



**FINANCE AND BUDGET COMMITTEE
NOVEMBER 15, 2006**

SUBJECT: FY06 YEAR END FINANCIAL PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file FY06 Year End Financial Performance Report.

ISSUE

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

DISCUSSION

SUMMARY OF SALES TAX REVENUES

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. Propositions A, C and the TDA funds are sales taxes that are distributed to Metro by the State Board of Equalization.

For the twelve months ended June 30, 2006, Propositions A & C, and TDA sales tax (excluding STA) revenues were \$1,676.7 million, \$ 123.2 million, or 7.9% over budget. All local return sales tax revenues were distributed to the cities as per the ordinance. All other sales tax funds earned in excess of the budget will be distributed as part of the FY08 budget process.

STA revenues are sales taxes on gasoline and are distributed to Metro through the state of California Prop 42 process. STA actual revenues totaled \$62.2 million, \$21.5 million, or 52.6% more than budget. They were ahead of budget due to Prop 42 revenues not anticipated at the time of budget adoption due to the State's budget condition.

For the Year Ended June 30

(Dollars in Millions)	2006 Actual	2006 Budget	2006 Variance Over/(Under)	2005 Actual	2004 Actual
Sales Tax Revenue (including STA)	\$1,739.0	\$1,594.3	\$144.7	\$1,587.5	\$1,478.4

SUMMARY OF ENTERPRISE FUND

Overall, the Enterprise Fund, bus and rail operating and capital expenses and revenues, ended the year on budget. Although the overall expenditures were under budget, the fund is balanced at year-end by not transferring un-needed gap filling subsidies to the fund. The unspent subsidies will be reprogrammed in the FY08 budget process. State TCRP capital grants were significantly over budget (\$132 million, or 194.1%) because they were not anticipated during budget preparation. Consequently, none of the \$168 million in budgeted proceeds from financing was needed.

Other differences between budget and actual include higher than planned fare revenues (\$17 million) and higher than planned fuel (\$7 million) and inventory/parts (\$16 million) expenses. Although over budget at year-end, fuel expenses recovered slightly in later months improving the trend seen in earlier quarters. Inventory/parts expenses exceeded the budget due to a large inventory adjustment at year-end to eliminate obsolete inventory items from buses no longer in service.

A summary of the performance of the Enterprise Fund is presented in the following tables. The largest variance in the bus operating projects is a \$10 million underexpenditure at the Westside/Central sector. This variance is due to underexpenditure of insurance budget. However, this underexpenditure is offset by overexpenditure of insurance budget in the other sectors.

FY06 ENTERPRISE FUND ACTUAL vs BUDGET
For the Year Ended June 30, 2006

	Actual	Budget	Over (under)
Operating Revenue			
Fares	280	264	17
Advertising	17	16	1
Total	297	280	18
Operating Expenses by Account			
UTU Labor	226	226	-
ATU Labor	112	113	(1)
AFSCME Labor	38	39	(1)
Non-Contract Labor	54	54	-
TCU Labor	28	29	(1)
Teamster Labor	4	4	-
Fringe Benefits	176	184	8
Subtotal All Labor	639	648	(9)
Fuel	54	47	7
Inventory / Parts	71	55	16
Security	59	61	(2)
Purchased Transportation	34	33	1
Contract Services	28	37	(9)
Professional Services	11	17	(6)
Workers' Compensation	56	57	(1)
Insurance	47	47	-
Travel	0	1	(1)
Overhead	6	9	(3)
Other	47	57	(10)
Total	1,053	1,068	(15)
Operating Expenses by Operating Project			
San Fernando Valley Sector	116	119	(3)
San Gabriel Valley Sector	117	116	1
Gateway Cities Sector	119	117	2
South Bay Sector	140	137	3
Westside Central Sector	154	164	(10)
Orange Line	12	15	(3)
Bus Administration	53	46	7
Other Bus	127	127	-
Red Line	73	73	-
Blue Line	57	59	(2)
Green Line	35	38	(3)
Gold Line	35	39	(4)
Rail Administration	11	13	(2)
Other Rail	3	3	-
Regional Activities	1	3	(2)
Total	1,053	1,068	(15)

FINANCIAL STATEMENT PERFORMANCE

For the Year Ended June 30
(Dollars in millions)

	2006	2006	2006	2005	2004
	Actual	Budget	Variance Over/(Under)	Actual	Actual *
Operating revenues:					
Passenger fares	\$281	\$264	\$17	\$269	\$221
Advertising & Miscellaneous	17	16	1	16	13
Total operating revenues	298	280	18	285	234
Operating expenses:					
Expenses	1,053	1,068	(15)	987	905
Depreciation	345	345	-	336	348
Total operating expenses	1,398	1,413	(15)	1,323	1,253
Operating income (loss)	(1,100)	(1,133)	33	(1,038)	(1,019)
Non-Operating revenues (expenses):					
Local operating grants			-	1	
State operating grants	1	1	-		
Federal operating grants	207	210	(3)	217	115
Investment revenues	8	4	4	1	4
Unrealized Gain (loss) on Investments	10		10	1	(6)
Interest (expense)	(168)	(169)	1	(149)	(178)
Gain (loss) on disposition of fixed assets		4	(4)	(1)	
Other revenue	6	4	2	5	2
Total non-operating revenues (expenses)	64	54	10	75	(63)
Gain (Loss) before capital grants & contributions	(1,036)	(1,079)	43	(963)	(1,082)
Contributions & capital grants					
Local	2	18	(16)	16	
State	200	68	132	20	12
Federal	261	270	(9)	223	180
Total contributions & capital grants	463	356	107	259	192
Transfers	835	931	(96)	\$863	\$1,178
Proceeds from Financing	-	168	(168)		
Change in net assets	\$ 262	\$ 376	\$ (114)	\$ 159	\$ 288

* Includes 35-day work stoppage

**SUMMARY OF PERFORMANCE MEASUREMENTS FOR BUS
(Includes Orange Line)**

For the Year Ended June 30

Performance Measurement – Bus	2006			2005 Actual	2004 Actual
	2006 Actual	2006 Budget	Variance Over/ (Under)		
Cost/Revenue Service Hour	\$109.13	\$109.59	(\$0.45)	\$102.80	\$109.44
Revenue Service Hours	7,659,321	7,665,612	3,709	7,561,449	6,622,011
Cost/Passenger Mile	\$0.57	\$0.58	(\$0.01)	\$0.53	\$0.57
Subsidy/Passenger Mile	\$0.39	\$0.42	(\$0.03)	\$0.36	\$0.41
Mean Miles Between Mechanical Failures	3,274	3,500	(226)	N.A.	N.A.
Traffic Accidents/100,000 Miles	3.45	3.25	0.20	3.50	3.31
New Workers Comp Claims per 200,000 Hours	12.39	15.00	2.61	13.61	17.65
Mean Fleet Age in Years	7.10	7.10	0.00	6.60	6.30
Peak Bus/Base Bus	1.90	1.90	(0.00)	1.90	1.89

Mean Miles Between Mechanical Failures were revised in FY06.

Discussion

Costs per revenue service hour were below the target by \$0.45 due to under-expenditures, particularly the delay in opening the Orange Line. (Beginning in FY07, the Orange Line will be discussed separately in this report.) The delivery of RSH is 0.6% above 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 slightly above target, but better than last year 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 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 Year Ended June 30,

Performance Measurement – Rail	2006			2005 Actual	2004 Actual
	2006 Actual	2006 Budget	Variance Over/ (Under)		
Heavy Rail Cost/Vehicle Service Hour	\$333.87	\$297.67	\$36.20	\$289.91	\$277.69
Light Rail Cost/Vehicle Service Hour	\$371.66	\$412.53	(40.87)	\$372.13	\$333.71
Heavy Rail Cost/Passenger Mile	\$0.44	\$0.48	(\$0.04)	\$0.45	\$0.43
Light Rail Cost/Passenger Mile	\$0.43	\$0.78	(\$0.35)	\$0.67	\$0.47
Heavy Rail Subsidy/Passenger Mile	\$0.32	\$0.35	(\$0.03)	\$0.37	00.33
Light Rail Subsidy/Passenger Mile	\$0.36	\$0.67	(\$0.31)	\$0.57	\$0.38
New Workers Comp Claims per 200,000 Hours	11.50	9.5	0.96	9.26	11.59
Light Rail Vehicle Accident Rate/100,000 Miles	0.43	0.37	0.06	0.32	0.49

Discussion

Overall, rail expenses were under budget by \$11 million. This is due to management actions to reduce costs. As a result of security-related service interruptions in the first quarter, and a vehicle accident disrupting the Blue Line, 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. 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 over the target. Transit Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

SUMMARY OF CAPITAL PROGRAM

The attached capital program status report for the twelve months ended June 30, 2006, 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 remained active in FY06.

The report identifies the projected life-of-project (LOP) budget status for each project. If the project exceeds the LOP budget 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 June 2006, all adopted major construction projects are forecasted to be completed within the board approved life-of-project budgets.

Tunneling started on the Eastside Light Rail project and has progressed at a steady pace. Metro has agreed to provide additional funding for the reconstruction of Ramona High School.

The Orange Line continues with close-out activity, safety enhancements and landscaping completion activities. The Orange Line pre-revenue operation project expenditures are being reviewed prior to final close-out. Settlement discussions continue with the contractor to resolve outstanding claims.

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

Bus Acquisition and Advanced Transportation Management System

There are currently two active bus procurements. The procurement for 100 45' buses have all been delivered and placed into service. The procurement for 178 articulated buses is on schedule with all 178 buses delivered to-date (including 22 buses delivered for the Orange Line). The project is forecasted to be completed under budget.

The FY06 ATMS Radios for contracted service buses project is complete with purchase and installation of 100 radios. This project continues to reflect a \$2,689 overrun to the life-of-project budget. The project manager has reviewed the project charges and has identified \$2,810 that was incorrectly charged to the capital project. When these charges are reversed, the project will be closed out.

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 was completed on schedule and within budget with over 200 buses completed for mid-life overhauls.

Nine bus facilities projects were completed during the fiscal year under budget for a savings of \$1,592,197. The savings will be reprogrammed to bus facilities projects in the FY08 budget process. No projects are forecasted to be over the life-of-project budget. The Division 6 relocation project is delayed due to issues with the developer. Staff is continuing to investigate options for relocating the division.

Rail Capital Projects

Two rail capital projects received life-of-project budget increases during the fourth quarter of FY06:

- PGL Midway Warehouse increased by \$143,000 from \$1,767,000 million to \$1,910,000 million
- MBL Grade Crossing Improvements increased \$6,478,000 from \$4,122,000 to \$10,600,000

The increases to the life-of-project budgets will be funded with future years rail facilities funding and with savings incurred from the current projects that are being completed under their approved life-of-project budgets.

The Between-Car Platform Barriers project was cancelled because the CPUC rejected the platform mounted design. Staff is pursuing other options to accomplish the same goal. The unspent funding of \$2,834,624 will be reprogrammed to other Rail Facilities projects during the FY08 budget process.

The MBL Four Quadrant Gate Program was cancelled because of changing cost requirements imposed by Union Pacific. Metro staff will continue to look at grade crossing improvements options.

Other Capital Projects

The Cooling Tower Vacuum project was cancelled because the project manager determined that the existing equipment could be modified at less cost rather than purchase new equipment.

The Universal Fare System project received a life-of-project budget increase from \$93.6 million to \$97.6 million during the year. This increase will allow for the purchase of additional receiver vaults to handle the large volume of cash from the day pass and for farebox replacements on expansion buses and on contracted service buses.

The Regional Clearinghouse Project (TAP) was also approved for a life-of-project budget increase from \$16 million to \$20.4 million during the year. This increase was required

based on Best and Final offers received that exceeded the engineer's estimate for the TAP operator's one-time capital costs. Management is reporting on the progress of both the UFS Project and the Regional Clearinghouse Project (TAP) at the monthly Operations Committee meetings.

Six of the eight capital projects in the Warehouse category are reporting that the project is completed under the life-of-project budget. The total savings for the warehouse projects is forecasted to be \$46,805. These funds will be reprogrammed to other capital projects during the FY08 budget process.

SUMMARY OF GOVERNMENTAL FUNDS

The Governmental funds budget includes Special Revenue and General Fund programs and projects.

The Governmental funds' revenues exceeded budget by \$125 million, or 7.3%. These additional fund balances were due to higher sales tax (\$145 million), investment earnings (\$17 million), and lease, rental and other (\$3 million). Intergovernmental grants were \$40 million less than budget due to lower than planned expenditures.

Expenditures were \$44 million, or 5%, less than budget. Rapid Bus Phase II deferred \$22 million of its budget to future years. Other notable underruns were: \$5 million in Commuter Rail, \$4 million in call-for-projects Bus Capital and Operations, \$6 million in PC 25% Discretionary MOUs, \$2 million to ASI, and \$5 million in various other subsidies.

Adding to these fund balances was the fact that gap filling transfers from the Governmental Funds were not needed in Transit Operations or the capital program as budgeted. Thus, fund balances increased by \$293 million. Most of these funds remain committed as previously appropriated or will be reprogrammed during the FY08 budget process.

GOVERNMENTAL FUNDS' PERFORMANCE

For the Year Ended June 30
(Dollars in millions)

	2006 Actual	2006 Budget	2006 Variance	2005 Actual	2004 Actual
Revenues					
Sales Tax (includes STA)	\$ 1,739	\$ 1,594	\$ 145	\$ 1,588	\$ 1,478
Intergovernmental Grants	31	71	(40)	20	112
Investment Income	27	15	12	15	10
Increase in Value of Investments	5		5		(4)
Lease & Rental	13	11	2	11	11
Lease/leaseback Proceeds					8
Licenses & Fines	8	8	-	8	8
Other	3	2	1	2	9
Total Revenues	1,826	1,701	125	1,644	1,632
Expenditures					
Current					
Subsidies	731	747	(16)	686	679
Services	94	121	(27)	92	93
Debt & Interest Expenditures					
Interest & Fiscal Charges	1	2	(1)	2	1
Total Expenditures	826	870	(44)	780	773
Transfers In	87	68	19	48	
Transfers (Out)	(923)	(1,028)	105	(910)	(885)
Net Change in Fund Balance	164	(129)	293	2	(26)
Fund Balance - Beginning	747	747	-	745	771
Fund Balance - Ending	\$ 911	\$ 618	\$ 293	\$ 747	\$ 745

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Year Ended June 30

(Dollars in millions except for performance data)	2006	2006	2006	2005	2004
	Actual	Budget	Variance Over / (Under)	Actual	Actual
Revenues:					
Grant subsidies	112	119	(\$7)	49	60
Total revenue	112	\$119	(7)	\$49	\$60
Expenditures:					
Freeway programs	30	19	11	12	17
Regional Surface Trans. improvement	43	55	(12)	12	16
Local traffic systems	36	32	4	19	22
Commuter rail	-	6	(6)	1	2
Bus capital (non-Metro)	3	7	(4)	5	3
Total call expenditures	112	119	(7)	49	60
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0
Performance Measurement					
Call Expenditures as a % of Budget					
Freeway programs	158%		58%	63%	138%
Regional Surface Trans. Improvement	78%		-22%	28%	87%
Local Traffic System	113%		13%	41%	78%
Commuter Rail	0%		-100%	8%	18%
Bus Capital	43%		-57%	29%	21%

Discussion

The Call for Projects programs spent \$112 million, which is \$7 million, or 5.9%, less than budgeted, and nearly double the spending rate of the two previous years. The Freeway Program call projects spent \$11 million more than budget due to completion work on regional HOV lanes. Regional Surface Transportation Improvement call projects did not spend 22% of the budget because a number of sponsors did not move forward on their projects as quickly as anticipated. Commuter Rail did not spend its budget due to a Metrolink rolling stock procurement delay and the ongoing Blue Line Arterial Street Crossing negotiations. Non-Metro Bus Capital call projects underspent their budget by 57% because a number of sponsors did not move forward on their projects as quickly as anticipated.

SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

For the Year Ended June 30

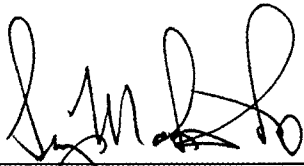
(Dollars in millions except for performance data)	2006 Actual	2006 Budget	2006 Variance	2005 Actual	2004 Actual
Revenues:					
Sales tax subsidy	\$28	\$32	(\$4)	27	25
Intergovernmental grants	7	9	(2)	15	61
Investment income and other	9	9	-	1	1
Total revenues	44	50	(6)	43	87
Expenditures:					
Freeway Service Patrol - FSP	13	17	(4)	17	17
SAFE*	4	7	(3)	6	8
Access Service Incorporated - ASI **	23	25	(2)	17	62
Total expenditures	40	49	(9)	40	87
Excess of revenues over expenditures	\$4	\$1	\$3	\$3	\$0
Performance Measurement					
FSP - Cost per Assist	\$62.31			\$58.47	\$49.53
SAFE - Operating Cost Per Call Answered *	\$25.46			\$26.26	\$43.55
ASI operating subsidy per passenger	\$31.00			\$27.33	\$27.22

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

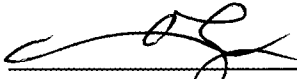
** FY04 includes Federal passthroughs of \$47.0

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 June 30, 2006

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				
	Bus Acquisition								
1	ATV Bus Purchase (Hybrid Vehicles)	200044	49,627	-	4,552,998	4,602,625	4,602,625	-	During FY06, completed specifications, obtained Board approval, and initiated procurements. During Q1 FY07, will approve final contract and carry out production make-ready activities.
2	ATMS Radios for Contractor Buses	201002	2,002,688	1	-	2,002,689	2,000,000	2,689	Utility costs in the amount of \$2,810 will be removed from the project; the project will be completed under the approved LOP.
3	100 QTY 45' NABI Compo Buses	201004	44,273,998	3,188,188	767,813	48,230,000	48,230,000	-	Fixed minor technical defects on this procurement. Planned activities for next quarter are the close-out of the project.
4	178 CNG Articulated Bus Purchase Base Order	201005	126,069,774	2,380,969	615,000	129,065,743	126,774,000	2,291,743	97 buses were put into service during Q4 FY06. Planned activities during Q1 FY07 include make-ready activities, radio installations, and fleet assignments on remaining bus order. Encumbrances totaling \$2,316,593 will be cancelled.
5	Subtotal for Bus Acquisition		172,396,086	5,569,159	5,935,812	183,901,057	181,606,625	2,294,432	



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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	1,721,269	-	-	1,721,269	1,784,706	(63,437)	Project completed under approved LOP.
2 Union Division (T31-Formerly Division 10 Expansion)	202001	303,037	556,610	4,087,353	4,947,000	4,947,000	-	In April 2006 the Board approved an increase to the LOP to cover costs up to the completion of preliminary engineering. Award of the task order for a NEPA/CEQA consultant will be made by Sept. 2006.
3 Digital Video Recorders and Division Equipment	202003	2,130,565	-	-	2,130,565	2,179,297	(48,732)	Project completed under approved LOP.
4 RRC General Building Modifications	202006	322,697	213,593	581,614	1,117,904	1,117,904	-	Car wash equipment will be delivered during Q1 FY07. Long lead times for equipment have caused a delay in the completion of the project to Q2 FY07.
5 In-Ground Bus Hoist Replacement	202007	5,637,649	1	2,643,350	8,281,000	8,281,000	-	Engineering work for Div. 3, 9, & 18 was completed in June 2006. Bids for new hoists at Div. 3 & 9 are imminent. Div. 18 change order scheduled to be completed in Sept. 2006.
6 FY06 Division Lighting Program	202009	913,288	144,096	140,661	1,198,045	1,198,045	-	Project was 95% complete at year-end FY06. All construction, installation, and testing will be completed by end of Q1 FY07.
7 Permanent Restroom Facilities at Selected Locations.	202010	1,515,382	200	64,418	1,580,000	1,580,000	-	Project was completed under budget. Remaining funds (Balance of Forecast Costs) will be used to partially fund construction of one additional restroom at Beaudry/5th.
8 Cal State - L.A. County USC Busway Sta. Enhancement	202011	2,146,147	1,026	-	2,147,173	2,251,447	(104,274)	Project completed under approved LOP.



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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								
9 New Div. 9 Transportation Bldg. and Facilities Improvements	202014	6,449,439	6,857,295	3,193,266	16,500,000	16,500,000	-	Construction was 20% complete at year-end FY06. The steel superstructure will be completed during Q1 FY07, and construction will be 35% completed by the end of Q1.
10 Repave LAX & Other Terminals	202015	826,845	69,505	-	896,350	935,000	(38,650)	Project completed under approved LOP.
11 Temple & Beautydry Layover Facility	202016	291,505	1,247,817	-	1,539,323	1,692,000	(152,677)	Project as originally conceived was put on hold in June due to impending joint development project. Staff is investigating possibility of using funds for potential upgrades in conjunction with joint development or for construction of a permanent restroom facility further south at Beautydry and 4th/5th. Encumbrance will be removed.
12 Division 7 Facility Improvements	202017	3,914,504	7,307	1,178,189	5,100,000	5,100,000	-	Design work is about to begin.
13 Division 2 Maintenance - Maintenance Bldg. Modernization	202018	1,297,184	319,609	33,206	1,650,000	1,650,000	-	Contract for chassis washer was awarded in June 2006. Design and equipment selection will be completed during Q1 FY07.
14 LAX Terminal Improvements	202020	344,546	11,000	-	355,546	384,000	(28,454)	Project completed under approved LOP.



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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				
Bus Facilities Improvements									
15	EI Monte Transit Station Enhancements	202021	(2,877)	-	117,877	115,000	115,000	-	This is a BOS grant that will be used to partially fund the EI Monte Terminal Improvements. Metro is working with Foothill Transit to define SOW, along with the joint development of the EI Monte Transit Village.
16	FY06 Underground Storage Tank Replacement	202025	1,653,657	778,324	-	2,431,981	2,467,000	(35,019)	Project completed under approved LOP.
17	FY06 Soil Remediation	202030	874,354	415,184	-	1,289,538	1,506,000	(216,462)	Project completed under approved LOP.
18	FY06 Bus Facility Contingency Projects	202035	231,483	1,207	-	232,691	1,172,215	(939,524)	Project completed under approved LOP.
19	FY06 Bus Division Maintenance Equip.	202040	486,604	454,464	133,932	1,075,000	1,075,000	-	Construction kickoff meeting for Div. 3 chassis washer was completed in May 2006. Shop heaters for divisions scheduled for Q1 FY07 completion. The project is forecast to be completed within LOP.
20	FY06 Replace Bus Div. Emerg. Generators	202045	273,510	1,500	63,990	339,000	339,000	-	Completed all design submittals and AQMD permit applications in June 2006. Generators scheduled for completion during Q1 FY07. Project is forecast to be completed within LOP.



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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								
FY06 Bus Division Amenity Improvement Project	202055	2,060,401	64,158	-	2,124,559	2,116,000	8,559	Project was 85% complete as of the end of Q4 FY06 and is scheduled for completion by the end of Q1 FY07. The \$8,559 over LOP is due to encumbrances which will be "unencumbered." Project is forecast to be completed within LOP.
Articulated Bus Facility Modifications	202065	3,655,061	1,055,664	1,930,275	6,641,000	6,641,000	-	Modification work for Div. 9 & 18 began in May 2006 while that for Div. 1 & 3 began in June. Bids for Div. 1 Maintenance Expansion were received in May. Majority of vacuum, bus washer, and fueling mods will be completed during Q1 FY07.
Division 1 Expansion	202066	10,640,290	2,005	931,705	11,574,000	11,574,000	-	Negotiations for access agreement with Central Hotel should be completed during this quarter. Contract for Articulated Bus Modifications at Div. 1 should be awarded this month.
Division 6 Relocation	202076	160,554	-	-	160,554	12,497,000	(12,336,446)	This project is currently in litigation.
Bus Underchassis Washing System - Div. 8	202077	40,962	41,573	-	82,535	200,000	(117,465)	Project completed under approved LOP.
Division 4 Expansion & Pavement Project	202092	1,696,723	719,003	105,274	2,521,000	2,521,000	-	50% design package was received in June 2006. Construction work is scheduled to begin during Q1 FY07; the 100% design package also is scheduled to be received during the quarter. Project is forecast to be completed within LOP.

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			Encumbrance	Balance of Project Costs				
Bus Facilities Improvements								
27 Install New A/C @ Div. 7 & 18	202164	801,264	-	-	801,264	750,000	51,264	Staff is awaiting a \$31,500 reimbursement from contractor for liquidated damages. The remaining overrun will be funded with savings from other projects.
28 Metro Art Enhancements	202166	379,828	235,536	-	615,364	615,000	364	Existing encumbrance will be reduced to complete project at approved LOP.
29 Wayfinding and Customer Information Improvements at Major Transfer	202167	388,849	21,650	1,501	412,000	412,000	-	
30 490 Bauchet Street Construction	202168	2,599,691	-	274,309	2,874,000	2,874,000	-	Funds were deposited into escrow in June 2006. Real estate transaction will close when site remediation by the Gas Company is completed, probably during Q2 FY07.
Subtotal for Bus Facilities Improvements		53,754,411	13,218,328	15,480,921	82,453,660	96,474,614	(14,020,954)	



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			Encumbrance	Balance of Project Costs				
Bus Maintenance								
1 FY06 Bus Midlife Program	203003	11,614,874	-	-	11,614,874	12,000,000	(385,126)	Completed 44 bus mid-life overhauls during Q4, finishing the project on target.
2 FY06 Replace Regional Rebuild Center Shop Equipment	203009	103,289	347,859	-	451,148	561,000	(109,852)	The scissor lift was delivered during Q4 FY06. The milling machine, rotary lift, and bus frame equipment will be delivered during Q1 FY07. The man lifts are being finalized with Procurement and will be completed in Q2 FY07.
3 Subtotal for Bus Maintenance		11,718,164	347,859	-	12,066,023	12,561,000	(494,977)	



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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				
IT/Communications									
1	Computer Kiosks Bus and Rail Facilities.	207006	183,136	-	-	183,136	781,000	(597,864)	Project terminated, costs to be transferred to operating expenses.
2	HASTUS Scheduling Software System Upgrade	207009	617,116	-	-	617,116	560,000	57,116	Cost overrun to be covered by underexpenditures on other projects.
3	ITS Telecommunications Transmission Replacement Proj.	207010	308,084	433	9,232,484	9,541,000	9,541,000	-	
4	FY06 Workstation and Network Technology Refresh Prog.	207022	1,922,760	19,941	-	1,942,700	1,856,000	86,700	Inappropriate project expenses in the amount of \$86,700 to be transferred out.
5	FY06 Maintenance and Materiel Mgmt. System Upgrades	207036	656,048	204,643	-	860,690	1,006,000	(145,310)	Existing encumbrances in the amount of \$196,082 to be cancelled, project completed under approved LOP.
6	Radio Communications Upgrades for MTA Security	207047	40,169	-	-	40,169	35,000	5,169	Project completed. Cost overrun will be covered by under expenditures on other projects.
7	Customer Center Security & Information Enhancements	207048	156,327	175,401	10,272	342,000	342,000	-	
8	Subtotal for IT/Communications		3,883,640	400,417	9,242,755	13,526,812	14,121,000	(594,188)	



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			Encumbrance	Balance of Project Costs				
Major Construction								
Orange Line Pre-Revenue Operation	800026	1,166,191	-	-	1,166,191	1,152,135	14,056	Fuel and lubricant charges in the amount of \$14,056 inappropriately charged to the capital project will be transferred and the project will be completed at LOP.
Metro Gold Line Eastside Extension	800088	418,189,790	106,901,325	373,722,886	898,814,000	898,814,000	-	
Orange Line	800112	263,489,151	9,420,002	40,090,847	313,000,000	313,000,000	-	
SFV East-West Bikeway Project	800114	8,964,551	168,496	1,504,813	10,637,860	10,637,860	-	
Canoga Station Park and Ride Project	800117	13,433,893	10,019,788	2,546,319	26,000,000	26,000,000	-	
Light Rail Vehicle Fleet Enhancement	800151	52,172,318	9,589,188	91,157,494	152,919,000	152,919,000	-	
MGL Eastside Extension Enhancements	800288	1,775,694	3,215,726	13,008,579	18,000,000	18,000,000	-	
Subtotal for Major Construction		759,191,589	139,314,525	522,030,937	1,420,537,051	1,420,522,995	14,056	



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			Encumbrance	Balance of Project Costs				
Non-Revenue Vehicles								
1 Bus System Support Replacement Non-Revenue Vehicles	208002	2,464,861	439,446	1,497,407	4,401,714	5,966,000	(1,564,286)	Project will be completed under approved LOP.
2 Bus System Expansion Non Revenue Vehicles	208003	143,737	82,500	763	227,000	227,000	-	
3 Rail Support Replacement Non Revenue Vehicles	208004	678,936	978,751	183,314	1,841,000	1,841,000	-	
4 FY06 Bus System Support Replacement Non-Revenue Vehicles	208005	77,842	834,613	329,545	1,242,000	1,242,000	-	
5 FY06 Bus System Expansion Non Revenue Vehicles	208010	62,795	990,000	32,205	1,085,000	1,085,000	-	
6 Subtotal for Non-Revenue Vehicles		3,428,172	3,325,309	2,043,233	8,796,714	10,361,000	(1,564,286)	

Metro Los Angeles County Metropolitan Transportation Authority
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				Encumbrance	Balance of Project Costs				
Other Capital Projects									
1	Homeland Security Project	200018	919,614	1,268,426	990,960	3,179,000	3,179,000	-	
2	Universal Fare Collection System	200225	70,776,096	6,433,885	20,397,019	97,607,000	97,607,000	-	
3	Regional Service Center and Clearinghouse	200351	4,266,892	4,378,183	11,426,603	20,071,678	20,071,678	-	
4	Gateway Headquarters Improvement Projects	210008	2,621,531	152,270	60,199	2,834,000	2,834,000	-	
5	Cooling Tower Vacuum	210025	16,839	-	-	16,839	46,000	(29,161)	Project cancelled, costs will be transferred to operating expenses.
6	Subtotal for Other Capital Projects		78,600,973	12,232,763	32,874,781	123,708,517	123,737,678	(29,161)	



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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	122,376	-	-	122,376	2,957,000	(2,834,624)	Project was cancelled in March 2006. CPUC rejected the platform mounted design. ADA requirement will be met with a new project to reduce the gap between the train and the platform to less than three inches.
2 Division 20 Improvements	204003	850,408	23,152	76,440	950,000	950,000	-	Acquisition of AV systems for RFS and Rail Instruction were delayed to FY07. Requisitions have been approved and procurement activities to proceed. Project manager indicates this project will be completed at or under LOP.
3 ROC Reconfiguration	204004	2,093,158	2,565	3,291,276	5,387,000	5,387,000	-	Relocation of the break room and kitchen have been deferred to a future year. Work on the universal console is proceeding.
4 MGL Elevator and Escalator Sumps and Clarifiers	204005	1,101,700	-	-	1,101,700	1,136,123	(34,423)	Project completed under LOP.
5 MRL Station Canopies	204006	121,912	-	6,464,088	6,586,000	6,586,000	-	Bid package was completed in Q4 of FY06 for the selection of an architect to perform preliminary engineering design. Next step will be to select the architect.
6 Division 22 Improvements	204008	3,434,973	-	-	3,434,973	3,410,576	24,397	Project completed within LOP. Inappropriate labor will be charged to the correct operating account.



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			Encumbrance	Balance of Project Costs				
Rail Facilities Improvements								
7 Division 11 Improvements	204009	14,595,356	2,108,465	691,679	17,395,500	17,395,500	-	Contractor completed 95% of the construction phase at close of Q4. Contractor to complete remaining activities in first half of FY07. Will then move to contract close out phase. Project completion date has moved from June 2006 to November 2006 mainly due to material procurement issues. Project is anticipated to be completed under budget.
8 MBL Long Beach Transit Mall Station Redesign for 3-Car Train Operation	204010	373,909	660,324	491,767	1,526,000	1,526,000	-	Contract award was delayed by six months resulting in a minimal contract expenditure in FY06. Final work on the project should be completed in Q1 FY07.
9 Rail Systemwide Safety Improvements	204012	508,588	492,176	1,072,236	2,073,000	2,073,000	-	Awaiting approval from the cities of Long Beach and Los Angeles prior to contract award. Unanticipated formal bid process required instead of invitation. Labor expenses are higher than budget from unforeseen design drawings and consultants required by City of Long Beach and LADOT.



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			Encumbrance	Balance of Project Costs				
Rail Facilities Improvements								
10 Vermont/Santa Monica Sta. Underground Water Mitigation	204016	340,138	2,192	940,670	1,283,000	1,283,000	-	Completed 95% of final report of water mitigation study in Q4 with additional comments being collected (three options studied). Final report will be completed in Q1 FY07. Labor under run is due to schedule delays caused by negotiations with consultant. Scope of work to be developed and finalized for bid package to be submitted to Procurement in Sept 2006.
11 Division 21 Improvements	204017	1,627,139	130,253	-	1,757,392	4,500,000	(2,742,608)	Project to be completed under approved LOP. Large under run on this project due to Zanja Madre preservation. Due to the unexpected preservation issue, the following tasks were eliminated: carwash upgrade, car cleaning platform canopies, elevated work platform and catwalk in the blow down building. Storage track 22 and preservation activities were completed in Q4. Labor expenses were higher than budgeted due to support and engineering required for the preservation.
12 FY06 Rail Facility Maintenance Contingency Projects	204029	58,756	-	-	58,756	570,919	(512,163)	All contingency funds were not required in FY06. Funds will be reprogrammed to an eligible capital project.



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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				
Rail Facilities Improvements									
13	MRL Seg-2 & 3 Station PLC and EMP Upgrade	204035	27,633	-	1,098,367	1,126,000	1,126,000	-	Project scope and design are in the process of being drafted.
14	Division 22 Improvements - Phase II	204037	505,897	903,909	3,485,194	4,895,000	4,895,000	-	Specification design for wheel truing machine (WTM) began in Q4. WTM pit and remaining crossover track went out for rebid. Labor is under budget given the project is behind schedule. Update Q1 FY07: • Metro has contract concerns on the winning bidder for the WTM but Procurement continues to proceed with finalizing the contract in anticipation of award. MASD requests to audit the vendor. Mini Board report is pending. • Mini Board report to award contract to single source provider of cross over track was finalized and will be presented to the Board in October. • Bid opening for IFB for WTM pit construction is expected end of September.
15	MRL Tactile Pad and Strip Installation	204041	217,097	-	-	217,097	450,000	(232,903)	This project was cancelled because it was not required if between car barriers are not installed.
16	Completion of Metro Blue Line Art Program	204042	558,294	96	375,610	934,000	934,000	-	
17	Completion of Metro Green Line Art Program	204043	28,637	-	141,363	170,000	170,000	-	



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			Encumbrance	Balance of Project Costs				
Rail Facilities Improvements								
18 Baker Street Lot Improvement - Div. 21 Midway Yard	204044	140,772	4,040	125,189	270,000	270,000	-	Project is proceeding - excess dirt removed, grading and paving completed. Installation of surveillance cameras and monitoring systems were delayed due to a multitude of other high priority projects being accomplished by Rail Communications staff. Installation of the latter is expected to be completed in Q2 FY07.
19 Project Guardian	204046	6,178,719	162,640	-	6,341,359	6,000,000	341,359	Project completed within LOP. \$397,061 for out of scope Gold Line PA equipment will be transferred to the appropriate operating account.
20 Division 20 Carwash & Cleaning Platform	204047	6,212	-	15,393,788	15,400,000	15,400,000	-	There was a delay in the preliminary engineering. Preliminary drawings/plans were begun in Q4 and will be completed in Q1 FY07. Procurement process will be initiated thereafter.
21 Work Station additions to RFS Div. 20 Offices	204057	7,431	135,000	-	142,431	135,000	7,431	Project will be completed within LOP. Excess encumbrance will be released when PO is created from current requisition.
22 MRL Seg-1 - Install New FOCT System Ring Technology	204058	1,437	-	-	1,437	152,000	(150,563)	Project was cancelled. Expenses will be transferred to operating.

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Metro

23	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								
23	Div. 22 Paint Booth	204059	2,924	-	147,076	150,000	150,000	-	Schedule slippage delayed tasks to FY07. Preliminary work on the pad design started in Q4. Development of SOW, vendor product review, procurement activities, and vendor selection projected for Q1 FY07.
24	VERMONT / BEVERLY MRL STATION DOUBLE PUMP SYSTEM INSTALLATION	204064	2,269	50,000	5,731	58,000	58,000	-	Acquisition and installation of equipment is pending. Project started with RESR from FY06 rail facilities contingency pool. Scope drawings have been completed and submitted to contractor. Awaiting quote from the contractor.
25	Subtotal for Rail Facilities Improvements		32,905,734	4,674,812	33,800,474	71,381,020	77,515,118	(6,134,098)	



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			Encumbrance	Balance of Project Costs				
Rail Vehicle Maintenance								
1 Breda Rail Car Retrofit	206004	969,171	456,212	916,617	2,342,000	2,342,000	-	
2 P2000 Vehicle Signaling Package Upgrade	206005	79,466	-	3,284,534	3,364,000	3,364,000	-	Engineering work was completed in Q4 for part of fleet conversion (10 cars) which will be completed in-house. Tasks to date have been completed with less labor than anticipated. The remaining car conversion will be contracted out in Q1 FY07; however, technical specifications have not been finalized.
3 Subtotal for Rail Vehicle Maintenance		1,048,637	456,212	4,201,151	5,706,000	5,706,000	-	

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Warehouse									
1	PGL Midway Warehouse - Equipment and Storage	209003	1,502,772	344,712	51,000	1,898,484	1,910,000	(11,516)	Project will be completed under approved LOP.
2	Metro Red Line Storage Building	209004	801,280	102,988	84,640	988,908	996,641	(7,733)	Project will be completed under approved LOP.
3	Automate Bulk Storage Area	209007	6,708	-	1,022,292	1,029,000	1,029,000	-	
4	Purchase EZ Tilter.	209010	31,115	-	-	31,115	51,389	(20,274)	Project completed under approved LOP.
5	New Pallet Racking for Bus Divisions	209011	48,834	78,501	47,823	175,158	175,158	-	Project will be completed at the approved LOP.
6	New Expansion Pallet Racking at Central Warehouse	209013	1,992	30,000	-	31,992	35,000	(3,008)	Project completed under approved LOP.
7	Equipment Safety Modification for Central Warehouse	209014	32,178	2,778	5,000	39,956	43,000	(3,044)	Project will be completed under approved LOP.
8	Install Shipping Awning	209015	172,106	199,665	12,000	383,771	385,000	(1,229)	Erroneous charges in the amount of \$46,675 will be removed in FY07 Q1.
9	Subtotal for Warehouse		2,596,985	758,644	1,222,754	4,578,383	4,625,188	(46,805)	



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			Encumbrance	Balance of Project Costs				
Wayside Systems								
1 Light Rail SCADA System Upgrade	205002	9,192,799	393,093	750,287	10,336,179	10,563,000	(226,821)	Project to be completed with a potential LOP reduction of \$230K since the final negotiated price of the contract was lower than the Metro estimate. Final SCADA system was delivered in Q4 and reconfiguration is under way. Contract requisition is pending for \$411K.
2 Rail Security Improvements	205004	2,173,698	1,836,078	2,459,224	6,469,000	6,469,000	-	Carbone DVR equipment work is being completed (cameras, DVRs and WIFI antennas) on Green Line and Gold Line cars. DST, card readers and by-pass key components in stations are being installed in Red Line segments 2 and 3. Vendor is behind in invoicing until certain portions of the work is completed. The project is recovering from previous delays.
3 Rail Communications Systems Upgrade	205005	820,461	310,090	1,201,449	2,332,000	2,332,000	-	Awaiting invoices for materials received. Q1 FY07 activities include: • New base station radio equipment requisition needs to be created since lowest bid price exceeded the requisition amount. • Contract awarded for antennas and mounting hardware. • MOU with DWP to be signed to build fiber optic cable to Mt. Washington communications site.



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Wayside Systems								
4 MBL Grade Crossing Improvements	205006	3,455,496	592,539	6,551,965	10,600,000	10,600,000	-	Contract award was delayed. Installation of grade crossings moved into later Qs. Concrete panels and ties were delivered in Q4 and continue into Q1 FY07. Now preparing for installation of grade crossings in FY07. Rental front end loader received but looking at direct purchase. Street closure contractor procurement is underway. Installation schedule will be finalized when street closure contractor is hired. Estimated beginning of installation in October.
5 Wayside Systems Tools and Equipment	205007	319,158	20,862	17,980	358,000	358,000	-	The balance in this project will be used to purchase two manifolds to maintain parking lot lights. Initial bids submitted for these items were rejected for non-compliance. Procurement will be rebid. Expect to receive manifolds in February 2007. Project to be completed under LOP.
6 Crossing Gate Equipment Replacement	205009	1,096,382	9,341	132,405	1,238,128	1,238,128	-	Project is in close out phase. Project should be completed under authorized LOP since the contractor's invoice was lower than anticipated.



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Wayside Systems								
Replace Guarded Rail Crossings	205010	267,452	-	42,548	310,000	310,000	-	This project was initially developed to replace two rail diamonds where a Union Pacific Railroad spur crosses our mainline tracks. Rail procured the replacement diamonds but in the meantime Union Pacific applied to abandon the spur. Upon abandonment of the spur, Rail will remove the existing diamonds and replace the same with spare ties and rails. Remaining balance of costs to be used for labor in this effort. PM indicates the work could be completed anytime as we are waiting for notification from Union Pacific. If the project goes over LOP due to labor, the over run will be funded from rail operations contingency.



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			Encumbrance	Balance of Project Costs				
Wayside Systems								
8 MBL Four-Quadrant Gate Program Expansion	205012	1,127,620	129,487	4,397,893	5,655,000	5,655,000	-	Design drawings pending completion upon feedback from Union Pacific Railroad (UP). Project has fallen behind schedule due to required response from UP. Once design is completed, Procurement will prepare a contract and advertise for bid. Q1 FY07 update: Metro met with UP and City of Compton to discuss the path forward. Procurement is preparing an IFB for our portion of the project. Metro is also working on a Construction and Maintenance agreement with UP.
9 Light Rail Train Tracking Improvements	205014	243,250	-	712,551	955,801	955,801	-	Train tracking system project had to be re-evaluated since only one bid was received (the bid was extremely high and utilized expensive technology). Consequently, labor is under run and the schedule is delayed due to the redesign work completed. New technology was researched and evaluated which resulted in a decision to issue a revised IFB and solicit more competitive bid responses. Redesign of the system is expected to be completed Q1 FY07.



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10	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								
10	MRL Seg-1 Remote Terminal Unit (RTU) Upgrade	205017	868,639	234,543	1,541,818	2,645,000	2,645,000	-	Planning and draft design submittals completed Q4. \$919K requisition pending to include 12% contingency. Variance will then be reduced upon PO processing. Field Acceptance Testing expected Q2 and Q3 FY07. First RTU acceptance testing and delivery expected in Q4. Installation to be completed by Rail staff instead of being contracted out. Expected labor over run will be offset by services under run.
11	FY06 Wayside Systems Tools and Equipment	205019	264,275	252,073	56,652	573,000	573,000	-	Balance in this project will be used to purchase boom lift, trailer, and eight manifolds. Expect to receive all items in February 2007. Already received signal trainer - awaiting invoice for payment. Project to be completed under LOP.
12	FY06 Wayside Systems Contingency Projects	205029	68,393	-	-	68,393	728,744	(660,351)	All contingency funds were not required in FY06. Funds will be reprogrammed to an eligible capital project.



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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								
New PGL Traction Power Substations	205034	5,288,469	1,758,501	1,654,030	8,701,000	8,701,000	-	Construction delayed approx. 3 months due to delays in getting permits from cities of Pasadena and South Pasadena (100% design review). Equipment and material purchases have also been held up due to the delays. Contract has been awarded. Repair of vandalized goods (metering sections) in storage is progressing. Q1 FY07 update: no response from either city to date.
MRL Signal System Upgrade	205037	153,088	264,747	320,165	738,000	738,000	-	A multi-year project. No progress in Q4 as contract has not been awarded. Contractor's final design is ongoing. Engineers and CA are working on the IFB or RFP.
PGL Alarms	205047	1,349	6,500	7,151	15,000	15,000	-	First phase of project was completed in Q4 by installation of SCADA interface cards at designated stations. Next phase in Q1 FY07 is to purchase communication equipment for installation of alarms and begin alarm installation. Contract for installation has been encumbered. Additional phases to be completed in Q2 and Q3 FY07.

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Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended June 30, 2006

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								
Div. 20 Traction Power Laboratory and Equipment for TSE Dept.	205048	-	136,960	3,040	140,000	140,000	-	Procurement initiated with requisition submittal in Q4. Contract should be awarded Q1 FY07. Projected under run of less than 5% is expected to be absorbed by labor charges (Procurement, etc.). Q1 FY07 update: POs are being issued to vendors by CA.
Subtotal for Wayside Systems		25,340,530	5,944,814	19,849,158	51,134,502	52,021,673	(887,171)	

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Los Angeles County Metropolitan Transportation Authority

Capital Program CarryOver Report - Life of Project

For the period ended June 30, 2006

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	Advanced Transportation Management System (ATMS)	200053	104,582,429	124,865	-	104,707,294	105,451,145	(743,851)	Project is tracking very close to LOP.
2	75 Quantity 40' Bus Option FY05	201027	27,845,499	-	2,154,501	30,000,000	30,000,000	-	Addressing minor technical defects on this procurement. Planned activities for next quarter are the close-out of the project.
3	Replace Regional Rebuild Center Shop Equipment	203001	248,532	-	-	248,532	250,000	(1,468)	Project completed during Q3 FY06.
4	Fiber Optic Rail Communication System	205001	628,356	114,450	2,268,194	3,011,000	3,011,000	-	Materials have been received and Rail Communications staff will begin installation activity. Awaiting invoices.
5	Maintenance and Material Management System Replacement	207003	32,404,868	-	-	32,404,868	32,700,000	(295,132)	Project completed under approved LOP.
6	Financial System Upgrades	207007	53,888	-	4,032,112	4,086,000	4,086,000	-	
7	Upgrade Miniload System	209002	99,433	-	-	99,433	103,000	(3,567)	Project completed under approved LOP.
8	Security Camera for All Rail Warehouses	209008	213,746	175,000	106,000	494,746	501,000	(6,254)	Project will be completed under approved LOP.
9	Dock Leveler for RRC	209009	126,848	7,495	-	134,343	130,142	4,201	The current encumbrance of \$7,495 will be cancelled. The project will be completed under LOP by \$3,294.
	Subtotal of CarryOver Projects		166,203,598	421,810	8,560,807	175,186,215	176,232,287	(1,046,072)	

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

