

Los Angeles County Metropolitan Transportation Authority

QUARTERLY PROJECT STATUS REPORT

2550 RAIL VEHICLE PROGRAM

September 2006



Metro

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Quarterly Project Status Report**PROJECT OVERVIEW**

The 2550 Light Rail vehicle base contract for the 50 LRV cars is with AnsaldoBreda, S.p.A. of Pistoia and Naples, Italy. 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.

This 2550 Light Rail Vehicle Project is being managed by an innovative Integrated Project Team consisting of four uniquely experienced MTA in-house management staff. This approach was commissioned to not only increase direct staff accountability for the quality and reliability of the resulting LRV but to increase management efficiency by reduced reliance on expensive non-accountable consultants both in management and oversight.

Project accomplishments through the period ending September 2006 included:

1. The Metro Integrated Project Team (IPT) continues to focus on Contract submittals, reviews and approvals, specific design issues and the status of the in-process Buy America Interim Audit directed by the IPT.
2. AnsaldoBreda mobilization and staffing for the Pittsburg, California plant is complete. AnsaldoBreda is presently assembling the complete motor and center trucks at this plant. AnsaldoBreda has received the six A & six B carshells through the end of September 2006 to continue operations in the first quarter of fiscal 2007 with one shift working 5-days per week.
3. Assembly of carshells in the Pistoia, Italy plant continues with the goal to ship these carshells to the USA that started in April 2006 and continues in progress.
4. Major vehicle sub-assemblies in the Pistoia, Italy plant, such as truck frames, traction motors, bolsters, HVAC units, etc., commenced shipment to the Pittsburg, California plant in the third quarter of fiscal 2006.
5. AnsaldoBreda Testing Engineers continue in Los Angeles with proof-of-design with the two LRVs at Los Angeles Metro. One LRV has successfully operated on the Pasadena Gold Line, the Metro Green line, and the Metro Blue Line. The LRV has also successfully traversed the 6-7% grade of the Green Line/Blue Line connector and effectively completed preliminary roll-back tests.
6. The proof-of-design testing noted above has provided the IPT with confidence that the MTA will receive from AnsaldoBreda a light rail vehicle that is efficient, reliable and more easily maintainable than the existing light rail fleet. Detailed inspection by the IPT during this testing has revealed no major system problems but produced numerous comments on minor corrections necessary for acceptance.
7. AnsaldoBreda Project Management and Engineering met with the IPT to discuss consideration for the forecast in delivery of the U.S. final-assembled vehicles to Metro in Los Angeles.

Quarterly Project Status Report

MANAGEMENT ISSUES

Concern No. 1: The FTA expressed its concern about AnsaldoBreda's Buy America compliance.

Status/Action: The IPT continues to conduct and finalize the mid-Contract Buy America audit it commissioned earlier in 2005. This is not a requirement of either the Contract or the FFGA but was and is considered by the IPT to be a prudent action to confirm AnsaldoBreda's compliance with the Contract's Buy America provision. Completion of the audit will take place in the second quarter of fiscal 2007 after final assembly commences in Pittsburg, California. FTA initial review of Contractor provided documentation appeared nominal to the requirement. The IPT, as always, continued to direct and admonish AnsaldoBreda in person and in writing that Buy-America compliance is both fundamental and mandatory.

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. Major progress has been accomplished toward completed manuals.

Concern No. 3: In March 2006, AnsaldoBreda presented the IPT with a proposed revised "worse-case" schedule displaying a 16 month slip in the Contract Schedule but still sufficient to meet the operational schedules of the next two light rail lines that are in early construction. The IPT has not accepted this proposed schedule yet as AnsaldoBreda has presently offered no consideration to Metro for this potential schedule extension.

Status/Action: The IPT and AnsaldoBreda continue to pursue solutions to schedule delays, and possible consideration or compensation to Metro for such delays. Contract Milestones as well as delivery dates in the Contract are subject to Liquidated Damages and these monetary amounts are being levied and collected from present billings from AnsaldoBreda.

Concern No. 4: The car-borne signaling system is a concern to the IPT based upon the Metro's experience with the same firm, US&S, on the previous LRV procurement. The concern is not with the hardware but with the software development by US&S for three (3) different Automatic Train Protection (ATP) and Train to Wayside Communications (TWC) systems which is another aspect that sets this rail-car design apart from other U.S. light rail-car fleets that typically only have one (1) ATP & TWC system per rail-car fleet.

Status/Action: On the 2550 Contract, US&S is a wholly owned subcontractor of AnsaldoBreda instead of totally separate contractor as they were on the previous LRV procurement. This provides AnsaldoBreda and the IPT with a much greater level of manageability over US&S. Much has been accomplished during this quarter to mitigate our concerns, nonetheless, the concern remains critical and requires continued vigilance by the Metro IPT.

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LATEST ANSALDOBREDA 50-CAR BUY PROPOSED SCHEDULE

Quarterly Project Status Report

ANSA DOBREDRA - PMA / PCO	2005												2006												2007												2008											
	GE	FE	MA	AP	MAY	JUN	JUL	AUG	SET	OCT	NOV	DIC	GE	FE	MA	AP	MAY	JUN	JUL	AUG	SET	OCT	NOV	DIC	GE	FE	MA	AP	MAY	JUN	JUL	AUG	SET	OCT	NOV	DIC	GE	FE	MA	AP	MAY	JUN	JUL	AUG	SET	OCT	NOV	DIC
ARRIVO MESE																																																
ASSEMBLATA TELAD E VERIFICATURA UNDERBARRA UNDERBARRA PAINTING IMPIANTI SOTTOTELAD IMPIANTI SOTTOTELAD ASSEMBLATA CASSA CARBIDEI ASSEMBLY	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
DECONT - ISOLAMENTO E PAVIMENTO CLEANING - SEALING - INSULATION ET FLOOR	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
INIZIO LIGNA MONTAGGI																																																
SYSTEM AND DINING ASSEMBLY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
PROVE ELETTRICHE L.R.V. FUNCTIONAL TESTS L.R.V.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
SPEDIZIONE IN U.S.A. SHIPMENT IN U.S.A.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
ARRIVO IN U.S.A. - CANTIERE ARRIVE IN U.S.A. - FINAL ASSEMBLY	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
COMPLETAMENTO MONTAGGI FINAL ASSEMBLY	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
PROVE ELETTRICHE L.R.V. FUNCTIONAL TESTS L.R.V.	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
CONSEGNE AL COMMISSIONING IRL DELIVERY TO COMMISSIONING IRL	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
ACCETTAZIONE ACCEPTANCE	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
ARRIVO MESE																																																
ASSEMBLATA TELAD E VERIFICATURA UNDERBARRA UNDERBARRA PAINTING MONTAGGIO ITALIA ASSEMBLY ITALY SPEDIZIONE A FINAL ASSEMBLY COMPLETAMENTO MONTAGGI GARRELLI FINAL ASSEMBLY BOGIES	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
INIZIO MONTAGGI TRAZIONE 200 TRACTION MOTORS ASSEMBLY 200 CONVERTITORI DI TRAZIONE B.SHA + 72 F.A. TRACTION INVERTERS SHA + 72 F.A. GRUPPI STATICI 50 SHA AUXILIARY INVERTER 50 SHA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

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LATEST 2550 LIGHT RAIL VEHICLE CONTRACT & PROPOSED DELIVERY SCHEDULE

No. Of Cars	LIGHT RAIL CARS TO BE DELIVERED TO METRO (1-car = A & B)	CONTRACT DELIVERY REQUIREMENT - MONTHS AFTER JUNE 6, 2003 NTP	CONTRACT REQUIRED DELIVERY DATE (End of Month)	Ansaldobreda WORST CASE SCHEDULE	ACTUAL DELIVERY DATE
X	Prototype Cars. No payment until cars remanufactured to production configuration.			6/15/05	6/15/05
Y				7/22/05	7/22/05*
1	1 A&B	24 MONTHS	JUNE/05	10/31/06	
2	1 A&B	24 MONTHS	JUNE/05	11/30/06	
3	1 A&B	26 MONTHS	AUGUST/05	12/31/06	
4	1 A&B	27 MONTHS	SEPTEMBER/05	12/31/07	
5	1 A&B	28 MONTHS	OCTOBER/05	1/31/07	
6	1 A&B	28 MONTHS	OCTOBER/05	1/31/07	
7	1 A&B	29 MONTHS	NOVEMBER/05	2/28/07	
8	1 A&B	29 MONTHS	NOVEMBER/05	2/28/07	
9	1 A&B	30 MONTHS	DECEMBER/05	3/31/07	
10	1 A&B	30 MONTHS	DECEMBER/05	3/31/07	
11	1 A&B	31 MONTHS	JANUARY/06	4/30/07	
12	1 A&B	31 MONTHS	JANUARY/06	4/30/07	
13	1 A&B	32 MONTHS	FEBRUARY/06	4/30/07	
14	1 A&B	32 MONTHS	FEBRUARY/06	5/31/07	
15	1 A&B	33 MONTHS	MARCH/06	5/31/07	
16	1 A&B	33 MONTHS	MARCH/06	5/31/07	
17	1 A&B	34 MONTHS	APRIL/06	6/30/07	
18	1 A&B	34 MONTHS	APRIL/06	6/30/07	
19	1 A&B	35 MONTHS	MAY/06	6/30/07	
20	1 A&B	35 MONTHS	MAY/06	7/31/07	
21	1 A&B	36 MONTHS	JUNE/06	7/31/07	
22	1 A&B	36 MONTHS	JUNE/06	7/31/07	
23	1 A&B	37 MONTHS	JULY/06	8/31/07	
24	1 A&B	37 MONTHS	JULY/06	8/31/07	
25	1 A&B	38 MONTHS	AUGUST/06	8/31/07	
26	1 A&B	38 MONTHS	AUGUST/06	9/30/07	
27	1 A&B	39 MONTHS	SEPTEMBER/06	9/30/07	
28	1 A&B	39 MONTHS	SEPTEMBER/06	9/30/07	
29	1 A&B	40 MONTHS	OCTOBER/06	10/31/07	
30	1 A&B	40 MONTHS	OCTOBER/06	10/31/07	
31	1 A&B	41 MONTHS	NOVEMBER/06	10/31/07	
32	1 A&B	41 MONTHS	NOVEMBER/06	11/30/07	
33	1 A&B	41 MONTHS	NOVEMBER/06	11/30/07	
34	1 A&B	42 MONTHS	DECEMBER/06	12/31/07	
35	1 A&B	42 MONTHS	DECEMBER/06	12/31/07	
36	1 A&B	42 MONTHS	DECEMBER/06	1/31/08	
37	1 A&B	43 MONTHS	JANUARY/07	1/31/08	
38	1 A&B	43 MONTHS	JANUARY/07	2/28/08	
39	1 A&B	43 MONTHS	JANUARY/07	2/28/08	
40	1 A&B	44 MONTHS	FEBRUARY/07	3/31/08	
41	1 A&B	44 MONTHS	FEBRUARY/07	3/31/08	
42	1 A&B	44 MONTHS	FEBRUARY/07	4/30/08	
43	1 A&B	45 MONTHS	MARCH/07	4/30/08	
44	1 A&B	45 MONTHS	MARCH/07	5/31/08	
45	1 A&B	45 MONTHS	MARCH/07	5/31/08	
46	1 A&B	46 MONTHS	APRIL/07	6/30/08	
47	1 A&B	46 MONTHS	APRIL/07	6/30/08	
48	1 A&B	46 MONTHS	APRIL/07	7/31/08	
49	1 A&B	47 MONTHS	MAY/07	7/31/08	
50	1 A&B	47 MONTHS	MAY/07	8/31/08	

Quarterly Project Status Report**SCHEDULE NARRATIVE**

Notice to Proceed was given June 6, 2003. The base contract engineering effort was scheduled to take approximately two years and delivery of the first two cars was scheduled for June 2005. The 50 car base contract delivery was divided between the MTA (40 cars) and the FTA (10 cars). The last (fiftieth) base contract LRV was scheduled for delivery 48-months after NTP, or approximately May 2007.

Status as of end of September 2006 follows:

This is a performance based contract under which compensation is only considered once deliverables are received and approved by Metro. Compensation for contract milestone completion is an ongoing process directly related to Contractor performance. While work is being accomplished, the documentation for payment continues to lag behind although improvement has been seen with the addition of new staff dedicated to documentation control.

One of the Contractor's two test vehicles is undergoing the final signal system onboard and wayside software testing. The Contractor has provided a worst case scenario type vehicle delivery schedule wherein they have proposed delivery of three to four vehicles per month to mitigate their schedule slip. The Project IPT has received a worst case delivery schedule from the Contractor (Contained herein), and an ongoing a performance assessment is underway. Currently no schedule impact to Rail Operations or other LACMTA projects is forecast.

The Contractor has received a majority of material at their facility in Pistoia, Italy sufficient to support their worst case production plan. Vehicle car shells for half of the vehicles have been manufactured and are undergoing subsystem testing prior to release for shipment to the USA. However, coordination of the supply chain effort between Pistoia and Pittsburg remains an ongoing challenge

By the end of September 2006, twelve car shells had been delivered to the Contractor's final assembly facility in Pittsburg California. Two more car shells (1 LRV) arriving in Houston in October of the next reporting period. In addition, the Project IPT has instructed the Contractor to ship vehicle hardware and subsystems components by air when practical, rather than by cargo vessel. Where the contractor has followed this advice, inventory availability has grown as expected at Pittsburg facility. Again, this is an ongoing supply chain oversight challenge of which the Contractor is constantly admonished to mitigate.

The Contractor has almost completed installing a vehicle propulsion control inverter system testing laboratory on site in order to operate in a more vertical environment.

The Pittsburg final assembly facility has been upgraded with the addition of a second assembly line. In general major subsystems are being installed onto the five car shell modules that are in now inventory. The assembly process phase of the Metro IPT-initiated Interim Buy America Audit is planned for completion in November 2006.

Quarterly Project Status Report

PROJECT COST STATUS

ELEMENT	LRV PROJECT BUDGET FOR 800151	LRV PROJECT BUDGET FOR 800088	TOTAL LRV PROJECT BUDGET	COMMENTS
Base Buy 50 LRVs	\$119,734,000	\$29,933,500	\$149,667,500	40-LRVs MTA & 10-LRVs FTA
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	
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	

3/31/06

* 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)

Quarterly Project Status Report

FISCAL YEAR CASH FLOW

Metro™ CONTRACT NO. P2550, LIGHT RAIL VEHICLES															
MILESTONE PAYMENT CASHFLOW SCHEDULE BY PROJECT, MONTH, & FISCAL YEAR															
30 SEPTEMBER 2006 Rev 0 [Supersedes 31 DECEMBER 2006 Rev 0]															
P2550 Contract Sched Payment Date	Mos After June 6 2003 (FY04) HTP	Contract Table A Contract Milestone Payments [800151]	Contract Table A Contract Milestone Payments [800088]	Contract Table B Individual Vehicle Milestone Payments [800151]	Contract Table B Individual Vehicle Milestone Payments [800088]	Contract Table C Spare Parts Delivery Milestone Payments [800151]	Contract Table C Spare Parts Delivery Milestone Payments [800088]	800151 MILESTONE PAYMENT TOTALS	800151 FISCAL YEAR TOTALS	800088 MILESTONE PAYMENT TOTALS	800088 FISCAL YEAR TOTALS	Metro™ CONTRACT P2550 TOTALS BY MONTH	P2550 Contract Sched 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		FY03
Aug-03	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-03	\$0	\$
Sep-03	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-03		FY04
Oct-03	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-03		
Nov-03	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-03		
Dec-03	6 (A)	\$22,121,755	\$5,530,439	\$0	\$0	\$0	\$0	\$22,121,755		\$5,530,439		\$27,652,194	Dec-03		
Jan-04	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-04		
Feb-04	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-04		
Mar-04	9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-04		
Apr-04	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-04		
May-04	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-04		
Jun-04	12 (A)	\$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	Jun-04	\$34,565,243	FY04
Jul-04	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-04		FY05
Aug-04	14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-04		
Sep-04	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-04		
Oct-04	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-04		
Nov-04	17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-04		
Dec-04	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-04		
Jan-05	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-05		
Feb-05	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-05		
Mar-05	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-05		
Apr-05	22	\$1,659,132	\$414,783	\$0	\$0	\$0	\$0	\$1,659,132		\$414,783		\$2,073,915	Apr-05		
May-05	23	\$3,318,263	\$829,566	\$0	\$0	\$0	\$0	\$3,318,263	\$4,977,395	\$829,566	\$1,244,349	\$4,147,829	May-05	\$6,221,744	FY05
Jun-05	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-05		
Jul-05	25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-05		FY06
Aug-05	26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-05		
Sep-05	27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-05		
Oct-05	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Oct-05		
Nov-05	29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-05		
Dec-05	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-05		
Jan-06	31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jan-06		
Feb-06	32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Feb-06		
Mar-06	33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Mar-06		
Apr-06	34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Apr-06		
May-06	35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	May-06		
Jun-06	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jun-06	\$0	TTL
Jul-06	19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Jul-06		FY07
Aug-06	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Aug-06		
Sep-06	21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Sep-06		
Oct-06	22	\$6,636,527	\$1,659,132	\$1,238,818	\$309,705	\$0	\$0	\$7,875,345	\$18,688,604	\$1,968,836	\$11,338,755	\$9,844,181	Oct-06		
Nov-06	23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Nov-06		
Dec-06	24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Dec-06		
Jan-07	25	\$6,636,527	\$1,659,132	\$1,057,420	\$264,355	\$7,256,937	\$1,814,234	\$14,950,883	\$3,737,721	\$3,737,721	\$18,688,604	\$18,688,604	Jan-07		
Feb-07	26	\$4,977,395	\$1,244,349	\$597,287	\$149,322	\$0	\$0	\$5,574,682	\$6,968,352	\$1,393,670	\$11,338,755	\$13,933,670	Feb-07		
Mar-07	27	\$3,318,263	\$829,566	\$243,339	\$60,835	\$0	\$0	\$3,561,602	\$4,452,003	\$890,401	\$6,913,049	\$4,452,003	Mar-07		
Apr-07	28	\$0	\$0	\$349,523	\$87,381	\$0	\$0	\$349,523	\$436,904	\$87,381	\$1,244,349	\$436,904	Apr-07		
May-07	29	\$11,060,878	\$2,765,219	\$216,792	\$54,198	\$0	\$0	\$11,277,670	\$14,097,087	\$2,819,417	\$27,652,194	\$14,097,087	May-07		
Jun-07	30	\$1,106,088	\$276,522	\$659,227	\$164,807	\$0	\$0	\$1,765,315	\$2,206,644	\$441,329	\$6,913,049	\$2,206,644	Jun-07	\$56,637,775	TTL
Jul-07	31	\$0	\$0	\$371,645	\$92,911	\$0	\$0	\$371,645	\$464,556	\$92,911	\$1,244,349	\$464,556	Jul-07		FY08
Aug-07	32	\$0	\$0	\$703,471	\$175,868	\$0	\$0	\$703,471	\$879,339	\$175,868	\$1,244,349	\$879,339	Aug-07		
Sep-07	33	\$0	\$0	\$1,367,124	\$341,781	\$0	\$0	\$1,367,124	\$1,708,905	\$341,781	\$1,244,349	\$1,708,905	Sep-07		
Oct-07	34	\$0	\$0	\$1,433,490	\$358,372	\$0	\$0	\$1,433,490	\$1,791,862	\$358,372	\$1,244,349	\$1,791,862	Oct-07		
Nov-07	35	\$0	\$0	\$1,345,003	\$336,251	\$0	\$0	\$1,345,003	\$1,681,253	\$336,251	\$1,244,349	\$1,681,253	Nov-07		
Dec-07	36	\$0	\$0	\$1,521,977	\$380,494	\$0	\$0	\$1,521,977	\$1,902,471	\$380,494	\$1,244,349	\$1,902,471	Dec-07		
Jan-08	37	\$0	\$0	\$3,200,281	\$800,070	\$0	\$0	\$3,200,281	\$4,000,351	\$800,070	\$1,244,349	\$4,000,351	Jan-08		FY09
Feb-08	38	\$0	\$0	\$3,200,281	\$800,070	\$0	\$0	\$3,200,281	\$4,000,351	\$800,070	\$1,244,349	\$4,000,351	Feb-08		
Mar-08	39	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238	\$3,309,047	\$661,809	\$1,244,349	\$3,309,047	Mar-08		
Apr-08	40	\$0	\$0	\$3,266,645	\$816,661	\$0	\$0	\$3,266,645	\$4,083,307	\$816,661	\$1,244,349	\$4,083,307	Apr-08		
May-08	41	\$0	\$0	\$3,001,184	\$750,296	\$0	\$0	\$3,001,184	\$3,751,481	\$750,296	\$1,244,349	\$3,751,481	May-08		
Jun-08	42	\$0	\$0	\$2,912,697	\$728,174	\$0	\$0	\$2,912,697	\$3,640,872	\$728,174	\$1,244,349	\$3,640,872	Jun-08	\$31,213,795	TTL
Jul-08	43	\$0	\$0	\$2,647,238	\$661,809	\$0	\$0	\$2,647,238	\$3,309,047	\$661,809	\$1,244,349	\$3,309,047	Jul-08		FY09
Aug-08	44	\$0	\$0	\$2,779,968	\$694,992	\$0	\$0	\$2,779,968	\$3,474,960	\$694,992	\$1,244,349	\$3,474,960	Aug-08		
Sep-08	45	\$0	\$0	\$2,713,603	\$678,401	\$0	\$0	\$2,713,603	\$3,392,004	\$678,401	\$1,244,349	\$3,392,004	Sep-08		
Oct-08	46	\$0	\$0	\$2,315,412	\$578,853	\$0	\$0	\$2,315,412	\$2,894,265	\$578,853	\$1,244,349	\$2,894,265	Oct-08		
Nov-08	47	\$0	\$0	\$2,049,949	\$512,487	\$0	\$0	\$2,049,949	\$2,562,437	\$512,487	\$1,244,349	\$2,562,437	Nov-08		
Dec-08	48	\$0	\$0	\$2,403,897	\$600,974	\$0	\$0	\$2,403,897	\$3,004,872	\$600,974	\$1,244,349	\$3,004,872	Dec-08	\$18,637,585	TTL
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	© 2006 09/06

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. Values also do not reflect the assessment and collection of \$14,733,214 in Liquidated Damages that will be collected over the period of the Contract

Quarterly Project Status Report

CHANGE CONTROL STATUS

Description	A		B		C		D=A+B+C	E		F=D+E
	Award Amount	Approved				Obligated	Potential		Total Potential Value	
		Executed Changes		LNTPs (NTE)		Total Approved Amount	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.

Two (2) additions to the basic system design are in the preliminary discussion phase:

1. GPS system
2. Event Recorder system

Quarterly Project Status Report

FINANCIAL/GRANT STATUS

MARCH 2006

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$	%
FEDERAL - STIP	71.1	42.0	15.4	42.0	100%	15.4	37%	15.4	37%
FED-SEC 5309 FIXED GUIDEWAY	38.3	25.9	25.9	25.9	100%	24.3	94%	21.2	82%
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	30.0	85%	0.0	0%	0.0	0%
STATE STA	15.6	15.6	14.2	15.6	100%	8.0	51%	7.4	47%
PROP A 35% BONDS		12.3							
UNBILLED ACRUALS									
TOTAL	152.9	152.9	106.6	135.5	89%	47.7	31%	44.0	29%

(1) Based on June 2003 Regional Programming Funding Plan.
 Note: Expenditures are cumulative through February 2006.
 The 2550 Rail Vehicle Program consists of 40 light rail vehicles and associated costs.

STATUS OF FUNDS ANTICIPATED

STIP FEDERAL/STATE: LACMTA submitted a request for a STIP allocation of \$26.5 million to the CTC for consideration at their July 2006 meeting.

FEDERAL SECTION 5309: LACMTA submitted a grant application for \$10.7 million 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 \$7.7 million was executed on April 7, 2005. Funds are available for drawdown.

FEDERAL CMAQ: A grant application for \$14.2 million was executed on August 25, 2005. Funds are available for drawdown.

RAIL CAR



2550 Car Shells at Pittsburg Final Assembly Facility

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**

CN	Change Notice
CO	Change Order
CTC	California Transportation Commission
FTA	Federal Transit Administration
FY	Fiscal Year
Metro	Los Angeles County Metropolitan Transportation Authority
LNTF	Limited Notice To Proceed
LRV	Light Rail Vehicle
MGLLE	Metro Gold Line Eastside Extension
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