



FINANCE AND BUDGET COMMITTEE
JUNE 17, 2005

SUBJECT: FY05 THIRD QUARTER FINANCIAL PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file FY05 Third Quarter Financial Performance Report.

ISSUE

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

DISCUSSION

SUMMARY OF SALES TAX REVENUES

For the Nine Months Ended March 31st

(Dollars in Millions)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Sales Tax Revenue	\$1,144.4	\$1,112.2	\$32.2	\$1,032.8	\$999.6

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 nine months, sales tax revenues were \$32.2 million or 2.9% greater than the budget and \$111.6 million or 10.8% 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	\$1,524.6	\$1,492.3	\$32.3	\$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. Proposition A, Proposition C, and TDA actual sales tax revenues are estimated to be \$1,524.6 million, an increase of 5.3% or \$77.0 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. The budget includes Board approved amendments to the budget adopted on June 17, 2004 and January 20, 2005.

SUMMARY OF ENTERPRISE FUND

For the Nine Months Ended March 31
(Dollars in millions)

	2005 Actual	2005 Budget	2005 Variance	2004 Actual	2003 Actual
Operating revenues:					
Passenger fares	\$201	\$199	\$2	\$161	\$185
Route subsidies	-	-	-	1	-
Auxiliary transportation	11	11	-	8	10
Total operating revenues	212	210	2	170	195
Operating expenses, excluding depreciation:	735	756	(21)	650	676
Operating income (loss)	(523)	(546)	23	(480)	(481)
Operating subsidies and grants (other expenses):					
Local operating grants	354	380	(26)	392	399
State operating grants	-	1	(1)	-	-
Federal operating grants	166	163	3	88	71
Interest income	-	2	(2)	43	22
Interest expense	(3)	(2)	(1)	(6)	(6)
Gain (loss) on disposition of fixed assets	-	-	-	(1)	(2)
Other revenue	3	2	1	7	2
Total operating subsidies and grants (other expenses)	520	546	(26)	523	486
Loss before debt and capital items	(3)	-	(3)	43	5
Debt service & capital grants / contributions:					
Local (net of interest expense)	212	388	(176)	221	605
State	19	25	(6)	9	-
Federal	90	237	(147)	116	-
Total debt service & capital grants / contributions	321	650	(329)	346	605
Change in net assets	\$318	\$650	(\$332)	\$389	\$610

Discussion

Passenger fares were \$2 million over the amended budget. Experience during the quarter remains consistent at \$.60 per boarding and boardings are on budget. Prior year actuals through March 31, 2004 reflect a 35-day work stoppage.

Operating expenses were \$21 million or 2.8% below budget. The under expenditure occurred primarily in services such as deferral until FY06 of the new ticket vending machine maintenance contract, delays in the first quarter hiring fare inspectors, and delays of professional and maintenance services. Non-contract salaries, contract wages, and associated fringe benefits were \$4 million below budget. Fuel, workers' compensation, and casualty and liability expenses were \$2 million over budget.

Local operating grants were under budget by \$24 million due to the lower than budgeted operating expenses. The debt service and capital grants were \$329 million under budget due to unspent capital appropriations. The capital projects not moving forward as planned are the Division 10 Bus Facility construction, projects that were deferred to generate operating funds during the budget amendment process and several large rail facility projects.

SUMMARY OF PERFORMANCE MEASUREMENTS FOR BUS

For the Nine Months Ended March 31

Performance Measurement - Bus	2005			2004 Actual	2003 Actual
	2005 Actual	2005 Budget	Variance Over/ (Under)		
Cost/Revenue Service Hour	\$102.33	\$104.79	(\$2.46)	\$109.19	\$100.01
Revenue Service Hours	5,614,147	5,641,221	(27,074)	4,843,904	5,590,148
Cost/Passenger Mile	\$0.56	\$0.56	\$0.00	\$0.59	\$0.51
Subsidy/Passenger Mile	\$0.39	\$0.39	\$0.00	\$0.43	\$0.35
Mean Miles Between Mechanical Failures	7,132	7,500	(368)	7,417	6,883
Traffic Accidents/100,000 Miles	3.47	3.50	(0.03)	3.65	3.86
New Workers Comp Claims per 200,000 Hours	14.24	20.60	(6.36)	17.65	22.31
Maintenance Monthly Lost Time Claims/100 Employees	0.73	1.41	(0.68)	0.98	1.51
Mean Fleet Age in Years	6.80	6.40	0.40	5.20	4.30
Peak Bus/Base Bus	1.98	1.86	0.12	1.52	1.46

Discussion

Year-to-date costs per revenue service hour are slightly below the target due to cost cutting measures reducing professional services. The delivery of RSH is 0.5% under the target. These two measures indicate that we are providing nearly all the planned service at \$2.46 per hour less cost than budgeted.

Mean miles between mechanical failures were 5% under the FY05 target. Sector staffs continue to work with Division Managers to identify particular bus types that are experiencing frequent mechanical failures, with operators to ensure that they do not inadvertently report non-mechanical failures, and implementation of a new diagnostic repair process. These efforts have improved performance in the winter months to ameliorate the impacts of hot weather in the first four months of the fiscal year that caused engine failures.

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 Nine Months Ended March 31

Performance Measurement - Rail	2005		Variance Over/ (Under)	2004 Actual	2003 Actual
	2005 Actual	2005 Budget			
Heavy Rail Cost/Vehicle Service Hour	\$293.12	\$276.02	\$17.10	\$260.16	\$254.15
Light Rail Cost/Vehicle Service Hour	\$368.31	\$374.18	(\$5.87)	\$319.00	\$293.96
Heavy Rail Cost/Passenger Mile	\$0.47	\$0.45	0.02	\$0.43	\$0.43
Light Rail Cost/Passenger Mile	\$0.69	\$0.67	\$0.02	\$0.43	\$0.34
Heavy Rail Subsidy/Passenger Mile	\$0.37	\$0.33	\$0.04	\$0.32	\$0.33
Light Rail Subsidy/Passenger Mile	\$0.58	\$0.57	\$0.01	\$0.36	\$0.26
New Workers' Compensation Claims Reported/Filed	81	89	(8.00)	111	109
Light Rail Vehicle Accident Rate/100,000 Miles	0.36	0.40	(0.04)	0.66	0.51

Discussion

Overall, rail is under budget by nearly \$10 million. This is due to service hour reductions implemented as part of the FY05 budget amendment and other management actions to reduce costs. The heavy rail cost per vehicle service hour (CPVSH) is over budget because management has shifted resources from light rail to heavy rail but is more than offset by the light rail savings in CPVSH.

New workers' compensation claims reported/filed are below 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	\$265	-
Route subsidies	1	1	-
Auxiliary transportation	14	14	-
Total operating revenues	280	280	-
Operating expenses, excluding depreciation:	1,008	1,008	-
Operating income (loss)	(728)	(728)	-
Operating subsidies and grants (other expenses):			
Local operating grants	508	508	-
State operating grants	1	1	-
Federal operating grants	218	218	-
Interest revenues	2	2	-
Interest expense	(3)	(3)	-
Other revenue	2	2	-
Total operating subsidies and grants (other expenses)	728	728	-
Loss before debt and capital items	-	-	-
Debt service & capital grants / contributions:			
Local	210	210	-
State	34	34	-
Federal	315	315	-
Proceeds from financing	307	307	-
Total debt service & capital grants / contributions	866	866	-
Change in net assets	\$866	\$866	-

Discussion

Passenger fares are forecasted to end the year at the amended budget. Passenger boardings are consistent with the amended budget, as is fare revenue per boarding at \$.60 per boarding.

Operating expenses are also projected to end the year at or below the amended budget particularly in expense categories such as labor, fuel, workers' compensation and insurance. Service expenses are currently under budget due to strict management of these accounts.

SUMMARY OF CAPITAL PROGRAM

The attached capital program status report for the nine months ended March 31, 2005, shows the status of adopted life-of-project budgets and projected total costs to complete for each project. The projected costs to complete are provided by the project managers for each project and are updated quarterly.

The report identifies the projected life-of-project (LOP) budget status for each project. If the project exceeds the LOP but is under \$1 million, it is within the board-approved limit for transferring contingency to the project. If the LOP change exceeds \$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 March 2005, all adopted major construction projects are estimated to be completed within the board approved life-of-project budgets.

The project manager for the Orange Line has reported that the project schedule is still delayed due to the heavy rains experienced this winter. Metro continues to work with the contractor to avoid delay to the revenue operations date currently scheduled for September 2005.

The board approved two new major construction projects during the quarter, the Canoga Park and Ride Lot on the new Metro Orange Line for \$26 million and the Eastside Extension Enhancements Project for \$18 million. The Canoga Park and Ride project was funded with Proposition C 25% highway/guideway funds and Proposition C 10% park & ride funds. The Eastside Enhancements project was funded with Proposition C 10% park & ride funds and federal CMAQ funds.

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

Bus Acquisition, Universal Fare System, Advanced Transportation Management System

The bus acquisition projects are showing a reduction in their life-of-project costs of \$10.4 million. This is due to deferral of the Advanced Transportation Vehicle project to FY07 resulting in a \$6.5 million reduction. Of the \$6.5 million, \$2 million was reprogrammed to the FY05 budget as part of the January 20, 2005 budget amendment to pay for cost increases for workers comp, insurance, etc. The other reduction is a \$3.9 million reduction to the Advanced Transportation Management System (ATMS) project. \$2 million of this reduction was reprogrammed in the FY06 capital program to install ATMS on the purchased transportation buses.

The project manager for the Universal Fare System (UFS) project has reported that the UFS schedule is at risk, but can be recovered. If the project schedule is delayed, it could result in a project cost increase for extended overhead costs.

Bus Maintenance and Facilities

One major change in this element includes deferral of the Division 10 Expansion project for a life-of-project reduction of \$66.5 million. This project was deferred due to right-of-way acquisition issues. Metro Operations is evaluating other downtown locations to build an additional bus operating division, possibly to begin construction in FY07. All but \$15 million of the funds for the Division 10 Expansion project have been reprogrammed to the Exposition Light Rail project, therefore, funding will need to be identified when the new division project has been defined.

Five projects received LOP increases through board actions during the quarter. The largest was the Division 9 Transportation Building project at \$8.4 million. This increase was due to scope additions made possible due to an additional grant award. The Division Lighting Program increase of \$0.4 million was due to increased construction costs.

Rail Capital Projects

The Multi-Modal Control Center project has been cancelled and will be reconsidered at a later date. This deferral results in a multi-year savings of \$31.2 million. The project was planned to be funded with Proposition A 35% rail debt, therefore, the deferral impacts future debt plans. The Division 20 Improvements Project has also been put on-hold pending future decisions regarding a light rail maintenance facility. The funding of \$5.3 million has been reprogrammed to other capital projects in the FY06 rail capital budget.

Other Capital Projects

The board approved an increase to the Maintenance and Material Management System Replacement project of \$3.9 million during the third quarter. The project is currently planned to be completed by September 2005.

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Nine Months Ended March 31

(Dollars in millions except for performance data)	2005 Actual	2005 Budget	2005 Variance Over/(Under)	2004 Actual	2003 Actual
Revenues:					
Grant subsidies	\$31	\$105	(\$74)	\$27	\$9
Total revenue	31	\$105	(74)	\$27	\$9
Expenditures:					
Freeway programs	5	13	(8)	11	-
Regional surface trans. improvement	8	34	(26)	6	-
Local traffic system	13	35	(22)	8	8
Commuter rail	1	10	(9)	1	-
Bus capital	4	13	(9)	1	1
Total call expenditures	31	105	(74)	27	9
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0
Performance Measurement					
Call Expenditures as a % of Budget					
Freeway programs	38%	100%	-62%	220%	0%
Regional Surface Trans. Improvement	24%	100%	-76%	100%	0%
Local Traffic System	37%	100%	-63%	67%	57%
Commuter Rail	10%	100%	-90%	17%	0%
Bus Capital	31%	100%	-69%	17%	14%

Discussion

Call for Projects revenue and expenses for the first six months of the fiscal year were both under budget by \$74 million. Revenues and expenses are 15% more than the revenue and expenses for the same period in FY04.

In the regional programs categories of Call for Projects, Commuter Rail, freeway Services Patrol and SAFE, Metro budgets the cash flow payments expected to be paid to the regional partners or the contractors for services rendered. Historical experience has shown that the fund recipients frequently delay invoicing Metro for 30 days or longer depending on their internal processes and actual program delivery schedules.

The Freeway program used approximately 38% of its annual year-to-date budget. Reasons for the variance include the following: acquisition delays for the SB Rte 101 Los Angeles; invoicing delays for the HOV lane on Rte. 405 from Century to Route 90; and contract delays on several projects due to the delay of the AB30-90 agreements with Caltrans.

Regional Surface Transportation spent approximately 26% of its annual year-to-date budget. This was due to acquisition and contract delays for the following projects: La

Tijera to Loyola Marymount University, Rte. 90 West and Playa Vista Area Congestion Improvement on Culver Blvd. The Terminal Island Freeway/Ocean Blvd. Project experienced changes in project schedule/scope.

Local Traffic System spent 37% of its annual YTD budget. There were invoicing delays on the South Bay Signal Synchronization & Bus Speed Improvements project and also on the PCH Traffic Management System project.

Commuter Rail used approximately 10% of its annual year-to-date budget. The variance is due to the cancellation and rebidding of a Metrolink procurement of rolling stock, due to a protest.

The Bus Capital Operations program spent approximately 31% of its annual year-to-date budget. This program variance is due to acquisition delays on the Rolling Stock Maintenance Facility in San Bernardino (delay in land acquisition) and invoicing delays on several projects.

SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

SUMMARY OF OTHER TRANSIT SERVICES

For the Nine Months Ended March 31

(Dollars in millions except for performance data)	2005 Actual	2005 Budget	2005 Variance	2004 Actual	2003 Actual
Revenues:					
Sales tax subsidy	\$27	\$30	\$3	\$25	\$ 22
Intergovernmental grants	7	7	(0)	37	45
Investment income and other	1	1	-	-	-
Total revenues	\$34	\$37	\$3	\$62	\$67
Expenditures:					
Freeway Service Patrol - FSP	11	17	(6)	11	21
SAFE*	3	6	(3)	5	-
Access Service Incorporated - ASI	16	13	3	46	48
Total expenditures	\$30	\$36	(\$6)	\$62	\$69
Excess of revenues over expenditures	\$4	\$1	(\$3)	\$0	(\$2)
Performance Measurement					
FSP - Cost per Assist***	\$49.76	N/A	N/A	\$41.57	\$46.35
SAFE - Cost Per Call Answered**	\$23.73	N/A	N/A	\$39.35	\$32.09
ASI operating subsidy per passenger	\$27.29	N/A	N/A	\$27.31	\$27.89

* 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 Q2 FY05. The information for FSP's cost per assist during Q3 FY05 was not available at the time of this report.

Discussion


Although revenues were under budget by \$3 million, expenditures were under budget by \$6 million. This left a surplus of \$4 million at March 31, 2005.

Freeway Service Patrol consumed approximately 65% 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 50% of its annual year-to-date budget. This program variance is mainly attributed to invoicing delays, reduction in maintenance expenses, fewer required ADA upgrades, as well as delays in implementation of the mobile call box initiative.

Attachment: Capital Program Status Report

Prepared by: Office of Management & Budget



RICHARD BRUMBAUGH
Chief Financial Officer



ROGER SNØBLE
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended March 31, 2005

1	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
Bus Acquisition									
1	ATV Bus Purchase (Hybrid Vehicles)	200044	39,218	-	-	39,218	6,563,000	(6,523,782)	This project has been deferred until FY07. Local match funds have been reprogrammed.
2	Advanced Transportation Management System (ATMS)	200053	102,833,167	131,526	2,169,307	105,134,000	109,014,000	(3,880,000)	\$3.88 million deferred from FY05 and resubmitted in as \$2 million in FY06 as a new project for equipment on contracted services vehicles. LOP will lowered to reflect deferral.
3	Universal Fare Collection System	200225	51,446,286	24,601,778	17,558,936	93,607,000	93,607,000	-	
4	Regional Service Center and Clearinghouse	200351	289,514	2,612,762	6,514,723	9,417,000	9,417,000	-	
5	Contract Service Buses	201003	6,056,256	11,626	1,852,118	7,920,000	7,920,000	-	
6	100 QTY 45' NABI Compo Buses	201004	33,255,982	9,241,360	5,732,658	48,230,000	48,230,000	-	
7	178 CNG Articulated Bus Purchase Base Order	201005	17,048,752	12,120,271	97,604,978	126,774,000	126,774,000	-	
8	75 Quantity 40' Bus Option FY05	201027	13,061,397	8,417,487	8,521,116	30,000,000	30,000,000	-	
9	Subtotal for Bus Acquisition		224,030,573	57,136,810	139,953,835	421,121,218	431,525,000	(10,403,782)	

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



	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Bus Facilities Improvements									
1	Replacement Automated Guideway Vehicles	202000	5,126	1,600,000	(5,126)	1,600,000	1,600,000	-	Project deferred until FY06.
2	Division 10 Expansion	202001	82,586	56,610	860,804	1,000,000	67,512,000	(66,512,000)	Division 10 project deferred due to right-of-way acquisition issues. Metro Operations evaluating Metro's Terminal 31 property for development of a new bus division in place of this project.
3	Digital Video Recorders and Division Equipment	202003	173,257	846,124	11,619	1,031,000	1,031,000	-	
4	RRC General Building Modifications	202006	320,889	-	797,015	1,117,904	1,273,000	(155,096)	Savings used for FY05 operating expenses.
5	In-Ground Bus Hoist Replacement	202007	3,332,685	1,557,393	3,390,922	8,281,000	8,281,000	-	
6	Upgrade Underground Storage Tanks and Remediate Soil	202008	2,589,667	-	1,382,333	3,972,000	5,418,273	(1,446,273)	Savings used for FY05 operating expenses.
7	Division Lighting Program	202009	362,696	-	835,349	1,198,045	1,198,045	-	The Metro Board approved an LOP increase on 3/24/05.
8	Permanent Restroom Facilities at Selected Locations.	202010	521,842	385,000	673,158	1,580,000	1,580,000	-	The Metro Board approved an LOP increase on 3/24/05.
9	Cal State - L.A. County USC Busway Sta. Enhancement	202011	419,342	300,000	1,532,104	2,251,447	2,251,447	-	The Metro Board approved an LOP increase on 3/24/05.
10	Bus Division Amenity Improvement Project	202012	955,768	-	-	955,768	690,583	265,185	Overrun to be funded from contingency project.
11	Bus Facility Contingency Projects	202013	344,308	25,000	1,595,880	1,965,188	8,761,000	(6,795,812)	Funds in the project have been or will be transferred to other bus facility projects.
12	New Div. 9 Transportation Bldg. and Facilities Improvements	202014	1,448,435	-	15,051,565	16,500,000	16,500,000	-	The Metro Board approved an LOP increase on 3/24/05.
13	Repave LAX & Other Terminals	202015	421,565	370,000	145,435	937,000	937,000	-	
14	Temple & Beautydry Layover Facility	202016	12,190	-	1,722,810	1,735,000	1,735,000	-	
15	Division 7 Facility Improvements	202017	1,976,956	1,673,568	(89,523)	3,561,000	3,561,000	-	

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

13	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	Division 2 Maintenance - Maintenance Bldg. Modernization	202018	729,078	563,482	357,440	1,650,000	1,650,000	-	
2	Division 6 Soundwall	202019	167,494	-	160,506	328,000	328,000	-	
3	LAX Terminal Improvements	202020	78,231	180,000	126,168	384,400	360,000	24,400	Overrun to be funded from contingency project.
4	El Monte Transit Station Enhancements	202021	(2,877)	-	116,877	114,000	114,000	-	
5	Articulated Bus Facility Modifications	202065	1,139,374	681,000	4,820,626	6,641,000	6,641,000	-	
6	Division 1 Expansion	202066	9,391,174	208,101	1,974,725	11,574,000	11,574,000	-	
7	Division 8 & 15 Renewable Solar Energy Generation Project	202067	2,592,994	4,750	902,256	3,500,000	3,500,000	-	
8	Division 6 Relocation	202076	435,056	-	12,061,944	12,497,000	12,497,000	-	
9	Division 4 Expansion & Pavement Project	202092	186,206	1,233,033	1,101,761	2,521,000	2,521,000	-	The Metro Board approved an LOP increase on 3/24/05.
10	Install New A/C @ Div. 7 & 18	202164	595,762	145,960	8,278	750,000	750,000	-	
11	Metro Bus Art Program	202166	274,729	360,000	-	634,729	615,000	19,729	Overrun to be funded from contingency project.
12	Metro Rapid Program (Vans and BOCC mods)	210002	4,467,375	-	340,162	4,807,537	8,301,000	(3,493,463)	Vehicle cost removed from project scope. Savings applied to Metro Rapid program.
13	Subtotal for Bus Facilities Improvements		33,021,907	10,190,021	49,875,089	93,087,017	171,180,348	(78,093,331)	



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended March 31, 2005

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Bus Maintenance									
1	Replace Regional Rebuild Center Shop Equipment	203001	179,141	11,132	59,727	250,000	250,000	-	
2	Refurbish 4 Diesel Buses for Contract Service	203002	128,224	9,351	182,425	320,000	320,000	-	
3	Bus Midlife Program	203008	11,682,013	-	5,683,987	17,366,000	18,966,000	(1,600,000)	Savings used for FY05 operating expenses.
4	Subtotal for Bus Maintenance		11,989,379	20,483	5,926,138	17,936,000	19,536,000	(1,600,000)	

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



	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Encumbrance	Balance of Project Costs	Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
IT/Communications									
1	HR/Payroll System Upgrades	207001	230,721	51,482	-	282,203	224,633	57,570	Overrun to be funded from contingency project.
2	Application Enhancement / Replacement	207002	201,979	-	227,021	429,000	429,000	-	
3	Maintenance and Material Management System Replacement	207003	30,523,077	358,351	1,818,572	32,700,000	32,700,000	-	The Metro Board approved an LOP increase on 3/24/05.
4	Workstation and Network Technology Refresh Program	207004	951,538	-	192,462	1,144,000	1,144,000	-	
5	Computer Kiosks Bus and Rail Facilities.	207006	34,009	210,000	(101,919)	142,090	781,000	(638,910)	Project scope reduced. Existing encumbrances will be revised. The project will not continue into FY06. Savings used for FY05 operating expenses.
6	Financial System Upgrades	207007	48,856	-	4,037,144	4,086,000	4,086,000	-	
7	Upgrade of the Customer Information System (CIS)	207008	922,716	27,758	5,526	956,000	956,000	-	
8	HASTUS Scheduling Software System Upgrade	207009	19,979	150,001	390,020	560,000	560,000	-	
9	ECMS Update	207027	212,184	-	9,000	221,184	179,000	42,184	Overrun to be covered from contingency project.
10	Storage Network for Disaster Recovery	207028	476,345	-	87,655	564,000	564,000	-	
11	LTO Tape Management	207029	10,584	-	83,416	94,000	94,000	-	
12	Subtotal for IT/Communications		33,631,988	797,592	6,748,898	41,178,477	41,717,633	(539,156)	

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



1	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Major Construction									
1	Metro Gold Line Eastside Extension	800088	249,772,844	56,044,868	592,995,288	898,813,000	898,813,000	-	
2	Project Administration		20,707	-	(20,707)	-	-	-	
3	Special Conditions		25,230,132	226,669	(5,127,801)	20,329,000	19,493,800	835,200	
4	Project Revenue		(16,120)	-	(4,616,880)	(4,633,000)	(4,617,000)	(16,000)	
5	Interest Cost		-	-	14,800,000	14,800,000	14,800,000	-	
6	Contingency		-	-	28,249,000	28,249,000	60,253,800	(32,004,800)	
7	Construction		119,194,191	50,350,717	492,845,092	662,390,000	633,220,800	29,169,200	
8	Right of Way / Land Acquisition		30,057,626	-	11,684,374	41,742,000	40,357,800	1,384,200	
9	Professional Services		75,286,309	5,467,482	55,182,210	135,936,000	135,303,800	632,200	
10	Orange Line	800112	195,599,560	72,136,049	45,264,391	313,000,000	313,000,000	-	\$16,500K transferred to Canoga Station Park and Ride Project by Board action on 3/24/05.
11	Professional Services		45,022,086	2,394,369	736,545	48,153,000	45,701,000	2,452,000	
12	Yards & Shops		96,792	1,073,567	185,641	1,356,000	1,215,000	141,000	
13	Systems / Equipment		4,290,365	4,552,920	(32,285)	8,811,000	12,674,000	(3,863,000)	
14	Stations		17,760,341	12,839,975	509,684	31,110,000	30,394,000	716,000	
15	Special Conditions		19,591,592	6,664,359	10,504,049	36,760,000	24,180,000	12,580,000	
16	Project Revenue		(64,412)	-	(588)	(65,000)	-	(65,000)	
17	Park & Ride Facility		6,912,680	1,157,310	(8,069,991)	-	-	-	
18	Guideways		81,241,292	33,521,640	29,051,067	143,814,000	124,217,000	19,597,000	

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



Line Item	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Major Construction									
1	Contingency		-	-	10,007,000	10,007,000	32,184,000	(22,177,000)	
2	22 Vehicles		8,595,451	9,919,282	(2,819,733)	15,695,000	17,500,000	(1,805,000)	
3	Right of Way / Land Acquisition		12,153,372	12,626	5,193,002	17,359,000	24,935,000	(7,576,000)	
4	Mid-City/Exposition Light Rail Corridor	800113	13,843,030	3,708,068	44,498,902	62,050,000	62,050,000	-	The Metro Board approved a not-to-exceed project value on 4/28/05.
5	Special Conditions		285,388	491,297	3,698,064	4,474,749	4,474,749	-	
6	Construction		-	-	14,971,107	14,971,107	14,971,107	-	
7	Professional Services		13,557,643	3,216,770	10,567,051	27,341,464	27,341,464	-	
8	Right of Way / Land Acquisition		-	-	15,262,680	15,262,680	15,262,680	-	
9	SFV East-West Bikeway Project	800114	4,513,183	3,302,620	2,822,056	10,637,860	10,637,860	-	
10	Universal City Station Site Enhancement (800115)	800115	5,169,208	37,226	633,566	5,840,000	5,840,000	-	
11	Canoga Station Park and Ride Project	800117	8,568,000	-	17,432,000	26,000,000	26,000,000	-	The Metro Board approved an LOP for this project on 3/24/05.
12	Light Rail Vehicle Fleet Enhancement	800151	39,178,259	19,715,601	94,025,139	152,919,000	152,919,000	-	
13	Contingency		-	-	13,428,000	13,428,000	13,428,000	-	
14	Professional Services		2,953,885	1,160,454	5,724,661	9,839,000	9,839,000	-	
15	Vehicles		36,224,374	18,555,147	74,872,479	129,652,000	129,652,000	-	
16	MGL Eastside Extension Enhancements	800288	-	-	18,000,000	18,000,000	18,000,000	-	The Metro Board approved an LOP for this project on 3/24/05.
17	Subtotal for Major Construction		516,644,085	154,944,432	815,671,343	1,487,259,860	1,487,259,860	-	



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

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
	Non-Revenue Vehicles								
1	Bus System Support Replacement Non-Revenue Vehicles	208002	541,880	2,108,690	3,315,430	5,966,000	5,966,000	-	
2	Bus System Expansion Non Revenue Vehicles	208003	6,851	191,046	30,103	228,000	228,000	-	
3	Rail Support Replacement Non Revenue Vehicles	208004	138,512	615,000	1,074,488	1,828,000	1,828,000	-	
4	Subtotal for Non-Revenue Vehicles		687,243	2,914,736	4,420,021	8,022,000	8,022,000	-	



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

	Project Title	CPI/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Other Capital Projects									
1	Homeland Security Project	200018	235,256	783,784	2,159,960	3,179,000	-	All originally budgeted expenditures are anticipated to be made by the end of the grant funding period.	
2	Gateway Headquarters Improvement Projects	210008	2,385,319	68,055	469,626	2,923,000	-		
3	Replace Two Color Printing Press	210014	11,026	-	-	732,000	(720,974)	Savings used for FY05 operating expenses.	
4	Gibson Environmental Clean-up	210015	1,043	-	-	519,000	(517,957)	Savings used for FY05 operating expenses.	
5	Transit Plaza East Portal Improvements	210016	782,140	-	17,860	800,000	-		
6	Cooling Tower Vacuum	210025	4,375	-	41,625	46,000	-		
7	Bus Operator Safety Monitoring System	210026	185,075	-	14,925	256,000	(56,000)	Project scope reduced. Savings used for FY05 operating expenses.	
8	Subtotal for Other Capital Projects		3,604,235	851,839	2,703,996	8,455,000	(1,294,931)		

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



	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Encumbrance	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
					Balance of Project Costs					
Rail Facilities Improvements										
1	Between-Car Platform Barriers - Metro Rail	204002	79,003	-	2,877,997	-	2,957,000	2,957,000	-	
2	Division 20 Improvements	204003	593,069	1,455	355,906	-	950,430	6,276,000	(5,325,570)	Project deferred due to plans to locate a light rail maintenance facility in another location. Close-out costs included in forecast.
3	ROC Reconfiguration	204004	1,205,971	-	4,181,029	-	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,132,631	-	-	-	1,132,631	715,000	417,631	Researching project charges - may require Board report for revised LOP.
5	MRL Station Canopies	204006	69,816	-	6,516,184	-	6,586,000	6,586,000	-	
6	Install Outside Paving at Division 20 Warehouse	204007	106,918	24,725	-	-	131,643	116,000	15,643	Overrun to be funded from contingency project.
7	Division 22 Improvements	204008	1,364,851	1,954,707	91,018	-	3,410,576	3,410,576	-	
8	Division 11 Improvements	204009	3,301,865	2,161,510	11,932,126	-	17,395,500	17,395,500	-	
9	MBL Long Beach Transit Mall Station Redesign	204010	105,109	-	1,420,891	-	1,526,000	1,526,000	-	
10	Rail Facilities Contingency Projects	204011	75,913	-	-	-	75,913	2,041,000	(1,965,087)	Overruns in rail related capital projects to be funded from this contingency project.
11	Rail Systemwide Safety Improvements	204012	194,063	17,040	1,861,897	-	2,073,000	2,073,000	-	
12	Multi-Modal Control Center	204013	8,458	-	-	-	8,458	31,205,000	(31,196,542)	This project has been cancelled and will be reconsidered in future capital programs.
13	Vermont/Santa Monica Sta. Underground Water Mitigation	204016	32,470	-	1,250,530	-	1,283,000	1,283,000	-	
14	Division 21 Improvements	204017	1,064,689	1,886,109	1,549,202	-	4,500,000	4,500,000	-	
15	Rail Central Warehouse Acquisition - Vernon Yard	204018	1,624	-	-	-	1,624	630,000	(628,376)	Savings used for FY05 operating expenses.
16	MRL Tactile Pad and Strip Installation	204041	191,026	-	258,974	-	450,000	450,000	-	



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

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Estimate Balance of Project Costs				
Rail Facilities Improvements									
1	Completion of Metro Blue Line Art Program	204042	366,189	190,000	377,355	933,544	956,000	(22,456)	Savings used for FY05 operating expenses.
2	Completion of Metro Green Line Art Program	204043	4,300	-	165,700	170,000	170,000	-	
3	Completion of Metro Red Line Art Program	204045	420,880	900	-	421,780	333,000	88,780	Overrun to be funded from contingency project.
4	Subtotal for Rail Facilities Improvements		10,318,845	6,236,445	32,838,810	49,394,100	88,010,076	(38,615,976)	

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

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
Rail Vehicle Maintenance									
1	Metro Blue Line Rail Vehicle Midlife Overhaul	206001	19,629	-	742,371	762,000	762,000	-	
2	Metro Green Line Vehicle Midlife Overhaul	206002	12,341	-	89,659	102,000	102,000	-	
3	Metro Red Line Vehicle Midlife Overhaul	206003	14,655	-	107,345	122,000	122,000	-	
4	Breda Rail Car Retrofit	206004	75,031	1,857,881	2,378,088	4,311,000	4,311,000	-	
5	Subtotal for Rail Vehicle Maintenance		121,656	1,857,881	3,317,463	5,297,000	5,297,000	-	

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



	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
Warehouse									
1	Upgrade Miniload System	209002	14,472	-	-	14,472	103,000	(88,528)	Project deferred by project manager. Savings applied to Warehouse projects experiencing cost overruns.
2	PGL Midway Warehouse - Equipment and Storage	209003	974,764	755,598	36,638	1,767,000	1,767,000	-	The Metro Board approved an LOP increase on 3/24/05.
3	Metro Red Line Storage Building	209004	149,237	455,000	223,763	828,000	462,000	366,000	LOP increase funded by underruns on other projects and transfer from contingency project. LOP increase under \$1.0 million.
4	Covered Awning for Blue Line	209005	351,074	-	-	351,074	147,000	204,074	Overrun to be funded from contingency project.
5	Covered Awning for Green Line	209006	309,962	-	-	309,962	177,000	132,962	Overrun to be funded from contingency project.
6	Automate Bulk Storage Area	209007	1,808	-	1,027,192	1,029,000	1,029,000	-	
7	Security Camera for All Rail Warehouses	209008	184,790	-	-	184,790	403,000	(218,210)	Project scope reduced. Savings applied to Warehouse projects experiencing overruns.
8	Dock Leveler for RRC	209009	12,089	93,714	(2,803)	103,000	103,000	-	
9	Purchase EZ Tilter.	209010	451	-	191,548	192,000	152,000	40,000	LOP revised to \$192,000 in FY06 budget.
10	New Pallet Racking for Bus Divisions	209011	603	-	184,397	185,000	100,000	85,000	LOP revised to \$185,000 in FY06 budget.
11	Install Dock Leveler Stationery Storeroom	209012	1,054	-	100,946	102,000	102,000	-	
12	New Expansion Pallet Racking at Central Warehouse	209013	451	-	34,549	35,000	35,000	-	
13	Equipment Safety Modification for Central Warehouse	209014	1,355	-	54,645	56,000	56,000	-	
14	Install Shipping Awning	209015	604	-	249,595	250,198	17,000	233,198	LOP revised to \$250,000 in FY06 budget.
15	Subtotal for Warehouse		2,002,715	1,304,312	2,100,470	5,407,497	4,653,000	754,497	

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



	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Wayside Systems									
1	Fiber Optic Rail Communication System	205001	642,962	-	2,368,038	3,011,000	3,011,000	-	
2	SCADA Equipment Replacement	205002	6,775,920	807,915	2,979,165	10,563,000	10,563,000	-	
3	MRL Uninterruptable Power Supply Replacement Project	205003	4,344,591	-	298,409	4,643,000	4,643,000	-	
4	Rail Security Improvements	205004	204,799	1,250,000	5,014,201	6,469,000	6,469,000	-	
5	Rail Communications Systems Upgrade	205005	427,244	190,010	1,714,746	2,332,000	2,332,000	-	
6	MBL Grade Crossing Improvements	205006	2,168,653	628,097	1,325,250	4,122,000	4,122,000	-	
7	Wayside Systems Tools and Equipment	205007	196,676	66,599	94,724	358,000	358,000	-	
8	Wayside Systems Battery Replacement/Refurbishment	205008	287,392	329,376	-	616,769	455,000	161,769	Overrun to be funded from contingency project.
9	Crossing Gate Equipment Replacement	205009	459,403	522,000	256,725	1,238,128	1,238,128	-	The Metro Board approved an LOP increase on 3/24/05.
10	Replace Guarded Rail Crossings	205010	266,395	-	43,605	310,000	310,000	-	
11	MBL Long Beach Photo Enforcement Program	205011	234,591	-	547,409	782,000	782,000	-	
12	MBL Four Quadrant Gate Program Expansion	205012	942,000	-	4,713,000	5,655,000	5,655,000	-	
13	MBL Fiber Optic "TRAIN" Sign Program in Long Beach	205013	385,216	129,856	494,929	1,010,000	1,010,000	-	
14	Light Rail Train Tracking Improvements	205014	126,776	709,989	119,035	955,801	793,000	162,801	Overrun to be funded from contingency project.
15	Mobile Rail Safety Educational Program	205015	1,443,692	42,766	260,542	1,747,000	1,747,000	-	
16	Seg.-1 Remote Terminal Unit (RTU) Upgrade	205017	305,003	100,000	2,277,997	2,683,000	2,683,000	-	
17	Wayside Systems Contingency Projects	205018	49,454	-	278,513	327,967	1,277,000	(949,033)	Overruns in rail related capital projects to be funded from this contingency project.



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended *March 31, 2005*

Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
			Encumbrance	Balance of Project Costs				
Wayside Systems								
1 Four PGL Traction Power Substations	205034	3,522,076	29,279	5,149,644	8,701,000	8,701,000	-	
2 MRL Signal System Upgrade	205037	42,834	-	695,166	738,000	587,000	151,000	Overrun to be funded from contingency project.
3 Subtotal for Wayside Systems		22,825,677	4,805,889	28,631,098	56,262,664	56,736,128	(473,464)	

