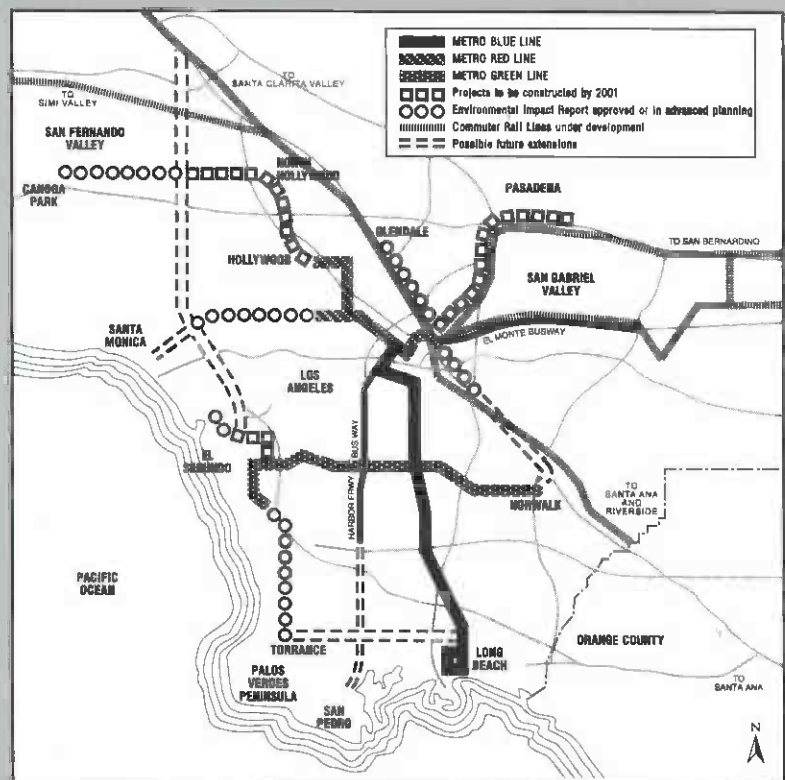


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



**Rail
Construction
Corporation**



A Subsidiary of
the Los Angeles County
Transportation Commission

RAIL PROGRAM SUMMARY STATUS

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 126 this month. The percentage of unresolved change notices decreased to 20% from 25.8% last month because of concentrated efforts to close-out contract A167 LRT station "cost plus" change notices. The total dollar value of executed change orders for the Metro Red Line Segment 1 increased by about \$1.6 million to \$64.9 million.

The total number of change notices for the Metro Red Line Segment 2 and the Metro Green Line are less than 35 for each project.

Of the total forecasted program cost, approximately 59% has been committed and 44% has been expended. The program summary cost report (Figure 1) shows a more complete cost status of the program.

The total program expenditures are \$2,055.7 million. This is an increase of approximately \$36.4 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: 06/28/91

(IN THOUSANDS)

PROJECT: R01,R23,R80,R81 TOTAL RAIL PROGRAM	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		FORECAST	
DESCRIPTION	ORIGINAL	CURRENT	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	CURRENT	(11-2) VARIANCE
CONSTRUCTION	2,525,392	2,819,861	463	1,644,208	7,615	1,543,773	25,505	1,119,487	29,356	1,106,573	2,909,901	90,040
PROFESSIONAL SERVICES	993,011	1,116,859	(440)	713,281	133,370	885,236	7,880	633,594	8,671	666,408	1,133,053	16,194
REAL ESTATE	270,969	325,155	(118)	214,564	812	230,895	13,248	187,300	13,137	223,829	331,045	5,890
UTILITY/AGENCY FORCE ACCOUNTS	119,784	114,180	1	64,653	2,671	79,529	11	65,222	741	65,551	98,734	(15,446)
SPECIAL PROGRAMS	6,063	14,537	0	670	13	1,662	5	360	28	341	22,142	7,605
CONTINGENCY	384,580	315,633	0	0	0	0	0	0	0	0	211,650	(103,983)
PROJECT REVENUE	(18,115)	(46,503)	0	0	0	(673)	(261)	(6,073)	(261)	(6,967)	(46,803)	(300)
GRAND TOTAL PROJECT	4,281,684	4,659,722	(94)	2,637,376	144,481	2,740,422	46,388	1,999,890	51,672	2,055,735	4,659,722	0

Figure 2 - Rail Construction Plan

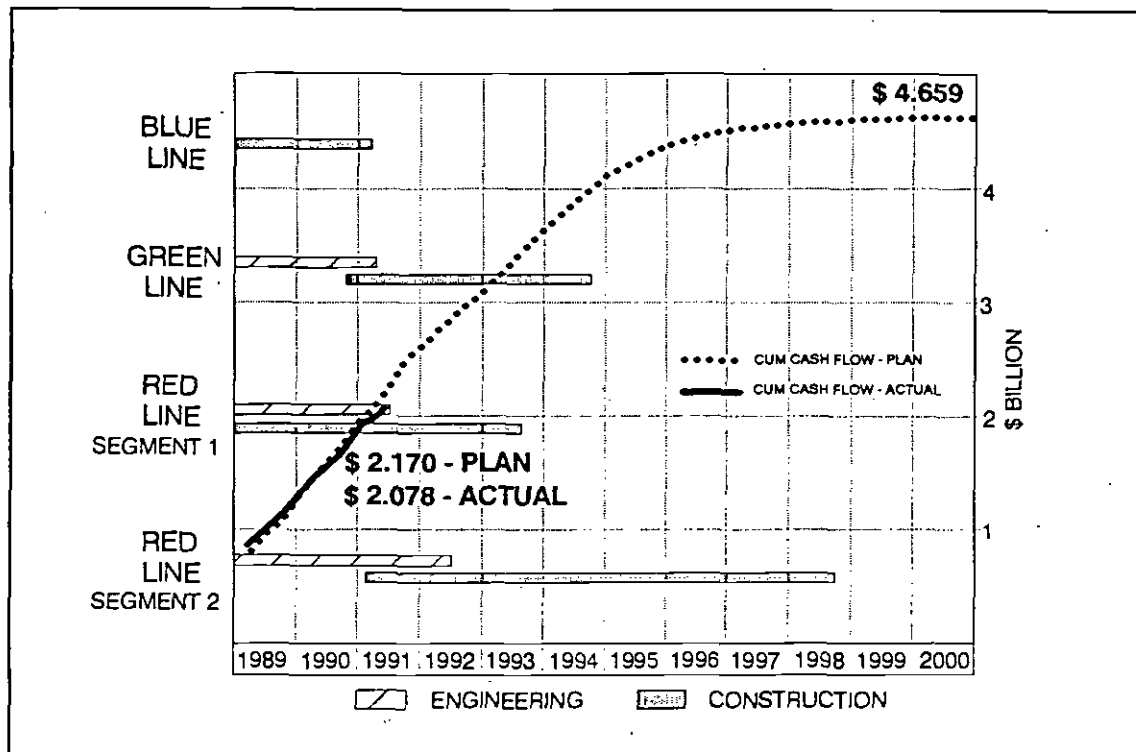


Figure 3 shows the funding sources for each project and for the total program. Data included in this figure is based on the current forecast total cost of each project.

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		CONDEMNATION	PARCELS AVAILABLE		PARCELS NOT AVAIL.
		PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL		PLAN	ACTUAL	
GREEN LN	40	40	40	40	25	39	26	1	40	26	14
RED LINE Segment 2	68	63	65	29	28	28	28	12	5	11	57
TOTAL	108	103	105	69	53	67	54	13	45	37	71
PREVIOUS MONTH	107	89	97	70	52	69	53	16	46	31	75

ISSUES

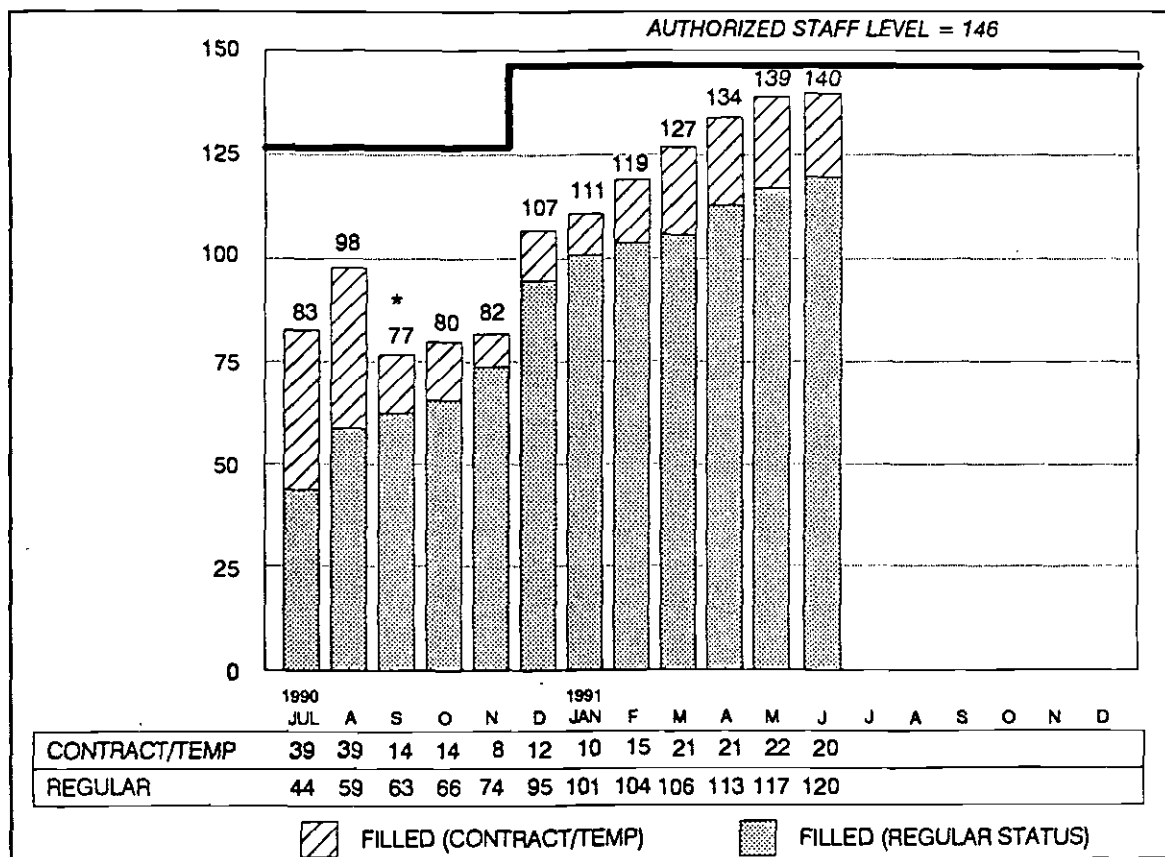
Vacant staff positions in the RCC organization are being actively recruited. Filling vacancies in Engineering and Contract Administration remain a key goal. A primary concern is that the quality of applicants for these positions has not met RCC/LACTC standards.

RAIL CONSTRUCTION CORPORATION STAFF DEVELOPMENT

Authorized staff level for the RCC is 146 positions. Presently, 120 positions are filled with regular full time staff and 20 positions are filled with contract or temporary employees. Active recruitment continues for the remaining positions. 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 24.8% as compared to 24.7% 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 4.9% of total program costs (as compared to 4.6% last month) which exceeds the 4.0% corporate goal. The increase was from projections for Metro Red Line Segment 1 claims activities. 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%	760,779	52%	967,705	67%	3,008,635	65%	
REAL ESTATE	55,592	6%	52,616	6%	139,820	10%	83,017	6%	331,045	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%	127,121	9%	56,550	4%	227,515	5%	4%
OTHER	14,222	2%	9,689	1%	988	0%	41,365	3%	66,264	1%	
SUBTOTAL	193,106	22%	164,513	19%	485,800	34%	311,776	22%	1,155,195	25%	20%
CONTINGENCY	963	0%	62,833	7%	63,620	4%	84,234	6%	211,650	5%	
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.

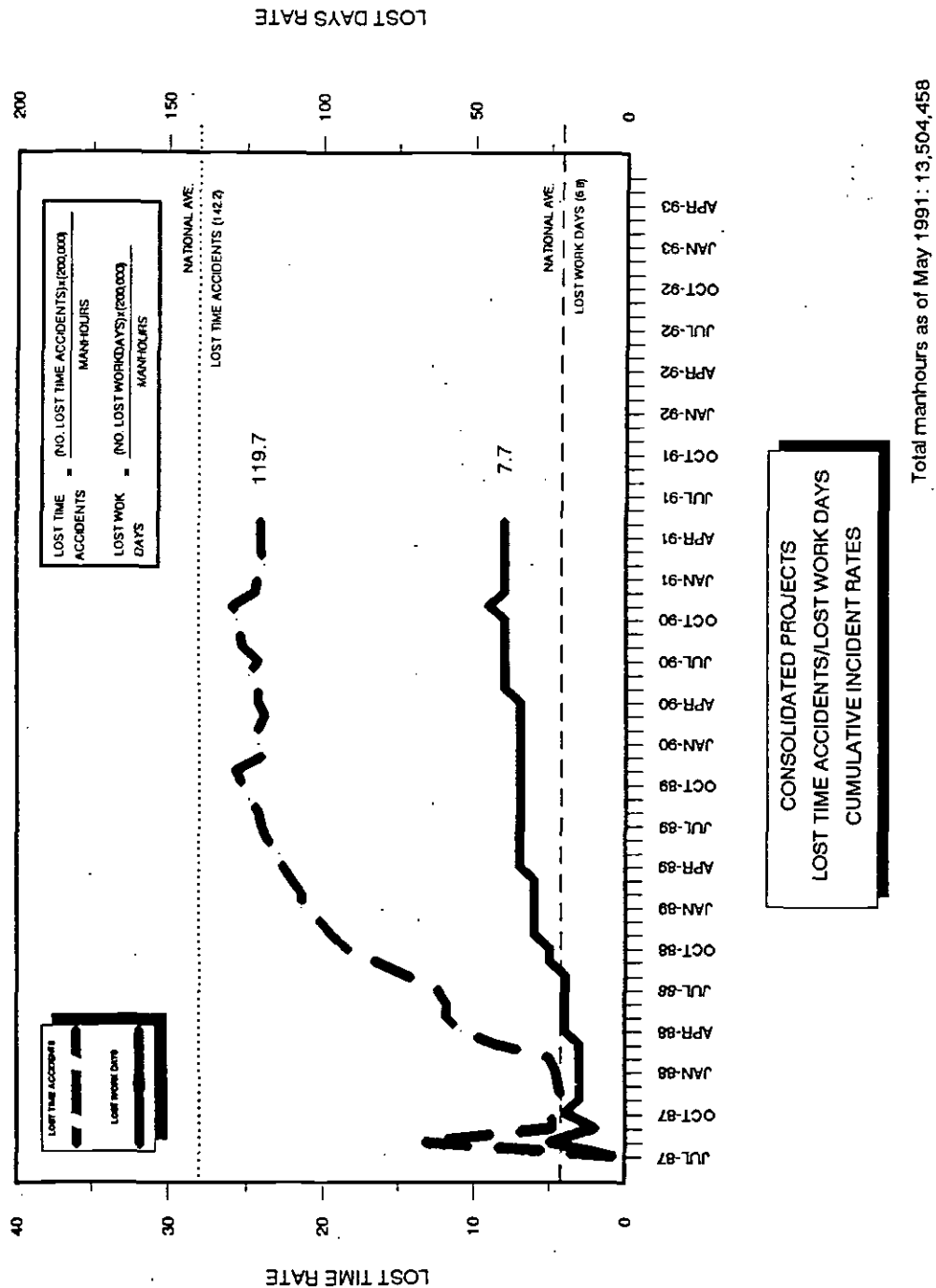


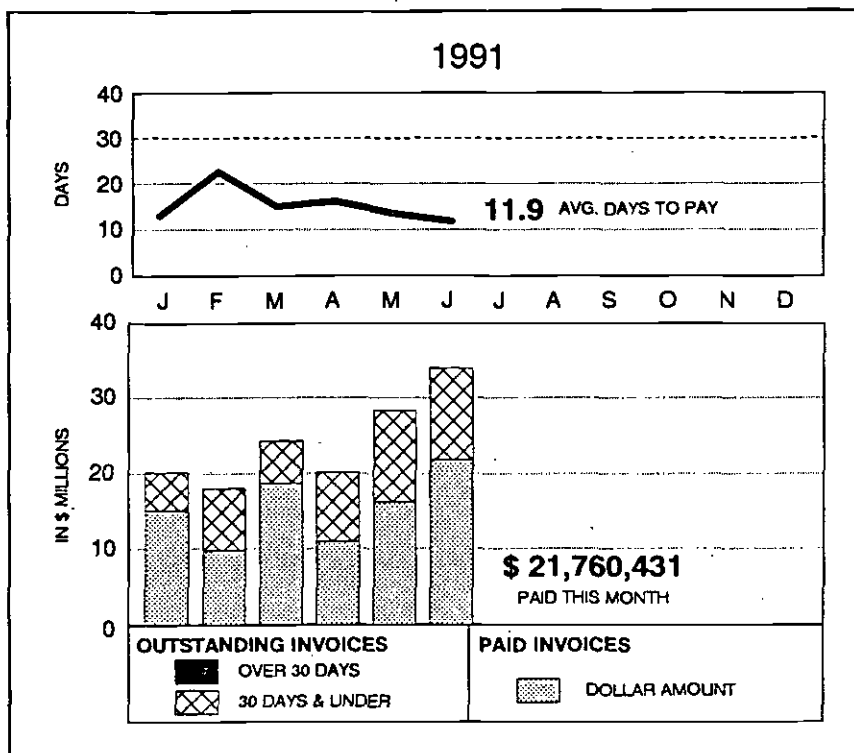
Figure 7

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.9 days.

- 48 invoices were paid this month for a total value of \$21,760,431.

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



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1991	16	4,958,187	2	19,717	74	11,669,670	55	6,864,826
FEB 1991	20	8,153,544	0	0	103	14,414,229	60	8,224,140
MAR 1991	15	5,485,581	1	33,214	86	12,634,672	77	6,998,877
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	22	12,067,128	0	0	69	7,197,405	20	904,400

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 \$1,359,000. The expenditures to date are \$121,124 (9% of budget).

COMMUTER RAIL (CONT'D)

AREAS OF CONCERN

ONGOING

April 1991 Compliance with Disabilities Act (ADA) Accessibility Guidelines

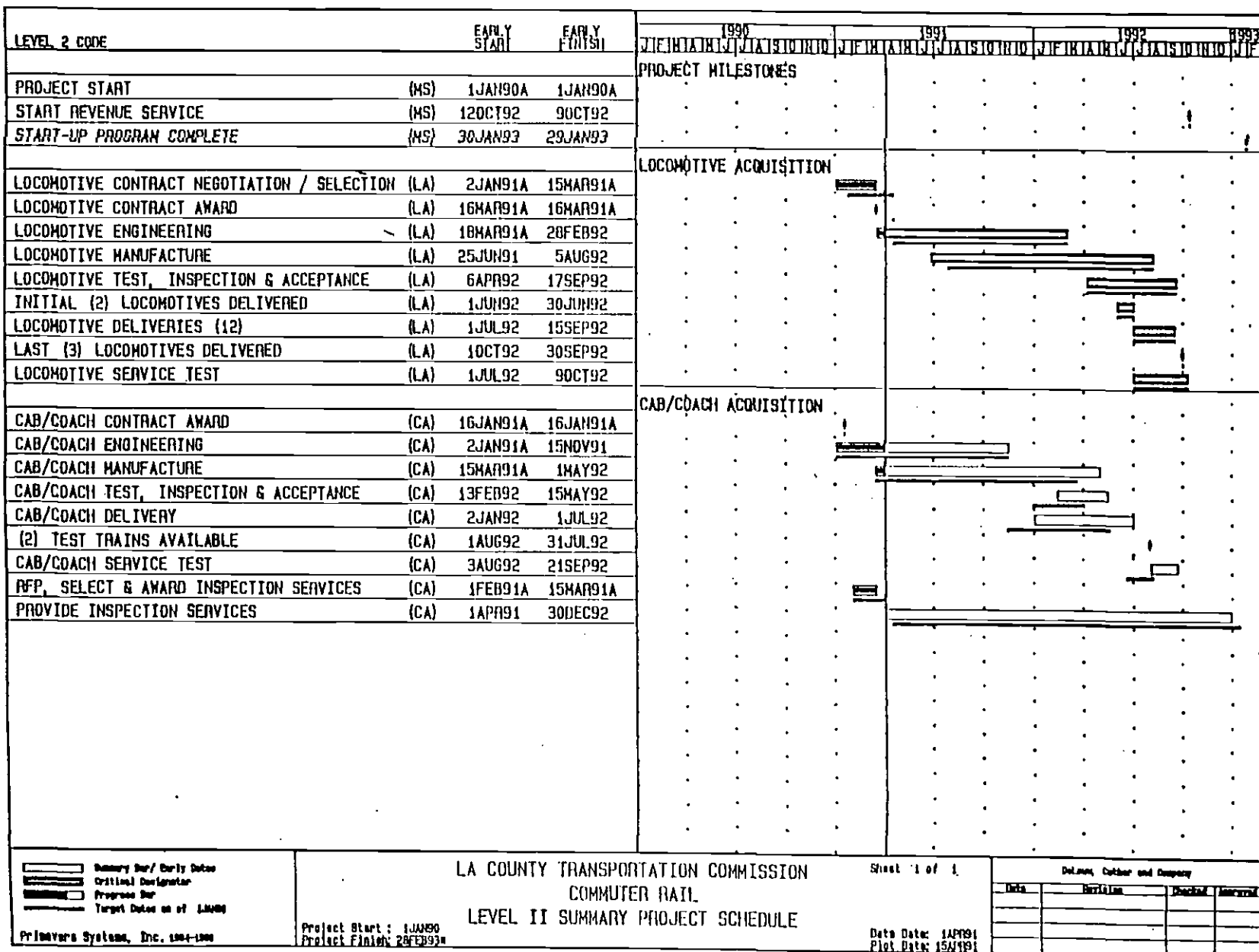
Concern: The initial design of the passenger vehicles do not include features which meet the latest ADA requirements.

Action: The vendor (UTDC) will review and assess impacts on design, cost and schedule. UTDC's review results are due by July 1991.

Status: The review is continuing.

SCHEDULE OF PAYMENTS

QUARTER	UTDC		EMD-GM		TOTAL PROJECT		VARIANCE (PLAN-ACTUAL)
	PLAN	ACTUAL	PLAN	ACTUAL	PLAN	ACTUAL	
1ST QTR	11,597,062	11,597,062	13,722,369	13,722,369	25,319,431	25,319,431	0
2ND QTR	0	0	0	0	0	0	0
3RD QTR	6,958,238	0	8,576,480	0	15,534,718	0	
4TH QTR	4,092,075	0	0	0	4,092,075	0	
TOTAL 1991	22,647,375	11,597,062	22,298,849	13,722,369	44,946,224	25,319,431	0
1ST QTR	10,384,358	0	8,576,481	0	18,960,839	0	
2ND QTR	10,003,205	0	0	0	10,003,205	0	
3RD QTR	8,456,020	0	1,816,196	0	10,272,216	0	
4TH QTR	0	0	1,614,396	0	1,614,396	0	
TOTAL 1992	28,843,583	0	12,007,073	0	40,850,656	0	
4TH QTR (RETENTION)	51,542	0	0	0	51,542	0	
TOTAL 1994	51,542	0	0	0	51,542	0	
TOTAL PROJECT	51,542,500	11,597,062	34,305,922	13,722,369	85,848,422	25,319,431	0



EXECUTIVE SUMMARY

COST STATUS

The current Project Budget and Project Forecast is \$877,271,000. This figure includes the MC-5 contracts valued at \$30,322,000.

SCHEDULE STATUS

Construction progress (excluding MC-5) was measured at 100% compared to the planned progress of 100%.

DBE & WBE PARTICIPATION

As of March 1991, 19.29% DBE and 8.85% WBE (28.14% total) participation levels were achieved, which continues to surpass the established goal of 23%.

KEY ACTIVITIES - JUNE

- Maintained cost data base and prepared status report.
- Coordinated close-out of Contracts C415, C140, H811 and P851.
- Coordinated transfer of Contracts H831 and H832 to O'Brien Kreitzberg.
- Coordinated transfer of Contracts C355R and P852 to RCC.

KEY ACTIVITIES - PLANNED FOR JUNE

- Maintain cost data base and prepare status report.
- Coordinate transfer of cost data base to RCC.
- Coordinate transfer of Contract H840 to Booz Allen & Hamilton.
- Present Project Final Capital Cost Report.

Prepared by: CONTRACT ACCOUNTING EXT. 6788

Date: 10-Jul-91

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF COST RECOVERABLE CONTRACT FACILITIES
AS OF JUNE 30, 1991

AGENCY	MCA NUMBER	AGREE DATE	FACILITY	COSTS RECOVERABLE				UNPAID BALANCE	UNBILLED BALANCE	REMARKS
				TOTAL	BILLED	PAID	UNPAID BALANCE			
CalTrans	F210		Firestone Bridge.	456,000.00	456,000.00	0.00	456,000.00	\$0.00		Billed 10/89 90-1001. Backup still in review.
City of Compton **	F202	19-Dec-88	MC-5 Alternative	10,156,808.00	1,780,113.44	1,780,113.44	0.00	\$8,378,694.56		
			MC-5 Admin. Cost	345,874.00	345,874.00	345,874.00	0.00	0.00		
			SPTC/Watson Land	24,116.76	24,116.76	24,116.76	0.00	0.00		Invoice 91-0201
			SPTC/Right-of-way Acquisition	106,984.00	106,984.00	106,984.00	0.00	0.00		Invoice 91-0102 Payment on the way per Takahashi.
LA-CRA	F106	12-Oct-87	Century Blvd. grade crossing.	544,052.00	544,052.00	544,052.00	0.00	\$0.00		Balance received 11/3/89.
City of Los Angeles	F104	19-Dec-88	Street lighting, Washington Blvd.	\$259,000.00	\$259,000.00	\$259,000.00	0.00	\$0.00		Paid
			Betterments and Backcharges	578,573.00	0.00	0.00	0.00	\$578,573.00		
City of Long Beach	C335		LB Station Superstructures	415,000.00	0.00	0.00	0.00	\$415,000.00		
LADWP			Flower Street improvements	2,000,000.00	0.00	0.00	0.00	\$2,000,000.00		Beginning to negotiate for full C117.
LADWP	C140		Faulty Joints	17,500.00	0.00	0.00	0.00	\$17,500.00		
Los Angeles County	F208		Florence-Graham station imps.	0.00	0.00	0.00	0.00	\$0.00		Not recoverable per JMG
Owens-Corning		16-Mar-88	Mealy Street Spur	80,000.00	0.00	0.00	0.00	\$80,000.00		Will be billed at completion.
Simmons Cable TV			Install duct bank at 10th St. & LB	6,084.00	6,084.00	6,084.00	0.00	\$0.00		Bill 01-02-90. paid 01/19/90
SCRTD	F815	08-Jul-86	Central Control Facility	1,580,000.00	1,580,000.00	1,580,000.00	0.00	\$0.00		Prepaid by SCRTD.
SCRTD	F815		Construction, 7th & Flower station	655,969.56	655,969.56	655,969.56	0.00	\$0.00		Paid 3/91 by MTIA
			Refund of insurance premiums.							
Southern California Edison			Install duct bank at PCH	16,000.00	16,000.00	0.00	16,000.00	\$0.00		Billed at completion per RJM.
SPTC	F208		Firestone Bridge.	830,000.00	830,000.00	783,078.00	46,922.00	\$0.00		Partial payment 1/11/90. Balance in review by SPTC Legat Dept., re: CM expense allowability.

Prepared by: CONTRACT ACCOUNTING EXT. 6788

Date: 10-Jul-91

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION
SCHEDULE OF COST RECOVERABLE CONTRACT FACILITIES
AS OF JUNE 30, 1991

COSTS RECOVERABLE

AGENCY	MCA NUMBER	AGREE. DATE	FACILITY	TOTAL	BILLED	PAID	UNPAID BALANCE	UNBILLED BALANCE	REMARKS
United Logistics		22-Oct-86	K-Line Spur	325,000.00	325,000.00	325,000.00	0.00	\$0.00	Paid in full, 4/17/89.
TIA (Argonaut Insurance)			Refund, W/C Insurance premiums	2,052,000.00	2,153,207.00	2,153,207.00	0.00	(\$101,207.00)	Paid 12/13/89. Refund larger than estimated.
Various			Refund, Gen. Lib. Ins. premiums	490,000.00	247,417.00	247,417.00	0.00	\$242,583.00	Receivable after Insurance company rate audit.
TOTAL LB-LA RECOVERABLE				\$20,938,961.32	\$9,329,817.76	\$8,810,895.76	\$518,922.00	\$11,609,143.56	
City of Glendale		19-Aug-88	Glendale Route Refinement Stud	75,000.00	57,180.52	57,180.52	0.00	17,819.48	
City of Lawndale		15-Sep-88	Coastal Corridor Study	16,800.00	16,800.00	16,800.00	0.00	0.00	Paid 4-5-90.
City of Pasadena		01-Jan-88	Pasadena Route Refinement Stud	\$150,000.00	\$104,786.50	\$104,786.50	0.00	\$45,213.50	Billed by Susan Rosales, as Bechtel bill's LACTC.
City/Redondo Beach		21-Jun-88	Coastal Corridor Study	7,000.00	7,000.00	7,000.00	0.00	0.00	Received 8/10/89
City of Torrance		30-Aug-88	Coastal Corridor Study	46,200.00	46,200.00	46,200.00	0.00	0.00	Received 8/9/89
Caltrans	64K578	26-Mar-90	LAUPT Access Study	200,000.00	149,302.47	147,809.44	1,493.03	50,697.53	Commuter Rail Bill 91-0303
TOTAL COSTS RECOVERABLE				\$21,233,961.32	\$9,561,784.78	\$9,042,862.78	\$518,922.00	\$11,672,176.54	
** City of Compton			West Alameda Underpass	702,660.00	431,954.91	325,222.70	106,732.21	270,705.09	\$5210.75 of unpaid represents Admin costs due RCC.
Courtesy Billings/Wildan Associates			Mealy Street - Environment Assm	87,699.00	85,306.12	83,776.77	1,529.35	2,392.88	\$1310.12 of unpaid represents Admin costs due RCC.
(Billed to County of Los Angeles)									Per County of LA, costs not allowable now.

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.		
H811	TPSS						Delivered	
H831	SCADA						Delivered	
H832	Cable Transmission (CTS)						Delivered	
P852	Re-Railing Truck, Car Mover						Delivered	
C355R	Long Beach Landscaping	O					Transferred to RCC	July 91
C140	LACBD Approach	O					RCC team working on claim negotiation	July 91
H840	Fare Collection						Contract to be transferred to BAH (Green)	July 91
P851	Hi-Rail Trucks						Back charges under dispute (Orig.: 06-May)	July 91

EXECUTIVE SUMMARY

COST STATUS

The total project budget for the Metro Green Line is \$866 million. Current cashflow information reflects a total project expenditure of \$98 million, representing approximately 11% of total dollars available. To date, the project commitments are \$231 million, approximately 26% of the total budget.

SCHEDULE STATUS

The June 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.

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 is reviewing integrated testing requirements to evaluate the current seven-month schedule. The additional detail will re-define integrated testing into three phases: the test track phase, the complete Metro Green Line phase, and a third phase which will be used on intermediate sections. Integrated testing which does not involve the passenger vehicle will be initiated as soon as end to end functional tests can be performed between all relevant systems, equipment and cabling.

OKA Safety Department, working with the other construction manager, trained 65 resident engineers and inspectors for the rail transit program in OSHA safety rules and regulations. Additional training for handling hazardous waste was also performed during June.

LTK Engineering Services

There were two significant events in Contract P1900 (High Performance Transit Vehicles). The first was the commencement and conclusion of all proposer negotiations. (Details regarding the conduct of these negotiations can be found in the Professional Services section). The second event was the RCC's decision to implement a single-car only design for the first fleet of HPTV's. This decision was made during the negotiating period, and was well received by the vehicle proposers. Following this decision, the technical specifications were changed to reflect single-car only design and reissued as Addendum No. 6 on July 1, 1991. The next major event in the vehicle program will be the submittal of Best and Final Offers, due July 26, 1991.

TRANSCAL II

TRANSCAL is nearing completion of the baseline design work and has submitted the first facilities camera ready package for the North Coast segment. TRANSCAL is performing a variety of special studies in response to FAA/DOA/LAX concerns and will present its findings to the RCC in July.

TRANSCAL continues to provide design services during construction by reviewing shop drawings, responding to field requests and providing bid evaluation support.

REAL ESTATE

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

CONSTRUCTION/PROCUREMENT

Facilities

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

Contract C0100: I-105 to Compton Boulevard
Notice to Proceed to be issued July 1, 1991.

Contract C0101: I-105 to Compton/Foundations and Utilities
In Construction Phase, 80 of 195 foundations complete.

Contract C0110: I-105 to Compton, Segmental Bridges

Mobilizing Kramer location with construction scheduled to begin July 22, 1991.

Contract C0400: Hawthorne Yard and Shops

In Bid Phase. Scheduled bid opening July 2, 1991.

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

Scheduled advertising date: July 8, 1991.

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 several systems contracts is as follows:

Contract H0831: Supervisory Control & Data Acquisition

Metro Blue Line change orders to provide SCADA for Metro Green Line.

Contract H0832: Cable Transmission System

Metro Blue Line change orders to provide CTS for Metro Green Line.

Contract H0833: Radio Systems

Out for 30% Design Review.

Contract H0900: Safety & Security Communications System

Out for bid.

Contract H1100: Automatic Train Control

Proposals on automatic train control are being evaluated.

AREAS OF CONCERN

RESOLVED

June 1990 Caltrans Rail Access Dates

Concern: The start of Century Freeway construction has slipped from the original plan. Caltrans' forecast for rail access dates has been changed with no suggested methods of acceleration by Caltrans to compensate for the effect on the Light Rail Transit (LRT) master schedule.

Action: After the full scope of LRT design changes has been assessed by all interested parties, OKA and Caltrans must solidify access dates so that the systems installation schedule can be finalized. Once this is done, the schedule language for the systems contracts can be updated to reflect the projected dates.

Status: As an ongoing effort, updated access dates have been established and incorporated in the project master schedule. Coordination efforts continue to provide early warning of any potential project impact.

Dec. 1990 Hawthorne Yard and Shops

Concern: The identification, quantification, abatement and/or clean-up of asbestos, PCB's and hydrocarbon contaminated soils at the site needs addressing and resolution.

Action: OKA and its Environmental Consultant (GEOFON, Inc.) continue to perform tests at the site and prepare findings for presentation to the State of California Department of Health Services (DHS) to obtain approval of the Remediation Plan.

Status: All bids for C0400 have incorporated clean-up and removal of hazardous waste materials, thereby insuring resolution to this problem.

ONGOING

March 1991 Third Party Issues

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

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 by early 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, but work has not started due to lack of sufficient construction easement at the TRW property (Parcels AS 521, AS 527) and a temporary entrance permit from SCE on Parcels AS523 and AS524. Present impact on the C0110 schedule, Rosecrans Bridge, is projected to be three to four months.

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 permit approval. The RCC has applied for the required permit through the DHS, but the DHS has requested further sampling and testing of soil from the two Kramer Bridge bent locations.

Status: The contractor has been directed to start work at the Kramer Bridge and this is scheduled for July 22, 1991. Coordination efforts continue between DHS and RCC/consultants.

Nov. 1990 Vehicle Delivery Schedule

Concern: When the baseline Project Master schedule was established in December 1989, the delivery date for the first Light Rail Vehicle (LRV) was December 1992. Delivery has since been delayed until September 1993, a schedule slippage of approximately nine months. Although workarounds in the schedule have been incorporated to absorb four months of the slippage, the remaining time has pushed the critical path to reflect a forecast project completion date of March 22, 1995, 118 days behind schedule. Under the

current scenario, if the October 1994 ROD is to be maintained, the current vehicle delivery schedule would allow approximately two months for overall systems testing and integration. This may not be sufficient time to fully test and commission a driverless, automatic train control system. The baseline schedule allowed seven months for the overall systems testing and integration portion of the project, and this is the anticipated minimum amount of time required to complete these tasks.

Action: The vehicle delivery schedule must be twenty-four months and the impact of this schedule on the overall Project Master Schedule has been analyzed.

Status: Proposals are under review by LTK and the RCC. Negotiations will indicate contract pricing and the final vehicle delivery schedule. Request for best and final offer will be issued during the first week of July.

May 1991 North Coast Extension

Concern: OCS structures intrude, as designed, into the LAX 50:1 glide slope with possible impact of EMI/RFI on the ILS 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: A counterpoise structure is being considered as a possible solution to the Runway 25R localizer. Continued plotting of actual locations of equipment/alignment.

NEW

June 1991 TY Nursery Relocation

Concern: The TY Nursery must be relocated so that Chevron can have access to their oil lines. This could create subsequent impact to the I-105 to Compton Contracts C0100, C0101 and C0110 in the areas south of the Rosecrans/Aviation Bridge.

Action: The LACTC Real Estate Department is in negotiations with TY Nursery representatives in an effort to resolve the relocation dispute.

Status: Final negotiations are in process. As a best case scenario, OKA anticipates final resolution to the relocation dispute by early to mid-July.

June 1991 North Coast Extension Right-of-Way

Concern: Right-of-way acquisitions for the North Coast Extension are necessary before construction can begin. The first contract is scheduled for advertisement July 8, 1991 and has a planned Notice to Proceed of September 13, 1991.

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.

KEY ACTIVITIES -- June

- Awarded Contract C0100 (I-105 to Compton, Aerial Guideways)
- Issued Addendum #6 on Contract C0400 (Hawthorne Yard and Shop, Buildings and Site Finish)
- Advertised Contract H0900 (Safety and Security Communications System) for bids
- Proposals were received for the Automatic Train Control System
- Addendum to Contract H1200 (Traction Power Supply System) package was issued which added the North Coast as a contingency
- Contract P1800 (Special Trackwork Procurement) was re-advertised

KEY ACTIVITIES -- Planned for July

- Bids will be opened for the Contract C0400 (Hawthorne Yard and Shop, Buildings and Site Finish) package
- Kiewit Corporation to start construction at the Kramer Bridge site
- Bids will be opened for Contract P1800 (Special Trackwork Procurement)
- Best and Final Offers to be received from the proposers on the transit vehicles

FUND SOURCE STATUS
(IN THOUSANDS OF DOLLARS)

STATUS: 06/28/91

SOURCE	TOTAL ANTICIPATED FUNDS	TOTAL FUNDS RECEIVED	OBLIGATIONS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP 108	107,500	0	1,503	1%	1,503	1%	0	0%
TCI	36,000	0	0	0%	0	0%	0	0%
PROP A	742,500	96,565	229,610	31%	95,062	13%	96,565	13%
TOTAL	886,000	96,565	231,113	26%	96,565	11%	96,565	11%

D'BRIEN-KREITZBERG
CBE
Project: R23
Period: 6/01/91 to 6/28/91

RAIL CONSTRUCTION CORPORATION
METRO GREEN LINE
Project Cost by Element

Page: 1
Report Date: 07/10/91
Status Date: 06/28/91

(\$ x 000's)

Description	----- Budget -----		----- Authorized ----- -- for Expenditure --		----- Commitments -----		----- Incurred Cost -----		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Period (9)	To Date (10)	Forecast (11)	Variance (11-2)
T Construction	521,594	587,519	0	51,806	260	117,594	3,867	28,456	5,149	23,727	606,354	18,835
S Professional Services	159,098	159,196	0	61,200	1,942	87,491	4,010	60,469	1,731	52,156	159,296	100
R Real Estate	49,916	49,916	0	10,759	52	21,059	11,019	20,540	11,019	20,538	52,616	2,700
F Utility/Agency Force Accounts	16,310	16,310	0	7,091	823	5,176	20	457	16	593	16,310	0
D Special Programs	3,071	5,217	0	0	0	908	0	100	0	0	5,217	0
C Contingency	80,637	84,468	0	0	0	0	0	0	0	0	62,833	(21,635)
A Project Revenue	(16,626)	(16,626)	0	0	0	(1,117)	0	(450)	0	(450)	(16,626)	0
Project Grand Total :	814,000	886,000	0	130,855	3,077	231,113	18,916	109,572	17,915	96,565	886,000	0

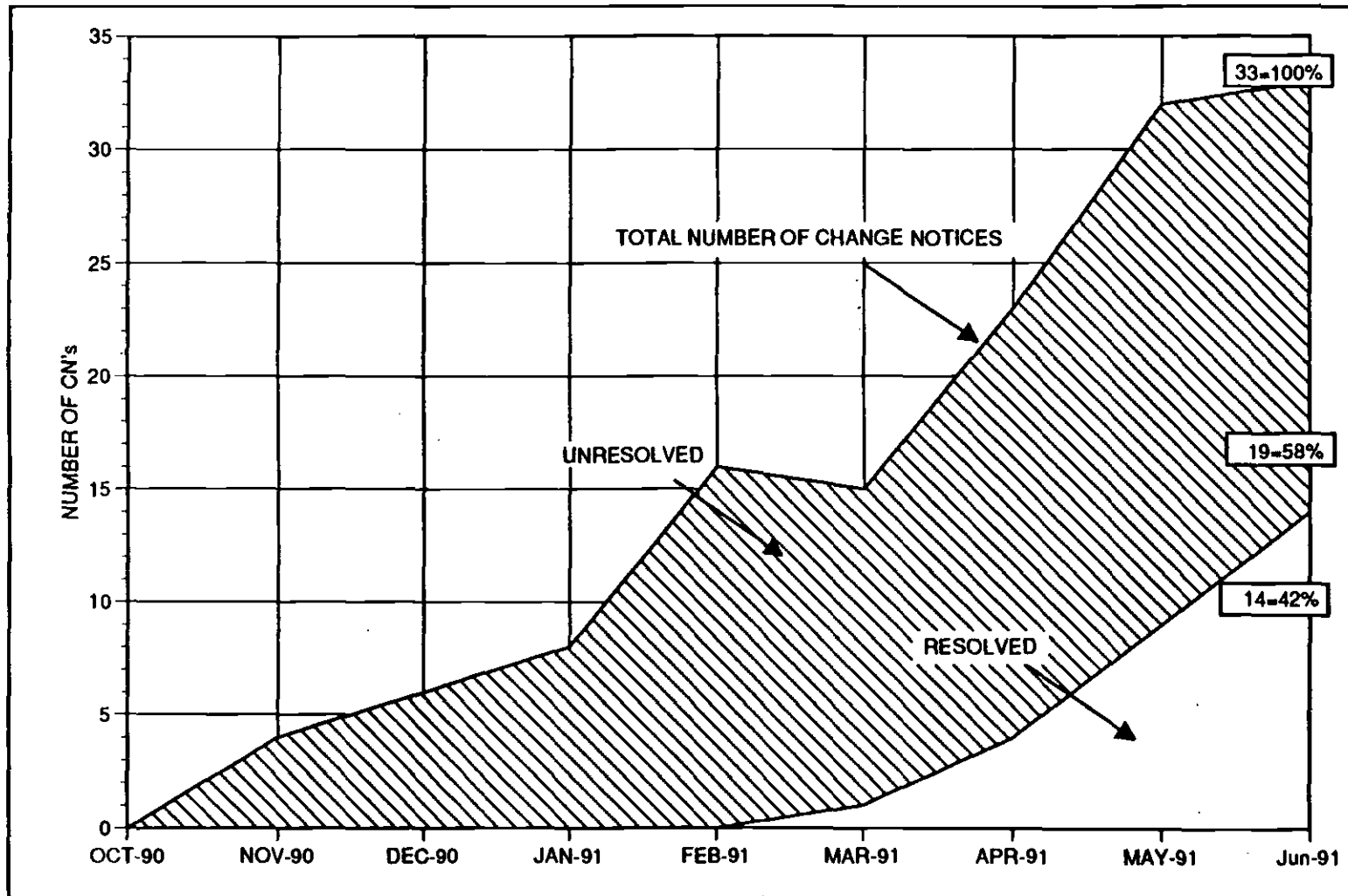
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

PROJECT: R23
CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 07/02/91

(\$ = THOUSANDS)

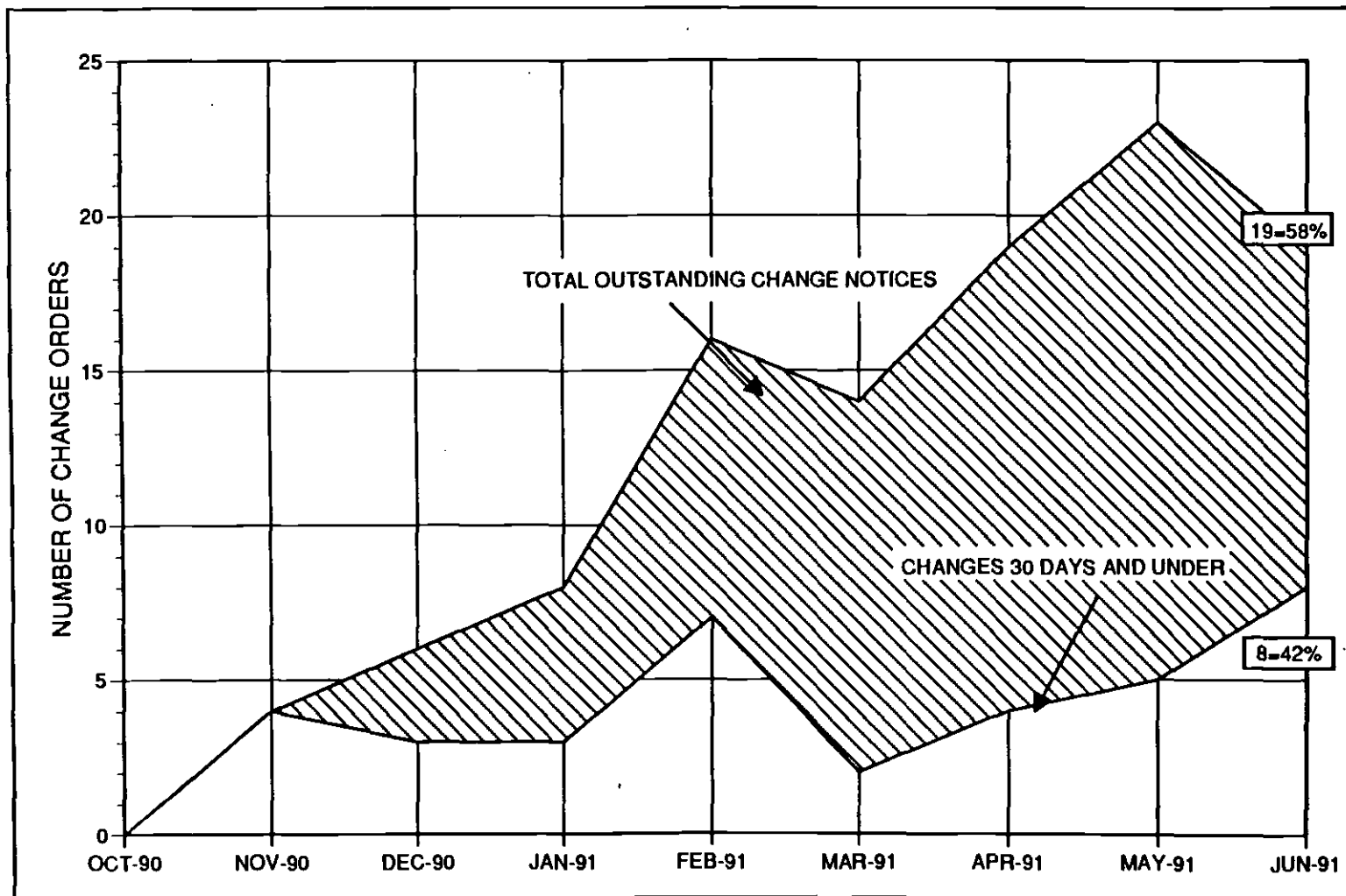
CONSULTANT CONTRACTS	TRANSCAL: E2301/MC005		OKA: MC008		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED	4	420					4	420	0	0	4	420
SUBMITTED/IN PROCESS	3	365					3	365	2	107	1	258
APPROVED/ISSUED	1	10	1	8	1	31	3	49	1	31	2	18
NEGOTIATED							0	0			0	0
COMPLETED (NO SCOPE CHANGE)							0	0			0	0
COMPLETED (AMENDMENT ISSUED)							0	0			0	0
CONTRACT TOTAL	8	795	1	8	1	31	10	834	COMMENTS:			
LAST MONTH	0	0	0	0	0	0	0	0				
VARIANCE	8	795	1	8	1	31	10	834				

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

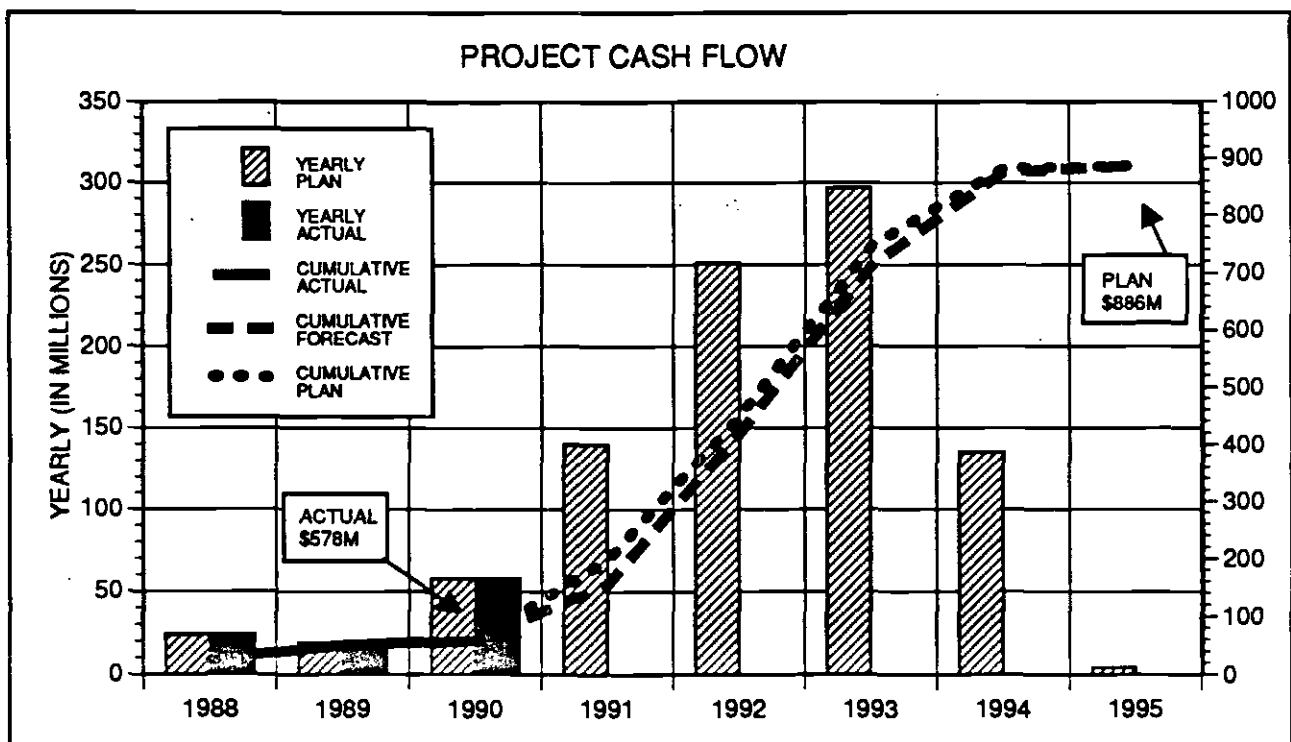
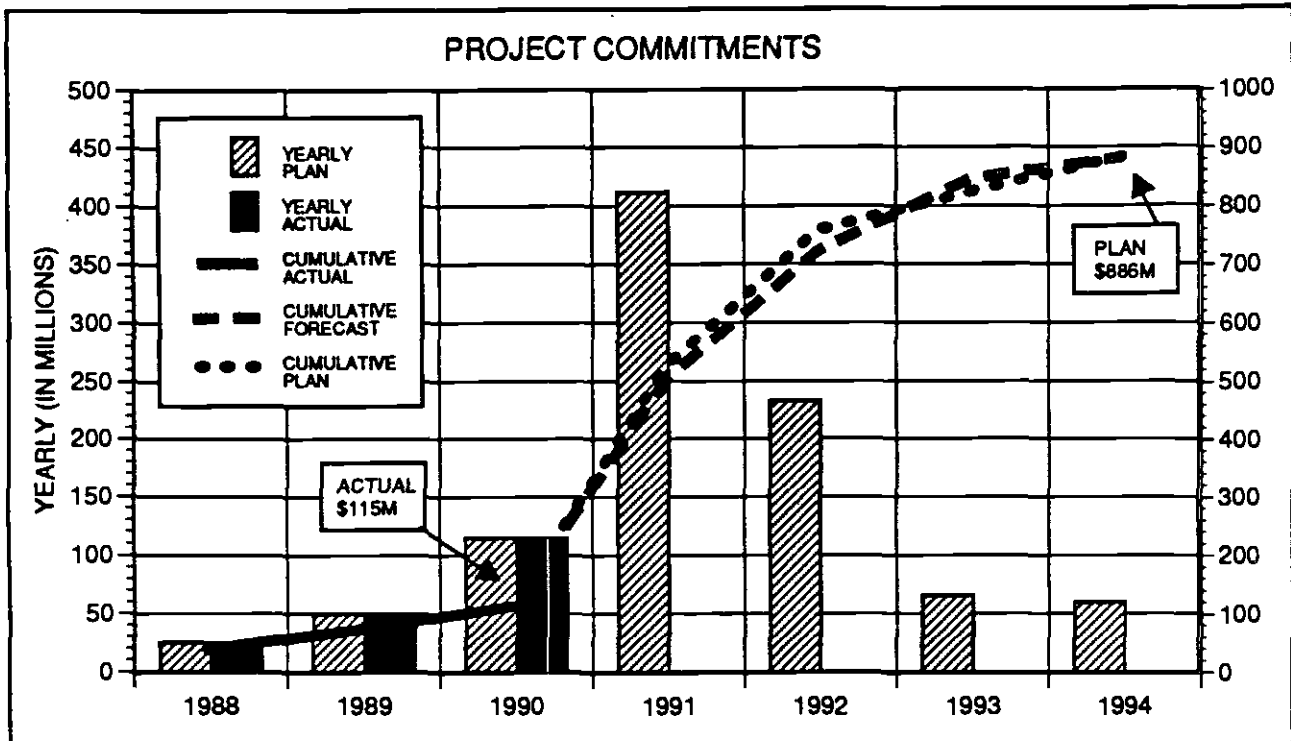


From the thirty-three (33) Active Change Notices, twenty-five (25) are from Contract C0101, three (3) from Contract C0110, four (4) from H0831 and one (1) from H0831

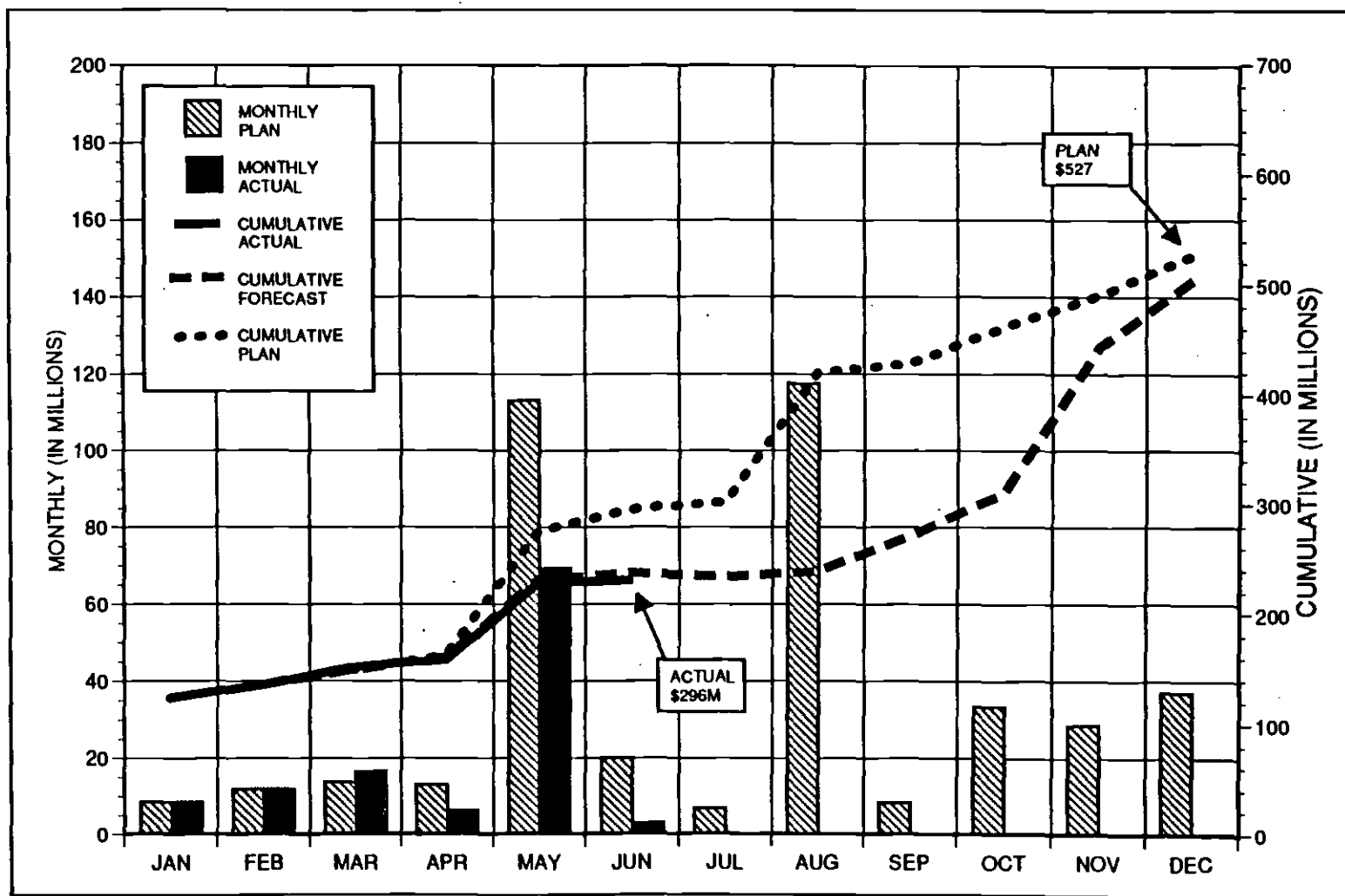
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Activity Progress



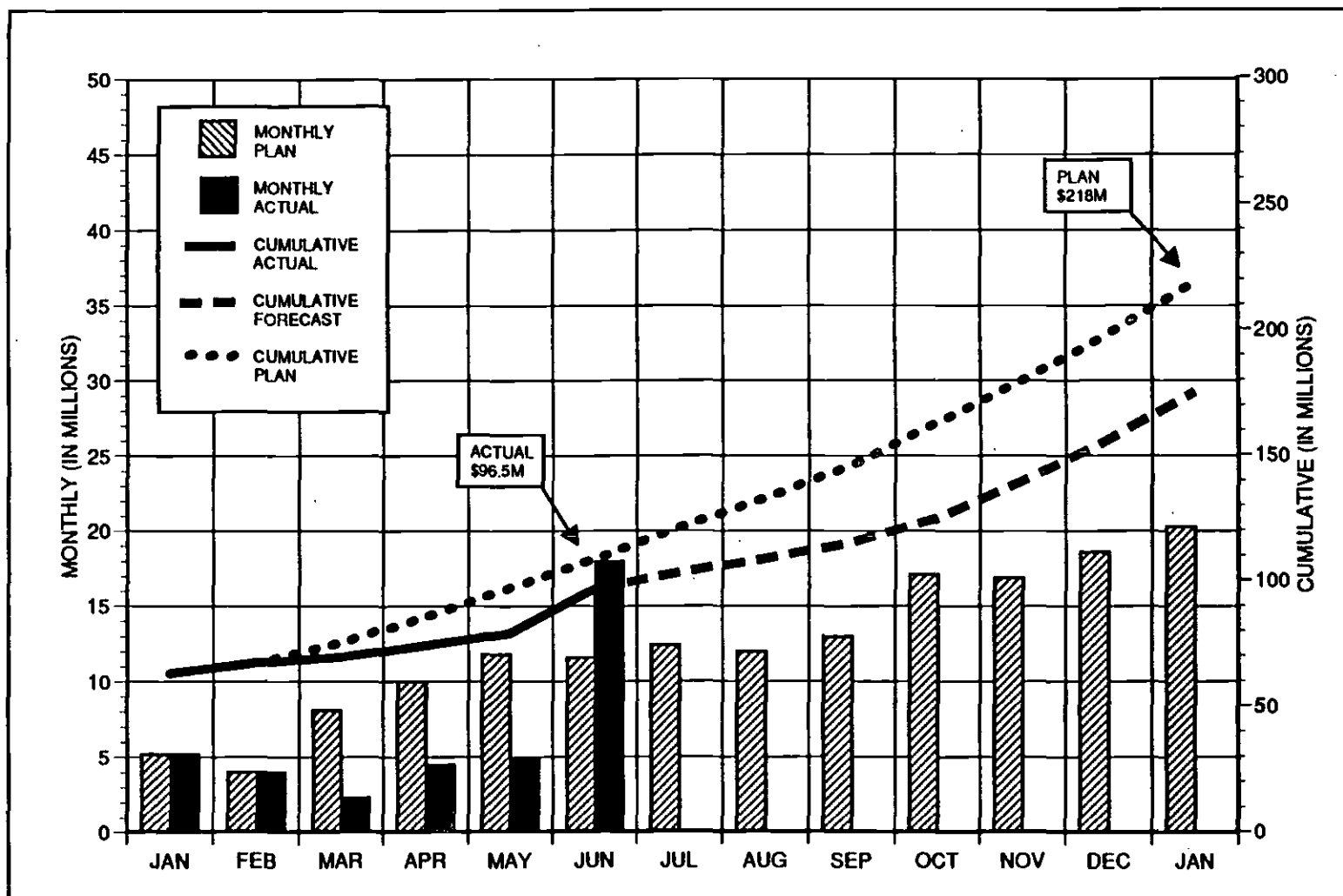
8 Change Notices-Awaiting OKA action; 7 Cost Plus Change Notices-Awaiting contractors cost data; 1 Change Notice-Awaiting RCC action for site availability; 3 Change Notices-Awaiting Transcals issuance of design changes.



PROJECT COMMITMENTS

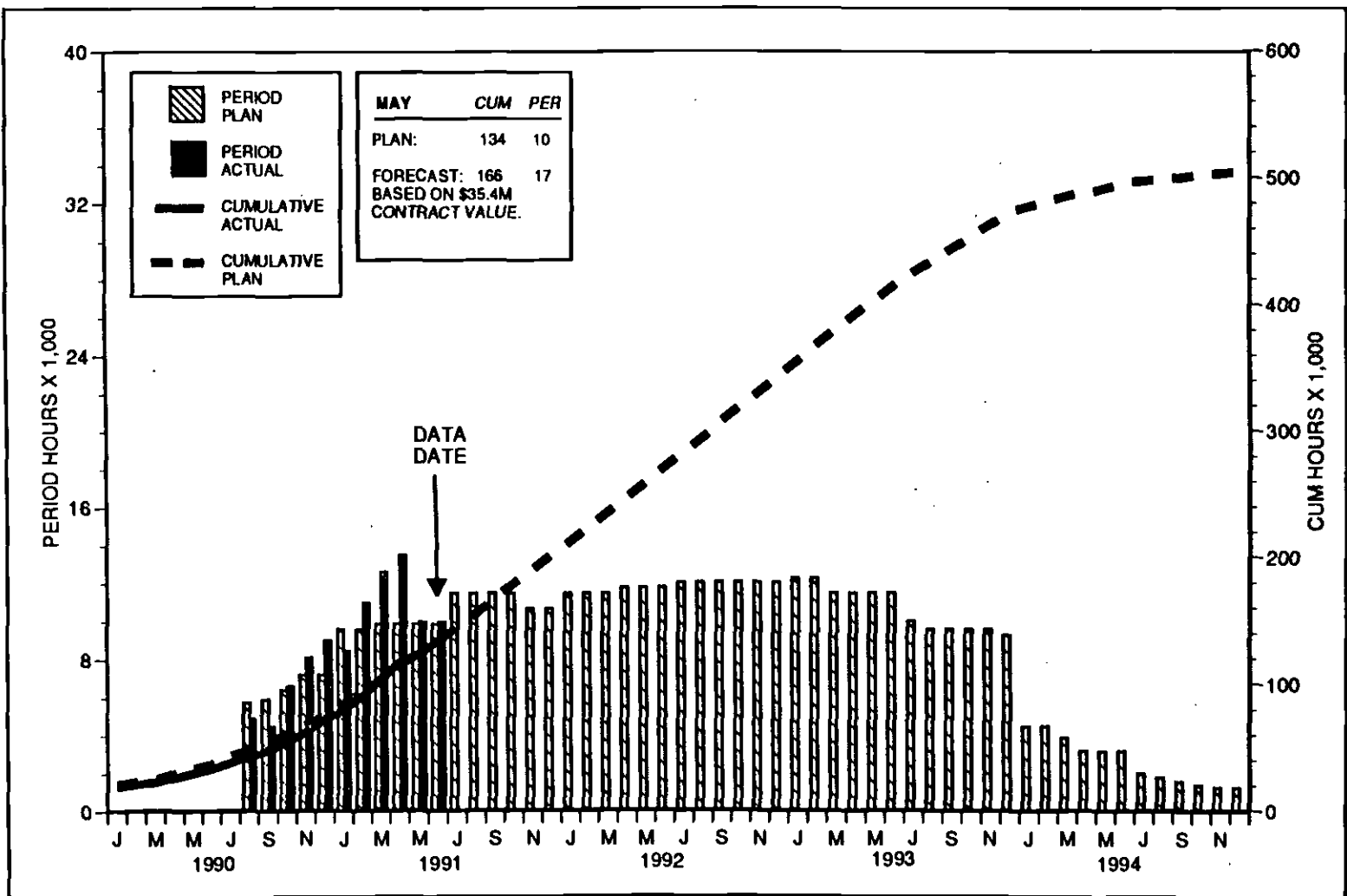


PROJECT CASH FLOW

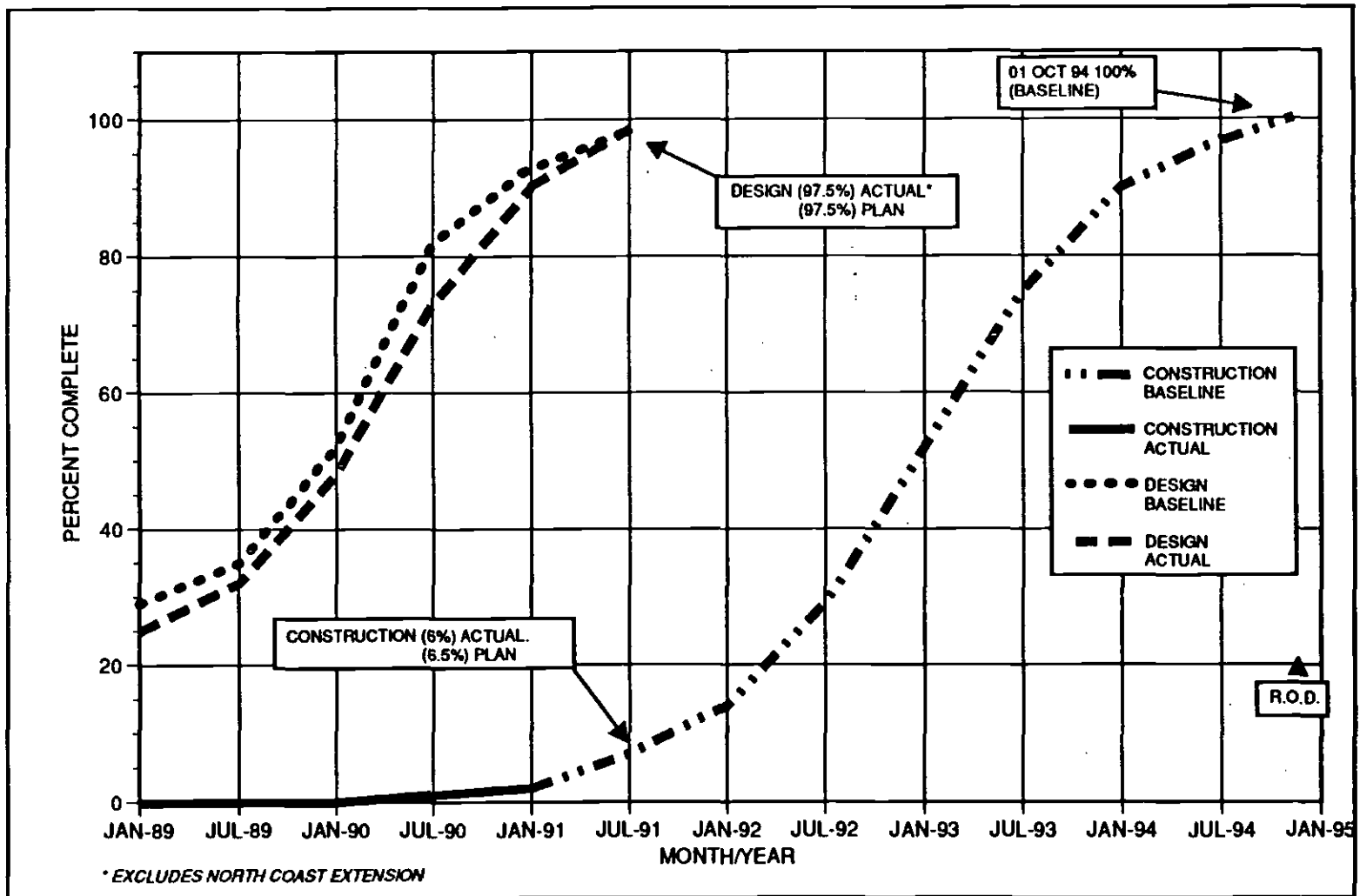


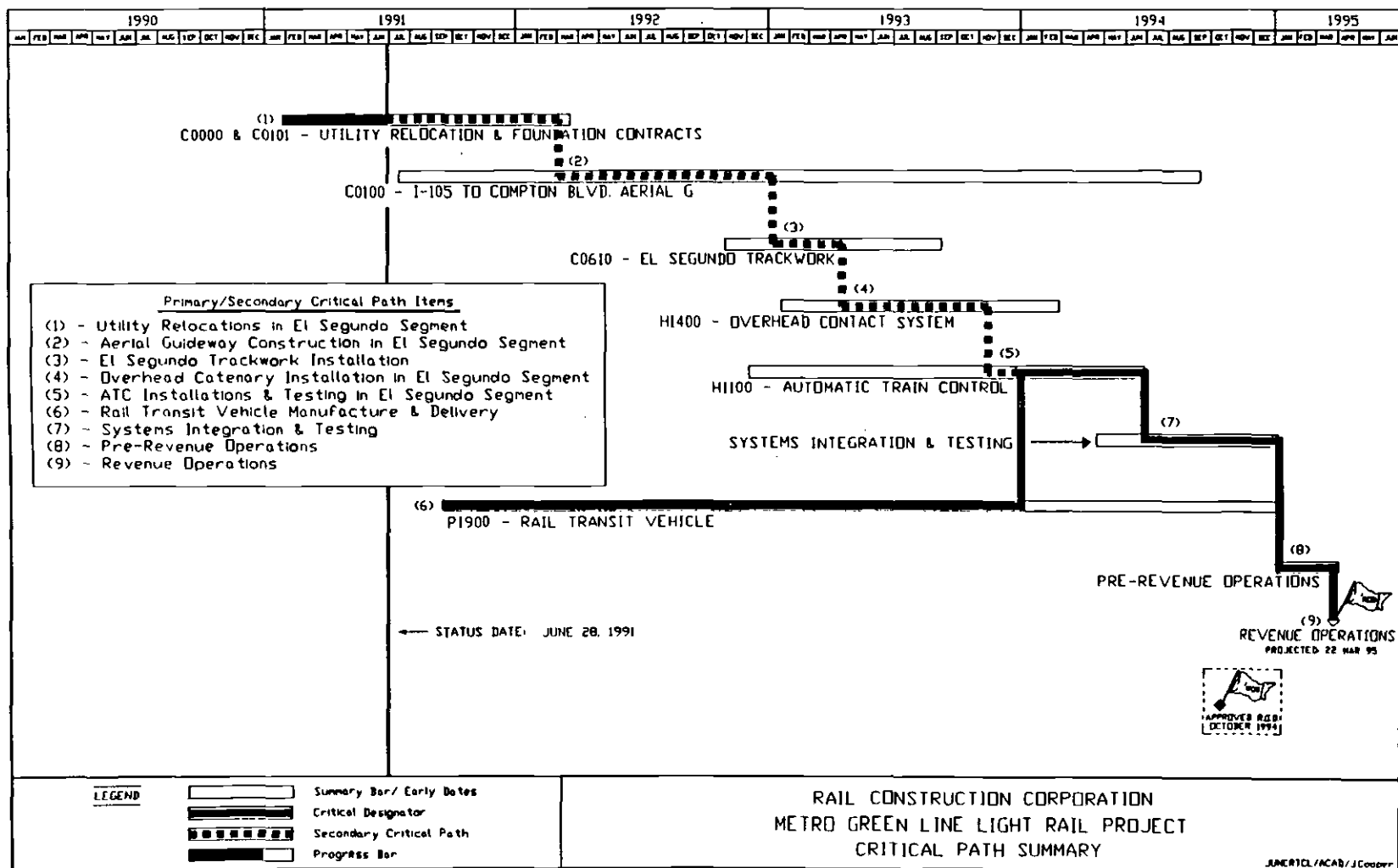


O'BRIEN-KREITZBERG STAFFING PLAN



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	3	10	3	10	3	1	11	3	8	07-01-91
C0101	18*	18	18	18	18	18	18	18	17	0	18	17*	1	11-26-90
C0110	6	6	6	6	2	6	2	6	3	0	6	3	3	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	25	39	26	39	26	1	40	26	14	

NOTE:

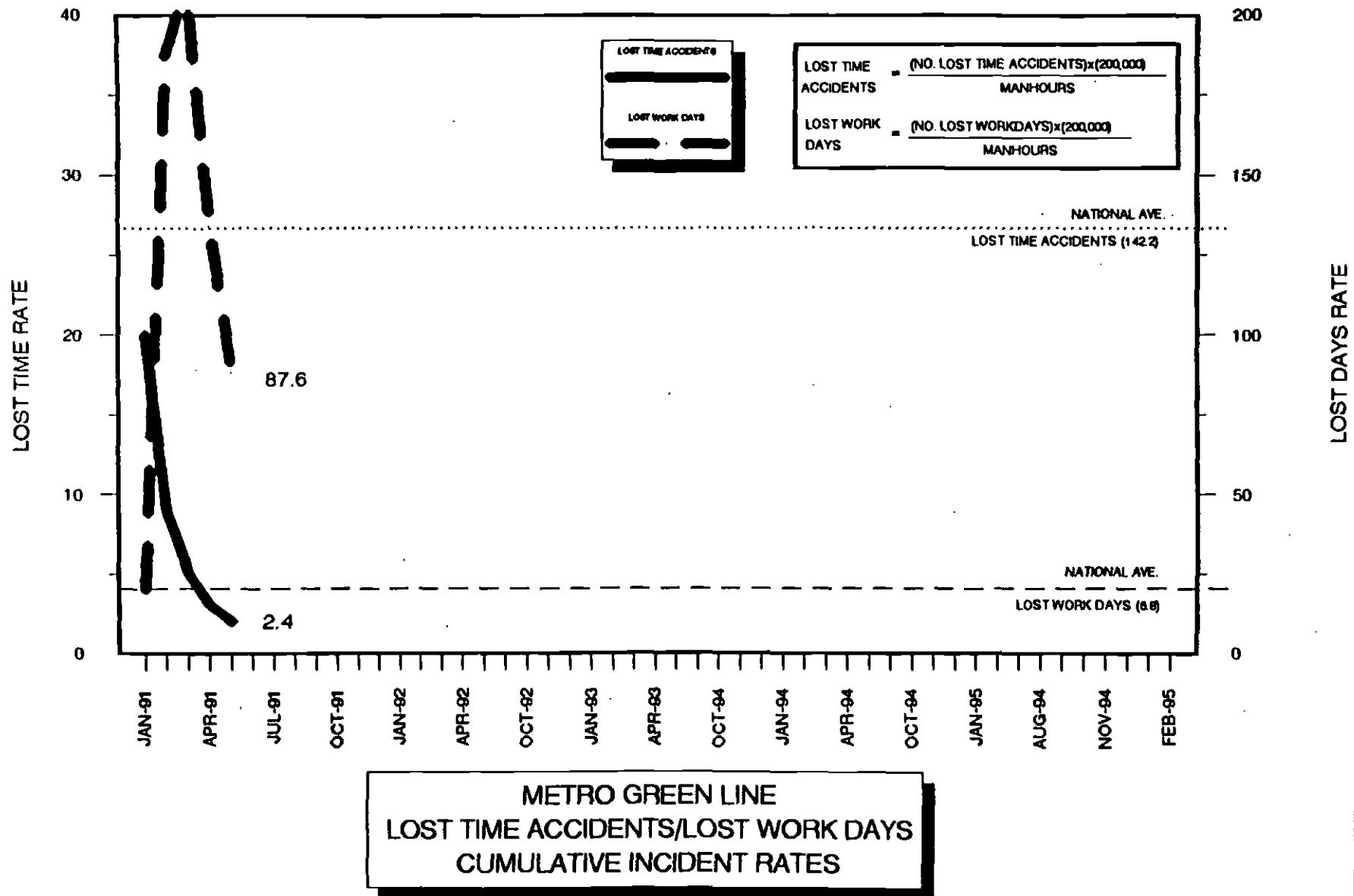
* Number Includes Exhibits A and B, Railroad Agreements.

** Includes Right-of-Entry to parcels.

C0100—Cert # 543 added.

C0101/C0110—Right-of-Entry to TRW property has been granted for construction staging and storage only and is therefore being classified as not available.

C0400—NTP date shown is the current proposed date.



Total manhours as of May 1991: 98,223

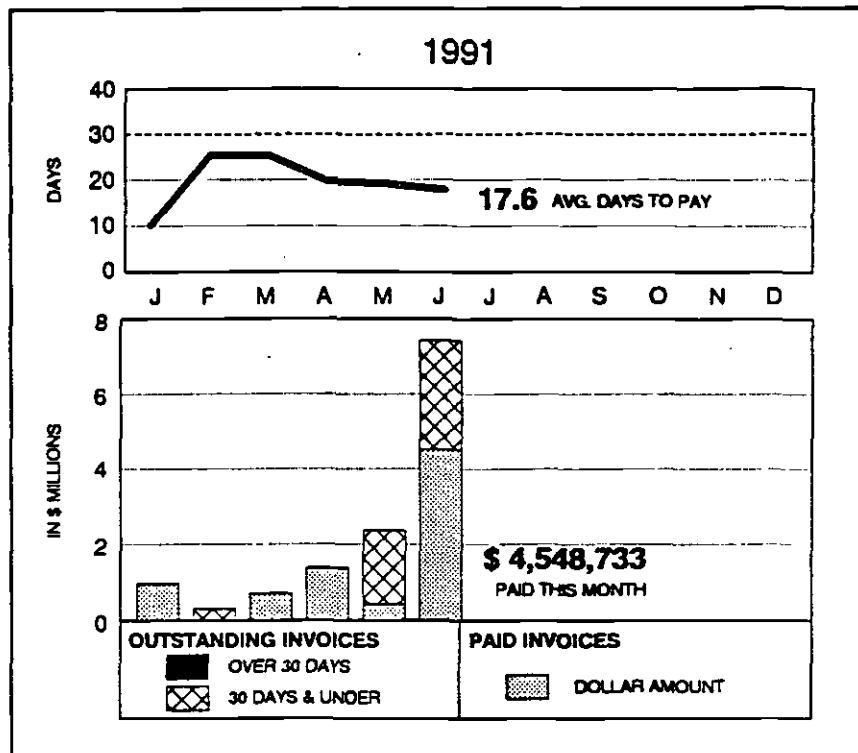
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.6 days.

- 9 invoices were paid for a total value of \$4,548,733.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1991	1	8,737	0	0	9	2,811,699	2	8,152
FEB 1991	1	296,928	0	0	11	1,586,103	2	8,152
MAR 1991	1	10,126	0	0	7	2,638,217	2	8,152
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	4	2,899,458	0	0	11	4,485,511	5	20,813

EXECUTIVE SUMMARY

COST STATUS

The original Baseline Budget for the Project is \$1,250 million. The Current Approved Budget (based on the December 1990 forecast) is \$1,450 million. The June forecast is also \$1,450 million.

The Project commitments to date are \$1,187 million, or 82% of the total forecast. The cash flow plan reflects a total Project expenditure to date of \$1,071 million, or 74% of the total forecast. Incurred costs to the Project are \$1,080 million, or 74% 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 operation date (ROD) of September 1993. Value of work in place as of June 28, 1991, is 82% actual versus 83% planned.

PROFESSIONAL SERVICES

Primary work efforts in June were directed at mitigating impacts to the Project schedule, design misalignment at interfaces for all Stage II contracts, quality assurance review and audits, and incorporating lessons learned into the constructibility appraisal process.

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, 14 parcels are in the acquisition process.

CONSTRUCTION/PROCUREMENT

In June the transition of the AL and AR tunnels over to the Systems group was completed, and installation of the Train Control system commenced. The Yard and Shop substations were energized to provide permanent power to the Yard and Shop Areas.

EXECUTIVE SUMMARY (CON'T)

Contract A165, 7th/Flower Station, Stage I and Contract A175, Wilshire/Alvarado 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. Other measures have also been developed by the RCC.

Status: The current forecast is an August 1991 receipt of one paired set of vehicles to the TTC and receipt of one paired set of vehicles to Los Angeles in January 1992.

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 is finalizing equipment requirements.

AREAS OF CONCERN (CON'T)**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.

Status: The Contract A640 design on two stations was modified by the Fire/Life/Safety Committee July 2, 1991. Parsons-Dillingham will continue to work with the contractor to improve the schedule.

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

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

ONGOING**April 1991****Schedule Analysis**

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

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

Action: Provide additional narrative including analysis and action recommendations to the Level III schedule.

Status: Awaiting completion of Hill review of May and June 1991 reports. Narrative analysis and action recommendations were added to the May and June 1991 schedule reports. It is expected that this action will be closed following completion of Hill's review.

NEW

No new action items assigned by the UMTA PMOC in May 1991.

RESOLVED

No UMTA PMOC action items resolved in May 1991.

TRANSFERRED

November 1990 **Project Procedures**

Concern: RCC is falling behind in developing its procedures.

Action: Update, develop, and publish project procedures.

Status: Action transferred to Red Line Segment 2 Action Item list in April 1991.

KEY ACTIVITIES - JUNE

- Assessed and resolved the electrical and HVAC design misalignment at interfaces for all Stage II contracts. A design misalignment at the Stage II interfaces has the potential to impact the Project schedule and cause cost increases. The Construction Manager has been working to mitigate such impact by resolving design misalignment issues with MRTC.
- AL tunnel turned over to Systems contractors following completion of the AL Main Line Trackwork on June 15, 1991.
- Substantially completed the Contract A146 tunnel rework.
- Completed turnover of DWP and ATC rooms to Systems contractors as required.
- Revised installation schedule for Contract A710 Escalators/Elevators.

KEY ACTIVITIES - PLANNED FOR JULY

- 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.
- Continue resolution of design misalignment at electrical/HVAC interfaces for all Stage II contracts.
- Continue conduit verification on a station by station basis.
- Complete turnover of DWP room at Contract A157, 5th/Hill Station, Stage II.
- Complete DWP room at Contract A130, Yard Leads and Transfer Zone.
- Continue installation of contact rail coverboards.
- Complete the connection of the Santa Fe freight interchange with the Yard Tail Track.

STATUS DATE : JUNE 1, 1991
STATUS PERIOD : JUNE 1, 1991 TO JUNE 28, 1991

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
Cost by Element
(\$000)

PROJECT : METRO RAIL RED LINE SEGMENT-1

ELEMENT / DESCRIPTION	BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (11)	VARIANCE (11-2) (12)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	PERIOD (9)	TO DATE (10)		
T CONSTRUCTION	813,804	730,483			2,060	852,445	8,729	558,905	15,780	550,935	747,028	18,545
S PROFESSIONAL SERVICES	423,269	481,735			18,597	401,817	3,423	392,925	3,482	392,484	484,812	3,077
R REAL ESTATE	101,379	139,820			2,229	118,794	2,229	118,794	2,229	118,794	139,820	0
F UTILITY/AGENCY FORCE ACCOUNTS	16,629	13,824			120	13,531	(95)	9,555	(95)	9,555	13,751	(73)
D SPECIAL PROGRAMS	948	948			0	520	5	260	5	260	988	40
C CONTINGENCY	94,071	83,209			0	0	0	0	0	0	63,620	(19,589)
A PROJECT REVENUE	0	0			0	0	0	0	0	(762)	0	0
PROJECT GRAND TOTAL	1,249,900	1,450,019			21,006	1,186,907	14,281	1,080,439	21,381	1,071,246	1,450,019	0

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS

FUND SOURCE STATUS (IN THOUSANDS OF DOLLARS)

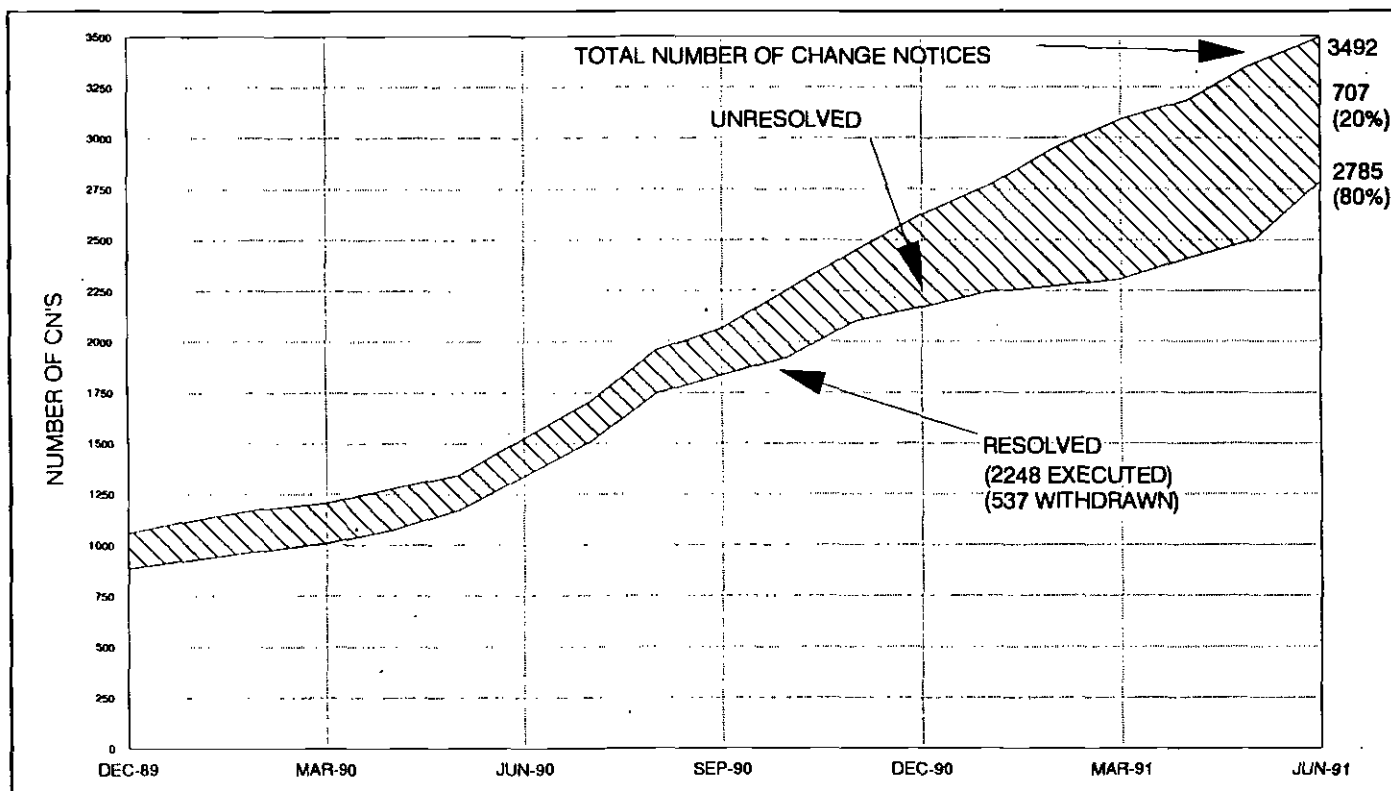
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
UMTA-SECTION 3	\$805,300,000	\$805,299,997	\$581,908,400	96%	\$527,292,748	87%	\$500,195,804	83%
UMTA-SECTION 9	\$90,583,720	\$90,583,720	\$84,253,668	93%	\$83,321,723	92%	\$82,488,665	91%
STATE	\$213,076,630	\$214,015,500	\$197,169,562	93%	\$171,963,832	81%	\$204,796,780	96%
LACTC	\$176,639,650	\$175,700,780	\$174,594,797	99%	\$146,597,985	83%	\$145,113,704	82%
CITY OF L.A.	\$34,000,000	\$34,000,000	\$29,217,092	86%	\$26,887,945	79%	\$26,067,022	77%
BENEFIT ASSESS.	\$130,300,000	\$19,082,432	\$110,028,568	84%	\$105,446,852	81%	\$0	0%
* COST OVERRUN ACCOUNT	\$200,119,000	\$19,565,001	\$9,734,915	5%	\$9,734,915	5%	\$0	0%
** BENEFIT ASSESS. SHORTFALL	\$0	\$0	\$0		\$0		\$105,446,852	81%
TOTAL	\$1,450,019,000	\$1,158,247,430	\$1,186,907,000	82%	\$1,071,246,000	74%	\$1,064,108,827	73%
NOTES:								
* The Cost Overrun Account includes CAPRA funds as well as LACTC and City of Los Angeles contributions to cover cost overruns								
** The current Benefit Assessment District revenue shortfall is being funded by SCRTD and LACTC								

PROJECT: R80
CONSULTANT CONTRACT CHANGE STATUS SUMMARY
PENDING CHANGES/AMENDMENTS
AS OF 07/03/91

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	MRTC: 2997		PD: 3369		OTHER		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED			15	3,007			15	3,007	6	781	9	2,226
SUBMITTED/IN PROCESS							0	0	0	0	0	0
APPROVED/ISSUED							0	0	0	0	0	0
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
CONTRACT TOTAL	3	0	15	3,007	0	0	18	3,007	COMMENTS:			
LAST MONTH	3	0	6	781	0	0	9	781				
VARIANCE	0	0	9	2,226	0	0	9	2,226				

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution

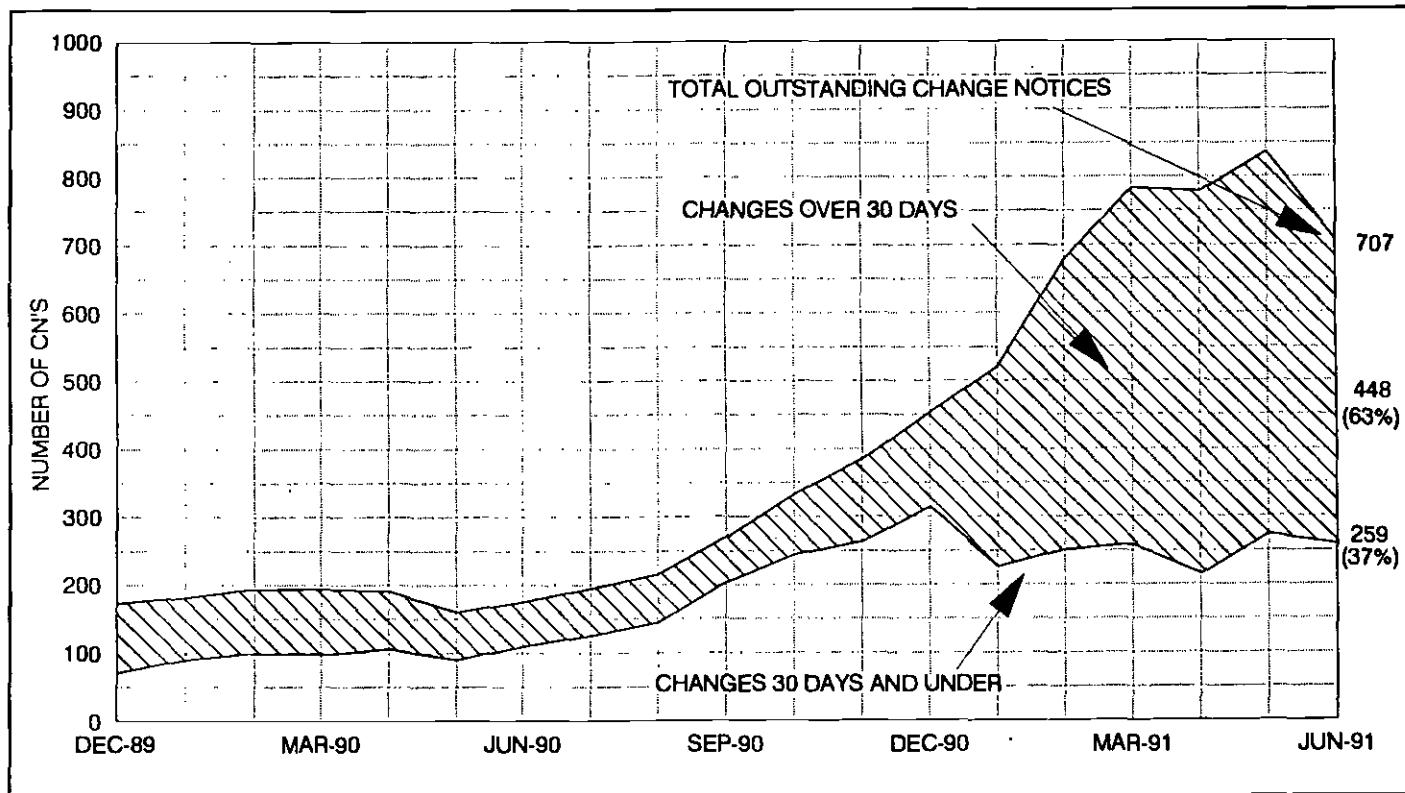


PRIOR TO JANUARY 1991, WITHDRAWN CHANGE NOTICES WERE NOT INCLUDED IN THIS CHART.

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.

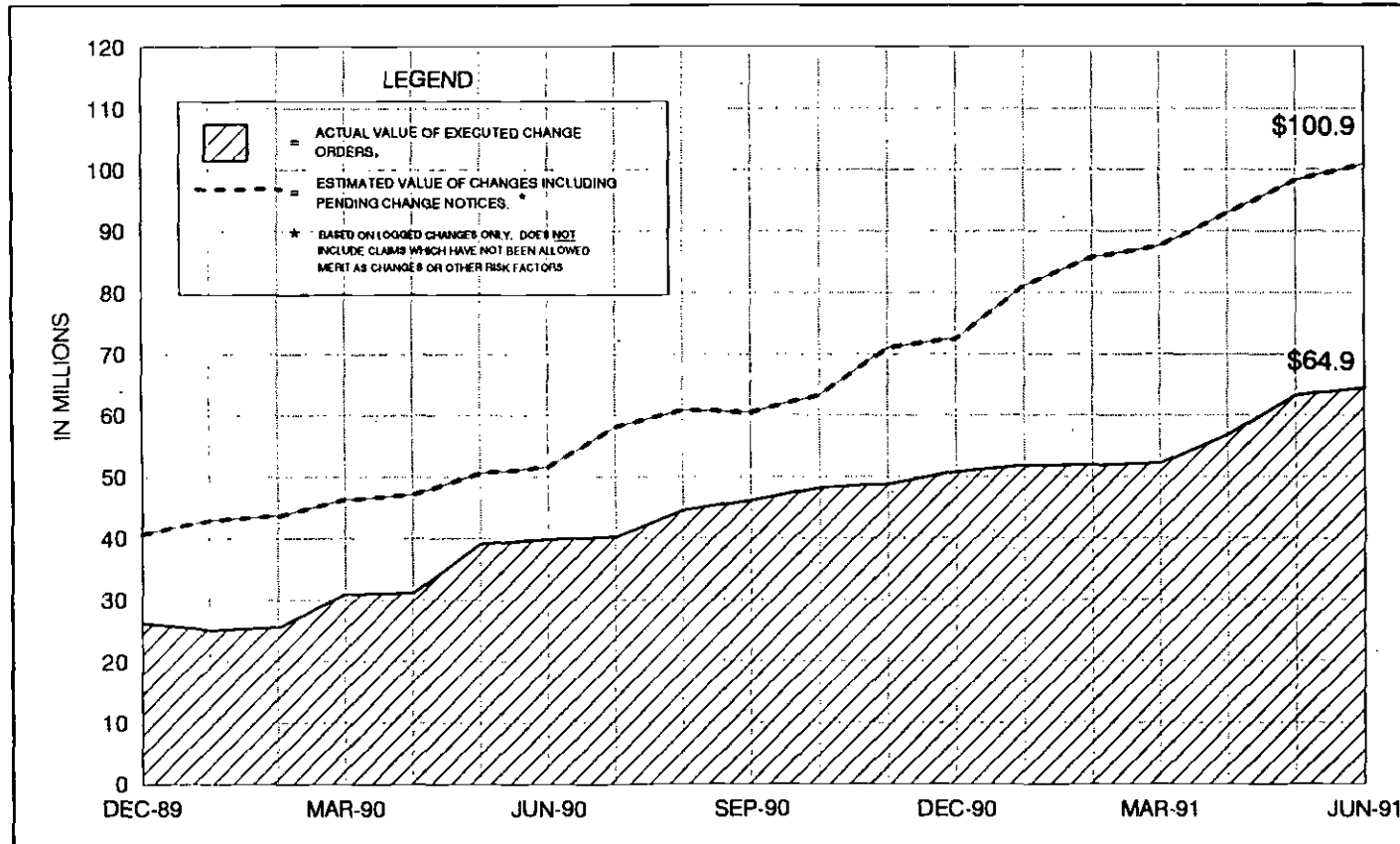
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Activity Progress



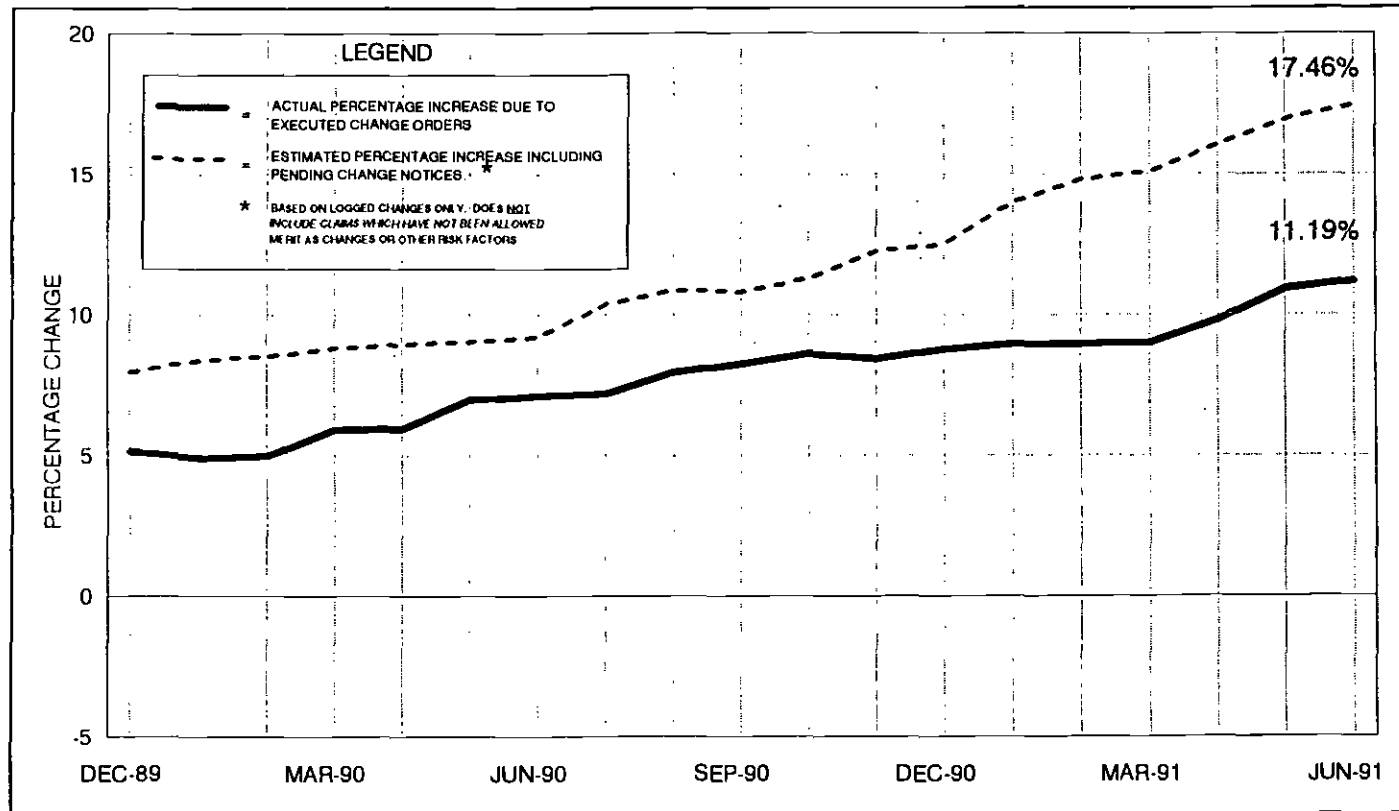
CHANGES OVER 30 DAYS DECREASED STEADILY IN THIS PERIOD DUE TO A REDUCTION IN THE CHANGE NOTICE BACKLOG.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Order Value



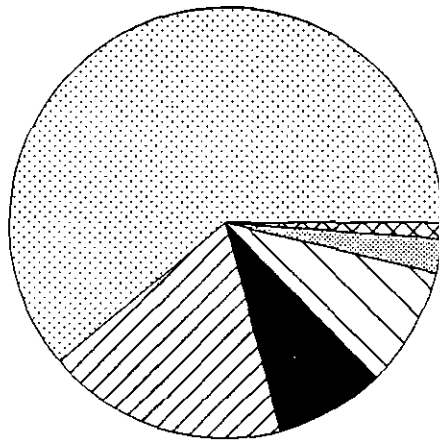
THE INCREASED VARIANCE BETWEEN CHANGE ORDERS EXECUTED AND ESTIMATED VALUE IS DUE TO THE RESOLUTION OF AN INCREASED NUMBER OF STAGE II CHANGE NOTICES AND CLOSE -OUT ISSUES, SPECIFICALLY THE LINE ITEM UNIT COST CLOSE-OUT CHANGE NOTICES.

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.

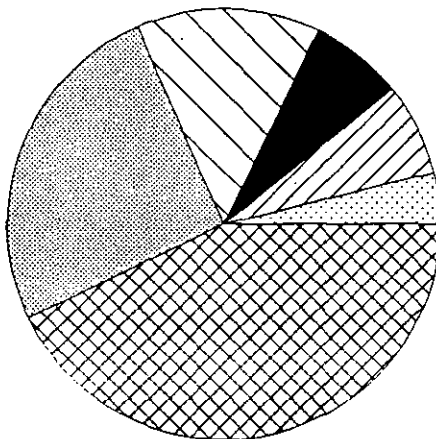
**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 6/28/91**









CHANGE VOLUME
TOTAL VOLUME: 1679 CO'S (2248 CN'S)

ABSOLUTE VALUES

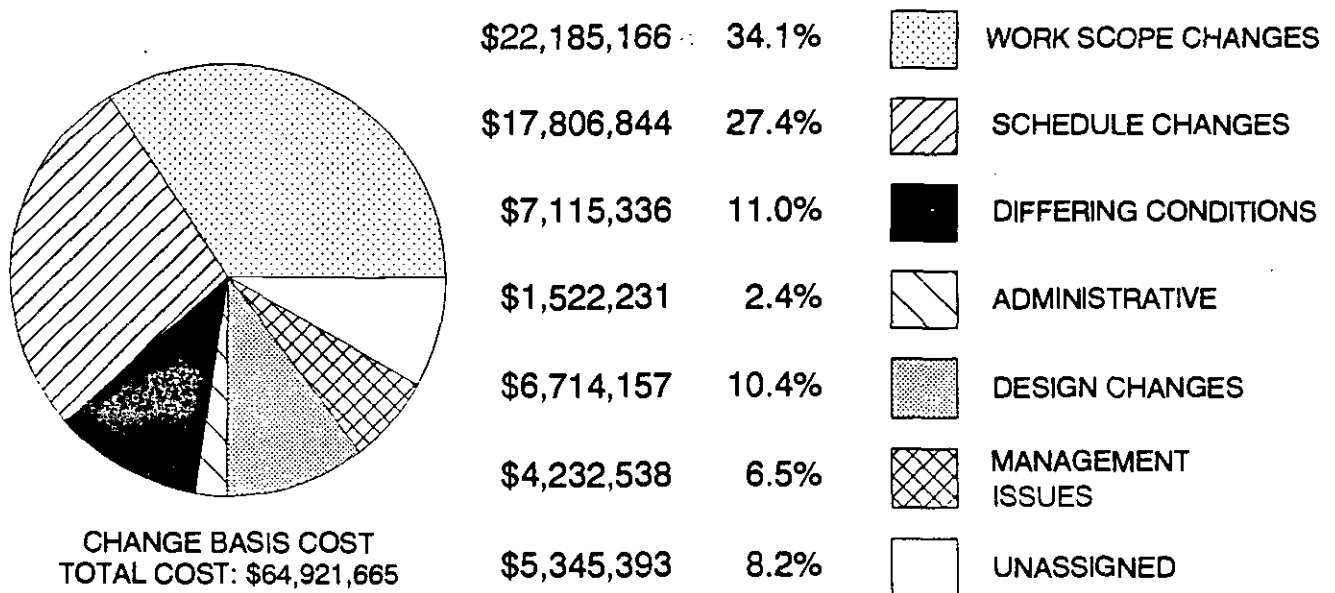
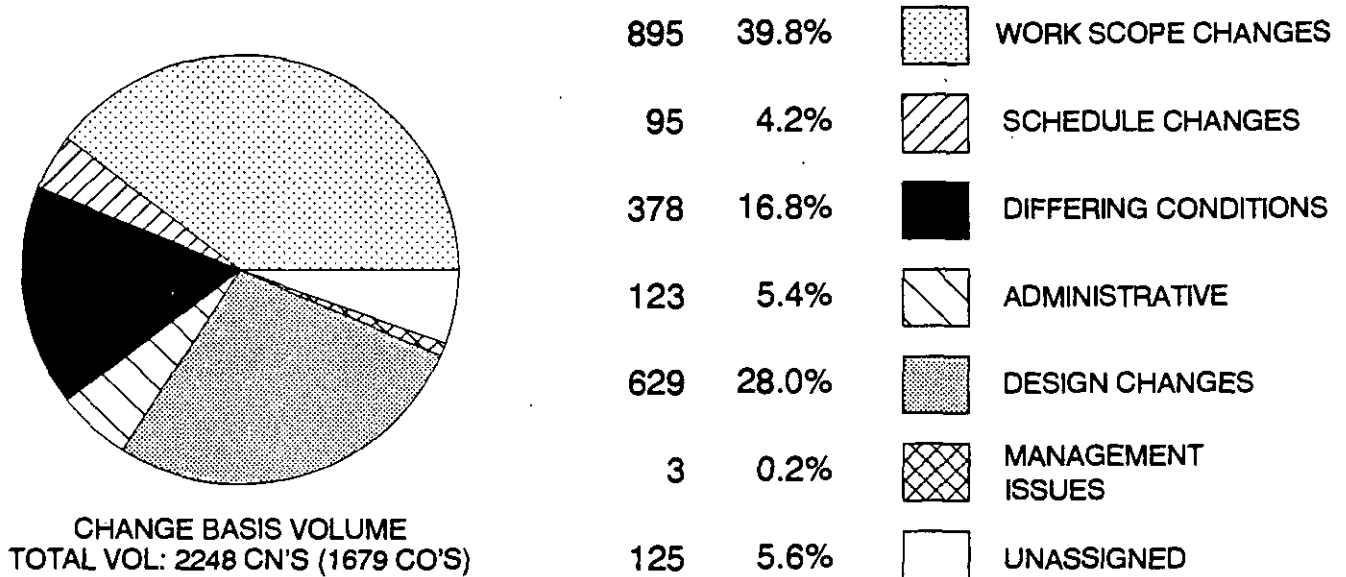
1026	61.1%		< \$10,000
303	18.0%		< \$25,000
137	8.2%		< \$50,000
150	8.9%		< \$200,000
43	2.6%		> \$200,000
20	1.2%		> \$1,000,000



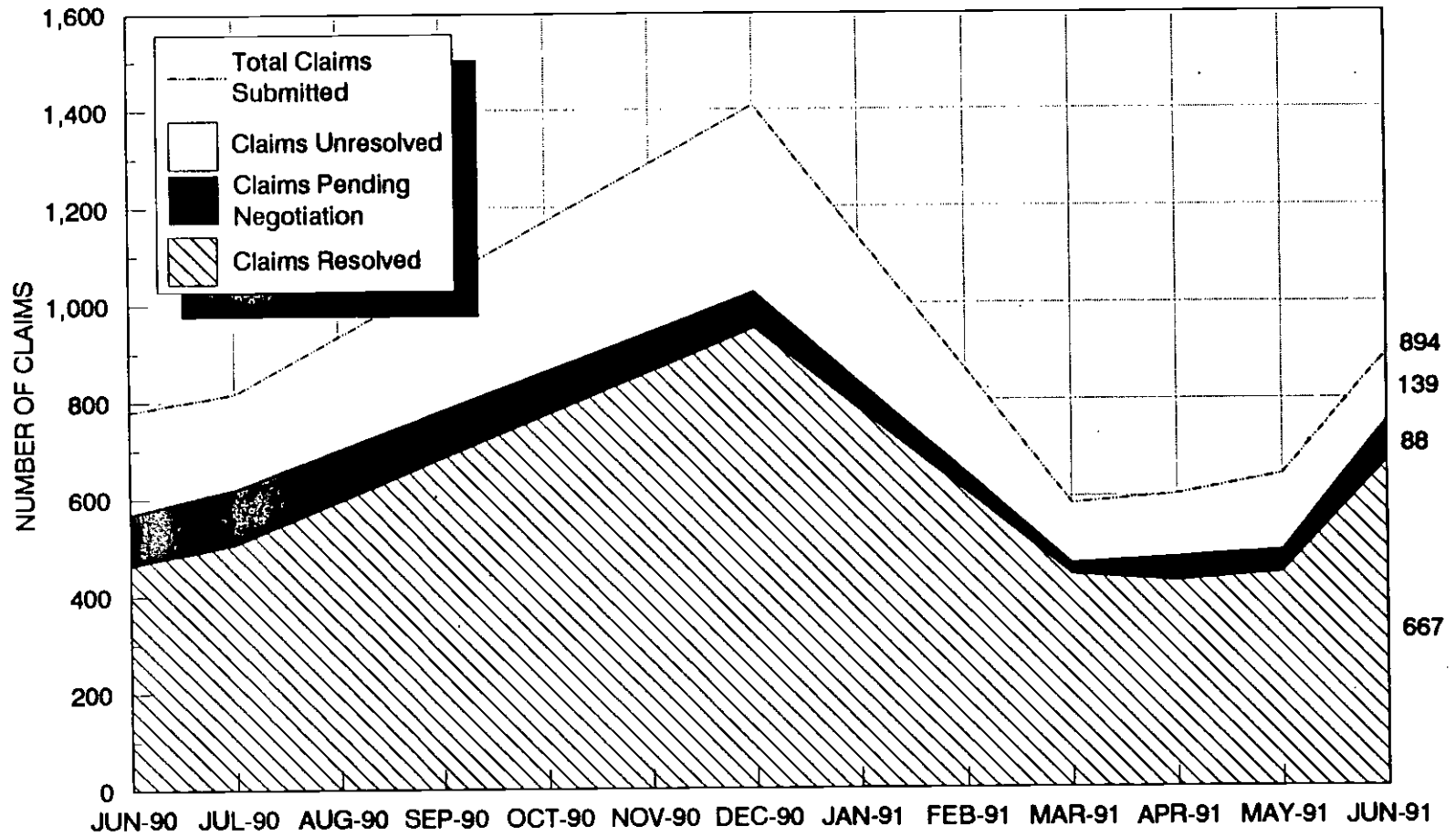
CHANGE COST
TOTAL COST: \$64,921,665

\$2,503,299	3.9%		< \$10,000
\$4,496,767	6.9%		< \$25,000
\$4,523,910	7.0%		< \$50,000
\$8,891,741	13.7%		< \$200,000
\$16,634,595	25.6%		> \$200,000
\$27,871,353	42.9%		> \$1,000,000

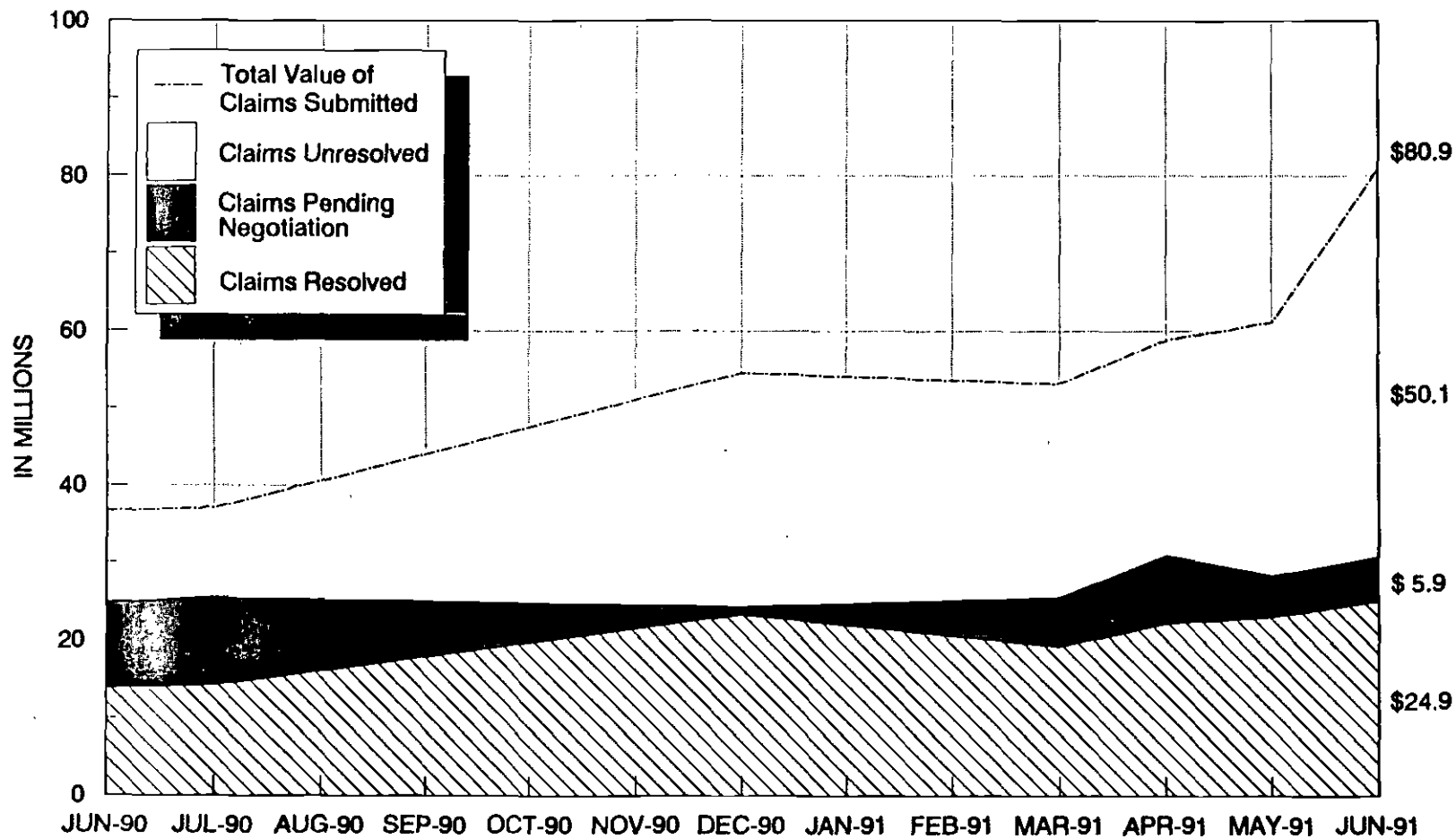
**CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE VOLUME AND COST BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 06/28/91**



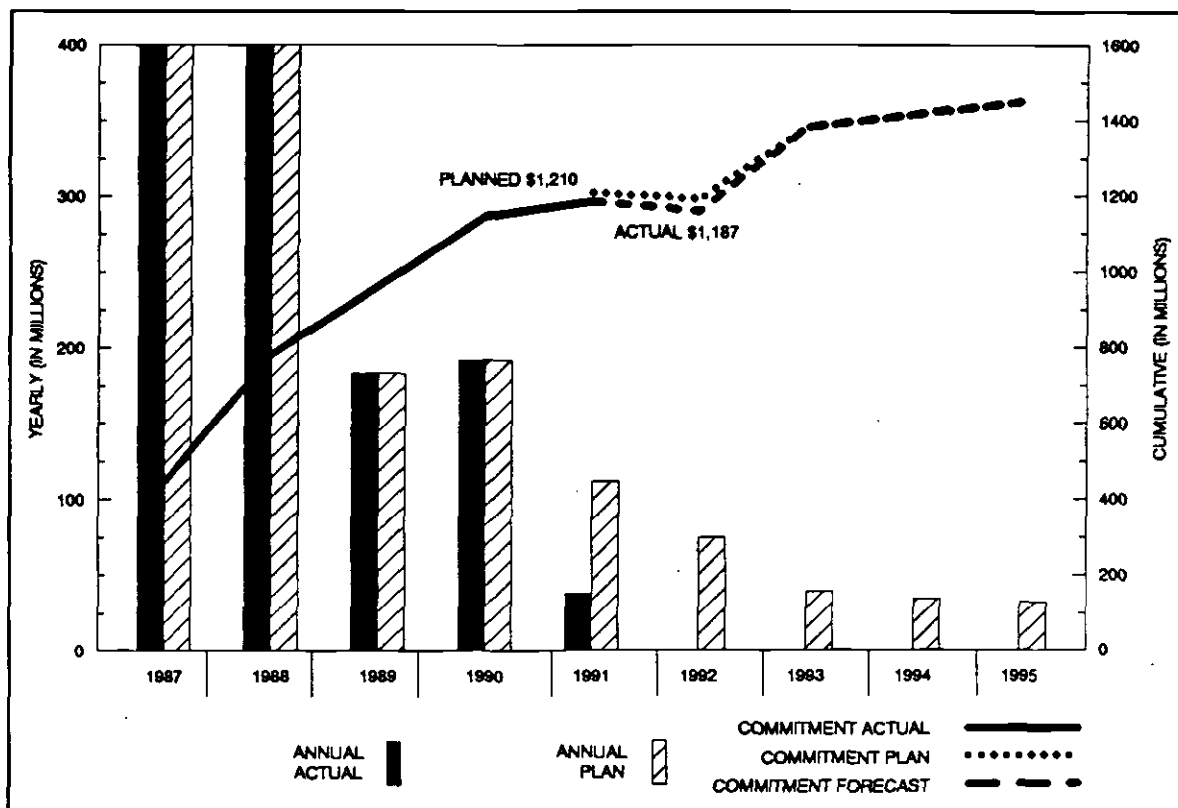
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS Filed Claims - COUNT



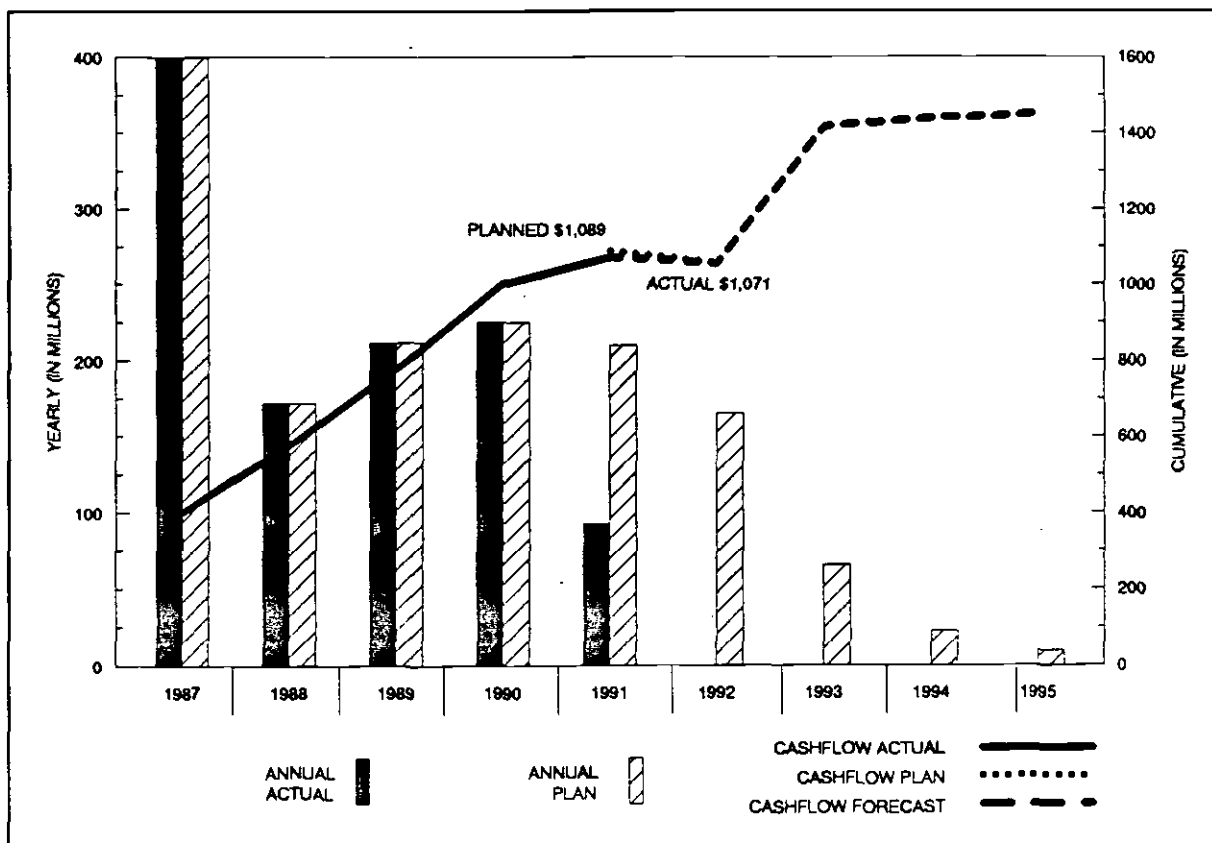
CONSTRUCTION/PROCUREMENT CONTRACT CLAIMS **Filed Claims - COST**



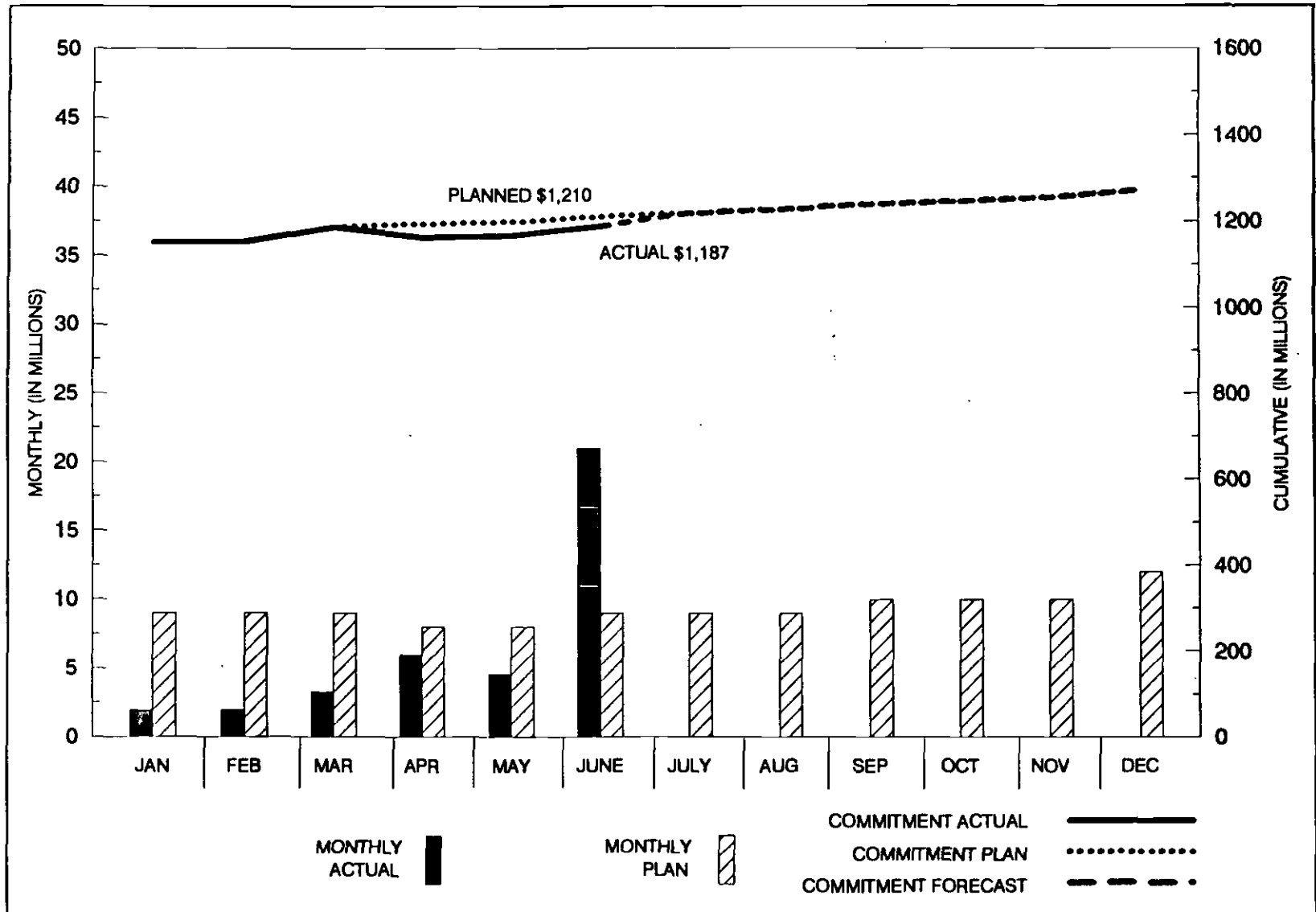
PROJECT COMMITMENTS



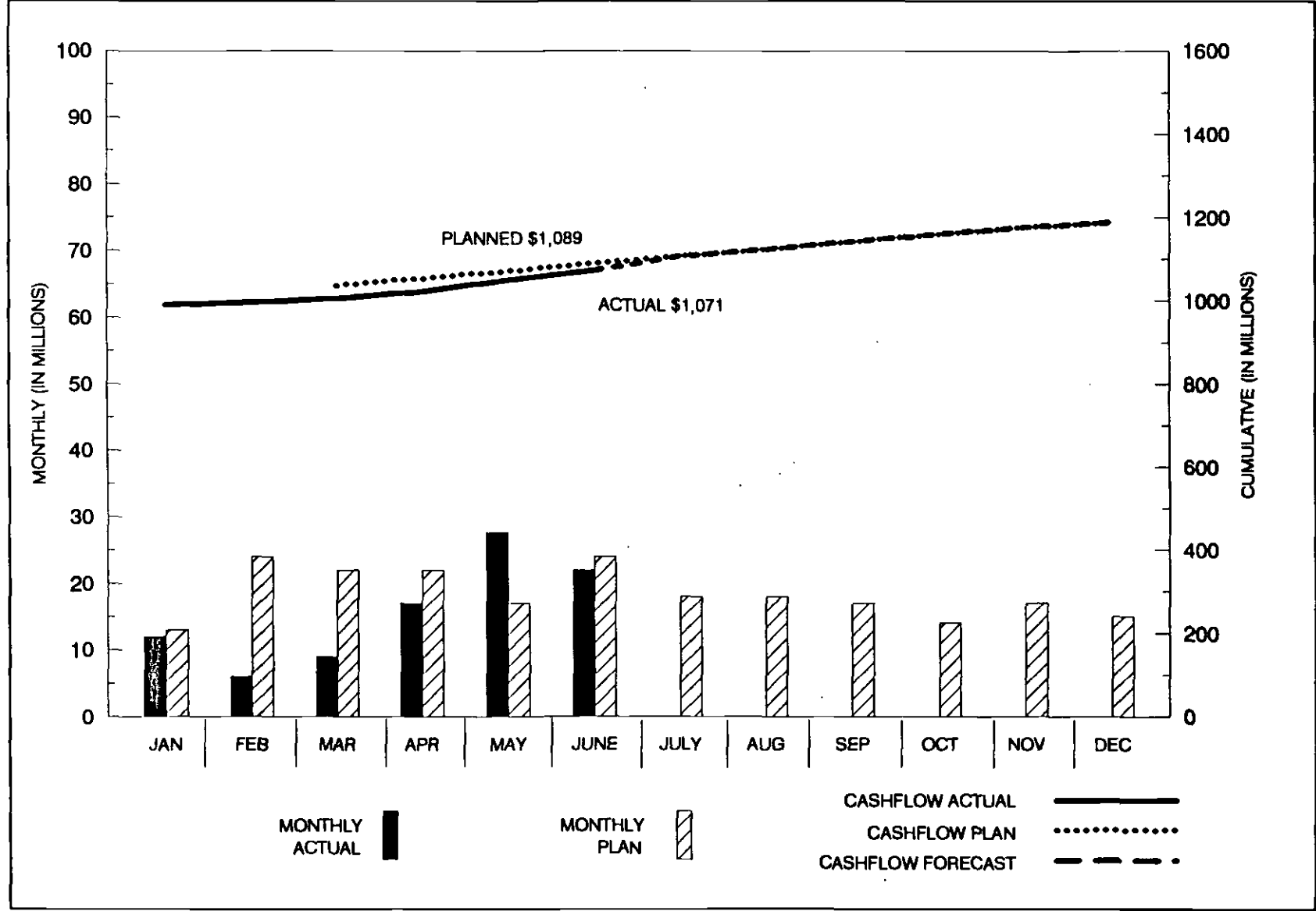
PROJECT CASH FLOW

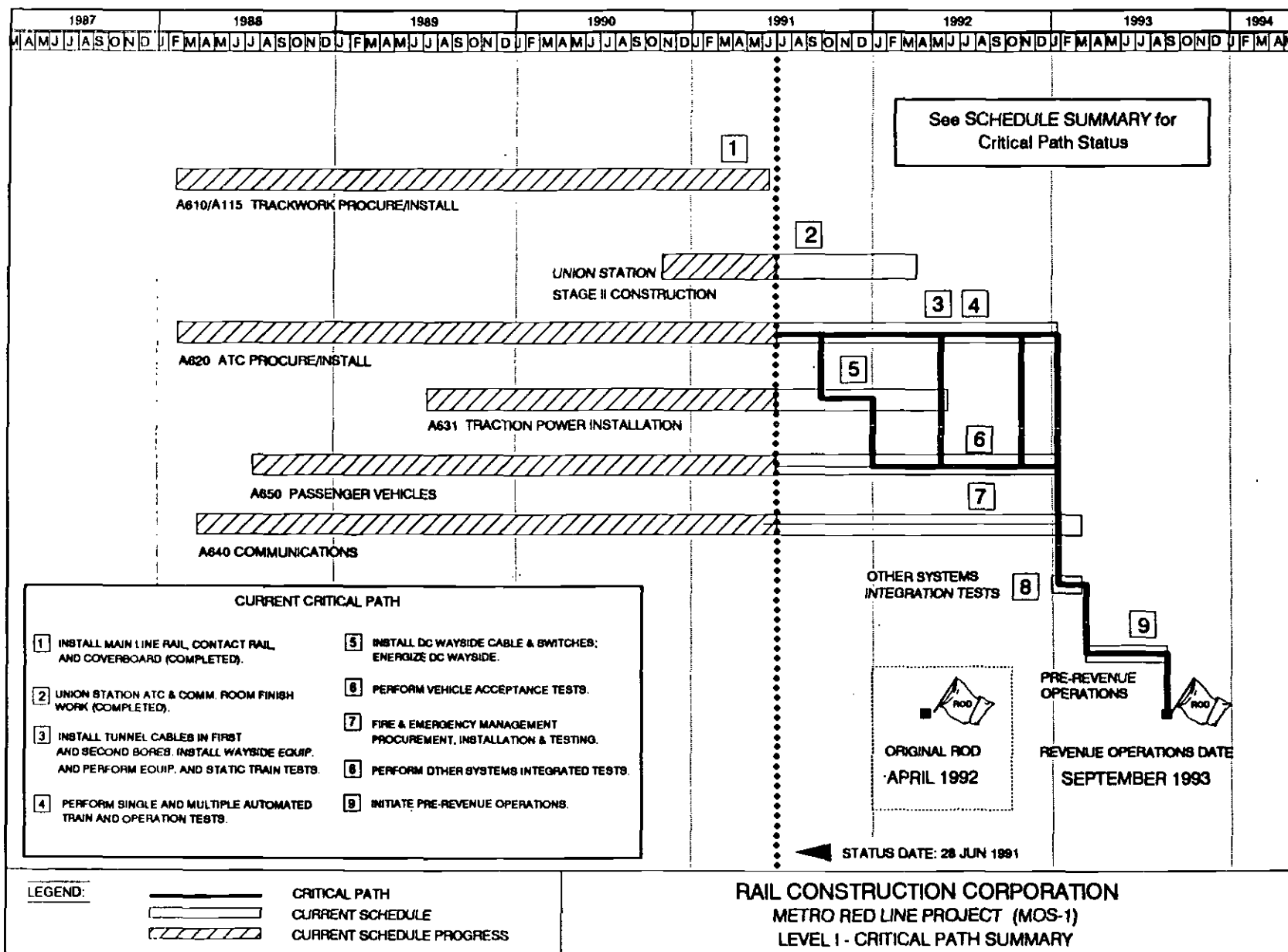


PROJECT COMMITMENTS



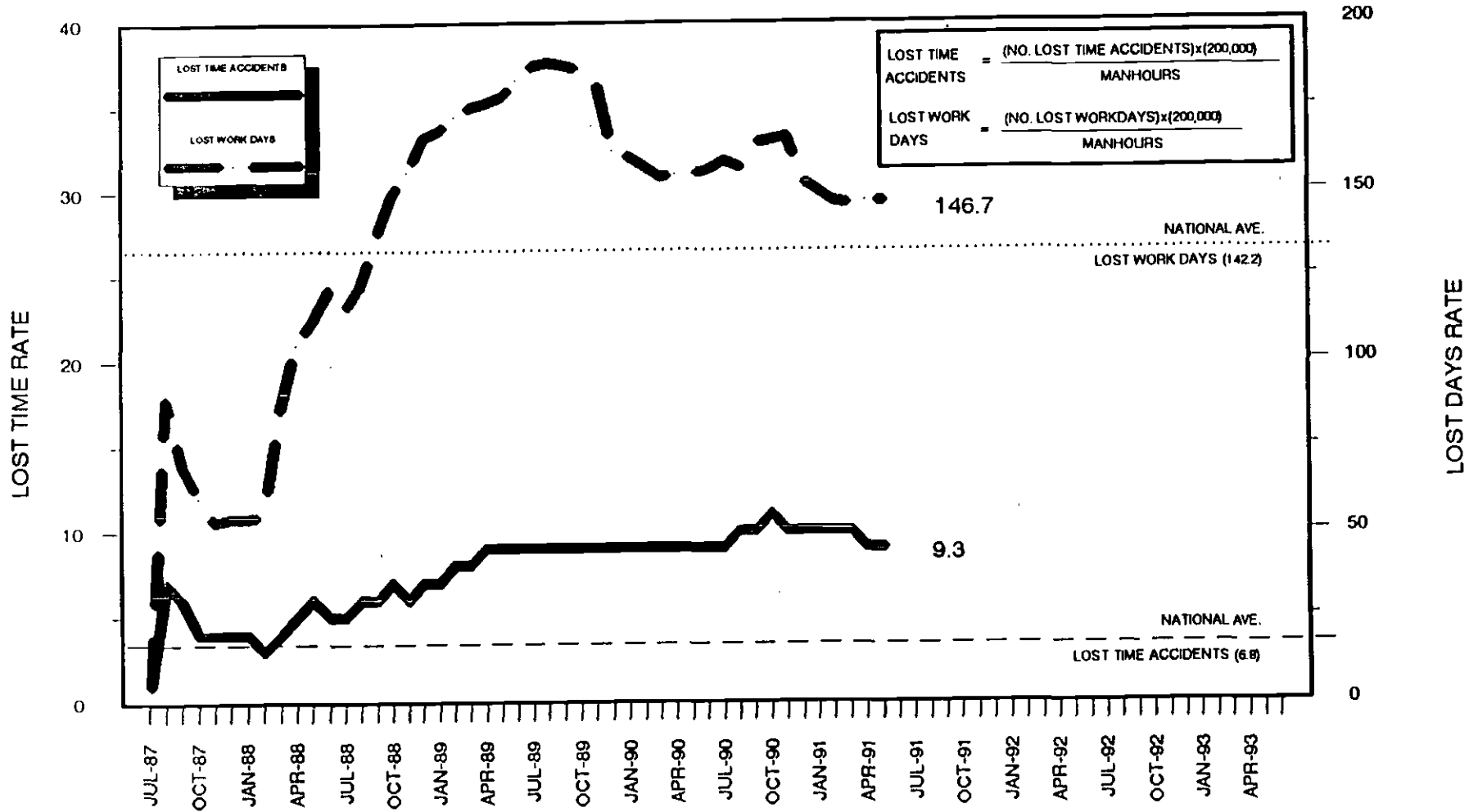
PROJECT CASH FLOW





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, 14 parcels are in the acquisition process.



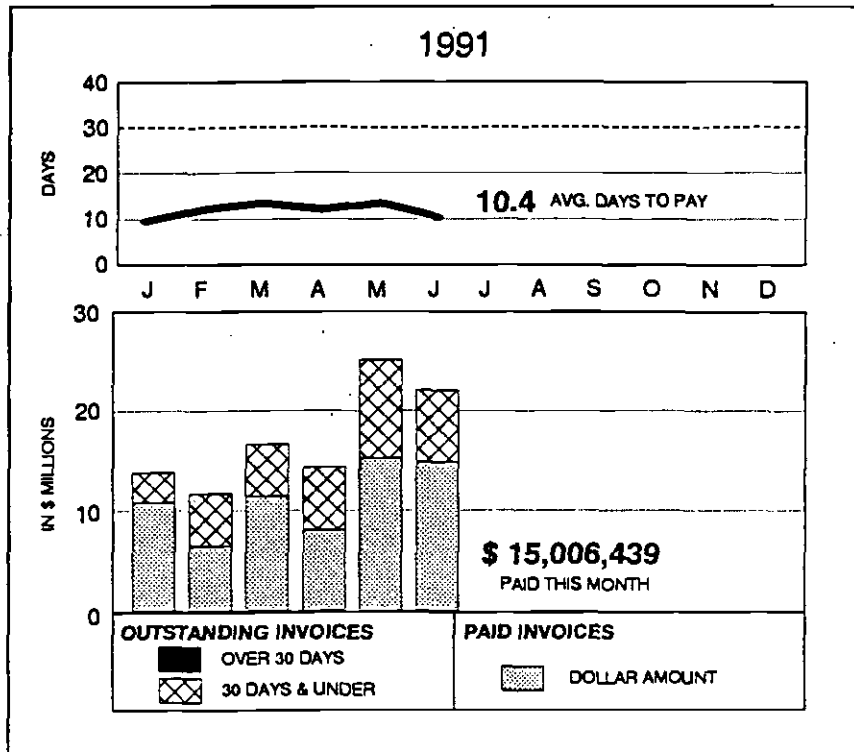
METRO RED LINE - SEGMENT 1 SUMMARY OF
LOST TIME ACCIDENTS/LOST WORK DAYS
CUMULATIVE INCIDENT RATES

Total manhours as of May 1991: 8,855,093

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 10.4 days.
- 24 invoices were processed for a total value of \$15,006,439.
- 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
JAN 1991	4	3,039,993	0	0	12	3,952,988	7	1,620,858
FEB 1991	12	5,248,873	0	0	21	7,461,343	5	2,588,899
MAR 1991	9	5,221,659	0	0	21	5,625,638	4	1,099,773
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	11	7,232,585	0	0	26	2,184,363	5	817,685

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 \$481.7 million or 33% of the total forecast. The cashflow plan reflects a total project expenditure to date of \$90.7 million or 6% 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 B715, Art in Transit, Art Program Budget Increase; Contract B211 bid results; Contract B271A, Hollywood/Western Station and Contract B271, Hollywood/Western Line, In-Progress Estimate; Contract B241, Vermont/Beverly Station, In-Progress Estimate; reduction of crosspassages for Contracts B251 and B271; and Owner Controlled Insurance Program Premium Growth.

SCHEDULE STATUS

The Master Schedule update with status through June 28, 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 66% complete versus the planned 72% completion. All design packages are planned to be completed on schedule.

The Construction Management activities included: planning an instrumentation program for Segment 2, an In-Progress review of drawings for Contract B241, Vermont/Beverly Station, and a final design complete review (100%) of drawings and specifications for Contract B253, Underpinning of Parking Structure. The demolition for Contract B218, 6th/Vermont Site Demolition, has been accepted as complete by Parsons-Dillingham.

REAL ESTATE

There are 68 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 21 full takes, one partial take, 41 subsurface easements, two surface easements, one partial take, one temporary construction easement and two leases.

To date, there have been 11 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

Demolition of the Thrifty Drug Store, Contract B231, was complete as of June 7, 1991, with demolition of the remaining buildings on the site complete June 8, 1991. The sub-contractor began cutting street on June 17, 1991. Trenching for utility relocation began on June 21, 1991.

The Contractor for Contract B221, Wilshire/Normandie Station and Line, is working on support of excavation submittals.

For Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, coagulant was introduced into the remaining lake water on June 28, 1991. The balance of the water is to be drained by contractor into the sewer system. Contractor continued tree removal, artifact removal and storage.

Contract bid opening for Contract B211, Wilshire/Vermont Station, Stage I, was held June 6, 1991. Commission approval planned for July 24, 1991.

The Segment 2 Summary of Lost Time Accidents/Lost Work Days Cumulative Incident Rates are zero based on the most recent report. (May 1991 status of 29,910 workhours).

AREAS OF CONCERN**ONGOING****March 1991 Delay in Real Estate Acquisitions**

Concern: There are 26 parcels currently projected, in a worst case scenario, not to be available by the scheduled need date.

Status: Of the 26 parcels shown to be behind schedule, five show a negative float of three days which can probably be corrected. Two others will be resolved in one or two weeks.

Two others are the result of design changes and their late availability cannot be avoided.

Sixteen others are in Contract B251 and the Contract should be structured to their expected availability.

One parcel is behind, but this parcel is going to be leased rather than acquired in full, allowing for parcel to be available prior to need date.

Action: Maintain schedule to avoid negative float. It is a high probability that all parcels will be acquired by the need dates.

NEW

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 66% vs planned progress of 72%. 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 bring additional attention to this situation and will update and validate the recovery plans.

RESOLVED

(From April 1991) Special Permitting Process

Status: The Master Cooperative Agreement was approved by the Los Angeles City Council on June 18, 1991 and concurred by the Mayor of Los Angeles on June 21, 1991.

Expect adoption on July 10, 1991 by Los Angeles Board of Public Works.

UMTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the May 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: RCC Engineering is preparing the task statement for an independent analysis to be performed by Fluor-Daniels. Constructibility and Quality Control review requirements and RFI procedures have been strengthened.

April 1991 Project Procedures

Concern: Project procedures are not being issued.

Action: Complete and publish policies and procedures manual.

Status: Final drafts of LACTC policies and procedures are in the sign-off cycle. Copies have been provided to Hill International for information. Final publication will follow management review. Hill has requested a meeting with A. Morelli to discuss the status of high-priority procedures.

NEW

No new action items assigned by the UMTA PMOC in May 1991.

RESOLVED

No UMTA PMOC action items resolved in May 1991.

KEY ACTIVITIES - JUNE

- Completed demolition of Thrifty Drug Store at Contract B231, Wilshire/Western Station on June 7, 1991. Demolition of remaining buildings at the site followed immediately on June 8, 1991. Subcontractor began cutting street on June 17, 1991, and trenching for Utility Relocation began on June 21, 1991.
- Opened bids for Contract B211, Wilshire/Vermont Station, Stage I, on June 6, 1991. LACTC approval is expected on July 24, 1991.
- Construction Manager introduced coagulant into the remaining lake water at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, to reduce the turbidity. This will allow the balance of the water to be drained into the sewer system by the contractor during the first week of July 1991. Completed drilling three test wells. Pumps installed in two of the wells.
- Issued In-Progress Resubmittal for Contract B252, Vermont/Santa Monica Station.
- Continued negotiations with Section Designer for final design of Contract C301, Hollywood/Highland Station and Tunnels.
- Contractor continues to mobilize at Contract B221, Wilshire/Normandie Station and Line. Contractor working on submittals. (Schedule, etc.).
- Continued final design of Contracts B215, B241, B251, B252, B261, B271 and B281.

KEY ACTIVITIES - PLANNED FOR JULY

- Continue tree removal, artifact removal, and their storage at Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line. Complete installation of support structure for Otis-Parsons art panels.
- Continue water line relocation trench excavation, street cutting, and building demolition at Contract B231, Wilshire/Western Station.
- Continue Contractor mobilization and submittals at Contract B221, Wilshire/Normandie Station and Line.
- Issue Section Designer Notice-to-Proceed for final design of Contract C301, Hollywood/Highland Station and Tunnels.
- Issue final design submittal for Contract B251, Wilshire/Vermont to Vermont/Santa Monica Line on July 2, 1991.

- Issue In-Progress Design Submittal for Contract B215, Wilshire/Vermont Station, Stage II, on July 26, 1991.
- Issue Pre-final Design Submittal for Contract B271, Vermont/Santa Monica to Hollywood/Vine Line on July 15, 1991.

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: R&I METRO RED LINE MOS-2

Period: 27-Apr-91 to 31-May-91
Run Date: 17-Jul-91
Units: Dollars in Thousands

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		AUTHORIZED FOR EXPENDITURE		COMMITMENTS		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	463	278,746	(2,791)	220,706	2,234	9,369	(14,412)	946,410	54,410
S Professional Services	289,150	0	289,150	(440)	183,928	114,384	215,926	3,031	44,017	745	302,167	13,018
R Real Estate	79,827	0	79,827	86	37,777	(1,469)	42,307	(111)	36,621	542	83,017	3,190
F Utility/Agency Force Account	36,668	0	36,668	0	13	1,675	2,560	530	712	374	21,295	(15,373)
D Special Programs	2,044	0	2,044	0	150	13	234	23	81	2,556	9,609	7,565
C Contingency	145,743	0	145,743	0	0	0	0	0	0	(570)	84,234	(61,509)
A Project Revenue	0	0	0	0	0	0	0	0	(132)	10,765	(300)	(300)
Project Grand Total:	1,446,432	0	1,446,432	109	500,613	111,812	481,736	5,707	90,669	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	\$244,481,210	37%	\$10,047,907	2%	\$8,290,560	1%
STATE	\$185,984,500	\$27,000,000 *	\$56,619,822	30%	\$19,300,642	10%	\$0	0%
LACTC	\$439,447,171	\$39,066,584	\$133,739,880	30%	\$45,336,875	10%	\$45,604,209	10%
CITY OF L.A.	\$96,000,000	\$10,000,000	\$29,226,705	30%	\$9,965,451	10%	\$20,000,000	21%
BENEFIT ASSESS.	\$58,000,000	\$0 **	\$17,668,758	30%	\$6,018,097	10%	\$0	0%
TOTAL	\$1,446,431,667	\$405,734,697 ***	\$481,736,375	33%	\$90,668,972	6%	\$73,894,769	5%

- 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 07/02/91

(\$ = THOUSANDS)

CONSULTANT CONTRACTS	MRTC: 2997		PD: 3369		DTHR		PROJECT TOTAL		LAST MONTH		VARIANCE	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
ASSIGNED/NOT SUBMITTED							0	0	0	0	0	0
SUBMITTED/IN PROCESS	1	98					1	98	1	98	0	0
APPROVED/ISSUED	1	352	1	193			2	545	1	193	1	352
NEGOTIATED							0	0	0	0	0	0
COMPLETED (NO SCOPE CHANGE)	1	0					1	0	0	0	1	0
COMPLETED (AMENDMENT ISSUED)							0	0	0	0	0	0
CONTRACT TOTAL	3	450	1	193	0	0	4	643	COMMENTS:			
LAST MONTH	2	98	1	193	0	0	3	291				
VARIANCE	1	352	0	0	0	0	1	352				

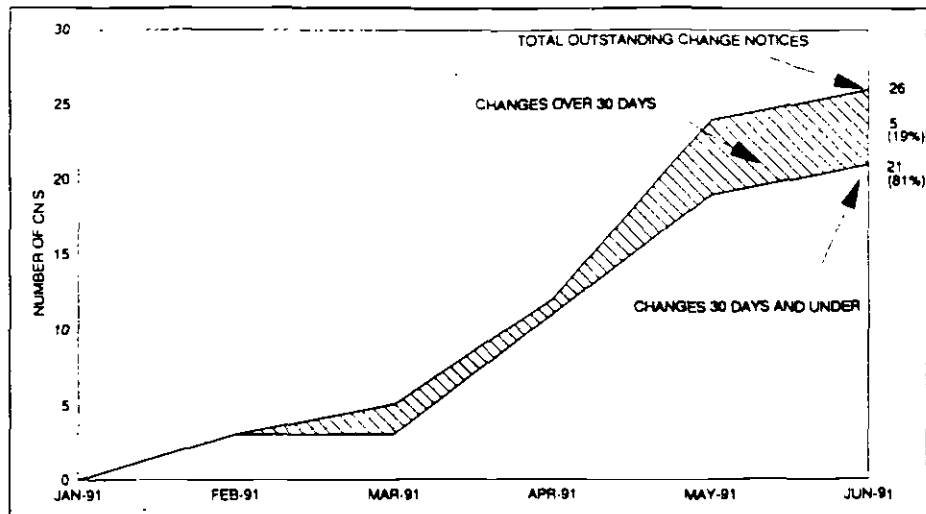
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
 CONTRACT VALUE SUMMARY
 AS OF 06/28/91

CONTRACT	AWARD VALUE	# CO'S	\$ CO'S	CURRENT VALUE
B201-	\$44,577,273.00	0	\$0.00	\$44,577,273.00
B218-	\$64,000.00	3	\$80,194.00	\$144,194.00
B221-	\$79,812,793.00	0	\$0.00	\$79,812,793.00
B231-	\$53,645,201.00	3	\$32,725.34	\$53,677,926.34
B616-	\$2,946,400.00	0	\$0.00	\$2,946,400.00
TOTALS:	\$181,045,667.00	6	\$112,919.34	\$181,158,586.34

(a) % INCREASE FROM AWARD	(b) % OF TOTAL PROJECT CHANGE \$'S	(c) # DAYS EXTENDED
0.00%	0.00%	0
125.30%	71.02%	37
0.00%	0.00%	0
0.06%	28.98%	0
0.00%	0.00%	0
0.06%	100.00%	N/A

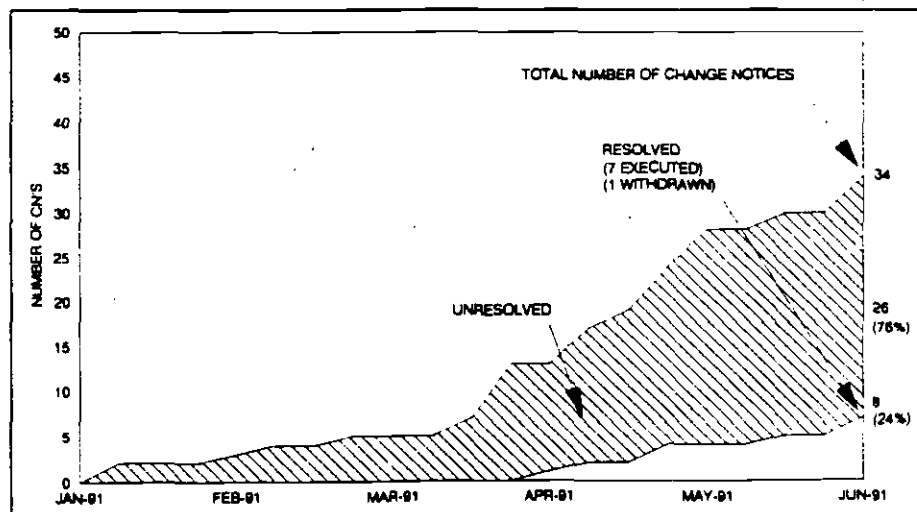
SOURCE: CHANGE CONTROL CENTER

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
Change Activity Progress



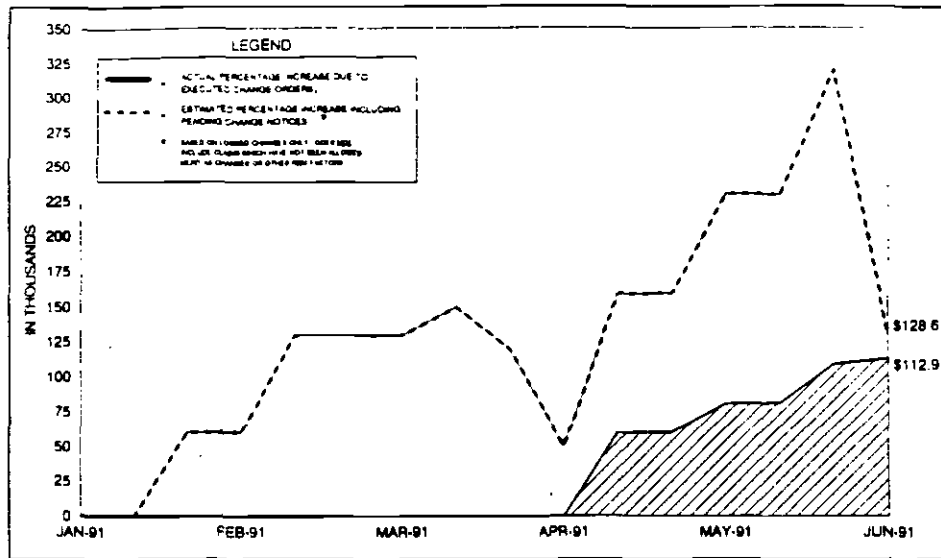
IN THIS PERIOD, THE NUMBER OF CHANGE NOTICES OVER 30 DAYS HAS NOT INCREASED DUE TO TIMELY CHANGE ORDER PREPARATION.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
Change Notice Resolution



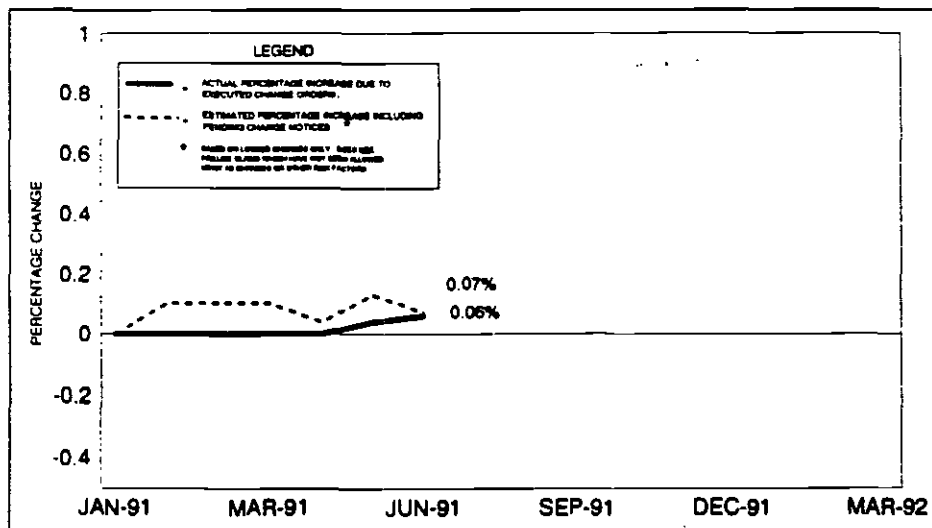
ADDITIONAL CHANGE NOTICES IN THE REPORTING PERIOD ARE DUE TO CONTINUING MRTC IDENTIFIED DESIGN CHANGES.

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Order Value



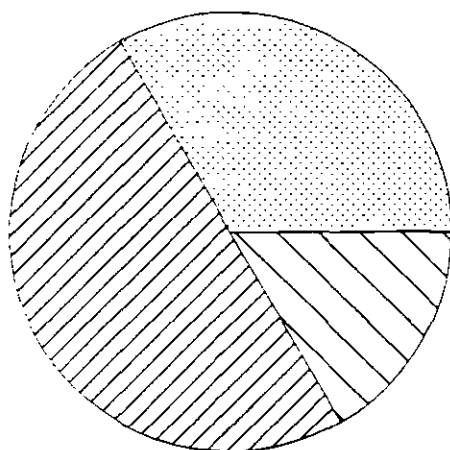
A DECREASE IN THE ESTIMATED VALUE OF CHANGES INCLUDING PENDING CHANGE NOTICES IS DUE TO A FORECASTED COST REDUCTION RESULTING FROM CREDIT CHANGE NOTICES NOW IDENTIFIED

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.

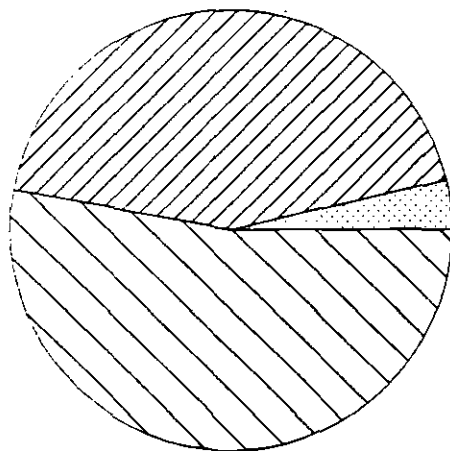
CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY COST LEVEL
BASED ON EXECUTED CHANGES AS OF 06/28/91









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

ABSOLUTE VALUES

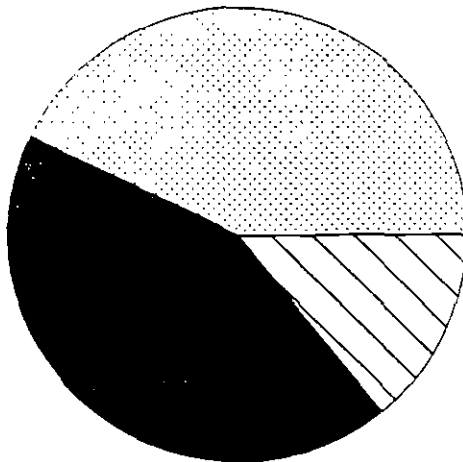
2	33.3%		< \$10,000
3	50.0%		< \$25,000
0	0.0%		< \$50,000
1	16.7%		< \$200,000
0	0.0%		> \$200,000
0	0.0%		> \$1,000,000



CHANGE COST
TOTAL COST: \$112,919

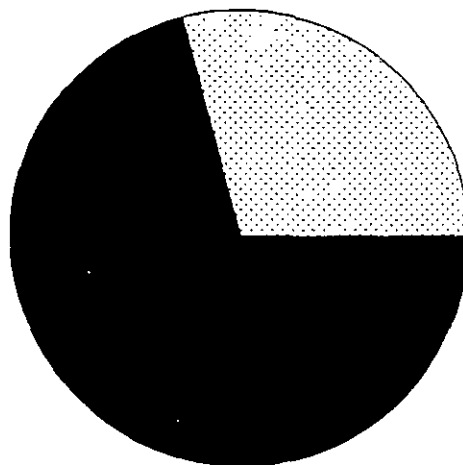
\$4,019	3.6%		< \$10,000
\$49,000	43.4%		< \$25,000
\$0	0.0%		< \$50,000
\$59,900	53.0%		< \$200,000
\$0	0.0%		> \$200,000
\$0	0.0%		> \$1,000,000

**CONSTRUCTION/PROCUREMENT
CHANGE VOLUME AND COST BY BY CHANGE BASIS TYPE
BASED ON EXECUTED CHANGES AS OF 06/28/91**



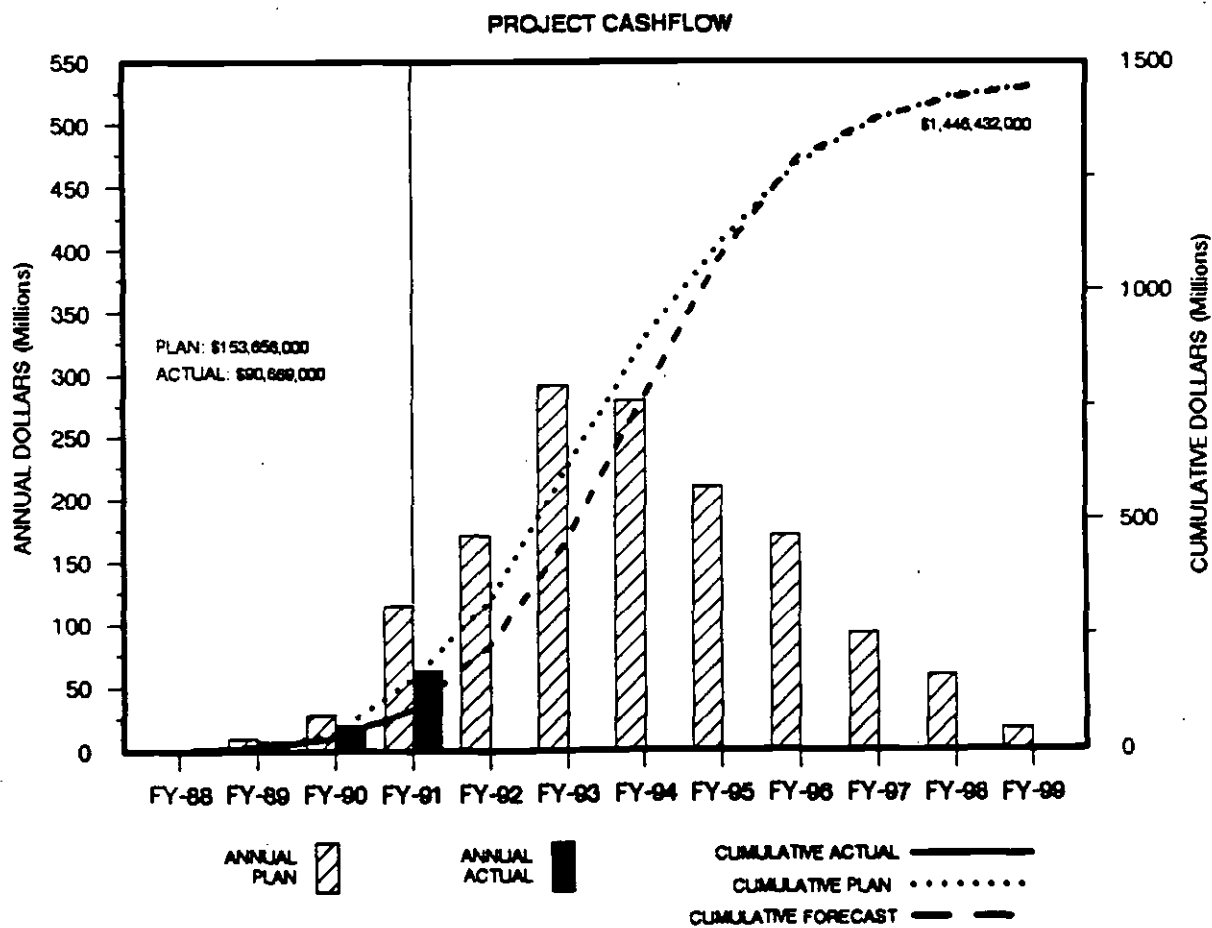
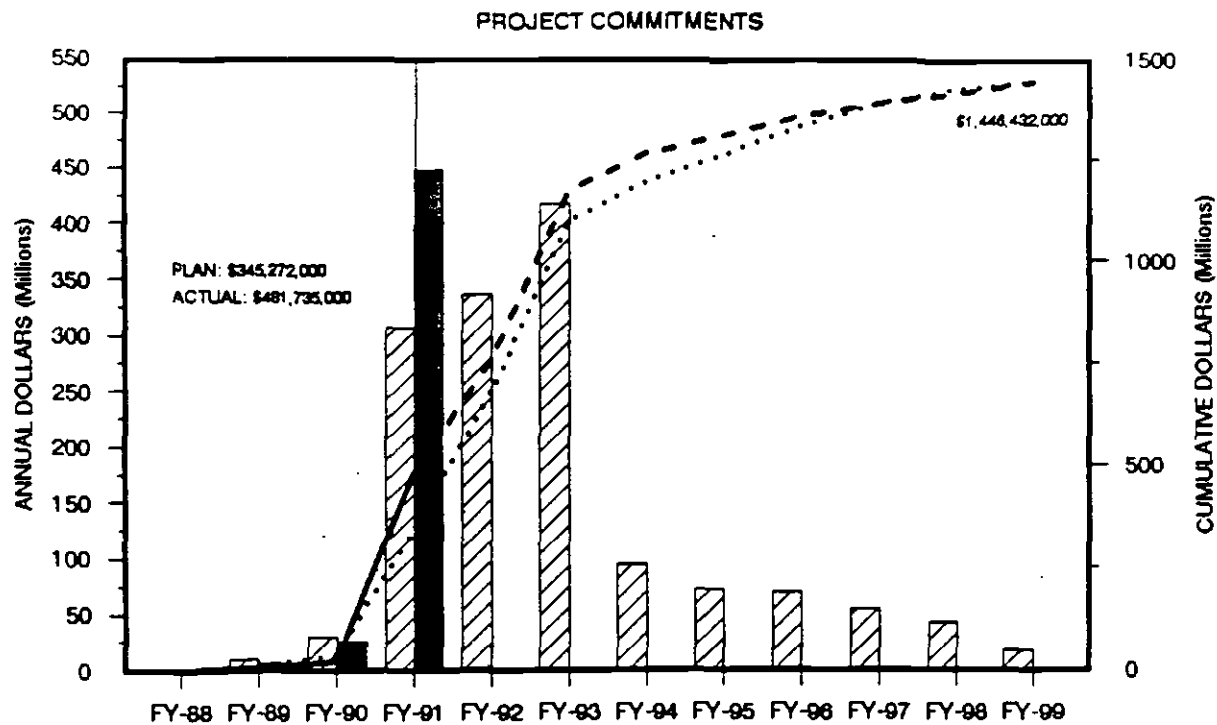
CHANGE BASIS VOLUME
TOTAL VOL: 7 CN'S (6 CO'S)

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

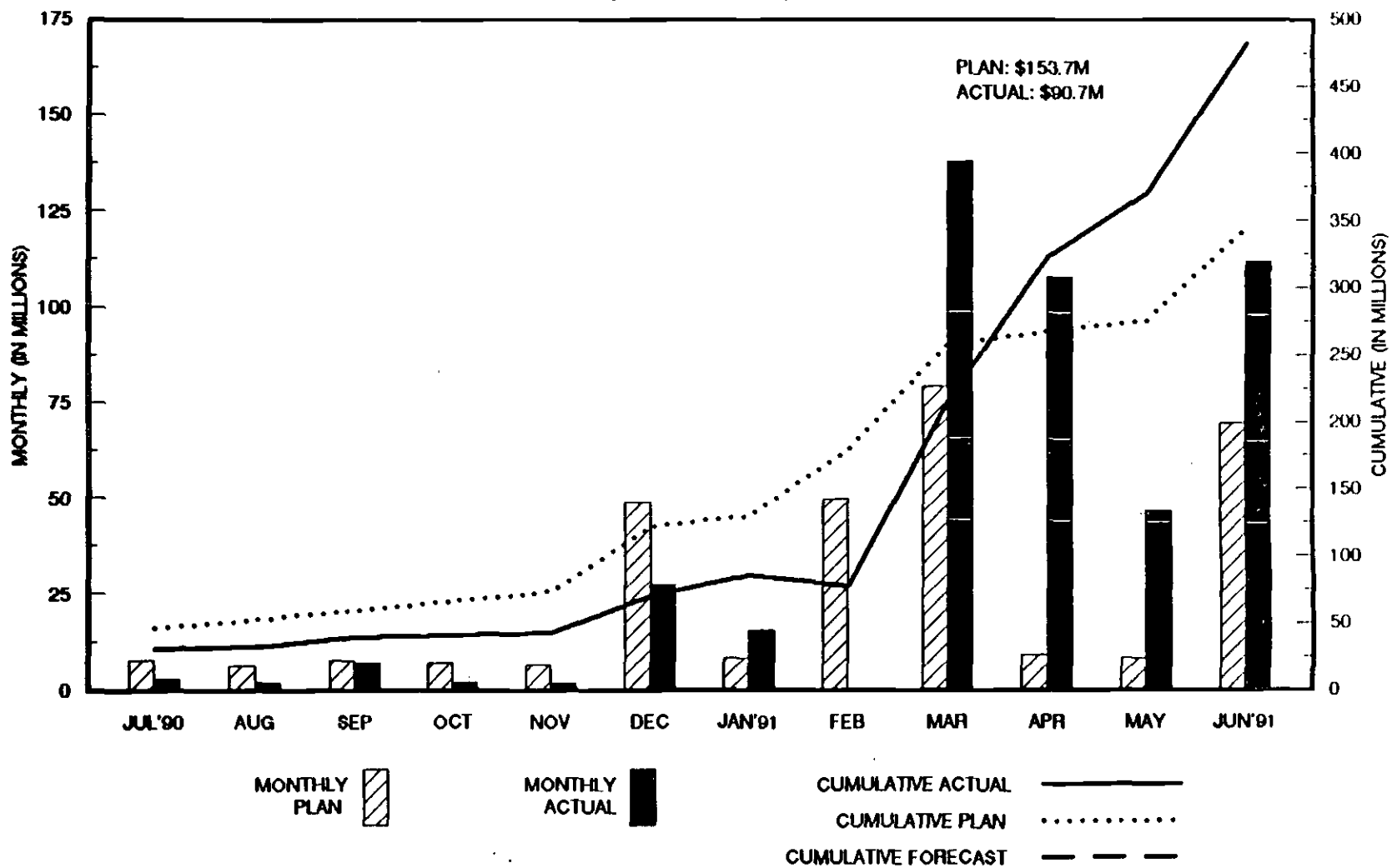


CHANGE BASIS COST
TOTAL COST: \$112,919

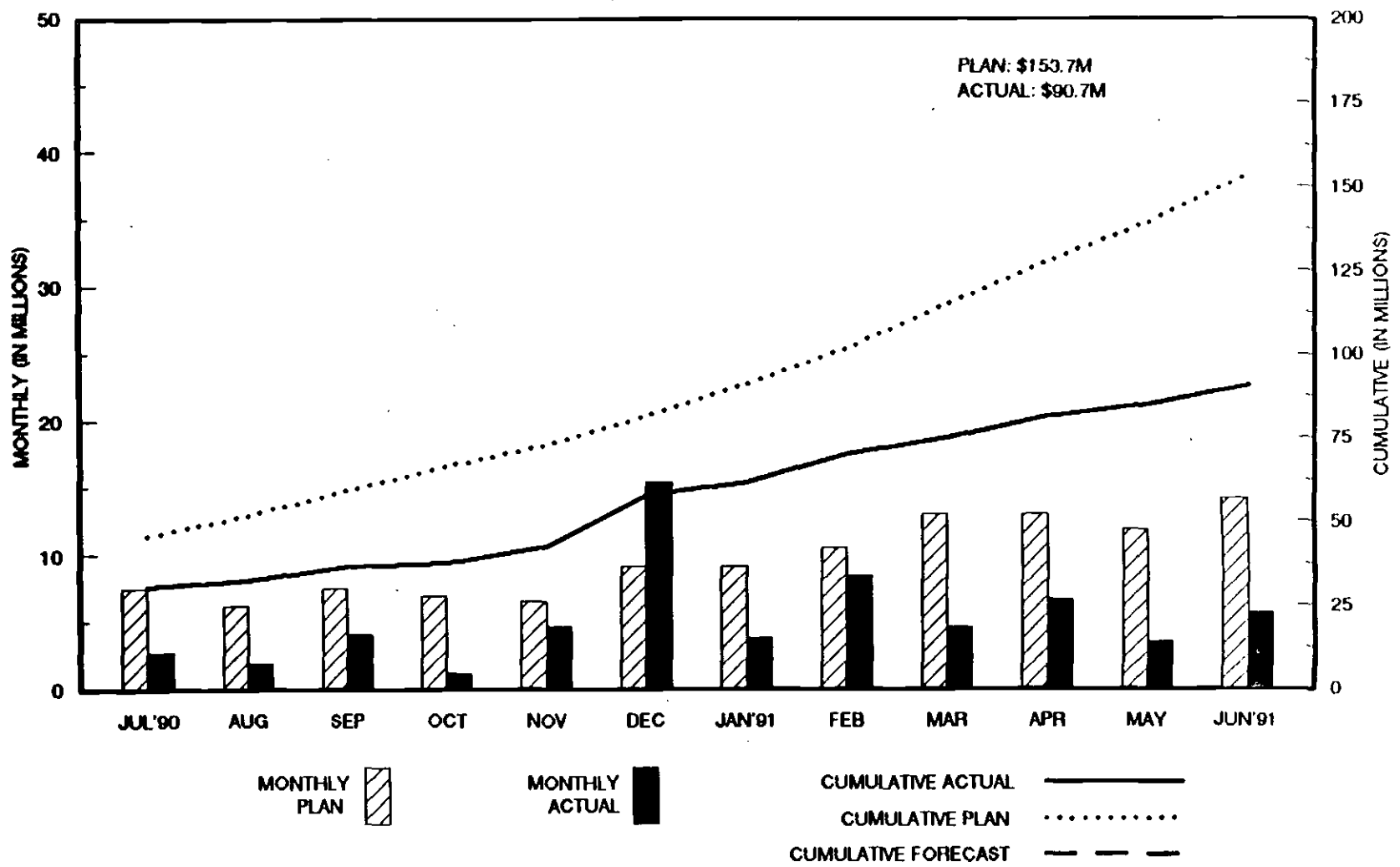
\$32,725	29.0%		WORK SCOPE CHANGES
\$0	0%		SCHEDULE CHANGES
\$80,194	71.0%		DIFFERING CONDITIONS
\$0	0%		ADMINISTRATIVE
\$0	0%		DESIGN CHANGES
\$0	0%		MANAGEMENT ISSUES/CLAIMS
\$0	0%		UNASSIGNED



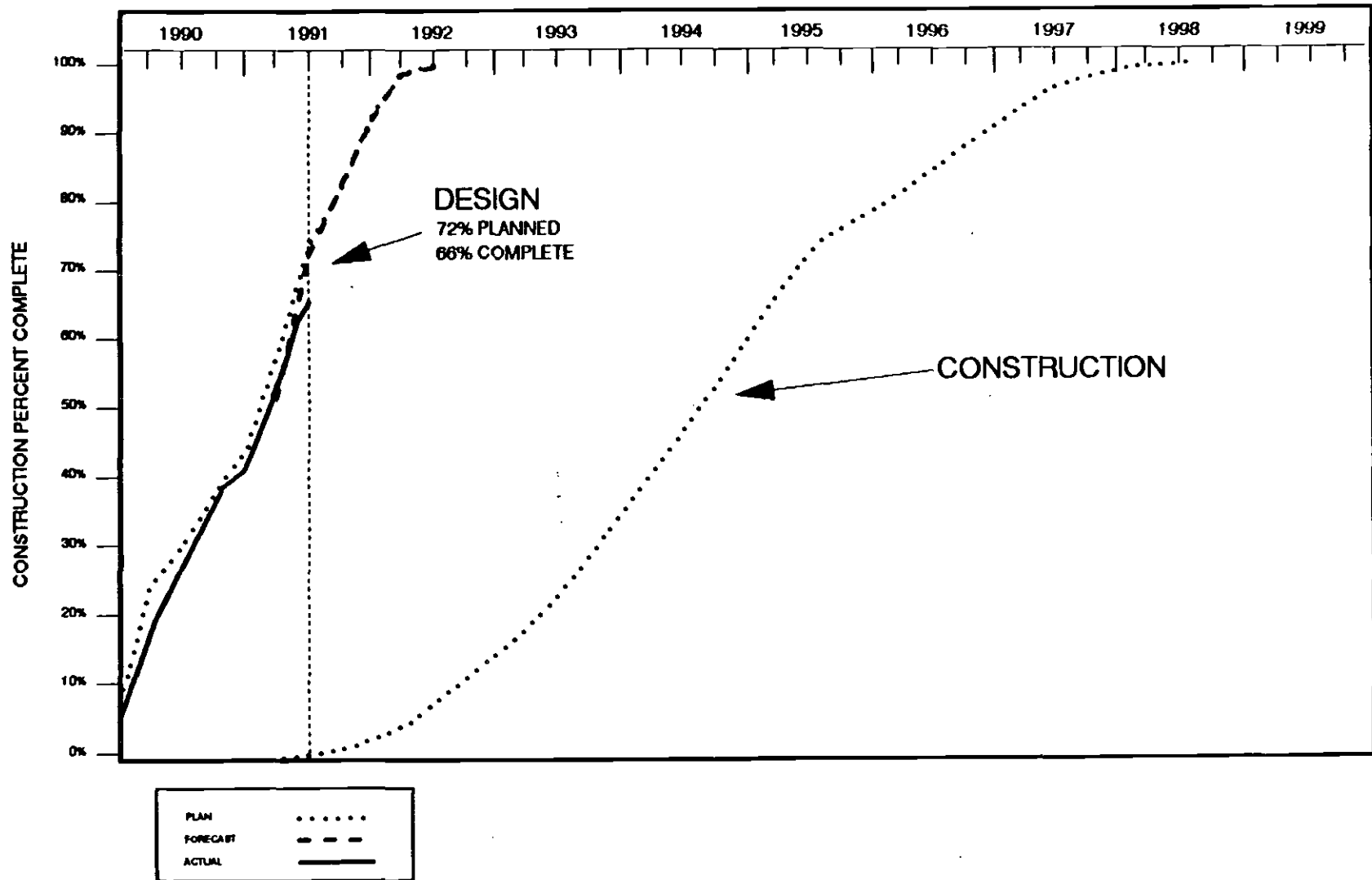
PROJECT COMMITMENTS (FY'91 ONLY)

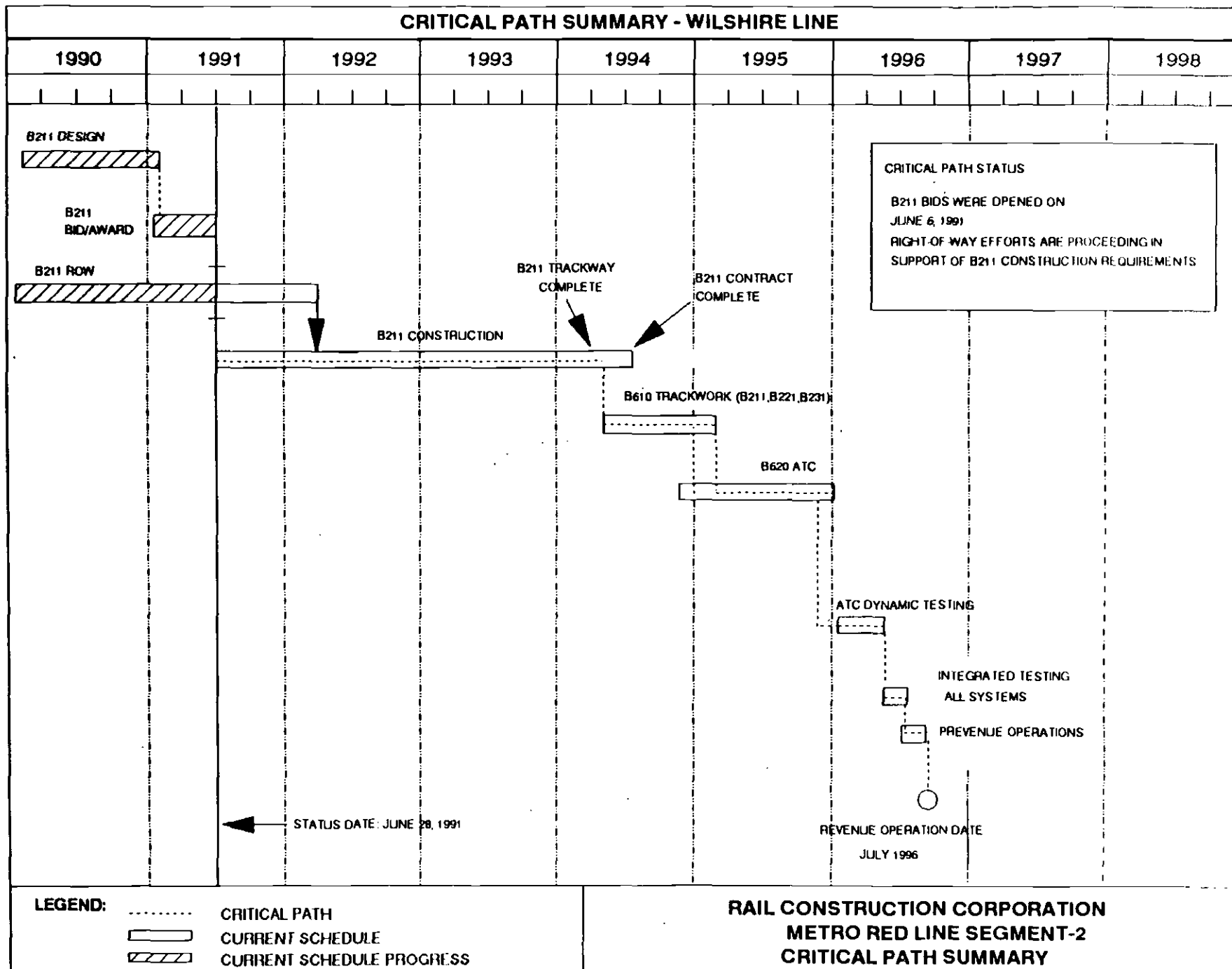


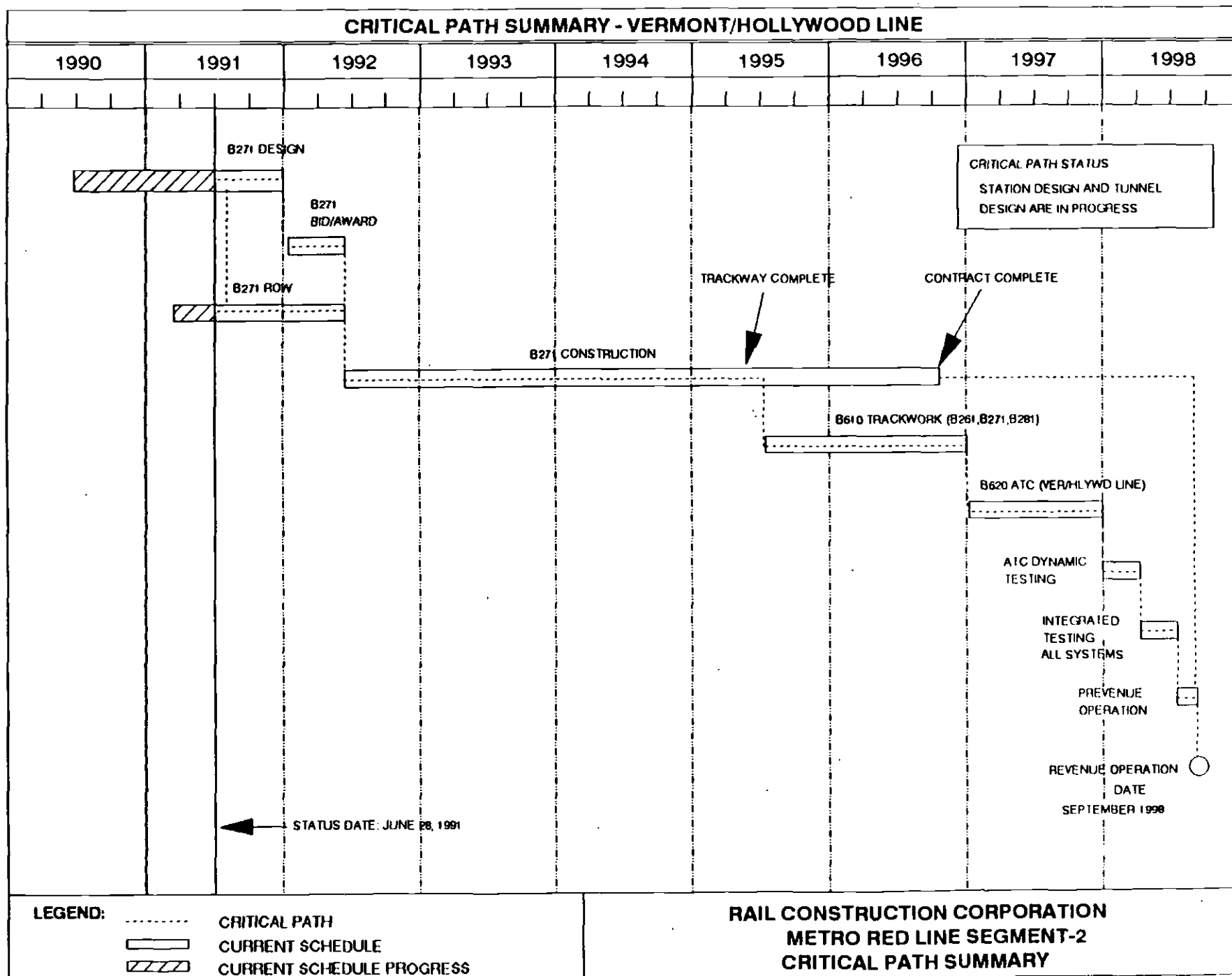
PROJECT CASHFLOW
(FY'91 ONLY)

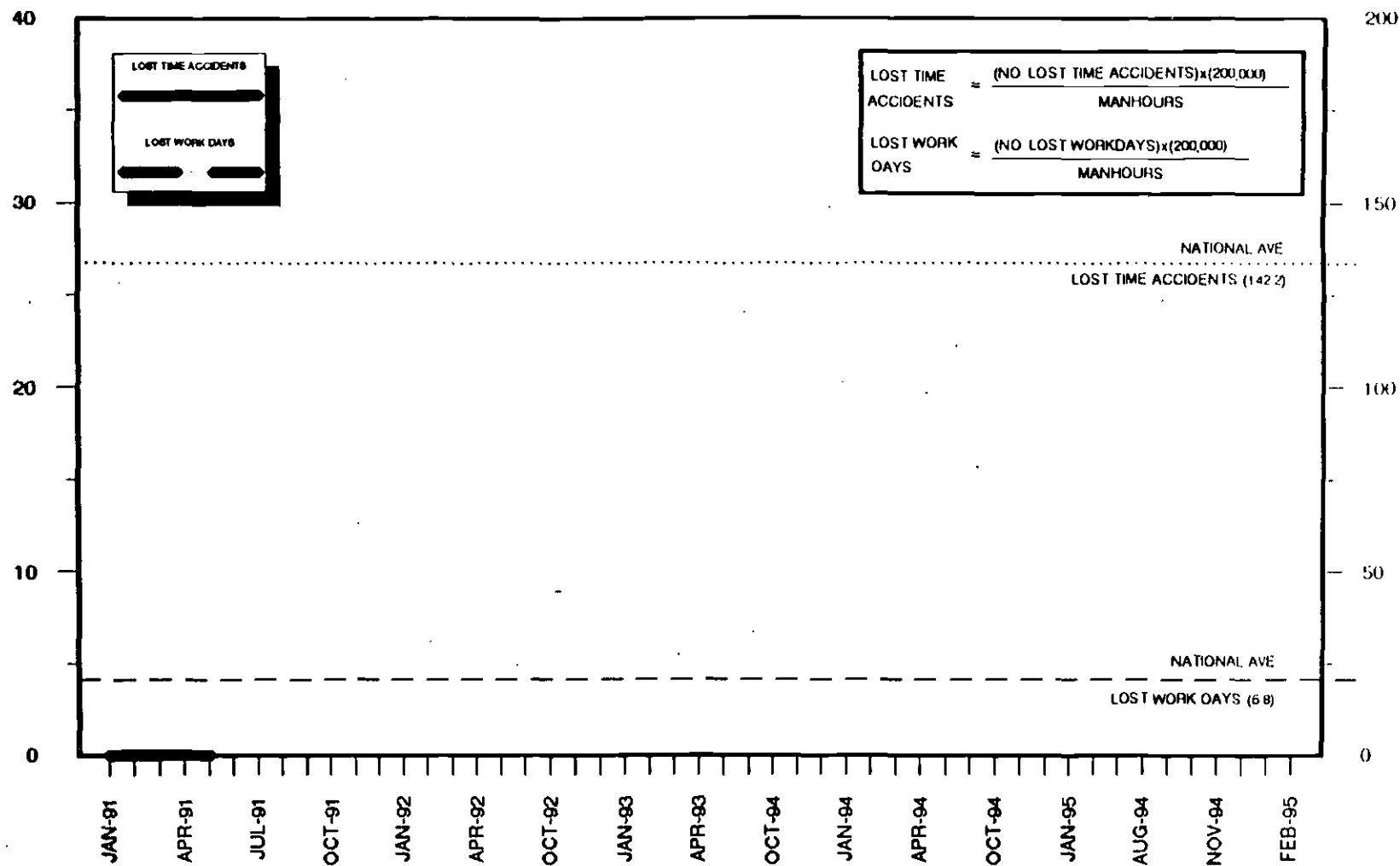


RAIL CONSTRUCTION CORPORATION
METRO RED LINE SEGMENT 2
EXECUTIVE SUMMARY SCHEDULE









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

Total manhours as of May 1991: 29,910

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	1	1	1
B211	5	5	5	5	4	4	4	4	1	3	3	1	1	1
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	5	6	4	0	5	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	0	0	0	0	0	0	0	0	0	0	16
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	6	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	65	29	28	28	28	26	10	15	12	5	11	26

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

Contract B201: One acquisition may be as much as one month late. All others are currently on schedule.

Contract B211: There are five parcels required in this Contract. One is owned by SCRTD and will be assigned to us without going through the regular steps as shown on the Matrix. Two parcels were transferred to Contract B215. A third parcel was changed from a partial take to a full take. The remaining parcels are proceeding on schedule. The acquisition schedule of the parcel changed from a part take to a full take will not be available by the schedule 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: The one parcel required for this contract was available by the date it was needed.

Contract B221: Basically, the acquisitions for this contract are on schedule. The one parcel planned for condemnation that was not condemned is owned by the City of Los Angeles, and 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. The two parcels shown as not available by the need date are owned by SCRTD which has approved their assignment to the Commission.

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 continuing to move ahead and the parcel should be available by the scheduled need date.

Contract B241: The two parcels required for this contract were certified early to ensure availability when needed.

Contract B251: Sixteen parcels will be acquired as much as 50 days late. It is to be determined if the current need date is the actual date when the parcels are required.

Contract B252: The three parcels required for this contract 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 were projected last month 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.

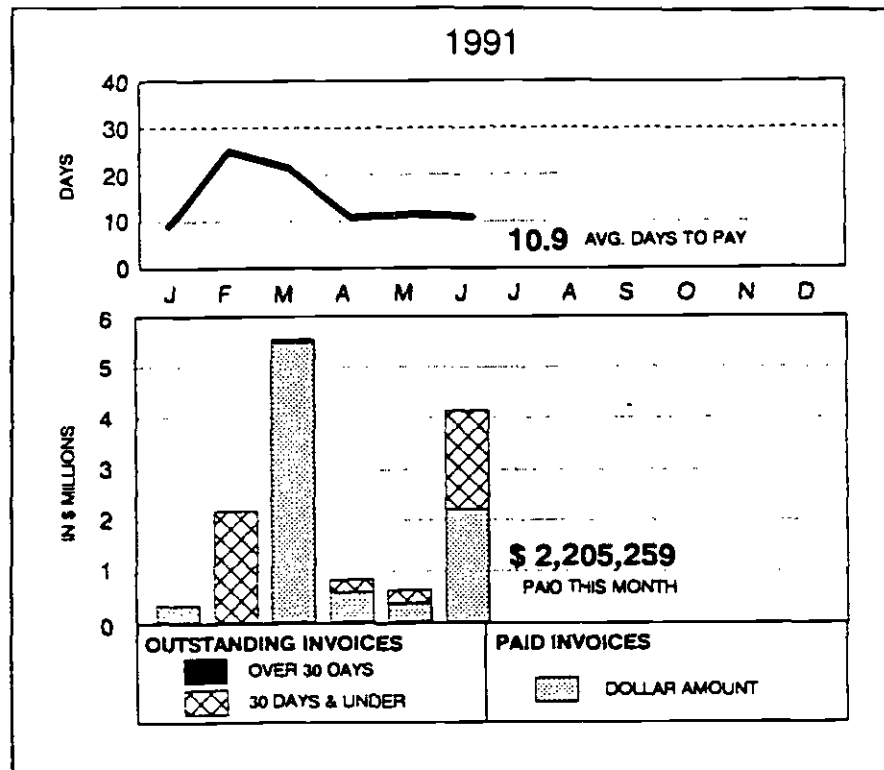
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 10.9 days.

- 15 invoices were paid for a total value of \$2,205,259.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1991	1	5,712	0	0	14	2,658,716	13	178,325
FEB 1991	4	2,174,042	0	0	16	2,339,615	18	561,649
MAR 1991	2	68,946	0	0	27	573,361	17	311,103
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	7	1,935,085	0	0	32	527,531	10	65,902