



FINANCE AND BUDGET COMMITTEE
MARCH 15, 2006

SUBJECT: FY06 SECOND QUARTER FINANCIAL PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file FY06 Second Quarter Financial Performance Report.

ISSUE

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

DISCUSSION

SUMMARY OF SALES TAX REVENUES

For the Six Months Ended December 31st

(Dollars in Millions)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Sales Tax Revenue	\$838.3	\$789.3	\$49.0	\$762.4	\$728.1

Discussion

Proposition A, Proposition C, Transportation Development Act (TDA), and State Transit Assistance (STA) sales taxes represent over 50% or \$1.6 billion of Metro's 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. Therefore, this data reflects the actuals for the first quarter and the budget for the second quarter. For the six months ended December 31, 2005, Propositions A & C and TDA sales tax revenues are \$809.3 million, \$40.3 million, or 5.0% over budget. STA actual revenues totaled \$29.0 million, \$8.6 million, or 42% more than budget. They are ahead of budget due to Prop. 42 revenues not anticipated at the time of budget adoption.

Proposition A, Proposition C, and TDA revenues are expected to be at budget (\$1,179.5 million) for the rest of FY06. STA will continue to be ahead of budget due to Prop. 42 revenues. Thus, total FY06 sales tax is projected to be \$1,651.8 million, \$57.5 million or 3.6% over budget.

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 Six Months Ended December 31
(Dollars in millions)

	2005	2005	2005	2004	2003
	Actual	Budget	Variance Over/(Under)	Actual	Actual *
Operating revenues:					
Passenger fares	\$139	\$131	\$8	\$136	\$99
Advertising & Miscellaneous	8	8	-	7	6
Total operating revenues	147	139	8	143	105
Operating expenses:					
Expenses	515	530	(15)	490	411
Depreciation	168	168	-	172	153
Total operating expenses	683	698	(15)	662	564
Operating income (loss)	(536)	(559)	23	(519)	(459)
Non-Operating revenues (expenses):					
Federal operating grants	103	105	(2)	112	58
Investment revenues	7	10	(3)	4	1
Interest (expense)	(94)	(89)	(5)	(82)	(155)
Other revenue	3	4	(1)	2	1
Total non-operating revenues (expenses)	19	30	(11)	36	(95)
Gain (Loss) before capital grants & contributions	(517)	(529)	12	(483)	(554)
Contributions & capital grants					
Local	2	4	(2)	7	120
State	58	22	36	19	21
Federal	38	149	(111)	52	91
Total contributions & capital grants	98	175	(77)	78	232
Transfers In	524	519	5	\$566	\$341
Proceeds from Financing		89	(89)		\$25
Change in net assets	\$ 105	\$ 254	\$ (149)	\$ 161	\$ 44

* Includes 35-day work stoppage

Discussion

Passenger fares were \$8 million (6%) over the adopted budget. Boardings exceeded the budget by 7%; therefore, although the fare revenue per boarding of \$0.58 was \$0.02 below budget, the increased boardings resulted in higher than planned fare revenues.

Overall, operating expenses were \$15 million or 2% below budget. Two accounts continued to exceed the budget. Diesel, lubricants and natural gas expenses were \$6 million over budget due to greater than expected diesel and natural gas price increases. Bus operator labor is \$2 million over budget due to bus operator vacancies resulting in added overtime to maintain scheduled passenger service.

These budget overruns in fuel and operator labor are more than offset by underruns 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 total \$13 million of the variance. Parts and other expenses were \$10 million under budget.

Non-operating revenues (expenses) are the revenues and expenses that occur in the Enterprise fund but are not generated by the operation. They include federal operating grants, such as CMAQ for the Gold Line and Orange Line, federal capital grants eligible for preventive maintenance, investment revenues on Enterprise fund reserve balances and the interest expense for Enterprise fund debt. The federal grants are slightly under budget because of the time required to complete grant processing. The interest expense was \$5 million over budget due to refunding the Prop A 2005- B & C bonds. Typically, refunding is a long-term cost savings measure and is not budgeted annually. Although the expense of the refunding is realized in the current year, it will result in savings in future years.

Contributions and capital grants were \$77 million under budget because the grant funds for capital expenditures were not required during this period.

SUMMARY OF PERFORMANCE MEASUREMENTS FOR BUS

For the Six Months Ended December 31

Performance Measurement – Bus	2005			2004 Actual	2003 Actual
	2005 Actual	2005 Budget	Variance Over/ (Under)		
Cost/Revenue Service Hour	\$105.86	\$109.51	(\$3.65)	\$102.97	\$110.64
Revenue Service Hours	3,860,917	3,821,807	39,110	3,724,592	3,029,406
Cost/Passenger Mile	\$0.55	\$0.58	(\$0.03)	\$0.53	\$0.68
Subsidy/Passenger Mile	\$0.40	\$0.41	(\$0.01)	\$0.36	\$0.50
Mean Miles Between Mechanical Failures	3,141	3,500	(359)	N.A.	N.A.
Traffic Accidents/100,000 Miles	3.48	3.50	(0.02)	3.42	3.54
New Workers Comp Claims per 200,000 Hours	13.87	14.61	(0.74)	14.40	23.00
Mean Fleet Age in Years	7.04	7.10	(0.06)	6.60	5.20
Peak Bus/Base Bus	1.93	1.90	0.03	1.89	1.52

Mean Miles Between Mechanical Failures has been revised in FY06.

Discussion

Year-to-date costs per revenue service hour are below the target by \$3.65 due to the under-expenditures described previously in this report, particularly the delay in opening the Orange Line. The delivery of RSH is 0.5% over the target. The 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.

Effective with implementation of the M3 system, Transit Operations has revised the method for measuring Mean Miles Between Mechanical Failures. This methodology more accurately measures the performance of each bus and aligns with the National Transit Database reporting indicator. Since it is a change in Metro's measurement system, no historical data is available. This target and actual reflect systemwide performance and is impacted by criteria such as heavy traffic, weather, maintenance performance, and vehicle age.

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 lower than budget, and 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 Six Months Ended December 31,

Performance Measurement – Rail	2005			2004 Actual	2003 Actual
	2005 Actual	2005 Budget	Variance Over/ (Under)		
Heavy Rail Cost/Vehicle Service Hour	\$303.66	\$295.22	\$8.44	\$279.83	\$298.03
Light Rail Cost/Vehicle Service Hour	\$378.54	\$409.01	(\$30.97)	\$349.44	\$322.61
Heavy Rail Cost/Passenger Mile	\$0.43	\$0.48	(\$0.05)	\$0.46	\$0.50
Light Rail Cost/Passenger Mile	\$0.46	\$0.78	(\$0.32)	\$0.70	\$0.44
Heavy Rail Subsidy/Passenger Mile	\$0.30	\$0.35	(\$0.05)	\$0.36	\$0.39
Light Rail Subsidy/Passenger Mile	\$0.38	\$0.67	(\$0.29)	\$0.59	\$0.36
New Workers Comp Claims per 200,000 Hours	17.42	14.61	2.81	22	15
Light Rail Vehicle Accident Rate/100,000 Miles	0.40	0.37	0.03	0.19	0.41

Discussion

Overall, rail expenses are under budget by nearly \$5 million. This is due to management actions to reduce costs. As a result of security-related service interruptions in the first quarter, light and heavy rail vehicle service hours are 2% 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 during the first quarter. Subsequent to this incident, new workers' compensation claims remained close to budget. Light rail accidents were slightly higher than the target. Transit Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

SUMMARY OF ENTERPRISE FUND - OUTLOOK

For the Year Ending June 30
(Dollars in millions)

	2006 Outlook	2006 Budget	2006 Variance Over/(Under)
Operating revenues:			
Passenger fares	\$278	\$264	\$14
Advertising & Miscellaneous	16	16	-
Total operating revenues	294	280	14
Operating expenses:			
Expenses	1,069	1,065	4
Depreciation	334	334	-
Total operating expenses	1,403	1,399	4
Operating income (loss)	(1,109)	(1,119)	10
Non-Operating revenues (expenses):			
Local operating grants	3	3	-
Federal operating grants	206	206	-
Investment revenues	3	3	-
Interest (expense)	(188)	(178)	(10)
Other revenue	7	7	-
Total non-operating revenues (expenses)	32	42	(10)
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	1,028	1,038	(10)
Transfers (Out)	(111)	(111)	
Proceeds from Financing	189	179	10
Change in net assets	\$ 376	\$ 376	\$ -

The twelve-month outlook for fare revenue is \$14 million or 5% over the budget, due to a favorable increase in boardings. Boardings will increase 7%, but be partially offset by a decline in fare revenue per boarding from \$0.60 to \$0.58.

Higher than forecast natural gas and diesel prices will add about \$14 million on an annual basis to fuel expense. Full-time operator overtime to maintain planned revenue service and cover 200 vacant part-time positions will add \$4 million to expenses. Vacant Sheriff's positions and delays in implementing new professional and maintenance service contracts will reduce costs by \$14 million. Therefore, operating expenses may end the year \$4.0 million over budget but will be offset by increased revenues.

Non-operating expenses will exceed budget by \$9.7 million due to the Prop A 2005- B & C refunding bonds which were not budgeted in FY06. No additional FY06 funding is required for this expense as it will be funded through the refund proceeds.

SUMMARY OF CAPITAL PROGRAM

The attached capital program status report for the six months ended December 31, 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 December 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 is now in close-out. Although it is currently showing a cost overrun due to the delayed start-up, it is expected to be completed within budget.

The Expo Light Rail project design/build bids were received and are being reviewed by the project team.

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; 93 buses are currently in service, the remaining 7 are in make-ready and will be placed in service during the third quarter. The procurement for 178 articulated buses is on schedule with 147 buses delivered to date (this includes 22 buses delivered as part of the Orange Line project; 125 buses delivered as part of the 178 bus procurement). The final 53 buses are expected to be delivered by June 30, 2006.

The project manager for the Universal Fare System (UFS) project has reported that the increased scope to buy fare boxes for the contract service buses will result in an increase to the life-of-project budget. 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 two quarters. 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 \$1.7 million. Construction is progressing as planned on all other bus facilities projects.

Rail Capital Projects

Construction of a blow-down pit at Div. 22 has been completed. Staff will reduce outstanding encumbrances and review project charges to bring the project cost within the life-of-project budget.

Other Capital Projects

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

GOVERNMENTAL FUNDS (SPECIAL REVENUE AND GENERAL FUNDS)

For the Six Months Ended December 31
(Dollars in millions)

	2005 Actual	2005 Budget	2005 Variance	2004 Actual	2003 Actual
Revenues					
Sales Tax	\$ 838	\$ 789	\$ 49	\$ 762	\$ 728
Intergovernmental Grants	11	36	(25)	2	28
Investment Income	9	8	1	13	8
Increase in Value of Investments	5		5		
Lease & Rental	6	5	1	5	5
Lease/leaseback Proceeds					8
Licenses & Fines	4	4	-	4	4
Other	2	1	1	1	2
Total Revenues	875	843	32	787	783
Expenditures					
Current					
Subsidies	343	359	(16)	276	289
Services	40	55	(15)	38	38
Debt & Interest Expenditures					
Interest & Fiscal Charges	1	1		1	
General & Administrative	1	2	(1)	2	8
Total Expenditures	385	417	(32)	317	335
Transfers In	69	36	33	34	20
Transfers (Out)	(520)	(516)	(4)	(490)	(437)
Net Change in Fund Balance	39	(54)	93	14	31
Fund Balance - Beginning	718	718	-	754	771
Fund Balance - Ending	\$ 757	\$ 664	\$ 93	\$ 768	\$ 802

Discussion

In general, the Governmental funds are performing extremely well with many of their programs and projects on budget.

Revenues for the first half of the year were \$32 million, or 3.8%, over the budget of \$843 million. Although grant funds required for capital expenditures were \$25 million less than budget because they were not needed during the period, sales tax exceeded budget by \$49 million. Expenditures were \$32 million, or 7.7%, under budget. Most of this was attributable to the Special Revenue fund projects and subsidy programs.

The ongoing contract negotiations with the City of Los Angeles concerning Metro Rapid Bus and slow invoicing resulted in \$10 million of its budget being unspent. \$12 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. The Prop. A Incentive program is reporting an actual expenditure of \$362,000 vs. a budget of \$2.6 million.

Typically, the expenditures for the Incentive program occur during the last two quarters of the fiscal year so the budget is spread accordingly. \$5 million of the Regional Grantee budget was not spent due to project delays and delayed invoicing. County Counsel, Government Affairs and Countywide Planning are underspending in the professional services accounts by \$3 million but are expected to catch up in the last two quarters. The unexpected growth in sales taxes causes an unbudgeted expenditure of \$5 million in the Local Return program as the sales taxes are distributed to the cities as soon as they are received.

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

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Six Months Ended December 31

(Dollars in millions except for performance data)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Revenues:					
Grant subsidies	40	45	(\$5)	16	27
Total revenue	40	\$45	(5)	\$16	\$27
Expenditures:					
Freeway programs	9	9	-	2	11
Regional surface trans. improvement	16	16	-	4	6
Local traffic system	15	15	-	6	8
Commuter rail	-	2	(2)	1	1
Bus capital	-	3	(3)	3	1
Total call expenditures	40	45	(5)	16	27
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0
Performance Measurement					
Call Expenditures as a % of Budget					
Freeway programs	100%	100%	0%	138%	18%
Regional Surface Trans. Improvement	100%	100%	0%	87%	47%
Local Traffic System	100%	100%	0%	78%	51%
Commuter Rail	0%	100%	-100%	18%	0%
Bus Capital	0%	100%	-100%	21%	14%

Discussion

The Call for Projects programs spent \$40 million, which is \$5 million, or 11%, less than budgeted. The Freeway Program, Regional Surface Transportation Improvement program, and Local Traffic System projects have all expended all their year-to-date budget. Commuter Rail did not spend its budget due to a Metrolink rolling stock procurement delay and the ongoing Blue Line Arterial Street Crossing negotiations.

Bus Capital Projects (primarily park and ride lots and transit centers) spent very little of their budget for various reasons. The Covina Transit Center experienced environmental delays and there was slow invoicing for the Covina Metrolink Station parking mitigation project.

SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

Revenues:					
Sales tax subsidy	\$14	\$20	(\$6)	3	12
Intergovernmental grants	5	5	-	1	3
Investment income and other	5	4	1	5	4
Total revenues	24	29	(5)	9	19
Expenditures:					
Freeway Service Patrol - FSP	8	12	(4)	1	7
SAFE*	2	4	(2)	2	2
Access Service Incorporated - ASI	11	13	(2)	4	9
Total expenditures	21	29	(8)	7	18
Excess of revenues over expenditures	\$3	\$0	\$3	\$2	\$1
Performance Measurement					
FSP - Cost per Assist	\$49.67	N/A	N/A	\$49.76	\$38.05
SAFE - Operating Cost Per Call Answered *	\$21.10	N/A	N/A	\$22.56	\$24.32
ASI operating subsidy per passenger	\$29.12	N/A	N/A	\$27.10	\$27.31

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

** FY04 includes Federal passthroughs of \$47.0

Discussion

Although revenues were under budget by \$5 million, expenditures were under budget by \$8 million, resulting in a surplus of \$3 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 budget due mainly to the FSP contractor's invoicing cycle.

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

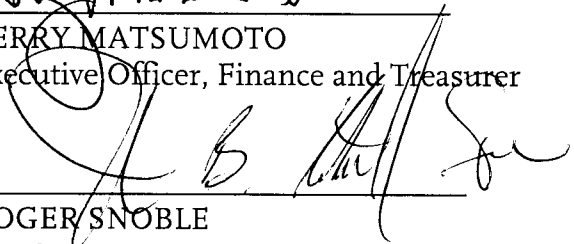
ASI is reporting that they will end the year \$2 million less than budget.

Attachment: Capital Program Status Report

Prepared by: Office of Management & Budget



TERRY MATSUMOTO
Executive Officer, Finance and Treasurer



ROGER SNOBLE
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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	Bus Acquisition								
	Universal Fare Collection System	200225	59,800,062	637,409	37,169,529	97,607,000	93,607,000	4,000,000	Board Report pending to increase LOP.
	Regional Service Center and Clearinghouse	200351	2,407,845	-	18,024,155	20,432,000	16,000,000	4,432,000	Board Report pending to increase LOP.
	ATMS Radios for Contractor Buses	201002	364,910	1,628,954	6,136	2,000,000	2,000,000	-	
	100 QTY 45' NABI Compo Buses	201004	43,685,328	3,062,864	1,481,808	48,230,000	48,230,000	-	
	178 CNG Articulated Bus Purchase Base Order	201005	86,367,454	38,436,197	1,970,349	126,774,000	126,774,000	-	
	Subtotal for Bus Acquisition		192,625,599	43,765,424	58,651,976	295,043,000	286,611,000	8,432,000	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Bus Facilities Improvements									
1	Replacement Automated Guideway Vehicles	202000	324,810	1,386,257	73,639	1,784,706	1,784,706	-	
2	Union Division (T31-Formerly Division 10 Expansion)	202001	155,510	24,574	819,916	1,000,000	1,000,000	-	
3	Digital Video Recorders and Division Equipment	202003	1,943,284	112,156	123,857	2,179,297	2,179,297	-	
4	In-Ground Bus Hoist Replacement	202007	5,383,886	142,781	2,754,332	8,281,000	8,281,000	-	
5	FY06 Division Lighting Program	202009	199,014	787,496	211,535	1,198,045	1,198,045	-	
6	Permanent Restroom Facilities at Selected Locations.	202010	1,032,988	295,200	251,812	1,580,000	1,580,000	-	
7	Cal State - L.A. County USC Busway Sta. Enhancement	202011	1,815,040	513,667	-	2,328,707	2,251,447	77,260	A Board report will be prepared to request an LOP increase.
8	New Div. 9 Transportation Bldg. and Facilities Improvements	202014	2,751,048	11,543,412	2,205,540	16,500,000	16,500,000	-	
9	Repave LAX & Other Terminals	202015	772,909	69,505	92,585	935,000	935,000	-	
10	Temple & Beauty Layover Facility	202016	131,362	1,257,754	302,884	1,692,000	1,692,000	-	
11	Division 7 Facility Improvements	202017	4,012,738	5,000	-	4,017,738	3,561,000	456,738	Incorrect charges - G/L Adjustments have been submitted. Project to be completed within LOP.
12	Division 2 Maintenance - Maintenance Bldg. Modernization	202018	1,274,135	190	375,675	1,650,000	1,650,000	-	
13	LAX Terminal Improvements	202020	322,379	11,000	50,621	384,000	384,000	-	
14	El Monte Transit Station Enhancements	202021	-	-	114,000	114,000	114,000	-	
15	FY06 Underground Storage Tank Replacement	202025	189,176	896,534	1,381,291	2,467,000	2,467,000	-	
16	FY06 Soil Remediation	202030	268,927	423,033	814,040	1,506,000	1,506,000	-	
17	FY06 Bus Facility Contingency Projects	202035	201,868	13,957	1,459,175	1,675,000	1,675,000	-	Costs and encumbrances to be moved to appropriate projects.



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Bus Facilities Improvements									
1	FY06 Bus Division Maintenance Equip.	202040	101,193	601,296	372,511	1,075,000	1,075,000	-	
2	FY06 Replace Bus Div. Emerg. Generators	202045	23,167	1,500	314,333	339,000	339,000	-	
3	FY06 Bus Division Amenity Improvement Project	202055	57,282	1,900,000	158,718	2,116,000	2,116,000	-	
4	Articulated Bus Facility Modifications	202065	2,677,633	936,998	3,026,369	6,641,000	6,641,000	-	
5	Division 1 Expansion	202066	10,201,484	321,000	1,051,516	11,574,000	11,574,000	-	
6	Division 8 & 15 Renewable Solar Energy Generation Project	202067	1,730,137	-	-	1,730,137	3,500,000	(1,769,863)	Project cost reflects utility company rebate.
7	Division 6 Relocation	202076	81,893	-	12,415,107	12,497,000	12,497,000	-	
8	Bus Underchassis Washing System - Div. 8	202077	-	-	200,000	200,000	200,000	-	
9	Division 4 Expansion & Pavement Project	202092	1,432,696	1,000,000	88,304	2,521,000	2,521,000	-	
10	New Division/South Park Relocation	202095	8,877	-	1,285,123	1,294,000	1,294,000	-	
11	Install New A/C @ Div. 7 & 18	202164	800,350	-	-	800,350	750,000	50,350	Cost overrun to be covered by transfer from bus facilities contingency project.
12	Metro Art Enhancements	202166	319,691	262,640	32,669	615,000	615,000	-	
13	Wayfinding and Customer Information Improvements at Major Transfer	202167	243,651	28,358	139,991	412,000	412,000	-	
14	490 Bauchet Street Construction	202168	436,852	-	2,437,148	2,874,000	2,874,000	-	
15	Subtotal for Bus Facilities Improvements		38,893,980	22,534,309	32,552,692	93,980,980	95,166,495	(1,185,515)	

Metro Los Angeles County Metropolitan Transportation Authority
 Capital Program Variance Report - Life of Project
 For the period ended December 31, 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				
Bus Maintenance									
1	FY06 Bus Midlife Program	203003	5,476,266	-	6,523,734	12,000,000	12,000,000	-	
2	FY06 Replace Regional Rebuild Center Shop Equipment	203009	16,857	-	544,143	561,000	561,000	-	
3	Subtotal for Bus Maintenance		5,493,123	-	7,067,877	12,561,000	12,561,000	-	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
IT/Communications									
1	Computer Kiosks Bus and Rail Facilities.	207006	152,664	10,212	618,124	781,000	781,000	-	
2	HASTUS Scheduling Software System Upgrade	207009	302,701	99,637	157,662	560,000	560,000	-	
3	ITS Telecommunications Transmission Replacement Proj.	207010	70,095	-	9,470,905	9,541,000	9,541,000	-	
4	FY06 Workstation and Network Technology Refresh Prog.	207022	318,768	21,721	1,515,511	1,856,000	1,856,000	-	
5	FY06 Maintenance and Materiel Mgmt. System Upgrades	207036	26,934	-	979,067	1,006,000	1,006,000	-	
6	Radio Communications Upgrades for MTA Security	207047	6,208	-	28,792	35,000	35,000	-	
7	Customer Center Security & Information Enhancements	207048	13,912	279,000	49,088	342,000	342,000	-	
8	Subtotal for IT/Communications		891,282	410,570	12,819,149	14,121,000	14,121,000	-	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Major Construction									
1	Orange Line Pre-Revenue Operation	800026	1,999,889	-	-	1,999,889	1,152,135	847,754	\$1.15 million charges for LASD security costs under review.
2	Metro Gold Line Eastside Extension	800088	345,776,353	144,129,663	408,906,984	898,813,000	898,813,000	-	
3	Contingency		-	-	28,249,000	28,249,000	60,253,800	(32,004,800)	
4	Special Conditions		28,141,468	183,453	(7,995,921)	20,329,000	19,493,800	835,200	
5	Right of Way / Land Acquisition		41,595,866	-	146,134	41,742,000	40,357,800	1,384,200	
6	Systems / Equipment		593,114	6,726,150	(7,319,264)	-	-	-	
7	Project Revenue		(16,120)	-	(4,616,880)	(4,633,000)	(4,617,000)	(16,000)	
8	Project Administration		207,880	-	(207,880)	-	-	-	
9	Interest Cost		-	-	14,800,000	14,800,000	14,800,000	-	
10	Construction/Rehab/Renovation		-	467,000	(467,000)	-	-	-	
11	Construction		197,889,973	126,693,326	337,806,701	662,390,000	633,220,800	29,169,200	
12	Professional Services		77,364,172	10,059,734	48,512,094	135,936,000	135,303,800	632,200	
13	Orange Line	800112	244,472,314	12,453,304	33,141,383	290,067,000	313,000,000	(22,933,000)	
14	Special Conditions		23,790,576	4,225,219	6,065,205	34,081,000	24,180,000	9,901,000	
15	22 Vehicles		15,394,381	3,610	(47,991)	15,350,000	17,500,000	(2,150,000)	
16	Construction		290,246	-	(290,246)	-	-	-	
17	Contingency		-	-	3,342,000	3,342,000	32,184,000	(28,842,000)	
18	Guideways		104,079,452	4,892,472	27,279,076	136,250,999	124,217,000	12,033,999	

Metro Los Angeles County Metropolitan Transportation Authority
 Capital Program Variance Report - Life of Project
 For the period ended December 31, 2005

Line Item	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				
Major Construction									
1	Labor		80,974	-	(80,974)	-	-	-	
2	Park & Ride Facility		(284,376)	-	284,376	-	-	-	
3	Professional Services		50,463,987	603,489	(4,055,476)	47,012,000	45,701,000	1,311,000	
4	Project Revenue		(68,866)	-	68,866	-	-	-	
5	Stations		30,217,544	445,135	(275,679)	30,387,000	30,394,000	(7,000)	
6	Systems / Equipment		6,877,584	2,283,379	(66,963)	9,094,000	12,674,000	(3,580,000)	
7	Yards & Shops		1,170,359	-	6,641	1,177,000	1,215,000	(38,000)	
8	Right of Way / Land Acquisition		12,460,452	-	912,548	13,373,000	24,935,000	(11,562,000)	
9	Mid-City/Exposition Light Rail Corridor	800113	21,059,007	4,216,468	36,774,526	62,050,000	62,050,000	-	
10	Right of Way / Land Acquisition		7,500	-	15,255,180	15,262,680	15,262,680	-	
11	Special Conditions		504,865	1,366,491	2,640,336	4,511,692	4,474,749	36,943	
12	Project Administration		267,150	-	(267,150)	-	-	-	
13	Professional Services		20,278,311	2,570,272	4,453,603	27,302,186	27,341,464	(39,278)	
14	Construction/Rehab/Renovation		1,181	-	(1,181)	-	-	-	
15	Construction		-	279,705	14,693,737	14,973,442	14,971,107	2,335	
16	SFV East-West Bikeway Project	800114	8,546,290	186,632	1,904,938	10,637,860	10,637,860	-	
17	Canoga Station Park and Ride Project	800117	17,441,890	254,833	8,303,277	26,000,000	26,000,000	-	
18	Light Rail Vehicle Fleet Enhancement	800151	47,671,595	-	105,247,405	152,919,000	152,919,000	-	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Major Construction									
1	Contingency		-	-	13,428,000	13,428,000	13,428,000	-	
2	Professional Services		4,533,076	-	5,305,924	9,839,000	9,839,000	-	
3	Project Administration		115,664	-	(115,664)	-	-	-	
4	Vehicles		43,022,855	-	86,629,145	129,652,000	129,652,000	-	
5	MGL Eastside Extension Enhancements	800288	945,535	1,612,926	15,441,539	18,000,000	18,000,000	-	
6	Subtotal for Major Construction		687,912,873	162,853,825	609,720,052	1,460,486,750	1,482,571,995	(22,085,245)	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
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	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				
Non-Revenue Vehicles									
1	Bus System Support Replacement Non-Revenue Vehicles	208002	1,200,261	2,243,412	2,522,327	5,966,000	5,966,000	-	
2	Bus System Expansion Non Revenue Vehicles	208003	57,646	79,530	89,824	227,000	227,000	-	
3	Rail Support Replacement Non Revenue Vehicles	208004	212,601	1,379,744	248,655	1,841,000	1,841,000	-	
4	FY06 Bus System Support Replacement Non-Revenue Vehicles	208005	19,282	-	1,222,718	1,242,000	1,242,000	-	
5	FY06 Bus System Expansion Non Revenue Vehicles	208010	16,209	24,500	1,044,291	1,085,000	1,085,000	-	
6	Subtotal for Non-Revenue Vehicles		1,505,999	3,727,186	5,127,815	10,361,000	10,361,000	-	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Other Capital Projects									
1	Homeland Security Project	200018	461,957	1,169,171	1,547,871	3,179,000	3,179,000	-	
2	Gateway Headquarters Improvement Projects	210008	2,522,331	26,439	285,230	2,834,000	2,834,000	-	
3	Cooling Tower Vacuum	210025	11,354	-	-	11,354	46,000	(34,646)	Project cancelled. Staff determined it was more cost effective to build a cooling system from components rather than purchase install a pre-built system.
4	Subtotal for Other Capital Projects		2,995,643	1,195,610	1,833,101	6,024,354	6,059,000	(34,646)	



Los Angeles County Metropolitan Transportation Authority
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	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				
Rail Facilities Improvements									
1	Between-Car Platform Barriers	204002	103,162	-	2,853,838	2,957,000	2,957,000	-	
2	Division 20 Improvements	204003	772,371	-	177,629	950,000	950,000	-	
3	ROC Reconfiguration	204004	1,482,622	365,835	3,538,543	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,101,362	-	34,761	1,136,123	1,136,123	-	
5	Division 22 Improvements	204008	3,432,660	286,465	-	3,719,125	3,410,576	308,549	Staff will reduce encumbrances and review remaining project charges.
6	Division 11 Improvements	204009	10,266,066	4,376,175	2,753,259	17,395,500	17,395,500	-	
7	MBL Long Beach Transit Mall Station Redesign for 3-Car Train Operation	204010	201,910	449,078	875,012	1,526,000	1,526,000	-	
8	Rail Systemwide Safety Improvements	204012	398,110	-	1,674,890	2,073,000	2,073,000	-	
9	Vermont/Santa Monica Sta. Underground Water Mitigation	204016	118,649	139,125	1,025,226	1,283,000	1,283,000	-	
10	Division 21 Improvements	204017	3,402,622	209,391	887,986	4,500,000	4,500,000	-	
11	FY06 Rail Facility Maintenance Contingency Projects	204029	25,972	-	1,773,028	1,799,000	3,299,000	(1,500,000)	\$1.5 M transferred to CP 204046 - Project Guardian. ITD costs to be transferred to appropriate project.
12	MRL Seg-2 & 3 Station PLC and EMP Upgrade	204035	5,346	-	1,120,654	1,126,000	1,126,000	-	
13	Division 22 Improvements - Phase II	204037	120,286	723,685	4,051,029	4,895,000	4,895,000	-	
14	MRL Tactile Pad and Strip Installation	204041	203,687	-	246,313	450,000	450,000	-	
15	Completion of Metro Blue Line Art Program	204042	317,303	19,000	597,697	934,000	934,000	-	
16	Completion of Metro Green Line Art Program	204043	26,664	-	143,336	170,000	170,000	-	
17	Baker Street Lot Improvement - Div. 21 Midway Yard	204044	47,078	16,462	206,460	270,000	270,000	-	



Los Angeles County Metropolitan Transportation Authority
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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				
Rail Facilities Improvements								
Project Guardian	204046	3,263,989	406,809	2,329,203	6,000,000	6,000,000	-	LOP increased by Board action 10/27/05
Subtotal for Rail Facilities Improvements		25,289,860	6,992,025	24,288,863	56,570,747	57,762,199	(1,191,452)	

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Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended December 31, 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				
Rail Vehicle Maintenance									
1	Breda Rail Car Retrofit	206004	111,124	-	4,199,876	4,311,000	4,311,000	-	
2	P2000 Vehicle Signaling Package Upgrade	206005	35,320	-	3,328,680	3,364,000	3,364,000	-	
3	Subtotal for Rail Vehicle Maintenance		146,444	-	7,528,556	7,675,000	7,675,000	-	



Los Angeles County Metropolitan Transportation Authority
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For the period ended December 31, 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				
Warehouse									
1	PGL Midway Warehouse - Equipment and Storage	209003	1,001,302	732,352	33,346	1,767,000	1,767,000	-	
2	Metro Red Line Storage Building	209004	398,207	370,348	59,445	828,000	828,000	-	
3	Automate Bulk Storage Area	209007	4,581	-	1,024,419	1,029,000	1,029,000	-	
4	Purchase EZ Tilter.	209010	6,229	11,200	33,960	51,389	51,389	-	
5	New Pallet Racking for Bus Divisions	209011	22,859	-	152,299	175,158	175,158	-	
6	Install Dock Leveler Stationery Storeroom	209012	5,162	-	572	5,734	5,734	-	
7	New Expansion Pallet Racking at Central Warehouse	209013	1,277	-	33,723	35,000	35,000	-	
8	Equipment Safety Modification for Central Warehouse	209014	4,469	27,658	10,873	43,000	43,000	-	
9	Install Shipping Awning	209015	41,676	156,628	186,696	385,000	385,000	-	
10	Subtotal for Warehouse		1,485,763	1,298,186	1,535,332	4,319,281	4,319,281	-	



Los Angeles County Metropolitan Transportation Authority
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For the period ended December 31, 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				
Wayside Systems									
1	Light Rail SCADA System Upgrade	205002	8,144,622	1,302,400	1,115,978	10,563,000	10,563,000	-	
2	Rail Security Improvements	205004	1,131,494	410,019	4,927,487	6,469,000	6,469,000	-	
3	Rail Communications Systems Upgrade	205005	646,554	15,830	1,669,616	2,332,000	2,332,000	-	
4	MBL Grade Crossing Improvements	205006	2,406,822	-	1,715,178	4,122,000	4,122,000	-	
5	Wayside Systems Tools and Equipment	205007	306,365	-	51,635	358,000	358,000	-	
6	Crossing Gate Equipment Replacement	205009	525,726	-	712,402	1,238,128	1,238,128	-	
7	MBL Four-Quadrant Gate Program Expansion	205012	1,067,511	-	4,587,489	5,655,000	5,655,000	-	
8	Light Rail Train Tracking Improvements	205014	199,867	-	755,934	955,801	955,801	-	
9	MRL Seg-1 Remote Terminal Unit (RTU) Upgrade	205017	424,475	400,000	1,820,525	2,645,000	2,645,000	-	
10	FY06 Wayside Systems Tools and Equipment	205019	73,078	32,475	467,447	573,000	573,000	-	
11	FY06 Wayside Systems Contingency Projects	205029	35,273	-	1,798,727	1,834,000	3,334,000	(1,500,000)	\$1.5 M transferred to CP 204046 - Project Guardian. ITD charges to be transferred to appropriate project.
12	New PGL Traction Power Substations	205034	4,804,130	16,308	3,880,562	8,701,000	8,701,000	-	
13	MRL Signal System Upgrade	205037	90,650	280,000	367,350	738,000	738,000	-	
14	Subtotal for Wayside Systems		19,856,567	2,457,032	23,870,329	46,183,929	47,683,929	(1,500,000)	



Los Angeles County Metropolitan Transportation Authority
Capital Program CarryOver Report - Life of Project
For the period ended December 31, 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	105,129,956	110,000	211,189	105,451,145	105,451,145	-	
2	75 Quantity 40' Bus Option FY05	201027	27,849,028	108,209	2,042,763	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	248,532	-	1,468	250,000	250,000	-	
5	Fiber Optic Rail Communication System	205001	644,278	-	2,366,722	3,011,000	3,011,000	-	
6	Maintenance and Material Management System Replacement	207003	32,339,954	235,169	124,877	32,700,000	32,700,000	-	
7	Upgrade Miniload System	209002	15,760	82,353	4,887	103,000	103,000	-	
8	Security Camera for All Rail Warehouses	209008	188,381	175,000	39,619	403,000	403,000	-	
9	Dock Leveler for RRC	209009	11,731	98,346	20,065	130,142	98,000	32,142	Funds will be transferred from other CP's to offset the overrun.
	Subtotal of CarryOver Projects		166,746,424	809,078	5,610,689	173,166,191	173,134,049	32,142	

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