



CONSTRUCTION COMMITTEE
MARCH 18, 2004

**SUBJECT: METRO GREEN LINE CONTRACT NO. H1100,
AUTOMATIC TRAIN OPERATION CLOSEOUT REPORT**

ACTION: RECEIVE AND FILE THIS STATUS REPORT

RECOMMENDATION

Receive and file this report on the Metro Green Line Contract No. H1100, Automatic Train Operation Contract Closeout.

ISSUE

At the September 2003 MTA Board Meeting, the Board requested staff to prepare a report on the status of the Automatic Train Operation on the Metro Green Line, and to present this report to the Board at the March 2004 Meeting.

BACKGROUND

In April 2001, the MTA put the first of the P2000 Light Rail Vehicles into revenue service in the Automatic Train Operation (ATO) Mode. In ATO, the train operator presses a push button to start the train and opens and closes the doors. The ATO regulates train velocity and performs programmed station stops. In July 2002, there were reports of trains stopping with the front of the train beyond some of the stations. To ensure that all trains stopped at the station platform boarding areas, the mode of operation was changed from ATO to the manual operation mode. In manual operation, the train operator controls all functions of the train.

In July 2002, a task force consisting of the MTA, consultants, and contractors conducted data gathering operations to determine what needed to be done to restore the P2000 operations to the ATO Mode. The conclusions of the task force included recommendations for revisions to the ATO software.

In July 2002, MTA advised the Automatic Train Operation contractor, Union Switch & Signal (US&S), to make revisions to the ATO software based on the conclusions of the task force. Since then, US&S has been conducting data collection activities with revisions of ATO software. US&S has advised MTA that a revision of ATO software will be ready for implementation in March 2004. This revision of software will be evaluated by MTA to ensure that the performance of the Light Rail Vehicles in ATO will satisfy the base contract requirements and the recommendations of the task force are implemented. US&S currently plans to complete the base contract work by May 31, 2004, and to submit the final base contract submittals by June 30, 2004.

Contract No. H1100 – US&S

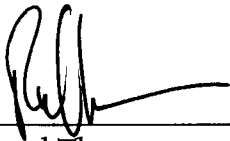
The contractor has advised the MTA that US&S plans to pursue requests for additional compensation for changed conditions that were not part of the base contract work. These discussions with the contractor will extend beyond the completion date for the base contract work.

Also, staff advised the Board in September 2003 when the Board approved the unilateral Change Order in an amount not-to-exceed \$ 1,900,000 to provide compensation for delays and inefficiencies that the action would be subject to potential claims or litigation. The matter between the MTA and US & S has not been resolved.

NEXT STEPS

Staff will provide another contract closeout update on the H1100 US&S contract at the September 2004 MTA Board Meeting or sooner, depending on closeout progress.

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