2550 RAIL VEHICLE PROGRAM

QUARTERLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

MARCH 2004

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PROJECT OVERVIEW

The base contract for the first fifty LRV cars is with Ansaldobreda, S.p.A. of Naples, Italy. This contractor is one of several leading manufacturers of both heavy and light rail vehicles. Ansaldobreda plans to dedicate one entire assembly line to the production of the 2550 light rail vehicles for the MTA. In the past, Ansaldobreda satisfactorily designed, manufactured, and delivered one hundred-four A650 heavy rail vehicles that are presently in use on the MTA's Metro Red Line.

The 2550 contract also includes two 50-LRV pre-priced options for future growth, expansions, and new lines. These options will require future Board approval in order to become a binding contract requirement.

Project accomplishments through the period ending March 2004 included:

1: The MTA Integrated Project Team (IPT) and Ansaldobreda performed on-site vendorsignaling testing on existing Blue, Green, and Gold Lines to collect actual data that is used to establish baseline performance requirements for 2550.

2: Members of the IPT completed the review of Preliminary Finite Element Analysis (FEA) and Finite Element Modeling (FEM) for Car-Shell, Motor Truck, and Center Truck designs in Italy.

3: The IPT conducted weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples, Italy. The teleconferences discussed the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.

4: The IPT performed on-site reviews and provided preliminary approval of the 2550 LRV operators cab layout with Ansaldobreda using the full-scale operator's cab drawings at the Ansaldobreda (AB) Pistoia, Italy Plant.

5: The IPT commenced on-site reviews of the preliminary design for Low-Voltage, Medium-Voltage, and High-Voltage systems.

6: Members of the IPT completed a draft System Safety Certification Project Plan for review and comments in support of the 2550 program in-production and testing phases.

MANAGEMENT ISSUES

Concern No. 1: The compatibility of the carborne ATP and TWC with the wayside equipment of MTA's on the three operating light rail lines is a requirement of the Contract. This is a reliability area, which the IPT has chosen to give increased focus.

Status/Action Following Contractor/Subcontractor's capturing of actual system data in Los Angeles on three operating lines during the week of January 12-16, 2004, the MTA's IPT met with the Contractor, Ansaldobreda and the subcontractor, Union Switch and Signal, at MTA offices in Los Angeles during the weeks of March 23-April 2, 2004. A detailed review and analysis meeting was held among the technical staff with the Preliminary Design Review scheduled for next quarter.

Concern No. 2: Continuing Preliminary Design Reviews by the IPT of the Project indicate that Ansaldobreda is current to ahead of schedule with the required design elements. However, the IPT continues to focus on IPT comments and Ansaldobreda resubmittals.

<u>Status/Action</u> Ansaldobreda pledged to expedite the document preparation and improve the quality of contract submittals. The quality and completeness of the CDRLs and contract document submittals has improved but continues to be a major focus on the IPT.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

			Milestone						
			Date	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04
4A-Appro Arranger	oval of Contractor Gen ment	eral Vehicle	3/31/04A	0					
5A-Appro Tech Spe	oval of Contractors Dw ecs	gs at 1.13.1 of	5/7/04			0			
	oval of Carbody Stress ssion Test Reports	Analysis and	6/4/04				0		
	MTA Staff Milestone		oreda S.n.A. Di	eliverables		FTA	FTA App	proval	
▲	MTA Staff Milestone Other Agencies	Ansaldot * New Dat	preda, S.p.A D	eliverables	Ø	FTA Metro	FTA App MTA Boa	proval ard Approva	
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Approved F FY10 Checked PZ FY09 (see contract document for other milestones) FY08 Draft - Status as of March 31, 2004 Revision FY07 FY06 Date 07APR04 FY05 Sheet 1A of 1B FY04 ۵ LACMTA 2550 AnsaldoBreda LRV Cars -Contract Summary Schedule 06JUN03A 150CT03A 31MAR04A 30DEC03A 30DEC03A 04JUN04* 16NOV05 05NOV04* 30DEC05* 02DEC05* Finish 29DEC05 31JAN07* 29JUN07* 06OCT08 03APR09* 28JUL06 13APR07 29JUN05 26DEC08 10JUL09* 03APR06 07APR08 03APR09 70NULTO 11JUN09 10DEC09 101NU10 101NU101 100 22MAY03A 32 09JUN03A 7 02FEB04A 0 06JUN05* 0 04APR06* 0 21JUN04* 0 01JUN05* 0 01MAY08* 0 20MAR07 0 06FEB07* 0 30JUN05 0 03OCT06 0 07DEC07 70NUL80 0 0 06JUN08 Start 0 0 0 0 0 0 0 0 0 100 100 100 100 100 * 0 0 0 0 0 0 0 0 0 735 140 0 0 0 12 0 525 525 0 0 457 608 21 216 88 525 525 525 534 Rem 0 0 0 610 0 0 0 0 0 0 0 0 0 0 216 0 650 735 21 140 0 172 525 525 88 525 525 525 534 Dur Dur Progress Bar Early Bar Critical , Milestone 6A Apprvl.Front End/Op.Cab car mock-up Milestone 16A Del. appvd op./maint/repair manual Milestone 3A ApprvI. Vehicle Cross Section Dwgs Contr. to manuf./assembl. 50 cars(Base Contract) Milestone 4A ApprvI. Vehicle Arrangement Dwgs Milestone 8A Apprvl. Tract. motors perform. test Milestone 2A Apprvl. of Prel. 13 week schedule Compl./Deliver./Test 40 cars for Pas. Gold Line Milestone 14A Accept.of 2 First Article vehicles Option 1- Order Materials for additional 50 cars MTA to decide to excersize Contract Option 2 Option 2- Order Materials for additional 50 cars Option 1 - Compl. / Deliver 50 cars to the MTA Option 2 - Compl. / Deliver 50 cars to the MTA MTA to decide to excersize Contract Option 1 Option 1 Test and deliver additional 50 cars Option 2 Test and deliver additional 50 cars Contractor order/recv materials from subs East Side - Pre-revenue testing - 10 cars Compl./ Deliv./Test 10 cars for East Side Option 1 Manufacture additional 50 cars Option 2 Manufacture additional 50 cars Option 2 - for additional 50 LRV cars -Milestone 1A Apprvl. Eng. Prod. Plan **Option 1 - for additional 50 LRV cars** NTP for Engineering / Manufacturing Description Activity ase Contract - for 50 LRV cars -Contractor's Engineering Effort 02JAN02 10JUN10 31MAR04 19APR04 06:49 Burn-in test First 2 Cars Execute 2550 Contract East Side - R.O.D. Deliver First 2 cars C Primavera Systems, Inc. Activity P255135 P255140 P255150 Start Date Finish Date Data Date Run Date P255390 255090 P255110 P255120 P255130 P255170 P255190 P255210 P255310 P255330 P255350 P255370 255410 P255430 255450 2555470 2555500 >255520 2555540 P255560 2555580 2555700 2555720 P255740 2555760 P255780 ₽

SUMMARY SCHEDULE

50-CAR BUY DELIVERY SCHEDULE

METRO PASADENA GOLD LINE

FISCAL YEAR	VEHICLE NUMBERS	MONTHS AFTER JUNE 6, 2003 NTP	DELIVERY DATE
05	701 & 702	24 MONTHS	6/05
06	703	26 MONTHS	8/05
	704	27 MONTHS	9/05
	705 & 706	28 MONTHS	10/05
	707 & 708	29 MONTHS	11/05
	709 & 710	30 MONTHS	12/05
	711 & 712	31 MONTHS	1/06
	713 & 714	32 MONTHS	2/06
	715 & 716	33 MONTHS	3/06
	717 & 718	34 MONTHS	4/06
	719 & 720	35 MONTHS	5/06
	721 & 722	36 MONTHS	6/06
07	723 & 724	37 MONTHS	7/06
	725 & 726	38 MONTHS	8/06
	727 & 728	39 MONTHS	9/06
	729 & 730	40 MONTHS	10/06
	731, 732 & 733	41 MONTHS	11/06
	734, 735 & 736	42 MONTHS	12/06
	737, 738 & 739	43 MONTHS	1/07
	740	44 MONTHS	2/07

METRO GOLD LINE EASTSIDE EXTENSION

FISCAL YEAR	VEHICLE NUMBERS	MONTHS AFTER JUNE 6, 2003 NTP	DELIVERY DATE
07	741 & 742	44 MONTHS	2/07
	743, 744 & 745	45 MONTHS	3/07
	746, 747 & 748	46 MONTHS	4/07
	749 & 750	47 MONTHS	5/07
		48 MONTHS	6/07

* Pending the execution of the no-cost administrative Contract Modification No. 1 in April 2004.

SCHEDULE NARRATIVE

Notice to proceed was given June 6, 2003. The base contract engineering effort will take approximately two years and the delivery of the first two cars is scheduled for June 2005. The 50 cars base contract delivery will be divided between the Metro Pasadena Gold Line (40 cars) the Metro Gold Line Eastside Extension (10 cars). The last (fiftieth) base contract LRV is scheduled for delivery in 48-months after NTP, or at approximately May 2007.

The original delivery rate planned by the contractor is two LRVs per month. The schedule has been re-negotiated so that after the delivery of the first two cars in June 2005, the Contractor may use the following two months (July/August 2005) for mitigating any early production problems. The contractor will accelerate production rate later on to three LRV's per month in order to compensate for any early production delays. The revised delivery dates in the contract have liquidated damages assessments that can be imposed for late LRV car deliveries.

The 2550 contract contains two options, which, if exercised, would extend the contract up to another two years each. The options will only be awarded subject to adequate funding and MTA Board approval.

Option No. 1 for 50 LRVs may be exercised at 24 months after NTP, but no later than 34 months after the Base Order Notice to Proceed or approximately April 2006. Option No. 2 for 50 LRVs may be exercised at 42 months after NTP, but no later than 48 months after the Base Order Notice to Proceed or approximately June 2007.

As of March 2004, the Contractor completed milestones 1A, 2A, 3A, and 4A. Physical completion as of March 2004 is 22.5%.

PROJECT COST STATUS

ELEMENT	LRV PROJECT BUDGET FOR 800151 (PASADENA)	LRV PROJECT BUDGET FOR 800088 (EASTSIDE)	TOTAL LRV PROJECT BUDGET	COMMENTS
Base Buy 50 LRVs	\$119,734,000	\$29,933,500	\$149,667,500	40 LRVs for the Pasadena Gold Line and 10 LRVs for the Eastside Line
Base Buy Spare Parts	\$5,849,886	\$1,462,471	\$7,312,357	
Base Buy Special Tools & Test Equip	\$1,407,051	\$351,763	\$1,758,814	
Subtotals			\$158,738,671	
Contingency	\$12,699,094	\$3,174,773	\$15,873,867	
Subtotals	\$139,690,031	\$34,922,507	\$174,612,538	
	· · · · · · · · · · · · · · · · · · ·			
Rail Consultant	\$6,870,830	\$1,717,707	\$8,588,537	Contract PS 8310-1267 for Rail Consultant staff technical services
Contingency	\$343,542	\$85,885	\$429,427	
Subtotals	\$7,214,372	\$1,803,592	\$9,017,964	
MTA Staff	\$6,014,602	\$1,577,798	\$7,592,400	MTA staff on the Integrated Project Team
TOTALS	\$152,919,004	\$38,303,898	\$191,222,902	

3/31/03

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FISCAL YEAR CASH FLOW

			CHANC	GE C	ONTRO	L STATUS			
	А		В		С	D=A+B+C		E	F=D+E
			Approved			Obligated		Poten	
Description	Award Amount	Execu	ited Changes	LN	TPs (NTE)	Total Approved Amount		Pending	Total Potential Value
		#	\$	#	\$		#	\$	
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
There	are no Cha	nges	this reporti	ng pe	riod.				

FINANCIAL/GRANT STATUS

MARCH 2004		STATU	IS OF FUNDS I	BY SOURCE					
								in \$ millions	
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITM \$	(D/B) ENTS %	(E) EXPENDITI \$	(E/B) JRES %	(F) BILLED to FUN SOURC \$	-
FEDERAL - STIP	40.0	40.0	0.0	40.0	100%	0.0	0%	0.0	0%
FED-SEC 5309 FIXED GUIDEWAY	38.4	38.4	11.8	38.4	100%	11.8	31%	11.8	31%
FEDERAL - RSTP/CMAQ	7.7	7.7	0.0	7.7	100%	0.0	0%	0.0	0%
STATE STIP	51.3	51.3	0.0	32.3	63%	0.0	0%	0.0	0%
STATE STA	15.5	15.5	0.0	15.5	100%	0.0	0%	0.0	0%
UNBILLED ACRUALS			17.0			17.0		17.0	
TOTAL	152.9	152.9	28.7	133.8	88%	28.7	19%	28.7	19%

(1) Based on June 2003 Regional Programming Funding Plan. Note: Expenditures are cumulative through February 2004.

The 2550 Rail Vehicle Program consists of 40 light rail vehicles and associated costs.

STATUS OF FUNDS ANTICIPATED

STATE STIP: At the August 2003 California Transportation Commission (CTC) Meeting, the CTC did not act on the \$17.5 million funding allocation requested by MTA. In February 2004, the MTA Board adopted a revised TIP, which earmarks those funds in FY08 in addition to other State and Federal funds.

FEDERAL SECTION 5309: In November 2003, MTA submitted a grant application to the FTA for review for \$11,750,000. FTA approved the grant in January 2004. The funds are available for drawdown.

APPENDIX

COST AND BUDGET TERMINOLOGY

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

CONTINGENCY: A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

APPENDIX

LIST OF ACRONYMS

- CMAC Congestion Mitigation Air Quality
- CN Change Notice
- CO Change Order
- CTC California Transportation Commission
- ESGL Eastside Gold Line
- FTA Federal Transit Administration
- FY Fiscal Year
- LNTP Limited Notice To Proceed
- LRV Light Rail Vehicle
- MTA Metropolitan Transportation Authority
- N/A Not Applicable
- NTE Not to Exceed
- NTP Notice To Proceed
- PGL Pasadena Gold Line
- QPSR Quarterly Project Status Report
- SSPP System Safety Program Plan
- STIP State Transportation Improvement Program
- TBD To Be Determined