

QUARTERLY PROJECT STATUS REPORT  
2550 Rail Vehicle Program

June 2007



# **2550 RAIL VEHICLE PROGRAM**

## **METRO INTEGRATED PROJECT TEAM'S 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 WITH FUNDS FROM THE STATE OF CALIFORNIA

## **TABLE OF CONTENTS**

	<b>Page No.</b>
<b>Project Overview.....</b>	<b>1</b>
<b>Management Issues.....</b>	<b>2</b>
<b>Project Status</b>	
• <b>Schedules</b>	
• <b>Latest 50-Car Buy Proposed Schedule.....</b>	<b>3</b>
• <b>50-Car Buy Contract &amp; Proposed Delivery Schedule.....</b>	<b>4</b>
• <b>Schedule Narrative as of June 30, 2007.....</b>	<b>5</b>
• <b>Project Budget Status.....</b>	<b>6</b>
• <b>Fiscal Year Cashflow.....</b>	<b>7</b>
• <b>Change Control Status.....</b>	<b>8</b>
• <b>Financial/Grant Status.....</b>	<b>9</b>
• <b>Photos.....</b>	<b>10</b>
<b>Appendices.....</b>	<b>11 &amp; 12</b>

## **PROJECT OVERVIEW**

***The 2550 Light Rail Vehicle Base Contract for a Base order of 50 LRVs was awarded to 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 are subject to specific U.S. Department Of Labor Producer Price Index escalation and will require future Metro 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 reducing Metro reliance on expensive non-accountable consultants both in management and oversight. The IPT designed the 2550 Contract to provide for a superior LRV capable of performing on all existing and future Metro Light Rail Lines within the Metro Board-established Project Budget.***

Project accomplishments through the period ending June 2007 included:

- 1.** The Metro Integrated Project Team (IPT) continued to focus on Pittsburg Final Assembly Plant issues, use of American Flag Vessels for shipments from Italy, and of course, accelerated deliveries of the Light Rail Vehicles to Metro.
- 2** The IPT met with the new Project Director of AnsaldoBreda S.p.A, Mr. Fantappie and the Final Assembly staff at the Final Assembly Plant in Pittsburg, California. Metro received AnsaldoBreda's pledge to improve their Final Assembly and Delivery performance.
- 3.** AnsaldoBreda mobilization and staffing for the Pittsburg, California plant is complete. AnsaldoBreda is presently adding the final assembly of vehicle interiors at this plant. AnsaldoBreda has eleven (11) "A" & eleven (11) "B" carshells in final assembly through the end of June 2007 to continue final assembly in the First Quarter of Fiscal 2008 with one shift working 5-days per week.
- 4.** Assembly of carshells in the Pistoia, Italy plant continues and the last shipment this quarter met that four carshells/shipment goal. American Flag Vessels have yet to be used. AnsaldoBreda is on notice of this potential deficiency
- 5.** The Proof-of-Design testing of the two prototype LRVs 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.
- 6.** Metro has received five (5) Production LRVs at Los Angeles from the Pittsburg Final Assembly Facility which arrived at Metro with minor production deficiencies. Inspection and acceptance testing will commence upon correction of these deficiencies.

## **MANAGEMENT ISSUES**

**Concern No. 1:** The IPT continues to be concerned about AnsaldoBreda's inability 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. 1:** AnsaldoBreda has agreed to begin utilizing American Flag Vessels but has also expressed concern that using those vessels will require an additional 3000 miles of overland movement by truck through several European Union countries and several more American states. This extra surface trucking mileage is perceived as presenting a great risk of in-tract damage to the vehicles based upon their past experience. AnsaldoBreda has not formally responded provided the requested compliance plan in writing. AnsaldoBreda has submitted a second request for an American Flag Vessel waiver from the U.S. Maritime Administration.

**Concern No. 2:** The AnsaldoBreda proposed revised "worse-case" schedule (Revision 15) displays 16 month slip in the Contract Schedule but still sufficient to meet the operational schedules of the next two light rail lines that are scheduled for substantial completion in Fiscal 2009. 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. 2:** AnsaldoBreda has now unofficially submitted an un-numbered revision to their schedule. This schedule has been discussed but not approved, but hopefully this latest revision provides Metro some assurance that AnsaldoBreda is dedicated to improving their delivery performance. Metro is still demanding consideration or compensation to Metro for existing 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. 3:** 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. 3:** 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. This system is critical and vigilant oversight continues by the Metro IPT.

LATEST ANSALDOBREDA 50-CAR BUY PROPOSED SCHEDULE

ANNO	50 TRAM LRV LOS ANGELES (N.T.P. 06/06/03)												150 TRUCK LRV LOS ANGELES												100 TRACTION INVERTER - 50 AUXILIARY INVERTER - 200 MOTORS																							
	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12												
ANSALDOBREDA - PMA / PCO																																																
INIZIO																																																
ASSEMBLARE TIPOLO																																																
UNDEBBRAME ASSEMBLY																																																
VERIFICAZIONE TIPOLO																																																
INIZIATIVE SOTTOTIPOLO																																																
INSTALLAZIONE UNDERFRAME																																																
CARROZZI ASSEMBLY																																																
DECORIT - ISOLAMENTO E PAVIMENTO																																																
CLEANING - SEALERS - INSULATION & FLOOR																																																
LINEA MONTAGGI																																																
SYSTEM AND LINDING ASSEMBLY																																																
PROVE ELETTRICHE L.R.V.																																																
FUNCTIONAL TESTS L.R.V.																																																
SPEDIZIONE IN U.S.A.																																																
ARRIVO IN U.S.A. - CARIBERE																																																
ARRIVE IN U.S.A. - FINAL ASSEMBLY																																																
COMPLETAMENTO MONTAGGI																																																
FINAL ASSEMBLY																																																
INIZIO																																																
PROVE ELETTRICHE L.R.V.																																																
FUNCTIONAL TESTS L.R.V.																																																
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EXCUTIVE ACCEPTANCE																																																
ACCETTAZIONE																																																
INIZIO																																																
ASSEMBLARE TIPOLO E VERIFICAZIONE																																																
UNDEBBRAME TIPOLO E MONTING																																																
MONTAGGI FINALE																																																
ASSEMBLY FINALE																																																
SHIPMENT TO FINAL ASSEMBLY																																																
COMPLETAMENTO MONTAGGI CARRELLI																																																
FINAL ASSEMBLY BODIES																																																
INIZIO																																																
MOTORI DI TRAZIONE (spedire) 200																																																
TRACIION MOTORS (shipment) 200																																																
CONSEGNA																																																
TRACIION INVERTER 50A * 71 / 2 / A																																																
GRUPPI STATICI 50 S/M																																																
AUTOMATI INVERTER 50 S/M																																																

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

**June 2007**

**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 UNAPPROVED SCHEDULE	DATE OF ARRIVAL AT METRO	ACTUAL CONTRACT DELIVERY DATE
X	Prototype Cars. No payment until the cars are each remanufactured to the Contract production configuration.			6/15/05	6/11/2005	
Y				7/22/05	7/26/2005	
1	1 A&B	24 MONTHS	JUNE/05	10/31/06	1/09/2007*	
2	1 A&B	24 MONTHS	JUNE/05	11/30/06	1/30/2007*	
3	1 A&B	26 MONTHS	AUGUST/05	12/31/06	2/28/2007*	
4	1 A&B	27 MONTHS	SEPTEMBER/05	12/31/07	5/31/2007*	
5	1 A&B	28 MONTHS	OCTOBER/05	1/31/07	6/20/2007*	
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		

\* Note: The Contract defines "Delivery" as arrival at Metro in a final production configuration that allows Metro to immediately commence inspection and pre-acceptance testing. Vehicles that arrive and require further Contractor labor to achieve final production configuration are NOT considered DELIVERED for the purposes of Delivery payment until production configuration is achieved. All future shipments from Ansaldobreda/Pittsburg must be in complete production configuration.

## **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 June 2007 follows:

This is a performance-based contract under which compensation is only paid when deliverables are received and approved by Metro. Compensation for contract milestone completion is an ongoing process directly related to Contractor performance. While progress is continuing, sufficient accomplishment for payment of Contract payment milestones lags behind. Performance improvement is promised by new AnsaldoBreda Project Director, Giancarlo Fantappie, with the addition of more staff at the Pittsburg, California Final Assembly Facility.

The Contractor's two test vehicles are now undergoing the testing in the coupled configuration. One of these test vehicles is scheduled for return to Pittsburg for production configuration conformance. The Contractor has unofficially submitted a revision to their schedule wherein they will propose delivery of three to four vehicles per month to mitigate their schedule slip. This has not occurred to date, although Metro is now assured by AnsaldoBreda's new Project Director that deliveries will improve. Currently, there is no schedule impact to Rail Operations of new Metro projects forecast.

Metro has received five Production LRVs at Los Angeles from the Pittsburg Final Assembly Facility which arrived at Metro with minor production deficiencies. Inspection and acceptance testing will complete upon correction of these deficiencies.

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 three-fourths 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 June 2007, thirty-two car shells (16 LRVs) had been delivered to the Contractor's final assembly facility in Pittsburg California. Five of these LRVs are now at Metro not counting the two test vehicles. 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. The Contractor is constantly admonished to mitigate their supply chain deficiencies.

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 twenty-two car shell modules that are in now inventory.



**PROJECT BUDGET 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	10-LRVs Federal Funds 40-LRVs Local Funds
<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 technical staff support
<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>	\$6,014,602	\$1,577,798	\$7,592,400	Metro staff on the Integrated Project Team
<b>TOTALS</b>	<b>\$152,919,004</b>	<b>\$38,303,898</b>	<b>\$191,222,902</b>	

3/31/2007

\* 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 & FISCAL YEAR													
30 JUNE 2007 Rev 0 (4th Quarter FY07) [Supersedes 31 MARCH 2007 Rev 1]													
Metro	Mos After Jan 6 2005 (FY03) HTP	Contract Table A Milestone Payments [8099151]	Contract Table B Individual Milestone Payments [8099151]	Contract Table B Individual Milestone Payments [8099083]	Contract Table C Spare Parts Inventory Milestone Payments [8099151]	Contract Table C Spare Parts Inventory Milestone Payments [8099083]	METRO FLEET 800151 MILESTONE PAYMENT TOTALS	METRO FLEET 800151 FISCAL YEAR TOTALS	METRO EASTSIDE 800088 MILESTONE PAYMENT TOTALS	METRO EASTSIDE 800088 FISCAL YEAR TOTALS	P2550 Contract Milestone Payment Date	Metro™ CONTRACT NO. P2550 TOTALS BY FY	FY
	Jul-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-03	ACTUAL	FY03 TTL
	Sep-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-03		
	Oct-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-03		
	Nov-03	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-03		
	6 (A)	\$22,121,755	\$5,530,439	\$0	\$0	\$0	\$22,121,755	\$0	\$5,530,439	\$0	Jan-04		
	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-04		
	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-04		
	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-04		
	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-04		
	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-04	ACTUAL	FY04 TTL
	12 (A)	\$5,530,439	\$1,382,610	\$0	\$0	\$0	\$5,530,439	\$27,652,194	\$1,382,610	\$6,913,049	Jul-04		
	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-04		
	14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-04		
	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-04		
	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-04		
	17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-04		
	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-05		
	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-05		
	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-05		
	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-05		
	22 (A)	\$23,643,183	\$5,910,796	\$0	\$0	\$0	\$23,643,183	\$23,643,183	\$5,910,796	\$5,910,796	May-05	ACTUAL	FY05 TTL
	23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-05		
	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-05		
	25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-05		
	26 (A)	\$449,832	\$112,458	\$289,968	\$0	\$0	\$1,609,704	\$402,426	\$959,240	\$0	Sep-05		
	27 (A)	\$2,677,086	\$669,272	\$289,968	\$0	\$0	\$3,836,958	\$0	\$0	\$0	Oct-05		
	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-05		
	29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-05		
	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-06		
	31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-06		
	32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-06		
	33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-06		
	34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-06		
	35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-06		
	36 (A)	\$4,763,489	\$1,190,871	\$289,968	\$0	\$0	\$5,923,377	\$11,370,019	\$1,480,839	\$2,842,505	Jul-06	ACTUAL	FY06 TTL
	37	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-06		
	38	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-06		
	39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-06		
	40 (A)	\$566,630	\$141,672	\$289,968	\$0	\$0	\$1,736,562	\$431,640	\$431,640	\$0	Nov-06		
	41 (A)	\$446,802	\$111,706	\$289,968	\$0	\$0	\$1,606,674	\$401,669	\$54,198	\$0	Dec-06		
	42 (A)	\$5,032,068	\$1,258,017	\$289,968	\$0	\$0	\$6,191,940	\$1,547,985	\$0	\$0	Jan-07		
	43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-07		
	44 (A)	\$1,070,062	\$267,515	\$289,968	\$0	\$0	\$2,229,934	\$557,483	\$305,934	\$0	Mar-07		
	45 (A)	\$63,864	\$15,966	\$289,968	\$0	\$0	\$1,223,736	\$305,934	\$0	\$0	Apr-07		
	46	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-07		
	47	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-07	ACTUAL	FY07 TTL
	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-07		
	49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-07		
	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-07		
	51	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-07		
	52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-07		
	53	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-07		
	54	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-08		
	55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-08		
	56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-08		
	57	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-08		
	58	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-08		
	59	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-08		
	60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-08		
	61	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-08		
	62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-08		
	63	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-08		
	64	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-08		
	65	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-08		
	66	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-09		
	67	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-09		
	68	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-09		
	69	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-09		
	70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-09		
	71	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-09		
	72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-09		
	TOTALS	\$66,365,266	\$16,591,316	\$11,060,874	\$7,256,937	\$1,814,234	\$117,865,713	\$29,466,428	\$29,466,428	\$29,466,428	TOTALS	ACTUAL	FY09 TTL

Reduction in awarded Contract Value from \$158,738,671 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 Unpaid Damages that have been assessed and are presently being collected and will continue over the period of the Contract.

**CHANGE CONTROL STATUS**

**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 Change Orders this reporting period.

Two (2) Change Orders to the basic system design are in the pre-negotiation phase:

1. Carborne GPS system
2. Carborne Vehicle Event Recorder system

These changes are within the Project's Base Budget without considering any contingency budget.

**FINANCIAL/GRANT STATUS**

**Metro EASTSIDE LIGHT RAIL TRANSIT**

(IN MILLIONS OF DOLLARS)

**JUNE 2007**

**STATUS OF FUNDS BY SOURCE**

FUNDING SOURCE	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	26.0
FEDERAL - RSTP	7.7	7.7	7.7	0.0	0.0
FEDERAL - CMAQ	14.2	14.2	14.2	0.0	0.0
STIP - STATE	6.0	35.2	61.8	8.4	3.8
STATE - STA	15.6	15.6	15.6	8.6	8.6
PROP A 35%		12.3	12.3	0.0	0.0
<b>TOTAL</b>	<b>152.9</b>	<b>152.9</b>	<b>152.9</b>	<b>58.3</b>	<b>53.8</b>

Funding Status: All funds have been awarded and available for draw down.

**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.

**PHOTOS**



**2550 LRV Coming Around the Curve into Union Station**



**2550 LRV at Metro Gold Line Yard with Decals for LA Olympic Bid**

**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 Metro 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 Metro's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in Metro'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 (Metro 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**

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