



## FINANCE AND BUDGET COMMITTEE

March 17, 2005

**SUBJECT: FY05 SECOND QUARTER FINANCIAL PERFORMANCE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file FY05 Second Quarter Financial Performance Report.

**ISSUE**

This report discusses the financial performance of major programs for the first six months of FY05.

**DISCUSSION**

**SUMMARY OF SALES TAX REVENUES**

For the Six months Ended December 31

(Dollars in millions)	2004	2004	2004	2003	2002
	Actual	Adopted Budget	Variance Over/(Under)	Actual	Actual
Sales tax revenues	\$744.0	\$737.0	\$7.0	\$715.9	\$690.8

**Discussion**

The largest source of 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. For the first six months, sales tax revenues were \$7 million or 0.9% greater than the budget and \$28 million or 3.9% greater than the same period last year.

## SUMMARY OF SALES TAX REVENUES - OUTLOOK

For the Twelve Months Ending June 30

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

### Discussion

Due to the positive experience with actual sales tax receipts, we may end the year ahead of budget. Possible events during the fiscal year that could reduce the favorable variance include adjustments by the State Board of Equalization or economic downturns in the local economy. Therefore, the outlook remains at the FY05 budget level. Proposition A, Proposition C, and TDA actual sales tax revenues are estimated to be \$1,492.3 million, an increase of 3% or \$44.7 million over the actual of \$1,447.6 million a year ago.

## SUMMARY OF ENTERPRISE FUND

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

## SUMMARY OF ENTERPRISE FUND

For the Six Months Ended December 31 (Does not reflect budget amendment passed by the Board in February 2005)  
(Dollars in millions)

	2004 Actual	2004 Budget	2004 Variance	2003 Actual	2002 Actual
Operating revenues:					
Passenger fares	\$133	\$144	(\$11)	\$99	\$126
Route subsidies	-	-	-	1	-
Auxiliary transportation	7	7	-	5	7
Total operating revenues	140	151	(11)	105	133
Operating expenses, excluding depreciation:	483	488	(5)	413	441
Operating income (loss)	(343)	(337)	(6)	(308)	(308)
Operating subsidies and grants (other expenses):					
Local operating grants	236	236	-	262	266
Federal operating grants	112	112	-	59	47
Interest revenues	5	5	-	2	3
Interest expense	(86)	(85)	(1)	(102)	(105)
Gain (loss) on disposition of fixed assets	-	-	-	(1)	(1)
Other revenue	6	3	3	1	1
Total operating subsidies and grants (other expenses)	273	271	2	221	211
Loss before debt and capital items	(70)	(66)	(4)	(86)	(97)
Debt service & capital grants / contributions:					
Local	223	223	-	299	174
State	19	19	-	21	-
Federal	52	52	-	91	-
Total debt service & capital grants / contributions	294	294	-	411	174
Change in net assets	\$224	\$228	(\$4)	\$325	\$77

### Discussion

Passenger fares were \$11 million below budget. Prior year actuals through December 31, 2003 reflect a 35-day work stoppage.

Operating expenses were \$5 million or 1% below budget. The under expenditure occurred primarily in services such as deferral of the new ticket vending machine maintenance contract and delays in hiring fare inspectors. The under expenditure was partially offset by over expenditures in fuel, workers' compensation, and casualty and liability expenses. Non-contract salaries, contract wages, and associated fringe benefits were on budget.

Operating subsidies & grants and debt service expenses & capital grants are on budget through the first six months of the year.

## SUMMARY OF PERFORMANCE MEASUREMENTS FOR BUS

For the Six Months Ended December 31

Performance Measurement - Bus	2004 Actual	2004 Budget	2004 Variance Over/ (Under)	2003 Actual	2002 Actual
Cost/Revenue Service Hour	\$ 102.97	\$ 102.64	\$ 0.33	\$ 110.64	\$ 99.30
Revenue Service Hours	3,724,592	3,715,992	8,600	3,029,406	3,771,000
Cost/Passenger Mile	\$ 0.53	\$ 0.53	-	\$ 0.68	\$ 0.51
Subsidy/Passenger Mile	\$ 0.36	\$ 0.36	-	\$ 0.50	\$ 0.35
Mean Miles Between Mechanical Failures	7,178	7,500	(322)	5,968	6,848
Traffic Accidents/100,000 Miles	3.42	3.50	(0.08)	3.54	3.88
New Workers Comp Claims per 200,000 Hours	14.40	20.60	(6.20)	23.00	22.31
Mean Fleet Age in Years	6.60	6.40	0.20	5.20	4.30
Peak Bus/Base Bus	1.89	1.86	0.03	1.52	1.46

### Discussion

Year-to-date costs per revenue service hour are slightly over the target due to higher than expected expenses for fuel, and casualty and liability expenses. On a cost per hour basis, these two expense items are over budget by \$3.58 per hour. Savings in services, parts and other categories reduce cost per hour overage to \$0.33.

Mean miles between mechanical failures were 5% under target due to hot weather in the first four months of the fiscal year 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. Sector staffs continue to work 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 substantially lower than budget 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 PERFORMANCE MEASUREMENTS FOR RAIL

For the Six Months Ended December 31

Performance Measurement - Rail	2004			2003 Actual	2002 Actual
	2004 Actual	2004 Budget	Variance Over/ (Under)		
Heavy Rail Cost/Vehicle Service Hour	\$279.83	\$279.95	(\$0.12)	\$298.03	\$245.71
Light Rail Cost/Vehicle Service Hour	\$349.44	\$375.34	(\$25.90)	\$322.61	\$287.35
Heavy Rail Cost/Passenger Mile	\$0.46	\$0.46	-	\$0.50	\$0.43
Light Rail Cost/Passenger Mile	\$0.70	\$0.67	\$0.03	\$0.44	\$0.34
Heavy Rail Subsidy/Passenger Mile	\$0.36	\$0.34	\$0.02	\$0.39	\$0.33
Light Rail Subsidy/Passenger Mile	\$0.59	\$0.56	\$0.03	\$0.36	\$0.26
New Workers' Compensation Claims Reported/Filed	22	22	-	15	27
Light Rail Vehicle Accident Rate/100,000 Miles	0.19	0.40	(0.21)	0.41	0.38

### Discussion

Total cost and costs per vehicle service hour 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. Due to lower than anticipated customer usage of the Green and Gold Lines, Light Rail cost per passenger mile was over budget. Therefore, management reduced revenue service hours by reducing train lengths and hours of service.

New workers' compensation claims reported/filed are on target. The downward trend beginning in August is consistent with the same period last year. Light rail accidents were lower than the target. Transit Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

## SUMMARY OF ENTERPRISE FUND - OUTLOOK

For The Twelve Months Ending June 30

(Dollars in millions)

	2005 Outlook	2005 Budget	2005 Variance Over/(Under)
Operating revenues:			
Passenger fares	\$265	\$285	(\$20)
Route subsidies	1	1	-
Auxiliary transportation	14	14	-
Total operating revenues	280	300	(20)
Operating expenses, excluding depreciation:	1,005	990	15
Operating income (loss)	(725)	(690)	(35)
Operating subsidies and grants (other expenses):			
Local operating grants	506	471	35
Federal operating grants	218	218	-
Interest revenues	22	22	-
Interest expense	(169)	(169)	-
Other revenue	5	5	-
Total operating subsidies and grants (other expenses)	582	547	35
Loss before debt and capital items	(143)	(143)	-
Debt service & capital grants / contributions:			
Local	385	385	-
State	17	17	-
Federal	274	274	-
Proceeds from financing	312	312	-
Total debt service & capital grants / contributions	988	988	-
Change in net assets	\$845	\$845	(\$0)

### Discussion

Passenger fares are forecasted to end the year \$20 million below the adopted budget. Passenger boardings are consistent with the budget, but the fare revenue per boarding is under the budgeted projection. The fare revenue deficit will be offset with a combination of reducing costs, deferring capital projects, and transfer of fund balances.

Operating expenses are projected to end the year \$15 million over the adopted budget. Trending the year to date experience with fuel throughout FY05 indicates that fuel will be over budget by \$8 million. During the first half of FY05, several prior period bus accident claims were settled at higher values than originally estimated adding \$6 million to the FY05 budget. Even though workers compensation 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 \$4 million over budget. The total of these additional costs are

forecasted to be \$22 million with \$7 million offset through aggressive cost reductions, rail service reductions, non-contract vacancy savings, and capital project deferrals.

## **SUMMARY OF CAPITAL PROGRAM**

The attached capital program variance report for the six months ended December 31, 2004, shows the status of adopted life-of-project budgets and projected total costs-to-complete for each capital project.

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

Overall, the bus acquisition projects are showing a reduction in their life-of-project costs of \$4.9 million with \$3.8 million reduction in the Advanced Transportation Management System project as a result of eliminating the new ATMS equipment from the older bases. The savings will be reprogrammed during the FY06 capital process.

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**

One project was completed at lower than planned costs and another project was cancelled:

- Metro Rapid Program vans and modifications to the control center were decreased by \$3.4 million because the equipment has been purchased at less cost than originally planned. The funds were reprogrammed back to the Metro Rapid Program for use in implementing new Metro Rapid lines.
- The Division 10 expansion project has been cancelled for FY05 and will be reconsidered at a later date. The funds will be reprogrammed after the project has been reconsidered.

Three 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:

- Bus Division Amenity Improvement Project - \$307,583
- Metro Bus Art Program TE Grant - \$9,324
- LAX Terminal Improvements - \$23,823

Five 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 Lighting Program for all MTA Divisions - \$360,035
- Permanent Restroom Facilities at Selected Locations - \$454,033
- Cal State and LA County USC Busway Station Enhancement - \$819,771

- New Division 9 Transportation Building - \$8,495,000
- Division 4 – Expansion & Pavement Project - \$910,052

### **Rail Capital Projects**

The following six rail capital and wayside 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:

- MGL Elevator and Escalator Sumps - \$415,694
- Install Outside Paving at Division 20 - \$54,307
- Completion of Metro Red Line Art - \$77,852
- Wayside Systems Battery Replacement/Refurbishment - \$46,572
- Light Rail Train Tracking Improvements - \$162,825
- MRL Signal Systems Upgrade - \$150,589

The following three projects are expected to return to the board for approval to increase the life-of-project budget authority. The life-of-project increases are as follows:

- MBL Grade Crossing Improvements - \$2,305,631
- Crossing Gate Equipment Replacement - \$431,251
- Division 21 Improvements - \$500,000

The multi-modal control center project has been cancelled and will be reconsidered at a later date.

### **Other Capital Projects**

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

The following 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 project and the additional funds needed are as follows:

- HR Payroll System Upgrade - \$103,633
- New Storage Building for Red Line - \$366,319
- Covered Awning for Blue Line - \$197,838
- Covered Awning for Green Line - \$130,467
- Purchase EZ Tilter - \$39,919
- New Pallet Racking for Bus Divisions - \$84,559
- Install Shipping Awning - \$233,008

The following projects are expected to return to the board for approval to increase the life-of-project budget authority. The life-of-project increase needed is as follows:



- Maintenance and Material Management System Replacement - \$4,579,000
- PGL Midway Warehouse – Equipment and Storage - \$500,000

### **Major Construction**

Major construction projects include construction of new fixed guideway corridors, new rail car purchases, and other major infrastructure improvements. For the period ended December 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 \$22 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 Six Months Ended December 31

(Dollars in millions except for performance data)

	2004 Actual	2004 Budget	2004 Variance Over/(Under)	2003 Actual	2002 Actual
Revenues:					
Grant subsidies	\$16	\$74	(\$58)	\$27	\$9
Total revenue	16	\$74	(58)	\$27	\$9
Expenditures:					
Freeway programs	2	9	(7)	11	-
Regional surface trans. improvement	4	25	(21)	6	-
Local traffic system	6	24	(18)	8	8
Commuter rail	1	7	(6)	1	-
Bus capital	3	9	(6)	1	1
Total call expenditures	16	74	(58)	27	9
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0
Performance Measurement					
Call Expenditures as a % of Budget					
Freeway programs	22%	100%	-78%	220%	0%
Regional Surface Trans. Improvement	16%	100%	-84%	100%	0%
Local Traffic System	25%	100%	-75%	67%	57%
Commuter Rail	14%	100%	-86%	17%	0%
Bus Capital	33%	100%	-67%	17%	14%

### Discussion

Call for Projects revenue and expenses for the first six months of the fiscal year were both under budget by \$58 million. Revenues and expenses are 41% less than the revenue and expenses for the same period in FY04.

The Freeway program used approximately 28% of its annual year-to-date budget. Reasons for the variance include contract and acquisition delays regarding the SB Rte 101 Los Angeles Contract, project delays due to the delayed execution of the AB30-90 agreement between MTA and Caltrans, completion of the Route 605 project ahead of schedule and invoicing and schedule/scope delays of various projects.

Regional Surface Transportation spent approximately 16% of its annual year-to-date budget. Reasons for these variances include project delays due to the delayed execution of the AB30-90 agreement between MTA and Caltrans as well as invoicing and schedule/scope delays of various projects. Local Traffic System spent 24% of its annual

year-to-date budget. The variances are attributed mainly to invoicing and schedule/scope delays of various projects.

Commuter Rail used approximately 12% of its annual year-to-date budget. The variance is due to the delayed procurement of right of way for the rolling stock maintenance facility in San Bernardino. The Bus Capital Operations program spent approximately 40% of its annual year-to-date budget. This program variance is mainly due to acquisition delays.

## SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

### SUMMARY OF OTHER TRANSIT SERVICES

For the Six Months Ended December 31

(Dollars in millions except for performance data)

	2004 Actual	2004 Budget	2004 Variance	2003 Actual	2002 Actual
<b>Revenues:</b>					
Sales tax subsidy	\$9	\$15	\$6	\$17	\$15
Intergovernmental grants	4	31	27	23	30
Investment income and other	-	2	2	-	1
<b>Total revenues</b>	<b>\$13</b>	<b>\$48</b>	<b>\$35</b>	<b>\$40</b>	<b>\$45</b>
<b>Expenditures:</b>					
Freeway Service Patrol - FSP	7	12	(5)	7	9
SAFE*	2	3	(1)	2	4
Access Service Incorporated - ASI	4	33	(29)	31	32
<b>Total expenditures</b>	<b>\$13</b>	<b>\$48</b>	<b>(\$35)</b>	<b>\$40</b>	<b>\$45</b>
<b>Excess of revenues over expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Performance Measurement</b>					
FSP - Cost per Assist***	\$37.97	N/A	N/A	\$38.05	\$40.32
SAFE - Cost Per Call Answered**	\$22.56	N/A	N/A	\$24.32	\$28.49
ASI operating subsidy per passenger	\$27.00	N/A	N/A	\$27.34	\$28.08

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

\*\* FY03 cost per call based upon operating costs and excludes a one-time expenditure of \$3.5 million used to cover the cost of modifying callbox sites in compliance with the Thalheimer ADA Settlement Agreement.

\*\*\* FSP performance measurement is for Q1 FY05. The information for FSP's cost per assist during

## Discussion

Revenue and expenses were both under budget by \$36 million. Revenues and expenses are 68% less than the revenue and expenses for the same period in FY04.

Freeway Service Patrol consumed approximately 59% of its annual year-to-date budget. Invoicing delays of tow contracts (invoices are paid one month in arrears), start-up delays of the FSP Communications System Upgrade and Big Rig Tow Demonstration

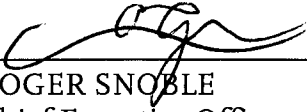
projects are the largest reason for the program variances. Call Box Programs/SAFE utilized approximately 62% of its annual year-to-date budget. This program variance is mainly attributed to invoicing delays, reduction in operating expenses realized from the privatization of the call answering center for the call box program as well as fewer required ADA upgrades.

Attachment: Capital Program Variance Report  
Prepared by: Office of Management & Budget



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RICHARD BRUMBAUGH  
Chief Financial Officer



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ROGER SNOBLE  
Chief Executive Officer



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended December 31, 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				
<b>Bus Acquisition</b>									
1	ATV Bus Purchase (Hybrid Vehicles)	200044	36,938	-	6,526,062	6,563,000	6,563,000	-	\$1.925M deferred in FY05 by Board Action 1/2005. Project reinstated in FY06.
2	Universal Fare Collection System	200225	28,446,593	29,645,952	34,914,455	93,007,000	93,007,000	-	
3	Regional Service Center and Clearinghouse	200351	283,489	812,762	8,903,749	10,000,000	10,000,000	-	
4	Advanced Transportation Management System (ATMS)	201002	102,488,703	290,262	2,355,035	105,134,000	109,014,000	(3,880,000)	\$2,000M deferred in FY05 by Board Action in 1/2005.
5	Contract Service Buses	201003	2,699,503	11,626	5,208,871	7,920,000	7,920,000	-	
6	100 QTY 45' NABI Compo 46 Seat Buses	201004	24,185,085	16,923,708	6,175,805	47,284,598	48,230,000	(945,402)	
7	Labor		1,380,165	79,737	783,384	2,243,286	2,516,400	(273,114)	
8	Parts / Material		60,234	769,393	12,001	841,628	841,600	28	
9	Professional Services		-	-	273,082	273,082	-	273,082	
10	Vehicles		22,744,686	16,074,578	5,107,338	43,926,602	44,872,000	(945,398)	
11	178 CNG Articulated Bus Purchase Base Order OP33200646	201005	16,564,250	12,573,299	97,499,574	126,637,123	126,774,000	(136,877)	
12	Labor		381,827	98,500	1,767,257	2,247,584	1,322,282	925,302	
13	Vehicles		16,182,424	12,474,799	91,396,715	120,053,937	123,451,043	(3,397,106)	
14	Parts / Material		-	-	3,400,024	3,400,024	2,000,675	1,399,349	
15	Professional Services		-	-	935,578	935,578	-	935,578	
16	75 Quantity 40' Bus Option FY05	201027	10,324,942	15,770,574	3,904,484	30,000,000	30,000,000	-	
17	Labor		57,363	38,153	379,564	475,080	475,080	-	
18	Vehicles		10,267,579	15,732,421	3,524,920	29,524,920	29,524,920	-	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended December 31, 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				
<b>Bus Acquisition</b>								
Subtotal for Bus Acquisition		185,029,504	76,028,183	165,488,035	426,545,721	431,508,000	(4,962,279)	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended December 31, 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				
<b>Bus Facilities Improvements</b>								
1 Replacement AGV's	202000	4,309	1,600,000	(4,309)	1,600,000	1,600,000	-	Created from CP 202013-Bus Facilities Contingency Project. Deferral of \$1.600M by Board action 1/2005. Project reinstated in FY06, to be funded with FY06 capital resources.
2 Division 10 - Expansion	202001	54,738	81,442	(81,442)	54,738	67,512,000	(67,457,262)	Project completion under reconsideration.
3 Design / Specifications		23,766	81,442	(81,442)	23,766	782,817	(759,051)	
4 Right of Way / Land Acquisition		-	-	-	-	62,313,545	(62,313,545)	
5 Professional Services		15,683	-	-	15,683	704,536	(688,853)	
6 LADOT		-	-	-	-	313,127	(313,127)	
7 LA Bureau of Engr'ng		-	-	-	-	78,282	(78,282)	
8 LA Building/Safety		-	-	-	-	78,282	(78,282)	
9 Construction/Rehab/Renovation		15,289	-	-	15,289	3,000,000	(2,984,711)	
10 Appraisals		-	-	-	-	5,000	(5,000)	
11 Hazardous Materials		-	-	-	-	236,411	(236,411)	
12 Digital Video Recorders and Division Equipment	202003	108,976	874,414	47,611	1,031,000	1,031,000	-	\$180K was deferred in FY05 by Board Action 1/2005. Project reinstated in FY06, to be funded with FY06 capital resources.
13 RRC General Building Modifications	202006	315,404	-	802,500	1,117,904	1,273,000	(155,096)	\$155K deferred from Adopted LOP of \$1,273K in Board Action 1/2005
14 In-Ground Bus Hoist Replacement	202007	1,984,860	2,820,406	3,475,734	8,281,000	8,281,000	-	
15 Upgrade Underground Storage Tanks and Remediate Soil	202008	2,040,881	-	2,177,119	4,218,000	5,418,000	(1,200,000)	The FY05 LOP for this project is \$5,418M. \$1,200M was deferred in FY05 by Board Action 1/2005.





# Los Angeles County Metropolitan Transportation Authority

## Capital Program Variance Report - Life of Project

*For the period ended December 31, 2004*

Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
			Encumbrance	Balance of Project Costs				
<b>Bus Facilities Improvements</b>								
1 Division Lighting Program for all MTA Divisions	202009	365,382	-	832,653	1,198,035	838,000	360,035	Board report to be submitted requesting a higher LOP. LOP increase to be funded with FY06 capital resources.
2 (BOS) - Permanent Restroom Facilities at Selected Locations.	202010	380,033	600,000	600,000	1,580,033	1,126,000	454,033	Board report to be submitted requesting a higher LOP. LOP increase to be funded with FY06 capital resources.
3 (FHWA) - Cal State and L.A. County USC Busway Station Enhancement	202011	398,621	300,000	1,552,000	2,250,621	1,430,850	819,771	Board report to be submitted requesting a higher LOP. LOP increase to be funded with FY06 capital resources.
4 Bus Division Amenity Improvement Project	202012	675,058	15,525	-	690,583	383,000	307,583	Overrun to be funded from contingency project.
5 Bus Facility Contingency Projects	202013	470,160	25,000	1,470,028	1,965,188	8,761,000	(6,795,812)	The FY05 annual LOP for this project was \$8.761M. \$3.709M was deferred by Board action in 1/2005. Funds in the project have been or will be transferred to other bus facility projects.
6 (BOS) - New Division 9 Transportation Building and Facilities Improvements	202014	1,241,557	-	15,258,443	16,500,000	8,005,000	8,495,000	\$300K deferred in FY05 by Board Action 1/2005. Project reinstated in FY06. Board report to be submitted to increase LOP. Future BOS allocations will be applied to this project.
7 (BOS) - Repave LAX & Other Terminals	202015	402,846	350,000	184,154	937,000	937,000	-	
8 (BOS) - Temple & Beaudry Layover Facility	202016	10,044	-	1,681,956	1,692,000	1,735,000	(43,000)	
9 (BOS) - Division 7 Facility Improvements	202017	918,271	2,444,322	198,407	3,561,000	3,561,000	-	
10 (BOS) - Division 2 Maintenance - Maintenance Building Modernization	202018	496,122	683,468	470,410	1,650,000	1,650,000	-	
11 Division 6 Soundwall	202019	135,748	-	192,252	328,000	328,000	-	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended December 31, 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				
<b>Bus Facilities Improvements</b>									
1	(BOS) - LAX Terminal Improvements	202020	48,823	-	335,000	383,823	360,000	23,823	Overrun to be funded from contingency project.
2	(BOS) - El Monte Transit Station Enhancements	202021	(2,877)	-	116,877	114,000	114,000	-	\$14K deferred from in FY05 by 1/2005 Board action. Project reinstated in FY06, project to be funded with FY06 capital resources.
3	Articulated Bus Facility Modifications	202065	60,218	2,180,000	4,400,782	6,641,000	6,641,000	-	
4	(BOS) - Division 1 Expansion	202066	8,792,448	860,309	1,921,243	11,574,000	11,574,000	-	LOP Increased by Board Action 1/20/2005.
5	Division 8 & 15 Renewable Solar Energy Generation Project	202067	805,624	-	2,694,376	3,500,000	3,500,000	-	
6	Division 6 Relocation	202076	432,635	-	12,064,365	12,497,000	12,497,000	-	
7	Division 4 - Expansion & Pavement Project	202092	103,519	1,233,033	1,184,500	2,521,052	1,611,000	910,052	Board report to be submitted requesting a higher LOP. LOP increase to be funded with FY06 capital resources.
8	Install New A/C @ Div. 7 & 18	202164	209,137	-	540,863	750,000	750,000	-	Project funded at \$750K from the Bus Contingency project
9	Metro Bus Art Program TE Grant	202166	272,324	352,000	-	624,324	615,000	9,324	Overrun to be funded from contingency project.
10	Metro Rapid Program (Vans and BOCC mods)	210002	4,466,648	-	340,890	4,807,537	8,301,000	(3,493,463)	Vehicle cost removed from project scope.
11	<b>Subtotal for Bus Facilities Improvements</b>		<b>25,191,507</b>	<b>14,419,919</b>	<b>52,456,412</b>	<b>92,067,838</b>	<b>159,832,850</b>	<b>(67,765,012)</b>	



# Los Angeles County Metropolitan Transportation Authority

## Capital Program Variance Report - Life of Project

For the period ended December 31, 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				
<b>1</b>	<b>Bus Maintenance</b>								
	Replace Regional Rebuild Center Shop Equipment	203001	171,919	11,132	66,949	250,000	250,000	-	
<b>2</b>	Refurbish 4 Diesel Buses for Contract Service	203002	80,317	9,351	230,332	320,000	320,000	-	
<b>3</b>	Bus Midlife Program	203008	7,628,854	-	9,737,146	17,366,000	18,966,000	(1,600,000)	The annual LOP for this CP was \$18.966M. Deferral of \$1.600M by Board Action in 1/2005.
<b>4</b>	<b>Subtotal for Bus Maintenance</b>		<b>7,881,090</b>	<b>20,483</b>	<b>10,034,427</b>	<b>17,936,000</b>	<b>19,536,000</b>	<b>(1,600,000)</b>	



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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				
<b>IT/Communications</b>									
1	HR/Payroll System Upgrades	207001	63,500	161,133	-	224,633	121,000	103,633	Overrun to be funded from contingency project.
2	Application Enhancement / Replacement	207002	178,891	-	250,109	429,000	429,000	-	
3	Maintenance and Material Management System Replacement	207003	29,014,478	358,351	4,007,171	33,380,000	28,801,000	4,579,000	LOP increase to \$33.380M to be requested in Board report. LOP increase to be funded with additional Proposition A 35% funds.
4	Workstation and Network Technology Refresh Program	207004	881,697	-	262,303	1,144,000	1,144,000	-	
5	Computer Kiosks Bus and Rail Facilities.	207006	27,644	210,000	551,356	789,000	789,000	-	
6	Financial System Upgrades	207007	31,862	-	4,054,138	4,086,000	4,086,000	-	
7	Upgrade of the Customer Information System (CIS)	207008	873,302	53,038	29,660	956,000	956,000	-	
8	HASTUS Scheduling Software System Upgrade	207009	13,409	150,000	396,591	560,000	560,000	-	
9	ECMS Update	207027	167,305	-	11,695	179,000	179,000	-	
10	Storage Network for Disaster Recovery	207028	246,488	180,536	136,976	564,000	564,000	-	
11	LTO Tape Management	207029	10,584	-	83,416	94,000	94,000	-	
12	<b>Subtotal for IT/Communications</b>		<b>31,509,161</b>	<b>1,113,058</b>	<b>9,783,414</b>	<b>42,405,633</b>	<b>37,723,000</b>	<b>4,682,633</b>	

**Metro** Los Angeles County Metropolitan Transportation Authority  
 Capital Program Variance Report - Life of Project  
 For the period ended December 31, 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				
<b>Major Construction</b>								
Metro Gold Line Eastside Extension (800088)	800088	219,401,262	61,578,270	617,833,468	898,813,000	898,813,000	-	
Project Administration		5,223	-	(5,223)	-	-	-	
Special Conditions		24,469,875	210,223	(4,351,298)	20,328,800	19,493,800	835,000	
Project Revenue		(16,120)	-	(4,617,000)	(4,633,120)	(4,617,000)	(16,120)	
Professional Services		62,838,362	7,473,914	65,624,000	135,936,276	135,303,800	632,476	
Interest Cost		-	-	14,800,000	14,800,000	14,800,000	-	
Contingency		-	-	28,248,600	28,248,600	60,253,800	(32,005,200)	
Construction		103,743,931	53,894,132	504,752,789	662,390,853	633,220,800	29,170,053	
Right of Way / Land Acquisition		28,359,992	-	13,381,600	41,741,592	40,357,800	1,383,792	
Orange Line (800112)	800112	154,523,234	92,356,152	66,120,614	313,000,000	329,500,000	(16,500,000)	\$16,500K to be transferred to Canoga Station Park and Ride Project
Project Revenue		(49,893)	-	49,893	-	-	-	
22 Vehicles		-	15,350,183	350,000	15,700,183	17,500,000	(1,799,817)	
Construction		(14,519)	-	14,519	-	-	-	
Contingency		-	-	10,000,400	10,000,400	32,184,000	(22,183,600)	
Guideways		68,038,735	42,569,962	33,491,000	144,099,697	124,217,000	19,882,697	
Park & Ride Facility		-	-	-	-	16,500,000	(16,500,000)	
Right of Way / Land Acquisition		12,150,902	15,809	5,133,500	17,300,211	24,935,000	(7,634,789)	
Special Conditions		16,712,753	7,622,541	12,063,661	36,398,955	24,180,000	12,218,955	



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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				
<b>Major Construction</b>								
1 Stations		12,488,018	16,944,221	1,668,000	31,100,239	30,394,000	706,239	
2 Systems / Equipment		2,794,558	5,805,271	200,000	8,799,829	12,674,000	(3,874,171)	
3 Yards & Shops		91,159	1,079,200	230,641	1,401,000	1,215,000	186,000	
4 Professional Services		42,311,521	2,968,966	2,919,000	48,199,487	45,701,000	2,498,487	
5 Mid-City/Exposition Light Rail Corridor (800113)	800113	12,532,510	4,027,075	1,240,415	17,800,000	17,800,000	-	
6 Professional Services		12,249,968	3,552,365	1,372,598	17,174,931	17,174,931	-	
7 Special Conditions		282,542	474,710	(132,183)	625,069	625,069	-	
8 SFV East-West Bikeway Project (800114)	800114	2,113,815	4,940,065	3,583,981	10,637,860	10,637,860	-	
9 Universal City Station Site Enhancement (800115)	800115	5,141,711	37,226	661,063	5,840,000	5,840,000	-	
10 Light Rail Vehicle Fleet Enhancement (800151)	800151	37,191,598	22,019,280	93,708,122	152,919,000	152,919,000	-	
11 Vehicles		34,565,243	20,214,280	74,872,478	129,652,000	129,652,000	-	
12 Contingency		-	-	13,428,000	13,428,000	13,428,000	-	
13 Professional Services		2,626,355	1,805,000	5,407,645	9,839,000	9,839,000	-	
14 Subtotal for Major Construction		430,904,129	184,958,067	783,147,664	1,399,009,860	1,415,509,860	(16,500,000)	



# Los Angeles County Metropolitan Transportation Authority

## Capital Program Variance Report - Life of Project

For the period ended December 31, 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				
<b>Non-Revenue Vehicles</b>								
1 Bus System Support Replacement Non-Revenue Vehicles	208002	156,782	300,000	5,509,218	5,966,000	5,966,000	-	\$2.660M was deferred in FY05 by Board Action 1/2005. Project reinstated in FY06, project to be funded with FY06 capital resources.
2 Bus System Expansion Non Revenue Vehicles	208003	5,352	-	222,648	228,000	228,000	-	
3 Rail Support Replacement Non Revenue Vehicles	208004	31,609	1,225,000	571,391	1,828,000	1,828,000	-	
4 <b>Subtotal for Non-Revenue Vehicles</b>		<b>193,743</b>	<b>1,525,000</b>	<b>6,303,257</b>	<b>8,022,000</b>	<b>8,022,000</b>	<b>-</b>	



**Los Angeles County Metropolitan Transportation Authority**  
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*For the period ended December 31, 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				
<b>Other Capital Projects</b>									
1	Homeland Security Project	200018	223,042	788,290	2,167,667	3,179,000	3,179,000	-	
2	Gateway Headquarters Improvement Projects	210008	2,381,970	106,074	326,000	2,814,044	2,903,000	(88,956)	
3	Replace Two Color Printing Press	210014	1,863	685,000	45,137	732,000	732,000	-	\$730K deferred by Board action 1/2005. Project reinstated in FY06 project to be funded with FY06 capital resources.
4	Gibson Environmental Clean-up	210015	-	-	-	-	519,000	(519,000)	Deferral of \$519K in 1/2005 Board Action.
5	Transit Plaza East Portal Improvements	210016	654,022	-	145,978	800,000	800,000	-	
6	Cooling Tower Vacuum	210025	4,060	-	39,940	44,000	44,000	-	\$44K deferred in FY05 by Board action 1/2005. Project reinstated in FY06 project to be funded with FY06 capital resources.
7	Bus Operator Safety Monitoring System	210026	16,701	-	183,000	199,701	256,000	(56,299)	Deferral of \$74K reduced adopted LOP of \$256K in Board Action. \$16,000 to be transferred from another capital project to provide \$200,000 funding in FY05.
8	<b>Subtotal for Other Capital Projects</b>		<b>3,281,658</b>	<b>1,579,364</b>	<b>2,907,722</b>	<b>7,768,744</b>	<b>8,433,000</b>	<b>(664,256)</b>	





**Los Angeles County Metropolitan Transportation Authority**  
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*For the period ended December 31, 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				
<b>Rail Facilities Improvements</b>									
1	Between-Car Platform Barriers - Metro Rail	204002	74,674	-	2,882,326	2,957,000	2,957,000	-	
2	Division 20 Improvements	204003	348,866	1,455	5,925,680	6,276,000	6,276,000	-	
3	ROC Reconfiguration	204004	1,146,497	-	4,240,503	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,130,694	-	-	1,130,694	715,000	415,694	Deferral of \$117K by Board action 1/2005. Overrun to be funded from contingency project.
5	MRL Station Canopies	204006	62,423	-	6,523,577	6,586,000	6,586,000	-	
6	Install Outside Paving at Division 20 Warehouse	204007	145,582	24,725	-	170,307	116,000	54,307	Overrun to be funded from contingency project.
7	Division 22 Improvements	204008	706,474	2,486,224	217,878	3,410,576	3,410,576	-	Adopted in FY05 at \$1.638M, LOP adjusted to \$3.410M by Board action.
8	Division 11 Improvements	204009	1,846,592	3,230,983	12,317,925	17,395,500	17,395,500	-	Adopted in FY05 at \$12.593M, LOP adjusted to \$17.395M by Board action.
9	MBL Long Beach Transit Mall Station Redesign	204010	92,616	-	1,433,384	1,526,000	1,526,000	-	
10	Rail Facilities Contingency Projects	204011	67,733	-	-	67,733	2,041,000	(1,973,267)	The annual LOP for this project was \$2.041M. Deferral of \$400K in Board action 1/2005. Overruns in rail related capital projects to be funded from this contingency project.
11	Rail Systemwide Safety Improvements	204012	173,686	22,450	1,876,864	2,073,000	2,073,000	-	
12	Multi-Modal Control Center	204013	5,653	-	-	5,653	31,205,000	(31,199,347)	Project completion under reconsideration.
13	Vermont/Santa Monica Station Underground Water Mitigation	204016	26,712	-	1,256,288	1,283,000	1,283,000	-	
14	Division 21 Improvements	204017	439,478	2,425,000	1,635,523	4,500,000	4,000,000	500,000	\$500,000 transferred to CP 209003 in FY05. \$500,000 requested from FY06 capital resources to restore the LOP to \$4,500,000, the amount approved in the FY05 budget.



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				Encumbrance	Balance of Project Costs				
<b>Rail Facilities Improvements</b>									
1	Rail Central Warehouse Acquisition - Vernon Yard	204018	1,645	-	-	1,645	630,000	(628,355)	Deferral of \$630K in 1/2005 Board action.
2	MRL Tactile Pad and Strip Installation	204041	190,792	-	259,208	450,000	450,000	-	Project funded from Rail Contingency project.
3	Completion of Metro Blue Line Art Program	204042	346,393	234,750	353,000	934,143	956,000	(21,857)	
4	Completion of Metro Green Line Art Program	204043	4,270	-	165,730	170,000	170,000	-	
5	Completion of Metro Red Line Art Program	204045	409,952	900	-	410,852	333,000	77,852	Overrun to be funded from contingency project.
6	Upgrade Facilities and Appurtenances to ADA Compliance	3205001	208,053	-	22,947	231,000	231,000	-	
7	<b>Subtotal for Rail Facilities Improvements</b>		<b>7,428,785</b>	<b>8,426,487</b>	<b>39,110,831</b>	<b>54,966,103</b>	<b>87,741,076</b>	<b>(32,774,973)</b>	



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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				
<b>1</b>	<b>Rail Vehicle Maintenance</b>								
	Metro Blue Line Rail Vehicle Midlife Overhaul	206001	15,974	-	746,026	762,000	762,000	-	
<b>2</b>	Metro Green Line Vehicle Midlife Overhaul	206002	10,635	-	91,365	102,000	102,000	-	
<b>3</b>	Metro Red Line Vehicle Midlife Overhaul	206003	12,718	-	109,282	122,000	122,000	-	
<b>4</b>	Breda Rail Car Retrofit	206004	68,219	1,857,881	2,384,900	4,311,000	4,311,000	-	
<b>5</b>	<b>Subtotal for Rail Vehicle Maintenance</b>		<b>107,546</b>	<b>1,857,881</b>	<b>3,331,573</b>	<b>5,297,000</b>	<b>5,297,000</b>	<b>-</b>	



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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				
<b>Warehouse</b>									
1	Upgrade Miniload System	209002	14,472	-	-	14,472	103,000	(88,528)	Project deferred by project manager.
2	PGL Midway Warehouse - Equipment and Storage	209003	827,968	288,533	650,499	1,767,000	1,267,000	500,000	Board report requesting an LOP increase to be submitted. LOP increase funded by transfer of funds from CP 204017.
3	New Storage Building for Red Line	209004	122,990	455,000	250,329	828,319	462,000	366,319	LOP increase funded by underruns on other projects and transfer from contingency project.
4	Covered Awning for Blue Line	209005	344,838	-	-	344,838	147,000	197,838	Overrun to be funded from contingency project.
5	Covered Awning for Green Line	209006	307,467	-	-	307,467	177,000	130,467	FY05 deferral of \$135K by Board action in 1/2005. Overrun to be funded from contingency project.
6	Automate Bulk Storage Area	209007	1,677	-	1,027,323	1,029,000	1,029,000	-	\$26K deferral in FY05 by Board Action in 1/2005. Project reinstated in FY06, project to be funded with FY06 capital resources.
7	Security Camera for All Rail Warehouses	209008	180,632	270,000	(270,000)	180,632	403,000	(222,368)	Requisition for \$270K to be cancelled, project manager reduced scope of project.
8	Dock Leveler for RRC	209009	11,741	93,714	(2,455)	103,000	103,000	-	
9	Purchase EZ Tilter.	209010	419	-	191,500	191,919	152,000	39,919	FY05 deferral of \$15K by Board action in 1/2005. Project reinstated in FY06. FY06 LOP request increased to \$192K. Overrun to be funded from contingency project.
10	New Pallet Racking for Bus Divisions	209011	559	-	184,000	184,559	100,000	84,559	\$16K deferred in FY05 by Board action 1/2005. Project reinstated in FY06. FY06 LOP request increased to \$185K. Overrun to be funded from contingency project.
11	Install Dock Leveler Stationery Storeroom	209012	978	-	101,022	102,000	102,000	-	\$105K deferral in FY05 by Board action 1/2005. Project reinstated in FY06, project to be funded with FY06 capital resources.



# Los Angeles County Metropolitan Transportation Authority

## Capital Program Variance Report - Life of Project

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	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
<b>Warehouse</b>									
1	New Expansion Pallet Racking at Central Warehouse	209013	419	-	34,581	35,000	35,000	-	\$35K deferred in FY05 by Board action 1/2005. Project reinstated in FY06, project to be funded with FY06 capital resources.
2	Equipment Safety Modification for Central Warehouse	209014	1,257	-	54,743	56,000	56,000	-	\$54K deferral in FY05 by Board action 1/2005. Project reinstated in FY06, project to be funded with FY06 capital resources.
3	Install Shipping Awning	209015	560	-	249,448	250,008	17,000	233,008	\$17K deferred in FY05 by Board action 1/2005. LOP increase reflects inclusion of construction cost. The original LOP addressed scope development. Project reinstated in FY06. Overrun to be funded from contingency project.
4	<b>Subtotal for Warehouse</b>		<b>1,815,977</b>	<b>1,107,247</b>	<b>2,470,990</b>	<b>5,394,214</b>	<b>4,153,000</b>	<b>1,241,214</b>	



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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				
<b>Wayside Systems</b>									
1	Fiber Optic Rail Communication System	205001	622,288	-	2,388,712	3,011,000	3,011,000	-	
2	SCADA Equipment Replacement	205002	6,058,020	807,915	3,697,064	10,563,000	10,563,000	-	
3	MRL Uninterruptible Power Supply Replacement Project	205003	4,327,001	-	315,999	4,643,000	4,643,000	-	
4	Rail Security Improvements	205004	187,964	-	6,281,036	6,469,000	6,469,000	-	
5	Rail Communications Systems Upgrade	205005	380,124	80,010	1,871,866	2,332,000	2,332,000	-	
6	MBL Grade Crossing Improvements	205006	2,118,659	628,230	3,680,743	6,427,631	4,122,000	2,305,631	Board report to be submitted to request an LOP of \$6.428M. LOP increase to be funded with FY06 capital resources.
7	Wayside Systems Tools and Equipment	205007	85,143	40,176	232,681	358,000	358,000	-	
8	Wayside Systems Battery Replacement/Refurbishment	205008	179,964	321,608	-	501,572	455,000	46,572	Overrun to be funded from contingency project.
9	Crossing Gate Equipment Replacement	205009	439,087	-	828,165	1,267,251	836,000	431,251	Board report to be submitted to request an LOP of \$1.238M. LOP increase to be funded with FY06 capital resources.
10	Replace Guarded Rail Crossings	205010	266,671	-	43,329	310,000	310,000	-	
11	MBL Long Beach Photo Enforcement Program	205011	234,537	-	547,463	782,000	782,000	-	
12	MBL Four Quadrant Gate Program Expansion	205012	917,682	-	4,737,318	5,655,000	5,655,000	-	
13	MBL Fiber Optic "TRAIN" Sign Program in Long Beach	205013	383,886	149,638	476,476	1,010,000	1,010,000	-	
14	Light Rail Train Tracking Improvements	205014	101,825	700,000	154,000	955,825	793,000	162,825	Overrun to be funded from contingency project.
15	Mobile Rail Safety Educational Program	205015	1,361,802	45,226	339,972	1,747,000	1,747,000	-	
16	Seg.-1 Remote Terminal Unit (RTU) Upgrade	205017	277,865	-	2,366,645	2,644,510	2,683,000	(38,490)	



**Los Angeles County Metropolitan Transportation Authority**  
**Capital Program Variance Report - Life of Project**  
*For the period ended December 31, 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				
<b>Wayside Systems</b>									
1	Wayside Systems Contingency Projects	205018	43,774	-	278,513	322,287	1,277,000	(954,713)	Overruns in rail related capital projects to be funded from this contingency project.
2	Four PGL Traction Power Substations	205034	3,017,859	43,803	5,639,337	8,701,000	8,701,000	-	
3	MRL Signal System Upgrade	205037	36,329	-	701,260	737,589	587,000	150,589	Overrun to be funded from contingency project.
4	<b>Subtotal for Wayside Systems</b>		<b>21,040,480</b>	<b>2,816,607</b>	<b>34,580,581</b>	<b>58,437,667</b>	<b>56,334,000</b>	<b>2,103,667</b>	