



FINANCE AND BUDGET COMMITTEE
JANUARY 20, 2005

SUBJECT: FY05 FIRST QUARTER FINANCIAL PERFORMANCE REPORT
ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file the FY05 first quarter report.

ISSUE

This report discusses the financial performance of the MTA's major programs for FY05.

DISCUSSION

SUMMARY OF SALES TAX REVENUES

For the Three months Ended September 30, 2004

(Dollars in millions)	2005	2005	2005	2004	2003
	Actual	Budget	Variance Over/(Under)	Actual	Actual
Sales tax revenues					
Prop. A, C and TDA	\$365.1	\$365.1	\$0.0	\$353.0	\$338.4

Discussion

The largest source of MTA funds are Proposition A, Proposition C and Transportation Development Act (TDA) sales taxes representing over 50% or \$1.5 billion of the total budgeted revenues. Actual sales tax revenue information is not available until two and one-half months after the end of the quarter. For the first quarter ended September 30, 2004, sales tax revenues are projected at the budgeted amount of \$365.1 million. This projection is 3.4%, \$12.1 million higher than sales tax revenues for the same period last year.

SUMMARY OF SALES TAX REVENUES - OUTLOOK

For the Twelve Months Ended June 30, 2005

(Dollars in millions)	2005	2005	2005	2004	2003
	YE Outlook	YE Budget	Variance Over/(Under)	YE Actual	YE Actual
Sales tax revenues Prop. A, C and TDA	\$1,492.3	\$1,492.3	\$0.0	\$1,447.6	\$1,376.8

Discussion

Proposition A, Proposition C and Transportation Development Act (TDA) actual sales tax revenues are projected to equal the budgeted amount. This represents an increase of 3%, \$44.7 million from the actual of \$1,447.6 million a year ago.

SUMMARY OF ENTERPRISE FUND

For the Three Months Ended September 30, 2004

(Dollars in millions)	2005	2005	2005	2004	2003
	Actual	Budget	Variance Over/(Under)	Actual	Actual
Operating Revenues:					
Passenger fares	\$66	\$72	(\$6)	\$66	\$64
Other system generated	4	4	0	3	3
Total operating revenues	\$70	\$76	(\$6)	\$69	\$67
Total operating expenses	\$247	\$249	(\$2)	\$300	\$296
Operating loss	(\$177)	(\$173)	(\$4)	(\$231)	(\$229)
Non-operating revenues	59	55	4	26	23
Subsidies	118	118	0	204	212
Net income (loss)	\$0	\$0	\$0	(\$1)	\$6

Discussion

Passenger fares were \$6 million below budget. The budget assumed a 10% increase in fare revenues due to the fare increase; the actuals through September 30, 2004, reflect a 2% increase. Non-operating revenues were \$4 million over budget due to the accelerated billing of federal grants. Overall operating expenses were \$2 million below budget. The under

expenditure occurred primarily in services and was partially offset by over expenditures in fuel, Workers Compensation, and Casualty and Liability expenses. Non-contract salaries and contract wages were on budget.

SUMMARY OF ENTERPRISE FUND PERFORMANCE MEASUREMENTS FOR BUS

For the Three Months Ended September 30, 2004

Performance Measurement - Bus	2005 Actual	2005 Budget	2005 Variance Over/ (Under)	2004 Actual	2003 Actual
Cost/Revenue Service Hour	\$104.28	\$102.87	\$1.41	\$96.95	\$96.8
Revenue Service Hours	1,849,846	1,857,660	(7,814)	1,843,360	1,836,00
Cost/Passenger Mile	\$0.53	\$0.52	\$0.01	\$0.47	\$0.5
Subsidy/Passenger Mile	\$0.36	\$0.35	\$0.01	\$0.32	\$0.3
Mean Miles Between Mechanical Failures	7,205	7,500	(295)	5,968	6,84
Traffic Accidents/100,000 Miles	3.25	3.50	(0.25)	3.54	3.8
New Workers Comp Claims per 200,000 Hours	16.31	20.60	(4.29)	23.00	22.3
Mean Fleet Age in Years	6.41	6.40	0.01	5.20	5.2
Peak Bus/Base Bus	1.86	1.86	0.00	1.52	1.4

Discussion

The first quarter financial performance indicators did not achieve their targets due to a combination of lower than anticipated fare revenue from the fare restructure and lower boardings on light rail combined with higher than expected expenses for fuel, Workers Compensation, and Casualty and Liability expenses. On a cost per hour basis, these three expense items are over budget by \$3.91 per hour. Savings in other categories reduce the cost per hour overage to \$1.41.

Revenue Service Hours (RSH) were below target by .6%. This variance was mainly due to the contract services' target reflecting RSH evenly throughout the year instead of reflecting a phased timeline for additional Consent Decree service. The implementation of Consent Decree service in December will put RSH for contract services back on track in the second half of the fiscal year.

Mean Miles Between Mechanical Failures were 4% under target due to the hot weather that caused continued engine failures, which constitute approximately half of all road-call failures. Improvements are expected with the implementation of a new diagnostic repair process in early September. Sector staff is working with Division Managers to identify particular bus types that are experiencing frequent mechanical failures and working with operators to ensure that they do not inadvertently report non-mechanical failure.

Traffic accidents per 100,000 miles were better than 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 better than target due to the ongoing safety program and safety meetings that focus on safety awareness and accident prevention. Divisions are also conducting line sweeps to identify road hazards that contribute to New Workers Compensation Claims.

SUMMARY OF ENTERPRISE FUND PERFORMANCE MEASUREMENTS FOR RAIL

For the Three Months Ended September 30, 2004

Performance Measurement - Rail	2005 Actual	2005 Budget	2005 Variance Over/ (Under)	2004 Actual	2003 Actual
Heavy Rail Cost/Revenue Service Hour	\$281.67	\$294.68	(\$13.01)	\$221.41	\$239.13
Light Rail Cost/Revenue Service Hour	\$351.50	\$375.52	(\$24.02)	\$289.26	\$306.44
Heavy Rail Cost/Passenger Mile	\$0.46	\$0.48	(\$0.02)	\$0.35	\$0.40
Light Rail Cost/Passenger Mile	\$0.71	\$0.67	\$0.04	\$0.37	\$0.38
Heavy Rail Subsidy/Passenger Mile	\$0.37	\$0.36	\$0.01	\$0.24	\$0.29
Light Rail Subsidy/Passenger Mile	\$0.61	\$0.56	\$0.05	\$0.30	\$0.29
New Work Time Indemnity Claims Reported/Filed	28	22	6.00	15	27
Light Rail Vehicle Accident Rate/100,000 Miles	0.48	0.40	0.08	0.41	0.38

Discussion

The first quarter rail costs were below budget due to delayed implementation of contracted brake overhaul services, delay in UFS compatible ticket machine maintenance contract, and delays in hiring fare inspectors for the Blue and Green lines. Passenger miles were below target due to lower than anticipated customer usage of the Green and Gold lines; therefore, MTA management reduced RSH by reducing train lengths.

New work time indemnity claims reported/filed are higher than the target during July, which is consistent with the same period last year. There is also a downward trend beginning the month of August that is also consistent with the same period last year. Light rail accidents were slightly higher than the target. Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

SUMMARY OF ENTERPRISE FUND – OUTLOOK

For the Twelve Months Ended June 30, 2005

(Dollars in millions)	2005	2005	2005
	YE Outlook	YE Budget	Variance Over/(Under)
Operating Revenues:			
Passenger fares	\$265	\$285	(\$20)
Other system generated	14	14	0
Total operating revenues	\$279	\$299	(\$20)
Total operating expenses	\$1,001	\$990	\$11
Operating loss	(\$722)	(\$691)	(\$31)
Non-operating revenues	223	220	3
Subsidies	471	471	0
Net income (loss)	(\$28)	\$0	(\$28)

Discussion

Passenger fares are forecasted to end the year \$20 million below budget based on the first quarter actual experience. Passenger boardings are consistent with the budget, but the fare revenue per boarding is under the budgeted projection. It is anticipated that the fare revenue deficit will be offset with a combination of reducing costs, deferring capital projects, and providing additional subsidies.

Non-operating revenues are projected to end the year \$3 million over budget. The federal grant billing is expected to end the year at the budgeted level; however, interest is expected to exceed the budgeted amount.

If the current trends continue, operating expenses are projected to end the year \$11 million over budget. Trending the first quarter experience with fuel throughout FY05, indicates that fuel will be over budget by \$8 million. During the first quarter of FY05, several prior period bus accident claims were settled at higher values than originally estimated. These claims will add \$6 million to the FY05 budget. Even though claims and lost work days are under budget and less than prior years, costs are greater than budget and greater than last year due to rising medical and indemnity costs. Workers Compensation is forecasted to end the year \$6 million over budget. The total of these additional costs is forecasted to be \$20 million with \$9 million offset through aggressive cost reductions and capital project deferrals. Wages and benefits are expected to end the year on budget.

SUMMARY OF CAPITAL PROGRAM

Each project and financial outlook is listed in Attachment A.

The variance analysis for the three months ended September 30, 2004, show the status of adopted Life-of-Project budgets and projected total costs-to-complete for each capital project. The report is annotated to show where adopted life-of-project budgets were printed in the final budget book in error and have been revised to reflect the board adopted program as presented in the draft budget book.

Additional projects have been detailed with expense category information. Eventually, the quarterly report will include detailed expense information on all projects with an approved life-of-project budget greater than \$10 million.

Bus Acquisition, Universal Fare System Advanced Transportation Management System

All bus acquisition projects, the Universal Fare System, and the Advanced Transportation Management System are projected to be completed within the approved life-of-project budgets. Twenty-two articulated buses are funded in the Orange Line project and are not included in the bus acquisition for articulated buses.

Bus Maintenance and Facilities

Two projects are expected to exceed their life-of-project budgets and will be funded with contingency within the board approved limits for using contingency. These projects and the additional funds needed are as follows:

- Division Lighting Program - \$342,475
- Metro Bus Art Program - \$12,824

Three projects are expected to return to the board for approval to increase the life-of-project budget authority. These projects and the life-of-project increase needed are as follows:

- Division 1 Expansion - \$2,800,000 (BOS funded increase)
- Division 4 Expansion - \$262,746
- Division 9 Transportation Building - \$4,584,615 (BOS funded increase)

Rail Capital Projects

Two projects received board approval to increase the life-of-project budget subsequent to budget adoption. Those projects and the life-of-project increase are as follows:

- Division 22 Improvements (September 2004) - \$1,462,576
- Division 11 Improvements (August 2004) - \$4,802,500

Two projects are expected to exceed their life-of-project budgets and will be funded with contingency within board approved limit for using contingency. These projects and their increased life-of-project are as follows:

- MRL Tactile Pad and Strip Installation - \$97,295
- Completion of Metro Red Line Art program - \$50,195

One project is expected to return to the board for approval to increase the life-of-project budget authority. That project and the life-of-project increase is as follows:

- MGL Elevator and Escalator Sumps and Clarifiers - \$411,412

Other Capital Projects

This category includes non-revenue vehicles, IT/Communications projects, warehouse projects and Other Capital projects.

Six warehouse projects have received bids that would increase the life-of-project costs for the project. These projects are being reviewed by project management to determine if the projects will be re-scoped to decrease costs or if the life-of-project budgets will be increased.

The Maintenance and Material Management System project is forecasted to exceed its life-of-project budget. This project will be reviewed with the Board in November.

Major Construction

Major construction projects include construction of new fixed guideway corridors, new rail car purchases, and other major infrastructure improvements. For the period ended September 2004, all adopted major construction projects are estimated to be completed within board approved life-of-project budgets.

The account detail for the Orange Line project shows that the project remains on budget with about \$9.3 million of the contingency funds having been transferred to other accounts as required for construction progress. More detailed information on the major construction projects is available through individual project reports.

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Three Months Ended September 30, 2004

(Dollars in millions except for performance data)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Revenues:					
Grant subsidies	\$ 6	\$ 40	\$ (34)	\$ 10	\$ 8
Investment income and other	0	0	0	0	0
Total revenue	\$6	\$40	(\$34)	\$10	\$8
Expenditures:					
Highway programs	1	5	(4)	2	1
Regional surface trans. improvement	1	14	(13)	2	0
Local traffic system	3	13	(10)	5	6
Commuter rail	0	3	(3)	1	0
Bus capital	1	6	(4)	1	0
Total call expenditures	\$6	\$40	(\$34)	\$10	\$8
			0		
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0

Performance Measurement

Call Expenditures as a % of Budget

Highway programs	20%	100%	(80%)	67%	47%
Regional Surface Trans. Improvement	7%	100%	(93%)	67%	0%
Local Traffic System	22%	100%	(78%)	77%	91%
Commuter Rail	0%	100%	(100%)	27%	0%
Bus Capital	22%	100%	(78%)	40%	0%

Discussion

The FY05 First Quarter revenue and expenses for Call for Projects were both under budget by \$34 million. Revenues and expenses are 40% less than the revenue and expenses for the same period in FY04.

Highway Programs exhausted approximately 20% of the FY05 First Quarter Budget. These variances were mainly due to project delays pending the development of the AB30-90 agreement between MTA and Caltrans. The MOU for this project was fully executed at the end of FY05 First Quarter. Contract delays for the Southbound Route 101 were delayed until August, construction work has begun and funds will be expensed throughout the remaining quarters.

Regional Surface Transportation Improvements spent 7.5% of the budget. This variance is mainly due to the pending AB30-90 agreement, and changes in project scope and scheduling, resulting in invoicing delays.

Local Traffic System spent 22% of the FY05 First Quarter Budget. This variance was due to schedule and scope changes, as well as delays in invoicing.

Commuter Rail did not draw first quarter budget due to procurement delays of their rolling stock.

Bus Capital expensed 22% of the budget. The Bus Capital project was under budget due to project and scope revision delays. The First Street Parking project (Long Beach) scope was modified to improve and more efficiently serve the Long Beach Blue Line community.

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION - OUTLOOK

For the Twelve Months Ended June 30, 2005

(Dollars in millions except for performance data)	2005 YE Outlook	2005 YE Budget	2005 Variance Over/(Under)
Revenues:			
Grant subsidies	\$ 86	\$ 137	\$ (51)
Investment income and other	0	0	0
Total revenue	\$86	\$137	(\$51)
Expenditures:			
Highway programs	15	19	(4)
Regional surface trans. improvement	32	43	(11)
Local traffic system	32	46	(14)
Commuter rail	2	13	(11)
Bus capital	5	17	(11)
Total call expenditures	\$86	\$137	(\$51)
Excess of revenues over expenditure	\$0	\$0	\$0

Performance Measurement

Call Expenditures as a % of Budget

Highway programs	80%	100%	(20%)
Regional Surface Trans. Improvement	75%	100%	(25%)
Local Traffic System	70%	100%	(30%)
Commuter Rail	15%	100%	(85%)
Bus Capital	32%	100%	(68%)

Discussion

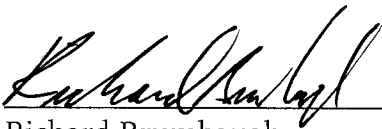
If the current trend continues, the Call for Projects will under spend the annual budget.

NEXT STEPS

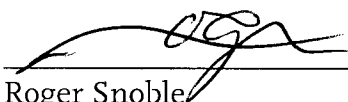
Continue to monitor the budget on and report to the board on a quarterly basis.

ATTACHMENT – Capital Projects List Quarterly Status Report

Prepared by the Office of Management and Budget



Richard Brumbaugh
Chief Financial Officer



Roger Snoble
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended September 30, 2004

	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	20,293	-	6,542,707	6,563,000	6,563,000	-	
2	Universal Fare Collection System	200225	32,244,374	40,487,925	20,291,701	93,024,000	93,024,000	-	Detailed expenses by major expense category will be included in the second quarter variance report. UFS LOP reduced for Clearinghouse project.
3	Regional Service Center and Clearinghouse	200351	65,939	1,027,736	8,906,325	10,000,000	10,000,000	-	This project covers MTA's portion of the entire Clearinghouse project. The LOP budget has been adjusted to match the Board approved level.
4	Advanced Transportation Management System (ATMS)	201002	98,762,395	5,403,517	4,848,088	109,014,000	109,014,000	-	Detailed expenses by major expense category will be included in the second quarter variance report.
5	Contract Service Buses	201003	582,815	79,298	7,257,887	7,920,000	7,920,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
6	100 QTY 45' NABI Compo 46 Seat Buses	201004	16,255,832	24,451,299	7,522,869	48,230,000	48,230,000	-	
7	Acquisition		15,127,401	23,734,110	6,010,489	44,872,000	44,872,000	-	Incorporates CP 2102003
8	Labor, Travel, Services		927,602	95,017	1,493,781	2,516,400	2,516,400	-	
9	Spare Parts		200,829	622,172	18,599	841,600	841,600	-	
10	178 CNG Articulated Bus Purchase Base Order OP33200646	201005	19,807,884	9,249,275	97,716,841	126,774,000	126,774,000	-	
11	Acquisition		19,503,664	9,150,775	94,796,605	123,451,043	123,451,043	-	Acquisition costs do not include funding for 22 vehicles budgeted in project 800112 - Orange Line.
12	Labor, Travel, Services		304,221	98,500	919,561	1,322,282	1,322,282	-	
13	Spare Parts		-	-	2,000,675	2,000,675	2,000,675	-	
14	75 Quantity 40' Bus Option FY05	2105025	413	29,730	29,969,857	30,000,000	30,000,000	-	

Metro **Los Angeles County Metropolitan Transportation Authority**
Capital Program Variance Report - Life of Project
For the period ended September 30, 2004

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 Acquisition		-	-	29,524,920	29,524,920	29,524,920	-	Project added by Board action
2 Labor, Travel, Services		413	29,730	444,937	475,080	475,080	-	
3 Subtotal for Bus Acquisition		167,739,945	80,728,780	183,056,275	431,525,000	431,525,000	-	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended September 30, 2004

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 Maintenance								
1 Replacement AGV's	202000	1,272	1,600,000	-	1,601,272	1,600,000	1,272	Preliminary cost estimate, final bid expected in second quarter. Project funded from contingency project.
2 Division 10 - Expansion	202001	-	100,000	67,412,000	67,512,000	67,512,000	-	
3 LA Bureau of Engr'ng		-	-	78,282	78,282	78,282	-	
4 Relocation		-	-	3,000,000	3,000,000	3,000,000	-	
5 LADOT		-	-	313,127	313,127	313,127	-	Originally budgeted in Mid-City BRT project.
6 Land, Demo, Construction		-	-	62,313,545	62,313,545	62,313,545	-	
7 Professional Services		-	-	704,536	704,536	704,536	-	
8 Hazardous Materials		-	-	236,411	236,411	236,411	-	
9 Environmental		-	100,000	682,817	782,817	782,817	-	
10 Appraisals		-	-	5,000	5,000	5,000	-	
11 LA Building/Safety		-	-	78,282	78,282	78,282	-	
12 CNG Fueling Facility Lease Payments	202002	1,200,992	192,052	3,537,957	4,931,000	4,931,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
13 Bus Division Maintenance Equip.	202003	53,289	811,227	253,484	1,118,000	1,118,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
14 RRC General Building Modifications	202006	282,376	500,000	490,624	1,273,000	1,273,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
15 In-Ground Bus Hoist Replacement	202007	957,997	3,786,000	3,537,003	8,281,000	8,281,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
16 Upgrade Underground Storage Tanks and Remediate Soil	202008	1,344,870	-	4,073,130	5,418,000	5,418,000	-	FY05 Adopted Budget includes carryover adjustment from FY04.
17 Division Lighting Program for all MTA Divisions	202009	380,475	-	-	380,475	38,000	342,475	LOP will be increased using contingency funds.



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended September 30, 2004

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 Maintenance								
(BOS) - Permanent Restroom Facilities at Selected Locations.	202010	246,189	600,000	279,811	1,126,000	1,126,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
(FHWA) - Cal State and L.A. County USC Busway Station Enhancement	202011	330,086	300,000	748,914	1,379,000	1,379,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
Bus Division Amenity Improvement Project	202012	-	15,000	402,000	417,000	417,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
Bus Facility Contingency Projects	202013	589,422	200,000	7,971,578	8,761,000	8,761,000	-	FY05 Adopted Budget includes carryover adjustment from FY04. Project LOP to be revised to reflect transfers to other projects.
(BOS) - New Division 9 Transportation Building and Facilities Improvements	202014	1,146,608	-	6,858,392	8,005,000	8,005,000	-	\$4,584,615 in BOS funds that were approved in April and available in October need to be added to the budget. Staff will prepare Board Report to increase LOP to \$14,000,000. LOP budget has been corrected to FY05 Proposed Budget value.
(BOS) - Repave LAX & Other Terminals	202015	370,564	350,000	216,436	937,000	937,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
(BOS) - Temple & Beaudry Layover Facility	202016	-	-	1,735,000	1,735,000	1,735,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
(BOS) - Division 7 Facility Improvements	202017	759,984	2,674,699	126,317	3,561,000	3,561,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
(BOS) - Division 2 Maintenance - Maintenance Building Modernization	202018	479,864	800,000	370,136	1,650,000	1,650,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
Division 6 Soundwall	202019	109,197	-	218,803	328,000	328,000	-	The FY04 approved LOP was \$804,000. LOP will be increased to \$804,000 to reflect proper approved LOP. Funds will be used to fund community and bus rider amenities as part of the New Division 6 land exchange project.
(BOS) - LAX Terminal Improvements	202020	7,403	-	352,597	360,000	360,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
(BOS) - El Monte Transit Station Enhancements	202021	-	-	114,000	114,000	114,000	-	



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended September 30, 2004

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 Maintenance									
1	Articulated Bus Facility Modifications	202065	14,376	2,164,000	4,462,624	6,641,000	6,641,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
2	(BOS) - Division 1 Expansion	202066	8,315,784	1,150,000	-	9,465,784	7,501,000	1,964,784	\$2,800,000 in BOS funds that were approved in April and available in October need to be added to the budget. Staff will prepare Board Report to increase LOP to \$10,300,000 due to increase in property values. LOP budget has been corrected to FY05 Proposed Budget value.
3	Division 8 & 15 Renewable Solar Energy Generation Project	202067	138,375	-	3,361,625	3,500,000	3,500,000	-	Project added by Board action.
4	Division 6 Relocation (Local Funding)	202076	425,036	-	12,071,964	12,497,000	12,497,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
5	Division 4 - Expansion & Pavement Project	202092	48,563	1,859,183	-	1,907,746	1,645,000	262,746	LOP increase of \$262,746 from contingency pending (due to higher than expected construction bids related to escalated prices of steel, concrete and other construction materials). LOP budget has been corrected to FY05 Proposed Budget value.
6	Metro Rapid Program (Vans and BOCC mods)	210002	4,456,464	-	3,147,536	7,604,000	8,304,000	(700,000)	Van purchase removed from project scope. LOP budget has been corrected to FY05 Proposed Budget value.
7	Metro Bus Art Program TE Grant	210009	233,911	-	393,913	627,824	615,000	12,824	
8	Subtotal for Bus Facilities Maintenance		21,893,097	17,102,161	122,135,843	161,131,101	159,247,000	1,884,101	



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended September 30, 2004

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 Replace Regional Rebuild Center Shop Equipment	203001	154,843	35,698	59,459	250,000	250,000	-	
2 Refurbish 4 Diesel Buses for Contract Service	203002	35,750	-	284,250	320,000	320,000	-	
3 Bus Midlife Program	203008	3,130,759	-	14,888,241	18,019,000	18,019,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
Subtotal for Bus Maintenance		3,321,353	35,698	15,231,949	18,589,000	18,589,000	-	



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	Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
IT/Communications									
1	HR/Payroll System Upgrades	207001	44	-	260,956	261,000	261,000	-	LOP budget corrected to FY05 Proposed Budget value.
2	Application Enhancement / Replacement	207002	30,748	-	395,252	426,000	426,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
3	Maintenance and Material Management System Replacement	207003	27,043,164	591,383	5,700,453	33,335,000	28,801,000	4,534,000	A Board Report has been agendized in November to address the increase in LOP.
4	Workstation and Network Technology Refresh Program	207004	331,879	-	777,121	1,109,000	1,109,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
5	Computer Kiosks Bus and Rail Facilities.	207006	11,904	210,000	559,096	781,000	781,000	-	
6	Financial System Upgrades	207007	14,688	-	4,071,312	4,086,000	4,086,000	-	
7	Upgrade of the Customer Information System (CIS)	207008	831,271	118,755	5,974	956,000	956,000	-	
8	HASTUS Scheduling Software System Upgrade	207009	4,161	-	555,839	560,000	560,000	-	
9	ECMS Update	207027	53,075	-	142,925	196,000	196,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
10	Storage Network for Disaster Recovery	207028	28,269	19,030	516,701	564,000	564,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
11	LTO Tape Management	207029	-	29,600	64,400	94,000	94,000	-	
12	Subtotal for IT/Communications		28,349,203	968,768	13,050,028	42,366,000	37,834,000	4,534,000	



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			Encumbrance	Balance of Project Costs				
Major Construction								
Metro Gold Line Eastside Extension (800088)	800088	163,933,158	113,406,918	621,472,924	898,813,000	898,813,000	-	LOP budget has been corrected to Proposed FY05 Budget value.
Construction		54,704,511	104,549,526	503,135,962	662,390,000	633,220,800	29,169,200	
Contingency		-	-	28,249,000	28,249,000	60,253,800	(32,004,800)	
Interest Cost		-	-	14,800,000	14,800,000	14,800,000	-	
Professional Services		59,689,498	8,604,373	67,642,129	135,936,000	135,303,800	632,200	
Project Revenue		(15,730)	-	(4,617,270)	(4,633,000)	(4,617,000)	(16,000)	
Right of Way		27,482,557	5,500	14,253,943	41,742,000	40,357,800	1,384,200	
Special Conditions		22,072,322	247,519	(1,990,840)	20,329,000	19,493,800	835,200	
Mid-City-Wilshire BRT Corridor (800111)	800111	7,579,763	249,252	97,403,985	105,233,000	105,233,000	-	
Contingency		-	-	32,833,000	32,833,000	32,833,000	-	Division 10 project moved to CP 2305144 by Board action
Systems/Equipment		-	-	15,400,000	15,400,000	15,400,000	-	
Special Conditions		131,767	-	15,768,233	15,900,000	15,900,000	-	
Right of Way		179,879	-	(179,879)	-	-	-	
Guideways		-	-	14,700,000	14,700,000	14,700,000	-	
Professional Services		7,268,117	249,252	18,882,631	26,400,000	26,400,000	-	
Orange Line (800112)	800112	136,312,496	103,180,739	90,006,765	329,500,000	329,500,000	-	
Professional Services		39,680,260	3,376,511	2,943,229	46,000,000	45,701,000	299,000	
22 Vehicles		-	15,350,183	344,817	15,695,000	17,500,000	(1,805,000)	



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				Encumbrance	Balance of Project Costs				
Major Construction									
1	Contingency		-	-	22,800,000	22,800,000	32,184,000	(9,384,000)	
2	Guideways		60,407,655	41,285,789	25,124,157	126,817,000	124,217,000	2,600,000	
3	Project Revenue		(49,893)	-	49,893	-	-	-	
4	Right of Way		12,219,487	15,809	7,064,704	19,300,000	24,935,000	(5,635,000)	
5	Special Conditions		13,666,476	11,670,746	9,137,778	34,475,000	24,180,000	10,295,000	
6	Stations		6,583,372	23,700,241	1,813,387	32,097,000	30,394,000	1,703,000	
7	Systems/Equipment		2,730,919	6,405,788	1,074,292	10,211,000	12,674,000	(2,463,000)	
8	Yards & Shops		86,601	997,958	220,441	1,305,000	1,215,000	90,000	
9	Park & Ride Facility		987,618	378,315	19,434,067	20,800,000	16,500,000	4,300,000	
10	Mid-City/Exposition Light Rail Corridor (800113)	800113	10,308,903	4,722,691	2,768,406	17,800,000	17,800,000	-	
11	Professional Services		10,054,431	4,559,538	2,560,962	17,174,931	17,174,931	-	Project LOP revised by Board action.
12	Special Conditions		254,472	163,153	207,444	625,069	625,069	-	
13	SFV East-West Bikeway Project (800114)	800114	1,686,554	5,462,962	3,488,344	10,637,860	10,637,860	-	LOP revised to reflect July 2004 Board action.
14	Universal City Station Site Enhancement (800115)	800115	5,045,806	97,251	696,943	5,840,000	5,840,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
15	Light Rail Vehicle Fleet Enhancement (800151)	800151	36,658,411	-	116,260,589	152,919,000	152,919,000	-	
16	Vehicles		34,565,243	-	95,086,758	129,652,000	129,652,000	-	
17	Contingency		-	-	13,428,000	13,428,000	13,428,000	-	
18	Professional Services		2,093,168	-	7,745,832	9,839,000	9,839,000	-	



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			Encumbrance	Balance of Project Costs				
Major Construction		361,525,091	227,119,813	932,097,955	1,520,742,860	1,520,742,860	-	
Subtotal for Major Construction								



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Non-Revenue Vehicles									
1	Bus System Support Replacement Non-Revenue Vehicles	208002	119,090	901,500	4,945,410	5,966,000	5,966,000	-	FY05 Adopted Budget includes carryover adjustment from FY04.
2	Bus System Expansion Non Revenue Vehicles	208003	2,802	-	225,198	228,000	228,000	-	LOP budget corrected to FY05 Proposed Budget value.
3	Rail Support Replacement Non Revenue Vehicles	208004	9,417	-	1,831,583	1,841,000	1,841,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
4	Subtotal for Non-Revenue Vehicles		131,309	901,500	7,002,191	8,035,000	8,035,000	-	



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				Encumbrance	Balance of Project Costs				
Other Capital Projects									
1	Homeland Security Project	200018	74,818	880,346	2,223,837	3,179,000	3,179,000	-	Project LOP revised based on Board action.
2	Gateway Headquarters Improvement Projects	210008	2,307,167	150,368	465,465	2,923,000	2,923,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
3	Replace Two Color Printing Press	210014	152	685,000	46,848	732,000	732,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
4	Gibson Environmental Clean-up	210015	-	-	2,730,000	2,730,000	2,730,000	-	
5	Transit Plaza East Portal Improvements	210016	676,097	-	123,903	800,000	800,000	-	
6	Cooling Tower Vacuum	210025	-	-	53,000	53,000	53,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
7	Bus Operator Safety Monitoring System	210026	3,335	-	252,665	256,000	256,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
8	Subtotal for Other Capital Projects		3,061,568	1,715,714	5,895,718	10,673,000	10,673,000	-	



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				Encumbrance	Balance of Project Costs				
Rail Facilities Maintenance									
1	Between-Car Platform Barriers - Metro Rail	204002	72,176	-	2,884,824	2,957,000	2,957,000	-	
2	Division 20 Improvements	204003	219,823	1,455	6,054,722	6,276,000	6,276,000	-	
3	ROC Reconfiguration	204004	1,079,151	-	4,307,849	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,126,412	-	-	1,126,412	715,000	411,412	LOP increase will be presented to Board.
5	MRL Station Canopies	204006	47,292	-	6,538,708	6,586,000	6,586,000	-	
6	Install Outside Paving at Division 20 Warehouse	204007	39,492	29,724	46,784	116,000	116,000	-	
7	Division 22 Improvements	204008	287,311	2,800,000	323,265	3,410,576	3,410,576	-	LOP increase approved by Board in September 2004.
8	Division 11 Improvements	204009	1,176,510	4,494,341	11,724,649	17,395,500	17,395,500	-	LOP increase approved by Board in August 2004.
9	MBL Long Beach Transit Mail Station Redesign	204010	57,197	-	1,468,803	1,526,000	1,526,000	-	
10	Rail Facilities Contingency Projects	204011	10,145	-	2,030,855	2,041,000	2,041,000	-	LOP budget corrected to FY05 Proposed Budget value. Project LOP to be revised to reflect transfers to other projects.
11	Rail Systemwide Safety Improvements	204012	146,286	22,450	1,904,264	2,073,000	2,073,000	-	
12	Multi-Modal Control Center	204013	1,182	-	31,203,818	31,205,000	31,205,000	-	
13	Vermont/Santa Monica Station Underground Water Mitigation	204016	3,129	-	1,279,871	1,283,000	1,283,000	-	
14	Division 21 Improvements	204017	363,595	4,000,000	136,405	4,500,000	4,500,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
15	Rail Central Warehouse Acquisition	204018	25	-	629,975	630,000	630,000	-	
16	Completion of Metro Blue Line Art Program	210005	326,003	12,000	617,997	956,000	956,000	-	



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Rail Facilities Maintenance									
1	Completion of Metro Red Line Art Program	210006	382,295	900	-	383,195	333,000	50,195	Project projected to be completed in FY04. Project carried over to FY05 due to completion delays. Cost overrun will be funded from contingency.
2	Completion of Metro Green Line Art Program	210007	3,723	-	33,277	37,000	37,000	-	Project projected to be completed in FY04. Project carried over to FY05 due to completion delays.
3	Upgrade Facilities and Appurtenances to ADA Compliance	3205001	202,592	-	28,408	231,000	231,000	-	Project LOP funded from contingency.
4	MRL Tactile Pad and Strip Installation	800280	189,295	-	-	189,295	92,000	97,295	Project LOP funded from contingency. LOP to be revised to cover overrun.
5	Subtotal for Rail Facilities Maintenance		5,733,633	11,360,870	71,214,476	88,308,978	87,750,076	558,902	



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			Encumbrance	Balance of Project Costs				
Rail Vehicle Maintenance								
1 Metro Blue Line Rail Vehicle Midlife Overhaul	206001	6,138	-	755,862	762,000	762,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
2 Metro Green Line Vehicle Midlife Overhaul	206002	2,579	-	110,421	113,000	113,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
3 Metro Red Line Vehicle Midlife Overhaul	206003	3,002	-	131,998	135,000	135,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
4 Breda Rail Car Retrofit	206004	45,204	712,810	3,552,986	4,311,000	4,311,000	-	
5 Subtotal for Rail Vehicle Maintenance		56,923	712,810	4,551,267	5,321,000	5,321,000	-	



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			Encumbrance	Balance of Project Costs				
Warehouse								
1 Upgrade Mmiload System	209002	14,472	-	300,000	314,472	103,000	211,472	Project projected to be completed in FY04. Project carried over to FY05 due to completion delays. Project cost underestimated. Cost to complete under review.
2 PGL Midway Warehouse - Equipment and Storage	209003	814,300	288,761	500,000	1,603,061	1,267,000	336,061	Project cost underestimated. Cost to complete under review. LOP budget has been corrected to FY05 Proposed Budget value.
3 New Storage Building for Red Line	209004	97,844	455,000	500,000	1,052,844	462,000	590,844	Project cost underestimated. Cost to complete under review.
4 Covered Awning for Blue Line	209005	330,831	-	3,000	333,831	147,000	186,831	Support Labor charges under review.
5 Covered Awning for Green Line	209006	294,642	-	5,182	299,824	177,000	122,824	Support Labor charges under review.
6 Automate Bulk Storage Area	209007	-	-	1,029,000	1,029,000	1,029,000	-	
7 Security Camera for All Rail Warehouses	209008	162,931	270,000	175,000	607,931	403,000	204,931	Project projected to be completed in FY04. Project carried over to FY05 due to completion delays. Project cost underestimated. Cost to complete under review.
8 Dock Leveler for RRC	209009	8,103	93,714	1,183	103,000	103,000	-	LOP increased using underrun from CP 6000004.
9 Purchase EZ Tilter.	209010	-	-	152,000	152,000	152,000	-	
10 New Pallet Racking for Bus Divisions	209011	-	-	100,000	100,000	100,000	-	
11 Install Dock Leveler Stationary Storeroom	209012	-	94,000	8,000	102,000	102,000	-	LOP reduced, unused funds applied to CP 3908034 LOP increase.
12 New Expansion Pallet Racking at Central Warehouse	209013	-	-	35,000	35,000	35,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
13 Equipment Safety Modification for Central Warehouse	209014	-	-	56,000	56,000	56,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
14 Install Shipping Awning	209015	-	-	17,000	17,000	17,000	-	LOP budget has been corrected to FY05 Proposed Budget value.

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			Encumbrance	Balance of Project Costs				
Warehouse		1,723,124	1,201,475	2,881,365	5,805,964	4,153,000	1,652,964	
Subtotal for Warehouse								



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			Encumbrance	Balance of Project Costs				
Wayside Systems								
1 Fiber Optic Rail Communication System	205001	587,361	-	2,423,639	3,011,000	3,011,000	-	
2 SCADA Equipment Replacement	205002	5,958,252	1,631,972	2,972,776	10,563,000	10,563,000	-	
3 MRL Uninterruptible Power Supply Replacement Project	205003	4,316,723	-	326,277	4,643,000	4,643,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
4 Rail Security Improvements	205004	146,963	-	6,322,037	6,469,000	6,469,000	-	
5 Rail Communications Systems Upgrade	205005	330,386	4,035	1,997,579	2,332,000	2,332,000	-	
6 MBL Grade Crossing Improvements	205006	1,958,619	381,436	1,781,946	4,122,000	4,122,000	-	
7 Wayside Systems Tools and Equipment	205007	20,127	139,738	198,135	358,000	358,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
8 Wayside Systems Battery Replacement/Refurbishment	205008	97,655	256,772	100,573	455,000	455,000	-	FY05 Adopted Budget includes carryover adjustment from FY04.
9 Crossing Gate Equipment Replacement	205009	385,734	-	450,267	836,000	836,000	-	
10 Replace Guarded Rail Crossings	205010	264,114	-	45,886	310,000	310,000	-	LOP budget has been corrected to FY05 Proposed Budget value.
11 MBL Long Beach Photo Enforcement Program	205011	232,500	-	549,500	782,000	782,000	-	
12 MBL Four Quadrant Gate Program Expansion	205012	875,361	-	4,779,639	5,655,000	5,655,000	-	
13 MBL Fiber Optic "TRAIN" Sign Program in Long Beach	205013	368,180	161,953	479,868	1,010,000	1,010,000	-	Project projected to be completed in FY04. Project carried over to FY05 due to completion delays.
14 Light Rail Train Tracking Improvements	205014	74,653	700,000	18,347	793,000	793,000	-	
15 Mobile Rail Safety Educational Program	205015	1,157,191	16,185	573,624	1,747,000	1,747,000	-	
16 Seg.-1 Remote Terminal Unit (RTU) Upgrade	205017	243,428	-	2,439,572	2,683,000	2,683,000	-	
17 Wayside Systems Contingency Projects	205018	3,548	-	1,273,452	1,277,000	1,277,000	-	LOP budget corrected to FY05 Proposed Budget value. Project LOP to be revised to reflect transfers to other projects.



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			Encumbrance	Balance of Project Costs				
Wayside Systems								
Four PGL Traction Power Substations	205034	1,421,266	47,455	7,232,278	8,701,000	8,701,000	-	
MRL Signal System Upgrade	205037	14,688	-	572,312	587,000	587,000	-	
Subtotal for Wayside Systems		18,456,747	3,339,546	34,537,707	56,334,000	56,334,000	-	

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