

SHORT RANGE TRANSIT PLAN

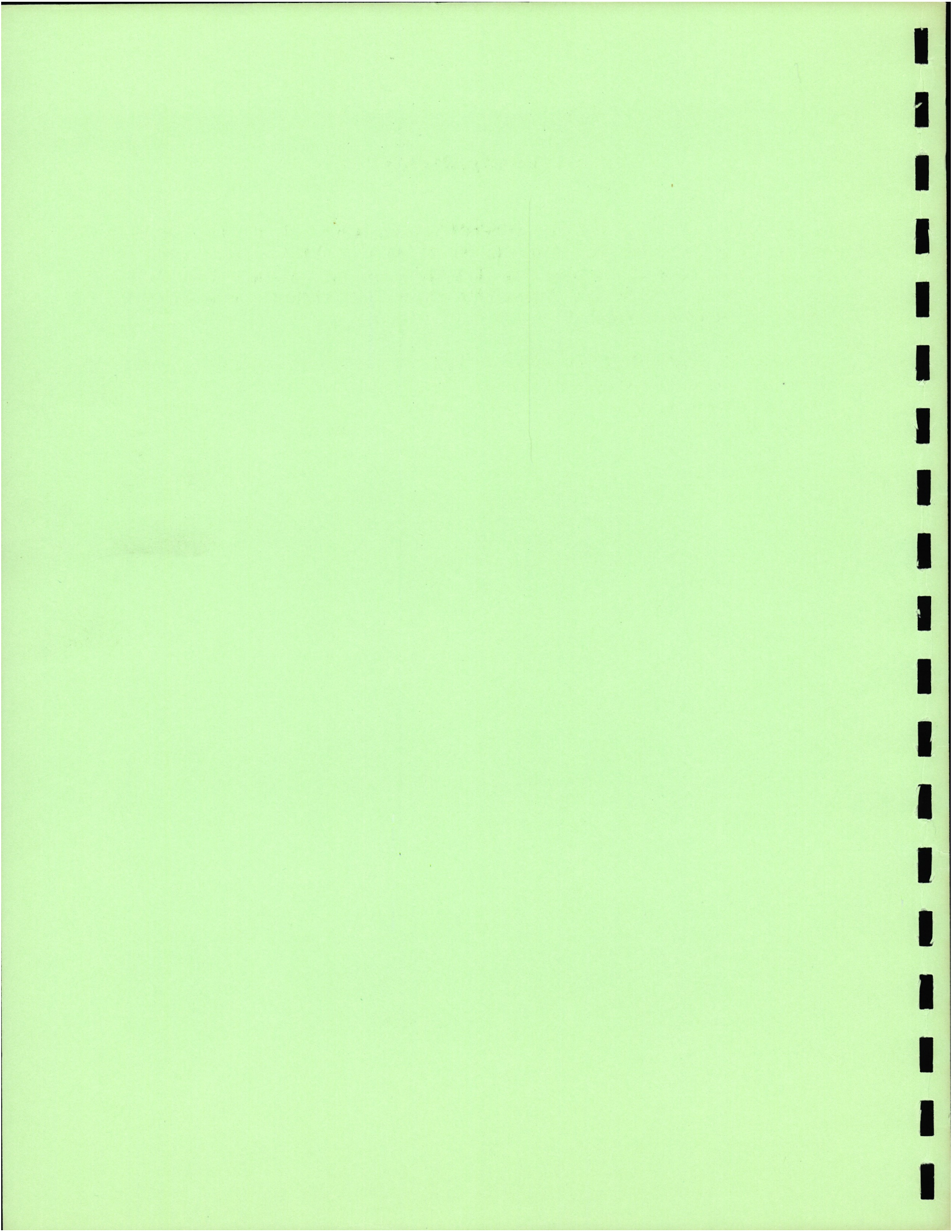
FISCAL YEARS 1996 - 99



LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY

PLANNING AND PROGRAMMING DEPARTMENT
Countywide Planning

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EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (MTA) programs State and Federal revenues, using the information contained in the Short Range Transit Plan (SRTP) prepared by each regionally funded operator as a guide. The MTA allocates the majority of operating and capital funds by formulas developed with the cooperation and concurrence of the operators who submitted SRTPs.

The Countywide SRTP contains information on fund allocations. It also contains certifications mandated by State and Federal Law. After inspection of local and regional transit agency SRTPs, and consultation with each transit operator, the MTA certifies that each operator (1) has the financial capacity to operate its service plan, (2) has made reasonable efforts to implement the recommendations of the FY 92 Triennial Performance Audit, (3) has proposed capital projects that conform with air quality legislation, (4) is in compliance with the Americans with Disability Act (ADA), and (5) has an adopted public participation process. The MTA also certifies which operators are eligible to receive State operating funds under cost control guidelines. The Countywide SRTP also lists major policies and guidelines related to the funding and implementation of transit operations, and the plans for each agency's maintenance, expansion or re-organization.

This year's SRTP reflects considerable change during the past year and anticipates further change in the way in which service will be delivered. The MTA Operations unit was restructured and de-centralized to give more authority to new Regional General Managers and Service Operation Managers. Centrally located departments were eliminated and support and decision-making at the division level is being strengthened.

A nine-day strike by maintenance personnel at the end of July 1994 significantly impacted bus service throughout the region. The MTA operated lifeline service on 30 routes during the labor stoppage. Changes to the contracts with all three of the labor unions will allow the MTA Operations to seek more efficient and effective ways to operate bus and rail services.

The MTA fare increase, approved in 1994, was delayed through court action. This delay in implementing the new fare structure created a \$30 million deficit due to the monthly loss of nearly \$4 million in anticipated revenues. A temporary increase, allowed to take place in early 1995, reduced the monthly loss to about \$1 million. A court hearing of the case is expected to begin in the fall of 1995.

A Long Range Plan covering the next 20 years was adopted by the Board of Directors in March 1995. Five years of recession have led to a more constrained long-range plan that, nevertheless, will allow the MTA to add 300 buses to the county fleet, construct rail projects currently underway, add extensions to the Red Line, and open 220 miles of HOV lanes on highways and 130 miles of bus lanes on arterials. Funds are also programmed to help construct the Alameda Corridor, which will improve rail and truck access to the ports of Long Beach and Los Angeles

and improve the movement of all vehicles through and across the corridor. The Long Range Plan also includes TDM programs to encourage alternative commute options, an expanded bicycle lane network, improved intermodal connections, and continued expansion of the Metrolink network.

The Metro Green Line will be opened and the Metro Red Line will be extended to Hollywood in the 4 years covered by the Short Range Plan. It is anticipated that over 10% of all transit boardings will be rail boardings by the year 2000.

Major restructuring of bus service in each region of the county will be studied and implemented. The first restructuring study was completed for the San Fernando Valley in late 1994, with implementation of the recommended changes beginning in the summer of 1995.

Regional paratransit service for the disabled will also expand greatly. Access Services, the ADA provider for the county, expects to more than triple boardings - to over a million annually by 1999.

As noted in the Long Range Plan, the development of the Advanced Technology Transit Bus (ATTB) is a key component of the MTA's strategy to improve the comfort, convenience, cost efficiency and operating quality of bus service throughout Los Angeles county. The challenge for the MTA over the next four years will be to continue testing and research of alternative fueled vehicles, including the ATTB, while ensuring that all buses purchased by Municipal Operators continue to meet the applicable Federal and State air quality guidelines.

The SRTP reflects financial constraints and environmental challenges. It documents the region's plans to resolve anticipated problems while expanding transit services and mobility opportunities for the people of Los Angeles.

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1.0 INTRODUCTION

It is the responsibility of the Los Angeles County Metropolitan Transportation Authority (MTA) to program all State and Federal transit revenues available in Los Angeles County as empowered by AB 1246, 1976. The MTA reviews each transit operator's Short Range Transit Plan annually for consistency with available funding, and determines the most appropriate utilization of funds. The FY 1996-99 Short Range Transit Plan (SRTP) describes the planning process used to identify eligible operating and capital projects and summarizes the results of these appropriations.

As in the past several years, Los Angeles County transit has been faced with significant recession-related reductions in operating subsidies as a result of reduced state and local sales tax revenues and declining patronage and associated passenger revenue. This last year has seen a reversal of the multi-year recessionary trend, but sales tax revenues have only recently begun to improve. Transit patronage, a lagging variable, is slowly showing signs of reviving. It is essential that the MTA position itself such that it is able to respond to these changes and that it fund and operate service as efficiently and effectively as possible given the external environment. To do this, the MTA must be able to respond quickly and effectively. It must be able to assess resource utilization and outstanding needs and be able to equitably allocate available resources accordingly. This requires that the MTA have a short range planning process to identify which problems should be dealt with and which strategies should be implemented to resolve them.

1.1 OVERVIEW

Consistent with the annual issuance of MTA's Short Range Transit Plan guidelines, the MTA, Access Services Incorporated, and 16 Los Angeles County municipal bus operators prepare SRTPs which serve as their agency's near-term operations planning and programming document. Operator SRTPs are the result of a year-round process intended to define strategies for meeting regional transit needs. Following approval from their Board of Directors or City Council, operators submit SRTPs to the MTA for review.

In the last quarter of each fiscal year, the MTA reviews each operator's SRTP to assure that all Federal, State, and local reporting requirements are achieved, data collection efforts are coordinated, and operator budgets are consistent with regional planning policies and funding assumptions. The MTA also reviews operator requests for capital funding and, based on established criteria, determines the most appropriate utilization of funds. The product of the MTA's review are the Countywide SRTP and the Transit Transportation Improvement Plan (TIP) which, following MTA approval, is forwarded to SCAG for inclusion in the Regional Transportation Improvement Program (RTIP).

The MTA is responsible for administering a number of different federal, state, and locally enacted transportation programs to improve mobility, reduce congestion, and assist in the improvement of air quality. These programs are funded through a variety of sources and are allocated consistent with the Regional Mobility Plan, Air Quality Management Plan, and applicable federal, state, and local requirements. To take advantage of the flexibility of various funding sources, the MTA has developed a unified application process which allows each applicant to apply for the specific project(s) of interest irrespective of the final funding source(s). The MTA then prioritizes the projects, within modal categories, based on the overall merit of each project. The MTA programs the appropriate funds to the project instead of requiring the applicant to apply for several different funding sources for the same project. This allows staff to target the highest priority projects for a given funding source, work with the applicants to complete the applications for that funding source, and lobby external funding agencies to ensure funding for the projects. A description of this multi-year programming approach is presented in MTA's Multi-year Call for Projects Application Packet, FY 1995-96 through FY 1998-99.

1.2 REQUIREMENTS

Locally Developed Funding Allocation Requirements. Federal, State, and local bus transit operating revenues are allocated under a locally established Formula Allocation Procedure (FAP) to the MTA and twelve Los Angeles County "Included" Municipal Operators. An FAP-equivalent allocation of Proposition A Incentive funds is made to the City of Los Angeles, Antelope Valley Transit, and Santa Clarita Transit. Allocations to Foothill Transit are per the MTA-approved Foothill Transit Zone application, based on the number of hours transferred from MTA operations to Foothill Transit. Capital funds have been allocated to Bus Operator Subcommittee members according to another Formula Allocation Procedure. The procedure states that at least 85% of the bus capital funds available to members shall be allocated according to formula. The MTA may allocate up to 15% for discretionary projects outside the formula. Capital funds can only be used for projects that are approved for inclusion in the Transit TIP. If a TIP project cannot be approved then it will not be forwarded to SCAG, and the issue will be brought up to the MTA Board of Directors for further consideration.

Federal Requirements. On June 30, 1983, the Federal Transit Administration (Urban Mass Transportation Administration) implemented Code of Federal Regulations #49, Part 613, which requires that "each urbanized area, as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. These plans and programs support transportation improvements and subsequent project development activities in the area".

The Federal Regulation stipulates that "the product of the urban transportation planning process shall include the development of (1) a transportation plan describing policies, strategies and facilities or changes in facilities proposed" (the SRTP), and (2) "a transportation improvement program including an annual element" (the TIP).

State Requirements. The California Public Utilities Code (Subsection 130303) requires that, with respect to the area under its jurisdiction, the MTA shall be responsible for short-range capital and service planning. It must develop and approve a 3 to 5 year transportation improvement program with an annual updated element reflecting all transportation capital and service priorities within its jurisdiction. The plan should be developed with appropriate cooperation between state, multi-county, and local transportation agencies and operators. At the very least it must include all projects using federal and state transit and highway funds and all guideway projects. It must also include review and approval of: (1) all mass transportation service within its jurisdiction and between it and other jurisdictions, (2) the location and capacity of all capital development projects, (3) the selection mass transit hardware and technology, and (4) the staging and scheduling of construction of all projects funded by the transportation improvement program.

1.3 FY 1995-98 BUS TRANSIT OPERATING AND CAPITAL SERVICE OBJECTIVES

The Los Angeles region has experienced the 1990s recession longer than the rest of the nation, and is now undergoing a slow recovery. The MTA's planning and programming process reflects revised priorities and time-frames for many projects. Bus operating and capital projects assume a higher priority, calling for additional funds to ensure that the existing bus network is supported. MTA's priority is to ensure that the bus network for all transit operators in Los Angeles County is maintained and strengthened as the construction program for the various rail and highway projects is also continued.

The MTA is using a multi-year funding process which allows the MTA to maximize the effectiveness of the various funding sources and to allow all of the local jurisdictions and operators to more effectively and efficiently program their funding needs for the future years.

The MTA has recently adopted a series of interrelated long range strategies for bus transit operations and capital improvements over the next 20 years. Short range planning priorities will be compatible with these strategies. The strategies include:

- Adding 300 buses for a total Countywide peak fleet of 2,871 to improve service quality in high demand areas. These additions will take place after the year 2002. Van and jitney type services in areas of lower demand will complement fixed route services.
- Providing a "Mobility Allowance" for outlying and suburban areas to better match supply and demand in a more cost-efficient manner. The Mobility Allowance will

consist of the resources normally budgeted for MTA service that would be made available to local jurisdictions to consider alternative operational and funding scenarios.

- Modifying bus service to feed rail stations and eliminate route duplication as rail lines open, freeing 140 extra buses for other needed services.
- Implementing bus priority and preference treatments on 130 miles of key bus lines to improve bus speed.
- Developing the Advanced Technology Transit Bus (ATTB) to improve the comfort, convenience, cost efficiency and operating quality of bus service.
- Continuing to provide paratransit service through ongoing funding for the Incentive Program and Access Services, Incorporated (ASI).
- Expanding market research, marketing and customer convenience activities funded through the TDM program.

1.4 FY 1995-98 RAIL TRANSIT OPERATING AND CAPITAL OBJECTIVES

Strategic Planning for rail investment is necessarily long-term. The recently adopted long-range strategies for rail are more constrained than the those adopted in 1992. Fewer rail starts are anticipated because of lost revenues due to the 1990s recession, and because the revenue base itself was undermined (jobs were lost in Southern California) and will only be rebuilt slowly. The commitment to rail has been modified: new rail starts will be targeted at high-performing, high-demand corridors where no other capacity improvement appears to meet the demand. Where possible, local funds will be leveraged – for example, the San Fernando Valley line will be advanced for potential federalization under ISTEA II. Another example will be efforts to fund a people mover (between the Green Line and the Los Angeles International Airport) using non-MTA revenues.

Short range planning for new and existing rail lines will be congruent with the long range strategies. Light rail service will continue to operate on the Metro Blue Line and will begin revenue service on the Metro Green Line in FY 96. Passenger service on the Metro Red Line subway, which began January 30, 1993, will continue to operate through four stations serving the Los Angeles Central Business District and to the MacArthur Park terminal. The extension of the subway to Wilshire and Western Avenue is under construction and the MTA expects to test operations of three additional stations by the end of FY 96. The following MTA goals, objectives and policies have been established to direct the MTA's efforts in the planning and implementation of rail services.

RAIL TRANSIT OPERATING OBJECTIVES

- Continue to operate and maintain clean, safe, reliable, and cost-effective service on the Metro Blue Line and Metro Red Line.
- Open the Metro Green Line for revenue service during the summer of 1995.
- Improve grade crossing safety.
- Conduct pre-revenue testing on the Metro Red Line Segment 2.
- Carry out an efficient and effective bus/rail interface plan for the Metro Green Line.
- Open the Metro Red Line Segment 2 extension to Wilshire-Western during the summer of 1996.

CAPITAL OBJECTIVES

- Improve oversight and safety measures at rail construction sites.
- Consider the recommendations of cost containment studies that suggest technological options for future rail construction.
- Continue construction of the Pasadena Blue Line.
- Continue to construct Segments 2 and 3 of the Metro Red Line. Various alignment considerations are under review.
- Monitor procurement of the L.A. Car (74 light rail vehicles due for delivery in FY 97) and 42 heavy rail cars due in FY 98.
- Make use of existing rights-of-way by enhancing commuter rail service and exploring the option of using railbus (DMU) technology to provide a lower cost alternative to light rail systems in corridors like Glendale/Burbank or the Pasadena Line extension.
- Completion of the Gateway Intermodal Transit Center at Union Station, including a local bus plaza, inter-city, commuter and urban rail portals, a park and ride plaza, a bicycle parking facility, a HOV transit plaza, a commercial/retail center and the MTA headquarters building.
- A major rail transportation (rather than transit) undertaking will be the Alameda Corridor project – the consolidation of 90 miles of branch line freight tracks into one 20 mile corridor that can accommodate high speed operations. This project will bring economic benefits associated with making the Ports of Los Angeles and Long Beach

more competitive and transportation benefits associated with elimination of cross traffic conflicts and diversion of freight from highways to rail.

1.4.1 MTA Policy Implications

Rail operating and capital shortfalls will affect decisions about the timing and completion of rail construction, the level of rail service provided, and schedules for rail system maintenance and repair.

MTA will trade Federal Regional Surface Transportation Program (RSTP) funds to Orange County in FY 96. In return, MTA will receive more Section 3 rail modification dollars. Additional rail modification dollars will help pay for station retrofits mandated by ADA (the Americans with Disabilities Act) and will support ongoing capital needs for operating rail lines.

2.0 TRANSIT CERTIFICATIONS

FINANCIAL CAPACITY CERTIFICATION:

For FY 1996, all operators have been found to be in compliance with the FTA's Financial Capacity Policy. MTA's compliance is contingent on Board adoption of a balanced FY 1996 budget. Operators failing to obtain certification for financial capacity will not be eligible for Federal operating and capital subsidies.

Operating and capital budgets for outyears are based on extrapolations of needs constrained by funds that have either been authorized or historically have been authorized by the MTA, or to the MTA by other agencies.

STATE TRANSIT ASSISTANCE QUALIFYING CRITERIA:

All operators, except Commerce, La Mirada, LADOT, and Norwalk meet the qualifying criteria for STA funding according to information submitted by the writing of this report. Commerce, LADOT, La Mirada and Norwalk have indicated that they may be submitting additional information that will result in a recalculation of their eligibility. If they prove to be ineligible they have agreed to substitute Proposition A or Proposition C funds for STA funds in their FY 1996 financial plans.

According to State law, operators failing to meet qualifying criteria will have their STA allocation held in reserve for up to two years; they will be eligible for these funds if in that time period they meet STA fund qualifying criteria.

SB 759 PERFORMANCE AUDIT FOLLOW-UP:

All operators have made reasonable efforts in FY 1995 to implement the recommendations of the FY 1992 Performance Audit.

AIR QUALITY CONFORMANCE:

All recommended TIP projects conform with existing air quality legislation and the State Implementation Plan.

AMERICANS WITH DISABILITIES ACT/SECTION 504 RESOLUTIONS:

All operators included in the TIP have been found to be in compliance with the mandates of the ADA, and all fixed route operators are participating in the Los Angeles County Coordinated Complementary Paratransit Plan. All operators have been found to be in compliance with Section 504 of the Rehabilitation Act of 1973.

FTA PUBLIC AND PRIVATE SECTOR PARTICIPATION

The public and private sectors have had reasonable opportunity to comment during the TIP development process. All operators comply with the FTA's public participation policy.

3.0 POLICIES AND GUIDELINES

Far more than any other American metropolitan programming authority, the MTA has refrained from using broadly defined discretion in allocating bus operating and capital funds. Instead, the overwhelming majority of available bus operating and capital funds are allocated according to formula. Since 1979 the MTA has used an operating fund allocation formula that rewards high mileage and frequently boarded operations with a low regular base fare. It has adopted a capital fund allocation formula with a similar reward structure in 1994.

3.1 LOS ANGELES COUNTY BUS TRANSIT FORMULA ALLOCATION PROCEDURE

The following procedure, which allocates certain transit subsidy funds (specifically Transportation Development Act funds authorized under SB 325, federal formula funds available for operating subsidies as authorized under Section 1607a of Title 49 of the United States Code, and State Transit Assistance funds distributed by formula under SB 620 among public transit operators in Los Angeles County) was originally adopted by the Los Angeles County Transportation Commission at its regular meeting of December 19, 1979, following a public hearing. The formula allocation procedure is required to be adopted and renewed by at least nine votes under Sections 99285(d) and 99285(e) of the California Public Utilities Code, as amended by AB 103. It was last renewed on June 26, 1991.

The formula below was continued by the MTA in accordance with state law (AB 152):

PUC section 99285(d) The formula adopted by the Los Angeles County Metropolitan Transportation Authority shall be the same as the formula in existence on July 1, 1990, and shall remain in effect for at least five full fiscal years, commencing with the 1993-94 fiscal year. The MTA shall not reduce the total percentage share of revenues allocated during the 1990-91 fiscal year to the included municipal operators, as a whole, in existence on July 1, 1990, for at least five full fiscal years, commencing with the 1993-94 fiscal year. If a municipal operator significantly reduces service, a proportional share of that operator's funds allocated pursuant to this section may be reallocated.

Therefore, with certain exceptions [PUC section 99285 (e) and (f)], the MTA may not change the state and federal funding formula for five years, or until FY 99. The adopted formula allocation procedure is as follows:

TERMS OF FORMULA – The formula shall consist of the following factors:

- A. 50 percent weight on in-service revenue vehicle mileage;

- B. 50 percent weight on Fare Units (defined as total farebox revenue divided by the base fare).

This formula shall be applied to data from the most recent year for which audited actual results are available, usually the second year prior to the year of allocation. If a strike or other uncontrollable service disruption occurred in this year, annualized data shall be used.

If an operator increases service mileage during a fiscal year beyond what is shown in the approved Short Range Transit Plan, then the increase in mileage (as well as any increase in ridership attributable thereto) shall not be included in subsequent calculations of funding shares under this formula, unless both the overall level of service provided by the operator and the associated recalculation of the formula have received the MTA's approval.

EXTENSION THROUGH FY 1997-98 - The formula shall be in effect through Fiscal Year 1997-98. Formula allocations for Fiscal Years 1995-96, 1996-97, and 1997-98 shall be based on audited Fiscal Year 1993-94, 1994-95, and 1995-96 data, respectively. However, operators must annually submit completed Section 15 data by the FTA-approved deadline in order to receive their annual share of federal formula funds. (Operators whose tardy submission of Section 15 data results in a loss of federal funds to the Los Angeles-Long Beach Urbanized Area will have their formula shares adjusted to reflect the total federal funds lost).

ELIGIBILITY OF SERVICE - Only transit service included in the Transit Performance Measurement (TPM) program shall be eligible for inclusion in the formula. The regular weekend operations of transit service included in the TPM program shall continue to be included in the formula. Service contracted by an operator to private operators (otherwise known as common carriers) shall be eligible for inclusion in the formula.

SPLIT OF TDA, SECTION 9, AND STA - In general, each operator's share of dollars from each funding source shall be equal to its formula share of the total from all three funding sources. However, if some deviation from this procedure is necessary to accommodate the specific administrative requirements of the particular funds, the MTA would be authorized to make the necessary adjustment after consultation with the affected operators, provided that the total TDA/Section 9/STA formula allocation to each operator is not reduced.

CARRYOVER PROVISION - Funds allocated by formula must be applied for in the year in which they are allocated, and will be available to the operator for a total of two (2) years - the year of allocation plus twelve (12) additional months. Reserving funds for specific capital projects constitutes "application" for funds. If reasonable progress toward expenditure of the funds has not been accomplished by this time, the funds are subject to reallocation. In the event the funds are reallocated as a result of the

expiration of this carryover deadline, the operator who held the funds previously shall not participate in the reallocation.

If, however, funds are to be held beyond the year of allocation, the purpose of the fund accumulation should be documented in the Short Range Transit Plan (SRTP) at the beginning of the process. Later accumulations of funds should be generally consistent with the plan outlined in the SRTP. Any major change in the purpose for which funds are being accumulated will cause the allocation to be open to review with the possibility of reallocation. If funds are reallocated as a result of these reviews, the operator which previously held the funds shall not participate in the reallocation.

FEDERAL FUND MAXIMIZATION – In general, TDA or STA funds allocated by formula shall not be available as a 100 percent share of the cost of capital projects eligible for federal assistance, unless these projects are smaller than \$100,000 or approved by the MTA. However, exceptions to this policy will be warranted if all federal capital funds available in the county have been committed.

SERVICE COORDINATION COMPLIANCE – The MTA may reduce an operator's formula allocation if the operator is not in compliance with either a final resolution of a dispute under Article 7 of AB 103 or a final adopted transit coordination and service program (after appeals are heard and resolved) under Article 8. A "graduated response" by the MTA, starting with a "freeze" on allocations at the prior year level, is considered appropriate for dealing with non-compliance situations.

WITHHOLDING OF FUNDS FOR FUTURE-YEAR EXPENDITURE – The MTA shall assign all transit dollars available for formula allocation (i.e., after subtracting the rapid transit and discretionary percentage described below) to operators (according to the formula) in the fiscal year in which the funds become available. However, the MTA may withhold a portion of these funds (i.e., authorize a total amount of payments to operators which is less than the entire sum assigned to operators' accounts) if it finds that some of the funds will be needed to meet future-year capital or operating needs. The "future-year" funds attributable to each operator may be considered for use as a contingency fund for that operator to meet unanticipated subsidy requirements which may arise during the fiscal year.

RAPID TRANSIT SET-ASIDE – The MTA may, at its discretion, set aside a portion of STA and/or TDA funds, up to a maximum of \$100 million over ten years, as a local share for rapid transit projects. These funds will not be counted against the formula allocation of any bus operator.

DISCRETIONARY PERCENTAGE – Five percent of the total TDA, Section 9, and STA funds available for current-year allocation for bus transit purposes shall not be allocated by formula, but shall remain available to the MTA for allocation on a discretionary basis. This factor of five percent shall be applied to the funds remaining for allocation after the future-year set-asides and rapid transit set-asides have been

subtracted. It is the intent of the MTA that the funds available for discretionary allocation will be allocated by the MTA at the same time, and to the same operators, as the formula funds (normally before the start of the fiscal year in which the funds become available).

RELATIONSHIP TO TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL – Consistent with its legislative authority under AB 1246 to develop and adopt the TIP for Los Angeles County, the MTA retains the prerogative to disapprove or reduce funding, or to change the funding source, for any project proposed by an operator for inclusion in the TIP. However, the MTA's authority to reallocate the funds not used as a result of such actions is limited to the amount of this discretionary authority under paragraph (9): five percent of each operator's formula share of the funds currently available for allocation.

ARTICLE 4.5 – Consistent with a policy established in 1985, the MTA will not process claims for TDA Article 4.5 purposes. Since 1985, the MTA has funded paratransit services from Proposition A 40% Discretionary funds. Funding is available to specialized transportation service providers to transport seniors and persons with disabilities in subregional areas when two or more local jurisdictions have consolidated their services. In 1994 Access Services, Inc. (ASI) was incorporated to provide complementary paratransit service mandated by the Americans with Disabilities Act. The MTA has funded ASI operations from Proposition C Discretionary funds. If the 1985 policy had not been enacted, then Article 4.5 funds would have been subtracted from the pool of Article 4 funds that go to regular transit operators. If it were determined that these services are to be funded out of Article 4.5 funds, then a swap of Proposition A and Proposition C Discretionary funds, on a dollar for dollar basis, would be made to insure consistency of funding for paratransit and impacted Article 4 recipients. Local jurisdictions also use Proposition A and Proposition C Local Return funds to provide specialized transportation services to seniors and persons with disabilities.

AUDITING OF FORMULA DATA – The MTA shall be responsible for auditing operators' reports of mileage and ridership, and shall bear the direct cost of such audits. The MTA may require information and documentation to be provided by operators to the extent necessary to perform these audits. Every effort will be made to use information already required for other reporting purposes.

FUNDING OF NON-FIXED-ROUTE SERVICES – No more than 0.25 percent of the annual amount distributed in the formula shall be allocated for the support of non-fixed route general purpose transportation services. This is known as the "Dial-A-Ride cap".

3.2 BUS CAPITAL ALLOCATION PROCEDURE

As part of the MTA's FY 1994-97 Call for Projects, a formula-based bus capital allocation procedure was approved with the condition that in FY 95 a multi-year approach to capital funding would be used that would consider various methodologies for bus capital distribution. Following adoption of the MTA's FY 94 budget, representatives from the Municipal Operators and MTA Operations Department met to discuss strategies that could be implemented in time for operators to prepare FY 95 budgets and Short Range Transit Plans. The product of those efforts was a joint proposal for a "needs driven, formula-based" bus capital allocation program. Since the major component of the program was replacement of vehicles, the analysis and formula development centered on vehicle replacement.

A key element of the FY 95 bus capital allocation program is the balance between discretionary and formula allocations. The adopted procedure stipulates that 85 percent of the funds will be allocated by formula and 15 percent will be earmarked for discretionary and mandated projects, which are reviewed each year by an Operator Working Group. The adopted formula has the following three variables, each of which have a weight of 33 percent:

Total Annual Miles of Revenue Fleet, weighted 40 percent express miles and 60 percent local miles.

Total Annual Passengers, weighted 50 percent unlinked boardings and 50 percent fare units (where fare units equal passenger revenue divided by cash base fare).

Total Active Vehicles, where the percent of spare vehicles included in the active fleet cannot exceed 20 percent of the active fleet.

The rationale for using the above variables is to track the size of an operation, the number and type of miles operated, and the number of riders in order to consider those factors that would result in accelerated deterioration of the fleet, facilities, and support equipment. Local miles receive more weight than express miles, recognizing the deterioration associated with multi-stop local lines. Fare units, which have long been used in operating formula allocations because of the availability of audited passenger revenues, and unlinked passengers are included to consider passenger demand and the impact of heavy passenger loads on bus maintenance activities. Active vehicles provide an indication of fleet size.

A "not-to-exceed" amount of fifteen percent of the funds is set aside for discretionary and mandated projects, with the balance of unallocated discretionary funds redistributed through the formula. Payments for Certificates of Participation (COPs) for MTA Operations and several other Municipal Operators are funded "off the top" before the allocation of discretionary or formula funds. FY 96 bus capital allocations, consistent with the adopted Bus Capital Allocation Program, are presented in Table 4-15.

4.0 REGIONAL FUNDING ESTIMATES

According to the August 1994 UCLA Economic Forecast, the basis for the regional funding estimates, key economic indicators for the Los Angeles County area display the following trends:

- Improved job growth was expected to support Personal Income Gains of 4.5% in Calendar Year (CY) 1995 and 5.6% in CY 1996.
- Real Personal Income Growth was projected to increase by 1.4% in CY 1995 and 1.6% in CY 1996.
- Retail spending has the potential for substantial improvement by CY 1996. Annual growth in taxable sales of 5.8% and 5.7% were forecast for CY 1995 and CY 1996.
- Employment growth was not expected to reach its old peak level before Year 2000. Some bounce-back was anticipated in CY 1995 and CY 1996 and then a resumption of growth that parallels the old growth trend at a lower level.
- Real Taxable Sales, taxable sales adjusted for inflation, were not expected to return to their pre-recession peak until the year 2004.

These factors are expected to contribute to increased sales tax receipts, which are the basis for Proposition A, Proposition C and TDA revenue projections.

4.1 FY 1996 BUS TRANSIT FUND ESTIMATES & REVENUE ALLOCATIONS

FY 96 transit operators' funding estimates for operations (plus related fund revenue allocations) and for capital projects are provided in this section. With the exception of Proposition C Discretionary allocations, local, state, and federal revenues are allocated to operators by formula. (There have been special, recession related, circumstances when Proposition C funds were allocated by formula, as well.)

4.1.1 Operating

The MTA Formula Allocation Procedure (FAP) defines each operator's share of funds based on the number of annual vehicle service miles and "fare units" recorded. Assumptions used when forecasting revenues-to-be-shared were as follows:

- UCLA's forecast of August 1994 was used to calculate future year projections of Proposition A and Proposition C revenues.
- TDA revenue was forecast as 52% of Proposition A revenue.

- Federal DOT's Operating funding forecast is based on a 30% drop from the FY 95 FTA Section 9 Operating funding. The 30% drop assumption is from DOT's Budget Proposal to Congress. When Federal Operating dollars are made available, MTA will "swap" TDA Article 4 for Federal Operating dollars with the municipal bus operators. This practice eliminates reporting and other administrative burdens for the smaller operators.
- The STA funding estimate is based on the FY 95 estimate.
- For purposes of developing near-term operating budgets, an 1.8% increase in CPI for FY 96 is assumed, based on the CPI-U (Consumer's Price Index - Urban) average for FY 94.

FY 96 revenue allocations are summarized on the following tables:

- FY 96 through 99 Funding Estimates Table 4-1
- FY 96 Los Angeles County Funding Estimates Table 4-2
- FY 96 Bus Transit Funding Percentage Shares Table 4-3
- FY 96 Bus Transit Funding Estimates Table 4-4
- FY 96 Eligible Operator Funding Estimates Table 4-5
- FY 96 TDA Article 8 Apportionments Table 4-6
- FY 96 TDA Article 3 Funding Estimates Table 4-7
- FY 96 Proposition A & C Local Return Estimates Table 4-8
- FY 96: 0.2500% Dial-A-Ride Cap Work Sheet Table 4-9
- FY 96 TDA Article 4 & Federal Operating Swap Table 4-10

Population based estimates for TDA Articles 3 and 8, and Proposition A & Proposition C Local Return will change due to revised population figures from the California Department of Finance. These figures are issued in May. In addition, TDA Article 8 population will change when the L.A. County Department of Regional Planning releases updates for unincorporated sub-statistical areas.

4.1.2 Capital

The capital allocation estimate for FY 96 is \$67,600,000. Eighty-five percent or \$57,400,000 is distributed to the bus operators through formula and 15% or \$10,140,000 is discretionary. FY 96 bus transit capital revenue allocations are summarized on the following tables:

- FY 96 Capital Allocation Procedure Tables 4-11 through 4-15

The general guidelines for the Bus Capital Allocation Procedure are described in an earlier Chapter, Section 3.2. The allocations for FY 96 are discussed in Chapter 6.

4.2 STATE TRANSIT ASSISTANCE FUND

State Transit Assistance Funds (STA) are allocated to bus operators based on efficiency standards, which relate to either of the following conditions:

- The operator's total operating cost per revenue vehicle hour, in the latest year for which audited data are available, does not exceed the sum of the preceding year's total operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in the Consumer Price Index (CPI) for the same period multiplied by the preceding year's total operating cost per revenue vehicle hour (PUC 99314.6, Section (a)(1)).
- The operator's average total operating cost per revenue vehicle hour in the latest three years, for which audited data are available, does not exceed the sum of the average of the total cost per revenue vehicle hour in the three years preceding the latest year for which audited data are available and an amount equal to the product of the average percentage change in the CPI for the same period multiplied by the average total operating cost per revenue vehicle hour in the same three years (PUC 99314.6, Section (a)(2)).

The MTA may adjust the calculation of operating costs and revenue vehicle hours pursuant to a bus operator documenting increases beyond the change in the CPI for fuel, alternative fuel programs, insurance, or state or federal mandates. Table 4-16 summarizes the results of the FY 96 STA efficiency calculations.

If an operator fails to meet the efficiency standards, funds will be withheld and retained by the MTA for reallocations to that operator for up to two years following the year of ineligibility. Funds not allocated to the operator before the commencement of the third year following the year of ineligibility lapse, and will be reallocated to cost-effective high-priority regional transit activities as determined by the MTA. Operators who did not qualify for prior year STA funds but do so now, can claim their prior undisbursed STA allocations.

MTA BUDGET OFFICE		VERSION 8b UCLA FORECAST 8/94		21-Mar-95		
SALES TAX REVENUE				11:36:33 AM		
FUNDING ESTIMATES FOR FY 95-96 THRU 98-99 - REVISED 10/94						
				REVENUE ESTIMATES		
				(\$ M)		
FUNDING PROGRAM			FY 95/96	FY 96/97	FY 97/98	FY 98/99
TDA		Gross Receipts	\$204.3	\$214.3	\$225.4	\$240.0
		(-) Reserves	\$0	\$0	\$0	\$0
		(=) Net Revenues	\$204.3	\$214.3	\$225.4	\$240.0
Administration			\$4.0	\$4.0	\$4.0	\$4.0
Article 3	Pedestrian & Bikeways	2.0%	\$4.0	\$4.2	\$4.4	\$4.7
Article 4	Bus Transit		\$186.9	\$196.2	\$206.6	\$220.2
Article 8	Transit/Streets & Highways	4.8%	\$9.4	\$9.9	\$10.4	\$11.1
TDA TOTAL AVAILABLE			\$204.3	\$214.3	\$225.4	\$240.0
PROPOSITION A		Gross Receipts	\$392.9	\$412.2	\$433.4	\$461.6
		(-) Reserves	\$0	\$0	\$0	\$0
		(=) Net Revenues	\$392.9	\$412.2	\$433.4	\$461.6
Administration			\$19.6	\$20.6	\$21.7	\$23.1
Local Return		25.0%	\$93.3	\$97.9	\$102.9	\$109.6
Rail Development		35.0%	\$130.7	\$137.1	\$144.1	\$153.5
Discretionary		40.0%	\$149.3	\$156.6	\$164.7	\$175.4
Transit	95% of 40%		\$141.8	\$148.8	\$156.5	\$166.6
Incentive	5% of 40%		\$7.5	\$7.8	\$8.2	\$8.8
PROP A TOTAL AVAILABLE			\$392.9	\$412.2	\$433.4	\$461.6
PROPOSITION C		Gross receipts	\$389.0	\$410.2	\$433.4	\$461.6
		(-) Reserves	\$0	\$0	\$0	\$0
		(=) Net Revenues	\$389.0	\$410.2	\$433.4	\$461.6
Administration		1.5%	\$5.8	\$6.2	\$6.5	\$6.9
Discretionary		40.0%	\$153.3	\$161.6	\$170.8	\$181.9
Freeways/Highways		25.0%	\$95.8	\$101.0	\$106.7	\$113.7
Local Return		20.0%	\$76.6	\$80.8	\$85.4	\$90.9
Commuter Rail		10.0%	\$38.3	\$40.4	\$42.7	\$45.5
Rail/Bus Security		5.0%	\$19.2	\$20.2	\$21.3	\$22.7
PROP C TOTAL AVAILABLE			\$389.0	\$410.2	\$433.4	\$461.6
STAF		Gross Receipts	\$19.6	\$19.6	\$19.6	\$19.6
		(-) Reserves	\$0.0	\$0.0	\$0.0	\$0.0
		(=) Net Revenues	\$19.6	\$19.6	\$19.6	\$19.6
Bus Operators	PUC 99314	Revenue Base Share	\$10.7	\$10.7	\$10.7	\$10.7
Rail	PUC 99313	Bus Operators' Funding Mar	\$10.7	\$10.7	\$10.7	\$10.7
		Population Share	\$8.9	\$8.9	\$8.9	\$8.9
STAF TOTAL			\$19.6	\$19.6	\$19.6	\$19.6
TOTAL TDA, PROP A, C & STAF AVAILABLE			\$1,005.8	\$1,056.3	\$1,111.8	\$1,182.9
			+6.3%	+5.0%	+5.3%	+6.4%

**TABLE 4-2
FY 96 LOS ANGELES COUNTY FUNDING ESTIMATES
LACMTA BUDGET OFFICE
SALES TAX REVENUE**

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FUNDING PROGRAM			REVENUE ESTIMATES
TDA			
		Gross Receipts	\$204,308,000
		Carryover	\$0
		Receipts & Carryover	\$204,308,000
Administration			\$4,000,000
Article 3	Pedestrian & Bikeways	2.0%	\$4,006,160
Article 4	Bus Transit		\$186,894,663
Article 8	Transit/Streets & Highways	4.8%	\$9,407,177
TDA TOTAL AVAILABLE			\$204,308,000
PROPOSITION A			
		Gross Receipts	\$392,900,000
		Carryover	\$0
		Receipts & Growth	\$392,900,000
Administration			\$19,645,000
Local Return		25.0%	\$93,313,750
Rail Development		35.0%	\$130,639,250
Discretionary		40.0%	\$149,302,000
Transit	95% of 40%		\$141,836,900
Incentive	5% of 40%		\$7,465,100
PROP A TOTAL AVAILABLE			\$392,900,000
PROPOSITION C			
		Gross Receipts	\$389,000,000
		Carryover	\$0
		Receipts & Growth	\$389,000,000
Administration			\$5,835,000
Discretionary		40.0%	\$153,266,000
Freeways/Highways		25.0%	\$95,791,250
Local Return		20.0%	\$76,633,000
Commuter Rail		10.0%	\$38,316,500
Rail/Bus Security		5.0%	\$19,158,250
PROP C TOTAL AVAILABLE			\$389,000,000
STAF			
		Gross Receipts	\$19,600,000
		Carryover	\$0
		Receipts & Carryover	\$19,600,000
Bus Operators	PUC 99314	Revenue Base Share	\$10,700,000
		Bus Operators' Funding Mark	\$10,700,000
Rail	PUC 99313	Population Share	\$8,900,000
STAF TOTAL			\$19,600,000
TOTAL TDA, PROP A, C & STAF AVAILABLE			\$1,005,808,000

TABLE 4-3
FY 96 BUS TRANSIT FUNDING PERCENTAGE SHARES
TDA ARTICLE 4, STA, FEDERAL OPERATING SHARES
LACMTA BUDGET OFFICE

A	B	C	D	E	F	G	H	I
Operator	Vehicle Service Miles	Passenger Revenue	Base Fare	50% VSM	50% Fare Units	Sum of 50% VSM + 0% Fare Unit	Federal Operating, TDA & STA Shares No Dial-A-Ride Cap	Federal Operating, TDA, & STA Shares ith Dial-A-Ride Cap
				B/2	[C/D]/2	E + F	G/GSUM	
Arcadia	367,180	\$91,152	\$0.75	183,590	60,768	244,358	0.1488%	0.1351%
Claremont	101,533	\$24,279	\$1.00	50,767	12,140	62,906	0.0383%	0.0348%
Commerce	254,000	\$0	\$0.00	127,000	0	127,000	0.0774%	0.0774%
Culver City	970,505	\$1,520,812	\$0.60	485,253	1,267,343	1,752,596	1.0674%	1.0677%
Foothill	4,178,104	\$6,952,974	\$0.85	2,089,052	4,089,985	6,179,037	3.7634%	3.7644%
Gardena	1,314,000	\$1,131,000	\$0.50	657,000	1,131,000	1,788,000	1.0890%	1.0893%
La Mirada	162,078	\$52,864	\$1.00	81,039	26,432	107,471	0.0655%	0.0594%
Long Beach	6,315,000	\$8,386,000	\$0.75	3,157,500	5,590,667	8,748,167	5.3282%	5.3295%
Montebello	1,405,000	\$2,350,000	\$0.75	702,500	1,566,667	2,269,167	1.3821%	1.3824%
Norwalk	606,602	\$312,937	\$0.60	303,301	260,781	564,082	0.3436%	0.3436%
Redondo Beach	59,800	\$14,900	\$1.00	29,900	7,450	37,350	0.0227%	0.0207%
Santa Monica	3,542,300	\$6,339,800	\$0.50	1,771,150	6,339,800	8,110,950	4.9400%	4.9413%
MTA Bus Ops	81,272,672	\$200,226,950	\$1.10	40,636,336	91,209,452	131,845,788	80.3019%	80.3223%
Torrance	1,777,200	\$1,462,200	\$0.50	888,600	1,462,200	2,350,800	1.4318%	1.4321%
TOTAL						164,187,670	100.0000%	100.0000%

NOTE: MTA Bus Operations' include partial Foothill's: 805,035 Vehicle Service Miles & \$1,475,068 passenger revenue. Foothill gets equivalent subsidy. Dial-A-Ride Operators' TDA % cap = 0.2500% for Arcadia, Claremont, LaMirada & Redondo Beach.

TABLE 4-4
LACMTA BUDGET OFFICE
FY 96 BUS TRANSIT FUNDING ESTIMATES

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A OPERATOR	B Federal Operating, TDA, and STA % Share	C Prop A Discretionary % Share	D Federal Operating Estimate	E TDA Article 4 Estimate	F STA Estimate	G Prop A Discretionary Estimate	H Total
			swap w/ TDA Art.4 swap w/ Federal Ops.				
Arcadia	0.1351%	0.1384%	\$0	\$290,630	\$14,459	\$196,302	\$501,391
Claremont	0.0348%	0.0457%	\$0	\$74,818	\$3,722	\$64,819	\$143,360
Commerce (a)	0.0774%	0.0636%	\$0	\$166,405	\$8,279	\$90,208	\$264,892
Culver City	1.0677%	0.9937%	\$0	\$2,296,388	\$114,245	\$1,409,432	\$3,820,065
Gardena	1.0893%	1.0246%	\$0	\$2,342,778	\$116,552	\$1,453,260	\$3,912,590
La Mirada	0.0594%	0.0719%	\$0	\$127,822	\$6,359	\$101,981	\$236,162
Long Beach	5.3295%	5.1903%	\$0	\$11,462,533	\$570,257	\$7,361,754	\$19,394,544
Montebello	1.3824%	1.6433%	\$0	\$2,973,240	\$147,918	\$2,330,805	\$5,451,963
Norwalk	0.3436%	0.4647%	\$0	\$739,104	\$36,770	\$659,115	\$1,434,990
Redondo Beach	0.0207%	0.0224%	\$0	\$44,423	\$2,210	\$31,771	\$78,404
Santa Monica	4.9413%	4.4571%	\$0	\$10,627,602	\$528,720	\$6,321,806	\$17,478,128
Torrance	1.4321%	1.2642%	\$0	\$3,080,202	\$153,239	\$1,793,102	\$5,026,543
SUBTOTAL	15.9134%	15.3799%	\$0	\$34,225,946	\$1,702,729	\$21,814,356	\$57,743,030
MTA Operations	84.0866%	84.6202%	\$28,182,221	\$152,668,718	\$8,997,271	\$102,850,717	\$292,698,926
Foothill	0.0000%	0.0000%	\$0	\$0	\$0	\$17,171,952	\$17,171,952
TOTAL	100.0000%	100.0000%	\$28,182,221	\$186,894,663	\$10,700,000	\$141,836,900	\$367,613,784
Foothill's Prop A Percent is based on a fixed relationship of TDA % minus the fixed difference of 0.012413 and 0.012003.							
Foothill - Subsidy Share							\$3,391,816
Foothill - Formula Share	3.7644%	3.7234%					\$13,780,136
Foothill - Total							\$17,171,952

NOTE: FEDERAL OPERATING (also known as SECTION 9 OPERATING) IS REDUCED BY 30% FROM FY 95 (\$40,260,316). MTA WILL NOT MAKE OPERATORS WHOLE IF DOLLARS ARE LESS.

(a) To compensate for Commerce having zero passenger revenue, MTA multiplies each of Commerce's funding estimates by two (x).

Adjusted totals for Commerce = Federal Operating:\$0, TDA: \$332,811, STA: \$16,557, & Prop A Discretionary: \$180,417. (Source: Prop A Interest for additional funds.)

ELIGIBLE OPERATORS BUS TRANSIT FUNDING ESTIMATES (a)
 FY 96 LACMTA BUDGET OFFICE

Eligible Operators	Vehicle Service Miles	Passenger Revenue	Base Fare	50% VSM	50% Fare Units	Sum of 50% VSM + 50% Fare Units	Prop A Share	Federal Operating Shares	TDA, STA	
										Fare
Antelope Valley	1,040,000	\$826,000	\$0.75	520,000	\$550,667	1,070,667	0.4914%	0.6389%		
Santa Clarita	1,283,000	\$663,000	\$0.75	641,500	\$442,000	1,083,500	0.4297%	0.6465%		
City of Los Angeles	1,808,000	\$826,000	\$1.10	904,000	\$375,455	1,279,455	0.7267%	0.7635%		
Eligible Operators										
	Prop A Discr (95%)	TDA 4	STA	Federal Operating						Total
Antelope Valley	\$696,987	\$0 b	\$68,359	\$0 c						\$765,345
Santa Clarita	\$609,473	\$0 b	\$69,178	\$182,205						\$860,857
City of Los Angeles	\$1,030,729	\$1,426,850	\$81,689	\$215,158						\$2,754,426
Total	\$2,337,188	\$1,426,850	\$219,226	\$397,363						\$4,380,628

NOTES:

- a) Eligible operators funds will be paid out of the Proposition A Incentive fund.
- b) Antelope Valley and Santa Clarita receive TDA Article 8 instead of Article 4.
- c) Antelope Valley does not receive Federal Operating (Section 9)funds.

**TABLE 4-6
 FY 96 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)
 LACMTA BUDGET OFFICE**

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<u>AGENCY</u>	<u>TDA Article 8 Population</u>	<u>TDA Article 8 Percentage</u>	<u>TDA Article 8 Revenue</u>
Avalon	3,010	0.69%	\$65,017
Lancaster	104,700	24.04%	\$2,261,559
Palmdale	84,200	19.33%	\$1,818,751
Santa Clarita	121,600	27.92%	\$2,626,605
<u>*LA County Unincorporated</u>	<u>122,000</u>	<u>28.01%</u>	<u>\$2,635,245</u>
TOTAL	435,510	100.00%	\$9,407,177

*Note: Population will be updated when L.A. County Unincorporated Sub-statistical areas become available from L.A. County Dept. of Regional Planning.

ESTIMATED FY 1995-96 TDA ARTICLE 3 APPORTIONMENT
FOR LOS ANGELES COUNTY
(As of February, 1995, Subject to Revision)

<u>AGENCY</u>	<u>POPULATION</u>	<u>% OF COUNTY POPULATION</u>	<u>ALLOCATION ESTIMATE</u>
AGOURA HILLS	21,005	0.228%	\$7,749
ALHAMBRA	86,261	0.935%	\$31,822
ARCADIA	49,818	0.540%	\$18,378
ARTESIA	16,086	0.174%	\$5,934
AVALON	3,166	0.034%	\$1,168
AZUSA	42,924	0.465%	\$15,835
BALDWIN PARK	72,029	0.780%	\$26,572
BELL	35,823	0.388%	\$13,215
BELLFLOWER	63,911	0.692%	\$23,577
BELL GARDENS	43,718	0.474%	\$16,128
BEVERLY HILLS	32,592	0.353%	\$12,023
BRADBURY	852	0.009%	\$314
BURBANK	98,678	1.069%	\$36,403
CALABASAS	17,719	0.192%	\$6,537
CARSON	86,307	0.935%	\$31,839
CERRITOS	54,197	0.587%	\$19,994
CLAREMONT	33,178	0.359%	\$12,240
COMMERCE	12,423	0.135%	\$4,583
COMPTON	91,609	0.992%	\$33,795
COVINA	44,469	0.482%	\$16,405
CUDAHY	23,739	0.257%	\$8,757
CULVER CITY	39,470	0.428%	\$14,561
DIAMOND BAR	54,507	0.591%	\$20,108
DOWNEY	94,802	1.027%	\$34,973
DUARTE	21,279	0.231%	\$7,850
EL MONTE	110,965	1.202%	\$40,936
EL SEGUNDO	15,668	0.170%	\$5,780
GARDENA	53,918	0.584%	\$19,891
GLENDALE	190,192	2.060%	\$70,163
GLENDORA	49,840	0.540%	\$18,386
HAWAIIAN GARDENS	14,252	0.154%	\$5,258
HAWTHORNE	74,438	0.806%	\$27,461
HERMOSA BEACH	18,714	0.203%	\$6,904

FY 96 TDA Article 3 Funding Estimates

Table 4-7

<u>AGENCY</u>	<u>POPULATION</u>	<u>% OF COUNTY POPULATION</u>	<u>ALLOCATION ESTIMATE</u>
HIDDEN HILLS	1,850	0.020%	\$682
HUNTINGTON PARK	58,569	0.635%	\$21,607
INDUSTRY	684	0.007%	\$252
INGLEWOOD	113,623	1.231%	\$41,916
IRWINDALE	1,057	0.011%	\$390
LA CANADA-FLINTRIDGE	19,704	0.213%	\$7,269
LA HABRA HEIGHTS	6,495	0.070%	\$2,396
LAKEWOOD	75,286	0.816%	\$27,774
LA MIRADA	44,233	0.479%	\$16,318
LANCASTER	115,524	1.252%	\$42,618
LA PUENTE	39,284	0.426%	\$14,492
LA VERNE	31,498	0.341%	\$11,620
LAWNDALE	28,739	0.311%	\$10,602
LOMITA	19,628	0.213%	\$7,241
LONG BEACH	436,776	4.732%	\$161,130
LOS ANGELES CITY	3,620,543	39.223%	\$1,335,645
LYNWOOD	64,286	0.696%	\$23,716
MALIBU	11,336	0.123%	\$4,182
MANHATTAN BEACH	33,077	0.358%	\$12,202
MAYWOOD	28,850	0.313%	\$10,643
MONROVIA	37,545	0.407%	\$13,851
MONTEBELLO	60,916	0.660%	\$22,472
MONTEREY PARK	63,111	0.684%	\$23,282
NORWALK	97,303	1.054%	\$35,896
PALMDALE	98,314	1.065%	\$36,269
PALOS VERDES ESTATE	13,657	0.148%	\$5,038
PARAMOUNT	52,713	0.571%	\$19,446
PASADENA	134,824	1.461%	\$49,738
PICO RIVERA	60,593	0.656%	\$22,353
POMONA	138,624	1.502%	\$51,139
RANCHO PALOS VERDES	42,210	0.457%	\$15,572
REDONDO BEACH	62,721	0.679%	\$23,138
ROLLING HILLS	1,912	0.021%	\$705
ROLLING HILLS ESTATES	8,015	0.087%	\$2,957
ROSEMEAD	53,798	0.583%	\$19,846
SAN DIMAS	33,909	0.367%	\$12,509
SAN FERNANDO	23,712	0.257%	\$8,748
SAN GABRIEL	38,687	0.419%	\$14,272
SAN MARINO	13,056	0.141%	\$4,816
SANTA CLARITA	128,766	1.395%	\$47,503
SANTA FE SPRINGS	15,542	0.168%	\$5,734

FY 96 TDA Article 3 Funding Estimates

Table 4-7

<u>AGENCY</u>	<u>POPULATION</u>	<u>% OF COUNTY POPULATION</u>	<u>ALLOCATION ESTIMATE</u>
SANTA MONICA	89,809	0.973%	\$33,131
SIERRA MADRE	10,947	0.119%	\$4,038
SIGNAL HILL	8,808	0.095%	\$3,249
SOUTH EL MONTE	21,440	0.232%	\$7,909
SOUTH GATE	88,926	0.963%	\$32,805
SOUTH PASADENA	24,299	0.263%	\$8,964
TEMPLE CITY	32,192	0.349%	\$11,876
TORRANCE	136,747	1.481%	\$50,447
VERNON	79	0.001%	\$29
WALNUT	30,862	0.334%	\$11,385
WEST COVINA	99,824	1.081%	\$36,826
WEST HOLLYWOOD	37,041	0.401%	\$13,665
WESTLAKE VILLAGE	7,642	0.083%	\$2,819
WHITTIER	80,646	0.874%	\$29,751
UNINCORPORATED	961,818	10.420%	\$354,822
TOTAL	9,230,599	100.000%	\$3,405,236
TOTAL COUNTY POPULATION			9,230,599
DEPARTMENT OF FINANCE FIGURES MAY, 1994			
FY 1996 TDA ARTICLE 3 ESTIMATE			\$4,006,160
ADD: LAPSED FUNDS AND OTHER ADDITIONS			\$0
TOTAL TDA ARTICLE 3 AVAILABLE FOR THE PERIOD			\$4,006,160
LOCAL ALLOCATION 85%			\$3,405,236
SUPPLEMENTAL CITY AND COUNTY ALLOCATION 15%			\$600,924
o CITY OF LOS ANGELES		30.000%	\$180,277
o COUNTY OF LOS ANGELES		70.000%	\$420,647
GRAND TOTAL TDA ARTICLE 3			\$4,006,160

TABLE 4-8
 FY 96 LOCAL ALLOCATION ESTIMATES: PROPS A & C LOCAL RETURN
 LACMTA BUDGET OFFICE

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CITY	POPULATION (DOF, MAY'94)	FY 96 Prop A Local Return Estimate	FY 96 Prop C Local Return Estimate	TOTAL FY 96 Prop A & C Local Return Estimate
AGOURA HILLS	21,005	\$212,343	\$174,385	\$386,728
ALHAMBRA	86,261	872,028	716,144	\$1,588,172
ARCADIA	49,818	503,619	413,592	\$917,211
ARTESIA	16,086	162,616	133,547	\$296,163
AVALON	3,166	32,006	26,284	\$58,290
AZUSA	42,924	433,926	356,358	\$790,284
BALDWIN PARK	72,029	728,154	597,989	\$1,326,143
BELL	35,823	362,141	297,405	\$659,546
BELLFLOWER	63,911	646,088	530,593	\$1,176,681
BELL GARDENS	43,718	441,953	362,950	\$804,902
BEVERLY HILLS	32,592	329,478	270,581	\$600,059
BRADBURY	852	8,613	7,073	\$15,686
BURBANK	98,678	997,553	819,231	\$1,816,784
CALABASAS	17,719	179,124	147,104	\$326,229
CARSON	86,307	872,493	716,526	\$1,589,019
CERRITOS	54,197	547,887	449,947	\$997,834
CLAREMONT	33,178	335,402	275,446	\$610,848
COMMERCE	12,423	125,586	103,137	\$228,723
COMPTON	91,609	926,092	760,544	\$1,686,635
COVINA	44,469	449,545	369,184	\$818,729
CUDAHY	23,739	239,982	197,083	\$437,064
CULVER CITY	39,470	399,009	327,682	\$726,692
DIAMOND BAR	54,507	551,021	452,520	\$1,003,541
DOWNEY	94,802	958,370	787,052	\$1,745,422
DUARTE	21,279	215,113	176,660	\$391,773
EL MONTE	110,965	1,121,765	921,238	\$2,043,003
EL SEGUNDO	15,668	158,391	130,077	\$288,467
GARDENA	53,918	545,067	447,631	\$992,697
GLENDALE	190,192	1,922,684	1,578,986	\$3,501,670
GLENDORA	49,840	503,841	413,775	\$917,616
HAWAIIAN GARDENS	14,252	144,076	118,321	\$262,397
HAWTHORNE	74,438	752,507	617,989	\$1,370,496
HERMOSA BEACH	18,714	189,183	155,365	\$344,548
HIDDEN HILLS	1,850	18,702	15,359	\$34,061
HUNTINGTON PARK	58,569	592,084	486,243	\$1,078,328
INDUSTRY	684	6,915	5,679	\$12,593
INGLEWOOD	113,623	1,148,635	943,305	\$2,091,940
IRVINDALE	1,057	\$10,685	\$8,775	\$19,461

TABLE 4-8
 FY 96 LOCAL ALLOCATION ESTIMATES: PROPS A & C LOCAL RETURN
 LACMTA BUDGET OFFICE

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CITY	POPULATION (DOF, MAY'94)	FY 96 Prop A Local Return Estimate	FY 96 Prop C Local Return Estimate	TOTAL FY 96 Prop A & C Local Return Estimate
LA CANADA-FLINTRIDGE	19,704	\$199,191	\$163,584	\$362,775
LA HABRA HEIGHTS	6,495	65,659	53,922	\$119,581
LAKEWOOD	75,286	761,079	625,029	\$1,386,108
LA MIRADA	44,233	447,159	367,225	\$814,384
LANCASTER	115,524	1,167,852	959,087	\$2,126,940
LA PUENTE	39,284	397,129	326,138	\$723,267
LA VERNE	31,498	318,419	261,498	\$579,917
LAWNDALE	28,739	290,528	238,593	\$529,121
LOMITA	19,628	198,423	162,953	\$361,376
LONG BEACH	436,776	4,415,445	3,626,141	\$8,041,587
LOS ANGELES CITY	3,620,543	36,600,706	30,057,970	\$66,658,677
LYNWOOD	64,286	649,878	533,706	\$1,183,585
MALIBU	11,336	114,598	94,112	\$208,710
MANHATTAN BEACH	33,077	334,381	274,607	\$608,989
MAYWOOD	28,850	291,650	239,514	\$531,164
MONROVIA	37,545	379,549	311,701	\$691,250
MONTEBELLO	60,916	615,811	505,728	\$1,121,539
MONTEREY PARK	63,111	638,000	523,951	\$1,161,952
NORWALK	97,303	983,653	807,815	\$1,791,469
PALMDALE	98,314	993,874	816,209	\$1,810,082
PALOS VERDES ESTATES	13,657	138,061	113,381	\$251,442
PARAMOUNT	52,713	532,885	437,627	\$970,512
PASADENA	134,824	1,362,960	1,119,317	\$2,482,277
PICO RIVERA	60,593	612,545	503,047	\$1,115,592
POMONA	138,624	1,401,374	1,150,865	\$2,552,239
RANCHO PALOS VERDES	42,210	426,708	350,430	\$777,138
REDONDO BEACH	62,721	634,058	520,714	\$1,154,771
ROLLING HILLS	1,912	19,329	15,874	\$35,202
ROLLING HILLS ESTATES	8,015	81,025	66,541	\$147,566
ROSEMEAD	53,798	543,853	446,634	\$990,488
SAN DIMAS	33,909	342,792	281,515	\$624,307
SAN FERNANDO	23,712	239,709	196,858	\$436,567
SAN GABRIEL	38,687	391,094	321,182	\$712,276
SAN MARINO	13,056	131,985	108,392	\$240,377
SANTA CLARITA	128,766	1,301,718	1,069,023	\$2,370,741
SANTA FE SPRINGS	15,542	157,117	129,031	\$286,147
SANTA MONICA	89,809	907,895	745,600	\$1,653,495
SIERRA MADRE	10,947	110,665	90,883	\$201,548
SIGNAL HILL	8,808	89,042	73,125	\$162,166
SOUTH EL MONTE	21,440	216,741	177,996	\$394,737
SOUTH GATE	88,926	898,969	738,269	\$1,637,238
SOUTH PASADENA	24,299	\$245,643	\$201,732	\$447,375

TABLE 4-8
 FY 96 LOCAL ALLOCATION ESTIMATES: PROPS A & C LOCAL RETURN
 LACMTA BUDGET OFFICE

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CITY	POPULATION (DOF, MAY'94)	FY 96 Prop A Local Return Estimate	FY 96 Prop C Local Return Estimate	TOTAL FY 96 Prop A & C Local Return Estimate
TEMPLE CITY	32,192	\$325,435	\$267,260	\$592,695
TORRANCE	136,747	1,382,399	1,135,282	\$2,517,681
VERNON	79	799	656	\$1,454
WALNUT	30,862	311,989	256,218	\$568,208
WEST COVINA	99,824	1,009,138	828,745	\$1,837,883
WEST HOLLYWOOD	37,041	374,454	307,517	\$681,971
WESTLAKE VILLAGE	7,642	77,254	63,444	\$140,699
WHITTIER	80,646	815,265	669,528	\$1,484,793
UNINCORPORATED L.A. COUNTY	961,818	9,723,187	7,985,072	\$17,708,260
TOTAL	9,230,599	\$93,313,750	\$76,633,000	\$169,946,750

TABLE 4-9
FY 96: 0.2500% DIAL-A-RIDE CAP LACMTA BUDGET OFFICE

Operator	Sum of Unadj. Dial-a-Ride Shares	Operator Share of DAR Total	% Share of Amount Above Cap	Amount to Adjust DAR Shares	Sum of Unadj. Fixed Oper. Shares	Operator Share of F.R. Total	% Share of Amount Above Cap	Amount to Adjust Fixed Oper. Shares
Arcadia DAR	0.1488%	54.0513%	0.0137%	-0.0137%	0.0774%	0.0776%	0.0000%	0.0000%
Claremont DAR	0.0383%	13.9146%	0.0035%	-0.0035%	1.0674%	1.0704%	0.0003%	0.0003%
Commerce					3.7634%	3.7738%	0.0010%	0.0010%
Culver City					1.0890%	1.0920%	0.0003%	0.0003%
Foothill								
Gardena								
La Mirada DAR	0.0655%	23.7723%	0.0060%	-0.0060%	5.3282%	5.3429%	0.0014%	0.0014%
Long Beach					1.3821%	1.3859%	0.0004%	0.0004%
Montebello					0.3436%	0.3445%	0.0001%	0.0001%
Norwalk								
Redondo Beach DA	0.0227%	8.2617%	0.0021%	-0.0021%	4.9400%	4.9537%	0.0013%	0.0013%
Santa Monica					80.3019%	80.5236%	0.0204%	0.0204%
MTA Bus Operations					1.4318%	1.4357%	0.0004%	0.0004%
Torrance								
Total	0.2753%	100.0000%	0.0253%	-0.0253%	99.7247%	100.0000%	0.0253%	0.0253%
DAR Cap	0.2500%							
% Over Cap	0.0253%							

TABLE 4-10
 FY 96 TDA ARTICLE 4 & FEDERAL OPERATING SWAP
 LACMTA BUDGET OFFICE

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NOTE: THIS TABLE IS FOR INFORMATION ONLY AND REPRESENTS HOW MUCH MONEY IS ALREADY ADDED IN TABLE 4-4 TO THE MUNICIPAL BUS OPERATORS' TDA ARTICLE 4 IN EXCHANGE FOR FEDERAL OPERATING (SECTION 9) TO MTA.

Operator	\$ TDA ARTICLE 4 SWAP FOR FEDERAL OPS	By Fund	Subtotal
Arcadia	\$38,082		
Claremont	\$9,804		
Commerce	\$21,805		
Culver City	\$300,903		
Gardena	\$306,982		
La Mirada	\$16,749		
Long Beach	\$1,501,973		
Montebello	\$389,593		
Norwalk	\$96,847		
Redondo Beach	\$5,821		
Santa Monica	\$1,392,569		
Torrance	\$403,609		
SUBTOTAL TDA ARTICLE 4 SWAP		\$4,484,736	
MTA Bus Operations	\$22,376,580		
Foothill (Subsidy Share)	\$260,025		
Foothill (Formula Share)	\$1,060,879		
Subtotal Foothill	\$1,320,904	\$23,697,484	
Subtotal MTA Bus Ops & Foothill			\$28,182,221
SUBTOTAL FEDERAL OPERATING (SECTION 9)			
Antelope Valley	\$0		
Santa Clarita	\$182,205		
City of Los Angeles	\$215,158		
SUBTOTAL PROP A INCENTIVE			\$397,363
TOTAL			\$28,579,583

Note: MTA Bus Operations' reduction is further reduced by Foothill's subsidy share. Foothill is paid in Proposition A (40%) (95%) Discretionary dollars.

MTA historically swaps TDA Article 4 with the other municipal bus operators for Federal (Section 9) Operating.

Santa Clarita's and City of Los Angeles' reduction is in Prop A Incentive, because they receive Prop A Incentive instead of Federal (Section 9) Operating. Antelope Valley has no reduction because it receives no comparable benefit from Federal (Section 9) Operating or substitute funding.

The amount of Federal (Section 9) Operating is not reflected in Table 4-2 but is in Table 4-4.

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TABLE 4-11:
FY 96 CAPITAL ALLOCATION PROCEDURE
LACMITA BUDGET OFFICE

OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION								
	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT	INPUT
	TOTAL LOCAL VEHICLE MILES	TOTAL EXPRESS VEHICLE MILES	60% OF LOCAL VEHICLE MILES	40% OF EXPRESS VEHICLE MILES	TOTAL MILES WEIGHTED 60/40	ACTIVE FLEET*	PK BUS	PK BUS +20%*	ALLOWABLE PK BUS	DAR SEATS***	BUS EQVT (44)	TOTAL ACT VEH	
ANTELOPE VALLE	1,494,000	532,000	896,400	212,800	1,109,200	32	32	38.4	32.0	129	2.9	35	
ARCADIA	409,473	0	245,684	0	245,684	0	0	0.0	0.0	114	2.6	3	
CLAREMONT	119,193	0	71,516	0	71,516	0	0	0.0	0.0	65	1.5	1	
COMMERCE	303,008	0	181,805	0	181,805	9	6	7.2	7.2	50	1.1	8	
CULVER CITY	990,994	0	594,596	0	594,596	30	24	28.8	28.8	0	0.0	29	
FOOTHILL	2,873,238	7,092,921	1,723,943	2,837,168	4,561,111	198	174	208.8	198.0	0	0.0	198	
GARDENA	1,612,000	0	967,200	0	967,200	45	38	45.6	45.0	120	2.7	48	
LADOT	1,395,108	2,630,110	837,065	1,052,044	1,889,109	125	99	118.8	118.8	0	0.0	119	
LAMIRADA	178,310	0	106,986	0	106,986	0	0	0.0	0.0	196	4.5	4	
LONG BEACH	7,725,035	0	4,635,021	0	4,635,021	193	154	184.8	184.8	320	7.3	192	
MONTEBELLO	1,681,000	0	1,008,600	0	1,008,600	46	33	39.6	39.6	56	1.3	41	
MTA OPERATIONS	77,183,890	18,019,628	46,310,334	7,207,851	53,518,185	2,161	1,912	2,294.4	2,161.0	0	0.0	2,161	
NORWALK	619,623	0	371,774	0	371,774	18	15	18.0	18.0	18	0.4	18	
REDONDO BEACH	63,300	0	37,980	0	37,980	0	0	0.0	0.0	73	1.7	2	
SANTA CLARITA	1,489,000	276,000	893,400	110,400	1,003,800	33	26	31.2	31.2	126	2.9	34	
SANTAMONICA	3,516,200	354,300	2,109,720	141,720	2,251,440	135	106	127.2	127.2	0	0.0	127	
TORRANCE	1,590,800	536,400	954,480	214,560	1,169,040	53	40	48.0	48.0	72	1.6	50	
TOTAL	103,244,172	29,441,359	61,946,503	11,776,544	73,723,047	3,078	2,659	3,190.8	3,039.6	1,339	30.4	3,070	

* Source: FY 94 Section 15 Report, Form 408 (Mode: MB), "Number of Active Vehicles in Fleet (Total)".
 ** Source: FY 94 Section 15 Report, Form 406 (Mode: MB), Line 01, "Vehicles Operated in Maximum Service (Annual Total)".
 *** Source: FY 94 Section 15 Report, Form 408 (Mode: DR), "Seating Capacity".
 1 Gardena's Dial-A-Ride is included for Section 9 Capital only not for Formula Allocation

OPERATOR	FARE UNITS			UNLINKED PASSENGERS			COMBINED WEIGHT 50/50
	INPUT PASSENGER REVENUE	INPUT CASH BASE FARE	INPUT FARE UNITS	UNLINKED PASSENGERS	PERCENT SHARE	50% WEIGHT	
ANTELOPE VALLEY	\$1,221,000	\$0.75	1,628,000	1,229,000	0.2682%	0.1341%	0.4808%
ARCADIA	\$91,200	\$0.75	121,600	158,400	0.0346%	0.0173%	0.0432%
CLAREMONT	\$24,300	\$1.00	24,300	30,000	0.0065%	0.0033%	0.0084%
COMMERCE	\$0	\$0.00	536,879 *	799,000	0.1744%	0.0872%	0.2015%
CULVER CITY	\$1,520,812	\$0.60	2,534,687	3,917,151	0.8548%	0.4274%	0.9672%
FOOTHILL	\$10,068,096	\$0.85	11,844,819	11,047,794	2.4109%	1.2055%	3.7279%
GARDENA	\$1,246,000	\$0.50	2,492,000	5,515,000	1.2035%	0.6018%	1.1325%
LADOT	\$1,230,474	\$1.10	1,118,613	4,665,049	1.0180%	0.5090%	0.7472%
LAMIRADA	\$52,864	\$1.00	52,864	70,075	0.0153%	0.0076%	0.0189%
LONG BEACH	\$9,084,000	\$0.75	12,112,000	23,292,000	5.0829%	2.5415%	5.1209%
MONTEBELLO	\$2,718,000	\$0.75	3,624,000	5,414,000	1.1815%	0.5907%	1.3625%
MTA OPERATIONS	** \$199,489,530	\$1.10	181,354,118	378,721,823	82.6472%	41.3236%	79.9450%
NORWALK	\$312,937	\$0.60	521,562	943,127	0.2058%	0.1029%	0.2140%
REDONDO BEACH	\$14,900	\$1.00	14,900	27,300	0.0060%	0.0030%	0.0062%
SANTA CLARITA	\$683,000	\$0.75	910,667	1,070,000	0.2335%	0.1168%	0.3107%
SANTA MONICA	\$6,339,800	\$0.50	12,679,600	17,602,400	3.8413%	1.9207%	4.6209%
TORRANCE	\$1,607,100	\$0.50	3,214,200	3,736,900	0.8155%	0.4077%	1.0922%
TOTAL	\$235,704,013		234,784,808	458,239,019	100.0000%	50.0000%	100.0000%

* Commerce Fare Units are calculated as follows:
 ((Total Fare Units - MTA Fare Units - Cmmrc Fare Units) / (Total Unlinkd Pass - MTA Unlinkd Pass - Cmmrc Unlinkd Pass)) * Cmmrc Unlinkd Pass.
 **MTA Operations unlinked boardings exceed Sect. 15 Report due to addition of special service boardings not included in Sect. 15.
 **Santa Clarita Dial-A-Ride is included for Section 9 capital as in FY 1995.

TABLE 4-13: PART 3 OF 5
FY 96 CAPITAL ALLOCATION PROCEDURE
LACMITA BUDGET OFFICE

OPERATOR	MILEAGE VARIABLE			PASSENGER VARIABLE			VEHICLE VARIABLE				
	TOTAL MILES WEIGHTD 60/40	PERCENT SHARE	1/3 WEIGHT	FARE UNITS	UNLINKED PASSNGRS	COMBINED WEIGHT 50/50	1/3 WEIGHT	TOTAL ACTIVE VEH	PERCENT SHARE	1/3 WEIGHT	TOTAL SHARE
ANTELOPE VALLEY	1,109,200	1.5045%	0.5015%	1,628,000	1,229,000	0.4808%	0.1603%	35	1.1378%	0.3793%	1.0411%
ARCADIA	245,684	0.3333%	0.1111%	121,600	158,400	0.0432%	0.0144%	3	0.0844%	0.0281%	0.1536%
CLAREMONT	71,516	0.0970%	0.0323%	24,300	30,000	0.0084%	0.0028%	1	0.0481%	0.0160%	0.0512%
COMMERCE	181,805	0.2466%	0.0822%	536,879	799,000	0.2015%	0.0672%	8	0.2715%	0.0905%	0.2399%
CULVER CITY	594,596	0.8065%	0.2688%	2,534,687	3,917,151	0.9672%	0.3224%	29	0.9381%	0.3127%	0.9039%
FOOTHILL	4,561,111	6.1868%	2.0623%	11,844,819	11,047,794	3.7279%	1.2426%	198	6.4494%	2.1498%	5.4547%
GARDENA	967,200	1.3119%	0.4373%	2,492,000	5,515,000	1.1325%	0.3775%	48	1.5546%	0.5182%	1.3330%
LADOT	1,889,109	2.5624%	0.8541%	1,118,613	4,665,049	0.7472%	0.2491%	119	3.8697%	1.2899%	2.3931%
LAMIRADA	106,986	0.1451%	0.0484%	52,864	70,075	0.0189%	0.0063%	4	0.1451%	0.0484%	0.1030%
LONG BEACH	4,635,021	6.2871%	2.0957%	12,112,000	23,292,000	5.1209%	1.7070%	192	6.2564%	2.0855%	5.8881%
MONTEBELLO	1,008,600	1.3681%	0.4560%	3,624,000	5,414,000	1.3625%	0.4542%	41	1.3313%	0.4438%	1.3540%
MTA OPERATIONS	53,518,185	72.5936%	24.1979%	181,354,118	376,721,823	79.9450%	26.6483%	2,161	70.3901%	23.4634%	74.3096%
NORWALK	371,774	0.5043%	0.1681%	521,562	943,127	0.2140%	0.0713%	18	0.5996%	0.1999%	0.4393%
REDONDO BEACH	37,980	0.0515%	0.0172%	14,900	27,300	0.0062%	0.0021%	2	0.0540%	0.0180%	0.0372%
SANTA CLARITA	1,003,800	1.3616%	0.4539%	910,667	1,070,000	0.3107%	0.1036%	34	1.1096%	0.3699%	0.9273%
SANTAMONICA	2,251,440	3.0539%	1.0180%	12,679,600	17,602,400	4.6209%	1.5403%	127	4.1433%	1.3811%	3.9394%
TORRANCE	1,169,040	1.5857%	0.5286%	3,214,200	3,736,900	1.0922%	0.3641%	50	1.6168%	0.5389%	1.4316%
TOTAL	73,723,047	100.0000%	33.3333%	234,784,808	458,239,019	100.0000%	33.3333%	3,070	100.0000%	33.3333%	100.0000%

TABLE 4-14: PART 4 OF 5
FY 96 CAPITAL ALLOCATION PROCEDURE
LACMTA BUDGET OFFICE

OPERATOR	BEFORE REALLOCATE		TOTAL PERCENTAGES WITHOUT ANTELOPE VALLEY	NON-AVTA OPERATORS' SHARES INCREASED TO 100%	NON-AVTA OPERATORS' DOLLARS SHARE OF AVTA NON-L.A. \$	AFTER REALLOCATE ANTELOPE VALLEY FY 96 CAPITAL FUNDING MARK
	TOTAL SHARE	ANTELOPE VALLEY FY 96 CAPITAL FUNDING MARK				
ANTELOPE VALLEY*	1.0411%	\$598,194				\$368,428
ARCADIA	0.1536%	\$88,263	0.1536%	0.1552%	\$357	\$88,620
CLAREMONT	0.0512%	\$29,414	0.0512%	0.0517%	\$119	\$29,533
COMMERCE	0.2399%	\$137,839	0.2399%	0.2424%	\$557	\$138,396
CULVER CITY	0.9039%	\$519,406	0.9039%	0.9135%	\$2,099	\$521,505
FOOTHILL	5.4547%	\$3,134,292	5.4547%	5.5121%	\$12,665	\$3,146,956
GARDENA	1.3330%	\$765,945	1.3330%	1.3470%	\$3,095	\$769,040
LADOT	2.3931%	\$1,375,064	2.3931%	2.4183%	\$5,556	\$1,380,641
LAMIRADA	0.1030%	\$59,207	0.1030%	0.1041%	\$239	\$59,446
LONG BEACH	5.8881%	\$3,383,302	5.8881%	5.9500%	\$13,671	\$3,396,973
MONTEBELLO	1.3540%	\$777,999	1.3540%	1.3682%	\$3,144	\$781,142
MTA OPERATIONS	74.3096%	\$42,698,272	74.3096%	75.0913%	\$172,534	\$42,870,805
NORWALK	0.4393%	\$252,422	0.4393%	0.4439%	\$1,020	\$253,442
REDONDO BEACH	0.0372%	\$21,396	0.0372%	0.0376%	\$86	\$21,483
SANTA CLARITA	0.9273%	\$532,812	0.9273%	0.9370%	\$2,153	\$534,965
SANTA MONICA	3.9394%	\$2,263,562	3.9394%	3.9808%	\$9,147	\$2,272,709
TORRANCE	1.4316%	\$822,591	1.4316%	1.4466%	\$3,324	\$825,915
TOTAL	100.0000%	\$57,460,000	98.9589%	100.0000%	\$229,767	\$57,460,000

* Excludes Section 9 capital apportionment.
See Notes to TABLE 4-14.

ASSUMPTIONS/NOTES TO TABLE 4-14 (TABLE 4 OF 5).

Form 901 Section 9 Statistics Passenger Miles FY 94 is used to calculate Antelope Valley's allocation of capital monies.
 UZA number AV 134 passenger miles
 UZA number LA 2 passenger miles
 Total
 Percentage of LA Passenger Miles in Antelope Valley's service.
 Total Share originally to Antelope Valley
 Percentage of Antelope Valley original share Allocated to other 16 Operators
 Antelope Valley's share without subtracting Lancaster - Palmdale passenger miles
 Antelope Valley's share after subtracting Lancaster - Palmdale passenger miles
 Amount to allocate between other 16 Operators

7,182,350
<u>11,516,868</u>
18,699,218
61.5901%
100.0000%
<u>38.4099%</u>
\$598,194
<u>\$368,428</u>
\$229,766

\$67,600,000
85.00%
\$57,460,000

TABLE 4-15: PART 5 OF 5
FY 96 CAPITAL ALLOCATION PROCEDURE
LACMTA BUDGET OFFICE

VERSION 5

OPERATOR	FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION	FY 1996 LEASE PAYMENT (COP)	TOTAL	TOTAL
ANTELOPE VALLEY*	1.0411%	\$368,428			\$368,428	\$368,428
ARCADIA	0.1536%	\$88,620			\$88,620	\$88,620
CLAREMONT	0.0512%	\$29,533			\$29,533	\$29,533
COMMERCE	0.2399%	\$138,396	\$400,000		\$538,396	\$538,396
CULVER CITY	0.9039%	\$521,505		\$1,681,000 **	\$521,505	\$2,202,505
FOOTHILL	5.4547%	\$3,146,956			\$3,146,956	\$3,146,956
GARDENA	1.3330%	\$769,040	\$3,800,000		\$4,569,040	\$4,569,040
LADOT	2.3931%	\$1,380,641			\$1,380,641	\$1,380,641
LAMIRADA	0.1030%	\$59,446			\$59,446	\$59,446
LONG BEACH	5.8881%	\$3,396,973			\$3,396,973	\$3,396,973
MONTEBELLO	1.3540%	\$781,142	\$1,200,000		\$1,981,142	\$1,981,142
MTA OPERATIONS	74.3096%	\$42,870,805	\$1,600,000	\$11,987,698	\$44,470,805	\$56,458,503
NORWALK	0.4393%	\$253,442	\$2,800,000		\$3,053,442	\$3,053,442
REDONDO BEACH	0.0372%	\$21,483			\$21,483	\$21,483
SANTA CLARITA	0.9273%	\$534,965	\$280,000		\$814,965	\$814,965
SANTAMONCA	3.9394%	\$2,272,709			\$2,272,709	\$2,272,709
TORRANCE	1.4316%	\$825,915		\$351,010	\$825,915	\$1,176,925
SUBTOTAL		\$57,460,000	\$10,080,000		\$67,540,000	\$81,559,708
CARRYOVER TO FY 97			\$60,000		\$60,000	\$60,000
TOTAL	100.0000%	\$57,460,000	\$10,140,000		\$67,600,000	\$81,619,708

* Excludes FY 96 share of Section 9 capital apportionment. FY 96 funding mark will be funded with non-Section 9 dollars.
 Notes: 15% Discretionary: Montebello's and Santa Clarita's requests are for Facilities.
 Commerce's, Gardena's and Norwalk's requests are for Bus Replacements. Bus cost was estimated at \$250,000 each. Norwalk's original request was for \$3,600,000 for 18 buses.
 COP'S are off-the-top.
 ** Culver City COP is an estimate.

TABLE 4-16

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 1995 STATE TRANSIT ASSISTANCE (STA) FUND EFFICIENCY STANDARDS

A	B	C	D	E	F	G	H	I	J	K	L	N	O	P	Q	R
BUS OPERATOR	FY 91 OPERATING COST	FY 91 SERVICE HOURS	FY 92 OPERATING COST	FY 92 SERVICE HOURS	FY 93 OPERATING COST	FY 93 SERVICE HOURS	FY 94 OPERATING COST	FY 94 SERVICE HOURS	FY 93 COST/HOUR	FY 94 ALLOWABLE INCREASE	ACTUAL FY 94 COST/HOUR	SINGLE YEAR TEST	ACTUAL FY 92-94 AVG \$/HOUR	ACTUAL FY 91-93 AVG \$/HOUR	FY 92-94 ALLOWABLE INCREASE	THREE YEAR TEST
									F/G	J-1.8%	H/I	Fail if L > K	ACTUAL FY 92-94 AVG \$/HOUR	ACTUAL FY 91-93 AVG \$/HOUR	P+3.0%	Fail if O > Q
ARCADIA	\$862,246	29,400	\$973,300	31,700	\$976,800	32,000	\$937,800	30,000	\$30.53	\$31.07	\$31.26	0	\$30.82	\$30.21	\$31.11	1
CLAREMONT	\$321,900	8,900	\$334,100	7,600	\$264,400	6,500	\$269,800	7,700	\$40.88	\$41.41	\$35.04	1	\$39.83	\$40.02	\$41.22	1
COMMERCE	\$962,745	17,000	\$1,181,000	19,000	\$1,274,000	21,000	\$1,181,000	18,000	\$60.67	\$61.76	\$65.61	0	\$62.69	\$59.96	\$61.76	0
CULVER CITY	\$4,607,387	83,114	\$4,774,956	87,681	\$5,241,654	87,272	\$5,161,747	86,995	\$60.06	\$61.14	\$59.33	1	\$57.94	\$56.67	\$58.37	1
GARDENA	\$5,595,646	90,000	\$6,560,000	111,000	\$5,574,000	91,000	\$6,086,000	90,000	\$61.25	\$62.36	\$67.40	0	\$62.33	\$60.72	\$62.54	1
LA MIRADA	\$608,101	12,279	\$738,836	12,918	\$564,835	10,110	\$565,000	9,772	\$55.87	\$56.87	\$57.82	0	\$56.97	\$54.15	\$55.77	0
LONG BEACH	\$28,412,599	578,000	\$31,091,000	618,000	\$28,545,000	542,000	\$28,332,000	560,000	\$52.67	\$53.61	\$50.59	1	\$51.11	\$50.63	\$52.15	1
MONTEBELLO	\$7,632,386	148,000	\$7,677,162	147,000	\$7,775,000	145,000	\$5,865,000	103,000	\$53.62	\$54.59	\$56.94	0	\$53.97	\$52.46	\$54.04	1
NORWALK	\$3,516,388	61,131	\$3,866,665	61,679	\$3,378,303	47,129	\$3,417,230	42,802	\$71.68	\$72.97	\$79.84	0	\$70.33	\$63.33	\$65.23	0
REDONDO BEACH	\$212,530	4,069	\$228,458	4,445	\$237,600	4,600	\$225,500	4,500	\$51.65	\$52.58	\$50.11	1	\$51.13	\$51.82	\$53.38	1
SANTA MONICA	\$13,740,544	282,000	\$13,690,500	287,600	\$14,465,000	284,800	\$14,434,200	285,300	\$50.79	\$51.70	\$50.59	1	\$49.66	\$49.04	\$50.51	1
TORRANCE	\$6,999,578	126,300	\$6,850,600	124,300	\$6,239,800	126,600	\$8,082,800	137,370	\$49.29	\$50.17	\$58.69	0	\$54.48	\$53.26	\$54.86	1
MTA	\$572,922,000	7,066,000	\$599,954,000	6,771,000	\$604,011,000	6,635,000	\$616,685,000	6,663,072	\$91.03	\$92.67	\$92.55	1	\$90.72	\$86.80	\$89.40	0
ANTELOPE VALLEY			\$2,582,000	46,000	\$2,861,000	56,000	\$3,122,000	59,000	\$51.09	\$52.01	\$52.92	0	\$53.20	\$53.36	\$54.96	1
SANTA CLARITA			\$4,219,000	67,000	\$2,794,000	57,000	\$3,012,000	59,000	\$49.02	\$49.90	\$51.05	0	\$54.78	\$56.56	\$58.25	1
FOOTHILL TRANSIT			\$10,366,926	210,332	\$14,438,984	283,867	\$16,941,392	320,556	\$50.87	\$51.78	\$52.85	0	\$51.24	\$50.19	\$51.70	1
LOS ANGELES CITY			\$4,751,858	104,000	\$6,530,000	142,000	\$7,551,000	146,000	\$45.99	\$46.81	\$51.72	0	\$48.04	\$45.86	\$47.24	0

Notes:

1. Pass = 1, Fail = 0. Operators can pass either the single or the three year test to qualify for STA funds.
2. The figures for revenue vehicle service hours and total operating costs are from TPM (transit performance measures) forms.
3. In calculating the three-year average, the total cost for each of the three years is added and then divided by the sum of all three years' total hours.
4. The inflation rates (CPI - consumer price index) used to calculate allowable rates of growth in cost per hour are as follows:
FY 1991 5.4%
FY 1993 3.3%
AVE FY 92-94 3.0%
FY 1992 3.8%
FY 1994 1.8%
5. Antelope Valley, Santa Clarita and Los Angeles City will receive Prop. A Discretionary Incentive funds in lieu of STA.
6. Foothill Transit's STA allocation will be paid from MTA operator's Proposition A 40% Discretionary Share.
7. Exclusions for specified costs above the rate of inflation are allowed by law. MTA Operations excluded fuel/alternative fuel costs above the rate of inflation in its FY 94 figures.

5.0 BUS TRANSIT OPERATING PROGRAM

5.1 COUNTYWIDE ISSUES

Countywide Planning will focus on four areas in the next four years:

- Market Analysis and Service Delivery Modifications
- Bus/Rail Interface Planning and Implementation
- Planning and Implementation of Service to Transit Centers, Transitways and other Fixed Transit Facilities
- Countywide Transit Service Standards and Performance Evaluation

5.1.1 Market Analysis and Service Delivery Modifications

The San Fernando Valley Restructuring Study, a collaborative effort of Los Angeles County, the City of Los Angeles and the MTA, was completed in mid-1994. The goals of the study were to increase the quality and amount of service offered, incorporate service capabilities of various providers, retain existing ridership and reduce costs.

An extensive public outreach process was conducted to gain input from elected officials, community groups, city staffs and the general public. A total of 46 meetings were conducted to receive input in the initial phase and 27 meetings were conducted to receive comments on the draft service proposals. A public hearing was held in January 1995 to receive comments on the proposed restructuring plan. The final plan was adopted by the MTA Board of Directors several months later. Implementation of the plan was scheduled for June 1995 and December 1995.

Some of the specific recommendations to restructure service throughout the San Fernando Valley included the retention of the grid-based route network for most of the San Fernando Valley and a hub-and-spoke network in which timed transfer operations would take place at six different transit centers located at Universal City, Downtown Burbank, the Sylmar/San Fernando Metrolink Station, Cal State Northridge, the Chatsworth Metrolink Station and Warner Center. Additional recommendations included route linking where east-west and north-south lines are proposed to be joined to provide continuous service without transfer and the introduction of community-based services to increase local service frequencies and minimize the need to transfer for short trips.

During Fiscal Years 1996 and 1997, restructuring studies will be conducted in five other regions of Los Angeles County. Additionally, a multi-phase countywide Customer

Satisfaction/Market Analysis survey will be coordinated by the MTA to develop a more detailed and comprehensive database of origin and destination data, and market research information that can be applied to an analysis of the service modifications and improvements that will be implemented as recommendations of the restructuring studies.

One of the major policy directions outlined in the Long Range Plan includes improving bus transit service by targeting highly transit dependent areas with better, more frequent service. Financial allowances will be created through the Mobility Allowance program which will fund flexible transit options such as smart shuttles, vans, community based transit, neighborhood collectors, shared taxis for off-peak service and other alternative service delivery strategies. Demonstration projects of many of these concepts will be developed in different regions of the county during the next year to assess their feasibility and analyze the potential for broader application throughout the county.

5.1.2 Bus/Rail Interface Planning and Implementation

In August 1995, the Metro Green Line will begin revenue operation in the median of the I-105 Freeway, running from Norwalk to El Segundo. In El Segundo, the line turns south to Redondo Beach running on its own elevated guideway. This new rail line will allow passengers to travel the 20-mile route in 35 minutes. Bus and shuttle service will connect the Metro Green Line to destinations along the corridor. A comprehensive planning process to develop a bus/rail interface plan underwent a five-month period of community review. During that time, meetings were held with city, county, state and federal officials, government agencies, other transit operators, businesses and community groups from throughout the corridor. Nine public meetings were also held to receive comments from the general public.

This comprehensive plan included recommendations for the MTA Operations and several municipal operators to provide service to the Metro Green Line. Additionally, 13 new feeder routes were designed to serve the Metro Green Line from areas that would generate potential ridership for this new rail line.

A similar comprehensive planning process for the development of bus/rail interface plans for the extensions to the Metro Red Line and the Metro Blue Line to Pasadena will utilize many of the recommendations of the Central/East/Northeast and Westside Transit Restructuring Studies. The development of these interface plans will be coordinated on a countywide basis during the next couple years as the region prepares for the opening of these new rail segments.

5.1.3 Fixed Facility Planning and Implementation

With the opening of the Gateway Intermodal Transit Center and the Harbor Transitway, the MTA will take a lead role in the coordination of planning for

operations utilizing these facilities. Preliminary operational planning work has been underway for both of these new facilities. Detailed final plans will be developed with input from transit operators throughout Los Angeles County as the opening dates are determined.

The Gateway Intermodal Transit Center will provide convenient connections at Union Station for Amtrak, Metrolink, Metro Red Line, Metro Blue Line (Pasadena) and regional and shuttle bus services. Utilizing 8 bus bays surrounded by a mixed-use office and retail development, the Gateway Intermodal Transit Center will enhance connections between the different modes at Union Station and provide convenient access to destinations throughout Chinatown, Little Tokyo, the garment district, financial district and the governmental center. The Harbor Transitway will utilize High Occupancy Vehicle (HOV) lanes under construction along the I-110 freeway south of downtown Los Angeles. Coordination of express and local services operating in the mid-cities and south bay regions will enhance the productivity of services operating along the Harbor Transitway, while providing more options to transit patrons in the corridor.

5.1.4 Service Standards and Performance Evaluation

Applying the strategies in the Long Range Plan will require detailed analysis and review of current services, coordination with other transit operators and cities, and development of a regional statistical database. The MTA, in cooperation with local transit agencies, will develop data based service standards that will inform its decisions about service restructuring. Expansion of the bus fleet and implementation of the bus/rail interface plans will provide opportunities for all operators in Los Angeles County to improve their service to their patrons while also improving the productivity of the countywide transit service.

Many demonstration projects along new or restructured routes will be implemented and evaluated. Successful projects will be incorporated into the transit delivery system. The goal is to invest in service that is both low in cost and high in productivity. Keeping costs low will allow the MTA to fund more service. Funding service that is well used will insure that the investment is effective. Service standards will provide objective yardsticks during this period of change and opportunity. The standards must also be flexible enough to take into consideration local circumstances. As it develops the standards, the MTA hopes to develop a consensus among operators that the standards are objective, fair, and sensitive to both regional and local concerns.

5.2 MTA OPERATIONS ISSUES

DECENTRALIZATION OF OPERATIONS - The MTA Operations unit was recently decentralized at the regional level and consolidated at the local level. Four regional general manager positions were created and the division of management between Operations and Maintenance in the operating divisions was eliminated. A single

manager now runs each division; both authority and responsibility have devolved through the regional general managers to the division managers. The decentralization will make operations both more efficient and more responsive to the public.

SAN FERNANDO VALLEY RESTRUCTURING STUDY - MTA Operations participated in every phase of San Fernando Valley Restructuring study. In Phase I nine MTA lines will be modified, five will be canceled, and three will be created.

METRO GREEN LINE BUS/RAIL INTERFACE - MTA Operations took the lead in developing a master plan that included (1) connecting as many bus lines to rail stations as possible, including east-west bus service, (2) scenarios for municipal bus lines to serve rail stations, and (3) identification of 13 new feeder routes to serve the stations. According to the plan, forty-six existing MTA bus lines can serve the Green Line: seventeen with existing service, eight by extending service, nine by shortening or terminating service at stations, and twelve by rerouting. Phase I of the plan will be implemented on June 25, 1995.

INNER CITY TRANSIT SERVICE IMPROVEMENTS - As part of the FY 95 budget resolution, the MTA Board made a special allocation of \$5 million for reinvestment in inner city service. Half of that was to be used on overcrowded lines. As a result, service has been augmented on 14 lines and service reductions have been avoided on 11 other lines. The other \$2.5 million is being invested in four demonstration projects: two limited stop services, a diagonal limited line that would provide service between the Imperial rail station and West Hollywood, and a flexible destination shuttle that will allow minor route deviations while ensuring service to selected check point stop locations. The two limited stop services were established in January 1995, the diagonal service is scheduled for implementation in July 1995, and the flexible destination shuttle is proposed for the fall of 1995.

HARBOR TRANSITWAY - Construction of the Harbor Transitway will be completed in mid-1997. Redeployment of service to optimize use of this HOV bus facility will be a major undertaking. Among options under consideration is a dual hub HOV system in which the Harbor Transitway and the El Monte Busways are linked with enhanced, frequent service along the Figueroa/Flower street corridors. The system would be based upon the hub and spoke concept in which a number of short distance, lower frequency routes feed into a common hub where travelers change to high-speed, frequent service.

GATEWAY TRANSIT PLAZA - Gateway Center is scheduled to open in September 1995. On opening day MTA will have 15 bus routes serving the Plaza. The Plaza is comprised of an eight bus bay facility for boarding patrons and three additional bus positions primarily for discharging patrons.

5.3 MUNICIPAL OPERATOR ISSUES

5.3.1 Central Area Operator Issues

Los Angeles Department of Transportation (LADOT)

Since becoming an including operator, the City of Los Angeles has received Proposition A Discretionary Incentive funds in lieu of formula funds so as not to negatively impact the annual allocations of other transit operators. Funding does not encompass all of the fixed-route bus service operated by the City. The City would be amendable to including all of these services for funding as long as (1) sufficient revenues are available for their operation and (2) the additional revenues would negate any potential loss of funding to the other transit operators.

5.3.2 S. F. Valley/N. County Operator Issues

Antelope Valley Transit Authority (AVTA)

AVTA is preparing to meet the challenge of declining federal and regional transportation subsidies by continuing to refine the AVTA system and fare structure to bring about maximum productivity and efficiency. If funding permits, AVTA hopes to address public comments by increasing frequency of service in FY 1996-97 and lengthening service hours in FY 1997-98.

AVTA has recently considered strategies to reduce the costs of its Dial-A-Ride service. Currently the agency plans to continue operation of the Dial-A-Ride system as originally designed.

Santa Clarita Transit

As a result of the impetus of the Northridge Earthquake in early 1994, Santa Clarita Transit has experienced a dramatic increase in ridership, and in general a significant increase in operating requirements.

Santa Clarita Transit has worked closely with Dial-A-Ride patrons to adjust and improve service. A recent random telephone survey was conducted and indicated a high degree of customer satisfaction. Currently, staff is developing a program to improve system productivity by reducing the customer no-show rate.

5.3.3 San Gabriel Valley Operator Issues

City of Arcadia

Arcadia is considering the development of a more extensive marketing program tailored to the sub-markets of Arcadia Dial-A-Ride passengers. Staff is also coordinating formal transfer arrangements with other operators.

City of Claremont

COST ALLOCATION PLAN - The City of Claremont has developed and implemented an indirect cost allocation plan methodology, as suggested by the Triennial Performance Audit.

FEDERAL SECTION 9 FUND ALLOCATION - The City of Claremont was recently advised by the Department of Labor that the 13 C agreement negotiated between IBT Local 420 and the city for the use of \$20,900 of Federal Section 9 funds to construct bus shelters, was not acceptable to them. The city has decided to now use State TDA funds instead of the Federal funds to construct the shelters.

FARE INCREASE - The city increased the regular adult base fare for the Dial-A-Ride service from \$1.00 to \$1.25 in FY 95.

Foothill Transit

METROLINK FEEDER SERVICE - Foothill Transit will implement rail feeder routes to El Monte Metrolink Station and Industry Station by July 1995. The El Monte service will provide Metrolink passengers with service to businesses in Monrovia and Arcadia. A transfer agreement has been developed between Metrolink and Foothill Transit allowing rail passengers to transfer to the bus without any additional cash payments.

SERVICE INCREASES - Foothill Transit is planning to increase to 527,000 annual vehicle hours over the next four SRTP planning years as outlined in the strategic master plan. After the initial service level is achieved, Foothill will strive to implement the recommended level which will increase total revenue hours to over 606,000 and 238 peak buses.

INCLUDED MUNICIPAL OPERATOR - Based on FY 1994 audited data more than 1 million revenue miles and more than 500,000 fare units are not counted in the formula. Foothill Transit requests included municipal operator status for funding in FY 1997 in accordance with the Zone Guidelines.

FARE STUDY - Foothill fares have been held constant since they started service in FY 1988. In FY 1996 it is planned to review the fare structure, with a fare increase planned for implementation in FY 1997.

BUS FLEET FINANCING COST - Since 209 buses of the existing bus fleet of 215, are financed through Certificates of Participation over a 12 year period, \$5.9 million have to be budgeted annually for the debt service. The federal capital funds of \$3.1 million will cover only 53% of these expenditures in FY 1996. The remainder will be funded with Prop A Discretionary funds.

PROP A SET-ASIDE RESERVE ACCOUNT - The financial plan projects that Foothill's Prop A Set-Aside Reserve of \$11.4 million in FY 1994 will be reduced to \$1.4 million by the end of FY 1999. The plan also assumes that Foothill will be successful in securing Section 3 funding for two facilities in the amount of \$24.8 million. Should less funding be realized, the capital plan has to be revisited.

Montebello Bus Lines

SPARE RATIO FOR MAINTENANCE - Montebello Bus Lines Fy 1996 spare ratio currently exceeds the 20% recommended spare ratio. Since purchase of new vehicles in 1991 ridership has declined due to California's economic downturn, eliminating demand for additional planned service on existing routes. The spare buses are being placed into service to accommodate the increased maintenance required on the large fleet of newer buses equipped with diesel particulate traps. In the event that Montebello does not add additional service in the next few years, it will evaluate the need to purchase new buses currently programmed for FY 1997.

RISK MANAGEMENT PROGRAM - The City of Montebello and MTA Risk Management staff are jointly examining risk management historical costs and management practices. The initial study performed by the MTA has identified some recommendations for the City of Montebello to implement in FY 1996.

IMPROVED RIDERSHIP PERFORMANCE - Montebello Bus Lines staff continues to improve its outreach to potential riders through the development of user friendly time tables, and a new system map. These new marketing materials are being widely distributed.

5.3.4 South Bay Operator Issues

Gardena Municipal Bus Lines

The service expansion programs implemented on Lines 2 and 3 have proven to be successful and, according to an MTA evaluation, was seen as two of the more productive experimental service expansion programs funded by that agency. Unfortunately, permanent funding has not yet been identified for these lines.

Redondo Beach Dial-A-Ride

In 1987, the cities of Redondo Beach and Hermosa Beach implemented a joint curb-to-curb general public dial-a-ride program. Service is provided from 6 a.m. to 9 a.m. weekdays; it is not available to the general public weekends and holidays. Dave Transportation Services is the contractor.

In 1989 the MTA adopted a policy prohibiting an operator from using formula funds on a system funded by a sub-regional grant. The change affected Redondo Beach which, in 1989, reluctantly bifurcated service so that 5 vehicles could be funded under the Incentive program, leaving 3 vehicles to be funded by formula funds. Redondo Beach believes this policy should be re-evaluated to determine whether it is reasonable to continue the separation of systems.

Torrance Transit

Torrance Transit provides fixed-route and demand-responsive handicapped services and a city subsidized taxi service for senior citizens. The fixed-route system has nine routes and operates 39 peak period buses.

FARE INCREASE. To increase revenues, Torrance Transit is proposing an across-the-board systemwide increase. The proposed tariff will be:

	<u>CURRENT</u>	<u>PROPOSED</u>
Base Fare	.50	.75
Senior and Disabled	.15	.25
Student	.35	.50
Interagency Transfer	.15	.25
Torrance Transfer	.05	.15

5.3.5 Southeast Operator Issues

Commerce Municipal Bus Lines

The City of Commerce Municipal Bus Lines (CMBL) operates five routes which are designated by colors. Service is provided Monday through Saturday, with special limited service on Sundays. Interfacing with Metrolink service, minor modifications to two bus routes have been made to service the station which is located near the intersection of Garfield Avenue and 26th Street.

La Mirada Dial-A-Ride

La Mirada has implemented monthly monitoring of personnel costs, and maintenance and operations costs to determine cost per hour/mile/passenger to improve identification of, and response to, potential problem areas.

Long Beach Transit

Long Beach Transit has developed a list of service adjustments. Only fixed route service is targeted for service reduction. Service increases include expanding service hours, better scheduling, and basic restructuring for lines interfacing with Blue Line and Green Line services.

Norwalk Transit

Norwalk Transit eliminated weekend fixed-route service on its Route #1, reduced weekday service on Routes #2 and #3 from half-hour to one-hour headways, and eliminated on-campus shuttle service in Rio Hondo College.

Norwalk Transit will be introducing a new rail feeder shuttle between the Norwalk/Santa Fe Springs Transportation Center and the Metro Green Line Studebaker Station. Plans for Norwalk Transit also include servicing other Green Line Stations as well as increasing service on existing lines.

5.3.6 Westside Operator Issues

Culver City Municipal Bus Lines

In September 1994, Culver City Municipal Bus Lines (CCMBL) increased the frequency of buses on Route 6 from 30 to 20 minutes in order to reduce overcrowding. Service for the system overall will have increased from 86,995 vehicle service miles in FY 94 to 99,000 vehicle service miles in FY 95. While there are no further increases in service levels anticipated for the immediate future, CCMBL intends to extend Line 4 west to Playa del Rey when the Playa Vista development is completed.

Santa Monica Municipal Bus Lines

Santa Monica Municipal Bus Lines (SMMBL) is the primary transit operator serving the Santa Monica Bay Area. In addition to providing local fixed-route services within the City of Santa Monica and other Westside communities, SMMBL also provides freeway express service to the LACBD. The system currently operates an active fleet of 135 standard size transit buses and annually carries 17.5 million passengers. Over the past three years, SMMBL has been characterized by stability. Annual operating statistics have remained relatively constant at a level of approximately 3,600,000 revenue miles and 290,000 revenue hours.

5.4 SB 759 PERFORMANCE AUDIT FOLLOW-UP

Section 6754(b) of the California Code of Regulations states that formula subsidies may be allocated to a public transit operator only if the operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

Operators are required annually to address their progress in implementing the performance audit recommendations in their SRTP documents. The MTA is required to monitor each operator's progress annually before approving their formula subsidy funds. If it is determined that an operator has made insufficient progress, MTA cannot approve a TDA allocation for the next fiscal year in excess of the operator's current allocation (PUC Section 99244).

Appendix A lists the performance auditor's findings regarding progress made toward implementing FY 92 recommendations. The FY 92 performance audit indicates that, during the audit period, transit operators fully implemented 37 of the 49 recommendations, and reasonable progress was made on the remaining recommendations.

5.4.1 Performance Audit Follow-up Recommendations

The MTA finds that all operators have made reasonable efforts in FY 95 to implement the FY 92 performance audit recommendations.

TABLE 5-1

REGULAR CASH FARES
 LOS ANGELES COUNTY OPERATORS
 FY 1992-1999

OPERATOR	FISCAL YEAR									
	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99		
ANTELOPE VALLEY	0.75	0.75	0.75	0.80	0.80	0.80	0.95	1.00		
ARCADIA	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75		
CLAREMONT	1.00	1.00	1.00	1.25	1.25	1.25	1.25	1.25		
COMMERCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
CULVER CITY	0.60	0.60	0.60	0.60	0.60	0.60	0.75	0.75		
FOOTHILL	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
GARDENA	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
LADOT	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10		
LA MIRADA	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
LONG BEACH	0.75	0.75	0.75	0.90	0.90	0.90	0.90	0.90		
MONTEBELLO	0.60	0.60	0.75	0.75	0.75	0.75	0.75	0.75		
MTA OPERATIONS	1.10	1.10	1.10	1.35	1.35	1.35	1.35	1.35		
NORWALK	0.50	0.50	0.60	0.60	0.60	0.60	0.60	0.60		
REDONDO BEACH	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
SANTA CLARITA	0.50	0.50	0.75	0.75	0.75	0.75	0.75	0.75		
SANTA MONICA	0.50	0.50	0.50	0.50	0.50	0.60	0.60	0.60		
TORRANCE	0.50	0.50	0.50	0.50	0.75	0.75	0.75	0.75		

FIXED ROUTE PEAK BUS FLEET
 LOS ANGELES COUNTY OPERATORS
 FY 1992-1999

TABLE 5-2

OPERATOR	FISCAL YEAR								
	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	
ANTELOPE VALLEY	20	24	32	32	32	32	37	45	
ARCADIA*	0	0	0	0	0	0	0	0	
CLAREMONT*	0	0	0	0	0	0	0	0	
COMMERCE	6	6	6	6	6	6	6	6	
CULVER CITY	25	24	24	24	24	26	31	31	
FOOTHILL	146	162	174	186	196	196	215	220	
GARDENA	38	38	38	38	38	38	38	38	
LADOT	74	74	99	117	127	127	127	127	
LA MIRADA*	0	0	0	0	0	0	0	0	
LONG BEACH	155	152	154	154	154	123	135	135	
MONTEBELLO	36	33	34	34	34	35	36	36	
MTA OPERATIONS	1897	1912	1912	1822	1747	1747	1747	1747	
NORWALK	16	16	15	15	20	20	20	20	
REDONDO BEACH*	0	0	0	0	0	0	0	0	
SANTA CLARITA	24	25	26	39	39	39	39	39	
SANTA MONICA	106	106	106	106	106	106	106	106	
TORRANCE	28	39	40	43	43	43	43	43	
TOTAL	2571	2611	2659	2616	2566	2538	2580	2593	

* FIXED ROUTE SERVICE NOT OPERATED.
 NUMBERS FOR FY 95 ONWARD ARE PROJECTIONS.

TABLE 5-3

DIAL-A-RIDE PEAK FLEET
 LOS ANGELES COUNTY OPERATORS
 FY 1992-1999

OPERATOR	FISCAL YEAR									
	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99		
ACCESS SERVICES, INC	N/A	16	25	206	211	211	211	211	211	211
ANTELOPE VALLEY	9	13	13	13	13	13	13	13	13	13
ARCADIA	16	16	16	16	16	16	16	16	16	16
CLAREMONT	4	4	4	4	4	4	4	4	4	4
COMMERCE	3	3	3	3	3	3	3	3	3	3
CULVER CITY (A)	0	0	0	0	0	0	0	0	0	0
FOOTHILL*	0	0	0	0	0	0	0	0	0	0
GARDENA	8	9	9	9	9	9	9	9	9	9
LADOT (A)	0	0	0	0	0	0	0	0	0	0
LA MIRADA	9	8	8	8	8	8	8	8	8	8
LONG BEACH	17	17	17	17	17	17	17	17	17	17
MONTEBELLO	6	3	3	3	4	4	4	4	4	4
MTA OPERATIONS*	0	0	0	0	0	0	0	0	0	0
NORWALK	2	2	2	3	3	3	3	3	3	3
REDONDO BEACH	5	5	5	5	5	5	5	5	5	5
SANTA CLARITA	8	8	10	10	10	10	10	10	10	10
SANTA MONICA (A)	0	0	0	0	0	0	0	0	0	0
TORRANCE	5	5	5	5	5	5	5	5	5	5
TOTAL	92	109	120	302	308	308	308	308	308	308

* OPERATOR DOES NOT PROVIDE DIAL-A-RIDE SERVICE.
 (A) MUNICIPALITY PROVIDES DIAL-A-RIDE SERVICE USING NON-REGIONAL FUNDS.
 NUMBERS FOR FY 95 ONWARD ARE PROJECTIONS.

UNLINKED PASSENGER BOARDINGS (000s)
 LOS ANGELES COUNTY OPERATORS
 FY 1992-1999

TABLE 5-4

ALL MODES

OPERATOR	FISCAL YEAR								
	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	
ACCESS SERVICES	N/A	76	177	318	540	840	1,050	1,050	1,050
ANTELOPE VALLEY	904	1,058	1,229	1,237	1,334	1,336	1,554	1,554	1,596
ARCADIA	165	168	158	161	159	159	159	159	159
CLAREMONT	28	25	30	30	30	30	30	30	30
COMMERCE	876	935	921	953	953	973	973	973	973
CULVER CITY	3,893	3,840	3,917	4,000	4,200	4,200	4,380	4,380	4,380
FOOTHILL	6,868	9,777	11,052	12,000	12,519	13,261	13,804	13,804	14,000
GARDENA	5,431	5,482	5,515	5,652	5,652	5,652	5,652	5,652	5,652
LADOT	2,679	3,199	4,665	4,477	5,260	5,260	5,260	5,260	5,260
LA MIRADA	111	79	70	72	73	74	76	76	77
LONG BEACH	20,219	22,635	23,292	23,301	23,301	23,301	23,301	23,301	23,301
MONTEBELLO	6,221	5,849	5,438	5,438	5,438	5,438	5,438	5,438	5,438
MTA OPS	414,192	409,641	396,265	360,800	375,935	405,493	405,493	405,493	423,798
NORWALK	1,434	942	1,051	1,073	1,094	1,094	1,094	1,094	1,094
REDONDO BEACH	27	27	27	29	29	29	29	29	29
SANTA CLARITA	583	935	1,097	1,222	1,259	1,297	1,336	1,336	1,376
SANTA MONICA	18,762	18,006	17,602	17,475	17,475	16,526	16,526	16,526	16,526
TORRANCE	3,829	3,691	3,799	4,159	4,161	4,163	4,863	4,863	4,865
TOTAL	486,225	486,364	476,308	442,396	459,412	489,126	491,017	491,017	509,603

ABOVE FIGURES INCLUDE FIXED ROUTE BUS, DIAL-A-RIDE AND RAIL BOARDINGS.
 NUMBERS FOR FY 95 ONWARD ARE PROJECTIONS.

VEHICLE SERVICE HOURS (000'S)
 LOS ANGELES COUNTY OPERATORS
 FY 1992-1999

TABLE 5-5

OPERATOR	FISCAL YEAR									
	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99		
ACCESS SERVICES, INC	N/A	31.6	62.5	88.0	260.1	404.6	505.8	505.8		
ANTELOPE VALLEY	44.0	79.0	84.0	85.0	86.0	86.0	98.0	112.0		
ARCADIA	31.7	32.0	30.0	30.7	30.6	30.7	30.6	30.7		
CLAREMONT	7.6	6.5	7.7	7.7	7.7	7.7	7.7	7.7		
COMMERCE	19.0	21.0	21.0	21.0	21.0	22.0	22.0	22.0		
CULVER CITY	87.6	87.3	87.0	99.0	99.0	99.0	113.0	113.0		
FOOTHILL	252.2	348.9	395.6	437.0	479.0	482.0	503.0	527.0		
GARDENA	111.0	114.0	113.0	113.0	113.0	113.0	113.0	113.0		
LADOT	104.0	142.0	146.0	210.0	239.0	239.0	239.0	239.0		
LA MIRADA	12.8	10.1	10.2	19.1	19.5	11.0	11.5	11.9		
LONG BEACH	618.0	645.0	636.0	634.0	634.0	634.0	634.0	634.0		
MONTEBELLO	147.0	145.0	148.0	148.0	148.0	148.0	148.0	148.0		
MTA OPERATIONS	6,904.0	6,766.0	6,737.0	7,114.0	7,490.0	7,886.0	8,242.0	8,242.0		
NORWALK	51.0	50.3	45.9	54.5	55.4	55.4	55.4	55.4		
REDONDO BEACH	4.4	4.6	4.5	4.6	4.5	4.5	4.5	4.5		
SANTA CLARITA	67.0	78.0	90.0	95.0	95.0	95.0	95.0	95.0		
SANTA MONICA	287.6	284.8	285.3	294.1	294.1	294.1	294.1	294.1		
TORRANCE	151.8	157.7	168.8	164.2	164.2	164.2	198.8	198.8		
TOTAL	8,900.7	9,003.8	9,072.5	9,618.9	10,240.1	10,776.2	11,315.4	11,353.9		

ABOVE FIGURES INCLUDE FIXED ROUTE BUS AND DIAL-A-RIDE SERVICES.
 NUMBERS FOR FY 95 ONWARD ARE PROJECTIONS.

6.0 BUS TRANSIT CAPITAL PROGRAM

For FY 96, capital funding allocations were done in accordance with the Bus Capital Allocation Procedure. Under this procedure operators know each year what their allocation will be and are able to plan for future capital projects. About 15% of capital funds are allocated at the discretion of the MTA, rather than by formula, for extraordinary capital costs and projects. The general guidelines for the Bus Capital Allocation Procedure are described in the chapter on policies and guidelines, Section 3.2. The allocations for FY 96 are listed in the chapter on regional funding estimates, Tables 4-11 through 4-15.

6.1 COUNTYWIDE ISSUES

MTA Planning and Programming staff will continue to work with all operators to ensure that adequate funding is made available for future needs, recognizing all of the unique and special circumstances of each operator. Allocations for bus capital funding for FY 96 will total \$67.6 million. Staff will work to maintain adequate funding levels in future years to allow Los Angeles County operators to replace their existing bus fleets and support equipment and facilities on a regular schedule. Additional funding will be required in future years for the extraordinary costs that will be associated with the conversion of all fleets within Los Angeles County to the use of alternative fuels. These costs will include the upgrading of facilities to handle new fuels, additional procurement costs for buses, new service equipment and other required facility modifications.

The above issues are addressed in the MTA's Long Range Transportation Plan. The Long Range Plan is the MTA's multimodal strategic planning document which sets out a 20-year program for all transportation modes, including the bus capital program. The Long Range Transportation Plan was adopted by the MTA Board in April 1995.

The bus capital portion of the Plan has been developed in cooperation with the Bus Operators Subcommittee (BOS). The BOS and MTA staff are currently working to assess the bus replacement needs of all transit operators in Los Angeles County.

6.2 MTA OPERATIONS ISSUES

Bus capital projects are funded from formula allocation funds and a discretionary set-aside for mandated projects. Capital funds have been programmed for bus replacements, capitalization of the tire lease program, heavy maintenance program and powerplant assembly program. Additional funds are programmed for non-revenue vehicles, support equipment, and facilities maintenance and renovation.

BUS REPLACEMENT - The MTA will continue to replace buses as funds become available. A large number of buses have reached the end of their 12-year useful lives.

The MTA is presently receiving an order of 294 new Compressed Natural Gas (CNG) powered buses and anticipates phased-in delivery during FY 96 through FY 97. For FY 96 through FY 99 programming calls for 573 replacement buses.

AFI FUELING FACILITIES AND BUILDING MODIFICATIONS - MTA Operations has programmed funds to continue construction of CNG fueling stations and building modifications to service CNG buses as they are delivered and put into revenue service. Presently, one operating facility (Division 15) has CNG fueling capability. Divisions 8 and 10 are scheduled to receive fueling capability in early FY 96. Programming of funds for CNG fueling capabilities at the Regional Rebuild Center in downtown Los Angeles is anticipated within the span of this Short Range Transit Plan.

AMERICANS WITH DISABILITIES ACT (ADA) - MTA Operations will comply with the mandate that all public facilities must meet specified requirements for access and use by disabled persons. The law applies to all currently owned and leased facilities. Therefore, all bus stops, passenger waiting areas, and public bus facilities operated by MTA need to comply with ADA requirements.

6.3 MUNICIPAL OPERATOR ISSUES

6.3.1 Central Area Operator Issues

Los Angeles Department of Transportation (LADOT)

The City of Los Angeles has yet to receive FTA approval of two capital grants originally transmitted to the Department of Labor for certification under Section 13(c) of the Federal Transit Act in early 1993.

The two City grant applications to be included as part of these 13(c) labor negotiations combine for a total of approximately \$7.8 million in requested federal funding assistance. One grant application is for approximately \$6.3 million in federal operating and capital assistance for six City transit projects: proposed DASH Downtown Los Angeles Expansion, proposed DASH Lincoln Heights-Chinatown, proposed DASH Highland Park, proposed DASH Watts B, Harbor Shuttle replacement vehicles and DASH Sherman Oaks. The second City Grant Application is for \$1.5 million in FTA Section 3 capital assistance for communications equipment and other technology associated with a proposed Los Angeles Transit Travelers Center. The proposed Transit Travelers Center is part of a four-city demonstration project administered by the National Association of Neighborhoods and International Dispatch services, Inc.

Even though the City is in the process of selecting a contractor to assist in Section 13(c) negotiations, the process will undoubtedly take the better part of FY 1996.

6.3.2 S. F. Valley/N. County Operator Issues

Antelope Valley Transit Authority (AVTA)

Several bus purchases are planned, including three double-decker buses to be used for commuter service.

Santa Clarita Transit

New commuter services to the San Fernando and Antelope Valleys have stretched the capacity of the bus storage facility and the availability of spare vehicles to such an extent that some Santa Clarita Transit service is now provided by a charter bus company. Efforts are underway to increase the bus storage capacity and improve the spare ratio, as well as to maintain or improve the supply of park-and-ride opportunities for Santa Clarita patrons.

6.3.3 San Gabriel Valley Operator Issues

City of Arcadia

The City of Arcadia currently has an obligated FTA grant to purchase 5 replacement sedans and 4 replacement vans in June 1995. The City also plans to replace an additional two vans in FY 96 and seven FY 92 passenger sedans in FY 97.

City of Claremont

The City of Claremont withdrew a FTA Section 9 grant to install bus shelters. The grant amount for \$20,900 was withdrawn since Claremont was unable to obtain 13C certification. The city now intends to utilize State TDA funds to construct the shelters.

Foothill Transit

BUS MAINTENANCE FACILITIES - Foothill Transit completed a facility feasibility study in December 1994 which supported the approach that if federal capital funding can be secured, Foothill Transit should pursue ownership of its operations and maintenance facilities in lieu of continuing the policy of contractors providing these facilities as part of their service contract. The study concluded that Foothill Transit's current fleet and immediate fleet expansion initially warrant the construction of two (2) facilities at 150 buses each. The study concluded that the first two facilities should be located in Pomona and El Monte respectively. The third and fourth expansion facilities would be located in Industry or Irwindale and east of downtown Los Angeles. The Pomona facility is expected to cost \$13.5 million, with Foothill pursuing Section 3 funding of \$10.8 million. The local share of \$2.7 million is funded by Proposition A Discretionary funds. The estimate for the El Monte Station is \$17.5 million with \$14

million to be obtained from a Section 3 grant and the \$3.5 million local share to be funded from Proposition A Discretionary funds.

TRANSIT STORES - Foothill Transit currently operates a Transit Store at the Eastland Shopping Center in West Covina and recently opened a second store at Puente Hill Mall. Foothill plans to open two additional stores in FY 1996 and FY 1997. Foothill has sought continued funding for the West Covina Store and new funding for the other stores in the FY 1995 Call for Projects. The West Covina Store has been highly successful generating \$60,000 in monthly pass sales and answering approximately 2,500 phone calls for information.

TIMED TRANSFER CENTERS - Montclair Transcenter became the first center to open. The Duarte Center will be established in April 1995. The downtown Pomona Center is expected to be under construction by July 1995. The Puente Hill Mall Center is under development and expected to operate in FY 96. There is a request for funding through the FY 1995 Call for Projects for a center in the Eastland Shopping Center, one of two for the City of West Covina.

BUS STOP IMPROVEMENTS - Foothill has hired a design consultant to provide professional design services for this project. A Technical Advisory Committee was formed to advance bus stop design concepts, develop criteria and possibly agree upon a menu of designs. In FY 1996 Foothill expects to complete the design and develop an implementation plan.

TRANSIT BUSES - Foothill currently has a fleet of 215 buses. An additional 15 expansion buses are on order and expected to arrive by the year's end bringing the total fleet to 230 buses. Foothill plans to purchase 19 additional buses in FY 1996 and 11 buses in FY 1997 to implement the initial service expansion level outlined in their strategic master plan. In FY 1999 Foothill plans to replace 33 buses originally purchased in FY 1987. Foothill's express buses are used approximately 6,000 miles per month which amounts to approximately 1.7 times the miles represented in FTA's 12 year replacement cycle. With the service increases to be implemented in April 1995, Foothill Transit's peak vehicle requirements will increase to 186 peak buses leaving 28 vehicles as spares, representing a spare ratio of 16% systemwide. Foothill has instituted a heavy duty maintenance program to insure that the buses last at least 12 years.

Montebello Bus Lines

CORPORATE YARD FACILITIES - Montebello Bus Lines is applying \$1,200,000 of Federal Section 9 funds and \$300,000 of State funds as the final funding for construction of transit facilities at the Corporate Yard. Plans have been completed and construction began on Phase 1 of the project in January 1995. Completion of Phase II is scheduled for September 1996. Project costs had increased by \$1.5 million

above earlier estimates due to additional soil contamination remediation as well as the impact of the Northridge earthquake on cost of construction materials.

6.3.4 South Bay Operator Issues

Gardena

Gardena Municipal Bus Lines' 1996 capital requirements include the purchase of nineteen (19) replacement buses and their annual tires replacement. The proposed buses to be replaced will have been in service sixteen (16) years when replacement buses are delivered. With the replacement of the nineteen (19) older buses Gardena's fleet will more closely compare with the regional average bus age.

Redondo Beach

The City of Redondo Beach proposed to purchase a circulator bus which will be used to connect the Metro Green Line Marine/Redondo station with the South Bay Galleria transit terminal. The City also proposes to purchase the eight dial-a-ride vans being leased from a contractor by FY 98, when the contract expires. By doing so, the City hopes to reduce future operating costs.

Torrance Bus Lines

Torrance Bus Lines plans to replace fixed route buses according to the following schedule: five in FY 96; four in FY 97; and four in FY 98. In addition, it plans to purchase four replacement paratransit vehicles in FY 98 and one replacement sedan in FY 97.

Torrance also plans to purchase Smart Card readers for Torrance Transit and MAX buses.

These "Smart Card" readers use advanced technology to allow passengers to use a debit type card to pay the transit fare. The cards will make transit use more convenient for the passengers, will facilitate transit marketing by Employee Transportation Coordinators, and will improve operating data collection. The "open architecture" system will perform the following functions:

- Automatic vehicle locations;
- Provide speech and visual stop announcement (as required by ADA);
- Print transfers;
- Display promotional and marketing copy;

- Upload and download a variety of data by local area radio.

6.3.5 Southeast Operator Issues

Commerce Municipal Bus Lines

Plans for the proposed Transportation Service Center are proceeding on schedule. Final design is near completion. Construction of the new facility will begin this summer and take approximately one year to complete. A new transit bus is on order.

La Mirada Dial-A-Ride

La Mirada Transit is in the process of acquiring two replacement vans. Two more vans will be purchased in FY 96.

La Mirada has plans to purchase replacement maintenance equipment in FY 95 and FY 96. They will purchase bus washing equipment in FY 96. Facility improvements, including replacement of electrical systems, circulation units, and security systems are planned for FY 98.

Long Beach Transit

Bus replacement for FY 96 include twenty-one full sized buses and four replacement paratransit vans. Long Beach Transit typically capitalizes its bus tire lease with Federal Section 9 Grant funds. Long Beach Transit plans to rehabilitate and refurbish twenty-six additional vehicles. The rehabilitation includes painting, new seating, improved destination signs and additional safety features.

Long Beach Transit has identified a graffiti resistant style of bench. They plan to replace and upgrade 400 bus benches.

Facility improvements for Long Beach Transit include structural, environmental and safety improvements.

Norwalk Transit

Norwalk Transit plans to purchase two replacement transit coach engines and two transmissions.

The Transit Administrative Office and Bus Transit Center facilities will be modified. Improvements include new flooring materials, new paint, and window coverings.

6.3.6 Westside Operator Issues

Culver City Municipal Bus Lines

Culver City Municipal Bus Lines (CCMBL) currently operates out of the City Yard located at 9815 Jefferson Boulevard in Culver City. The City Yard not only houses and maintains the bus fleet, but all City vehicles including the police and sanitation fleet. The crowded condition in the yard, and the fact the CCMBL has only 3 repair bays for a fleet of 36 buses, has interfered with maintenance productivity. CCMBL has been evaluating the feasibility of acquiring a new site for a bus facility which would house all functions, including administration and maintenance. Since land acquisition costs in West Los Angeles are high, a joint-use facility is being considered. The 100-bus facility would be shared with another operator, possibly the City of Los Angeles. After conducting a site analysis of 24 potential sites, three have been selected for further study. An Environmental Impact Report has been started on the three sites; the report will be completed in July 1995.

Santa Monica Municipal Bus Lines

Santa Monica Municipal Bus Lines (SMMBL) plans to purchase 11 replacement buses in FY 96, 25 replacement buses in FY 97, 16 replacement buses in FY 98 and 15 replacement buses in FY 99. These constitute, by far, the majority of SMMBL capital expenditures. In FY 97, SMMBL proposes to significantly modify an existing operating and maintenance facility. Modifications include replacement of underground fuel storage tanks pursuant to Federal requirements and development of an alternative fuel facility. SMMBL also proposes to replace its fare collection system in FY 97.

7.0 RAIL TRANSIT OPERATING PROGRAM

METRO BLUE LINE - The MTA operates the Metro Blue Line between Long Beach and Los Angeles. Service began in July 1990. Peak period headways vary from six to 10 minutes. The spread of service is approximately 19.5 hours, from 4:24 a.m. to 11:58 p.m. seven days a week. Ongoing adjustments to schedules will continue as necessary within existing financial constraints.

The MTA did not implement a zone-based fare structure as planned. However, the fares increased from \$1.10 to \$1.35 cash as did the monthly pass from \$42 to \$49. MTA accepts transfers and tokens as valid fare payment.

Patronage of the Metro Blue Line seems to have stabilized in the last three years at levels between 35,000 and 40,000 average daily boardings. The following table shows patronage since the start of service in July 1990 (FY 1991):

	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995 (estimated)
Average Weekday Boardings	21,030	34,240	36,550	36,610	37,620
Annual Boardings (millions)	7.49	11.31	11.81	11.85	12.07
Annual Revenue Hours	71,356	81,836	77,550	79,494	73,368
Boardings per Hour	105.0	138.2	152.3	149.1	164.5

Rail planners expect patronage to grow moderately in FY 96 with expansion of light rail service to the Green Line. New service on the Metro Green Line should bring an influx of new riders to the Blue Line. Riders can transfer between the two lines at the Imperial/Wilmington Station. The Scheduling Department estimates that Blue Line revenue hours will increase slightly to 73,466 in FY 96.

The gearboxes of the Blue Line Light Rail Vehicles (LRVs) have exhibited unacceptable failure rates.

The MTA Transit Police took over the Blue Line security function from the Los Angeles County Sheriff Department in FY 95. Similarly, the custodian function was previously contracted out but will probably be provided by MTA in FY 96.

METRO RED LINE - The MTA opened Segment 1 of the Metro Red Line on January 30, 1993. Ridership grew steadily over the first two years of operation and should continue to grow as more people become aware of the subway's utility. The following table presents patronage levels over one year periods since the opening of the line.

	FY 1993 (5 months)	FY 1994	FY 1995 (estimated)
Average Weekday Boardings	12,490	15,750	18,590
Annual Boardings (millions)	1.98	4.97	5.73
Annual Revenue Hours	6,249	18,112	18,360
Boardings per Hour	316.9	274.4	312.1

FY 96 service levels are expected to increase to 19,524 annual revenue hours.

Trains can obtain maximum speeds of 70 mph. However, train speeds on Segment 1 average 24 mph due to curves and because trains must stop to pick up passengers. The average end-to-end run time on the five station, 2.8 mile revenue track is seven minutes. The same trip on the local bus system would take two to three times as long.

The Red Line is a barrier free system. There are no turnstiles or gates. Passengers purchase tickets from ticket vending machines. The machines sell both one-way tickets (for \$.25) or round trip tickets (\$.50). Transit police may request proof of payment on board the trains or on station platforms. MTA accepts passes and transfers as valid fare payment.

METRO GREEN LINE - Scheduled to open in early FY 1996, the Metro Green Line will operate through ten stations along the median of the I-105 freeway between Norwalk and El Segundo. An additional four stations located south of the Imperial/Aviation Station will serve the South Bay communities. One-car trains will operate on a six minute headway in the rush hours and on a 12 minute headway at other times. These headways are compatible with those of the Metro Blue Line. The MTA will offer a special introductory fare of 25¢ for a limited time. Long term fare policies are unclear until resolution of legal issues.

MTA ordered fifteen LRVs from Nippon Sharyo, the same company that built the Blue Line LRVs. Due to the previously mentioned LRV gearbox problem, the MTA has

conditionally accepted fifteen LRVs ordered for the Green Line with final acceptance contingent upon performance.

The MTA Board adopted a bus/rail interface plan for the Green Line which provides bus service to all stations. Shuttle buses will connect rail stations to nearby activity centers at both ends of the Metro Green Line. In addition, there are over 7,000 park-and-ride spaces at station sites.

The Long Range Plan identifies sources of operating funds for the Metro Green Line. In addition to fare revenues, Green Line operations will be supported by a blend of State Transportation Assistance (STA) funds and Proposition C funds (40% discretionary and 5% security).

BICYCLE PARKING AT RAIL STATIONS - The MTA has provided 124 bicycle parking spaces in Blue Line Stations. In FY 96 it will provide 72 bicycle parking spaces in stations along Segment 1 of the Red Line and 160 bicycle parking spaces in Green Line stations. Additional parking will be provided as demand warrants. Bicycles are allowed on board trains in off-peak periods.

8.0 RAIL TRANSIT CAPITAL PROGRAM

METRO RED LINE SEGMENT 2 - Construction of the second segment of the Metro Red Line subway goes on with oversight by the MTA Construction division. Segment 2A is nearing completion. Pre-revenue testing should commence in FY 96. Segment 2A will add three stations along Wilshire Boulevard at Vermont, Normandie and Western Avenues. Revenue service is expected to begin in July 1996 or early FY 1997. The remaining portion of Segment 2 under Vermont Avenue and Hollywood Boulevard will continue to be constructed through FY 98. Revenue service will probably begin in FY 99.

METRO BLUE LINE TO PASADENA - The completion of the Blue Line to Pasadena is not expected until 2002. The line is planned to be 13.6 miles long, providing service from Union Station in downtown Los Angeles to Sierra Madre Villa Avenue in east Pasadena. The MTA's long range plan now fully funds the construction costs of the entire alignment.

8.1 RELATED CAPITAL PROJECTS

RAILBUS (DMU) TECHNOLOGY - This technology may provide a lower cost alternative to light rail systems in corridors like Glendale/Burbank or the Pasadena Line extension. This alternative will continue to be explored in FY 96.

GATEWAY INTERMODAL TRANSIT CENTER - This center will include a local bus plaza, inter-city, commuter and urban rail portals, a park and ride plaza, a bicycle parking facility, a HOV transit plaza, a commercial/retail center and the MTA headquarters building. The transportation related portion of the project will be completed in FY 96.

ALAMEDA RAIL CORRIDOR PROJECT - This project will consolidate 90 miles of branch freight tracks into one 20 mile corridor that can accommodate high speed operations.

9.0 AIR QUALITY CONFORMANCE

9.1 STATUS OF CURRENT TECHNOLOGIES

DIESEL FUELED BUSES - Cummins M11 and Detroit Diesel Series 50 with a catalyst are expected to meet Federal and State regulations through 1995. Based upon current certification levels, these engines will not meet the stringent 1996 State NOx regulations (4.0 Gm/BHP-HR). The engines currently are certified at 4.6 and 4.8 Gm/BHP-HR, respectively.

METHANOL FUELED BUSES - The MTA Operations operates the largest fleet of methanol fueled buses in the United States: 333 vehicles scheduled throughout the system. The Detroit Diesel 6V92 methanol bus engine exceeds both state and federal emission standards. In-service testing and modifications continue as the Equipment Maintenance Department works to improve the reliability and service life of the engine. These buses are planned for operations into the next century as they fulfill their expected 12-year life cycle. No additional purchases of methanol fueled vehicles are planned at this time.

COMPRESSED NATURAL GAS (CNG) FUELED BUSES - MTA Operations has been operating 10 Cummins L-10 CNG buses since 1990. The procurement process for 294 additional CNG buses is in process. The first bus in this order arrived on May 1, 1995, the remainder of the order is expected at a rate of 4 buses per week. Facility modifications and fuel station installation at Divisions 8, 10, and 15 are expected to be completed in the third quarter of 1995. The Cummins L-10 engine used in this bus exceeds all state and federal bus emission standards.

ZERO EMISSION BUSES - MTA Operations will test a fuel cell powered prototype bus (30 ft.) in FY 96. The Advanced Technology Transit Bus (ATTB) project incorporates design for a fuel cell propulsion system. This technology exceeds state and federal bus emission standards.

9.2 IMPACT OF FUTURE REQUIREMENTS

MTA Operations' investment in alternative fuel buses and fueling facilities has been both prudent and proactive. Current diesel bus engines will not meet the State NOx emission standard that will go into effect in 1996. If there is no significant change in diesel technology by that time, no new diesel bus would be CARB (California Air Resources Board) certified for purchase. Diesel bus manufacturers may or may not meet this challenge, but it is unlikely that they will meet an even more stringent 1998 standard without a major technological breakthrough. (The current standard is 5.0 Gm/BHP-HR; the 1996 standard will be 4.0 Gm/BHP-HR; and the 1998 standard will be 2.5 Gm/BHP.)

Almost all of the other fixed-route operators in the county are hoping to purchase diesel buses that meet the 1996 standards. During the next year, MTA staff from Equipment Engineering and Planning and Programming departments will develop a countywide policy for alternative fuels. This will include strategies for implementing refueling facilities. The MTA will not sanction the purchase of non-CARB certified buses. Concomitant investment in fueling facilities may be required as part of the approval of alternative fuel bus purchases.

10.0 CONGESTION MANAGEMENT PLAN

The Congestion Management Program (CMP) was enacted by the State Legislature in 1990. The CMP requirements became effective with voter approval of Proposition 111 in 1990 which provided a 9 cent increase in the state gas tax over 5 years. In passing CMP statute, the legislature noted increasing concern that urban congestion was impacting the economic vitality of the state and diminishing the quality of life. The legislature also noted that the existing planning process was not well suited to address congestion relief. Therefore, the CMP was created to:

- Link land use, transportation, and air quality decisions;
- Develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- Propose transportation projects which are eligible to compete for state gas tax funds.

10.1 PURPOSE OF CMP TRANSIT REPORTING

CMP statute requires the analysis of transit as a mechanism for reducing congestion on the CMP highway system. A subset of transit service which can be effectively monitored and directly linked to traffic congestion on the CMP highway system has been identified. These services constitute the CMP transit monitoring network which includes routes that are within the Congested Corridor Action Plan corridors, and provides service parallel to the CMP highway system for 5 miles or greater.

This monitoring network is not a funding plan, but rather an analysis tool to assist in:

- quantifying current transit service;
- monitoring changes in transit availability;
- and identifying future transit needs to enhance mobility on the CMP highway system.

10.2 REPORTING REQUIREMENTS

The CMP requires reporting of transit service and ridership data for each transit line on the CMP monitoring network. Each operator represented on this network must complete CMP monitoring forms (Table L-12) for each line on the network. This data will be requested annually in the SRTP.

The data submitted during the SRTP process in 1994 and 1995 will be analyzed and presented during the development of the CMP Update scheduled for adoption in

November, 1995. This analysis will compare the transit statistics submitted in 1994 and 1995 with the data included in the 1993 CMP. These statistics will be grouped at a corridor level. Any major changes that occurred during the reporting periods will be noted in the CMP Update.

11.0 ACCESSIBLE TRANSIT SERVICE

The public transportation providers in Los Angeles County have a longstanding commitment to providing accessible transportation services to individuals with disabilities that predates Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA). In 1971, the State of California passed a law requiring purchase of accessible rapid transit vehicles. The law was to go into effect when more than one vehicle manufacturer of lifts existed. By 1979, there were a sufficient number of manufacturers of lift-equipped vehicles to allow the State of California to begin enforcing the 1971 statute. Therefore, by the time of the passage of the Americans with Disabilities Act of 1990, all Los Angeles County public transportation providers were acquiring only lift equipped rapid transit vehicles. Prior to this decision, in 1974, the Southern California Rapid Transit District adopted a policy requiring all new bus acquisitions be lift-equipped.

11.1 AMERICANS WITH DISABILITIES ACT COMPLIANCE

As required under the ADA, beginning January 26, 1992, all fixed route public transit operators must acquire only transit vehicles that are considered accessible under the ADA rules. However, most of the operators in this region were acquiring accessible buses by this time. Table 11-1 indicates the accessibility of the Los Angeles County vehicles. Those that are not operating accessible transit vehicles either acquired their vehicles prior to 1979 or have a combination of fixed route and dial-a-ride services. Under the ADA, dial-a-ride service must be accessible when viewed in its entirety, e.g., not every vehicle must be accessible, but there must be a sufficient number of accessible vehicles in the fleet to accommodate the needs of individuals with disabilities.

Los Angeles County public transit operators are aware of the requirements of the ADA and are incorporating the ADA requirements into their services and facilities.

11.2 CONSOLIDATED TRANSPORTATION SERVICES AGENCY

In February 1994, the Los Angeles County Metropolitan Transportation Authority (MTA) designated Access Services Incorporated (ASI) as the Consolidated Transportation Services Agency (CTSA) for Los Angeles County. At the same time the MTA transferred responsibility to ASI for implementing the ADA-mandated paratransit service for severely disabled individuals. ASI is a private, non-profit public benefit corporation that has all the Los Angeles County public fixed route transit operators, except the MTA, as its members.

CTSAs are state mandated agencies charged with coordinating and consolidating the public and private providers of specialized and local transportation services within the county. As the Los Angeles County CTSA, ASI sponsors workshops on ADA compliance, provides information on paratransit services, makes copies of applicable

regulations and interpretations, provides technical advise on various transportation related issues, and sponsors a variety of management training courses.

ASI, as the ADA Paratransit Service provider for Los Angeles County, satisfies the ADA requirement that fixed route public transit operators provide service comparable to fixed route service to persons with disabilities who are unable to travel to, board, ride, or disembark from an accessible fixed route bus or rail system. The law does not require that each operator provide the service individually; it requires that transit operators ensure that the service is being provided in their service area. ASI was formed to provide that service.

As required, the ADA complementary paratransit service must be offered during the same hours and days of operation as the fixed route, have similar response times, and operate in the same geographic area. There can be no restrictions on trip purpose or constraints on the number of trips taken. Information about service must be readily available and provided in alternative formats. The ADA complementary service is being phased in and will be available throughout Los Angeles County by July 1996, six months before the required time for full implementation.

In addition, the ADA requires that an implementation plan and annual updates be submitted to the Federal Transit Administration (FTA) for review and approval. The Los Angeles County Coordinated Paratransit Plan and Annual Updates have been submitted and unconditionally approved by the FTA.

Following the formation and designation of ASI as the ADA Paratransit service provider for Los Angeles, the MTA submitted its own Paratransit Plan. The MTA Plan stipulates that ASI will provide the required ADA paratransit service in the MTA service area. It also specifies that the MTA will monitor ASI for conformance with the ADA requirements and if ASI does not provide compliant service, in whole or in part, in the MTA service area, the MTA will implement or contract its own ADA paratransit service in the areas where ASI is not providing compliant service.

11.3 ADA SELF EVALUATION AND TRANSITION PLAN

In January 1995, the Los Angeles County Metropolitan Transportation Authority (MTA) approved and adopted the ADA Self Evaluation and Transition Plan. The Self Evaluation and Transition Plan is required of all public agencies to determine the accessibility features of the public agency, to identify where the agency is deficient in accessibility, and to develop a plan to bring itself into compliance.

The MTA's Self Evaluation determined that, overall, the MTA was in compliance with the ADA rules but that there were several areas where additional accessibility features were needed.

The accessibility issues were addressed in the Transition Plan. This Plan specifies that the MTA allocate approximately \$3 million dollars over the next three years to eliminate facility barriers, purchase braille conversion computers to distribute information in alternative formats, purchase and distribute Telecommunication Devices for the Deaf (TDD), and develop accessibility policies and procedures.

Table 11 - 1

TRANSIT VEHICLE ACCESSIBILITY
Los Angeles County Transit Operators

OPERATOR	AUTOS	VANS	BUSES	TOTAL VEHICLES	ACCESSIBLE VEHICLES	% ACCESSIBLE
ACCESS SERVICES INC.	33	19		52	52	100%
ANTELOPE VALLEY		16	42	58	51	88%
ARCADIA	12	6		18	6	33%
CLAREMONT		5		5	5	100%
COMMERCE		3	11	14	12	86%
CULVER CITY			36	36	28	78%
FOOTHILL			215	215	215	100%
GARDENA			55	55	55	100%
LADOT			150	150	150	100%
LA MIRADA	1	7		8	5	63%
LONG BEACH		20	204	224	224	100%
MONTEBELLO		5	55	60	59	98%
MTA*			2,374	2,374	2,356	99%
NORWALK		2	18	20	20	100%
REDONDO BEACH		8		8	8	100%
SANTA CLARITA		10	46	56	56	100%
SANTA MONICA			155	155	135	87%
TORRANCE**			64	64	59	92%
TOTAL	46	101	3,425	3,572	3,496	98%

Figures include fixed - route and dial - a - ride services.

* 18 nonaccessible buses were disposed of in Spring 1995.

** Nonaccessible vehicles are not in service

APPENDIX A: Summary of Fy 92 Triennial Performance Audit Implementation

**FY 89-92 SB 759 PERFORMANCE AUDIT
SUMMARY OF IMPLEMENTATION STATUS**

**ESTIMATED COMPLETION DATE
AND COST SAVINGS OR EXPENSES**

AUDIT RECOMMENDATION	STATUS	DATE	SAVINGS	COST	PROGRESS
<u>ARCADIA</u> Update goals and performance standards for the Arcadia Dial-A-Ride.	Implemented	1994	None	N/A	Implemented
Verify the accuracy of FTE reporting.	Implemented	1994	None	N/A	Implemented
Develop a more extensive marketing program.	In Progress	1995	None	N/A	Working concept into marketing program.
Coordinate with other operators through formal transfer arrangements.	In Progress	1995	None	N/A	Discussions on subject underway.
<u>ANTELOPE VALLEY</u> No performance audit findings.					
<u>CLAREMONT</u> Develop indirect cost allocation methodology.	Implemented	1992	None	N/A	Implemented
<u>COMMERCE</u> Comply with reporting requirements for auxiliary revenue/local subsidies reporting.	Implemented	1994	None	N/A	Implemented
Consider alternative means of providing Medi-Ride service if cost per passenger remains high.	Implemented	1995	None	N/A	Data collection procedures have been improved, ridership has increased and cost has been reduced.

<u>CULVER CITY</u>	Control operating cost per hour increases to no more than the increase in inflation.	Implemented	1995	None	N/A	Implemented
	Distinguish between operating statistics for external reporting purposes.	Implemented	1995	None	N/A	Implemented
<u>FOOTHILL TRANSIT</u>	Change reporting procedures to fully comply with definition for peak vehicles and FTE's.	Implemented	1993	None	N/A	Implemented
	Resolve TPM cost allocation methodology with MTA and seek clarification for auxiliary and local subsidies.	In Progress	1995	None	N/A	Letter sent to MTA to resolve cost allocation issue. FTZ is using the Booz Allen Recommended model.
	Link Performance indicators reported to Board objectives and develop quantifiable targets for key indicators.	Implemented	1994	None	N/A	COA included development of performance standards. Performance indicators were adopted in October 1994. Quantifiable indicators sent to Foothill Board February 1995.
<u>GARDENA</u>	Insure accuracy in computation of the TDA/TPM operating statistics.	Implemented	1995	None	N/A	City excludes capital expenditures, depreciation, vehicle lease costs in computing its operating cost.
	GMBL management should review all non-financial statistics contained in compliance reports prior to submission to ensure reporting accuracy and consistency.	Implemented	1995	None	N/A	GMBL management closely monitors all non-financial statistics to ensure accuracy and consistency of all compliance reports.
<u>LADOT</u>	Comply with MTA definitions to total and vehicle service miles, local subsidies and employee full-time equivalents.	Implemented	1995	None	N/A	Implemented

Seek formal approval regarding cost allocation methodology.	Implemented	1995	None	N/A	The City does not use a "Cost Allocation Model" because it can allocate costs to specific routes directly using contractor invoices, which are billed on a revenue hour basis. The City has formalized a process for allocation of City administrative costs.
Develop performance standards consistent with city transportation objectives.	In Progress	1995	None	N/A	City currently in the process of developing the standards.
Reconcile farebox revenues to ridership figures on a routine (i.e., at least monthly basis).	In Progress	1995	None	N/A	New registering fareboxes have been installed on Included Operator Services. System is still in its prototype.
<u>LA MIRADA</u> Comply with TDA and MTA definition of full-time equivalent employees.	Implemented	1990	None	N/A	Fully implemented. Continued progress in FY 89-91 Performance Audit.
Continue the process of automating the data reporting system.	In Progress	1995	None	N/A	Capital Project started. Software vendor and purchased hardware in 1992.
Determine reasons for declining passenger revenues.	Implemented	1995	None	N/A	Detail analysis performed. City eliminated all special discount passes/tickets.
Keep operating cost increases in line with inflation.	In progress	1995	None	N/A	Monthly monitoring of personnel costs, and maintenance and operating cost implemented to determine cost per hour/mile/passenger to improve identification of and response to potential problem areas. Operating costs continue to decrease at rate less than inflation.
Keep van replacement program on schedule.	In Progress	1995	None	N/A	TIP amendment approved to allow the purchase of two additional vehicles. Replacement of two other vehicles next year with FY 1994 Sect. 9 funds will bring fleet up to date.

<u>NORWALK</u>	Improve accuracy and consistency of its compliance reporting.	Implemented	1995	None	N/A	Implemented
	Concentrate efforts in improve ridership performance.	Implemented	1995	None	N/A	Ridership has increased. Staff regularly measures on time performance on its routes.
	Review NTS vehicle maintenance practices.	Implemented	1995	None	N/A	Situation related to age of the fleet and type of service operated. NTS plans to replace vehicles in FY'96 and FY'97.
<u>REDONDO BEACH</u>						
	Improve accuracy and consistency of reports.	Implemented	1995	None	N/A	Implemented
	Keep operating cost increases in line with inflation.	Implemented	1995	None	N/A	Hourly rates charged by new service contractor have decreased
	Contractor to include discussion of decisions made as part of the monthly management report.	Implemented	1995	None	N/A	Implemented
	Pursue departure from the formula allocation program.	In Progress	1995	None	N/A	Discussions on this issue with MTA continue
<u>SANTA CLARITA</u>						
	No performance audit to date.			None	N/A	
<u>SANTA MONICA</u>						
	Change calculation of full-time employees for IDA, TPM reporting.	Implemented	1995	None	N/A	Implemented

<p><u>TORRANCE</u></p> <p>Continue to monitor workers compensation claims.</p>	<p>Implemented</p>	<p>1995</p>	<p>None</p>	<p>N/A</p>	<p>A new job classification, dispatcher, was created. Four employees filled this position. An Assistant Transit Operations Supervisor was hired as well. The higher staffing levels allow for a closer monitoring of employee performance, especially during the probationary period.</p>
<p>Develop a policy to constrain the Senior Ride Program within funds available.</p>	<p>Implemented</p>	<p>1993</p>	<p>None</p>	<p>N/A</p>	<p>Two of the strategies recommended by the auditor's report were adopted: the minimum qualifying age was raised from 60 to 65 and a subgroup of seniors had their ticket prices raised from \$1.75 to \$3.00. Financially needy seniors are charged the old price.</p>
<p>Use three variable cost model to calculate operating costs for TPM reporting.</p>	<p>Implemented</p>	<p>1994</p>	<p>None</p>	<p>N/A</p>	<p>Implemented</p>
<p>Calculate full-time employee equivalents for State Controller reports and MTA using denominator of 2,000 hours.</p>	<p>Implemented</p>	<p>1992</p>	<p>None</p>	<p>N/A</p>	<p>Implemented</p>
<p>Improve Dial-A-Lift operating cost efficiency.</p>	<p>Implemented</p>	<p>1994</p>	<p>None</p>	<p>N/A</p>	<p>New vehicle purchases reduced vehicle maintenance costs. Operational procedures reviewed and modified by contractor. Contractor provided car to speed up shift changes. New contract provided 25 minute window for vehicle arrival time as well as monetary penalties for failure to meet this standard. Contractor had dispatchers and drivers take a course in map reading and area familiarization. Drivers given course in safe operation of wheelchair lifts and proper securing of chairs.</p>

APPENDIX B: FTA Section 9 Capital Bonding Debt Service Schedules

OFFICIAL STATEMENT

\$118,375,000

California Transit Finance Corporation
 Certificates of Participation, 1992 Series B

Evidencing Proportionate Interests of the Owners Thereof
 in Lease Payments to be Made by the

Los Angeles County Transportation Commission

Dated June 1, 1992

Due July 1, as shown below

The Certificates are being executed and delivered on behalf of the Los Angeles County Transportation Commission (the "Commission"), to finance the acquisition of 333 buses and related equipment (collectively, the "Project") to be operated by the Southern California Rapid Transit District (the "District"). The Certificates evidence and represent the proportionate interests of the owners thereof in the lease payments (the "Lease Payments") required to be made by the Commission to the California Transit Finance Corporation (the "Corporation") pursuant to a Lease Agreement, dated as of June 1, 1992 (the "Lease Agreement"). The obligation of the Commission to make Lease Payments is an unconditional obligation of the Commission (and not subject to abatement) payable from (i) certain Federal Transit Administration ("FTA") Section 9 capital grant funds as described in the Memorandum of Understanding (the "MOU") by and between the Commission and the District, (ii) the District's Transportation Development Act funds, all of which shall be withheld by the Commission from the District pursuant to the MOU in an amount sufficient to satisfy the District's payment obligation under the MOU, (iii) to the extent available and approved by the Commission, certain unobligated Proposition A "spillover" funds and unobligated Proposition C funds as described in the MOU, and (iv) to the extent legally available in the future, the District's local return portion of the Proposition A funds received by the Commission from the District pursuant to the MOU (collectively, the "Revenues"). See "SOURCES OF REVENUES" herein. The Lease Payments are required to be made by the Commission from Revenues whether or not the Project or any part thereof is acquired or is operating or operable or seized or its use is suspended, interfered with, reduced or curtailed or terminated in whole or in part.

The Certificates will be delivered in BOOK-ENTRY ONLY form and when delivered, the Certificates will be registered in the name of CEDE & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Certificates. Purchasers will not receive certificates representing their ownership interest in the Certificates purchased. Principal of and interest evidenced by the Certificates (such principal being due on July 1 in the years shown below and such interest being due on each January 1 and July 1, commencing January 1, 1993) will be payable by Dai-Ichi Kangyo Bank of California, Los Angeles, California, as trustee (the "Trustee"), to DTC. Payments of principal and interest to the actual purchasers of the Certificates will be made through the DTC System. See "BOOK-ENTRY ONLY SYSTEM" herein. The Certificates will be available in book-entry form only in the denomination of \$5,000 or any integral multiple thereof. The Certificates are subject to redemption prior to maturity as described herein.

THE OBLIGATION OF THE COMMISSION TO MAKE LEASE PAYMENTS FROM REVENUES DOES NOT CONSTITUTE AN OBLIGATION OF THE COMMISSION FOR WHICH THE COMMISSION IS OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION OR FOR WHICH THE COMMISSION HAS LEVIED OR PLEDGED ANY FORM OF TAXATION. NEITHER THE CERTIFICATES NOR THE OBLIGATION OF THE COMMISSION TO MAKE LEASE PAYMENTS UNDER THE LEASE AGREEMENT CONSTITUTE A DEBT OF THE COMMISSION, THE STATE OF CALIFORNIA OR ANY OF ITS POLITICAL SUBDIVISIONS WITHIN THE MEANING OF THE CONSTITUTION OF THE STATE OF CALIFORNIA OR OTHERWISE OR A PLEDGE OF THE FAITH AND CREDIT OF THE COMMISSION.

CUSIP Number Base: 545168

Maturity	Amount	Rate	Yield	CUSIP No.	Maturity	Amount	Rate	Yield	CUSIP No.
1993	\$9,865,000	3¼%	3½%	AN6	1999	\$9,865,000	5.70%	5.80%	AU0
1994	9,865,000	4½	4.55	AP1	2000	9,865,000	5.90	6	AV8
1995	9,865,000	4¾	4.90	AQ9	2001	9,865,000	6	6.10	AW6
1996	9,865,000	5	5.20	AR7	2002	9,865,000	6.10	6.20	AX4
1997	9,865,000	5¼	5.40	AS5	2003	9,865,000	6.20	6.30	AY2
1998	9,865,000	5½	5.60	AT3	2004	9,860,000	6¼	6.40	AZ9

(Plus Accrued Interest)

In the opinion of Nossaman, Guthner, Knox & Elliott, Los Angeles, California, and Ochoa & Sillas, Los Angeles, California, Co-Special Counsel, under existing law, the portion of each Lease Payment due under the Lease Agreement designated as and evidencing and representing interest and received by the Owners of the Certificates is exempt from present State of California personal income taxes and, assuming compliance with certain covenants described herein, is excludable from gross income for federal income tax purposes. That portion of each Lease Payment representing interest will not be treated as an item of tax preference in calculating the alternative minimum taxable income of individuals or corporations; provided, however, that such interest may be included in the calculation of certain taxes, including the alternative minimum tax imposed on corporations under the Internal Revenue Code of 1986, as amended. See "TAX EXEMPTION" herein.

The Certificates are offered to the public by the Underwriters when, as and if executed, delivered and received, subject to the approval of Nossaman, Guthner, Knox & Elliott, Los Angeles, California, and Ochoa & Sillas, Los Angeles, California, Co-Special Counsel, and certain other conditions. Certain legal matters will be passed upon for the Underwriters by Kutak Rock, Denver, Colorado, and Harrison, Taylor & Bazile, Oakland, California. It is anticipated that the Certificates in definitive form will be available for delivery through the DTC Book-Entry System on or about June 29, 1992.

The First Boston Corporation
 Artemis Capital Group, Inc.

Prudential Securities Inc.
 Grigsby Brandford & Co., Inc.

The date of this Official Statement is June 18, 1992

Lease Payment Schedule

Herein follows a schedule of the annual Lease Payments. Pursuant to the Lease Agreement the Commission will be required to deposit the Lease Payments due on each January 1 and July 1 (to the extent that such payments are not capitalized from Certificate proceeds) on or before July 2 of the immediately preceding year. Eighty percent of the Lease Payment due on July 2, 1992 has been capitalized from the proceeds of the Certificates.

<u>Year Ending</u> <u>July 1</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u> <u>Lease Payment</u>
1993	\$ 9,865,000	\$6,882,143	\$16,747,143
1994	9,865,000	6,032,135	15,897,135
1995	9,865,000	5,588,210	15,453,210
1996	9,865,000	5,119,623	14,984,623
1997	9,865,000	4,626,373	14,491,373
1998	9,865,000	4,108,460	13,973,460
1999	9,865,000	3,565,885	13,430,885
2000	9,865,000	3,003,580	12,868,580
2001	9,865,000	2,421,545	12,286,545
2002	9,865,000	1,829,645	11,694,645
2003	9,865,000	1,227,880	11,092,880
2004	9,860,000	616,250	10,476,250

NET LEASE PAYMENTS AND ANTICIPATED FUNDING SOURCES

<u>Due Date (1)</u>	<u>Net Lease Payment and Funding Sources</u>			<u>Anticipated Funding Sources</u>	
	<u>Net Lease</u> <u>Payment(2)</u> A	<u>80% Allocated</u> <u>from Section 9</u> <u>FTA</u> <u>Capital Grant</u> B	<u>20%</u> <u>Local</u> <u>Share</u> C	<u>Total</u> <u>Section 9</u> <u>FTA Capital</u> <u>Grant (3)</u> D	<u>20% Local Share(4)</u> E
07/02/92(5)	\$ 2,696,431	\$ -0-	\$ 2,696,431	\$ 47,000,000	\$ 11,750,000
07/02/93	15,245,946	12,196,757	3,049,189	47,000,000	11,750,000
07/02/94	14,802,021	11,841,617	2,960,404	47,000,000	11,750,000
07/02/95	14,333,433	11,466,746	2,866,687	47,000,000	11,750,000
07/02/96	13,840,183	11,072,146	2,768,037	47,000,000	11,750,000
07/02/97	13,322,271	10,657,817	2,664,454	47,000,000	11,750,000
07/02/98	12,779,696	10,223,757	2,555,939	47,000,000	11,750,000
07/02/99	12,217,391	9,773,913	2,443,478	47,000,000	11,750,000
07/02/00	11,635,356	9,308,285	2,327,071	47,000,000	11,750,000
07/02/01	11,043,456	8,834,765	2,208,691	47,000,000	11,750,000
07/02/02	9,798,846	7,839,077	1,959,769	47,000,000	11,750,000
07/02/03	-0-(6)	-0-	-0-	47,000,000	11,750,000
TOTAL	\$131,715,030	\$103,214,880	\$28,500,150	\$564,000,000	\$141,000,000

(1) The Commission is required to deposit, with the Trustee, the principal of and interest on the Certificates due on each January 1 and July 1 on or before the immediately preceding July 2.

(2) Net Lease Payments are net of capitalized Lease Payments and reserve fund earnings and any excess reserve fund moneys, if any. See "SECURITY AND SOURCE OF PAYMENT FOR THE CERTIFICATES—Lease Payment Schedule" herein for additional information.

(3) Assumes level FTA capital grant funding in the Los Angeles region of \$47,000,000 commencing in the fiscal year ending June 30, 1993, although the Commission has not historically experienced any discernible trend in Federal funding levels. While it is expected that the FTA Project Grants will reimburse the Commission for 80% of each Net Lease Payment, such funding level cannot be assured beyond the federal fiscal year ending September 30, 1992. See "Federal Funding" below.

(4) Reflects 20% local match for Federal Section 9 grant allocation. Represents only a portion of revenues received by the District and available under the MOU for Lease Payments. See "—District Revenues" below.

(5) Eighty percent of this Lease Payment is being capitalized with Certificate proceeds.

(6) Final Lease Payment is assumed to be made from moneys in the Reserve Fund.

OFFICIAL STATEMENT

\$3,390,000
California Transit Finance Corporation
Certificates of Participation, 1992 Series C
 Evidencing Proportionate Interests of the Owners Thereof
 in Lease Payments to be Made by the

Los Angeles County Transportation Commission

Dated December 1, 1992

Due July 1, as shown below

The Certificates are being executed and delivered on behalf of the Los Angeles County Transportation Commission (the "Commission"), to finance the acquisition of up to 14 buses and related equipment (collectively, the "Project") to be operated by the City of Torrance. The Certificates evidence and represent the proportionate interests of the owners thereof in the lease payments (the "Lease Payments") required to be made by the Commission to the California Transit Finance Corporation (the "Corporation") pursuant to a Lease Agreement, dated as of December 1, 1992 (the "Lease Agreement"). The obligation of the Commission to make Lease Payments is an unconditional obligation of the Commission (not subject to abatement) payable from the following sources: (i) certain Federal Transit Administration ("FTA") Section 9 capital grant funds as described in the Memorandum of Understanding (the "MOU") by and between the Commission and the City of Torrance (the "City"), (ii) the City's Local Transportation Fund portion (the "LTF Portion") of Transportation Development Act ("TDA") funds, all of which shall be withheld by the Commission from the City pursuant to the MOU in an amount sufficient to satisfy the City's payment obligation under the MOU, (iii) to the extent that the LTF Portion of TDA funds are insufficient to pay the City's share of Net Lease Payments, the City's share of State Transit Assistance ("STA") funds, pursuant to the MOU, and (iv) to the extent that the LTF Portion of TDA funds and the STA funds are insufficient to pay the City's share of Net Lease Payments, the City's legally available local return portion of the Proposition A funds, received by the Commission from the City pursuant to the MOU (collectively, the "Revenues"). See "SOURCES OF REVENUES" herein. The Lease Payments are required to be made by the Commission from Revenues whether or not the Project or any part thereof is acquired or is operating or operable or seized or its use is suspended, interfered with, reduced or curtailed or terminated in whole or in part.

The Certificates will be delivered in BOOK-ENTRY ONLY form and when delivered, the Certificates will be registered in the name of CEDE & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Certificates. Purchasers will not receive certificates representing their ownership interest in the Certificates purchased. Principal of and interest evidenced by the Certificates (such principal being due on July 1 in the years shown below and such interest being due on each January 1 and July 1, commencing July 1, 1993) will be payable by Dai-ichi Kangyo Bank of California, Los Angeles, California, as trustee (the "Trustee"), to DTC. Payments of principal and interest to the actual purchasers of the Certificates will be made through the DTC System. See "BOOK-ENTRY ONLY SYSTEM" herein. The Certificates will be available in book-entry form only in the denomination of \$5,000 or any integral multiple thereof. The Certificates are subject to redemption prior to maturity as described herein.

THE OBLIGATION OF THE COMMISSION TO MAKE LEASE PAYMENTS FROM REVENUES DOES NOT CONSTITUTE AN OBLIGATION OF THE COMMISSION FOR WHICH THE COMMISSION IS OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION OR FOR WHICH THE COMMISSION HAS LEVIED OR PLEDGED ANY FORM OF TAXATION. NEITHER THE CERTIFICATES NOR THE OBLIGATION OF THE COMMISSION TO MAKE LEASE PAYMENTS UNDER THE LEASE AGREEMENT CONSTITUTE A DEBT OF THE COMMISSION, THE STATE OF CALIFORNIA OR ANY OF ITS POLITICAL SUBDIVISIONS WITHIN THE MEANING OF THE CONSTITUTION OF THE STATE OF CALIFORNIA OR OTHERWISE OR A PLEDGE OF THE FAITH AND CREDIT OF THE COMMISSION.

CUSIP Number Base: 545168

Maturity	Amount	Rate	Yield	CUSIP No.	Maturity	Amount	Rate	Yield	CUSIP No.
1993	\$165,000	2.90%	2.90%	BA3	1999	\$295,000	5.40%	5 1/2%	BG0
1994	295,000	3.70	3.70	BB1	2000	295,000	5 1/2	5.65	BH8
1995	295,000	4.40	4.40	BC9	2001	290,000	5.70	5 3/4	BJ4
1996	295,000	4 5/8	4 3/4	BD7	2002	290,000	5.80	5.90	BK1
1997	295,000	5	5.10	BE5	2003	290,000	5.90	6	BL9
1998	295,000	5.20	5.30	BF2	2004	290,000	6	6.10	BM7

(Plus Accrued Interest)

In the opinion of Nossaman, Guthner, Knox & Elliott, Los Angeles, California, and Ochoa & Sillas, Los Angeles, California, Co-Special Counsel, under existing law, the portion of each Lease Payment due under the Lease Agreement designated as and evidencing and representing interest and received by the Owners of the Certificates is exempt from present State of California personal income taxes and, assuming compliance with certain covenants described herein, is excludable from gross income for federal income tax purposes. That portion of each Lease Payment representing interest will not be treated as an item of tax preference in calculating the alternative minimum taxable income of individuals or corporations; provided, however, that such interest may be included in the calculation of certain taxes, including the alternative minimum tax imposed on corporations under the Internal Revenue Code of 1986, as amended. See "TAX EXEMPTION" herein.

The Certificates are offered to the public by the Underwriters when, as and if executed, delivered and received, subject to the approval of Nossaman, Guthner, Knox & Elliott, Los Angeles, California and Ochoa & Sillas, Los Angeles, California, Co-Special Counsel, and certain other conditions. Certain legal matters will be passed upon for the Underwriters by Kutak Rock and Harrison, Taylor & Bazile, Oakland, California. It is anticipated that the Certificates in definitive form will be available for delivery through the DTC Book-Entry System on or about December 15, 1992.

The First Boston Corporation
 Artemis Capital Group, Inc.

Prudential Securities Inc.
 Grigsby Brandford & Co., Inc.

The date of this Official Statement is December 9, 1992

Lease Payment Schedule

Herein follows a schedule of the annual Lease Payments. Pursuant to the Lease Agreement the Commission will be required to deposit the Lease Payments due on each January 1 and July 1 on or before July 2 of the immediately preceding year. Initially, however, the Commission will be required to deposit the first Lease Payment on December 15, 1992 in an amount equal to \$265,583.44.

<u>Year Ending</u> <u>July 1</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u> <u>Lease Payment</u>
1993	\$ 165,000	\$ 100,584	\$ 265,584
1994	295,000	167,644	462,644
1995	295,000	156,729	451,729
1996	295,000	143,748	438,748
1997	295,000	130,105	425,105
1998	295,000	115,355	410,355
1999	295,000	100,015	395,015
2000	295,000	84,085	379,085
2001	290,000	67,860	357,860
2002	290,000	51,330	341,330
2003	290,000	34,510	324,510
2004	290,000	17,400	307,400
Total	<u>\$3,390,000</u>	<u>\$1,169,365</u>	<u>\$4,559,365</u>

<u>Due Date (1)</u>	<u>Net Lease Payment and Funding Sources</u>			<u>Anticipated Funding Sources</u>	
	<u>Net Lease</u> <u>Payment (2)</u> A	<u>80% Allocated</u> <u>from Section 9</u> <u>FTA</u> <u>Capital Grant</u> B	<u>20%</u> <u>Local</u> <u>Share</u> C	<u>Total</u> <u>Section 9</u> <u>FTA Capital</u> <u>Grant (3)(7)</u> D	<u>20% Local Share(4)</u> E
12/15/92(5)	\$ 255,373.81	\$ 204,299.05	\$ 51,074.76	\$ 37,000,000	\$ 7,400,000
07/02/93	443,891.37	355,113.10	88,778.27	37,000,000	7,400,000
07/02/94	432,976.37	346,381.10	86,595.27	37,000,000	7,400,000
07/02/95	419,996.37	335,997.10	83,999.27	37,000,000	7,400,000
07/02/96	406,352.62	325,082.10	81,270.52	37,000,000	7,400,000
07/02/97	391,602.62	313,282.10	78,320.52	37,000,000	7,400,000
07/02/98	376,262.62	301,010.10	75,252.52	37,000,000	7,400,000
07/02/99	360,332.62	288,266.10	72,066.52	37,000,000	7,400,000
07/02/00	339,107.62	271,286.10	67,821.52	37,000,000	7,400,000
07/02/01	322,577.62	258,062.10	64,515.52	37,000,000	7,400,000
07/02/02	305,757.62	244,606.10	61,151.52	37,000,000	7,400,000
07/02/03(6)	-0-	-0-	-0-	37,000,000	7,400,000
TOTAL	<u>\$4,054,231.27</u>	<u>\$3,243,385.02</u>	<u>\$ 810,846.25</u>	<u>\$444,000,000</u>	<u>\$ 88,800,000</u>

(1) The Commission is required to deposit, with the Trustee, the principal of and interest on the Certificates due on each January 1 and July 1 on or before the immediately preceding July 2.

(2) Net Lease Payments are net of reserve fund earnings and any excess reserve fund moneys, if any. See "SECURITY AND SOURCE OF PAYMENT FOR THE CERTIFICATES--Lease Payment Schedule" herein for additional information.

(3) Assumes level FTA capital grant funding in the Los Angeles region of \$37,000,000 commencing in the fiscal year ending June 30, 1993, although the Commission has not historically experienced any discernible trend in Federal funding levels. While it is expected that the FTA Project Grants will reimburse the Commission for 80% of each Net Lease Payment, such funding level cannot be assured beyond the federal fiscal year ending September 30, 1993. See "Federal Funding" below.

(4) Reflects 20% local match for Federal Section 9 grant allocation. Represents only a portion of revenues received by the City and available under the MOU for Lease Payments. See "--City Revenues" below.

(5) Represents the initial Lease Payment.

(6) Final Lease Payment is assumed to be made from moneys in the Reserve Fund.

(7) In October of 1992, the FTA announced a 14.5% decrease nationwide of Section 9 FTA capital and operating grants. The FTA elected to apply the budget cuts entirely against capital grants, which effectively resulted in a 20% decrease for Section 9 FTA capital grants.

