

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.

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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 March 2004 included:

- 1:** The MTA Integrated Project Team (IPT) and AnsaldoBreda performed on-site vendor-signaling testing on existing Blue, Green, and Gold Lines to collect actual data that is used to establish baseline performance requirements for 2550.
- 2:** Members of the IPT completed the review of Preliminary Finite Element Analysis (FEA) and Finite Element Modeling (FEM) for Car-Shell, Motor Truck, and Center Truck designs in Italy.
- 3:** 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.
- 4:** The IPT performed on-site reviews and provided preliminary approval of the 2550 LRV operators cab layout with AnsaldoBreda using the full-scale operator's cab drawings at the AnsaldoBreda (AB) Pistoia, Italy Plant.
- 5:** The IPT commenced on-site reviews of the preliminary design for Low-Voltage, Medium-Voltage, and High-Voltage systems.
- 6:** Members of the IPT completed a draft System Safety Certification Project Plan for review and comments in support of the 2550 program in-production and testing phases.

MANAGEMENT ISSUES

Concern No. 1: 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 Following Contractor/Subcontractor's capturing of actual system data in Los Angeles on three operating lines during the week of January 12-16, 2004, the MTA's IPT met with the Contractor, AnsaldoBreda and the subcontractor, Union Switch and Signal, at MTA offices in Los Angeles during the weeks of March 23-April 2, 2004. A detailed review and analysis meeting was held among the technical staff with the Preliminary Design Review scheduled for next quarter.

Concern No. 2: Continuing Preliminary Design Reviews by the IPT of the Project indicate that AnsaldoBreda is current to ahead of schedule with the required design elements. However, the IPT continues to focus on IPT comments and AnsaldoBreda resubmittals.

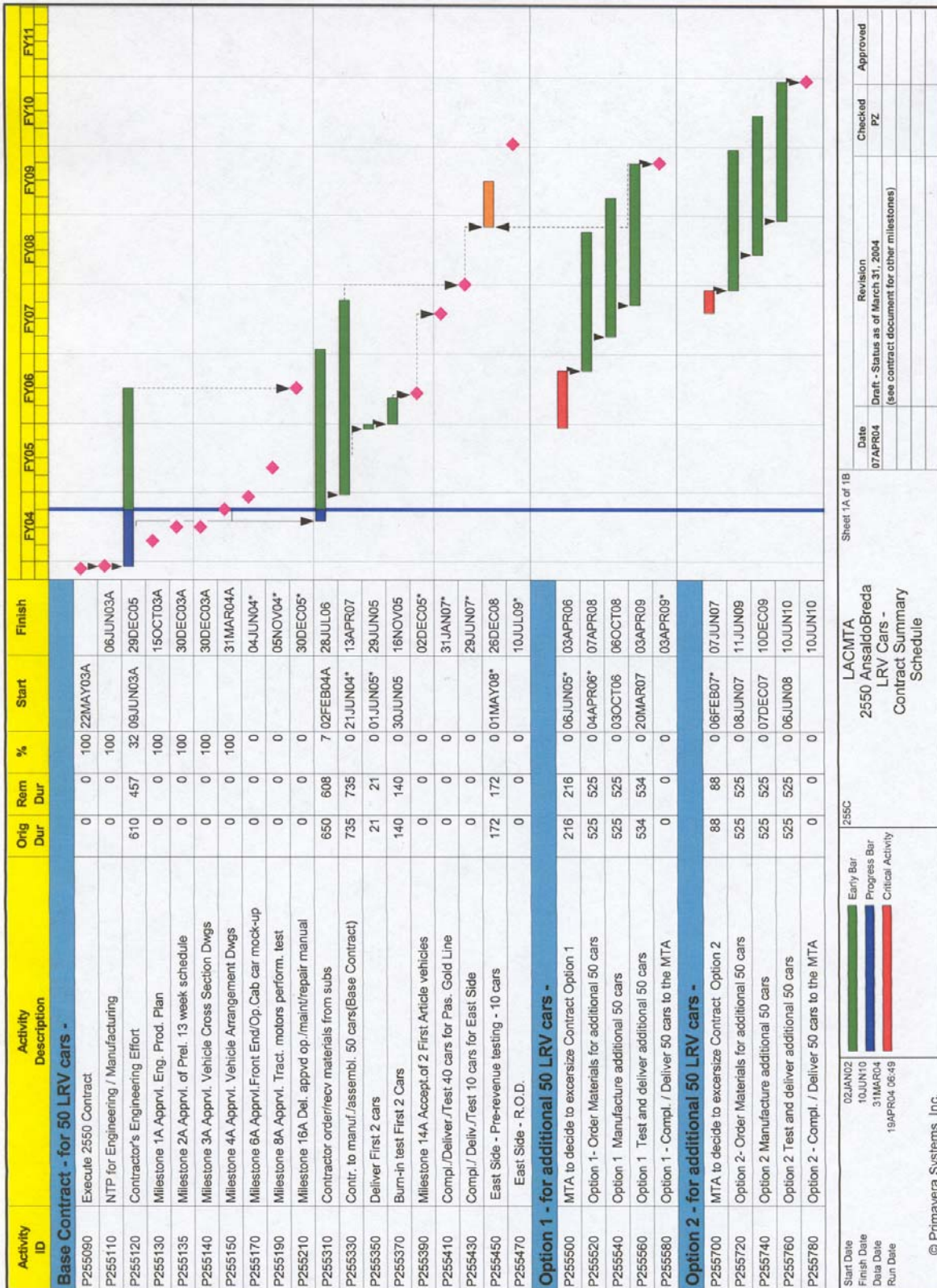
Status/Action AnsaldoBreda pledged to expedite the document preparation and improve the quality of contract submittals. The quality and completeness of the CDRLs and contract document submittals has improved but continues to be a major focus on the IPT.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04
4A-Approval of Contractor General Vehicle Arrangement	3/31/04A	○					
5A-Approval of Contractors Dwgs at 1.13.1 of Tech Specs	5/7/04			○			
6A-Approval of Carbody Stress Analysis and Compression Test Reports	6/4/04				○		

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

SUMMARY SCHEDULE



Sheet 1A of 1B

255C

Start Date: 02JAN02
 Finish Date: 10JUN10
 Data Date: 31MAR04
 Run Date: 19APR04 06:49

Legend:
 Early Bar (green)
 Progress Bar (blue)
 Critical Activity (red)

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Date: 07APR04
 Revision: Draft - Status as of March 31, 2004
 (see contract document for other milestones)

LAC/MTA
 2550 AnsaldoBreda
 LRV Cars -
 Contract Summary
 Schedule

Checked: PZ
 Approved:

**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

* Pending the execution of the no-cost administrative Contract Modification No. 1 in April 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 LRV's 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 2004, the Contractor completed milestones 1A, 2A, 3A, and 4A. Physical completion as of March 2004 is 22.5%.

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				
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				
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	

3/31/03

FISCAL YEAR CASH FLOW

Payment Date	Mos After June 6 2003 (FY04) NTP	Metro CONTRACT NO. P2550, LIGHT RAIL VEHICLES TOTAL CONTRACT VALUE \$168,738,674 \$146,640,805 [per MODIFICATION NO. 2, Calif Sales Tax Exemption] LARRY KELSEY 16 JANUARY 2004 Rev 1 (Supersedes 19 DECEMBER 2003 Rev 0) [Next Revision Due March 19, 2004] [THIS FORECAST BASED UPON CONTRACT AMENDMENTS 1 & 2 AND OTHER CIRCUMSTANCES KNOWN AT THIS TIME.]										TOTALS		FY	
		Table A Contract Milestone Payments [80% PGL]	Table A Contract Milestone Payments [20% ESGL]	Table B Individual Vehicle Milestone Payments [49 LRVs PGL]	Table B Individual Vehicle Milestone Payments [10 LRVs ESGL]	Per Table C Spare Parts Delivery Milestone Payments [20% ESGL]	PASADENA TOTAL Milestone Payments	PASADENA FISCAL YEAR SUBTOTALS	EASTSIDE TOTAL Milestone Payments	EASTSIDE FISCAL YEAR SUBTOTALS	FY03 \$	FY04 \$			
Jul-03	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aug-03	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sep-03	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Oct-03	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nov-03	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dec-03	6	\$5,253,918	\$5,253,918	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jan-04	7	\$21,015,667	\$21,015,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Feb-04	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mar-04	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apr-04	10	\$6,636,526	\$1,659,132	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
May-04	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jun-04	12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jul-04	13	\$5,530,438	\$1,382,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aug-04	14	\$3,318,263	\$820,566	\$6,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sep-04	15	\$0	\$0	\$8,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Oct-04	16	\$3,318,263	\$620,566	\$8,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nov-04	17	\$3,318,263	\$820,566	\$8,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dec-04	18	\$0	\$0	\$8,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jan-05	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Feb-05	20	\$6,636,526	\$1,659,132	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mar-05	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apr-05	22	\$1,006,066	\$276,522	\$39,946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
May-05	23	\$0	\$0	\$53,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jun-05	24	\$0	\$0	\$74,262	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jul-05	25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aug-05	26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sep-05	27	\$3,318,263	\$820,566	\$132,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Oct-05	28	\$0	\$0	\$1,106,066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nov-05	29	\$1,006,066	\$276,522	\$73,356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dec-05	30	\$1,006,066	\$276,522	\$381,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jan-06	31	\$0	\$0	\$1,238,818	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Feb-06	32	\$0	\$0	\$1,970,645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mar-06	33	\$0	\$0	\$284,297	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apr-06	34	\$0	\$0	\$300,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
May-06	35	\$0	\$0	\$2,212,174	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jun-06	36	\$0	\$0	\$2,388,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jul-06	37	\$0	\$0	\$2,477,636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aug-06	38	\$0	\$0	\$2,477,636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sep-06	39	\$0	\$0	\$1,924,594	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Oct-06	40	\$0	\$0	\$698,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Nov-06	41	\$0	\$0	\$2,278,540	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dec-06	42	\$0	\$0	\$2,160,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jan-07	43	\$0	\$0	\$1,924,594	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Feb-07	44	\$0	\$0	\$2,057,325	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mar-07	45	\$0	\$0	\$1,725,497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Apr-07	46	\$0	\$0	\$398,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
May-07	47	\$0	\$0	\$1,592,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Jun-07	48	\$0	\$0	\$1,881,253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS		\$66,365,242	\$16,591,320	\$44,249,510	\$11,060,978	\$7,256,937	\$1,614,234	\$117,965,709	\$29,466,432	\$29,466,432	\$117,965,709	\$29,466,432	\$29,466,432	\$147,332,141	2003
														\$30,583,329	FY07
														\$5,116,666	2003

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
TOTAL	0	0	0	0	0	0	0	0	0

There are no Changes this reporting period.

FINANCIAL/GRANT STATUS

MARCH 2004		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
				in \$ millions					
FEDERAL - STIP	40.0	40.0	0.0	40.0	100%	0.0	0%	0.0	0%
FED-SEC 5309 FIXED GUIDEWAY	38.4	38.4	11.8	38.4	100%	11.8	31%	11.8	31%
FEDERAL - RSTP/CMAQ	7.7	7.7	0.0	7.7	100%	0.0	0%	0.0	0%
STATE STIP	51.3	51.3	0.0	32.3	63%	0.0	0%	0.0	0%
STATE STA	15.5	15.5	0.0	15.5	100%	0.0	0%	0.0	0%
UNBILLED ACRUALS			17.0			17.0		17.0	
TOTAL	152.9	152.9	28.7	133.8	88%	28.7	19%	28.7	19%

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

STATUS OF FUNDS ANTICIPATED

STATE STIP: 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 FY08 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