

2550 Rail Vehicle Program

September 2005



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 2005

TABLE OF CONTENTS

	Page No.
Project Overview.....	1
Management Issues.....	2
Project Status	
• Schedule	3
○ Key Milestones Six-Month Lookahead	
○ Summary Schedule.....	4
○ 50-Car Buy Contract Delivery Schedule.....	5
○ Schedule Narrative.....	6-7
• Project Cost Status.....	8
• Fiscal Year Cashflow.....	9
• Change Control Status.....	10
• Financial/Grant Status.....	11
• Rail Car Delivery.....	12
Appendices.....	13-14

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 LACMTA. In the past, AnsaldoBreda satisfactorily designed, manufactured, and delivered one hundred-four A650 heavy rail vehicles that are presently in use on the 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 2005 included:

- 1.** The Metro Integrated Project Team (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.
- 2.** AnsaldoBreda provided a mobilization and staffing plan for the Pittsburg, California plant. The Contractor is planning to start operations with one shift working 5-days per week.
- 3.** The Metro Integrated Project Team (IPT) performed on-site visit to the Pittsburg, California assembly plant. Plant modifications to the receiving and production facilities have been completed. Installation of tools and equipment, including overhead cranes, are mostly in place and operating.
- 4.** Final LRV-703 and LRV-704 assembly in the Pistoia, Italy plant continued with the goal to ship these vehicles to the USA by the end of next period.
- 5.** Major vehicle sub-assemblies in the Pistoia, Italy plant are being prepared for shipment to the Pittsburg, California plant early next year.
- 6.** AnsaldoBreda completed the shipment and arrival of the second LRV-702 in Los Angeles in July 2005 in preparation for Proof of Design and Acceptance Testing.
- 7.** AnsaldoBreda Testing Engineers were in Los Angeles preparing LRV-701 for Proof of Design and Preliminary Acceptance Testing.
- 8.** AnsaldoBreda Engineers have completed most of the work to achieve completion of Contract Milestone No. 5A, 6A, 7A and 8A. Also, engineering work on the remaining Contract Milestones continued this period moving towards completion early next year.

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 LACMTA'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.

Status/Action The IPT continues to coordinate with AnsaldoBreda and the subcontractor, US&S on LRV No. 701 (now in Los Angeles) toward the accomplishment of the First Article Inspection and Proof of Design Testing.

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

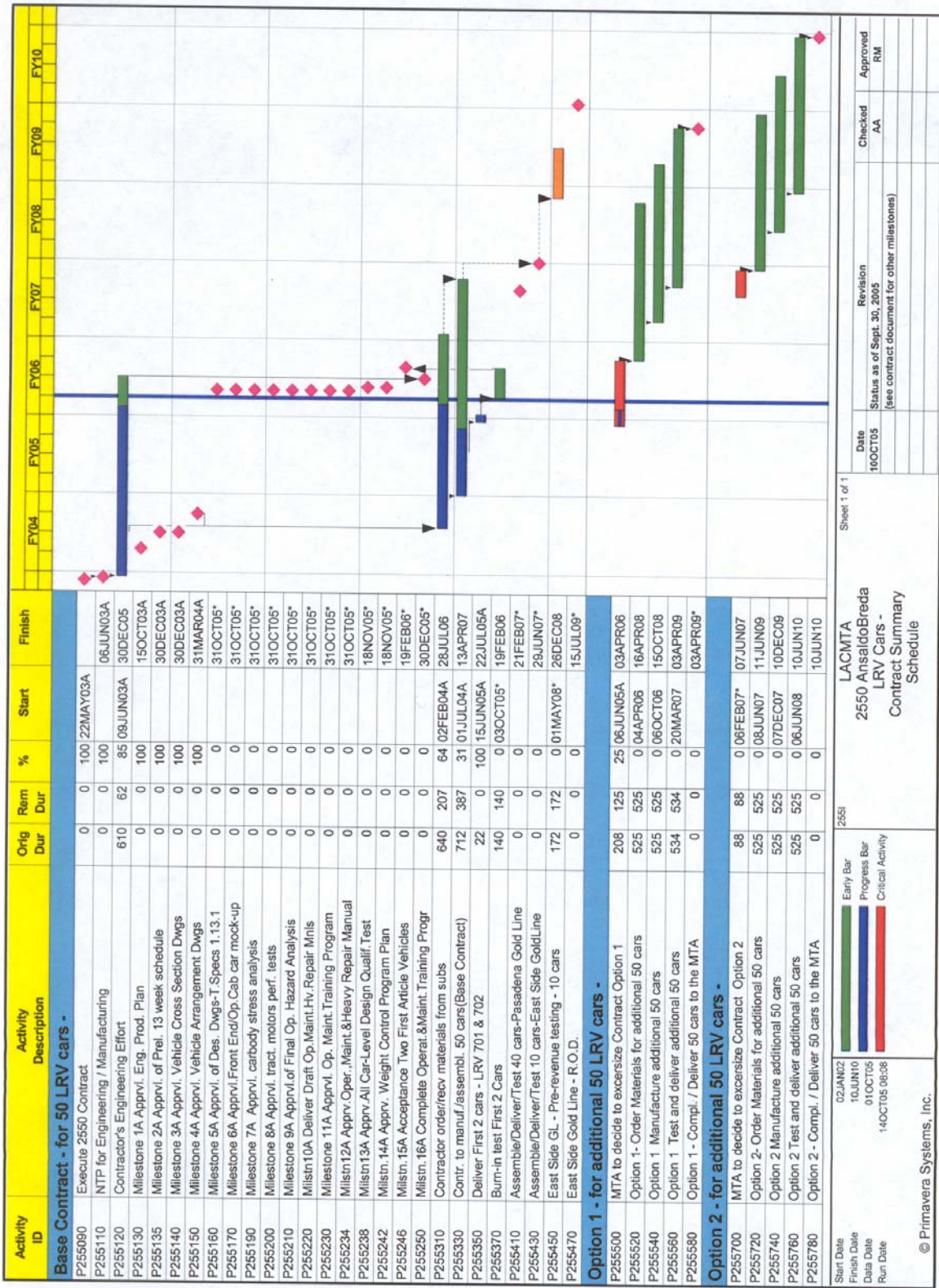
Status/Action AnsaldoBreda is making an effort to "catch-up" through the efforts of their documentation consultant.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06
5A-Approval of All Drawings Per Section 1.13.1 of Tech Specs	10/31/05*		○				
6A-Approval of Front End and Operator Cab Car Mock-up	10/31/05*		○				
7A-Approval of Carbody Stress Analysis and Compression Test Reports	10/31/05*		○				
8A-Approval of Traction Motors Performance Tests	10/31/05*		○				
9A-Approval of Final Operation Hazard Analysis	10/31/05*		○				
10A-Deliver Draft Operator Maintenance Heavy Repair Manual	10/31/05*		○				
11A-Approval of Operator Maintenance Training Program	10/31/05*		○				
12A-Approval of Operation, Maintenance Heavy Repair Manual	11/18/05			○			
13A Approval of all Car-Level DesignQualification Test	11/18/05			○			
14A-Approve Weight Control Program Plan	11/18/05			○			
15A-Acceptance of Two First Article Vehicles	11/18/05			○			
16A-Completion of Operations and Maintenance Training Programs	12/30/05				○		
Delivery of LRV Cars 703 and 704	12/30/05				○		

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

SUMMARY SCHEDULE



Sheet 1 of 1

Date: 10OCT05

Status as of Sept. 30, 2005

Revision: AA

Checked: RM

Approved: RM

(see contract document for other milestones)

LACMTA
2550 AnsaldoBreda
LRV Cars -
Contract Summary
Schedule

2551

Start Date: 02JAN02

Finish Date: 10JUN10

Data Date: 01OCT05

Run Date: 14OCT05 08:08

Legend:
 - Early Bar: Green
 - Progress Bar: Blue
 - Critical Activity: Red

© Primavera Systems, Inc.

50-CAR BUY CONTRACT DELIVERY SCHEDULE

METRO PASADENA GOLD LINE

FISCAL YEAR	VEHICLE NUMBERS	MONTHS AFTER JUNE 6, 2003 NTP	DELIVERY DATE	ACTUAL DELIVERY DATE
05	701 & 702	24 MONTHS	6/05	7/22/05A
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 LACMTA 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 2005, the Contractor has completed Milestone No.1A, 2A, 3A, and 4A. Work on completing Contract Milestone No. 5A, 6A, 7A and 8A is very advanced, however, until final submittal of Contract documentation is received by LACMTA, these Milestones cannot be considered complete. The Contractor continues advancing the engineering and design on the remaining Contract Milestones. Completion of these Contract Milestones is six months behind schedule. LACMTA has requested a revised plan from the Contractor showing any mitigation efforts that can be implemented.

On the production phase, the scaled LRV model was delivered in April 2005 and the first LRV (701) was delivered in Los Angeles on June 15, 2005. The second LRV (702) was delivered in Los Angeles on July 22, 2005. These two vehicles are undergoing preliminary Proof of Design and Acceptance Testing, which have been taking longer than anticipated. As a result, the Burn-in Test for LRV 701 and LRV 702 has been delayed two months. Final assembly and testing of LRV 703 and 704 is near completion at the Pistoia, Italy plant. Delivery of these two vehicles to Los Angeles is expected by year-end. This is three months behind the original Contract delivery date. The Contractor is planning to mitigate this delay by increasing the vehicle delivery from two to three per month down the line.

SCHEDULE NARRATIVE

The remaining 46 vehicles from the original 50 vehicle order will be sub-assembled in the Pistoia, Italy plant and sub-assemblies will be shipped to the Pittsburg, California plant for final assembly, testing and delivery to Los Angeles. The majority of the materials and components needed for the original order have been procured. The Contractor has received sufficient material at the Pistoia plant to support the current production plan. The first sub-assemblies are forecast to ship to the USA in October 2005.

Floor modifications to the Pittsburg, California assembly plant have been completed. The majority of heavy tools and equipment have been installed and in operating condition. These include the truck line and press, vehicle weight scales, tugs and overhead cranes. The plant is ready to start receiving sub-assemblies from Italy. The Contractor has started the mobilization phase of this plant. Plant administrative staff is available and there are plenty of qualified technicians in the area to support the production plan. The Contractor initially is planning to utilize one shift per day, five days per week.

PROJECT COST STATUS

ELEMENT	LRV PROJECT BUDGET FOR 800151 (PASADENA)	LRV PROJECT BUDGET FOR 80088 (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	
LACMTA Staff				
LACMTA Staff	\$6,014,602	\$1,577,798	\$7,592,400	LACMTA staff on the Integrated Project Team
TOTALS	\$152,919,004	\$38,303,898	\$191,222,902	

9/30/05

* 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)

FISCAL YEAR CASH FLOW

Metro CONTRACT NO. P2550, LIGHT RAIL VEHICLES															
MILESTONE PAYMENT CASHFLOW SCHEDULE BY PROJECT, MONTH, & FISCAL YEAR															
10 OCTOBER 2005 Rev 0 [Forecasts FY05 Rollover of \$15,319,315 and FY06 Rollover of \$9,457,051*] [Supersedes 31 MARCH 2005 Rev 0]															
P2550 Contract Sched Payment Date	Mos After June 2003 (FY04) NTP	Contract Table A Milestone Payments [80% PGL]	Contract Table A Milestone Payments [20% ESGL]	Contract Table B Milestone Payments [40 LRVs PGL]	Contract Table B Milestone Payments [10 LRVs ESGL]	Contract Table C Delivery Milestone Payments [80% PGL]	Contract Table C Spare Parts Delivery Milestone Payments [20% ESGL]	PASADENA MILESTONE PAYMENT TOTALS	PASADENA FISCAL YEAR TOTALS	EASTSIDE MILESTONE PAYMENT TOTALS	EASTSIDE FISCAL YEAR TOTALS	Metro CONTRACT P2550 TOTALS BY MONTH	P2550 Contract Payment Date	Metro CONTRACT NO. P2550 TOTALS BY FY	FY
Jul-03	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-03	\$0	FY03
Aug-03	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-03	\$0	FY04
Sep-03	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-03	\$0	FY04
Oct-03	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-03	\$0	FY04
Nov-03	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-03	\$0	FY04
Dec-03	6 (A)	\$22,121,755	\$5,530,439	\$0	\$0	\$0	\$0	\$22,121,755	\$0	\$5,530,439	\$0	\$27,652,194	Dec-03	\$27,652,194	FY04
Jan-04	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-04	\$0	FY04
Feb-04	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-04	\$0	FY04
Mar-04	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-04	\$0	FY04
Apr-04	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-04	\$0	FY04
May-04	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-04	\$0	FY04
Jun-04	12 (A)	\$5,530,439	\$1,382,610	\$0	\$0	\$0	\$0	\$5,530,439	\$27,652,194	\$1,382,610	\$0	\$6,913,049	Jun-04	\$6,913,049	FY04
Jul-04	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-04	\$0	FY05
Aug-04	14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-04	\$0	FY05
Sep-04	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-04	\$0	FY05
Oct-04	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-04	\$0	FY05
Nov-04	17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-04	\$0	FY05
Dec-04	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-04	\$0	FY05
Jan-05	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-05	\$0	FY05
Feb-05	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-05	\$0	FY05
Mar-05	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-05	\$0	FY05
Apr-05	22	\$414,783	\$829,566	\$0	\$0	\$0	\$0	\$1,659,132	\$0	\$414,783	\$0	\$2,073,915	Apr-05	\$2,073,915	FY05
May-05	23	\$3,318,263	\$829,566	\$0	\$0	\$0	\$0	\$3,318,263	\$0	\$829,566	\$0	\$4,147,829	May-05	\$4,147,829	FY05
Jun-05	24	\$5,636,527	\$1,659,132	\$4,238,818	\$309,705	\$0	\$0	\$7,875,345	\$12,852,740	\$1,968,836	\$3,213,185	\$9,844,181	Jun-05	\$9,844,181	FY05
Jul-05	25	\$6,636,527	\$1,659,132	\$1,057,420	\$264,355	\$0	\$0	\$7,693,948	\$0	\$1,923,487	\$0	\$9,617,433	Jul-05	\$9,617,433	FY05
Aug-05	26	\$4,977,395	\$1,244,349	\$597,287	\$149,322	\$0	\$0	\$5,574,882	\$0	\$1,393,670	\$0	\$6,968,352	Aug-05	\$6,968,352	FY05
Sep-05	27	\$3,318,263	\$829,566	\$243,339	\$80,835	\$1,814,234	\$1,814,234	\$10,816,539	\$7,256,937	\$2,704,635	\$0	\$13,523,174	Sep-05	\$13,523,174	FY05
Oct-05	28	\$0	\$0	\$349,523	\$87,381	\$0	\$0	\$349,523	\$0	\$87,381	\$0	\$436,904	Oct-05	\$436,904	FY05
Nov-05	29	\$11,060,878	\$2,765,219	\$216,792	\$54,198	\$0	\$0	\$11,277,670	\$0	\$2,819,417	\$0	\$14,097,087	Nov-05	\$14,097,087	FY05
Dec-05	30	\$1,106,088	\$276,522	\$659,227	\$164,807	\$0	\$0	\$1,765,315	\$0	\$441,329	\$0	\$2,206,644	Dec-05	\$2,206,644	FY05
Jan-06	31	\$0	\$0	\$371,645	\$92,911	\$0	\$0	\$371,645	\$0	\$92,911	\$0	\$464,556	Jan-06	\$464,556	FY06
Feb-06	32	\$0	\$0	\$703,471	\$175,868	\$0	\$0	\$703,471	\$0	\$175,868	\$0	\$879,339	Feb-06	\$879,339	FY06
Mar-06	33	\$0	\$0	\$1,367,124	\$341,781	\$0	\$0	\$1,367,124	\$0	\$341,781	\$0	\$1,708,905	Mar-06	\$1,708,905	FY06
Apr-06	34	\$0	\$0	\$1,433,490	\$358,372	\$0	\$0	\$1,433,490	\$0	\$358,372	\$0	\$1,791,862	Apr-06	\$1,791,862	FY06
May-06	35	\$0	\$0	\$1,345,003	\$336,251	\$0	\$0	\$1,345,003	\$0	\$336,251	\$0	\$1,681,253	May-06	\$1,681,253	FY06
Jun-06	36	\$0	\$0	\$1,521,977	\$380,494	\$0	\$0	\$1,521,977	\$44,222,385	\$380,494	\$11,055,596	\$1,902,471	Jun-06	\$1,902,471	FY06
Jul-06	37	\$0	\$0	\$3,200,281	\$800,070	\$0	\$0	\$3,200,281	\$0	\$800,070	\$0	\$4,000,351	Jul-06	\$4,000,351	FY06
Aug-06	38	\$0	\$0	\$5,200,281	\$800,070	\$0	\$0	\$5,200,281	\$0	\$800,070	\$0	\$4,000,351	Aug-06	\$4,000,351	FY06
Sep-06	39	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238	\$0	\$661,809	\$0	\$3,309,047	Sep-06	\$3,309,047	FY06
Oct-06	40	\$0	\$0	\$3,266,645	\$816,661	\$0	\$0	\$3,266,645	\$0	\$816,661	\$0	\$4,083,307	Oct-06	\$4,083,307	FY06
Nov-06	41	\$0	\$0	\$3,001,184	\$750,296	\$0	\$0	\$3,001,184	\$0	\$750,296	\$0	\$3,751,481	Nov-06	\$3,751,481	FY06
Dec-06	42	\$0	\$0	\$2,912,697	\$728,174	\$0	\$0	\$2,912,697	\$0	\$728,174	\$0	\$3,640,872	Dec-06	\$3,640,872	FY06
Jan-07	43	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238	\$0	\$661,809	\$0	\$3,309,047	Jan-07	\$3,309,047	FY06
Feb-07	44	\$0	\$0	\$2,779,968	\$694,992	\$0	\$0	\$2,779,968	\$0	\$694,992	\$0	\$3,474,960	Feb-07	\$3,474,960	FY06
Mar-07	45	\$0	\$0	\$2,713,603	\$676,401	\$0	\$0	\$2,713,603	\$0	\$676,401	\$0	\$3,392,004	Mar-07	\$3,392,004	FY06
Apr-07	46	\$0	\$0	\$2,315,412	\$578,853	\$0	\$0	\$2,315,412	\$0	\$578,853	\$0	\$2,894,265	Apr-07	\$2,894,265	FY06
May-07	47	\$0	\$0	\$2,049,949	\$512,487	\$0	\$0	\$2,049,949	\$0	\$512,487	\$0	\$2,562,437	May-07	\$2,562,437	FY06
Jun-07	48	\$0	\$0	\$2,403,897	\$600,974	\$0	\$0	\$2,403,897	\$33,136,394	\$600,974	\$8,284,599	\$3,004,872	Jun-07	\$3,004,872	FY06
TOTALS		\$66,365,266	\$16,591,316	\$44,243,510	\$11,060,878	\$7,256,937	\$1,814,234	\$117,865,713	\$117,865,713	\$29,466,428	\$29,466,428	\$147,332,141	TOTALS	\$147,332,141	TOTALS

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.
 * October 2005 Update confirms March 2005 Contract Update indicating a Carryover forecast from FY05 to FY06 to be \$15,319,315 and indicates a carryover from FY06 to FY07 to be \$9,457,051 due to different vehicle delivery dates than planned.
 Carryover of the \$15.3 million from FY05 is included in the FY06 budget except for an additional \$3.3 million which still needs to be funded in FY06.

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

SEPTEMBER 2005		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	
				\$	%	\$	%	\$	%
FEDERAL - STIP	71.1	42.0	15.4	53.5	127%	15.4	37%	15.4	29%
FED-SEC 5309 FIXED GUIDEWAY	38.3	25.9	25.9	38.3	148%	18.5	71%	17.5	46%
FEDERAL - RSTP	7.7	7.7	7.7	7.7	100%	0.0	0%	0.0	0%
FEDERAL - CMAQ	14.2	14.2	14.2	14.2	100%	0.0	0%	0.0	0%
STATE STIP	6.0	35.2	29.2	6.0	17%	0.0	0%	0.0	0%
STATE STA	15.6	15.6	14.2	15.6	100%	6.4	41%	6.4	41%
PROP A 35% BONDS		12.3							
UNBILLED ACRUALS									
TOTAL	152.9	152.9	106.6	135.3	88%	40.2	26%	39.2	26%

(1) Based on June 2003 Regional Programming Funding Plan.
Note: Expenditures are cumulative through August 2005.
The 2550 Rail Vehicle Program consists of 40 light rail vehicles and associated costs.

STATUS OF FUNDS ANTICIPATED

STIP FEDERAL: LACMTA submitted a request for a STIP allocation of \$29,159,000 to the CTC for consideration at their July 2005 meeting. The supplemental agreement was executed on August 8, 2005. Funds are available for drawdown.

FEDERAL SECTION 5309: LACMTA submitted a grant application for \$10,742,000 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 \$7,700,000 was executed on April 7, 2005. Funds are available for drawdown.

FEDERAL CMAQ: A grant application for \$14,200,000 was submitted to FTA for approval. The grant agreement was executed on August 25, 2005. Funds are available for drawdown.

RAIL CAR DELIVERY



The first rail car was delivered to Los Angeles on June 15, 2005.

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 (LACMTA 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
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNTP	Limited Notice To Proceed
LRV	Light Rail Vehicle
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