QUARTERLY PROJECT STATUS REPORT

2550 Rail Vehicle Program

March 2005





TABLE OF CONTENTS

Page No.

Project Overview	1
Management Issues	2
Project Status	
Schedule	3
 Key Milestones Six-Month Lookahead 	
o Summary Schedule	4
o 50-Car Buy Delivery Schedule	5
o Schedule Narrative	6
Project Cost Status	7
Fiscal Year Cashflow	8
Change Control Status	9
Financial/Grant Status	10
Appendices	11-12

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 2005 included:

1. The Metro Integrated Project Team (IPT) performed on-site review of the 2550 LRV car structure fabrication and assembly at the Ansaldobreda, Pistoia, Italy Plant.

2. 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.

3. The IPT conducted First Article Inspections, and traveled to the U.S. and European sites to support these program management efforts.

4. 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.

5. Members of the IPT and Ansaldobreda management met in Italy and other locations 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 in June 2005.

6. MTA Joint Project Team visited Ansaldobreda's Italian facilities to assess engineering work progress, reviewed program schedule during the months of January, February, and March 2005.

7. Ansaldobreda has completed the scale model of the LRV Car and its receipt is expected in Los Angeles during April 2005.

MANAGEMENT ISSUES

Concern No. 1: The compatibility of the carborne ATP and TWC, designed and built by Ansaldobreda subcontractor, Union Switch and Signal (US&S), with the wayside equipment of MTA's three operating light rail lines is a requirement of the Contract. This is a reliability area, which the IPT has selected for increased focus.

<u>Status/Action</u> The IPT continues to coordinate with Ansaldobreda and the subcontractor, US&S toward the accomplishment of the First Article Inspection rescheduled for next quarter. Ansaldobreda and US&S have recently visited all MTA rail lines to gather empirical data for design input in advance of the upcoming First Article Inspection.

Concern No. 2: Documentation submittals are close to complete. However, several submittals continue lagging behind the contract schedule.

<u>Status/Action</u> Ansaldobreda is making and effort to "catch-up" through the efforts of their documentation consultant.

Concern No. 3: Both Milestones 5A, Approval of all design drawings, and 6A Approval of Cab Mock-up, are not yet complete nor officially approved.

<u>Status/Action</u> MTA has received Ansaldobreda invoice for Milestone 6A and is in process of reviewing the material and documentation for approvability.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

5A-Approval of All Drawings Per Section 4/30/05* O Image: Constraint of the system of the syst		Milestone	Mor OF	Apr OF				
1.13.1 of Tech Specs 0	5A-Approval of All Drawings Per Section	Date 4/30/05*	<u>Mar-05</u>	0	iviay-00	Juii-UD	Jul-05	Aug-05
7A-Approval of Carbody Stress Analysis and Compression Test Reports 4/30/05* O Image: Compression Test Reports 8A-Approval of Traction Motors Performance Tests 4/30/05* O Image: Compression Test Reports Image: Compression Test Reports 4/30/05* O Image: Compression Test Reports Image: Compression Test Reports 8A-Approval of Traction Motors Performance 4/30/05* O Image: Compression Test Reports Image: Compression Test Reports Image: Tests Image: Compression Test Reports 4/30/05* O Image: Compression Test Reports Image: Tests Image: Compression Test Reports 4/30/05* O Image: Compression Test Reports Image: Tests Image: Compression Test Reports Image: Compression Test Reports Image: Compression Test Reports Image: Tests Image: Compression Test Reports Image: Compression Test Reports Image: Compression Test Reports Image: Tests Image: Compression Test Reports Image: Compression Test Reports Image: Compression Test Reports Image: Tests Image: Compression Test Reports Image: Compression Test Reports Image: Compression Test Reports Image: Tests Image: Compression Test Reports Image: Compression Test Reports Ima	6A-Approval of Front End and Operator Cab							
A-Approval of Traction Motors Performance 4/30/05*	7A-Approval of Carbody Stress Analysis and	4/30/05*		0				
	8A-Approval of Traction Motors Performance Tests	4/30/05*		0				
Conther Agencies * New Date Matro MTA Board Approval	Δ		eliverables					
	MTA Staff Milestone O Ansaldol Other Agencies * New Da		eliverables		FTA Metro			al
	Δ		eliverables					al
	Δ.		eliverables					al
	Δ.		eliverables					al

FY11 Approved FY10 Checked FY09 milestones FY08 (see contract document for other Status as of March 31, 2005 FY07 **FY06** Date 08APR05 FY05 of 1 heet 1 FY04 LRV Cars -Contract Summary Schedule 2550 AnsaldoBreda 31MAR04A 06JUN03A 150CT03A 30DEC03A 30DEC03A 29APR05* 30DEC05* 29JUN07* 02DEC05* 29DEC05 29APR05* 29APR05* 29APR05* 13APR07 16NOV05 31JAN07* 26DEC08 06OCT08 03APR09* 10DEC09 10JUL09* 07APR08 03APR09 10JUN10 Finish 28JUL06 29JUN05 03APR06 70NULTO 11JUN09 10JUN10 LACMTA 100 22MAY03A 42 09JUN03A 28 02FEB04A 18 01JUL04A 0 01MAY08* 0 06JUN05* 0 06FEB07* 0 04APR06* 0 01JUN05* 0 03OCT06 0 30JUN05 0 20MAR07 70NUL80 0 0 07DEC07 0 06JUN08 Start 0 0 0 0 0 0 0 0 0 100 100 100 100 % 00 96 0 0 0 0 00 000 216 525 525 347 532 21 140 0 0 0 172 0 0 88 525 0 534 525 525 Rem 55G 00 216 525 610 0 0 0 0 0 0 0 0 88 525 0 0 650 21 0 0 172 0 525 525 525 0 726 534 Dur Activity Progress Bar Early Bar Critical Milestone 6A ApprvI. Front End/Op.Cab car mock-up Milestone 5A Apprvl. of Des. Dwgs-T.Specs 1.13.1 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 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 Option 1 - Compl. / Deliver 50 cars to the MTA MTA to decide to excersize Contract Option 2 Option 2- Order Materials for additional 50 cars Option 2 - Compl. / Deliver 50 cars to the MTA MTA to decide to excersize Contract Option 1 Milestone 7A Apprvl. carbody stress analysis Milestone 8A Apprvl. tract. motors perf. tests 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 1 - for additional 50 LRV cars -Milestone 1A Apprvl. Eng. Prod. Plan NTP for Engineering / Manufacturing for additional 50 LRV cars Description Activity ase Contract - for 50 LRV cars -Contractor's Engineering Effort 02JAN02 10JUN10 31MAR05 18APR05 10:06 Burn-in test First 2 Cars Execute 2550 Contract East Side - R.O.D. C Primavera Systems, Inc. Deliver First 2 cars **Option 2 -**Activity Start Date Finish Date Data Date Run Date P255700 P255110 P255120 P255130 P255135 P255140 P255150 P255160 P255170 P255190 P255200 P255210 P255310 P255330 P255350 P255370 P255390 P255410 P255430 P255450 P255470 2555500 P255520 P255540 P255560 P255580 P255720 P255740 P255760 ₽ 255090 2555780

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

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 March 2005, the Contractor completed milestones 1A, 2A, 3A, and 4A. The contractor is in the process of completing the Milestone 5A, 6A, 7A and 8A work. Ninety-eight (98%) of this work is completed. However, these milestones cannot yet be approved. Ansaldobreda has invoiced for 6A work. The contractor continues to work on Milestones 7A and 8A. Physical completion as of March 2005 is 42%.

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	\$126,990,937	\$31,747,734	*\$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				

3/31/05

* 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)

Matrix fuel for the formation of t						IN IN INT	SI MANCH 2003 Nev 0 FOREversis F 100 NOROVER OF \$10,010,010 BILLE TO NOROVER OF \$2,700 DOC PORTOVER SE ANTONIO			and the last the	noninden I		100071	10		
Mire Biole Redit Contrast Tournast	2550 ntract ched yment	Mcs After June 6 2003 (FY04)	Contract Table A Contract Milestone Payments		e B vehicle			Contract Table C Spare Parts Delivery Milestone Payments	PASADENA MILESTONE PAYMENT	PASADENA FISCAL YEAR	EASTSIDE	EASTSIDE FISCAL YEAR	Metro Metro CONTRACT P2550 TOTALS	P2550 Contract Sched Payment	Metro Metro Motract NO. P2550 TOTALS	FY
2 5	Jate	1	[80% PGL] S0	[20% ESGL] S0	[40 LRVs PGL] \$0	[10 LRVsESGL]	[80% PGL]	[20% ESGL] \$0	100	122			S0 S0	Jul-03	BYFY	L.
3 522/17/17/16 50	1g-03	2	\$0	80	80	\$0	20	80	8	\$0	00	200	80	Aug-03	0\$	
6 5 527.11.7 5 56.500.45	p-03	eo 4	808	S OS	88	88	800	88	88		000		80	Sep-03 Oct-03		FY04
1 1 2	v-03	5	1	\$6 530 439	99 99	05	808	05 05	1		\$5,530,439		\$27.652.194	Nov-03 Dec-03		_
8 50 </td <td>n-04</td> <td>1</td> <td>1000</td> <td>So</td> <td>80</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td>So</td> <td></td> <td>So</td> <td>Jan-04</td> <td></td> <td>_</td>	n-04	1	1000	So	80	\$0	\$0	\$0			So		So	Jan-04		_
1 1 2 5	b-04	00 0	05	05	05	05	05	05	8		So So		So So	Feb-04		
11 55:50.43 5:32.610 50	pr-04	10	20S	000	2 SA	0.00	88	88	3		80		So	Apr-04		
1.1 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.000000 0.000000 0.0000000	ay-04	11 12 (A)		\$1 387 610	8.9	05	\$0	05	100	\$27,852,194	\$1.382.610	\$6.913.049	\$0 \$6.913.049	May-04 Jun-04	\$34.565.243 FY04	FYC
14 50<	1-04	13		0S	000	80	So	808	1 1000				So	Jul-04		FY05
10 50<	19-04	14	05	8	05	0.0	05	05	05		80		80	Aug-04		
1 1 5	10-04	t 4	9.9	0.5	00	04	0.9	04	2.2		0.8		0% O%	Oct-04		
16 50<	N-04	12	205	05	3	000	205	8	8		\$0		So	Nov-04		_
10 50<	c-04	18	SO	SO	\$0	\$0	\$0	\$0	80		\$0		So	Dec-04		
2 5 6 50	n-05	19	05	80	0\$	\$0	8	05	8 9		0.9		SO SO	Jan-05		
22 5169.132 51.47.6 50 50 51.669.132 51.434.76 500.50 50 51.669.132 51.434.76 53.44.76	ar-05	21	200	805	000	80	39	8	3		\$0		So	Mar-05		_
23 55,316,527 51,656,125 500 50 50 50 50 50 50 50 50 50 51,656,316 51,923,487 53,133,527 51,923,487 53,133,527 51,956,316 51,923,487 53,133,527 51,956,316 51,923,487 53,133,527 51,956,316 51,923,487 51,923,487 53,133,527 51,923,487 51,923,487 53,133,527 51,923,487 53,133,527 51,923,487 53,133,527 51,923,487 53,133,527 53,133,507 53,133,507 53,133,507 53,133,526 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,507 53,133,502	or-05	22	\$1,659,132	\$414,783	\$0	\$0	80	\$0	\$1,659,132		\$414,783		\$2,073,915	Apr-05		
25 56,66,67 51,657,12 51,657,12 51,657,12 51,657,12 51,657,12 51,657,13 51,933,670 57,966,3467 51,933,670 51,933,671 51,933,670 51,933,670 51,933,670 51,933,670 51,933,671 51,933,671 51,933,671 51,933,671 51,933,671 51,933,671 51,933,671 51,933,671 52,819,4347 <th< td=""><td>ay-05</td><td>23</td><td>\$3,318,263 \$6.636.527</td><td>\$1.659.132</td><td>\$1.238.818</td><td>\$309.705</td><td>2 2</td><td>0%</td><td>\$7.875,345</td><td>\$12,852,740</td><td>\$1,968,836</td><td>\$3,213,185</td><td>\$9,844,181</td><td>Jun-05</td><td>\$16.065,925 FY05</td><td>FY</td></th<>	ay-05	23	\$3,318,263 \$6.636.527	\$1.659.132	\$1.238.818	\$309.705	2 2	0%	\$7.875,345	\$12,852,740	\$1,968,836	\$3,213,185	\$9,844,181	Jun-05	\$16.065,925 FY05	FY
26 54.977.305 51.2.44.3.49 5597.4 (52) 51.33.5 (7) 52.83.3 (7) 51.33.5 (7) 52.83.3 (7) 51.33.5 (7) 52.83.3 (7) 52.83.4 (7) 52	ul-05	25	\$6,636,527	\$1,659,132	\$1,057,420	\$264,355	\$0	\$0	\$7,693,946		\$1,923,487		\$9,617,433	Jul-05		FY06
27 53.3 (16) 5249.5 (5) 54.4 (3) 57.0 (3) <t< td=""><td>30-Br</td><td>26</td><td>\$4,977,395</td><td>\$1,244,349</td><td>\$597,287</td><td>\$149,322</td><td>\$0</td><td>\$0</td><td>\$5,574,682</td><td></td><td>\$1,393,670</td><td></td><td>\$6,968,352</td><td>Aug-05</td><td></td><td></td></t<>	30-Br	26	\$4,977,395	\$1,244,349	\$597,287	\$149,322	\$0	\$0	\$5,574,682		\$1,393,670		\$6,968,352	Aug-05		
26 \$11,06.078 \$27,65,216 \$266,728 \$54,198 50 \$17,65,16 \$2,89,477 \$441,329 \$541,971 \$551,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$541,971 \$5	50-02	27	\$3,318,263	\$829,566	\$243,339	\$60,835	\$7,256,937	\$1,814,234	\$10,818,539 \$340 523		\$2,704,635		\$13,523,174	Sep-05		_
30 \$11,00,008 \$278,522 \$569,227 \$164,807 \$571,645 \$541,325 \$641,325 \$641,326 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 \$638,372 <th< td=""><td>01-05</td><td>29</td><td>\$11,060,878</td><td>\$2,765,219</td><td>\$216,792</td><td>\$54,198</td><td>8</td><td>8</td><td>\$11,277,670</td><td></td><td>\$2,819,417</td><td></td><td>\$14,097,087</td><td>Nov-05</td><td>State of the second</td><td></td></th<>	01-05	29	\$11,060,878	\$2,765,219	\$216,792	\$54,198	8	8	\$11,277,670		\$2,819,417		\$14,097,087	Nov-05	State of the second	
31 50 5771,645 522,911 50 5771,645 522,911 592,911 592,911 32 50 51,047,13 577,646 50 51,047,13 577,566 534,715 554,776 534,776 566,776 534,776 566	SC-05	30	\$1,106,088	\$276,522	\$659,227	\$164,807	\$0	\$0	\$1,765,315		\$441,329		\$2,206,644	Dec-05		_
3.3 50 51,377,141 5341,701 5341,721 5341,721 5341	90-u	31	09	20	\$371,645	\$92,911	89	05	\$371,645		\$92,911 \$175 868		\$464,556	Jan-06		_
34 50 51,433,460 5358,372 50 51,433,460 5358,372 5358,342 5358,342 5358,342<	ar-06	33	8 9	05	\$1,367,124	\$341,781	05	3	\$1,367,124		\$341,781		\$1,708,905	Mar-06		
35 50 50 51 54,222,365 530,271 541,055,566 37 50 51,347,07 530,444 500 50 51,347,07 5330,571 5800,070 5330,571 5800,070 530,571 5800,070 530,571 5800,070 590 53,200,281 5800,070 <	pr-06	34	\$0	SO	\$1,433,490	\$358,372	SO	\$0	\$1,433,490		\$358,372		\$1,791,862	Apr-06	\$15,319,315 FY05 RO	SRO
7 50 53,200,281 5800,070 50 53,200,281 5800,070 50 53,200,281 5800,070 500 54,723 5800,070 500 56,61,723 5800,070 560 570 560 560 560 560 560 560 560 <th< td=""><td>ay-06</td><td>35</td><td>05</td><td>80</td><td>\$1,345,003</td><td>\$336,251</td><td>05 05</td><td>05 9</td><td>\$1,345,003</td><td>\$44 222 385</td><td>\$336,251 \$380.494</td><td>\$11.055.596</td><td>\$1,681,253</td><td>Jun-06</td><td>\$39,958,666 FY06 \$55,277,981</td><td>H</td></th<>	ay-06	35	05	80	\$1,345,003	\$336,251	05 05	05 9	\$1,345,003	\$44 222 385	\$336,251 \$380.494	\$11.055.596	\$1,681,253	Jun-06	\$39,958,666 FY06 \$55,277,981	H
38 50 53.200,281 5800,070 5800,070 5800,070 39 50 53.266,45 5800,070 5800,070 5800,070 41 50 50 53.266,45 5816,667 580 5816,601 42 50 50 53.266,45 5816,601 50 53.266,457 5816,601 42 50 50 53.001,184 57.50,296 50 53.66,451 5816,601 43 50 50 50 50 50 51.66 51.76 551.66 51.76 551.66 51.76 551.76 551.76 551.76 551.76 551.76 551.76 551.76 </td <td>90-In</td> <td>37</td> <td>\$0</td> <td>S0</td> <td>\$3,200,281</td> <td>\$800,070</td> <td>SO</td> <td>\$0</td> <td>\$3,200,281</td> <td></td> <td>\$800,070</td> <td></td> <td>\$4,000,351</td> <td>Jul-06</td> <td></td> <td>FY07</td>	90-In	37	\$0	S0	\$3,200,281	\$800,070	SO	\$0	\$3,200,281		\$800,070		\$4,000,351	Jul-06		FY07
39 30 32,647,238 5661,809 50 32,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,647,238 5661,809 50 52,672,296 5750,296	90-Br	38	80	SO	\$3,200,281	\$800,070	\$0	SO	\$3,200,281		\$800,070		\$4,000,351	Aug-06		
41 50 50 53,001,10,41 57,00,200 50 53,001,10,41 57,00,200 42 50 50 53,001,10,41 57,00,200 50 53,001,10,41 57,00,200 43 50 50 50 52,01,200 50 52,01,10,41 57,00,200 44 50 50 50 50 50 51,00 50 57,01,200 45 50 50 50 50 50 50 51,00 50 57,01,200 46 50 50 50 50 50 50 50,10 50 50,10 50 50,10 50 50,10 50 50 50,10 50 50 50,10 50 57 57 57 57 57 57 57 57 57 57 57 57 57 56 57 57 56 57 56 57 56 57 56 57 56 57 <td< td=""><td>90-de</td><td>39</td><td>3</td><td>8.5</td><td>52,647,238</td><td>\$661,809</td><td>0.0</td><td>0.0</td><td>\$2,647,238 C2 766 645</td><td></td><td>5001,809 5816,661</td><td></td><td>\$3,309,04/</td><td>Sep-us</td><td></td><td>_</td></td<>	90-de	39	3	8.5	52,647,238	\$661,809	0.0	0.0	\$2,647,238 C2 766 645		5001,809 5816,661		\$3,309,04/	Sep-us		_
42 50 52,912,697 5728,174 50 52,912,697 5728,174 43 50 50 52,912,697 5728,174 50 52,912,697 5728,174 44 50 50 52,912,693 561,800 50 52,647,238 5661,800 50 5561,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 5661,800 56 <t< td=""><td>00-10</td><td>4 4</td><td>2 2</td><td>De OS</td><td>\$3.001.184</td><td>\$750.296</td><td>20</td><td>So So</td><td>\$3.001.184</td><td></td><td>\$750,296</td><td></td><td>\$3.751.481</td><td>Nov-06</td><td></td><td></td></t<>	00-10	4 4	2 2	De OS	\$3.001.184	\$750.296	20	So So	\$3.001.184		\$750,296		\$3.751.481	Nov-06		
43 50 5.647.238 5661,809 50 52 547.238 5661,809 44 50 50 52 52,779,968 564,992 50 56,1609 45 50 50 50 50 50 52 569,992 56 45 50 50 50 50 50 56 593,992 47 50 50 50 50 50 57 557,853 48 50 50 50 50 50 57 577,853 47 50 50 50 50 50 50 57,943 557,853 48 50 50 50 50 50 50 57,463 557,853 48 50 50 50 50 50 50 57,463,493 557,467 557,853 50 50 50 50 50 50 57,463,493 557,247 557,2487	ec-06	42	\$0	SO	\$2,912,697	\$728,174	SO	SO	\$2,912,697		\$728,174		\$3,640,872	Dec-06		_
44 20 21 48 21 48 21 48 21 48 21 48 21 48 21<	70-ua	43	05	05	\$2,647,238	\$661,809	000	80	\$2,647,238		\$661,809 \$694,992		\$3,309,047 \$3,474 960	Jan-07		_
46 50 52,315,412 5578,853 50 50 52,315,412 5578,853 47 \$0 \$0 \$0 \$0 \$2,346,949 \$572,487 \$357,487 48 \$0 \$0 \$0 \$0 \$2,049,949 \$5512,487 \$532,049,949 48 \$0 \$5 \$2,005,947 \$500,974 \$50,294 \$512,487	Mar-07	\$	3 3	8	\$2,713,603	\$678,401	95	8	\$2,713,603		\$678,401		\$3,392,004	Mar-07		
47 50 52,049,949 5512,487 50 50 50,049,948 5512,467 48 50 50 50 50 50 51,046,948 5512,467 48 50 50 50 50 50 51 51,045 51,045	Apr-07	46	\$0	So	\$2,315,412	\$578,853	\$0	\$0	\$2,315,412		\$578,853		\$2,894,265	Apr-07	\$9,457,051 FY06 RO	RO
	ay-07	47	88	00 00	\$2,049,949 \$2,403,897	\$512,487 \$600,974	20 20	8 99	\$2,049,949 \$2,403,897	\$33,138,394	\$512,487 \$600,974	\$8,284,599	\$2,562,437 \$3,004,872	Jun-07	\$31,965,942 FY07 \$41,422,993 TTL	F
TOTALS 566.365.266 516 516.316 544.243.510 511.060.878 57.256.937 51.814.234 5117.865.713 529.466.428 529.466.428 5147.332.141	TALS		\$66.365.266	\$16.591.316	\$44 243.510	\$11 DED 878	CT 266 017	S1 814 724	6447 BEE 742		004 004 000	000 100 100	6447 222 444	011202	<u>۱</u>	X70

FISCAL YEAR CASH FLOW

of the \$15.

CHANGE CONTROL STATUS									
	А		В		С	D=A+B+C		E	F=D+E
			Approved			Obligated		Poten	
Description	Award	Execu	uted Changes	IN	TPs (NTE)	Total Approved		Pending	Total Potential
2 coonpaint	Amount	#	\$	#	\$	Amount	#	\$	Value
<u> </u>		#	ψ	#	φ		#	φ	
	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 2005		STAT	TUS OF FUNE	DS BY SOU	RCE				
								in \$ millions	
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMMITM	(D/B) IENTS	(E) EXPENDIT	(E/B) URES	(F) BILLED to FU SOURC	
		ANTICIPATED	AVAILABLE	\$	%	\$	%	\$	%
FEDERAL - STIP	71.1	71.1	15.4	53.3	75%	15.4	22%	15.4	29%
FED-SEC 5309 FIXED GUIDEWAY	38.3	38.3	25.9	38.3	100%	15.5	40%	15.5	40%
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	5.8	15.6	100%	5.9	38%	5.9	38%
UNBILLED ACRUALS						1.4			
TOTAL	152.9	152.9	47.1	135.1	88%	38.1	25%	36.7	24%

(1) Based on June 2003 Regional Programming Funding Plan.

Note: Expenditures are cumulative through February 2005.

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

STATUS OF FUNDS ANTICIPATED

STIP FEDERAL: 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: MTA submitted a grant application of \$10,742,000 for approval. FTA approved the grant on December 8, 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