

# 2550 Rail Vehicle Program

September 2004



# **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.

**SEPTEMBER 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 September 2004 included:

- 1.** The Metro Integrated Project Team (IPT) and AnsaldoBreda performed on-site vendor-surveys of the LRV Coupler Assembly, Passenger Door Assembly, and the Header Signage /Communications subcontractors.
- 2.** The IPT performed on-site review of the 2550 LRV car structure fabrication and assembly at the AnsaldoBreda, Pistoia, Italy Plant.
- 3.** Members of the IPT, AnsaldoBreda and the subcontractor conducted the First Article Inspection of the Couplers in Sweden.
- 4.** Members of the IPT, AnsaldoBreda and the subcontractor conducted the First Article Inspection of the Communications and Video Surveillance systems in Turin, Italy.
- 5.** Members of the IPT, AnsaldoBreda and the subcontractor conducted the First Article Inspection of the Doors and Door Operating system in Tours, France and Tarragona, Spain.
- 6.** 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.
- 7.** AnsaldoBreda informs the IPT in Italy of possible schedule delays because of an alleged theft of 55 tons of stainless steel for the 2550 LRVs from one of its Italian steel suppliers.
- 8.** Members of the IPT and AnsaldoBreda management met in Los Angeles and discussed final design, fabrication, first article inspection, and systems integration leading to mitigating AnsaldoBreda's alleged schedule delay and accomplishing the on-time delivery of the first two LRVs to MTA.

## **MANAGEMENT ISSUES**

**Concern No. 1:** Although the first light rail vehicle is still on schedule for delivery to MTA in June 2005, AnsaldoBreda informed the IPT that the Contract delivery schedule beginning with the second vehicle, was potentially impacted by an alleged theft of 55 tons of MTA allocated stainless steel from one of AnsaldoBreda's suppliers. They also suggested that a combination of AnsaldoBreda's month-long August vacation and AnsaldoBreda's expedited effort to complete the Athens, Greece vehicles in time for the August 2004 Olympics had an impact on the schedule.

**Status/Action** The IPT informed AnsaldoBreda that none of these events or incidences were due to any action or inaction on the part of MTA and as such are not excusable delays under the terms of the Contract. Therefore there is no extension of the Contractual Schedule due to these aforementioned events. The IPT strongly expressed MTA's concern with the vehicle delivery schedule, especially the first two vehicles, and noted that the Liquidated Damages provisions of the Contract will be strictly imposed. The IPT continues to calculate the Liquidated Damages and is set to deduct such damages from the next payment to AnsaldoBreda.

The IPT then directed AnsaldoBreda to provide a schedule mitigation plan that will bring the schedule into alignment in all areas of the Contract Work. As a part of the mitigation plan, the IPT directed AnsaldoBreda to explore working extended workweeks, weekends, and/or additional shifts in the Italian and U.S. facilities.





In September, AnsaldoBreda Vice President/Project Manager visited MTA's IPT in Los Angeles to reaffirm AnsaldoBreda's full commitment to the contract Schedule. The IPT emphasized that far more than verbal commitment is necessary and that the AnsaldoBreda activities over the next quarter will evidence their actual dedication to schedule adherence.

**Concern No. 2:** 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.

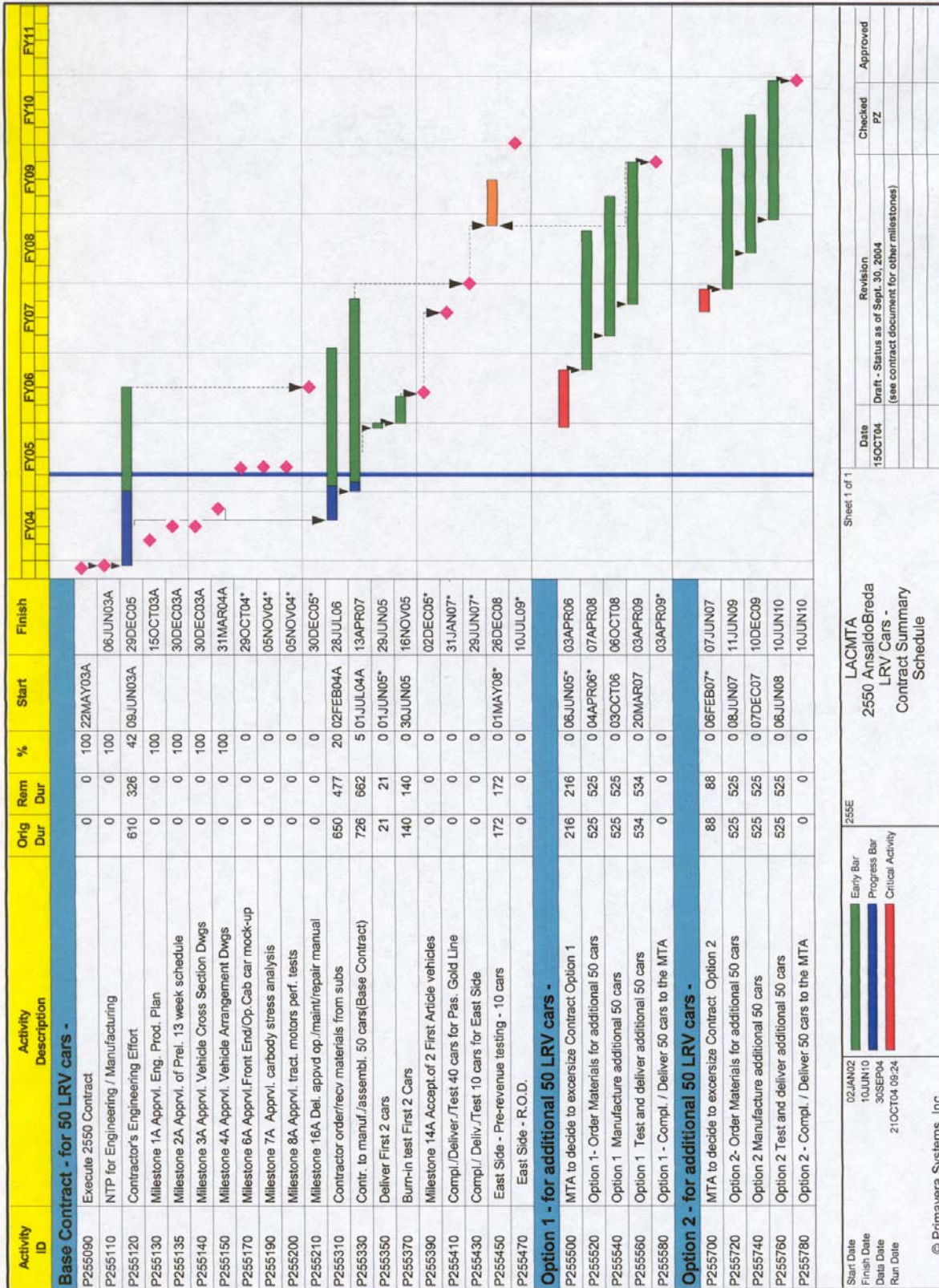
**Status/Action** The MTA's IPT continues to coordinate with AnsaldoBreda and the subcontractor, Union Switch and Signal, toward the accomplishment of the First Article Inspection re-scheduled for next quarter.

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05
5A-Approval of All Drawings Per Section 1.13.1 of Tech Specs	10/29/04*		○				
6A-Approval of Front End and Operator Cab Car Mock-up	10/29/04*		○				
7A-Approval of Carbody Stress Analysis and Compression Test Reports	11/5/04			○			
8A-Approval of Traction Motors Performance Tests	11/5/04			○			

 MTA Staff Milestone	 AnsaldoBreda, S.p.A Deliverables	<b>FTA</b> FTA Approval
 Other Agencies	* New Date	 Metro MTA Board Approval

SUMMARY SCHEDULE



Sheet 1 of 1

LACMTA  
 2550 AnsaldoBreda  
 LRV Cars -  
 Contract Summary  
 Schedule

255E

Start Date: 02JAN02  
 Finish Date: 10JUN10  
 Data Date: 30SEP04  
 Run Date: 21OCT04 09:24

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Date: 15OCT04  
 Draft - Status as of Sept. 30, 2004  
 Revision: (see contract document for other milestones)

Checked: PZ  
 Approved:

**50-CAR BUY DELIVERY SCHEDULE  
METRO PASADENA GOLD LINE**

<b>FISCAL YEAR</b>	<b>VEHICLE NUMBERS</b>	<b>MONTHS AFTER JUNE 6, 2003 NTP</b>	<b>DELIVERY DATE</b>
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**

<b>FISCAL YEAR</b>	<b>VEHICLE NUMBERS</b>	<b>MONTHS AFTER JUNE 6, 2003 NTP</b>	<b>DELIVERY DATE</b>
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 July 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 LRVs 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 September 2004, the Contractor completed milestones 1A, 2A, 3A, and 4A. Physical completion as of September 2004 is 30%.

**PROJECT COST STATUS**

<b>ELEMENT</b>	<b>LRV PROJECT BUDGET FOR 800151 (PASADENA)</b>	<b>LRV PROJECT BUDGET FOR 800088 (EASTSIDE)</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 for the Pasadena Gold Line and 10 LRVs for the Eastside Line
<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>				
<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>MTA Staff</b>				
<b>MTA Staff</b>	\$6,014,602	\$1,577,798	\$7,592,400	MTA staff on the Integrated Project Team
<b>TOTALS</b>	<b>\$152,919,004</b>	<b>\$38,303,898</b>	<b>\$191,222,902</b>	

9/30/04

\* 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)

FISCAL YEAR CASH FLOW

**Metro - CONTRACT NO. P2550, LIGHT RAIL VEHICLES**  
**MILESTONE PAYMENT CASHFLOW SCHEDULE BY PROJECT, MONTH, & FISCAL YEAR**  
**30 SEPTEMBER 2004 Rev 0\*** (Supersedes 14 June 2004 Rev 0)

Mos After Contract Start Date (FY04) ATP	P2550 Contract Sched Payment Date	Contract Table A Milestone Payments [80% PGL]	Contract Table A Milestone Payments [20% ESGU]	Contract Table B Individual Vehicle Milestone Payments [40 LRV's PGL]	Contract Table B Individual Vehicle Milestone Payments [10 LRV's ESGU]	Contract Table C Spare Parts Delivery Milestone Payments [80% PGL]	Contract Table C Spare Parts Delivery Milestone Payments [80% ESGU]	PASADENA Milestone Payment Totals	PASADENA FISCAL YEAR TOTALS	EASTSIDE Milestone Payment Totals	EASTSIDE FISCAL YEAR TOTALS	Metro CONTRACT NO. P2550 CONTRACT TOTALS BY MONTH	P2550 Contract Sched Payment Date	Metro CONTRACT NO. P2550 CONTRACT TOTALS BY FY	FY
1	Jul-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-03	\$0	FY03
2	Aug-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-03	\$0	FY03
3	Sep-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-03	\$0	FY03
4	Oct-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-03	\$0	FY03
5	Nov-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-03	\$0	FY03
6 (A)	Dec-03	\$22,121,766	\$5,530,439	\$0	\$0	\$0	\$0	\$22,121,766	\$22,121,766	\$5,530,439	\$5,530,439	\$27,652,194	Dec-03	\$27,652,194	FY04
7	Jan-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-04	\$0	FY04
8	Feb-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-04	\$0	FY04
9	Mar-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-04	\$0	FY04
10	Apr-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-04	\$0	FY04
11	May-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-04	\$0	FY04
12 (A)	Jun-04	\$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	\$6,913,049	FY04
13	Jul-04	\$3,318,263	\$829,566	\$88,487	\$22,122	\$0	\$0	\$3,406,750	\$1,382,610	\$851,668	\$22,122	\$4,258,438	Jul-04	\$4,258,438	FY04
14	Aug-04	\$3,318,263	\$829,566	\$88,487	\$22,122	\$0	\$0	\$3,406,750	\$22,122	\$851,668	\$22,122	\$4,258,438	Aug-04	\$4,258,438	FY04
15	Sep-04	\$3,318,263	\$829,566	\$88,487	\$22,122	\$0	\$0	\$3,406,750	\$851,668	\$851,668	\$851,668	\$4,258,438	Sep-04	\$4,258,438	FY04
16	Oct-04	\$3,318,263	\$829,566	\$88,487	\$22,122	\$0	\$0	\$3,406,750	\$851,668	\$851,668	\$851,668	\$4,258,438	Oct-04	\$4,258,438	FY04
17	Nov-04	\$3,318,263	\$829,566	\$88,487	\$22,122	\$0	\$0	\$3,406,750	\$851,668	\$851,668	\$851,668	\$4,258,438	Nov-04	\$4,258,438	FY04
18	Dec-04	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-04	\$0	FY04
19	Jan-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-05	\$0	FY04
20	Feb-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-05	\$0	FY04
21	Mar-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-05	\$0	FY04
22	Apr-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-05	\$0	FY04
23	May-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-05	\$0	FY04
24	Jun-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-05	\$0	FY04
25	Jul-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-05	\$0	FY04
26	Aug-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-05	\$0	FY04
27	Sep-05	\$3,318,263	\$829,566	\$132,730	\$27,652	\$3,629,469	\$907,117	\$4,225,756	\$1,382,610	\$1,056,439	\$22,122	\$5,282,195	Sep-05	\$5,282,195	FY05
28	Oct-05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-05	\$0	FY05
29	Nov-05	\$11,060,876	\$2,765,220	\$973,356	\$243,339	\$0	\$0	\$12,034,232	\$276,522	\$908,559	\$276,522	\$13,932,608	Nov-05	\$13,932,608	FY05
30	Dec-05	\$1,106,088	\$276,522	\$1,526,401	\$381,600	\$0	\$0	\$2,832,489	\$688,122	\$309,705	\$688,122	\$3,520,611	Dec-05	\$3,520,611	FY05
31	Jan-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-06	\$0	FY05
32	Feb-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-06	\$0	FY05
33	Mar-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-06	\$0	FY05
34	Apr-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-06	\$0	FY05
35	May-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-06	\$0	FY05
36	Jun-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-06	\$0	FY05
37	Jul-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-06	\$0	FY06
38	Aug-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-06	\$0	FY06
39	Sep-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-06	\$0	FY06
40	Oct-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-06	\$0	FY06
41	Nov-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-06	\$0	FY06
42	Dec-06	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-06	\$0	FY06
43	Jan-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-07	\$0	FY06
44	Feb-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-07	\$0	FY06
45	Mar-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-07	\$0	FY06
46	Apr-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-07	\$0	FY06
47	May-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-07	\$0	FY06
48	Jun-07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-07	\$0	FY06
TOTALS		\$66,365,263	\$16,591,319	\$44,243,510	\$11,060,876	\$7,256,937	\$1,814,234	\$117,865,710	\$29,466,431	\$29,466,431	\$6,116,666	\$147,332,141	TOTALS	\$147,332,141	C 2004

Reduction in awarded Contract Value from \$156,738,677 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.  
\* Revised to show Corrected Actual FY04 Payments "(A)" and corrected footnote above. Fiscal 2004 payment totals did not change from original forecast but are \$40k lower than shown on previous revision.

**CHANGE CONTROL STATUS**

Description	A	B		C		D=A+B+C	E		F=D+E
	Award Amount	Approved		Obligated		Total Approved Amount	Potential		Total Potential Value
		Executed Changes		LNTPs (NTE)			Pending		
		#	\$	#	\$		#	\$	
	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.

**FINANCIAL/GRANT STATUS**

SEPTEMBER 2004		STATUS OF FUNDS BY SOURCE							
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	in \$ millions	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED to FUNDING SOURCE	(F/B)
				\$	%	\$	%	\$	%
FEDERAL - STIP	71.1	71.1	15.4	53.0	74%	15.4	22%	15.4	29%
FED-SEC 5309 FIXED GUIDEWAY	38.3	38.3	11.8	38.3	100%	11.8	31%	11.8	31%
FEDERAL - RSTP	7.7	7.7	0.0	7.7	100%	0.0	0%	0.0	0%
FEDERAL - CMAQ	14.2	14.2	0.0	14.2	100%	0.0	0%	0.0	0%
STATE STIP	6.0	6.0	0.0	6.0	100%	0.0	0%	0.0	0%
STATE STA	15.6	15.6	7.6	15.6	100%	5.1	33%	5.1	33%
UNBILLED ACRUALS						4.3			
<b>TOTAL</b>	<b>152.9</b>	<b>152.9</b>	<b>34.7</b>	<b>134.8</b>	<b>88%</b>	<b>36.5</b>	<b>24%</b>	<b>32.2</b>	<b>21%</b>

(1) Based on June 2003 Regional Programming Funding Plan.  
 Note: Expenditures are cumulative through August 2004.  
 The 2550 Rail Vehicle Program consists of 40 light rail vehicles and associated costs.

**STATUS OF FUNDS ANTICIPATED**

**STATE STIP:** On December 12, 2002, the CTC approved an allocation request of \$15,395,000 for Federal STIP funds. FTA obligated the funds on April 18, 2004. Funds are available for drawdown. 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 FY06 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