

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 December 2004 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 Communications and Video Surveillance systems in Turin, Italy.
- 3.** 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.
- 4.** The IPT drafted the four-month look-ahead schedule for up-coming First Article Inspections, and traveled to the U.S. and European sites to support these program management efforts.
- 5.** 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.
- 6.** Members of the IPT and AnsaldoBreda management met in Los Angeles 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.
- 7.** MTA Joint Project Team visited AnsaldoBreda's Italian facility to assess engineering work progress, reviewed program schedule and conducted the last First Article Inspections other than the assembled vehicle during the months of October, November, and December 2004.

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.

Status/Action 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.






Status/Action AnsaldoBreda is making an 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.

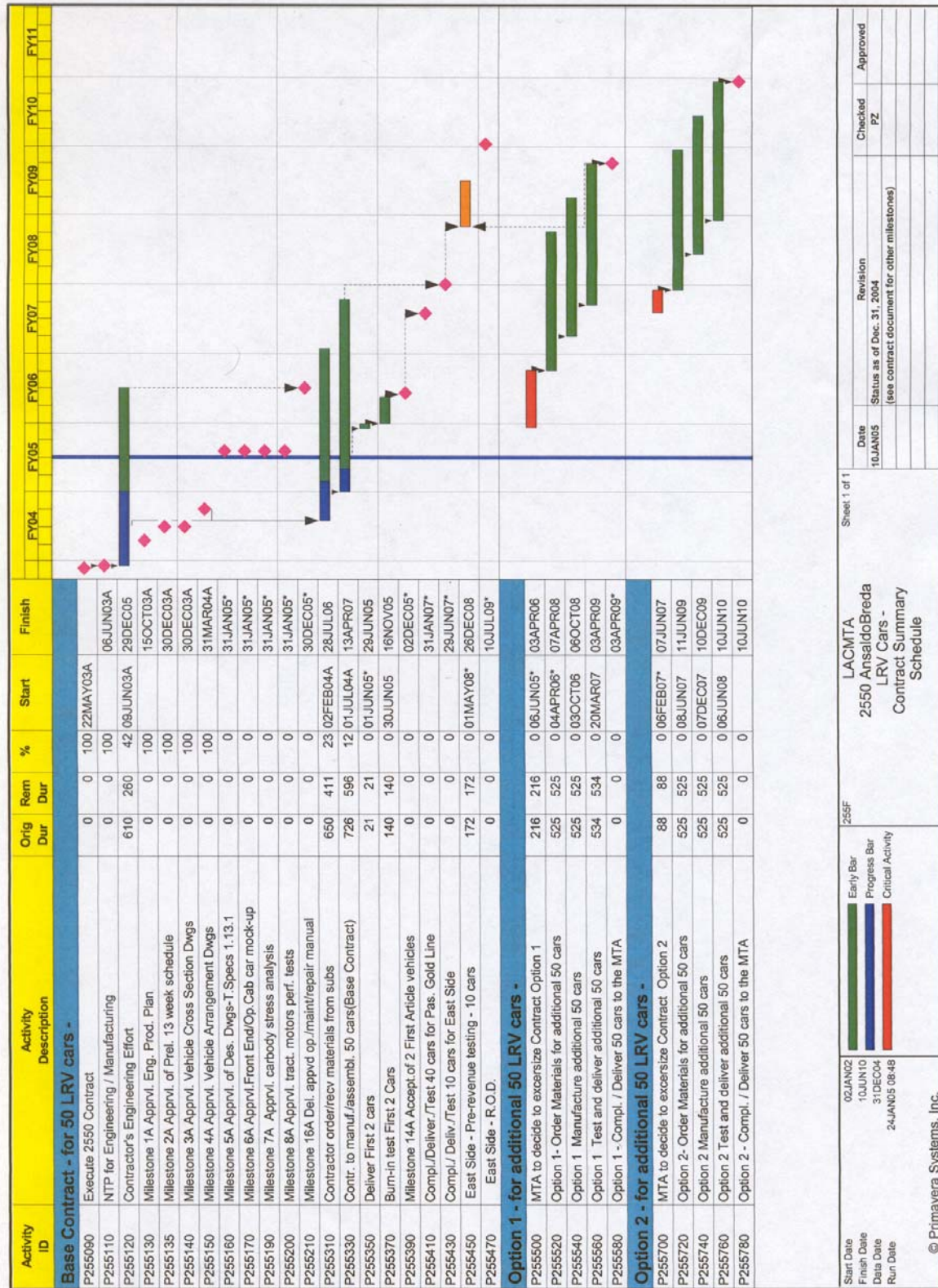
Status/Action MTA has received AnsaldoBreda invoice for Milestone 6A and is in process of reviewing the material and documentation for approvability.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05
5A-Approval of All Drawings Per Section 1.13.1 of Tech Specs	1/31/05*		○				
6A-Approval of Front End and Operator Cab Car Mock-up	1/31/05*		○				
7A-Approval of Carbody Stress Analysis and Compression Test Reports	1/31/05*		○				
8A-Approval of Traction Motors Performance Tests	1/31/05*		○				

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

SUMMARY SCHEDULE



Sheet 1 of 1

Start Date: 02JAN02
 Finish Date: 10JUN10
 Data Date: 31DEC04
 Run Date: 24-JAN05 09:48

255F

LACMTA
 2550 AnsaldoBreda
 LRV Cars -
 Contract Summary
 Schedule

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Date: 10JAN05
 Status as of Dec. 31, 2004
 Revision: P2
 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

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 December 2004, the Contractor completed milestones 1A, 2A, 3A, and 4A. The contractor is in the process of completing the Milestone 5A and 6A 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 December 2004 is 33%.

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	
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	

12/31/04

* 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														
ISSUED 20 JANUARY 2005 Rev 0 [BASED ON DATA THROUGH 31 DECEMBER 2004] (Supersedes 21 OCT 2004 Rev 1)														
Metro	Contract P2550 Schd Payment Date	Contract Table A Milestone Payments [80% PGL]	Contract Table A Milestone Payments [20% ESGL]	Contract Table B Individual Vehicle Milestone Payments [40 LRVs PGL]	Contract Table B Individual Vehicle Milestone Payments [10 LRVs ESGL]	Contract Table C Spare Parts 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	Metro™ CONTRACT NO. P2550 TOTALS BY FY	FY
	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY03
	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY03
	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY03
	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY03
	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY03
	6 (A)	\$22,121,755	\$5,530,439	\$0	\$0	\$0	\$0	\$22,121,755	\$0	\$5,530,439	\$0	\$27,652,194	\$27,652,194	FY04
	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	11	\$5,530,439	\$1,382,610	\$0	\$0	\$0	\$0	\$5,530,439	\$27,652,194	\$1,382,610	\$6,913,049	\$6,913,049	\$6,913,049	FY04
	12 (A)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	FY04
	14	\$0	\$0	\$88,487	\$22,122	\$0	\$0	\$88,487	\$22,122	\$22,122	\$22,122	\$110,609	\$110,609	FY04
	15	\$0	\$0	\$88,487	\$22,122	\$0	\$0	\$88,487	\$22,122	\$22,122	\$22,122	\$110,609	\$110,609	FY04
	16	\$0	\$0	\$88,487	\$22,122	\$0	\$0	\$88,487	\$22,122	\$22,122	\$22,122	\$110,609	\$110,609	FY04
	17	\$0	\$0	\$88,487	\$22,122	\$0	\$0	\$88,487	\$22,122	\$22,122	\$22,122	\$110,609	\$110,609	FY04
	18	\$0	\$0	\$88,487	\$22,122	\$0	\$0	\$88,487	\$22,122	\$22,122	\$22,122	\$110,609	\$110,609	FY04
	19	\$0	\$0	\$309,705	\$77,426	\$0	\$0	\$309,705	\$77,426	\$77,426	\$77,426	\$387,131	\$387,131	FY04
	20	\$3,318,263	\$829,566	\$309,705	\$77,426	\$0	\$0	\$3,627,968	\$906,992	\$906,992	\$906,992	\$4,534,960	\$4,534,960	FY04
	21	\$5,530,439	\$1,382,610	\$243,340	\$60,835	\$0	\$0	\$5,773,778	\$1,443,445	\$1,443,445	\$1,443,445	\$7,217,223	\$7,217,223	FY04
	22	\$3,318,263	\$829,566	\$353,948	\$88,487	\$0	\$0	\$3,672,211	\$918,093	\$918,093	\$918,093	\$4,590,284	\$4,590,284	FY04
	23	\$3,318,263	\$829,566	\$553,044	\$138,261	\$0	\$0	\$3,871,307	\$967,827	\$967,827	\$967,827	\$4,839,134	\$4,839,134	FY04
	24	\$6,636,627	\$1,659,132	\$774,261	\$193,565	\$0	\$0	\$7,410,788	\$1,852,697	\$1,852,697	\$1,852,697	\$9,263,485	\$9,263,485	FY04
	25	\$1,106,088	\$276,522	\$508,800	\$127,200	\$0	\$0	\$1,614,888	\$403,722	\$403,722	\$403,722	\$2,018,610	\$2,018,610	FY05
	26	\$0	\$0	\$97,287	\$24,322	\$0	\$0	\$97,287	\$24,322	\$24,322	\$24,322	\$149,322	\$149,322	FY05
	27	\$3,318,263	\$829,566	\$132,731	\$33,183	\$7,259,937	\$1,814,234	\$10,707,931	\$2,676,983	\$2,676,983	\$2,676,983	\$13,384,913	\$13,384,913	FY05
	28	\$0	\$0	\$1,106,087	\$276,522	\$0	\$0	\$1,106,087	\$276,522	\$276,522	\$276,522	\$1,382,609	\$1,382,609	FY05
	29	\$11,060,878	\$2,765,219	\$973,357	\$243,339	\$0	\$0	\$12,034,234	\$3,008,559	\$3,008,559	\$3,008,559	\$15,042,793	\$15,042,793	FY05
	30	\$1,106,088	\$276,522	\$1,526,400	\$381,600	\$0	\$0	\$2,632,488	\$658,122	\$658,122	\$658,122	\$3,280,610	\$3,280,610	FY05
	31	\$0	\$0	\$1,238,818	\$309,704	\$0	\$0	\$1,238,818	\$309,704	\$309,704	\$309,704	\$1,548,522	\$1,548,522	FY05
	32	\$0	\$0	\$1,570,644	\$392,661	\$0	\$0	\$1,570,644	\$392,661	\$392,661	\$392,661	\$1,963,305	\$1,963,305	FY05
	33	\$0	\$0	\$2,234,297	\$558,574	\$0	\$0	\$2,234,297	\$558,574	\$558,574	\$558,574	\$2,792,871	\$2,792,871	FY05
	34	\$0	\$0	\$2,300,663	\$575,166	\$0	\$0	\$2,300,663	\$575,166	\$575,166	\$575,166	\$2,875,828	\$2,875,828	FY05
	35	\$0	\$0	\$2,212,176	\$553,044	\$0	\$0	\$2,212,176	\$553,044	\$553,044	\$553,044	\$2,765,219	\$2,765,219	FY05
	36	\$0	\$0	\$2,589,150	\$647,287	\$0	\$0	\$2,589,150	\$647,287	\$647,287	\$647,287	\$2,986,437	\$2,986,437	FY05
	37	\$0	\$0	\$2,477,837	\$619,409	\$0	\$0	\$2,477,837	\$619,409	\$619,409	\$619,409	\$3,097,046	\$3,097,046	FY05
	38	\$0	\$0	\$2,477,837	\$619,409	\$0	\$0	\$2,477,837	\$619,409	\$619,409	\$619,409	\$3,097,046	\$3,097,046	FY05
	39	\$0	\$0	\$1,924,594	\$481,148	\$0	\$0	\$1,924,594	\$481,148	\$481,148	\$481,148	\$2,405,742	\$2,405,742	FY05
	40	\$0	\$0	\$2,544,001	\$636,000	\$0	\$0	\$2,544,001	\$636,000	\$636,000	\$636,000	\$3,180,002	\$3,180,002	FY05
	41	\$0	\$0	\$2,278,540	\$569,635	\$0	\$0	\$2,278,540	\$569,635	\$569,635	\$569,635	\$2,848,176	\$2,848,176	FY05
	42	\$0	\$0	\$2,180,053	\$547,513	\$0	\$0	\$2,180,053	\$547,513	\$547,513	\$547,513	\$2,737,567	\$2,737,567	FY05
	43	\$0	\$0	\$1,924,594	\$481,148	\$0	\$0	\$1,924,594	\$481,148	\$481,148	\$481,148	\$2,405,742	\$2,405,742	FY05
	44	\$0	\$0	\$2,057,324	\$514,331	\$0	\$0	\$2,057,324	\$514,331	\$514,331	\$514,331	\$2,571,655	\$2,571,655	FY05
	45	\$0	\$0	\$1,990,959	\$497,740	\$0	\$0	\$1,990,959	\$497,740	\$497,740	\$497,740	\$2,488,699	\$2,488,699	FY05
	46	\$0	\$0	\$1,592,768	\$398,192	\$0	\$0	\$1,592,768	\$398,192	\$398,192	\$398,192	\$1,990,960	\$1,990,960	FY05
	47	\$0	\$0	\$1,327,305	\$331,826	\$0	\$0	\$1,327,305	\$331,826	\$331,826	\$331,826	\$1,659,132	\$1,659,132	FY05
	48	\$0	\$0	\$1,881,253	\$420,313	\$0	\$0	\$1,881,253	\$420,313	\$420,313	\$420,313	\$2,101,557	\$2,101,557	FY05
	TOTALS	\$66,365,266	\$16,591,316	\$44,243,510	\$11,060,878	\$7,256,937	\$1,814,234	\$117,865,713	\$29,466,428	\$29,466,428	\$29,466,428	\$147,332,141	\$147,332,141	FY07

* Carryover from FY05 to the first two months of FY06 is forecast to be \$1,382,609 due to delays to contract document requirement list deliverable that will be late due to Anacostia delivery of the first two light rail vehicles to Metro in Los Angeles. No rollover forecast at this time for FY06 to FY07. The previously forecast funding will be needed to maintain the production and delivery schedule to deliver the Contractually-required 20 LRVs 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

DECEMBER 2004		STATUS OF FUNDS BY SOURCE							
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	in \$ millions	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED to FUNDING SOURCE	(F/B)
				\$	%	\$	%	\$	%
FEDERAL - STIP	71.1	71.1	15.4	53.1	75%	15.4	22%	15.4	29%
FED-SEC 5309 FIXED GUIDEWAY	38.3	38.3	25.9	38.3	100%	12.4	33%	12.4	33%
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%	5.1	33%	5.1	33%
UNBILLED ACRUALS						4.1			
TOTAL	152.9	152.9	47.1	134.9	88%	37.0	24%	32.9	22%

(1) Based on June 2003 Regional Programming Funding Plan.
 Note: Expenditures are cumulative through November 2004.
 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