



**FINANCE AND BUDGET COMMITTEE
JUNE 21, 2006**

SUBJECT: FY06 THIRD QUARTER FINANCIAL PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file FY06 Third Quarter Financial Performance Report.

ISSUE

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

DISCUSSION

SUMMARY OF SALES TAX REVENUES

Proposition A, Proposition C, Transportation Development Act (TDA), and State Transit Assistance (STA) sales taxes represent over 50% or \$1.6 billion of Metro's total budgeted revenues. Propositions A, C and the TDA funds are sales taxes that are distributed to Metro by the State Board of Equalization. Actual sales tax information is not available until two and one-half months after the end of the quarter. Therefore, this data reflects the actuals for the first two quarters and the budget for the third quarter.

For the nine months ended March 31, 2006, Propositions A & C, and TDA sales tax (excluding STA) revenues were \$1,232.5 million, \$69.5 million, or 6.0% over budget. Proposition A, Proposition C, and TDA revenues are expected to be at budget for the rest of FY06. They are projected to be \$1,663 million, \$110 million or 7% over budget.

STA revenues are collected from state gasoline taxes and are distributed to Metro through the state of California formula allocation process. STA actual revenues totaled \$43.5 million, \$12.9 million, or 42% more than budget. They were ahead of budget due to Prop. 42 revenues not anticipated at the time of budget adoption.

STA will continue to be ahead of budget due to Prop. 42 revenues. (Prop. 42 amended the state constitution to transfer state sales taxes on gasoline from the state general fund to transportation purposes beginning in FY04. Under the Prop. 42 transfer suspension provision, the transfer to transportation was partially suspended in FY04 and fully

suspended in FY05. It was not suspended at all in FY06 but that was unknown at the time of budget preparation.) FY06 STA revenues are expected to be \$58 million, \$17.2 million or 42% over budget.

For the Nine Months Ended March 31st

(Dollars in Millions)	2006 Actual	2006 Budget	2006 Variance Over/(Under)	2005 Actual	2004 Actual
Sales Tax Revenue (including STA)	\$1,276.0	\$1,193.7	\$82.3	\$1,170.5	\$1,086.0

SUMMARY OF ENTERPRISE FUND

Fare revenue is the total amount of fares earned by bus and rail operations. The actual fare revenues for FY06 are ahead of budget by \$12 million through March 2006 due to higher than expected boardings. This trend is expected to continue resulting in a positive budget variance of \$14 million at year end.

The fare per boarding has declined in FY06 from \$.60 per boarding in the budget to an actual of \$.58 per boarding. This decline is primarily due to the increased accessibility of the discounted student pass.

Enterprise fund operating expenses are expected to end the year under budget. Through March 2006, expenses were \$21 million under budget. This underrun is expected to be reduced slightly during the fourth quarter as work effort is completed. The underruns are primarily in the services and labor accounts. The delayed opening of the Orange Line also impacted the operating budget.

The Orange Line began revenue service in October 2005 although it was budgeted for full operation from August 2005. This change in the opening date caused about \$3 million of the Enterprise Fund under expenditures during FY06.

The labor accounts consist of direct labor, overtime, non-work time (vacation and holiday) and fringe benefits. Although direct labor is over budget (due primarily to full-time bus operator vacancies filled from the part-time bus operator ranks), in total the labor accounts are expected to end about \$10 million under budget.

Other Enterprise Fund accounts are under budget due to savings in the sheriff's contract related to vacant positions, delay in awarding of the new elevator/escalator contract, and postponed full mobilization of the ticket vending machine contractor due to delays in accepting the new UFS ticket vending machines. Rail vehicle, tunnel and traction power maintenance will be under budget due to delays in issuing wayside inspection contracts and doing some vehicle maintenance internally rather than using contracted maintenance services. Lower than expected electricity rate increases have resulted in a \$5 million savings in rail propulsion power expenses.

Two expense categories are anticipated to be over budget at the end of the year. Higher than planned natural gas and diesel prices are expected to continue resulting in fuel expense at least \$10 million over budget. Parts and supplies are also expected to be over budget due to ATMS radio installations in the base order of articulated buses and due to inventory obsolescence losses. These costs will be more than offset by the expense underruns described above.

PERFORMANCE

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

	2006	2006	2006	2005	2004
	Actual	Budget	Variance Over/(Under)	Actual	Actual *
Operating revenues:					
Passenger fares	\$208	\$196	\$12	\$203	\$161
Advertising & Miscellaneous	13	12	1	11	9
Total operating revenues	221	208	13	214	170
Operating expenses:					
Expenses	776	798	(22)	737	651
Depreciation	253	252	1	251	227
Total operating expenses	1,029	1,050	(21)	988	878
Operating income (loss)	(808)	(842)	34	(774)	(708)
Non-Operating revenues (expenses):					
State operating grants		1	(1)		
Federal operating grants	155	158	(3)	166	88
Investment revenues	18	16	2	6	3
Unrealized Gain (loss) on Investments	1		1	(8)	
Interest (expense)	(138)	(134)	(4)	(107)	(160)
Gain (loss) on disposition of fixed assets			-		(1)
Other revenue	5	5	-	4	2
Total non-operating revenues (expenses)	41	46	(5)	61	(68)
Gain (Loss) before capital grants & contributions	(767)	(796)	29	(713)	(776)
Contributions & capital grants					
Local	-	5	(5)	9	9
State	36	34	2	19	9
Federal	223	223	-	90	116
Total contributions & capital grants	259	262	(3)	118	134
Transfers	513	704	(191)	\$795	\$571
Proceeds from Financing	109	134	(25)		\$137
Change in net assets	\$ 114	\$ 304	\$ (190)	\$ 200	\$ 66

* Includes 35-day work stoppage

Therefore at the end of the year, the Enterprise fund budget will be ahead in revenues and under in expenses resulting in reduced reliance on one-time gap-filling revenues which, if not required, will not be transferred.

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

For the Nine Months Ended March 31

Performance Measurement – Bus	2006			2005 Actual	2004 Actual
	2006 Actual	2006 Budget	Variance Over/ (Under)		
Cost/Revenue Service Hour	\$107.71	\$109.88	(\$2.17)	\$102.33	\$109.19
Revenue Service Hours	5,723,747	5,738,709	(14,642)	5,614,147	4,843,904
Cost/Passenger Mile	\$0.56	\$0.58	(\$0.02)	\$0.56	\$0.59
Subsidy/Passenger Mile	\$0.39	\$0.41	(\$0.02)	\$0.39	\$0.43
Mean Miles Between Mechanical Failures	3,230	3,500	(270)	N.A.	N.A.
Traffic Accidents/100,000 Miles	3.51	3.50	0.01	3.47	3.50
New Workers Comp Claims per 200,000 Hours	13.04	14.61	(1.57)	14.24	17.65
Mean Fleet Age in Years	7.17	7.10	0.07	6.80	5.20
Peak Bus/Base Bus	1.89	1.90	(0.01)	1.98	1.52

Mean Miles Between Mechanical Failures has been revised in FY06.

Discussion

Year-to-date costs per revenue service hour are below the target by \$2.17 due to the under-expenditures described previously in this report, particularly the delay in opening the Orange Line. (Beginning in FY07, the Orange Line will be discussed separately in this report.) The delivery of RSH is 0.3% below the target. The variances in cost per passenger mile and subsidy per passenger mile reflect lower than budgeted expenses, while carrying more passengers and collecting more fares than planned.

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

Traffic accidents per 100,000 miles were slightly above target, but better than last year due to enhanced safety training and retraining programs for operators with high frequency of traffic accidents.

New workers’ compensation claims per 200,000 hours were lower than budget, and considerably better than last year. The improvement is due to the ongoing safety program and safety meetings that focus on safety awareness and accident prevention. Sectors also developed rewards programs for safe operations, and programs to identify and eliminate fraudulent claims.

SUMMARY OF PERFORMANCE MEASUREMENTS FOR RAIL

For the Nine Months Ended March 31,

Performance Measurement – Rail	2006			2005 Actual	2004 Actual
	2006 Actual	2006 Budget	Variance Over/ (Under)		
Heavy Rail Cost/Vehicle Service Hour	\$294.94	\$300.68	(\$5.74)	\$293.12	\$260.16
Light Rail Cost/Vehicle Service Hour	\$393.51	\$409.47	(15.96)	\$368.31	\$293.96
Heavy Rail Cost/Passenger Mile	\$0.41	\$0.49	(\$0.08)	\$0.47	\$0.43
Light Rail Cost/Passenger Mile	\$0.46	\$0.78	(\$0.32)	\$0.69	\$0.43
Heavy Rail Subsidy/Passenger Mile	\$0.27	\$0.36	(\$0.09)	\$0.37	00.32
Light Rail Subsidy/Passenger Mile	\$0.38	\$0.66	(\$0.28)	\$0.58	\$0.36
New Workers Comp Claims per 200,000 Hours	15.57	14.61	0.96	22	15
Light Rail Vehicle Accident Rate/100,000 Miles	0.37	0.37	0.00	0.36	0.66

Discussion

Overall, rail expenses are under budget by \$11 million. This is due to management actions to reduce costs. As a result of security-related service interruptions in the first quarter, and a vehicle accident disrupting the Blue Line, light and heavy rail vehicle service hours are 3% below budget. The cost per hour variance in Heavy Rail is due to a reallocation of resources from Light Rail caused by unexpected wayside maintenance requirements on Heavy Rail. This trend is expected to continue throughout the fiscal year. Greater than budgeted boardings and fare revenue resulted in favorable variances per passenger mile.

New workers' compensation claims exceeded budget due to a vehicle cleaning chemical incident involving eight employees during the first quarter. Subsequent to this incident, new workers' compensation claims remained close to budget. Light rail accidents were slightly at the target. Transit Operations continues to focus on safety awareness programs to help reduce claims and accident rates.

SUMMARY OF CAPITAL PROGRAM

The attached capital program status report for the 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. An additional page has been added to the report to identify those projects that were forecasted to be complete in FY05 but remain active in FY06.

The report identifies the projected life-of-project (LOP) budget status for each project. If the project exceeds the LOP but is under \$1 million, it is within the board-approved limit for transferring contingency to the project. If the LOP change causes the project to exceed \$1 million, the project manager is required to return to the board for approval.

Major Construction

Major construction projects include construction of new fixed guideway corridors, new rail car purchases, and other major infrastructure improvements. For the period ended March 2006, all adopted major construction projects are forecasted to be completed within the board approved life-of-project budgets.

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

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

On March 16, 2006, the California Transportation Commission (CTC) approved the allocation of \$208 million of TCRP funding for the Exposition Light Rail project and in April, the CTC approved an additional \$314.6 million of STIP funds for the project. The Proposition C25% funds and CMAQ funds that were originally programmed to this project may now be reprogrammed by the Board to high priority highway projects or other transit needs.

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

Bus Acquisition, Universal Fare System, Advanced Transportation Management System

There are two active bus procurements in this element. The procurement for 100 45' buses have all been delivered and placed into service. The procurement for 178 articulated buses is on schedule with 170 buses delivered to-date (this includes 22 buses delivered for the Orange Line and 148 buses delivered as part of the 178 bus procurement). The final 30 buses are expected to be accepted by June 30, 2006.

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

The Regional Clearinghouse Project (TAP) was also approved for a life-of-project budget increase from \$16 million to \$20.4 million during the quarter. This increase was required based on Best and Final offers received that exceeded the engineer's estimate for the TAP operator's one-time capital costs.

Executive management is reporting on the progress of both the UFS Project and the Regional Clearinghouse Project (TAP) at the monthly Operations Committee meetings.

The FY06 ATMS Radios for contracted service buses project is complete with purchase and installation of 100 radios. All charges are being reviewed and it is anticipated that the project will be completed on budget.

Bus Maintenance and Facilities

The largest bus maintenance project is the annual bus mid-life program at \$12 million for FY06. The project manager reports that the project is on schedule through March 2006 with 167 buses completed for mid-life overhauls and 55 engine replacements.

Several bus facilities projects have expanded their scope for inclusion in the FY07 capital program. These projects will be brought to the board at the May board meeting for consideration of life-of-project increases.

The Division 6 relocation project is delayed due to issues with the developer. Staff is continuing to investigate options for relocating the division.

Rail Capital Projects

There are a number of Rail Facilities and Wayside projects requiring increase to the life-of-project budgets. They are as follows:

CP#	Name of Project	Approved LOP	Requested LOP	Amt of Increase	Month for Approval
204009	Division 11 Improvements	\$17,395,500	\$17,745,500	\$350,000	June 2006
209003	PGL Midway Warehouse	\$1,767,000	\$1,910,000	\$143,000	May 2006
205006	MBL Grade Crossing Improvements	\$4,122,000	\$10,600,000	\$6,478,000	May 2006
205017	MRL Seg 1 Remote Terminal Unit	\$2,645,000	\$3,145,000	\$500,000	June 2006
TOTAL				\$7,471,000	

The increases to the life-of-project budgets will be funded with future years rail facilities funding and with savings incurred from the current projects that are being completed under their approved life-of-project budgets. CP #209003 PGL Midway Warehouse project will be increased to expand the scope of the improvements to Phase II. The other LOP increases are due to higher than expected costs for construction materials.

Project #204002 Between-Car Platform Barriers has been cancelled because the CPUC rejected the platform mounted design. Staff is pursuing other options to accomplish the same goal. The unspent funding of \$2,843,139 will be reprogrammed to other Rail Facilities projects.

Project #205012 MBL Four Quadrant Gate Program has been cancelled because of changing cost requirements imposed by Union Pacific. Metro staff will continue to look at grade crossing improvements options.

Other Capital Projects

CP #210025 Cooling Tower Vacuum project was cancelled because the project manager determined that the existing equipment could be modified at less cost rather than purchase new equipment.

SUMMARY OF GOVERNMENTAL FUNDS (SPECIAL REVENUE AND GENERAL FUNDS)

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

Overall, the Special Revenue funds are expected to end the year about \$7 million over the planned level of expenditures.

The majority of the Special Revenue funds budget is in payments that Metro makes to other governmental entities. These subsidies to others include payments to the 88 cities for Proposition A and Proposition C Local Return funds, call-for-projects grants to cities and other transit agencies, formula funds paid to regional bus operators, and payments made to Metrolink and Access Services, Inc. (ASI).

The local return subsidies to the cities are forecasted to end the year about \$19 million over the planned level of expenditures due to the strong sales tax receipts experienced this year. Local return funds are paid to the cities as they are received causing the actual FY06 subsidies to be more than planned in the FY06 budget.

The call-for-projects program is forecasted to end the year approximately 20% under budget due to delays in project implementation by some of the project sponsors. This represents nearly a 40% improvement over previous years performance in call-for-projects spending matching budgeted forecasts. This improvement is due to more accurate forecasting of project sponsor expenditures.

All funds paid to regional bus operators are expected to be on budget, with the exception of the Municipal Operators Service Improvement program (MOSIP). The MOSIP program currently has an annual unspent balance of \$7.2 million. The TDA Article 3 and Article 8 subsidies are currently under budget but are anticipated to be fully expended by the end of the year.

Payments to Metrolink capital projects currently show an unspent balance of \$3.5 million due to procurement delays for rolling stock. ASI is forecasted to end the year on budget.

The Freeway Service Patrol program is anticipated to end the year \$3 million below budget due to savings on the tow contracts and delays in the implementation of the Automated Vehicle Locator fleet monitoring system. The Freeway Call Box/SAFE program is anticipated to end the year \$6.3 million under budget due to delay in the digital call-box transition project to FY07.

The General fund programs and projects include expenses for pedestrian and bikeway enhancements, homeland security programs, rideshare services, property management activities and joint development activities. These activities are performing on budget and are expected to continue to do so through the end of the year.

PERFORMANCE

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

	2006 Actual	2006 Budget	2006 Variance	2005 Actual	2004 Actual
Revenues					
Sales Tax (includes STA)	\$ 1,276	\$ 1,194	\$ 82	\$ 1,171	\$ 1,086
Intergovernmental Grants	20	54	(34)	14	51
Investment Income	14	11	3	15	13
Increase in Value of Investments	5		5	(7)	
Lease & Rental	9	8	1	7	8
Lease/leaseback Proceeds					8
Licenses & Fines	6	6	-	6	5
Other	2	1	1	2	3
Total Revenues	1,332	1,274	58	1,208	1,174
Expenditures					
Current					
Subsidies	547	545	2	469	461
Services	31	52	(21)	30	34
Debt & Interest Expenditures					
Interest & Fiscal Charges	2	2		1	
General & Administrative	33	34	(1)	33	37
Total Expenditures	613	633	(20)	533	532
Transfers In	84	55	29	45	40
Transfers (Out)	(750)	(775)	25	(711)	(662)
Net Change in Fund Balance	53	(79)	132	9	20
Fund Balance - Beginning	718	718	-	754	771
Fund Balance - Ending	\$ 771	\$ 639	\$ 132	\$ 763	\$ 791

SUMMARY OF CALL FOR PROJECTS AND RELATED INFORMATION

For the Nine Months Ended March 31

(Dollars in millions except for performance data)	2006	2006	2006	2005	2004
	Actual	Budget	Variance Over / (Under)	Actual	Actual
Revenues:					
Grant subsidies	66	81	(\$15)	31	27
Total revenue	66	\$81	(15)	\$31	\$27
Expenditures:					
Freeway programs	15	15	-	5	11
Regional surface trans. improvement	24	32	(8)	8	6
Local traffic system	24	25	(1)	13	8
Commuter rail	-	4	(4)	1	1
Bus capital	3	5	(2)	4	1
Total call expenditures	66	81	(15)	31	27
Excess of revenues over expenditure	\$0	\$0	\$0	\$0	\$0
Performance Measurement					
Call Expenditures as a % of Budget					
Freeway programs	100%	100%	0%	138%	18%
Regional Surface Trans. Improvement	75%	100%	-25%	87%	47%
Local Traffic System	96%	100%	-4%	78%	51%
Commuter Rail	0%	100%	-100%	18%	0%
Bus Capital	60%	100%	-40%	21%	14%

Discussion

The Call for Projects programs spent \$66 million, which is \$15 million, or 18.5%, less than budgeted. The Freeway Program call projects and Local Traffic System call projects have expended all, or virtually all, of their year-to-date budgets. Regional Surface Transportation Improvement call projects did not spend 25% of its budget because a number of sponsors have not moved forward on their projects as quickly as anticipated. Commuter Rail did not spend its budget due to a Metrolink rolling stock procurement delay and the ongoing Blue Line Arterial Street Crossing negotiations. Bus Capital call projects underspent their budget by 40% because a number of sponsors have not moved forward on their projects as quickly as anticipated.

SUMMARY OF OTHER TRANSPORTATION PROGRAMS AND RELATED INFORMATION

For the Nine Months Ended March 31

(Dollars in millions except for performance data)

	2006 Actual	2006 Budget	2006 Variance	2005 Actual	2004 Actual
Revenues:					
Sales tax subsidy	\$24	\$28	(\$4)	27	12
Intergovernmental grants	7	7	-	7	25
Investment income and other	7	7	-	1	37
Total revenues	38	42	(4)	35	74
Expenditures:					
Freeway Service Patrol - FSP	12	17	(5)	11	11
SAFE*	1	1	-	3	5
Access Service Incorporated - ASI	19	19	-	16	46
Total expenditures	32	37	(5)	30	62
Excess of revenues over expenditures	\$6	\$5	\$1	\$5	\$12
Performance Measurement					
FSP - Cost per Assist	***	N/A	N/A	\$52.58	\$41.57
SAFE - Operating Cost Per Call Answered *	\$26.26	N/A	N/A	\$23.76	\$41.31
ASI operating subsidy per passenger	\$31.28	N/A	N/A	\$27.29	\$27.24

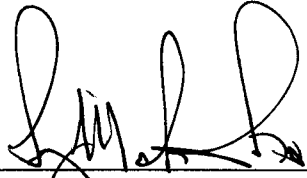
* The SAFE is not an MTA function but is included in this chart as it performs motorist aid services similar to FSP and ASI

** FY04 includes Federal passthroughs of \$47.0

*** Not available

Attachment: Capital Program Status Report

Prepared by: Office of Management & Budget



TERRY MATSUMOTO
Executive Officer, Finance and Treasurer



ROGER SNOBLE
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Capital Program Variance Report - Life of Project

For the period ended March 31, 2006

Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
			Encumbrance	Balance of Project Costs				
Bus Acquisition								
1 Universal Fare Collection System	200225	66,469,094	444,816	30,693,090	97,607,000	97,607,000	-	LOP increase approved in February 2006.
2 Regional Service Center and Clearinghouse	200351	1,074,075	-	18,997,603	20,071,678	20,071,678	-	LOP increase approved in February 2006.
3 ATMS Radios for Contractor Buses	201002	1,750,851	250,796	-	2,001,647	2,000,000	1,647	Project manager is reviewing charges. Project expected to be completed at approved LOP.
4 100 QTY 45' NABI Compo Buses	201004	43,847,002	3,062,864	1,320,134	48,230,000	48,230,000	-	
5 178 CNG Articulated Bus Purchase Base Order	201005	110,701,883	13,751,544	2,320,573	126,774,000	126,774,000	-	
6 Subtotal for Bus Acquisition		223,842,905	17,510,020	53,331,401	294,684,325	294,682,678	1,647	



Los Angeles County Metropolitan Transportation Authority
Capital Program Variance Report - Life of Project
For the period ended March 31, 2006

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/ (Decrease)	Comment
				Encumbrance	Balance of Project Costs				
Bus Facilities Improvements									
1	Replacement Automated Guideway Vehicles	202000	1,714,850	-	-	1,714,850	1,784,706	(69,856)	Project complete. Balance to be transferred to CP 209008
2	Union Division (T31-Formerly Division 10 Expansion)	202001	263,072	-	4,683,440	4,946,512	1,000,000	3,946,512	Board Report to increase LOP to \$4.9 M will be submitted at May 2006 meeting. This funding level will allow completion of preliminary engineering.
3	Digital Video Recorders and Division Equipment	202003	2,019,658	7,506	152,133	2,179,297	2,179,297	-	
4	RRC General Building Modifications	202006	318,806	213,593	585,505	1,117,904	1,117,904	-	
5	In-Ground Bus Hoist Replacement	202007	5,593,687	1	2,687,312	8,281,000	8,281,000	-	
6	FY06 Division Lighting Program	202009	224,598	767,100	206,347	1,198,045	1,198,045	-	
7	Permanent Restroom Facilities at Selected Locations.	202010	1,274,199	121,525	184,276	1,580,000	1,580,000	-	
8	Cal State - L.A. County USC Busway Sta. Enhancement	202011	2,373,321	77,020	-	2,450,341	2,251,447	198,894	Currently working to reduce encumbrances and to verify that labor charges are accurate. If necessary, will go to Board at a later date for LOP increase.
9	New Div. 9 Transportation Bldg. and Facilities Improvements	202014	4,254,621	10,280,369	1,965,010	16,500,000	16,500,000	-	
10	Repave LAX & Other Terminals	202015	778,598	69,505	86,896	935,000	935,000	-	
11	Temple & Beauty Layover Facility	202016	211,703	1,237,963	242,334	1,692,000	1,692,000	-	
12	Division 7 Facility Improvements	202017	3,884,258	5,000	1,210,742	5,100,000	3,561,000	1,539,000	Board Report to increase LOP to \$5.1 M will be submitted at May 2006 meeting.
13	Division 2 Maintenance - Maintenance Bldg. Modernization	202018	1,287,234	190	362,575	1,650,000	1,650,000	-	
14	LAX Terminal Improvements	202020	333,652	11,000	39,348	384,000	384,000	-	

Metro Los Angeles County Metropolitan Transportation Authority
 Capital Program Variance Report - Life of Project
 For the period ended March 31, 2006

	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Bus Facilities Improvements									
15	El Monte Transit Station Enhancements	202021	-	-	114,000	114,000	114,000	-	
16	FY06 Underground Storage Tank Replacement	202025	329,876	1,848,968	-	2,178,844	2,467,000	(288,156)	Open encumbrances at the end of the fiscal year will be funded from the FY07 underground storage tank project.
17	FY06 Soil Remediation	202030	491,443	388,913	511,000	1,391,356	1,506,000	(114,644)	Open encumbrances at the end of the fiscal year will be funded from the FY07 soil remediation project.
18	FY06 Bus Facility Contingency Projects	202035	189,522	1,207	981,486	1,172,215	1,172,215	-	Project approved with an LOP of \$1,675,000. \$502,785 has been transferred to new projects. Expenses and encumbrances will be transferred to appropriate projects.
19	FY06 Bus Division Maintenance Equip.	202040	195,783	601,296	277,921	1,075,000	1,075,000	-	
20	FY06 Replace Bus Div. Emerg. Generators	202045	41,129	1,500	296,371	339,000	339,000	-	
21	FY06 Bus Division Amenity Improvement Project	202055	101,203	1,900,000	114,797	2,116,000	2,116,000	-	
22	Articulated Bus Facility Modifications	202065	3,346,479	833,552	2,460,969	6,641,000	6,641,000	-	
23	Division 1 Expansion	202066	10,499,934	92,564	981,502	11,574,000	11,574,000	-	
24	Division 8 & 15 Renewable Solar Energy Generation Project	202067	1,769,500	-	1,730,500	3,500,000	3,500,000	-	
25	Division 6 Relocation	202076	120,045	-	12,376,955	12,497,000	12,497,000	-	
26	Bus Underchassis Washing System - Div. 8	202077	-	-	200,000	200,000	200,000	-	
27	Division 4 Expansion & Pavement Project	202092	1,482,207	1,045,884	-	2,528,091	2,521,000	7,091	Will reduce encumbrances by \$7,091.
28	New Division/South Park Relocation	202095	15,322	-	1,278,678	1,294,000	1,294,000	-	



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Line Item	Project Title	CP/FIS Project No.	Inception-to-Date Expenditures	Cost to Complete Estimate		Total Forecasted Expenditures	Board Approved Life of Project	Increase/Decrease	Comment
				Encumbrance	Balance of Project Costs				
Bus Facilities Improvements									
29	Install New A/C @ Div. 7 & 18	202164	800,925	-	-	800,925	750,000	50,925	The cost overrun will be funded from the FY06 contingency project.
30	Metro Art Enhancements	202166	330,733	224,691	59,576	615,000	615,000	-	
31	Wayfinding and Customer Information Improvements at Major Transfer	202167	335,630	57,440	18,929	412,000	412,000	-	
32	490 Bauchet Street Construction	202168	472,379	-	2,401,621	2,874,000	2,874,000	-	
33	Subtotal for Bus Facilities Improvements		45,054,367	19,786,788	36,210,225	101,051,380	95,781,614	5,269,766	



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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				
Bus Maintenance								
1 FY06 Bus Midlife Program	203003	8,382,043	-	3,617,957	12,000,000	12,000,000	-	
2 FY06 Replace Regional Rebuild Center Shop Equipment	203009	25,939	304,116	230,945	561,000	561,000	-	
3 Subtotal for Bus Maintenance		8,407,982	304,116	3,848,902	12,561,000	12,561,000	-	



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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				
IT/Communications									
1	Computer Kiosks Bus and Rail Facilities.	207006	183,137	-	597,863	781,000	781,000	-	
2	HASTUS Scheduling Software System Upgrade	207009	499,138	38,320	22,542	560,000	560,000	-	
3	ITS Telecommunications Transmission Replacement Proj.	207010	156,062	-	9,384,938	9,541,000	9,541,000	-	
4	FY06 Workstation and Network Technology Refresh Prog.	207022	765,708	10,430	1,079,863	1,856,000	1,856,000	-	
5	FY06 Maintenance and Materiel Mgmt. System Upgrades	207036	97,683	-	908,317	1,006,000	1,006,000	-	
6	Radio Communications Upgrades for MTA Security	207047	14,160	-	20,840	35,000	35,000	-	
7	Customer Center Security & Information Enhancements	207048	30,885	-	311,115	342,000	342,000	-	
8	Subtotal for IT/Communications		1,746,772	48,750	12,325,479	14,121,000	14,121,000	-	



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				Encumbrance	Balance of Project Costs				
1	Major Construction								
1	Orange Line Pre-Revenue Operation	800026	2,037,738	-	-	2,037,738	1,152,135	885,603	Expenditures are being reviewed.
2	Metro Gold Line Eastside Extension	800088	388,167,282	116,126,547	394,519,171	898,813,000	898,813,000	-	
3	Orange Line	800112	257,981,073	8,323,924	46,695,003	313,000,000	313,000,000	-	
4	Mid-City/Exposition Light Rail Corridor	800113	24,056,809	3,098,809	612,844,382	640,000,000	62,050,000	577,950,000	
5	SFV East-West Bikeway Project	800114	8,765,279	170,364	1,702,217	10,637,860	10,637,860	-	
6	Canoga Station Park and Ride Project	800117	9,015,847	14,181,076	2,803,078	26,000,000	26,000,000	-	
7	Light Rail Vehicle Fleet Enhancement	800151	48,176,466	1,531,769	103,210,765	152,919,000	152,919,000	-	
8	MGL Eastside Extension Enhancements	800288	1,099,112	1,714,418	15,186,470	18,000,000	18,000,000	-	
9	Subtotal for Major Construction		739,299,605	145,146,907	1,176,961,086	2,061,407,598	1,482,571,995	578,835,603	



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				Encumbrance	Balance of Project Costs				
	Non-Revenue Vehicles								
1	Bus System Support Replacement Non-Revenue Vehicles	208002	2,002,329	1,511,576	2,452,095	5,966,000	5,966,000	-	
2	Bus System Expansion Non Revenue Vehicles	208003	143,737	-	83,263	227,000	227,000	-	
3	Rail Support Replacement Non Revenue Vehicles	208004	406,810	586,000	848,190	1,841,000	1,841,000	-	
4	FY06 Bus System Support Replacement Non-Revenue Vehicles	208005	31,992	30,313	1,179,695	1,242,000	1,242,000	-	
5	FY06 Bus System Expansion Non Revenue Vehicles	208010	53,057	-	1,031,943	1,085,000	1,085,000	-	
6	Subtotal for Non-Revenue Vehicles		2,637,925	2,127,889	5,595,187	10,361,000	10,361,000	-	



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				Encumbrance	Balance of Project Costs				
Other Capital Projects									
1	Homeland Security Project	200018	455,109	1,253,981	1,469,910	3,179,000	3,179,000	-	
2	Gateway Headquarters Improvement Projects	210008	2,528,511	213,579	91,910	2,834,000	2,834,000	-	
3	Cooling Tower Vacuum	210025	14,484	-	-	14,484	46,000	(31,516)	Project cancelled.
4	Subtotal for Other Capital Projects		2,998,104	1,467,559	1,561,821	6,027,484	6,059,000	(31,516)	



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				Encumbrance	Balance of Project Costs				
Rail Facilities Improvements									
1	Between-Car Platform Barriers	204002	113,861	-	-	113,861	2,957,000	(2,843,139)	Project cancelled. CPUC rejected the platform mounted design. ADA requirement will be met by reducing the gap between the train and the platform to less than three inches.
2	Division 20 Improvements	204003	796,965	-	130,000	926,965	950,000	(23,035)	Project to be completed under approved LOP.
3	ROC Reconfiguration	204004	1,937,420	23,853	3,425,728	5,387,000	5,387,000	-	
4	MGL Elevator and Escalator Sumps and Clarifiers	204005	1,101,644	-	10,000	1,111,644	1,136,123	(24,479)	Project to be completed under approved LOP.
5	MRL Station Canopies	204006	115,585	-	6,470,415	6,586,000	6,586,000	-	
6	Division 22 Improvements	204008	3,433,114	-	-	3,433,114	3,410,576	22,538	Removal of misapplied invoices and charges should reduce project costs to the approved LOP.
7	Division 11 Improvements	204009	12,923,904	3,574,191	1,247,405	17,745,500	17,395,500	350,000	Board Report to increase LOP to \$17.4 M will be submitted at June 2006 meeting.
8	MBL Long Beach Transit Mail Station Redesign for 3-Car Train Operation	204010	250,134	947,776	-	1,197,910	1,526,000	(328,090)	Project to be completed under approved LOP.
9	Rail Systemwide Safety Improvements	204012	463,258	-	1,609,742	2,073,000	2,073,000	-	
10	Vermont/Santa Monica Sta. Underground Water Mitigation	204016	239,132	42,632	1,001,236	1,283,000	1,283,000	-	
11	Division 21 Improvements	204017	3,503,626	187,002	309,372	4,000,000	4,500,000	(500,000)	Project to be completed under approved LOP.
12	FY06 Rail Facility Maintenance Contingency Projects	204029	44,678	-	526,241	570,919	570,919	-	Project approved with an LOP of \$3,299,000. \$2,728,081 has been transferred to new projects. Expenses will be transferred to appropriate projects.
13	MRL Seg-2 & 3 Station PLC and EMP Upgrade	204035	12,375	-	1,113,625	1,126,000	1,126,000	-	