



**FINANCE AND BUDGET COMMITTEE  
JANUARY 18, 2006**

**SUBJECT: FY06 FIRST QUARTER FINANCIAL PERFORMANCE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file FY06 First Quarter Financial Performance Report.

**ISSUE**

This report discusses the financial performance of major programs for the first quarter of FY06.

**DISCUSSION**

**SUMMARY OF SALES TAX REVENUES**

For the Three Months Ended September 30<sup>th</sup>

(Dollars in Millions)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Sales Tax Revenue	\$388.5	\$384.2	\$4.3	\$378.0	\$360.6

**Discussion**

The largest source of funds are Proposition A, Proposition C, Transportation Development Act (TDA), and State Transit Assistance (STA) sales taxes representing over 50% or \$1.6 billion of the total budgeted revenues. Actual sales tax information is not available until two and one-half months after the end of the quarter except for STA. For the first quarter ended September 30, 2005, Propositions A & C and TDA sales tax revenues are projected at the budgeted amount of \$374.0 million. STA actual revenues totaled \$14.5 million, \$4.3 million, or 42% more than budget. They are ahead of budget due to Prop. 42 revenues not anticipated at the time of budget adoption.

## SUMMARY OF ENTERPRISE FUND

The Enterprise Fund presentation complies with Governmental Accounting Standards Board Statement No. 34, *Basic Financial Statements – and Management’s Discussion and Analysis – for State and Local Governments*. Statement 34 requires that financial information be consolidated into either governmental activities or business-type activities. The business-type activities, or Enterprise Fund, include transit operating and capital costs, infrastructure construction and related debt service. Governmental activities are comprised of subsidies provided to transit operators, the regional planning and programming of funds and functions of the Board of Directors.

For the Three Months Ended September 30  
(Dollars in millions)

	2005	2005	2005	2004	2003
	Actual	Budget	Variance Over/(Under)	Actual	Actual *
Operating revenues:					
Passenger fares	\$70	\$66	\$4	\$67	\$65
Advertising & Miscellaneous	4	4	-	3	4
Total operating revenues	74	70	4	70	69
Operating expenses:					
Expenses	255	264	(9)	246	224
Depreciation	83	84	(1)	87	77
Total operating expenses	338	348	(10)	333	301
Operating income (loss)	(264)	(278)	14	(263)	(232)
Non-Operating revenues (expenses):					
Federal operating grants	50	50	-	57	30
Investment revenues	11	11	-	16	1
Unrealized Gain (loss) on Investments	(8)		(8)	(1)	
Interest (expense)	(41)	(45)	4	(40)	(43)
Other revenue	2	2	-		1
Total non-operating revenues (expenses)	14	18	(4)	32	(11)
Gain (Loss) before capital grants & contributions	(250)	(260)	10	(231)	(243)
Contributions & capital grants					
Local	2	2	-		
State	13	11	2	1	12
Federal	16	74	(58)	24	19
Total contributions & capital grants	31	87	(56)	25	31
Transfers In	323	321	2	\$360	\$294
Transfers (Out)				(\$92)	(\$24)
Proceeds from Financing		45	(45)		\$89
Change in net assets	\$ 104	\$ 193	\$ (89)	\$ 62	\$ 147

\* Includes 35-day work stoppage

### Discussion

Passenger fares were \$4 million (6%) over the amended budget. Boardings exceeded the budget by 8%, therefore although the fare revenue per boarding of \$0.59 was \$0.01 below budget, the increased boardings resulted in higher than planned fare revenues. Actuals for 2003 reflect a 35-day work stoppage.

Operating expenses were \$10 million or 4% below budget. Underexpenditures occurred primarily in the services accounts such as professional and maintenance contracts, implementation of the new ticket vending machine maintenance contract and the delay in opening the Orange Line. Parts and other expenses were \$3 million under budget.

When all fringe benefit liabilities are considered, combined non-contract salaries, contract wages and fringe benefits are on budget.

Fuel and propulsion power expenses were \$1 million over budget due to unexpected price increases. Security costs were also over budget due to added security during the Orange alert following the London bombing.

Non-operating revenues and other expenses were under budget by \$4 million. Unrealized portfolio losses amounted to \$8 million and interest expense was \$4 million below budget.

Contributions and capital grants were \$56 million under budget because the grant funds for capital expenditures were not required in the first quarter. Transfers in were over budget by \$2 million, and proceeds from financing were under budget by \$45 million again due to the timing of capital expenditures.

## SUMMARY OF PERFORMANCE MEASUREMENTS FOR BUS

For the Three Months Ended September 30

Performance Measurement - Bus	2005			2004 Actual	2003 Actual
	2005 Actual	2005 Budget	Variance Over/ (Under)		
Cost/Revenue Service Hour	\$103.55	\$108.39	(\$4.84)	\$104.28	\$96.95
Revenue Service Hours	1,917,935	1,910,904	(7,031)	1,849,846	1,843,360
Cost/Passenger Mile	\$0.52	\$0.58	(\$0.06)	\$0.53	\$0.47
Subsidy/Passenger Mile	\$0.37	\$0.42	(\$0.05)	\$0.36	\$0.35
Mean Miles Between Mechanical Failures	7,401	7,500	(99)	7,205	5,968
Traffic Accidents/100,000 Miles	3.25	3.50	(0.25)	3.25	3.54
New Workers Comp Claims per 200,000 Hours	15.47	14.61	0.86	16.31	22.00
Mean Fleet Age in Years	6.80	7.10	(0.30)	6.41	5.2
Peak Bus/Base Bus	1.93	1.90	0.03	1.86	1.52

### Discussion

Year-to-date costs per revenue service hour are below the target due to the under-expenditures described previously in this report, particularly the delay in opening the Orange Line. The delivery of RSH is 0.4% under the target. The favorable variances in cost per passenger mile and subsidy per passenger mile reflect lower than budgeted expenses, while carrying more passengers and collecting more fares than planned.

Mean miles between mechanical failures were 1% under the FY05 target. Sector staffs continue to work with Division Managers to improve training and to stay current on preventive maintenance. These efforts have improved hot weather performance that caused frequent engine failures in prior years.

Traffic accidents per 100,000 miles were below target, due to enhanced safety training and retraining programs for operators with high frequency of traffic accidents.

New workers' compensation claims per 200,000 hours were slightly higher than budget, but considerably better than last year. The improvement is due to the ongoing safety program and safety meetings that focus on safety awareness and accident prevention. Sectors also developed rewards programs for safe operations, and programs to identify and eliminate fraudulent claims.

## SUMMARY OF PERFORMANCE MEASUREMENTS FOR RAIL

For the Three Months Ended September 30

Performance Measurement - Rail	2005			2004 Actual	2003 Actual
	2005 Actual	2005 Budget	Variance Over/ (Under)		
Heavy Rail Cost/Vehicle Service Hour	\$299.07	\$296.06	\$3.01	\$281.67	\$221.41
Light Rail Cost/Vehicle Service Hour	\$396.68	\$406.25	(\$9.57)	\$351.50	\$289.26
Heavy Rail Cost/Passenger Mile	\$0.43	\$0.48	(\$0.05)	\$0.46	\$0.35
Light Rail Cost/Passenger Mile	\$0.64	\$0.66	(\$0.02)	\$0.71	\$0.37
Heavy Rail Subsidy/Passenger Mile	\$0.29	\$0.35	(\$0.06)	\$0.37	\$0.24
Light Rail Subsidy/Passenger Mile	\$0.53	\$0.66	(\$0.13)	\$0.61	\$0.30
New Workers Comp Claims per 200,000 Hours	18.47	14.61	3.86	9.26	11.59
Light Rail Vehicle Accident Rate/100,000 Miles	0.51	0.37	0.14	0.48	0.41

### Discussion

Overall, rail expenses are under budget by nearly \$3 million. This is due to management actions to reduce costs. As a result of security-related service interruptions, light and heavy rail vehicle service hours are 3% below budget. The cost per hour variance in Heavy Rail is due to a reallocation of resources from Light Rail caused by unexpected wayside maintenance requirements on Heavy Rail. This trend is expected to continue throughout the fiscal year. Greater than budgeted boardings and fare revenue resulted in favorable variances per passenger mile.

New workers' compensation claims exceeded budget due to a vehicle cleaning chemical incident involving eight employees. Light rail accidents were lower than the target. Transit Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

## SUMMARY OF ENTERPRISE FUND - OUTLOOK

Operating revenues:			
Passenger fares	\$278	\$264	\$14
Advertising & Miscellaneous	16	16	-
Total operating revenues	294	280	14
Operating expenses:			
Expenses	1,079	1,065	14
Depreciation	334	334	-
Total operating expenses	1,413	1,399	14
Operating income (loss)	(1,119)	(1,119)	-
Non-Operating revenues (expenses):			
Local operating grants	3	3	-
Federal operating grants	206	206	-
Investment revenues	3	3	-
Interest (expense)	(178)	(178)	-
Other revenue	7	7	-
Total non-operating revenues (expenses)	42	42	-
Gain (Loss) before capital grants & contributions	(1,077)	(1,077)	-
Contributions & capital grants			
Local	4	4	-
State	45	45	-
Federal	298	298	-
Total contributions & capital grants	347	347	-
Transfers In	1,038	1,038	-
Transfers (Out)	(111)	(111)	-
Proceeds from Financing	179	179	-
Change in net assets	\$ 376	\$ 376	\$ -

The twelve-month outlook for the enterprise fund is driven at this time by the price of oil. High fuel prices are favorably impacting ridership and fare revenues and unfavorably impacting fuel expenses. Indications at this point are that these two factors may amount to about \$14 million on an annual basis, and will offset each other.

## **SUMMARY OF CAPITAL PROGRAM**

The attached capital program status report for the quarter ended September 30, 2005, shows the status of adopted life-of-project budgets and projected total costs to complete for each project. The projected costs to complete are provided by the project managers for each project and are updated quarterly. An additional page has been added to the report to identify those projects that were forecasted to be complete in FY05 but remain active in FY06.

The report identifies the projected life-of-project (LOP) budget status for each project. If the project exceeds the LOP but is under \$1 million, it is within the board-approved limit for transferring contingency to the project. If the LOP change causes the project to exceed \$1 million, the project manager is required to return to the board for approval.

### **Major Construction**

Major construction projects include construction of new fixed guideway corridors, new rail car purchases, and other major infrastructure improvements. For the period ended September 2005, all adopted major construction projects are estimated to be completed within the board approved life-of-project budgets.

The Orange Line pre-revenue operation project was initiated this quarter and will be closed as a separate capital project after opening weekend and commencement of revenue operations.

The Expo project continued progress toward setting up an independent construction agency; the final EIS/EIR was released for the public comment period.

Detailed information on the major construction projects is available through the individual project reports.

### **Bus Acquisition, Universal Fare System, Advanced Transportation Management System**

There are two active bus procurements in this element. The procurement for 100 45' buses have all been delivered; 86 buses are currently in service, the remaining 14 are in make-ready and will be placed in service during the second quarter. The procurement for 178 articulated buses is on schedule with 120 buses delivered to date (this includes 22 buses delivered as part of the Orange Line project; 98 buses delivered as part of the 178 bus procurement). The final 80 buses are expected to be delivered next spring.

The project manager for the Universal Fare System (UFS) project has reported that the UFS schedule is at risk, but can be recovered. If the project schedule is delayed, it could result in a project cost increase for extended overhead costs. Executive management is reporting the progress of this project monthly to the Operations Committee.

## **Bus Maintenance and Facilities**

The largest bus maintenance project is the annual bus mid-life program at \$12 million for FY06. The project manager reports that the project is on schedule and on budget through the first quarter. One project in the Bus Facilities element, the Division 8 and Division 15 Solar Energy Generation project received a rebate from Southern California Edison and Southern California Gas Company which was credited to the cost of the project. This will lower the cost of the project by approximately \$2 million. Construction is progressing as planned on all other bus facilities projects.

## **Rail Capital Projects**

The board approved a new project be added to the Rail projects during the quarter. The Guardian Project with a life-of-project budget of \$6 million was created to enhance the rail security systems in response to potential terrorism threats. The funding for the Guardian project was transferred from the Rail Facilities and Wayside Systems contingency projects.

## **Other Capital Projects**

All IT projects, non-revenue vehicle projects, warehouse projects and other capital projects are progressing as planned during the first quarter.



## GOVERNMENTAL FUNDS (SPECIAL REVENUE AND GENERAL FUNDS)

For the Three Months Ended September 30  
(Dollars in millions)

	2005 Actual	2005 Budget	2005 Variance	2004 Actual	2003 Actual
<b>Revenues</b>					
Sales Tax	\$ 388	\$ 384	\$ 4	\$ 378	\$ 361
Intergovernmental Grants	5	18	(13)	1	17
Investment Income	14	4	10	8	4
Decline in Value of Investments	(7)		(7)	(4)	
Lease & Rental	3	3	-	2	2
Lease/leaseback Proceeds					8
Licenses & Fines	2	2	-	2	2
Other	1	-	1	1	
<b>Total Revenues</b>	<b>406</b>	<b>411</b>	<b>(5)</b>	<b>388</b>	<b>394</b>
<b>Expenditures</b>					
<b>Current</b>					
Subsidies	118	177	(59)	163	124
Services	16	26	(10)	19	17
General & Administrative	2	2	-	1	3
<b>Total Expenditures</b>	<b>136</b>	<b>205</b>	<b>(69)</b>	<b>183</b>	<b>144</b>
Transfers In	12	18	(6)	12	14
Transfers (Out)	(224)	(258)	34	(214)	(199)
<b>Net Change in Fund Balance</b>	<b>58</b>	<b>(34)</b>	<b>92</b>	<b>3</b>	<b>65</b>
Fund Balance - Beginning	718	718	-	754	771
<b>Fund Balance - Ending</b>	<b>\$ 776</b>	<b>\$ 684</b>	<b>\$ 92</b>	<b>\$ 757</b>	<b>\$ 836</b>

### Discussion

Revenues for the first quarter were \$5 million, or 1% below the budget of \$411 million. This was because the grant funds for capital expenditures were not required in the first quarter. Expenditures were \$69 million, or 34%, under budget. Most of this was attributable to the Special Revenue fund projects such as the Call For Projects and other subsidy programs.

The Call for Projects programs spent \$5 million, which is \$15 million, or 75%, less than budgeted. This was the result of the projects experiencing one or more of the following: slow invoicing, delayed awards, bid price issues, schedule and/or scope changes, and environmental issues. These funds remain programmed to the various projects and will be paid as the projects progress.

The ongoing contract negotiations with the City of Los Angeles concerning Metro Rapid Bus and slow invoicing resulted in \$5 million of its budget being unspent. \$23 million of bus subsidies were not drawn by the municipal operators. Similarly, \$5 million of TDA subsidies have not yet been drawn by local jurisdictions. \$3 million of Local

Return funds are pending disbursement. Finally, \$8 million of the Regional Grantee budget was not spent due to project delays and delayed invoicing.

The remaining underrun of \$10 million relates to services not yet utilized by County Counsel, Government Affairs and Countywide Planning.

The following sections provide details on programs provided in the Governmental funds.

### SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Three Months Ended September 30

(Dollars in millions except for performance data)

	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
<b>Revenues:</b>					
Grant subsidies	5	20	(\$15)	6	11
<b>Total revenue</b>	<b>5</b>	<b>\$20</b>	<b>(15)</b>	<b>\$6</b>	<b>\$11</b>
<b>Expenditures:</b>					
Freeway programs	2	4	(2)	1	2
Regional surface trans. improvement	3	7	(4)	1	2
Local traffic system	-	7	(7)	3	5
Commuter rail	-	1	(1)	-	1
Bus capital	-	1	(1)	1	1
<b>Total call expenditures</b>	<b>5</b>	<b>20</b>	<b>(15)</b>	<b>6</b>	<b>11</b>
<b>Excess of revenues over expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Performance Measurement</b>					
<b>Call Expenditures as a % of Budget</b>					
Freeway programs	50%	100%	-50%	138%	18%
Regional Surface Trans. Improvement	43%	100%	-57%	87%	47%
Local Traffic System	0%	100%	-100%	78%	51%
Commuter Rail	0%	100%	-100%	18%	0%
Bus Capital	0%	100%	-100%	21%	14%

### Discussion

In the regional programs categories of Call for Projects, Commuter Rail, Freeway Service Patrol and SAFE, Metro budgets the cash flow payments expected to be paid to the regional partners or the contractors for services rendered. Historical experience has shown that, although work on the projects is progressing, the fund recipients frequently delay invoicing Metro for 30 days or longer depending on their internal processes.

The Freeway program projects expended approximately 50% of the annual budget. Reasons for the variance include: audit disputes and slow invoicing for HOV Lane Rte.

605, delays in the award of the contract for Route 101, and bid price issues on HOV Lane Rte. 5.

The Regional Surface Transportation Improvement program spent 41% of its budget. There was slow invoicing on the Firestone Blvd./Rio Hondo Bridge widening, Santa Monica Blvd. Transit Parkway, I-710 /Firestone Blvd. Interchange reconstruction, and Alameda Corridor East Phase. Delays occurred in Alameda Corridor East – Gateway to America (close-out audit), Mission Road (scheduling conflicts), So. Pasadena Fair Oaks Corridor Improvements (Caltrans design issues), and Pasadena SR 710 Mitigation Project (technical issues).

Local Traffic System program spending is slower than planned due to slow invoicing. High bids caused a delay in the City of Agoura Hills Signal Sync project and environmental issues have delayed the Calabasas Regional Traffic Center project. Finally, there was a scope change on the San Fernando Corridor ITS project but this delay has been resolved and the project is commencing.

Commuter Rail and Bus Capital Projects spent very little of their budget for various reasons. The Covina Transit Center experienced environmental delays. The design of the Rolling Stock Maintenance Facility in San Bernardino was protested and there was slow invoicing for the Covina Metrolink Station project to mitigate the parking deficiency.

## SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

For the Three Months Ended September 30

(Dollars in millions except for performance data)

	2005 Actual	2005 Budget	2005 Variance	2004 Actual	2003 Actual
Revenues:					
Sales tax subsidy	\$9	\$11	(\$2)	3	6
Intergovernmental grants	-	-	-	-	-
Investment income and other	2	2	-	2	2
Total revenues	11	13	(2)	5	8
Expenditures:					
Freeway Service Patrol - FSP	3	5	(2)	3	3
SAFE*	1	2	(1)	1	1
Access Service Incorporated - ASI	6	6	-	-	4
Total expenditures	10	13	(3)	4	8
Excess of revenues over expenditures	\$1	\$0	\$1	\$1	\$0
Performance Measurement					
FSP - Cost per Assist	\$37.47	N/A	N/A	\$37.97	\$27.19
SAFE - Operating Cost Per Call Answered *	\$18.99	N/A	N/A	\$15.72	\$20.35
ASI operating subsidy per passenger	\$28.39	N/A	N/A	\$26.92	\$27.24

\* The SAFE is not an MTA function but is included in this chart as it performs motorist aid services similar to FSP and ASI

### Discussion

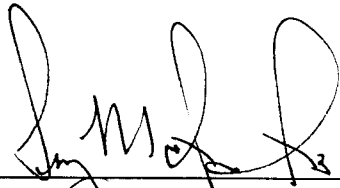
Although revenues were under budget by \$2 million, expenditures were under budget by \$3 million, resulting in a surplus of \$1 million. The revenue surplus is because the SAFE program revenues are from DMV registrations earned throughout the year.

Freeway Service Patrol consumed approximately 67% of its first quarter budget due mainly to the FSP contractor's invoicing cycle.

Call Box Programs/SAFE utilized approximately 50% of its budget. This program variance is mainly attributable a invoicing and project delays which will be mitigated in the second quarter.

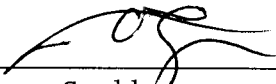
Attachment: Capital Program Status Report

Prepared by: Office of Management & Budget



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Terry Matsumoto  
Executive Officer, Finance and Treasurer



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Roger Snoble  
Chief Executive Officer



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
			Encumbrance	Balance of Project Costs				
<b>Bus Acquisition</b>								
1 Universal Fare Collection System	200225	56,099,595	-	37,507,405	93,607,000	93,607,000	-	
2 Regional Service Center and Clearinghouse	200351	2,603,066	-	13,396,934	16,000,000	16,000,000	-	MTA Share is \$10M; Muni Operator's Share is \$6M.
3 ATMS Radios for Contractor Buses	201002	-	1,794,478	205,522	2,000,000	2,000,000	-	
4 100 QTY 45' NABI Compo Buses	201004	43,113,912	3,062,864	2,053,224	48,230,000	48,230,000	-	Project being closed out.
5 178 CNG Articulated Bus Purchase Base Order	201005	62,374,489	57,169,895	7,229,616	126,774,000	126,774,000	-	Delivery underway. Final buses ahead of schedule for delivery by June 2006.
6 <b>Subtotal for Bus Acquisition</b>		<b>164,191,063</b>	<b>62,027,237</b>	<b>60,392,701</b>	<b>286,611,000</b>	<b>286,611,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Bus Facilities Improvements</b>									
1	Replacement Automated Guideway Vehicles	202000	14,119	1,680,257	90,330	1,784,706	1,784,706	-	
2	Union Division (T31-Formerly Division 10 Expansion)	202001	120,359	98,298	781,343	1,000,000	1,000,000	-	
3	Digital Video Recorders and Division Equipment	202003	576,528	154,291	1,448,479	2,179,297	2,179,297	-	
4	In-Ground Bus Hoist Replacement	202007	4,182,810	309,000	3,789,190	8,281,000	8,281,000	-	
5	FY06 Division Lighting Program	202009	177,280	787,496	233,269	1,198,045	1,198,045	-	
6	Permanent Restroom Facilities at Selected Locations.	202010	1,001,828	450,199	127,973	1,580,000	1,580,000	-	
7	Cal State - L.A. County USC Busway Sta. Enhancement	202011	542,725	1,715,989	-	2,258,714	2,251,447	7,267	Verifying charges to ensure they are correct. G/L and LIMS adjustments will be made if necessary. Project should be completed within LOP.
8	New Div. 9 Transportation Bldg. and Facilities Improvements	202014	1,548,159	12,364,871	2,586,970	16,500,000	16,500,000	-	
9	Repave LAX & Other Terminals	202015	770,811	69,505	94,684	935,000	935,000	-	
10	Temple & Beaudry Layover Facility	202016	79,141	43,793	1,569,066	1,692,000	1,692,000	-	
11	Division 7 Facility Improvements	202017	3,664,100	5,000	-	3,669,100	3,561,000	108,100	Incorrect charges - G/L adjustments have been submitted. Project should be completed within LOP.
12	Division 2 Maintenance - Maintenance Bldg. Modernization	202018	1,212,158	4,770	433,072	1,650,000	1,650,000	-	
13	LAX Terminal Improvements	202020	311,382	14,532	58,086	384,000	384,000	-	
14	El Monte Transit Station Enhancements	202021	-	-	114,000	114,000	114,000	-	
15	FY06 Underground Storage Tank Replacement	202025	62,836	168,629	2,235,535	2,467,000	2,467,000	-	
16	FY06 Soil Remediation	202030	39,131	413,000	1,053,869	1,506,000	1,506,000	-	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
			Encumbrance	Balance of Project Costs				
<b>Bus Facilities Improvements</b>								
1 FY06 Bus Facility Contingency Projects	202035	100,853	13,957	1,560,190	1,675,000	1,675,000	-	
2 FY06 Bus Division Maintenance Equip.	202040	24,071	645,241	405,688	1,075,000	1,075,000	-	
3 FY06 Replace Bus Div. Emerg. Generators	202045	11,685	1,500	325,815	339,000	339,000	-	
4 FY06 Bus Division Amenity Improvement Project	202055	29,479	1,900,000	186,521	2,116,000	2,116,000	-	
5 Articulated Bus Facility Modifications	202065	2,556,971	524,255	3,559,774	6,641,000	6,641,000	-	
6 Division 1 Expansion	202066	10,145,869	221,000	1,207,131	11,574,000	11,574,000	-	
7 Division 8 & 15 Renewable Solar Energy Generation Project	202067	3,193,247	-	-	3,193,247	3,500,000	(306,753)	Rebate from Southern California Edison applied to this project.
8 Division 6 Relocation	202076	55,895	-	12,441,105	12,497,000	12,497,000	-	
9 Bus Underchassis Washing System - Div. 8	202077	-	-	200,000	200,000	200,000	-	
10 Division 4 Expansion & Pavement Project	202092	1,306,062	1,000,000	214,938	2,521,000	2,521,000	-	
11 New Division/South Park Relocation	202095	4,680	-	1,289,320	1,294,000	1,294,000	-	
12 Install New A/C @ Div. 7 & 18	202164	653,875	-	96,125	750,000	750,000	-	
13 Metro Art Enhancements	202166	297,700	267,000	50,300	615,000	615,000	-	
14 Wayfinding and Customer Information Improvements at Major Transfer	202167	229,860	36,251	145,889	412,000	412,000	-	
15 490 Bauchet Street Construction	202168	409,075	5,510	2,459,415	2,874,000	2,874,000	-	
16 <b>Subtotal for Bus Facilities Improvements</b>		<b>33,322,689</b>	<b>22,894,344</b>	<b>38,758,076</b>	<b>94,975,109</b>	<b>95,166,495</b>	<b>(191,386)</b>	





**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Bus Maintenance</b>									
1	FY06 Bus Midlife Program	203003	1,892,795	-	10,107,205	12,000,000	12,000,000	-	
2	FY06 Replace Regional Rebuild Center Shop Equipment	203009	11,736	489,000	60,264	561,000	561,000	-	
3	<b>Subtotal for Bus Maintenance</b>		<b>1,904,531</b>	<b>489,000</b>	<b>10,167,469</b>	<b>12,561,000</b>	<b>12,561,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>IT/Communications</b>									
1	Computer Kiosks Bus and Rail Facilities.	207006	152,494	-	30,000	182,494	781,000	(598,506)	\$598,506 will be transferred to a new project to improve security at the Gateway building.
2	HASTUS Scheduling Software System Upgrade	207009	248,541	189,933	121,526	560,000	560,000	-	
3	ITS Telecommunications Transmission Replacement Proj.	207010	24,299	-	9,516,701	9,541,000	9,541,000	-	
4	FY06 Workstation and Network Technology Refresh Prog.	207022	111,166	-	1,744,834	1,856,000	1,856,000	-	
5	FY06 Maintenance and Materiel Mgmt. System Upgrades	207036	13,977	-	992,023	1,006,000	1,006,000	-	
6	Radio Communications Upgrades for MTA Security	207047	1,959	-	33,041	35,000	35,000	-	
7	Customer Center Security & Information Enhancements	207048	5,127	279,000	57,873	342,000	342,000	-	
8	<b>Subtotal for IT/Communications</b>		<b>557,562</b>	<b>468,933</b>	<b>12,495,999</b>	<b>13,522,494</b>	<b>14,121,000</b>	<b>(598,506)</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
<b>Major Construction</b>									
1	Orange Line Pre-Revenue Operation	800026	910,736	4,606	223,957	1,139,299	1,152,135	(12,836)	
2	Metro Gold Line Eastside Extension	800088	319,038,223	170,336,476	409,438,301	898,813,000	898,813,000	-	
3	Project Revenue		(16,120)	-	(4,616,880)	(4,633,000)	(4,617,000)	(16,000)	
4	Special Conditions		27,588,965	82,133	(7,342,097)	20,329,000	19,493,800	835,200	
5	Construction/Rehab/Renovation		-	467,000	(467,000)	-	-	-	
6	Right of Way / Land Acquisition		49,462,410	-	(7,720,410)	41,742,000	40,357,800	1,384,200	
7	Systems / Equipment		593,114	6,726,150	(7,319,264)	-	-	-	
8	Project Administration		196,049	-	(196,049)	-	-	-	
9	Professional Services		73,132,920	11,596,810	51,206,270	135,936,000	135,303,800	632,200	
10	Contingency		-	-	28,249,000	28,249,000	60,253,800	(32,004,800)	
11	Construction		168,080,885	151,464,383	342,844,732	662,390,000	633,220,800	29,169,200	
12	Interest Cost		-	-	14,800,000	14,800,000	14,800,000	-	
13	Orange Line		244,873,092	14,454,827	53,672,081	313,000,000	313,000,000	-	
14	Stations	800112	29,615,352	1,047,327	10,321	30,673,000	30,394,000	279,000	
15	22 Vehicles		15,350,183	-	-	15,350,183	17,500,000	(2,149,817)	
16	Construction		46,938	-	(46,938)	-	-	-	
17	Contingency		-	-	13,666,000	13,666,000	32,184,000	(18,518,000)	
18	Guideways		108,712,741	6,430,149	28,594,927	143,737,817	124,217,000	19,520,817	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

1	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
1	Major Construction								
2	Labor		239,174		(239,174)		-		
3	Park & Ride Facility		(549,765)	-	549,765		-		
4	Professional Services		48,889,461	804,007	(1,369,468)	48,324,000	45,701,000	2,623,000	
5	Project Revenue		(68,866)	-	3,866	(65,000)	-	(65,000)	
6	Right of Way / Land Acquisition		12,457,887	-	915,113	13,373,000	24,935,000	(11,562,000)	
7	Systems / Equipment		6,471,189	2,675,897	198,914	9,346,000	12,674,000	(3,328,000)	
8	Yards & Shops		1,170,359	-	280,641	1,451,000	1,215,000	236,000	
9	Special Conditions		22,538,439	3,497,447	11,108,114	37,144,000	24,180,000	12,964,000	
10	Mid-City/Exposition Light Rail Corridor	800113	19,312,971	4,969,807	37,767,221	62,050,000	62,050,000	-	
11	Right of Way / Land Acquisition		-	-	15,262,680	15,262,680	15,262,680	-	
12	Special Conditions		398,100	1,413,255	2,700,337	4,511,692	4,474,749	36,943	
13	Project Administration		878,166	-	(878,166)	-	-	-	
14	Professional Services		18,036,705	3,276,848	5,988,633	27,302,186	27,341,464	(39,278)	
15	Construction		-	279,705	14,693,737	14,973,442	14,971,107	2,335	
16	SFV East-West Bikeway Project	800114	8,380,209	278,999	1,978,651	10,637,860	10,637,860	-	
17	Canoga Station Park and Ride Project	800117	9,023,501	253,072	16,723,426	26,000,000	26,000,000	-	
18	Light Rail Vehicle Fleet Enhancement	800151	46,215,896	-	106,703,104	152,919,000	152,919,000	-	
19	Contingency		-	-	13,428,000	13,428,000	13,428,000	-	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Major Construction</b>									
1	Professional Services		4,003,315	-	5,835,685	9,839,000	9,839,000	-	
2	Project Administration		70,637	-	(70,637)	-	-	-	
3	Vehicles		42,141,944	-	87,510,056	129,652,000	129,652,000	-	
4	MGL Eastside Extension Enhancements	800288	725,969	1,779,737	15,494,294	18,000,000	18,000,000	-	
5	<b>Subtotal for Major Construction</b>		<b>648,480,598</b>	<b>192,077,526</b>	<b>642,001,036</b>	<b>1,482,559,159</b>	<b>1,482,571,995</b>	<b>(12,836)</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Non-Revenue Vehicles</b>									
1	Bus System Support Replacement Non-Revenue Vehicles	208002	1,104,576	1,199,396	3,662,028	5,966,000	5,966,000	-	
2	Bus System Expansion Non Revenue Vehicles	208003	57,613	79,530	89,857	227,000	227,000	-	
3	Rail Support Replacement Non Revenue Vehicles	208004	185,536	1,217,833	437,631	1,841,000	1,841,000	-	
4	FY06 Bus System Support Replacement Non-Revenue Vehicles	208005	10,343	-	1,231,657	1,242,000	1,242,000	-	
5	FY06 Bus System Expansion Non Revenue Vehicles	208010	8,687	-	1,076,313	1,085,000	1,085,000	-	
6	<b>Subtotal for Non-Revenue Vehicles</b>		<b>1,366,755</b>	<b>2,496,759</b>	<b>6,497,486</b>	<b>10,361,000</b>	<b>10,361,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

1	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
2	<b>Other Capital Projects</b>								
1	Homeland Security Project	200018	279,519	-	2,899,481	3,179,000	3,179,000	-	
2	Gateway Headquarters Improvement Projects	210008	2,510,754	-	323,246	2,834,000	2,834,000	-	
3	Cooling Tower Vacuum	210025	9,264	-	36,736	46,000	46,000	-	
4	<b>Subtotal for Other Capital Projects</b>		<b>2,799,537</b>	<b>-</b>	<b>3,259,463</b>	<b>6,059,000</b>	<b>6,059,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
<b>Rail Facilities Improvements</b>									
1	Between-Car Platform Barriers	204002	92,849	-	2,864,151	2,957,000	2,957,000	-	
2	Division 20 Improvements	204003	761,639	-	188,361	950,000	950,000	-	
3	ROC Reconfiguration	204004	1,395,176	454,606	3,537,218	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,101,286	-	34,837	1,136,123	1,136,123	-	
5	Division 22 Improvements	204008	3,287,102	394,328	-	3,681,430	3,410,576	270,854	Project staff reviewing and removing duplicate encumbrances. Project expected to be completed within LOP.
6	Division 11 Improvements	204009	7,386,358	7,514,148	2,494,994	17,395,500	17,395,500	-	
7	MBL Long Beach Transit Mail Station Redesign for 3-Car Train Operation	204010	166,687	225,000	1,134,313	1,526,000	1,526,000	-	
8	Rail Systemwide Safety Improvements	204012	316,029	24,950	1,732,021	2,073,000	2,073,000	-	
9	Vermont/Santa Monica Sta. Underground Water Mitigation	204016	71,864	-	1,211,136	1,283,000	1,283,000	-	
10	Division 21 Improvements	204017	3,076,569	435,592	987,839	4,500,000	4,500,000	-	
11	FY06 Rail Facility Maintenance Contingency Projects	204029	13,478	-	1,785,522	1,799,000	3,299,000	(1,500,000)	\$1.5 million transferred to new CP 204046 (Project Guardian)
12	MRL Seg-2 & 3 Station PLC and EMP Upgrade	204035	2,320	-	1,123,680	1,126,000	1,126,000	-	
13	Division 22 Improvements - Phase II	204037	51,575	-	4,843,425	4,895,000	4,895,000	-	
14	MRL Tactile Pad and Strip Installation	204041	199,246	-	250,754	450,000	450,000	-	
15	Completion of Metro Blue Line Art Program	204042	390,533	19,000	524,467	934,000	934,000	-	
16	Completion of Metro Green Line Art Program	204043	26,119	-	143,881	170,000	170,000	-	
17	Baker Street Lot Improvement - Div. 21 Midway Yard	204044	41,332	-	228,668	270,000	270,000	-	





**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
			Encumbrance	Balance of Project Costs				
<b>Rail Facilities Improvements</b>								
1 Project Guardian	204046	567,466	2,354,840	77,694	3,000,000	3,000,000	-	Board approved this project with an LOP of \$3.0 million in the first quarter.
2 Subtotal for Rail Facilities Improvements		18,947,629	11,422,464	23,162,960	53,533,053	54,762,199	(1,229,146)	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
			Encumbrance	Balance of Project Costs				
<b>Rail Vehicle Maintenance</b>								
1 Breda Rail Car Retrofit	206004	98,184	-	4,212,816	4,311,000	4,311,000	-	
2 P2000 Vehicle Signaling Package Upgrade	206005	18,554	-	3,345,446	3,364,000	3,364,000	-	
3 <b>Subtotal for Rail Vehicle Maintenance</b>		<b>116,738</b>	<b>-</b>	<b>7,558,262</b>	<b>7,675,000</b>	<b>7,675,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
<b>Warehouse</b>									
1	PGL Midway Warehouse - Equipment and Storage	209003	998,439	732,352	36,209	1,767,000	1,767,000	-	
2	Metro Red Line Storage Building	209004	276,672	446,161	105,167	828,000	828,000	-	
3	Automate Bulk Storage Area	209007	3,770	-	1,025,230	1,029,000	1,029,000	-	
4	Purchase EZ Tilter.	209010	3,677	11,200	65,404	80,281	80,281	-	LOP reduced \$192K to transfer funds to CP 202000
5	New Pallet Racking for Bus Divisions	209011	11,449	-	173,551	185,000	185,000	-	
6	Install Dock Leveler Stationery Storeroom	209012	3,314	94,000	4,686	102,000	102,000	-	
7	New Expansion Pallet Racking at Central Warehouse	209013	1,021	-	33,979	35,000	35,000	-	
8	Equipment Safety Modification for Central Warehouse	209014	2,757	5,254	34,989	43,000	43,000	-	LOP reduced from \$56K. \$13K transferred to CP 209009.
9	Install Shipping Awning	209015	13,916	156,628	79,456	250,000	250,000	-	
10	<b>Subtotal for Warehouse</b>		<b>1,315,014</b>	<b>1,445,595</b>	<b>1,558,672</b>	<b>4,319,281</b>	<b>4,319,281</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Wayside Systems</b>									
1	Light Rail SCADA System Upgrade	205002	8,113,973	1,307,592	1,141,435	10,563,000	10,563,000	-	
2	Rail Security Improvements	205004	383,416	19	6,085,565	6,469,000	6,469,000	-	
3	Rail Communications Systems Upgrade	205005	560,916	59,176	1,711,909	2,332,000	2,332,000	-	
4	MBL Grade Crossing Improvements	205006	2,233,372	-	1,888,628	4,122,000	4,122,000	-	
5	Wayside Systems Tools and Equipment	205007	302,036	-	55,964	358,000	358,000	-	
6	Crossing Gate Equipment Replacement	205009	505,192	-	732,936	1,238,128	1,238,128	-	
7	MBL Four-Quadrant Gate Program Expansion	205012	1,041,157	-	4,613,843	5,655,000	5,655,000	-	
8	Light Rail Train Tracking Improvements	205014	182,220	-	773,581	955,801	955,801	-	
9	MRL Seg-1 Remote Terminal Unit (RTU) Upgrade	205017	392,420	-	2,252,580	2,645,000	2,645,000	-	
10	FY06 Wayside Systems Tools and Equipment	205019	19,917	137,459	415,624	573,000	573,000	-	
11	FY06 Wayside Systems Contingency Projects	205029	18,363	-	1,815,637	1,834,000	3,334,000	(1,500,000)	\$1.5 million transferred to new CP 204046 (Project Guardian)
12	New PGL Traction Power Substations	205034	4,700,026	192,175	3,808,799	8,701,000	8,701,000	-	
13	MRL Signal System Upgrade	205037	77,527	-	660,473	738,000	738,000	-	
14	<b>Subtotal for Wayside Systems</b>		<b>18,530,535</b>	<b>1,696,421</b>	<b>25,956,973</b>	<b>46,183,929</b>	<b>47,683,929</b>	<b>(1,500,000)</b>	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program CarryOver Report - Life of Project**  
*For the period ended September 30, 2005*

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
1	Advanced Transportation Management System (ATMS)	200053	105,104,545	-	346,600	105,451,145	105,451,145	-	
2	75 Quantity 40' Bus Option FY05	201027	27,848,744	-	2,151,256	30,000,000	30,000,000	-	
3	RRC General Building Modifications	202006	318,806	-	799,098	1,117,904	1,117,904	-	
4	Replace Regional Rebuild Center Shop Equipment	203001	225,333	21,430	3,236	250,000	250,000	-	
5	Fiber Optic Rail Communication System	205001	644,091	-	2,366,909	3,011,000	3,011,000	-	
6	Maintenance and Material Management System Replacement	207003	31,380,424	457,334	862,243	32,700,000	32,700,000	-	
7	Upgrade Minitload System	209002	14,472	88,528	-	103,000	103,000	-	
8	Security Camera for All Rail Warehouses	209008	186,842	175,000	41,158	403,000	403,000	-	
9	Dock Leveler for RRC	209009	11,731	-	99,269	111,000	98,000	13,000	\$13K transferred from CP 209014.
	<b>Subtotal for Bus Acquisition</b>		<b>165,734,988</b>	<b>742,292</b>	<b>6,669,769</b>	<b>173,147,049</b>	<b>173,134,049</b>	<b>13,000</b>	

This page reflects on-going activity on projects that were previously scheduled to complete during FY05.

