

Los Angeles County Metropolitan Transportation Authority

QUARTERLY PROJECT STATUS REPORT

2550 RAIL VEHICLE PROGRAM

December 2006



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**PROJECT OVERVIEW**

*The 2550 Light Rail vehicle base contract for the 50 LRV cars is with AnsaldoBreda, S.p.A. of Pistoia and Naples, Italy. 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.*

*This 2550 Light Rail Vehicle Project is being managed by an innovative Integrated Project Team consisting of four uniquely experienced Metro in-house management staff. This approach was commissioned to not only increase direct staff accountability for the quality and reliability of the resulting LRV but to increase management efficiency by reduced reliance on expensive non-accountable consultants both in management and oversight.*

Project accomplishments through the period ending December 2006 included:

1. The Metro Integrated Project Team (IPT) continued to focus on Contract submittals, reviews and approvals, and specific design issues.
2. The Metro IPT completed the IPT-directed Interim Buy America Audit by completing the U.S. Final Assembly second portion of the Audit. The Domestic Content portion of the Audit was completed earlier. Representatives of the FTA and its PMOC attended this second portion of the Audit in AnsaldoBreda's U.S. final assembly facility in Pittsburg, California.
3. Copies of the 2550 Draft Interim Buy America Audit were provided to Metro staff and FTA interested parties. Since this Interim Buy America Audit is not neither a legal or grant requirement, no final report will be distributed.
4. AnsaldoBreda mobilization and staffing for the Pittsburg, California plant is complete. AnsaldoBreda is presently assembling the complete motor and center trucks at this plant. AnsaldoBreda has received the eight "A" & eight "B" carshells through the end of December 2006 to continue operations in the third quarter of fiscal 2007 with one shift working 5-days per week.
5. Assembly of carshells in the Pistoia, Italy plant continues with the goal to ship these carshells to the U.S. more efficiently at more than four more carshells per shipment.
6. Major vehicle sub-assemblies in the Pistoia, Italy plant, such as truck frames, traction motors, bolsters, HVAC units, etc., continued shipment to the Pittsburg, California plant in the second quarter of fiscal 2007.
7. AnsaldoBreda Testing Engineers continue in Los Angeles with proof-of-design with the two LRVs at Los Angeles Metro. One LRV has successfully operated on the Pasadena Gold Line, the Metro Green line, and the Metro Blue Line. The LRVs are now testing in the coupled configuration.
8. The proof-of-design testing noted above has provided the IPT with confidence that Metro will receive a light rail vehicle from AnsaldoBreda that is efficient, reliable and more easily maintainable than the existing light rail fleet. Detailed inspection by the IPT during this testing has revealed no major system problems but produced numerous comments on minor corrections necessary for acceptance.

**MANAGEMENT ISSUES**

**Concern No. 1:** Metro IPT commissioned an additional Interim Buy America Audit in early 2005 to monitor AnsaldoBreda compliance. The FTA later also expressed its concern.

**Status/Action No. 1:** **COMPLETED** The IPT completed the Interim-Contract Buy America audit it commissioned earlier in 2005. This is not a requirement of either the Contract or the FFGA but was and is considered by the IPT to be a prudent action to confirm AnsaldoBreda's compliance with the Contract's Buy America provision. The IPT, as always, continued to direct and admonish AnsaldoBreda in person and in writing that Buy-America compliance is both fundamental and mandatory.

**Concern No. 2:** The IPT continues to be concerned about AnsaldoBreda's failure to utilize American flag vessels as required by the Contract. Compliance requires that 50% of the shipments to the U.S. be on American Flag Vessels. While there is certainly sufficient time to bring this requirement into compliance, Both the IPT and the U.S. Maritime Administration are concerned that AnsaldoBreda will wait until the final shipments to meet American Flag Vessels compliance when the availability of such vessels may have more serious schedule impacts.

**Status/Action No. 2:** AnsaldoBreda has been sternly admonished both verbally and in writing that they must provide an achievable plan demonstrating that compliance with this requirement can and will be accomplished. To date AnsaldoBreda has not formally responded to IPT's concern nor provide the requested compliance plan.

**Concern No. 3:** In March 2006, AnsaldoBreda presented the IPT with a proposed revised "worse-case" schedule displaying a 16 month slip in the Contract Schedule but still sufficient to meet the operational schedules of the next two light rail lines that are in early construction. The IPT has not accepted this proposed schedule as AnsaldoBreda has presently offered no consideration to Metro for this Contract schedule slippage.

**Status/Action No. 3:** The IPT and AnsaldoBreda continue to pursue solutions to the schedule delays and address possible consideration or compensation to Metro for such delays. Contract Milestones as well as vehicle delivery dates in the Contract are subject to Liquidated Damages and these monetary amounts are being levied and collected from present billings from AnsaldoBreda.

**Concern No. 4:** The car-borne signaling system is a concern to the IPT based upon the Metro's experience with the same firm, US&S, on the previous LRV procurement. The concern is not with the hardware but with the software development by US&S for three (3) different Automatic Train Protection (ATP) and Train to Wayside Communications (TWC)

**Status/Action No. 4:** On the 2550 Contract, US&S is a wholly owned subcontractor of AnsaldoBreda instead of totally separate contractor as they were on the previous LRV procurement. This provides AnsaldoBreda and the IPT with a much greater level of manageability over US&S. Much has been accomplished during this quarter to mitigate our concerns, nonetheless, the concern remains critical and requires continued vigilance by the Metro IPT.



**2550 Rail Vehicle Program  
Quarterly Project Status Report**

**December. 2006**

**LATEST 2550 LIGHT RAIL VEHICLE CONTRACT & PROPOSED DELIVERY SCHEDULE**

No. Of Cars	LIGHT RAIL CARS TO BE DELIVERED TO METRO (1-car = A & B)	CONTRACT DELIVERY REQUIREMENT - MONTHS AFTER JUNE 6, 2003 NTP	CONTRACT REQUIRED DELIVERY DATE (End of Month)	Ansaldobreda WORST CASE SCHEDULE	ACTUAL DELIVERY DATE
X	Prototype Cars. No payment until cars remanufactured to production configuration.			6/15/05	6/15/05
Y				7/22/05	7/22/05*
1	1 A&B	24 MONTHS	JUNE/05	10/31/06	
2	1 A&B	24 MONTHS	JUNE/05	11/30/06	
3	1 A&B	26 MONTHS	AUGUST/05	12/31/06	
4	1 A&B	27 MONTHS	SEPTEMBER/05	12/31/07	
5	1 A&B	28 MONTHS	OCTOBER/05	1/31/07	
6	1 A&B	28 MONTHS	OCTOBER/05	1/31/07	
7	1 A&B	29 MONTHS	NOVEMBER/05	2/28/07	
8	1 A&B	29 MONTHS	NOVEMBER/05	2/28/07	
9	1 A&B	30 MONTHS	DECEMBER/05	3/31/07	
10	1 A&B	30 MONTHS	DECEMBER/05	3/31/07	
11	1 A&B	31 MONTHS	JANUARY/06	4/30/07	
12	1 A&B	31 MONTHS	JANUARY/06	4/30/07	
13	1 A&B	32 MONTHS	FEBRUARY/06	4/30/07	
14	1 A&B	32 MONTHS	FEBRUARY/06	5/31/07	
15	1 A&B	33 MONTHS	MARCH/06	5/31/07	
16	1 A&B	33 MONTHS	MARCH/06	5/31/07	
17	1 A&B	34 MONTHS	APRIL/06	6/30/07	
18	1 A&B	34 MONTHS	APRIL/06	6/30/07	
19	1 A&B	35 MONTHS	MAY/06	6/30/07	
20	1 A&B	35 MONTHS	MAY/06	7/31/07	
21	1 A&B	36 MONTHS	JUNE/06	7/31/07	
22	1 A&B	36 MONTHS	JUNE/06	7/31/07	
23	1 A&B	37 MONTHS	JULY/06	8/31/07	
24	1 A&B	37 MONTHS	JULY/06	8/31/07	
25	1 A&B	38 MONTHS	AUGUST/06	8/31/07	
26	1 A&B	38 MONTHS	AUGUST/06	9/30/07	
27	1 A&B	39 MONTHS	SEPTEMBER/06	9/30/07	
28	1 A&B	39 MONTHS	SEPTEMBER/06	9/30/07	
29	1 A&B	40 MONTHS	OCTOBER/06	10/31/07	
30	1 A&B	40 MONTHS	OCTOBER/06	10/31/07	
31	1 A&B	41 MONTHS	NOVEMBER/06	10/31/07	
32	1 A&B	41 MONTHS	NOVEMBER/06	11/30/07	
33	1 A&B	41 MONTHS	NOVEMBER/06	11/30/07	
34	1 A&B	42 MONTHS	DECEMBER/06	12/31/07	
35	1 A&B	42 MONTHS	DECEMBER/06	12/31/07	
36	1 A&B	42 MONTHS	DECEMBER/06	1/31/08	
37	1 A&B	43 MONTHS	JANUARY/07	1/31/08	
38	1 A&B	43 MONTHS	JANUARY/07	2/28/08	
39	1 A&B	43 MONTHS	JANUARY/07	2/28/08	
40	1 A&B	44 MONTHS	FEBRUARY/07	3/31/08	
41	1 A&B	44 MONTHS	FEBRUARY/07	3/31/08	
42	1 A&B	44 MONTHS	FEBRUARY/07	4/30/08	
43	1 A&B	45 MONTHS	MARCH/07	4/30/08	
44	1 A&B	45 MONTHS	MARCH/07	5/31/08	
45	1 A&B	45 MONTHS	MARCH/07	5/31/08	
46	1 A&B	46 MONTHS	APRIL/07	6/30/08	
47	1 A&B	46 MONTHS	APRIL/07	6/30/08	
48	1 A&B	46 MONTHS	APRIL/07	7/31/08	
49	1 A&B	47 MONTHS	MAY/07	7/31/08	
50	1 A&B	47 MONTHS	MAY/07	8/31/08	

## **SCHEDULE NARRATIVE**

*Notice to Proceed was given June 6, 2003. The base contract engineering effort was scheduled to take approximately two years and delivery of the first two cars was scheduled for June 2005. The 50 car base contract delivery was divided between Metro (40 cars) and the FTA (10 cars). The last (fiftieth) base contract LRV was scheduled for delivery 48-months after NTP, or approximately May 2007.*

Status as of end of December 2006 follows:

This is a performance based contract under which compensation is only considered once deliverables are received and approved by Metro. Compensation for contract milestone completion is an ongoing process directly related to Contractor performance. While work is being accomplished, the documentation for payment continues to lag behind although improvement has been seen with the addition of new staff dedicated to documentation control.

The Contractor's two test vehicles are now undergoing the testing in the coupled configuration. The Contractor has provided a worst case scenario type vehicle delivery schedule wherein they have proposed delivery of three to four vehicles per month to mitigate their schedule slip, and an ongoing a performance assessment is underway. Currently, there is no schedule impact to Rail Operations or new Metro projects forecast.

The Contractor has received a majority of material at their facility in Pistoia, Italy sufficient to support their worst case production plan. Vehicle car shells for half of the vehicles have been manufactured and are undergoing subsystem testing prior to release for shipment to the U.S. However, coordination of the supply chain effort between Pistoia and Pittsburg remains an ongoing challenge

By the end of December 2006, sixteen car shells (8 LRVs) had been delivered to the Contractor's final assembly facility in Pittsburg California. Two more car shells (1 LRV) are scheduled to arrive in Houston in January of the next reporting period. In addition, the Project IPT has instructed the Contractor to ship vehicle hardware and subsystems components by air to mitigate schedule, rather than by cargo vessel. Where the contractor has followed this advice, inventory availability has grown as expected at Pittsburg facility. Again, this is an ongoing supply chain oversight challenge of which the Contractor is constantly admonished to mitigate.

The Contractor has completed installing a vehicle propulsion control inverter system testing laboratory on site in order to operate in a more vertical environment.

The Pittsburg final assembly facility has been upgraded with the addition of a second assembly line. In general major subsystems are being installed onto the twelve car shell modules that are in now inventory. The assembly process phase of the Metro IPT-initiated Interim Buy America Audit was completed in November 2006.

**PROJECT COST STATUS**

<b>ELEMENT</b>	<b>LRV PROJECT BUDGET FOR 800151</b>	<b>LRV PROJECT BUDGET FOR 800088</b>	<b>TOTAL LRV PROJECT BUDGET</b>	<b>COMMENTS</b>
<b>Base Buy 50 LRVs</b>	\$119,734,000	\$29,933,500	\$149,667,500	40-LRVs MTA & 10-LRVs FTA
<b>Base Buy Spare Parts</b>	\$5,849,886	\$1,462,471	\$7,312,357	
<b>Base Buy Special Tools &amp; Test Equip</b>	\$1,407,051	\$351,763	\$1,758,814	
<b>Subtotals</b>	<b>\$126,990,937</b>	<b>\$31,747,734</b>	<b>*\$158,738,671</b>	
<b>Contingency</b>	\$12,699,094	\$3,174,773	\$15,873,867	.
<b>Subtotals</b>	<b>\$139,690,031</b>	<b>\$34,922,507</b>	<b>\$174,612,538</b>	
<b>Rail Consultant</b>	\$6,870,830	\$1,717,707	\$8,588,537	Contract PS 8310-1267 for Rail Consultant staff technical services
<b>Contingency</b>	\$343,542	\$85,885	\$429,427	
<b>Subtotals</b>	<b>\$7,214,372</b>	<b>\$1,803,592</b>	<b>\$9,017,964</b>	
<b>LACMTA Staff</b>	<b>\$6,014,602</b>	<b>\$1,577,798</b>	<b>\$7,592,400</b>	LACMTA staff on the Integrated Project Team
<b>TOTALS</b>	<b>\$152,919,004</b>	<b>\$38,303,898</b>	<b>\$191,222,902</b>	

3/31/06

\* To be revised to show reduction in awarded Contractor value resulting from a sales tax exemption on rail cars (Granted by the California State Board of Equalization)



# 2550 Rail Vehicle Program Quarterly Project Status Report

December, 2006

## FISCAL YEAR CASH FLOW

Metro™ CONTRACT NO. P2550, LIGHT RAIL VEHICLES															
MILESTONE PAYMENT CASHFLOW SCHEDULE BY PROJECT, MONTH, & FISCAL YEAR															
31 DECEMBER 2006 Rev 0 [Supersedes 330 SEPTEMBER 2006 Rev 0]															
P2550 Contract Sched Payment Date	Mos After June 6 2003 (FY04) HTP	Contract Table A Contract Milestone Payments [800151]	Contract Table A Contract Milestone Payments [800088]	Contract Table B Individual Vehicle Milestone Payments [800151]	Contract Table B Individual Vehicle Milestone Payments [800088]	Contract Table C Spare Parts Delivery Milestone Payments [800151]	Contract Table C Spare Parts Delivery Milestone Payments [800088]	800151 MILESTONE PAYMENT TOTALS	800151 FISCAL YEAR TOTALS	800088 MILESTONE PAYMENT TOTALS	800088 FISCAL YEAR TOTALS	Metro™ CONTRACT P2550 TOTALS BY MONTH	P2550 Contract Sched Payment Date	Metro™ CONTRACT NO. P2550 TOTALS BY FY	FY
Jul-03	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-03		FY03
Aug-03	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-03	\$0	\$
Sep-03	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-03		FY04
Oct-03	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-03		
Nov-03	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-03		
Dec-03	6 (A)	\$22,121,755	\$5,530,439	\$0	\$0	\$0	\$0	\$22,121,755		\$5,530,439		\$27,652,194	Dec-03		
Jan-04	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-04		
Feb-04	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-04		
Mar-04	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-04		
Apr-04	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-04		
May-04	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-04		
Jun-04	12 (A)	\$5,530,439	\$1,382,610	\$0	\$0	\$0	\$0	\$5,530,439	\$27,652,194	\$1,382,610	\$6,913,049	\$6,913,049	Jun-04	\$34,565,243	FY04
Jul-04	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-04		FY05
Aug-04	14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-04		
Sep-04	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-04		
Oct-04	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-04		
Nov-04	17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-04		
Dec-04	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-04		
Jan-05	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-05		
Feb-05	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-05		
Mar-05	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-05		
Apr-05	22	\$1,659,132	\$414,783	\$0	\$0	\$0	\$0	\$1,659,132		\$414,783		\$2,073,915	Apr-05		
May-05	23	\$3,318,263	\$829,566	\$0	\$0	\$0	\$0	\$3,318,263		\$829,566		\$4,147,829	May-05		
Jun-05	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,977,395	\$0	\$1,244,349	\$0	Jun-05	\$6,221,744	FY05
Jul-05	25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-05		FY06
Aug-05	26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-05		
Sep-05	27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-05		
Oct-05	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-05		
Nov-05	29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-05		
Dec-05	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-05		
Jan-06	31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-06		
Feb-06	32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-06		
Mar-06	33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-06		
Apr-06	34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-06		
May-06	35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-06		
Jun-06	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-06	\$0	TTL
Jul-06	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-06		FY07
Aug-06	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-06		
Sep-06	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-06		
Oct-06	22	\$6,636,527	\$1,659,132	\$1,238,818	\$309,705	\$0	\$0	\$7,875,345		\$1,968,836		\$9,844,181	Oct-06		
Nov-06	23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-06		
Dec-06	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-06		
Jan-07	25	\$6,636,527	\$1,659,132	\$1,057,420	\$264,355	\$7,256,937	\$1,814,234	\$14,950,883		\$3,737,721		\$18,688,604	Jan-07		
Feb-07	26	\$4,977,395	\$1,244,349	\$597,287	\$149,322	\$0	\$0	\$5,574,682		\$1,393,670		\$6,968,352	Feb-07		
Mar-07	27	\$3,318,263	\$829,566	\$243,339	\$60,835	\$0	\$0	\$3,561,602		\$890,401		\$4,452,003	Mar-07		
Apr-07	28	\$0	\$0	\$349,523	\$87,381	\$0	\$0	\$349,523		\$87,381		\$436,904	Apr-07		
May-07	29	\$11,060,878	\$2,765,219	\$216,792	\$54,198	\$0	\$0	\$11,277,670		\$2,819,417		\$14,097,087	May-07		
Jun-07	30	\$1,106,088	\$276,522	\$659,227	\$164,807	\$0	\$0	\$1,765,315	\$45,355,020	\$441,329	\$11,338,755	\$2,206,644	Jun-07	\$56,693,775	TTL
Jul-07	31	\$0	\$0	\$371,645	\$92,911	\$0	\$0	\$371,645		\$92,911		\$464,556	Jul-07		FY08
Aug-07	32	\$0	\$0	\$703,471	\$175,868	\$0	\$0	\$703,471		\$175,868		\$879,339	Aug-07		
Sep-07	33	\$0	\$0	\$1,367,124	\$341,781	\$0	\$0	\$1,367,124		\$341,781		\$1,708,905	Sep-07		
Oct-07	34	\$0	\$0	\$1,433,490	\$358,372	\$0	\$0	\$1,433,490		\$358,372		\$1,791,862	Oct-07		
Nov-07	35	\$0	\$0	\$1,345,003	\$336,251	\$0	\$0	\$1,345,003		\$336,251		\$1,681,253	Nov-07		
Dec-07	36	\$0	\$0	\$1,521,977	\$380,494	\$0	\$0	\$1,521,977		\$380,494		\$1,902,471	Dec-07		
Jan-08	37	\$0	\$0	\$3,200,281	\$800,070	\$0	\$0	\$3,200,281		\$800,070		\$4,000,351	Jan-08		
Feb-08	38	\$0	\$0	\$3,200,281	\$800,070	\$0	\$0	\$3,200,281		\$800,070		\$4,000,351	Feb-08		
Mar-08	39	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238		\$661,809		\$3,309,047	Mar-08		
Apr-08	40	\$0	\$0	\$3,266,645	\$816,661	\$0	\$0	\$3,266,645		\$816,661		\$4,083,307	Apr-08		
May-08	41	\$0	\$0	\$3,001,184	\$750,296	\$0	\$0	\$3,001,184		\$750,296		\$3,751,481	May-08		
Jun-08	42	\$0	\$0	\$2,912,697	\$728,174	\$0	\$0	\$2,912,697	\$24,971,036	\$728,174	\$6,242,759	\$3,640,872	Jun-08	\$31,213,795	TTL
Jul-08	43	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238		\$661,809		\$3,309,047	Jul-08		FY09
Aug-08	44	\$0	\$0	\$2,779,968	\$694,992	\$0	\$0	\$2,779,968		\$694,992		\$3,474,960	Aug-08		
Sep-08	45	\$0	\$0	\$2,713,603	\$678,401	\$0	\$0	\$2,713,603		\$678,401		\$3,392,004	Sep-08		
Oct-08	46	\$0	\$0	\$2,315,412	\$578,853	\$0	\$0	\$2,315,412		\$578,853		\$2,894,265	Oct-08		
Nov-08	47	\$0	\$0	\$2,049,949	\$512,487	\$0	\$0	\$2,049,949		\$512,487		\$2,562,437	Nov-08		
Dec-08	48	\$0	\$0	\$2,403,897	\$600,974	\$0	\$0	\$2,403,897	\$14,910,068	\$600,974	\$3,727,517	\$3,004,872	Dec-08	\$18,637,585	TTL
<b>TOTALS</b>		<b>\$66,365,266</b>	<b>\$16,591,316</b>	<b>\$44,243,510</b>	<b>\$11,060,878</b>	<b>\$7,256,937</b>	<b>\$1,814,234</b>	<b>\$117,865,713</b>	<b>\$117,865,713</b>	<b>\$29,466,428</b>	<b>\$29,466,428</b>	<b>\$147,332,141</b>	<b>TOTALS</b>	<b>\$147,332,141</b>	<b>© 2006 02/26</b>

Reduction in awarded Contract Value from \$168,738,671 to \$147,332,141 results from a Sales Tax exemption on rail cars granted by the CA State Board of Equalization. Contract Modification No. 2 dated December 21, 2003. Values also do not reflect the assessment and collection of \$14,733,214 in Liquidated Damages that will be collected over the period of the Contract.

**CHANGE CONTROL STATUS**

Description	A		B		C		D=A+B+C	E		F=D+E
	Award Amount	Approved		LNTPs (NTE)		Total Approved Amount	Potential		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	
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	

There are no Changes this reporting period.

Two (2) additions to the basic system design are in the preliminary discussion phase:

1. GPS system
2. Event Recorder system

**FINANCIAL/GRANT STATUS**

	ORIGINAL BUDGET	FUNDS ANTICIPATED	FUNDS AVAILABLE	EXPENDITURES	BILLED TO FUNDING SOURCE
STIP - FEDERAL	71.1	42.0	15.4	15.4	15.4
FED[SECTION 5309 FIXED GUIDEWAY	38.3	25.9	25.9	25.9	24.8
FEDERAL - RSTP	7.7	7.7	7.7		
FEDERAL - CMAQ	14.2	14.2	14.2		
STIP - STATE	6.0	35.2	61.7	3.9	1.6
STATE - STA	15.6	15.6	8.5	8.5	8.3
PROP A 35%		12.3			
	152.9	152.9	133.4	53.7	50.0

**STATUS OF FUNDS ANTICIPATED**

**STIP FEDERAL/STATE:** LACMTA submitted a request for a STIP allocation of \$26.5 million to the CTC for consideration at their July 2006 meeting.

**FEDERAL SECTION 5309:** LACMTA submitted a grant application for \$10.7 million to the FTA for approval. FTA approved the grant on December 8, 2004. The funds are available for drawdown.

**FEDERAL RSTP:** A grant application for \$7.7 million was executed on April 7, 2005. Funds are available for drawdown.

**FEDERAL CMAQ:** A grant application for \$14.2 million was executed on August 25, 2005. Funds are available for drawdown.

## **RAIL CAR**



**2550 LRV at Metro's Division 22 Green Line Facility**



**2550 Full-Scale Training Mock-Up**



## **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 (LACMTA 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**

ATP	Automatic Train Protection
CMAQ	
CN	Change Notice
CO	Change Order
CTC	California Transportation Commission
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FTA	Federal Transit Administration
FY	Fiscal Year
HVAC	Heating, Ventilation, Air Conditioning
IPT	Integrated Project Team
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNTP	Limited Notice To Proceed
LRV	Light Rail Vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MGLEE	Metro Gold Line Eastside Extension
N/A	Not Applicable
NTE	Not to Exceed
NTP	Notice To Proceed
PGL	Pasadena Gold Line
PMOC	Project Management Oversight Consultant
QPSR	Quarterly Project Status Report
RSTP	
SSPP	System Safety Program Plan
STIP	State Transportation Improvement Program
TBD	To Be Determined
TWC	Train to Wayside Controller
US&S	Formerly United Switch and Signal