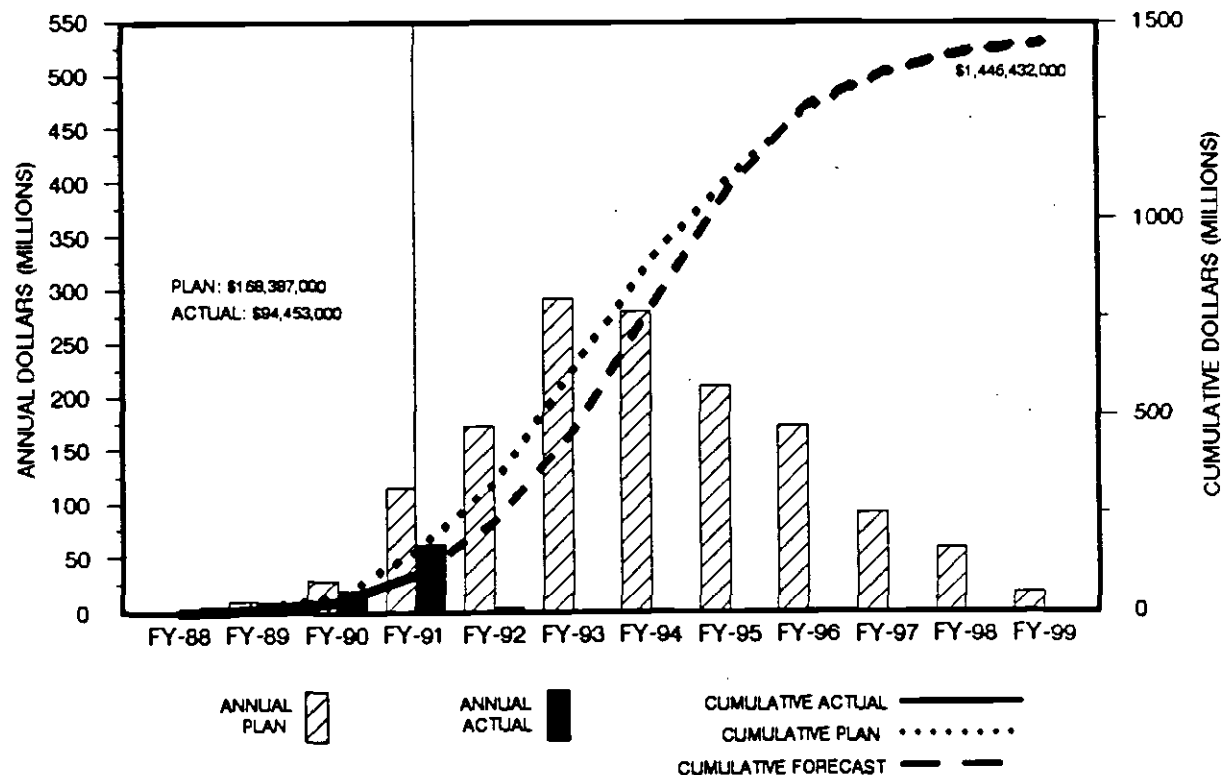
CHANGE BASIS COST
TOTAL COST: \$112,919

3	42.9%		WORK SCOPE CHA
0	0%		SCHEDULE CHA
3	42.9%		DIFFERING CONL
1	14.2%		ADMINISTRATIVE
0	0%		DESIGN CHANGES
0	0%		MANAGEMENT ISSUES/CLAIMS
0	0%		UNASSIGNED
\$32,725	29.0%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$80,194	71.0%		DIFFERING CONDITIONS
\$0	0%		ADMINISTRATIVE
\$0	0%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES/CLAIMS
\$0	0%		UNASSIGNED

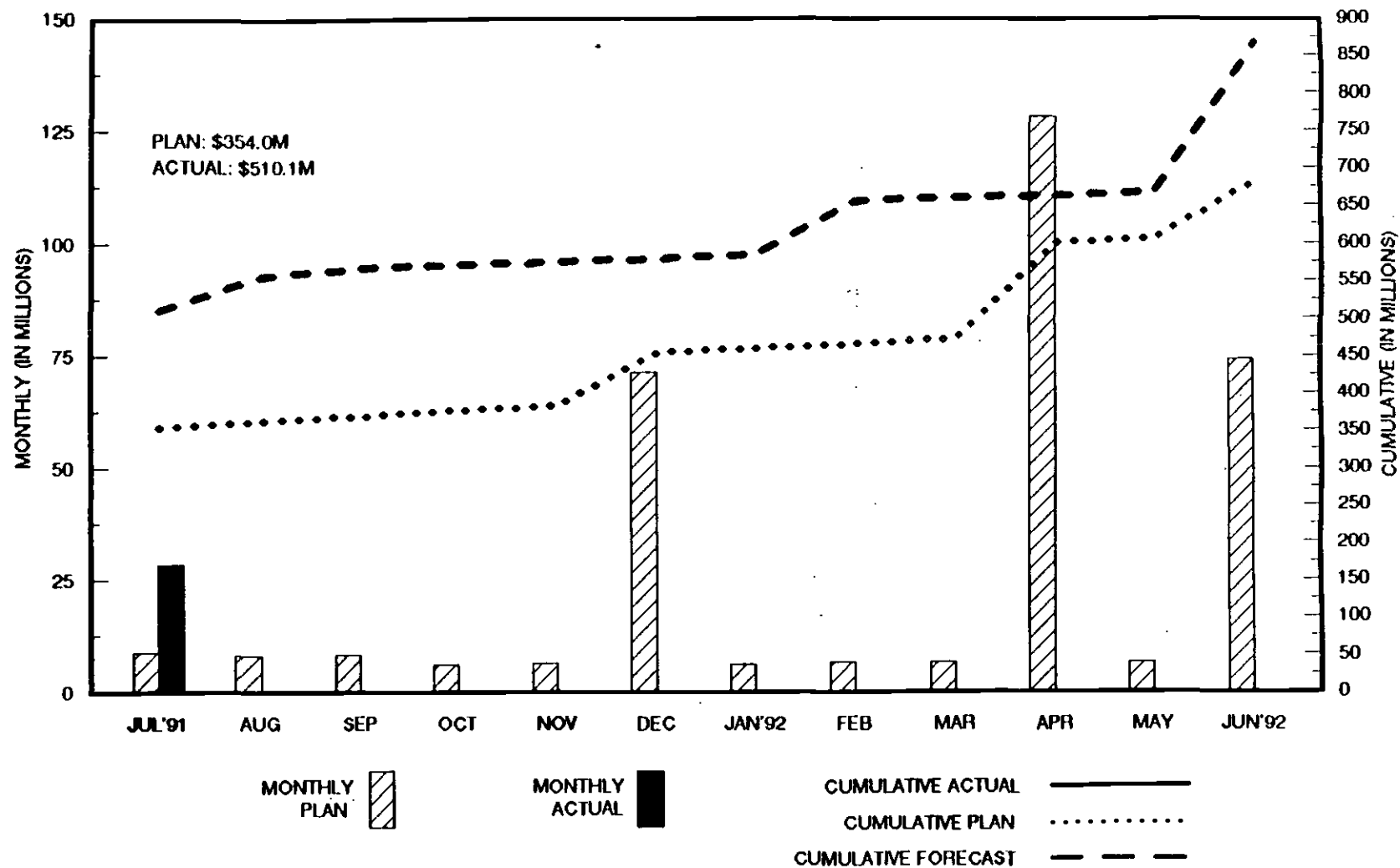
PROJECT COMMITMENTS



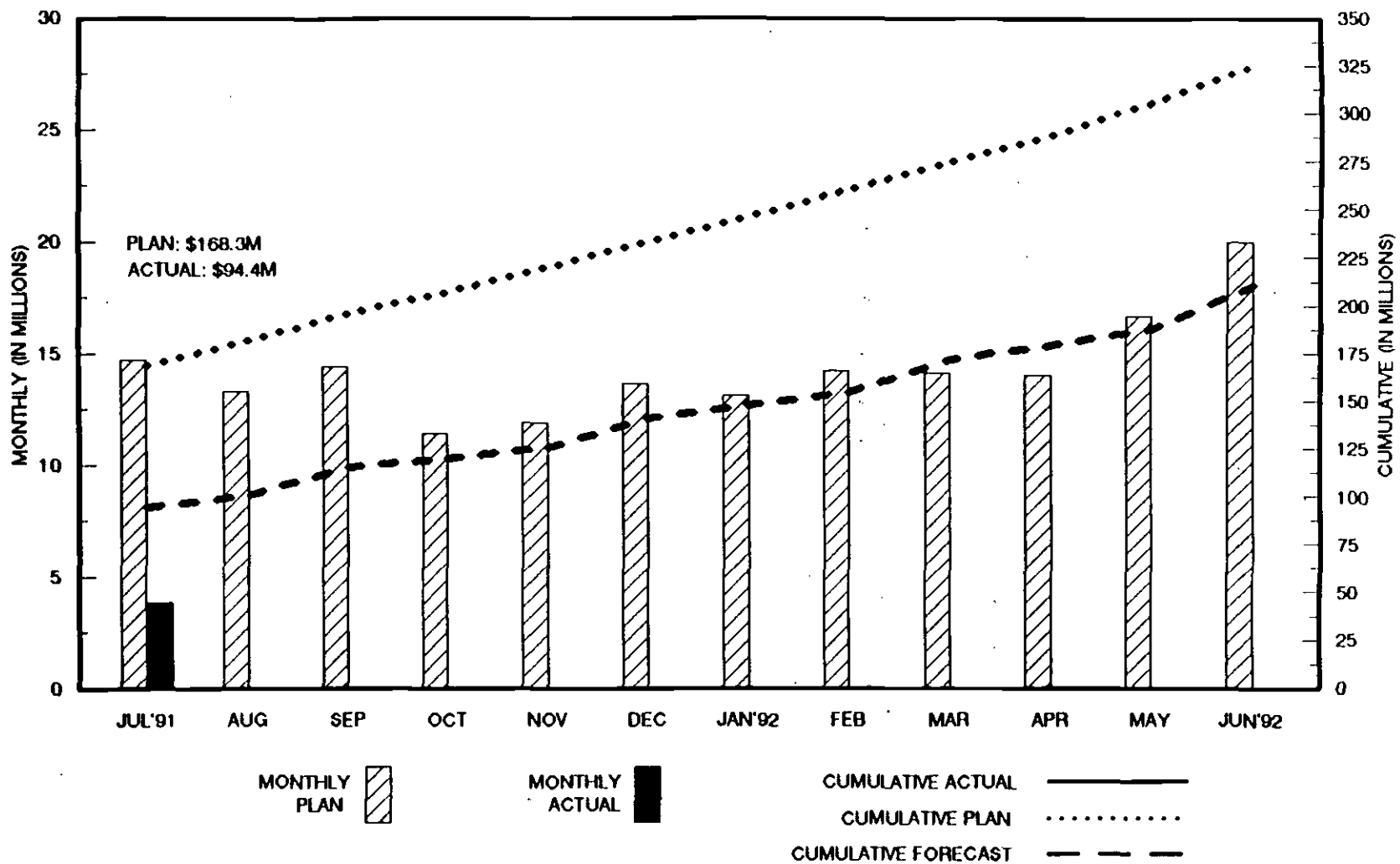
PROJECT CASHFLOW



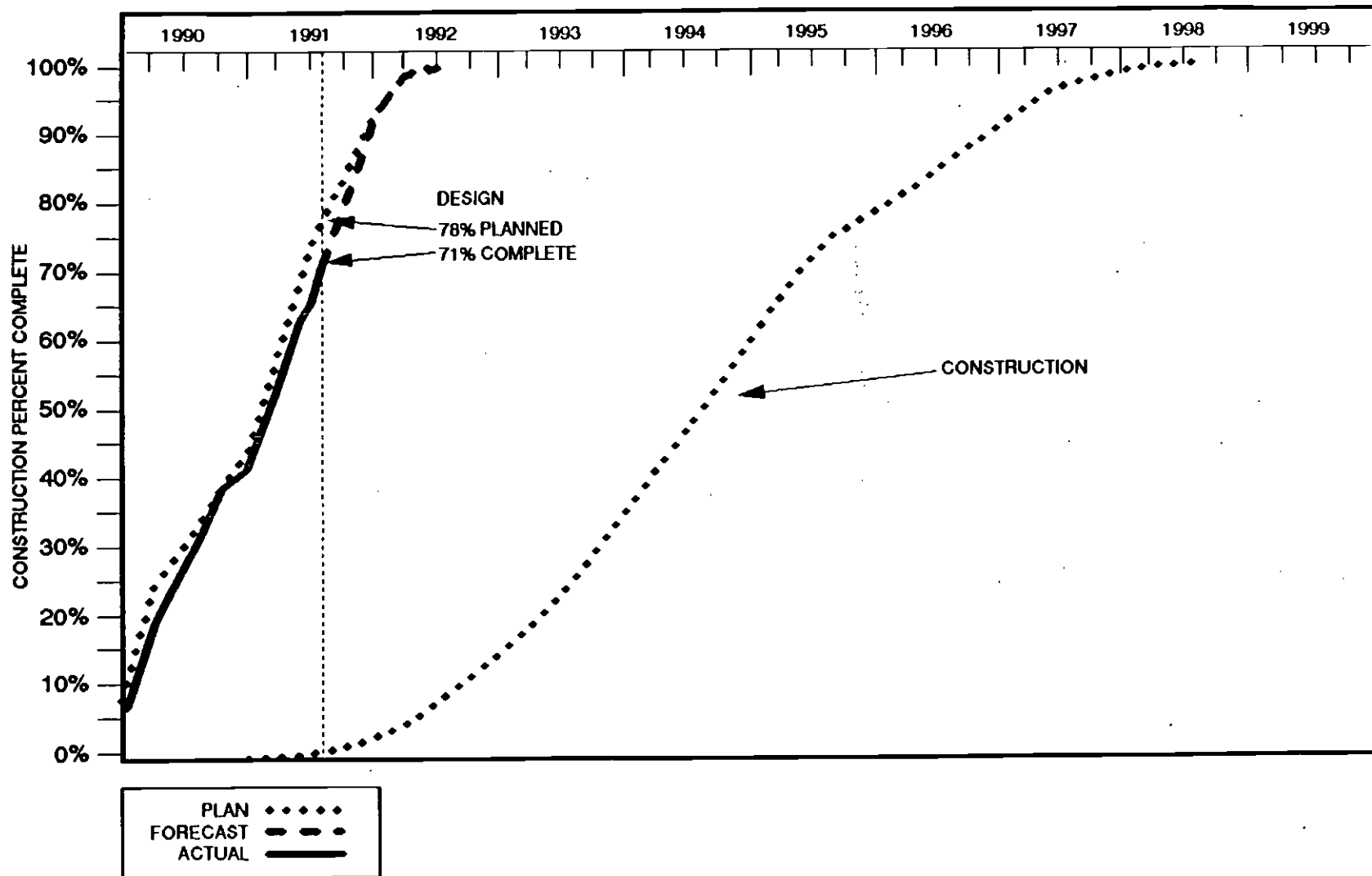
PROJECT COMMITMENTS (FY'92 ONLY)



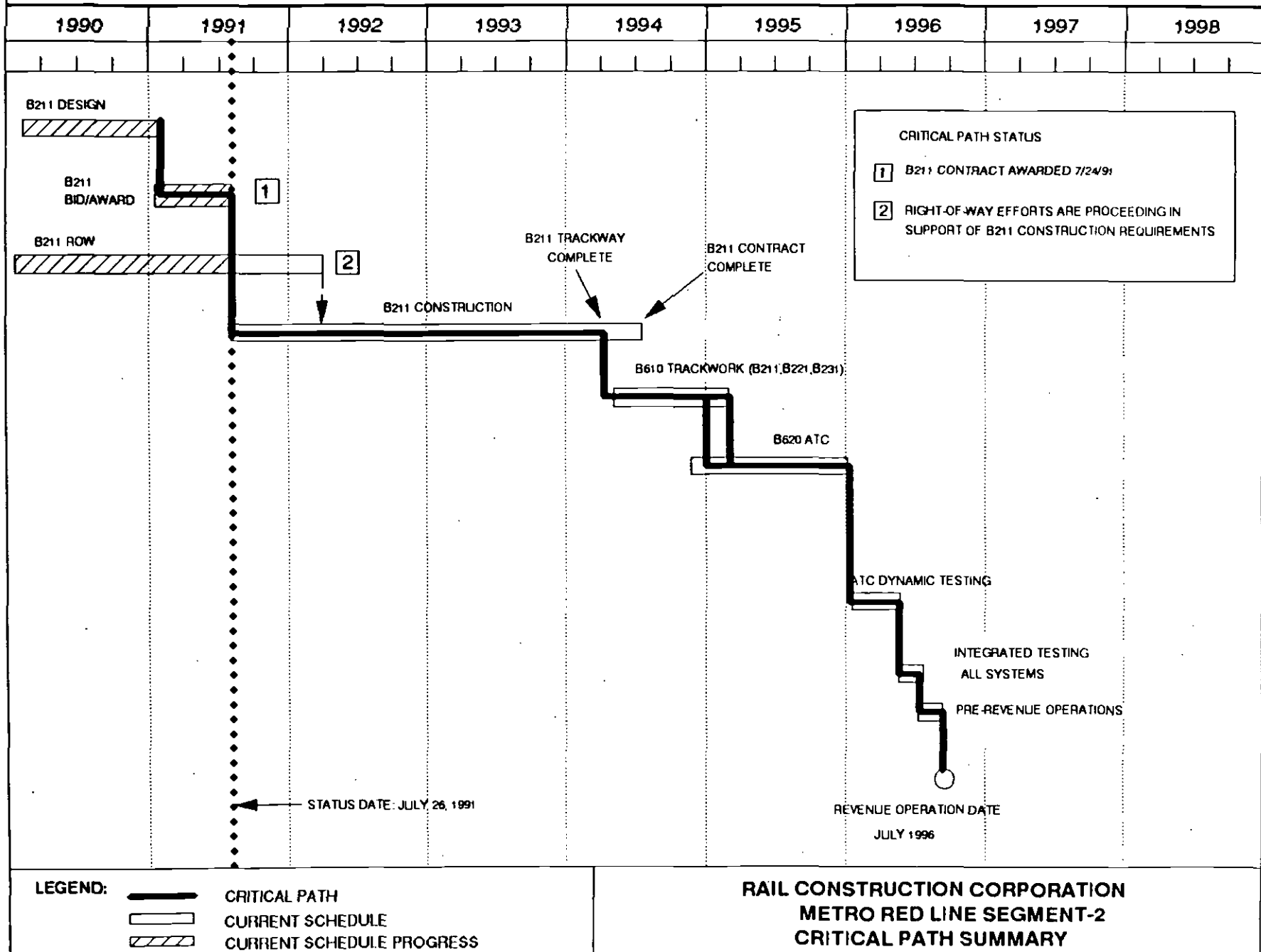
PROJECT CASHFLOW (FY'92 ONLY)



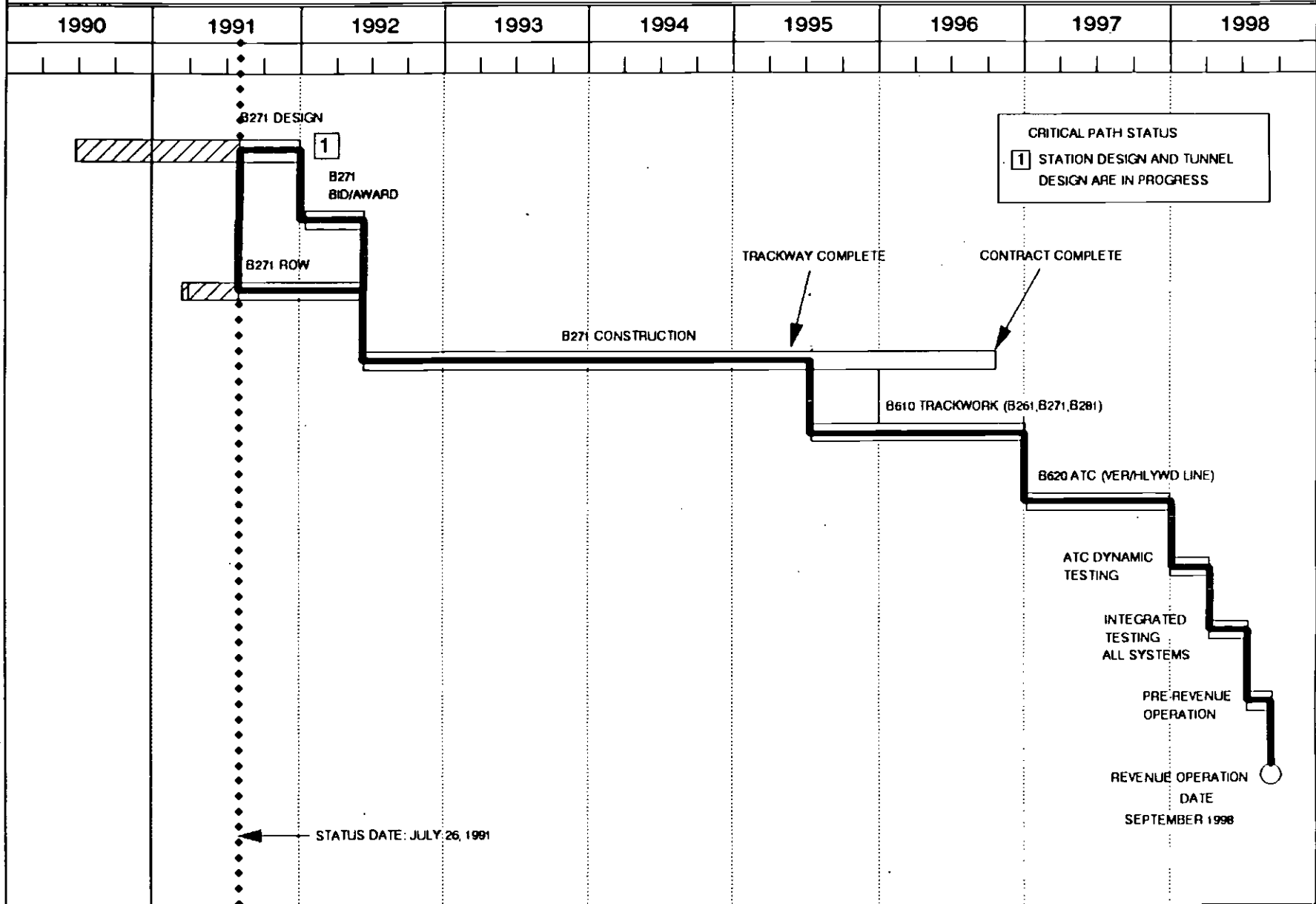
RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
EXECUTIVE SUMMARY SCHEDULE



CRITICAL PATH SUMMARY - WILSHIRE LINE



CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE

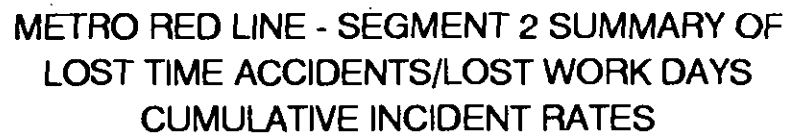


LEGEND:

- CRITICAL PATH
- CURRENT SCHEDULE
- CURRENT SCHEDULE PROGRESS

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

Total manhours as of June 1991 44,243



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	2	2	0
B211	5	5	5	5	4	4	4	4	1	3	3	1	0	0
B215	2	2	2	0	0	0	0	0	0	0	0	0	0	0
B218	1	1	1	1	1	1	1	1	0	1	1	1	1	0
B221	15	15	15	15	15	15	15	15	10	5	4	10	9	0
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	0	0	0	0	0	0	0	0	0	0	0
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	9	7	7	0	1	0	1	0	1	0	0	0	1	5
B281	1	0	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL	68	63	66	29	28	28	28	26	15	14	12	16	15	6

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

Contract B201: Two acquisitions are behind schedule; one in condemnation, the other in escrow. Both should close within the month of August, and will not delay construction.

Contract B211: There are five parcels required in this Contract. One is owned by SCRTD and will be assigned to us. The acquisition schedule of a parcel changed from a part take to a full take will not be available by the original 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.

The remaining parcels are proceeding on schedule.

Contract B215: Acquisition is on schedule.

Contract B218: The parcel was available by the need date.

Contract B221: All acquisitions for this contract except one are on schedule. The one parcel planned for condemnation that was not condemned is owned by the City of Los Angeles. The City has agreed to give us the Right-of-Entry upon the completion of their appraisal, which is expected to be prior to the need date.

Contract B231: There is one parcel shown as behind schedule. It is expected that this parcel is going to be leased rather than acquired in fee. The lease negotiations are proceeding and the parcel should be available by the scheduled need date.

Contract B241: The two parcels were certified early to ensure availability when needed.

Contract B251: There are 19 parcels in this Contract, most of which should be available by the scheduled need dates. Exceptions being one parcel with a negative float of 40 days, one showing a negative float of 52 days. The latter parcel is a freeway under crossing which will probably not require acquisition. One other parcel shows a negative float of 23, but it is expected that this can be made up.

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

Contract B262: Same as Contract B252.

Contract B271: One parcel was acquired under an early acquisition program. Of the remaining six parcels, five are projected to be acquired three days later than the need date. These parcels were certified before the scheduled certification dates, and it is expected that the three days can be made up during the acquisition process.

Contract B282: Proceeding ahead of schedule.

INVOICE PROCESSING

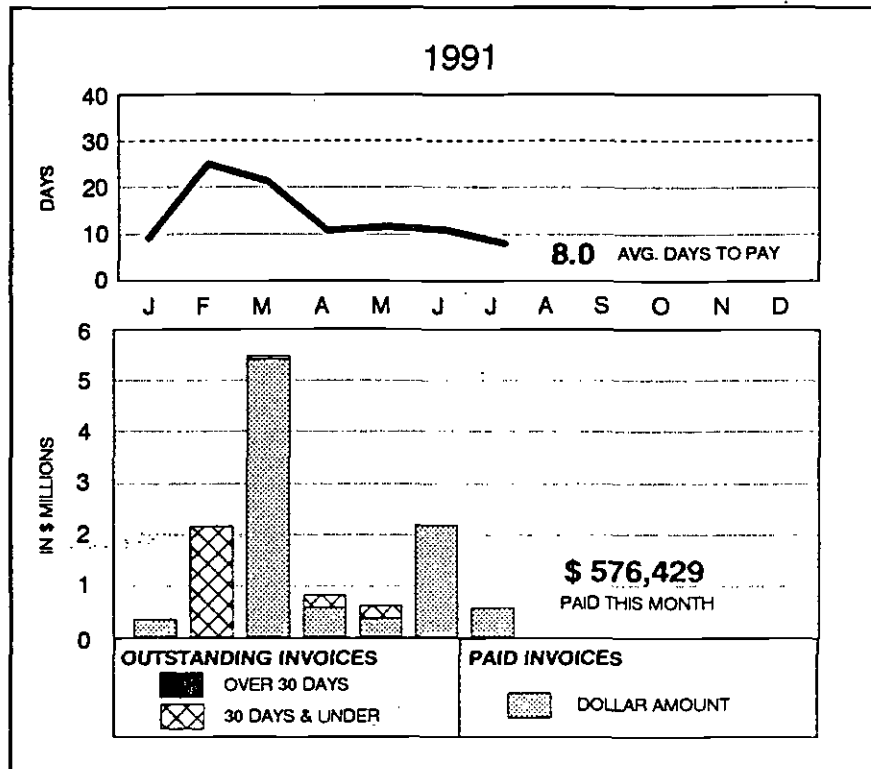
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 8.0 days.

- Note: The outstanding invoice data was revised for June 1991.

- 2 invoices were paid for a total value of \$576,429.

- 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