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construction and to meet the operating and capital needs of the Metro transit system.

"The MTA can manage its existing debt and service its obligations," Burke said. "The agency is able to complete Metro Rail construction to North Hollywood, improve its bus system and comply with the terms of the federal Consent Decree to reduce overcrowding on Metro buses.

"It is no longer business as usual at the MTA. We are carefully managing the agency's expenditures, both sales tax revenues and borrowed funds, to make sure that every dollar is spent wisely and that all the terms and conditions of our new bond issues are conservative and prudent."

MTA funding comes from farebox revenue, local and state sales taxes, other state and federal funds and income from such activities as advertising and leases.

Burke was hired by the MTA Board last August. In that time he has done a major restructuring of the MTA to stabilize the agency and get its financial house in order, including completely offsetting a projected \$90 million deficit through stringent reforms he implemented and one-time measures.

"It has been my experience in turning around troubled companies that the first step is to move quickly to resolve the crises," Burke said. "That means making sure management is focusing on the core business, reducing unnecessary staff and programs and cutting expenditures. That is exactly what we have done during the past ten months and that is why we have become a far more efficient organization that is slowly but surely restoring its credibility."

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