



Adopted Budget Summary

*Los Angeles County
Metropolitan Transportation Authority*



For the Fiscal Year Ending June 30, 2002

Los Angeles County Metropolitan Transportation Authority
Adopted Budget



Los Angeles County Metropolitan Transportation Authority
Office of Management and Budget
One Gateway Plaza
Los Angeles, CA 90012-2932

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Budget Summary



MTA Board of Directors

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MTA Profile

Formed in 1993, the MTA provides the leadership and resources needed to plan, construct and operate a comprehensive transit system in which people can travel quickly, economically and safely in a pleasant environment. The familiar Metro “M” on buses, rail cars, Freeway Service Patrol tow trucks and other transportation services identifies the range of services the MTA provides to improve the region’s mobility.

The Los Angeles County Metropolitan Transportation Authority (MTA) is the principal transportation agency in Los Angeles County. It is unique as a transportation agency with broad responsibilities in the areas of planning and programming, operations, and construction. The MTA is responsible for the planning and programming of funds for and constructing and operating all major ground transportation in Los Angeles County including (1) highway construction and traffic flow management; (2) subway and light rail construction; (3) rapid bus line development and construction of fixed guide ways for buses and multi passenger vehicles; (4) bus and rail transit services, including funding administration for all Los Angeles County transit providers; (5) alternative modes of transportation; (6) research and development of alternative energy sources for transit vehicles; and (7) air quality, environmental impact, land use and economic development decisions.

MTA is the nation’s second largest provider of public transit. The MTA’s bus system provides service to over a million passengers daily with over 86.5 million vehicle service miles. The entire fleet is wheelchair accessible and over 50% of the fleet is now powered by compressed natural gas (CNG). The MTA’s rail system provides service to over 200,000 passengers daily.

MTA service operates from eleven bus divisions and three rail divisions, and is supported by a

number of smaller facilities located throughout Los Angeles County. In addition to operating over 2,000 coaches in the Metro Bus fleet, the MTA operates two light rail lines: the 22 mile Metro Rail Blue Line between Long Beach and Los Angeles and the 20 mile Metro Green Line between El Segundo and Norwalk. The MTA operates the 17 mile heavy rail, Metro Red Line subway system running through downtown Los Angeles from Union Station to North Hollywood. The western branch extends along Wilshire Boulevard to Western Avenue.

In addition, the MTA works with sixteen municipal bus operators in the County to coordinate service and maximize use of the transit resources.

The MTA funds various commuter and motorist assistance programs. One of these programs, Freeway Service Patrol (FSP), provides motorists free assistance through a fleet of 145 tow trucks patrolling the Los Angeles County freeways. The tow trucks respond quickly to motorists in need of assistance, thereby alleviating potential traffic congestion problems.

Highway programs are a key element of MTA services. MTA is developing a network of 280 miles of High Occupancy Vehicle (HOV) lanes for carpools, buses and vanpools.

MTA provides county-wide leadership in the implementation of Intelligent Transportation Systems (ITS), advanced signal and traffic monitoring systems with a current investment of over \$100 million. These programs maximize the efficient use of street capacity and provide information to adjust signals to improve traffic flow.

MTA provides county-wide coordinated transit services for persons with disabilities through Access Services Incorporated (ASI). The MTA also supports an extensive system of bike lanes and park-and-ride centers strategically placed throughout the county for access to rail and bus service.

MTA headquarters and the Gateway Transit Center are located at historic Union Station. The center connects Los Angeles County to neighboring counties by providing easy connections for commuters using Metro Rail, Amtrak, Metrolink, the El Monte Busway, as well as vanpools, carpools, and taxis.

The MTA is governed by a Board of Directors with thirteen voting members. Serving on the Board of Directors are the five Los Angeles County supervisors, the Mayor of Los Angeles and his three appointees, and four elected officials who represent the other 88 cities that make up Los Angeles County. One non-voting member is appointed by the Governor of California.

Blended component units, although legally separate entities, are, in substance, part of MTA's operations and included as part of MTA's financial reporting. Accordingly, the activities of the Public Transportation Service Corporation (PTSC), the PTSC-MTA Risk Management Authority (PRMA), two Benefit Assessment Districts (BAD) are included as blended components in the annual budget presentation. Annual budgets for component units are authorized by their respective Board of Directors.

The annual budget summary and further information about departments, programs and services at the MTA can be found on the agency's website at www.mta.net.



Metro Facts

Annual Boardings:

Bus: 385,419,711

Blue Line: 20,445,000

Green Line: 8,559,000

Red Line: 37,502,000

Revenue Service Hours:

Bus: 7,485,306

Rail: 543,697

Vehicle Fleet:

Buses: 2,518

Heavy Rail Cars: 104

Light Rail Cars: 121

Rail Miles:

Heavy Rail: 17

Light Rail: 43

HOV Lanes:

Length in Miles: 182.7

Lanes Miles: 381.4

Facilities:

Bus Stops: 18,500

Rail Stations:

- Blue: 22
- Green: 14
- Red: 16

Bus divisions: 11

Rail divisions: 3

Freeway Service Patrol:

Number of tow trucks on patrol: 145

Number of tow truck beats: 40

Number of motorists assisted annually: 328,887

Number of miles covered: 411

Bikeways:

Class I Bike paths: 95 miles

Class II Bike paths: 60 miles

Number of bike parking spaces: 653

Soundwalls:

Approved Program Funding: \$93.8 million

Message From the Chief Executive Officer

Development of MTA's annual budget for the fiscal year beginning July 1, 2001 posed an enormous challenge. Next year MTA will have more to do than ever, eclipsing even the hectic period of subway construction.

The MTA is moving forward with new busway or light rail projects in the San Fernando Valley, Eastside and Mid-City/Westside corridors. There are unprecedented demands on this agency for expanded services – more Metro Bus and Metro Rail operating hours and more funding for paratransit for the disabled, Metrolink and the sixteen municipal bus operators in Los Angeles County. Further substantial funding for freeway HOV lanes, the Metro Freeway Service Patrol, soundwalls, coordinated traffic signals, street widening, bikeways, pedestrian overpasses and many other projects aimed at improving mobility is also in this new budget.

Fortunately, we have some increase funding to meet these demands. We conservatively budgeted local sales tax revenue, and the Governor's traffic congestion relief initiative approved last year by the Legislature earmarks new monies for key busway, lightway and highway projects that will help ease traffic in our county.

Yet, the MTA executive staff and Board of Directors could not afford a retreat from the sound financial practices and tight spending limits which restored MTA's reputation and financial health. This new FY02 budget calls for nearly a 7% increase in revenues and expenditures over FY01, but adds less than 1% to our employment base, and operating costs per hour are virtually the same as FY01 despite spiraling fuel and electricity costs and higher costs for workers compensation coverage. Higher fuel costs, alone, will add \$2.06 an hour to MTA's Metro Bus operating costs this coming year.

Fiscal Year 2002 Major Initiatives

- MTA will operate a record amount of Metro Bus and contract bus service in FY02. MTA revenue bus service hours will be 7.485 million next year compared with 7.312 million this fiscal year, and nearly 1 million more service hours than MTA delivered just three years ago.
- The sixteen municipal bus operators in Los Angeles county will receive \$34.9 million more in MTA subsidies in FY02 (a total of \$179.4 million) than the previous year so they can improve local bus service.
- More new buses are being delivered than at any time in MTA's history. In FY02 MTA will take delivery of 420 new low floor compressed natural gas buses and also order new buses that have greater capacity than the standard 40-foot buses. These deliveries bring to fruition the goal of the MTA Board three years ago to improve customer service by converting one of the nation's oldest public transit bus fleets into one of the newest. Gains in all performance measures including fewer bus breakdowns, nearly 100% pullouts from the yards, better cleanliness, and a sharp drop in customer complaints have resulted.
- Buoyed by the success of the demonstration project of our new Rapid Bus service, in this upcoming year the MTA will be expanding Metro Rapid to other high volume bus lines throughout Los Angeles County.
- The distinctive red and white Metro Rapid buses are outfitted with special transmitters that extend green traffic lights. They also make fewer stops than local buses which yield a 25% savings in travel time. As a result ridership on the two demonstration lines launched last summer has soared.

- A sharp increase in Metro Rail service in FY02 as a result of running three-car trains on the Metro Blue Line from downtown Los Angeles to Long Beach and two-car trains on the Metro Green Line from Norwalk to El Segundo. In FY02 it will be cheaper to carry passengers on Metro Rail than by MTA operated buses or buses of contract carriers – 47 cents versus 54 cents per mile.
- In the wake of the MTA Board’s decision in January 1998 to suspend new subway construction and seek less costly alternatives, MTA is moving forward with new busways or light rail projects in the San Fernando Valley, Eastside and Mid-City/Westside transit corridors. Following environmental review and public hearings, the MTA Board in summer 2001 is expected to select locally preferred alternatives for serving these congested corridors. Options include a busway connecting the West San Fernando Valley and the North Hollywood Metro Red Line station, a light rail line connecting Union Station downtown and Atlantic Boulevard in the Eastside, a bus rapid transit (BRT) on Wilshire Boulevard and possibly a BRT or light rail line on the Exposition right-of-way owned by the MTA.
- Acknowledging that the vast majority of trips in Los Angeles county are made by motorists, MTA will boost funding by \$34.5 million in FY02 for street and highway improvements – from freeway carpool lanes to coordinated traffic signals and street widening, as well as bikeways, pedestrian improvements, ride-sharing and other programs. These projects can squeeze more capacity out of streets and freeways to deal with mounting population and vehicle traffic in Los Angeles County.
- The second largest portion of the budget – 20.3% – is for highway and other regional transportation programs such as freeway carpool lane construction (42 miles will be funded in FY02), freeway sound walls (13 projects in FY02), street widening, better traffic signal coordination, grade separations at railroad crossings, bikeways, ride-sharing incentives, shuttles and other local transportation improvements. It also includes increased funding for the Metro Freeway Service Patrol to help stranded motorists.
- The next biggest portion of the budget – 15.1% – is for Metro Rail construction and operating costs. This includes monies to close out construction activities for the subway extension to North Hollywood which opened last year, completion of the 101 Freeway overpass bridge serving the new Universal City Metro Red Line Station, buying new rail cars, and preliminary engineering and design of a Metro Rail light rail extension from Union Station to Atlantic Boulevard in the Eastside.
- In addition, MTA will increase its subsidies of Metrolink commuter rail operation to an amount representing 1.3% of the FY02 budget.
- The MTA’s FY02 budget also will fund an array of other transportation programs including a substantial increase in subsidies for door-to-door paratransit service for the disabled who can not access regular fixed-route public transportation.

This is the final budget for my administration. I have announced plans to retire as CEO once a successor has been hired. For the past four years I have worked closely with staff and the MTA Board of Directors to shore up MTA’s finances, focus on our core business, particularly the delivery of better Metro Bus service, and position MTA to deal effectively with the challenges of ensuring mobility in Los Angeles County today and in the future.

A Balanced Fiscal Year 2002 Budget

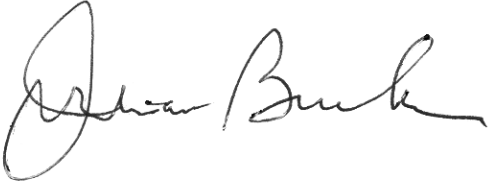
- Buses will remain our highest priority in FY02. MTA will spend 44.8% of its budget on MTA bus operating and capital expenses and municipal bus operator subsidies. The FY02 bus expenditures compare with 43.8% in FY01.

Los Angeles County Metropolitan Transportation Authority
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This past spring the MTA Board adopted a Long Range Transportation Plan, a blueprint for meeting those transportation challenges for the next 25 years. The FY02 MTA budget cements

the steady progress we have made in the past four years and ushers us forward in meeting the long-term mobility needs of the county.

Sincerely,

A handwritten signature in black ink, appearing to read "Julian Burke". The signature is fluid and cursive, with a large initial "J" and "B".

Julian Burke

Chief Executive Officer

MTA Mission

MTA is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Our team members provide expertise and leadership based on their distinct roles:

Transit Operations

- Operating transit system elements for which the agency has delivery responsibility

Countywide Planning and Development

- Planning the countywide transportation system in cooperation with other agencies

Engineering and Construction

- Managing the construction and engineering of transportation system components

Support Services

- Delivering timely support services to the MTA organization

MTA Vision

MTA is the visionary source of leadership for realizing transportation improvement opportunities and solving transportation problems in Los Angeles County. Our position as a premier transportation agency will be established by:

- A vigilant pursuit of cost-effective, high quality mission-critical service delivery
- An extraordinary record of excellence in planning, construction and engineering
- A proven competency for innovations in transportation development
- An exemplary work environment providing team members with needed services

MTA Goals

These goals are organized in a balanced scorecard approach that addresses all aspects of the organization to ensure the success of the enterprise.

Customer

- Improve transportation services to increase customer satisfaction

Learning and Innovation

- Improve and streamline business processes

Internal Processes

- Increase innovation to improve performance

Financial Management

- Increase effective and efficient utilization of resources

The strategic business plan serves as the basis for linking and allocating resources for major activities in the annual budget. The FY02 budget process includes development of performance measurements to help determine the success of critical program objectives. These key performance indicators are focused on results and outcomes, and will be used to monitor and report on unit cost efficiency, productivity, service quality, and customer service responsiveness of agency programs.

FY01 Accomplishments

Transit Operations

1.4 Million Daily Boardings

Provided clean, safe, efficient and reliable transit services to more than 1.4 million patrons per weekday by operating over 7.2 million annual bus revenue service hours and over 500,000 rail vehicle service hours.

Metro Rapid Bus

Began operation on Ventura Boulevard and Whittier/Wilshire Corridors on a seven-day, sixteen-hour per day operation. Ridership has increased and travel time decreased by as much as 25% in these corridors.

Metro Red Line

Service expanded with the opening of the Hollywood/Highland, Universal City, and North Hollywood Red Line stations. Ridership on Metro Red Line increased 82%.

Implemented “How You Doin” and ADA Service Recognition Programs

The “How You Doin” Program was implemented mid-year FY01. The program has a three-fold purpose:

- To increase awareness by frontline workers of current and historical performance for selected indicators
- To improve communications between the Executive Office and division staff
- To encourage staff to find new and creative ways to improve customer service and increase efficiency

- The program has been received with tremendous excitement by the division staff and improved performance is being reported.

New Buses

MTA received approximately 400 new CNG buses. With 1,190 CNG clean-air buses, the MTA operates the largest clean-air fleet in North America.

Regional Rebuild Center (RRC)

Completed the retrofit of the wheelchair lifts in the Transportation Manufacturing Corporation (TMC) 1200 series bus fleet.

Painted 300 buses with the Metro Bus color scheme.

Rebuilt 144 engines, 600 transmissions and installed 170 power plant assemblies.

Facility Improvements

CNG fueling station was installed at Division 1.

Replaced the bus washer at Division 6.

Opened New Metro Green Line Maintenance of Way (MOW) Facility

Located on Imperial Highway, just West of the Rail Operations Control Center provides a permanent location for the 65 staff members and equipment required for inspections, maintenance, and repair of track, signals, and traction power on the Green Line.

Performance Improvements

Significant improvements were achieved in all areas of service delivery. Some significant performance milestones include:

Performance Improvement:	Milestone:
Bus On-Time Pullouts	Record level of 99.56% in August 2000
Bus Lost Revenue Service Hours	Record level of 1.10% in March 2001
Metro Green Line Lost Revenue Service Hours	Record low level of 0.1% in January 2001
Metro Green Line Cleanliness	Rating of 9.8 (of 10) during the third quarter
Bus Cleanliness	Increased throughout FY01 from 6.7 (of 10) in the 4 th quarter of FY00 to 7.3 during the 3 rd quarter 2001
Past Due Bus PMPs	Exceeded the goal of 0.5 throughout FY01, highlighted by a record level of 0.19 per coach in March 20001
Bus Accidents	Record low level of 3.7 per 100,000 Hub Miles in November 2000
Complaints	Record low level of 3.1 per 100,000 boardings FY01, 3 rd quarter
Workers Compensation Claims Per Employee	Declined to 0.01 in December 2000

Countywide Planning & Development

Eastside, Mid-City/Wilshire and San Fernando Valley East-West Corridor Projects

Completed the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), received Federal Transit Administration (FTA) authorization to release draft environmental studies and to conduct hearings, and completed public hearings.

High Occupancy Vehicle Lanes

Opened to traffic Route 605-San Gabriel River Freeway between Orange County Line and South Street.

Completed design of the Route 10-San Bernardino Freeway between Baldwin Avenue and Route 605 and between Route 57 and the San Bernardino County Line.

Began design of Route 405-San Diego Freeway HOV Lanes between Route 105 and Route 90 and between Route 90 and Route 10.

Completed construction of Routes 10 and 405 Traffic Operations Systems (TOS) Projects.

Soundwall Projects

Began design of the May 1989 Retrofit Soundwall List Projects with Caltrans District 6 (Fresno District).

Designed and implemented a web site to interactively display geographic information on project location, limits, and layout for over fifty soundwall projects on the post 1989 retrofit soundwall list.

Alameda Corridor and Extensions

Executed first amendment to both the funding agreement and the North End Improvements Agreement with the Alameda Corridor Transportation Authority.

Negotiated the second amendment to the Memo of Understanding (MOU) with Alameda Corridor East (ACE).

Harbor Freeway Transitway

Negotiated and executed the necessary agreements for the City of Los Angeles to implement the Transportation System Management (TSM) alternative approved by the Board in FY00.

Developed scope of work and advertised RFP for consultant services to study the feasibility of improving various streets in and around downtown Los Angeles to accommodate HOVs and goods movement traffic.

Express service was restructured to serve two new stations.

Santa Monica Transit Parkway

Transmitted the project to the City of Los Angeles for final design and construction. Served on the project development team and actively participated in community meetings.

Bus Signal Priority Pilot Project

Completed evaluation and selection of appropriate technology, initiated procurement of hardware and software and released an Request for Proposal (RFP) for a system integrator for the Crenshaw Boulevard Bus Signal Priority Pilot Project.

Intelligent Transportation System Program

Completed the system design, procured hardware and acceptance testing.

Joint Development Projects

Completed negotiations for a mixed-use retail/affordable housing project at the Metro Red Line Hollywood/Western Station. Selected a developer and began negotiations for a retail development at the Metro Red Line Westlake/MacArthur Park Station. Issued RFP for development at the Metro Red Line North Hollywood, Wilshire/Western, and Wilshire/Vermont station sites.

Local Return

Administered and approved the disbursement of over \$200 million from Propositions A and C to the 88 cities of Los Angeles County.

Service Planning/Market Research Program (SPMRP)

Conducted numerous surveys with transit riders and the general public to measure public perceptions of MTA operated services. Implemented a comprehensive regional survey of bus and rail patrons that, in conjunction with the Year 2000 census, will provide the largest customer/market database ever available to the MTA.

ADA Paratransit

In conjunction with ASI, implemented a free fare program designed to encourage Americans with Disabilities Act (ADA) paratransit customers to try fixed-route public transportation. The Free Fare for ADA Eligible appears to be an effective attraction to people with disabilities who can use fixed-route at least some of the time. In promoting this program to other transit operators, ASI and MTA continue to expand mobility management efforts that encourage paratransit customers to travel independently using all available public transportation modes and coordinate service alternatives with other locally and regionally funded operators.

Community-Based Transportation Services

Worked with Community-Based Transportation Services on sub-regional paratransit and data reporting. Worked with the Local Transit Systems Subcommittee (LTSS) to revise the Proposition A Incentive Guidelines. MTA funding for sub-regional services, leverages local return tax sales revenue to expand service areas beyond the boundaries of a single jurisdiction. The revised guidelines, acknowledge the contribution of sub-regional paratransit services towards improved mobility for seniors and people with disabilities, and make it possible to expand the leveraged funding. Expanded data reporting efforts by the

local transit systems that voluntarily report operational and financial data through the MTA, to the National Transit Database (NTD).

Service Transfers to Local/Municipal Operators

Negotiated and coordinated the transfer of bus lines 104 to Montebello and 177 to Glendale.

Welfare to Work Transportation

Entered into an agreement to provide transportation planning expertise to the Los Angeles County Department of Public Social Services (DPSS). Completed an evaluation of the Immediate Needs Transportation Program (INTP) to determine if the program is successfully meeting the needs of the target population.

Universal Fare System (UFS)

Completed and issued a revision to the original Technical Specifications in December 2000. Proposals are due at the end of May 2001.

Call for Projects (CFP)

Programmed and assigned funding marks for the 2001 CFP. Implemented a process improvement program to address management, tracking and auditing issues involving regional funds.

Grants Management & Administration

Applied for and secured over \$523 million in federal and state grants for MTA projects and programs, including \$105 million for the continued construction of the North Hollywood Extension of the Metro Red Line, \$6 million for the continued development of the Eastside and Mid-City/Wilshire Transit Corridors, and \$155 million to be used for purchasing some 626 buses under the MTA Accelerated Bus Procurement Program (ABPP).

Levied and collected \$14 million in Benefit Assessments from two special assessment districts (A-1 and A-2), to help repay \$162 million in bonds sold in 1992 for financing the construction of five Metro Rail Red Line stations from Union Station to Westlake/MacArthur Park.

Freeway Service Patrol

Implemented twenty lapsing tow contracts. Updated FSP Standard Operating Procedures. Participated in FSP statewide effort to prepare a Statewide FSP Guidelines manual. Participated with other FSP local programs to secure an increase in state FSP funding. Conducted a closeout audit of MOU between the MTA and the California Highway Patrol (CHP) for FSP support.

Metro Art

Completed installations in Metro Rail and Metrolink stations. Also completed an installation of a streetscape project. Initiated the Metro Lab program to support innovative, experimental temporary public art projects that engage both Metro Rail and Bus customers. Designed and activated an award-winning Metro Art website. Produced two new customer friendly art guides and a third set of postcards. Gave tours to over 3,000 people and hung 50 works in MTA headquarters building. Received several significant national design awards. Completed conservation upgrades on eight projects.

Consent Decree

Released quarterly reports on Consent Decree Load Factor, two Supplemental Load Factor Compliance Reports and the Annual Load Factor Reduction Plan Update.

Long Range Transportation Plan (LRTP) and the Regional Short Range Transit Plan

Over the last year, MTA has been in the process of updating its Long Range Transportation Plan. This plan has been developed with significant public input, including consultation with Focus

Groups representing academic and environmental interests, business and labor interests, and transportation system users. MTA also consulted with out transportation partners and sub-regional councils of governments. Extensive public participation occurred throughout the plan development process.

At its April Board meeting, the MTA Board adopted the 2001 Long Range Transportation Plan. This plan recommends programs and strategies necessary to meet mobility needs over the next twenty five years, as the county grows by an additional 3 million people. With the \$11.2 billion of funds expected to be available over the next twenty five years, key elements of the plan include completing the carpool lane system, countywide expansion of MTA's successful Metro Rapid Bus program, implementing light rail or bus rapid transit services in key transit corridors, as well as increased funding for bicycle, arterial and pedestrian improvements. The LRTP is a living document that will be updated every three years.

Service Change Programs

Conducted a series of public hearings to get customer feedback on service change proposals.

Received Board approval to implement service change programs to increase ridership and improve bus system performance.

Pasadena Blue Line

Modified the draft bus/rail interface plan for the Pasadena Blue Line to address station design and operational issues identified through the on-going technical advisory group committee process.

Engineering and Construction

Transit Corridor Projects

Issued Notices To Proceed to begin preliminary engineering design on the Eastside, Mid-City/Wilshire and San Fernando Valley East-West corridor projects.

Metro Red Line Segment 3 – North Hollywood

Continued construction of the new six-lane bridge over the Hollywood Freeway at Universal Terrace Parkway.

Rebid the project to widen the Lankershim Boulevard bridge across the Los Angeles River, awarded a new contract, and commenced construction.

Completed the design and construction for the Metro Red Line Parking expansion at Universal City and North Hollywood Stations. Completed the design and construction of Parcel 3 Parking at North Hollywood.

Metro Green Line

Completed design and build contract for the Metro Green Line MOW.

Capital Improvement Projects – Rail / Bus

Completed the following projects:

- CNG Fueling Facility at Division 1 and design for CNG fueling facilities at Divisions 3, 5, and 7.
- Tunnel grouting to fill voids and seal leaks and cracks at designated locations along the alignment of Metro Red Line Segments 1 and 2A.
- Design, fabrication and installation of the replacement of voice data recorders at Rail Operations Control (ROC) Center, Divisions 11 and 22.
- Design on work packages for the Division Network Construction Project (DNCP) which will replace and upgrade the data and voice wire networks at most divisions.
- New bus washer installation at Division 6. Completed designs for new bus washers at Divisions 2, 8, 9 and 15.
- Division 2 maintenance building roofing replacement and floor coating.

Support Services

Finance

Accounting successfully completed the FTA Single Audit, Proposition A & C audits and the review performed by the State Controller's Office.

Treasury completed a refinancing of existing bonds, saving approximately \$40 million over the next seventeen years.

Treasury revised and integrated the daily investment processes with the cash flow forecast model to improve audit trail, reduce processing time and improve accuracy.

Revenue Administration improved ticket vending machine availability to 96% system-wide and increased the number of tokens processed to 69 million.

Office of Management and Budget (OMB) initiated a program to develop key performance indicators that will measure unit cost efficiency and effectiveness.

OMB also expanded revenue and fund forecasts by project and fund to a ten-year timeframe and integrated these forecasts into the financial assumptions of the Long Range Transportation Plan.

Administration

Customer Relations and Information Technology Services reduced the average wait time for customers on 1-800-COMMUTE to 3.5 minutes, a 30% improvement over FY00, through the implementation of a new computer system.

Marketing department developed a series of new informational aides to help visually impaired customers navigate the Metro Rail.

Real Estate generated over \$15 million in revenue through the effective management of MTA's real property holdings. The Real Estate department was engaged by the City of Los Angeles to provide real estate services for the Santa Monica Transitway Project.

General Services completed construction of new office space on the ground floor of the Gateway Headquarters to improve MTA's accessibility to the public.

Information Technology Services (ITS) developed contract/design specifications for several strategic information systems projects, including an enhanced Financial Information System (FIS), a new Maintenance and Material Management System, a Document Processing Management System and a new Integrated Payroll and Human Resources System.

ITS completed the design specifications to significantly upgrade the communications network for Divisions 1, 2, 3, 5, 7, and 18.

Management Audit Services

Completed 162 construction audits, 100 grant audits and 165 pre-award audits.

Processed 500 pre-qualification applications from contractors, a 77% increase over the prior year.

Completed 30 internal audits, testing important internal control systems, including bus warranties, stores inventory, workers' compensation and construction contracts.

Completed Control Self Assessments (CSA) for over 31 major business processes that resulted in a total of 150 action plans for strengthening internal controls.

Human Resources

Hired 1,291 employees, including 537 bus operators.

Developed a performance-based compensation program for non-represented employees.

Renewed the non-contract medical and dental insurance plans with rate increases less than the national health-care inflation rate.

Changed life insurance and long term disability insurance carriers, resulting in a significant reduction in MTA costs.

Reduced the average time for investigation of an Equal Employment Opportunity (EEO) complaint from 120 days to 60 days.

Established the Alcohol & Drug Discipline Review Committee to review all violations of alcohol and drug policy. This committee helps to promote consistency in the application of discipline and provides valuable counsel to managers.

Launched the department HR Module of the HR/Payroll Systems.

Procurement

Improved planning and forecasting of material requirements that resulted in a savings of over \$500,000.

Achieved a savings of \$261,000 as a result of Inventory Management reverse engineering of Original Equipment Manufacturer (OEM)

guards, bus window graffiti vandal shields, and new vendor/supplier development.

Generated over \$400,000 from used/scrap parts sales.

Upgraded bus and rail operations storage facilities with automated storage equipment to reduce mechanic wait time, improve controls and increase capacity.

Implemented Contract Administration Warrant Program to reduce procurement cycle time by empowering designated contract administrators with sign-off authority.

Implemented the Small Business Outreach Program and Strategic Business Planning for small businesses.

Exceeded its 22.35% Disadvantaged Business Enterprise (DBE) goal and reported 25.1% DBE participation to the FTA.

All Other Units

Board Secretary

Placed all agendas, board reports and minutes on the MTA's Internet site.

Upgraded Board Room Automated Voting System.

County Counsel

Resolved fifteen cases in the first three quarters of FY01.

Ethics Office

Created lobbyists' email address database to distribute forms and notices in lieu of mailing to reduce costs and improve customer service.

Board Research Services

Coordinated 36 briefings on MTA policy items and provided orientations to three new Board members.

Prepared agendas and staffed 24 Citizen Advisory Council Executive Committee and General Membership meetings.

Represented the MTA and/or individual Board Members at 76 Council of Governments (COG) meetings.

Coordinated the West San Fernando Valley Transportation Summit on US 101 and the North County Transportation Summit.

Government Relations

In conjunction with the CEO, developed the MTA's 2001 Federal Appropriations request and submitted testimony on behalf of the agency to the U.S. Senate and House Appropriations Committees.

Promoted legislative policies benefiting transportation services and projects.

Brought over 25 bills to the MTA Board for positions, and monitored over 100 bills that could have impacted the agency.

Labor Relations

Negotiated successor agreements with the United Transportation Union (UTU), the Amalgamated Transit Union (ATU), the Transportation Communications Union (TCU), and the International Brotherhood of Teamsters.

Implemented MOU with the American Federation of State, County and Municipal Employees Union (AFSCME).

Added a Trustee to the Unions' Health and Welfare Trust Funds to assist in cost containment efforts.

Media Relations

Produced first annual State of the Metro Bus System report.

Developed expanded internet news and feature pages for the press and general public.

Office of System Safety & Security

Completed installation of fiber optic "TRAIN" signs on the Metro Blue Line in order to promote safety.

Completed installation of the "Second Train Coming" warning sign at Vernon Avenue to enhance safety for pedestrians on the Metro Blue Line.

Completed one cycle of "Cops-n-Ops" meetings with operators, law enforcement, senior operations management and safety representatives to promote safety and security.

Metro Red Line Segment 3 construction safety summary shows the project completed over 300,000 man-hours with no lost time injuries.

Successfully planned, coordinated and implemented MTA safety, security and law enforcement support for the 2000 Democratic National Convention.

FY02 Budget Highlights

Economic factors, including soaring energy and fuel costs, and double-digit health and welfare plan increases have an adverse impact on sectors of the FY02 budget. In addition, there are increased proposed expenditures for capital outlays to support, improve and preserve infrastructure and technology systems. Funding is also included for preliminary engineering phase of Transit Corridor projects. Reductions in rail construction activity and debt transactions are an offset to growth in expenditures.

Significant Changes In FY02

Salary and wages

- Increases are budgeted in accordance with labor agreements and a performance-based compensation program for non-represented employees

Fringes

- Price escalation is estimated at 12% for new medical contract renewals
- Implementation of new labor agreements and actuarial adjustments have affected pension costs in FY02 resulting in an increase of \$11.5 million
- Fringes are primarily union negotiated

Insurance

- Workers Compensation premiums will increase in FY02 by \$16.2 million or 38.2%
- A tighter market is causing higher casualty and liability premiums. The impact is an increase of \$2.1 million in FY02.

Fuel and Utilities

Price instability and power shortages in California have a significant impact upon MTA's service delivery and facility budgets in FY02:

- Southern California Edison (SCE) power shortages impacts propulsion power increasing the FY02 budget by \$3.2 million

- Electricity to support facilities also is rising due to these same factors. In FY02, there is an increase of \$471,000
- CNG increases by \$17 million
- Diesel fuel rates are increasing by 14%, but the number of diesel-powered buses in the fleet is declining. Thus the impact of the change in mix of the bus fleet mitigates the cost inflation in the FY02 budget resulting in a decrease of \$3.4 million.
- Gas utility expense for facilities is increasing by \$565,000 or 55.4%

Rail Construction

- Remaining construction activity on Metro Red Line North Hollywood segment is nearing completion. Other construction projects are in the close-out phase. The result is a reduction in overall major construction project expenses in FY02 by \$78.9 million.

Countywide Planning

- Preliminary engineering for three Corridor Projects (Eastside, San Fernando Valley East-West, Mid-City/Wilshire) increases the budget by \$46 million over FY01
- Major investment studies for additional transit corridor improvements are budgeted for \$6.6 million in FY02
- MTA is a grant recipient for the Utrans-Welfare to Work program. In FY02 grant funding for the program increases by \$4.8 million
- Funds programmed by MTA to other agencies increases \$52.6 million
- Freeway projects and regional transportation projects are decreasing by \$7.8 million from FY01
- Call for projects grant awards to MTA increased by \$3.8 million
- Sales tax local return distribution to other municipalities and subsidies to other agencies increases by \$35 million

- MTA's subsidy to Southern California Regional Rail Authority (SCRRA-Metrolink) increases by \$1 million
- Regional grants from the FTA grants increase by \$4.5 million
- \$15.5 million increase for the initiation of five-year Municipal Service Improvement program

Capital Improvement Projects

Increased funding is budgeted in FY02 to preserve and improve infrastructure and for major technology improvements:

- Timing issues in FY01 carry forward \$14.1 million in expenditures into FY02 for UFS
- Public-private partnerships for capitalized leases to provide CNG fueling capacity for additional bus divisions increases by \$6.4 million
- Expenses carried forward for replacement purchases of non-revenue vehicles are \$7.1 million
- Automated Passenger Counters to provide ride check data is budgeted for \$4.9 million
- Fuel tank replacement projects for bus divisions and continuance of the site remediation programs are increasing the budget by \$5.3 million
- Projects to preserve and upgrade information and system technology, including carryover expenses for vehicle and material maintenance, systems are increasing by \$11.9 million.
- Radio replacements increase by \$4.7 million
- Enhancements at Gateway and Transit Plaza increase by \$1.8 million
- Facility modifications and improvements increase the budget by \$14.2 million.
- Warehousing improvements are increasing by \$3.5 million
- Rail system improvements increase by \$2.9 million.
- Y2K system improvement requirements decreased by \$5.1 million

Debt service

Debt service is budgeted at \$295.4 million, an increase of \$15.1 million over FY01.

MTA Budget Process

Budget Overview

The annual budget, as adopted by the Board of Directors, is the legal authority to obligate and spend funds. It includes all operating, capital and debt service requirements of the MTA for the fiscal year, July 1st to June 30th. The annual budget is comprised of an operating, capital and Regional Programs budgets.

The operating budget provides a summary of the planned revenues and expenditures for the fiscal year for MTA services and programs including the following:

- All revenue and expense assumptions and projections
- Revenue Service Hours and miles of bus and rail service

The operating budget includes Metro Bus and Rail Operations, FSP, planning activities and projects, property management activities, debt service, agency administration, and contingencies. The operating budget is comprised of the Enterprise, General, Special Revenue, Internal Service and Debt Funds.

The capital budget process has been integrated into annual budget process. The capital budget includes all capital projects including corridor and rail construction projects and the five-year Capital Improvement Plan (CIP). The CIP consists of all activities associated with bus acquisition, bus and rail capital improvements, and facility construction. When the Board of Directors approves a capital improvement project, it authorizes the schedule and total expenditures over the multi-year duration of the capital project. The annual budget authorizes the anticipated expenditures of the total project budget and the scope of work to be completed within the current fiscal year. Capital projects funding requirements extend over multiple budgetary periods. The approach to providing flexible funding over the life of the project life requires the re-appropriation of unexpended

carryover revenues and expenses from the prior fiscal year.

The regional programs budget includes funds that MTA provides directly through grants of local funds or indirectly through allocating Federal and State grants to local agencies and transit operators throughout Los Angeles County. Funds are allocated to other government agencies in accordance with legislative requirements, Board of Directors policy or through a competitive awards process known as the CFP. The Board of Directors approves the projects recommended for funding through the annual budget and the competitive process.

Programs funded in the Regional Programs Budget include capital and operating allocations to municipal bus operators, direct disbursements to Los Angeles County municipalities for transportation programs and services for the disabled persons provided by ASI.

MTA's financial records reflect only those funds that are actually received and directly disbursed by the MTA.

Budget Workflow

In accordance with Finance Policy #2 (Budget Preparation and Approval), the annual budget is adopted before July 1st to define the legal level of fiscal year expenditures. Budgeting for the fiscal year is divided into three phases: (1) budget formulation and preparation (2) budget presentation and reviews; and (3) budget implementation.

Budget Formulation and Preparation:

- Initial planning, development of assumptions, preparation of instructions and training materials began in January after mid-year review of FY01 budget.
- FY02 Budget Kickoff meeting was held with departments February 13, 2001.
- Budget system training classes were held the first two weeks of February.

- Preparation of the FY02 budget began in mid-February with departments developing expense and labor requests that were submitted to OMB in mid-March.

Budget Reviews:

- The five-year CIP was developed concurrent with the annual operating budget. Recommendations for the update to the five-year plan were reviewed with the Executive Leadership Team (ELT) in late February and early March 2001.
- Project and department level reviews of budget requests were held in March. The ELT reviewed and modified budgets at the end of March and in early April.

Adoption Phase:

- The summary of the proposed budget was released to the Board of Directors and public on April 27, 2001.
- MTA staff briefed the Board of Directors and their staff on May 3 and May 14, 2001.
- The public hearing was held May 17, 2001, in conjunction with the Finance and Budget Committee meeting.
- The annual budget and the capital improvement plan updates were adopted on May 24, 2001 at the regularly scheduled Board of Directors meeting.

Budget Implementation:

- In accordance with Finance Policy #2 (Budget Preparation and Approval), the FY02 adopted budget was distributed thirty days after the adoption by Board of Directors.
- The FY01 budget will be implemented on July 1, 2001.
- Periodic financial reports are prepared to enable management to monitor and control the budget.
- Quarterly financial reports are prepared by Finance and presented by the CFO to the Board of Directors. These reports monitor financial performance and ensure compliance with approved budget.

Budget Basis

The MTA is a single, integral entity for budgeting and accounting purposes. Annual budgets are adopted on a basis consistent with generally accepted accounting principles for all governmental and proprietary funds, except that depreciation and amortization are not budgeted. The Governmental Accounting Standards Board (GASB) defines a fund as a fiscal and accounting entity with a self-balancing set of accounts that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Funds are classified into three categories: governmental, proprietary, and fiduciary. Budgets are adopted for each fund within the groups; proprietary category includes Enterprise and Internal Service; governmental includes General, Special Revenue, Capital Projects, and Debt Service Funds. Fiduciary funds are not included in the annual budget. That fund category includes pension and agency trust funds. All governmental funds, except the Special Revenue fund, are accounted for using the modified accrual basis of accounting, meaning that revenue is recognized when it is both measurable and available. Special Revenue fund proceeds are budgeted as the “flow of funds” basis, essentially cash basis. The proprietary funds, Enterprise and Internal Service, use the accrual basis of accounting in which revenue is recognized when it is earned or received.

MTA uses Special Revenue Funds to account for those funds that are restricted by purpose and use. In accordance with Finance Policy #6 (Funds Programmed to Other Agencies), the Special Revenue funds reflect MTA’s responsibility to administer special transportation programs as well as its duty to allocate transportation funds to local and regional agencies throughout Los Angeles County. Special revenue funds are shown in the budget summaries on a cash-flow basis.

In addition, MTA is responsible for acting as a trustee for certain funds which are held by the MTA as an agent for individuals, private organizations or other funds. MTA uses Fiduciary Funds to account for these assets and includes pension trust funds and restricted agency funds. Benefit Assessment District (BAD) funds are an example of trustee funds that MTA collects and serves as the trustee for debt payment. The outstanding debt is an obligation of the Benefit Assessment District; MTA administers the program through the collection of taxes from property owners and payments to bondholders.

SAFE administers the Los Angeles County Call Box program, which coordinates emergency services to motorists on freeways. SAFE is an independent financial entity component unit. SAFE funding is derived from the \$1 fee collected on vehicle registrations.

Budget Policies and Procedures

The annual budget is developed on the basis of the combination of two budget methodologies. Continuation level budgeting is used to develop the funding and resources necessary to sustain critical operating, special programs and previously approved capital projects. The agency uses zero-based budgeting methodology to determine resources for new programs and capital projects as well as general and administrative expenses.

Finance Policy #8 (Chart of Accounts) requires the MTA's chart of accounts to be reviewed and supplemented on annual basis. For FY02, the agency's comprehensive chart of accounts has been consolidated by the Finance Department for improved congruence between budgeting, accounting and financial reporting.

In accordance with Finance Policy #3 (Finance Budgetary Controls) and Finance Policy #5 (Fiscal Monitoring and Reporting), revenues

and budget expenditures are monitored by the Finance Department throughout the fiscal year.

For all MTA accounting funds, except the Enterprise fund, budgetary oversight and control is attained through checking available funds for non-labor transactions. Available funds are identified as unspent and unencumbered. Available funds are verified for a department and project by monitoring combined budget totals for non-labor account categories or for individual acquisition-related accounts. Project expenditures in the Enterprise fund will be controlled and monitored based on a cost per hour performance target within the budgetary constraints of the appropriation level approved by the Board of Directors.

Budget Amendments

Budget detail is a management plan for financial activity and is prepared at the fund, project, department and expense level. The legal level of control is at the fund level. Total expenditures cannot exceed the final appropriation adopted by the Board. During the fiscal year, changes in law, economic conditions and emergencies can have an impact on budget authority. Spending authority may be revised to increase or decrease throughout the fiscal year as unanticipated situations arise. In accordance with Finance Policy #4 (Budget Amendments and Adjustments), the Board provided the authority for management to make revisions within operational and project budgets only when there is no net dollar impact to the total appropriations at the fund level. As such, the Chief Executive Officer can approve administrative revisions to the financial plan if changes are consistent with the appropriation by fund. Budget amendments that modify or increase the total annual legal appropriations of a fund require approval of the Board of Directors.

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**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

**Combined Statement of Revenues, Expenditures and Changes in Fund Balances
For the Years Ending June 30, 2000, 2001 and 2002**

(Amounts in millions)

	Proprietary Funds						Governmental Funds		
	Enterprise Fund			Internal Service Fund			Special Revenue Fund		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Revenue:									
2 Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290.0	\$ 1,284.6	\$ 1,382.9
3 Intergovernmental grants	-	-	-	-	-	-	48.9	60.7	67.7
4 Investment income	-	-	-	-	-	-	32.7	21.2	23.9
5 Lease and rental	-	-	-	-	-	-	-	-	-
6 Proceeds from sales and leaseback	-	-	-	-	-	-	-	-	-
7 Licenses and fines	-	-	-	-	-	-	7.2	7.3	6.1
8 Other	-	-	-	-	-	-	2.6	-	-
9 Sub-total	-	-	-	-	-	-	1,381.4	1,373.8	1,480.6
10									
11 Operating revenues:									
12 Passenger fares	231.4	236.5	243.3	-	-	-	-	-	-
13 Route subsidies	0.2	0.4	0.4	-	-	-	-	-	-
14 Metrolink interagency agreement	2.1	2.3	2.3	-	-	-	-	-	-
15 Advertising	13.6	14.7	13.9	-	-	-	-	-	-
16 Total revenues	247.3	253.9	259.9	-	-	-	1,381.4	1,373.8	1,480.6
17									
18 Operating expenses/expenditures:									
19 Transportation	494.0	513.0	533.8	-	-	-	-	-	-
20 Maintenance	259.7	293.1	305.4	-	-	-	-	-	-
21 Capital outlay	-	-	-	-	-	-	-	-	-
22 Subsidies	-	-	-	-	-	-	572.7	620.1	671.3
23 Services	-	-	-	-	-	-	7.0	82.1	90.5
24 Debt and interest expenditures	-	-	-	-	-	-	-	-	-
25 General and administrative	34.4	41.4	42.4	-	-	-	38.9	6.9	7.2
26 Total operating expenses/expenditures	788.1	847.5	881.6	-	-	-	618.6	709.1	769.1
27									
28 Excess (deficiency) of revenues over expenditures/									
29 Operating income (loss)	(540.8)	(593.6)	(621.7)	-	-	-	762.8	664.7	711.5
30 Non-operating revenues/(expenses):									
31 Local grants	1.3	-	0.5	-	-	-	-	-	-
32 Federal grants	85.4	102.2	112.2	-	-	-	-	-	-
33 Charges for services	-	-	-	(302.4)	(322.0)	(358.1)	-	-	-
34 Interest revenue	6.8	3.3	7.0	3.9	-	-	-	-	-
35 Debt and interest expense	(11.5)	(15.5)	(8.8)	-	-	-	-	-	-
36 Gain (loss) on disposition of fixed assets	(1.3)	2.1	1.0	-	-	-	-	-	-
37 Other	2.5	2.2	2.1	298.5	322.0	358.1	-	-	-
38 Total non-operating revenues	83.2	94.3	114.0	-	-	-	-	-	-
39									
40 Excess (deficiency) of revenues over expenditures/									
41 Operating income (loss) before other sources	(457.6)	(499.3)	(507.7)	-	-	-	762.8	664.7	711.5
42									
43 Other financing sources (uses):									
44 Operating transfers in	470.9	499.3	507.8	-	-	-	135.9	-	114.2
45 Operating transfers out	-	-	-	-	-	-	(857.1)	(839.0)	(917.9)
46 Proceeds from financing	-	-	-	-	-	-	-	-	-
47 Payment to refunding bond escrow agent	-	-	-	-	-	-	-	-	-
48 Proceeds of refunding bonds	-	-	-	-	-	-	-	-	-
49 Total other financing and sources (uses)	470.9	499.3	507.8	-	-	-	(721.2)	(839.0)	(803.8)
50									
51 Excess (deficiency) of revenues and other financing									
52 sources over expenditures and other financing uses	13.3	-	-	-	-	-	41.7	(174.3)	(92.3)
53									
54 Deficit/fund balances-beginning of year	(89.1)	(75.8)	(75.8)	-	-	-	576.3	617.9	579.8
55									
56 Deficit/fund balances-end of year	\$ (75.8)	\$ (75.8)	\$ (75.8)	\$ -	\$ -	\$ -	\$ 617.9	\$ 443.6	\$ 487.5

Note - The Benefit Assessment Districts, an Agency Fund, has been excluded from the MTA's budget, because legally adopted budgets are not required for Agency Funds.

Note - For FY01 and FY02, the Internal Service Fund is adjusted to be consistent with actual CAFR reporting.

Note - FY02 Beginning fund balances primarily include projected FY01 favorable revenue and expenditure variances for the Special Revenue and General Funds.

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

	Governmental Funds									Totals		
	Capital Funds			General Fund			Debt Service Fund			(Memorandum Only)		
	FY00	FY01	FY02	FY00	FY01	FY02	FY00	FY01	FY02	FY00	FY01	FY02
	Actual	Adopted	Adopted	Actual	Adopted	Adopted	Actual	Adopted	Adopted	Actual	Adopted	Adopted
1												
2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290.0	\$ 1,284.6	\$ 1,382.9
3	296.9	353.9	446.5	4.8	10.9	15.0	3.4	2.4	4.4	354.0	427.9	533.6
4	4.3	-	-	3.1	0.9	1.0	8.7	-	9.0	48.9	22.1	33.9
5	-	-	-	12.6	11.3	12.0	-	-	-	12.6	11.3	12.0
6	-	-	-	16.6	-	10.0	-	-	-	16.6	-	10.0
7	-	-	-	-	-	-	-	-	-	7.2	7.3	6.1
8	4.3	-	-	3.3	3.5	2.9	-	-	-	10.2	3.5	2.9
9	305.5	353.9	446.5	40.5	26.6	40.9	12.1	2.4	13.4	1,739.5	1,756.7	1,981.4
10												
11												
12	-	-	-	-	-	-	-	-	-	231.4	236.5	243.3
13	-	-	-	-	-	-	-	-	-	0.2	0.4	0.4
14	-	-	-	-	-	-	-	-	-	2.1	2.3	2.3
15	-	-	-	-	-	-	-	-	-	13.6	14.7	13.9
16	305.5	353.9	446.5	40.5	26.6	40.9	12.1	2.4	13.4	1,986.8	2,010.6	2,241.3
17												
18												
19	-	-	-	-	-	-	-	-	-	494.0	513.0	533.8
20	-	-	-	-	-	-	-	-	-	259.7	293.1	305.4
21	439.7	590.6	655.3	-	-	-	-	-	-	439.7	590.6	655.3
22	-	-	-	4.0	0.4	0.6	-	-	-	576.6	620.5	671.9
23	-	-	-	19.1	69.2	70.9	3.3	6.3	6.6	29.4	157.6	168.1
24	-	-	-	-	-	-	252.6	273.9	288.8	252.6	273.9	288.8
25	-	-	-	8.0	10.6	7.5	-	-	-	81.2	58.9	57.1
26	439.7	590.6	655.3	31.0	80.2	79.1	255.9	280.2	295.4	2,133.3	2,507.6	2,680.5
27												
28												
29	(134.2)	(236.7)	(208.8)	9.5	(53.6)	(38.2)	(243.8)	(277.8)	(282.0)	(146.4)	(497.0)	(439.2)
30												
31	-	-	-	-	-	-	-	-	-	1.3	-	0.5
32	-	-	-	-	-	-	-	-	-	85.4	102.2	112.2
33	-	-	-	-	-	-	-	-	-	(302.4)	(322.0)	(358.1)
34	-	-	-	-	-	-	-	-	-	10.7	3.3	7.0
35	-	-	-	-	-	-	-	-	-	(11.5)	(15.5)	(8.8)
36	-	-	-	-	-	-	-	-	-	(1.3)	2.1	1.0
37	-	-	-	-	-	-	-	-	-	301.0	324.2	360.2
38	-	-	-	-	-	-	-	-	-	83.2	94.3	114.0
39												
40												
41	(134.2)	(236.7)	(208.8)	9.5	(53.6)	(38.2)	(243.8)	(277.8)	(282.0)	(63.2)	(402.7)	(325.3)
42												
43												
44	68.1	113.9	146.2	50.7	32.4	35.7	246.6	277.8	282.7	972.2	923.4	1,086.6
45	(103.7)	(84.1)	(165.6)	(10.6)	(0.3)	(3.0)	(0.7)	-	-	(972.2)	(923.4)	(1,086.6)
46	216.0	174.0	226.7	-	-	-	166.1	-	-	382.0	174.0	226.7
47	-	-	-	-	-	-	-	(365.0)	(290.9)	-	(365.0)	(290.9)
48	-	-	-	-	-	-	-	365.0	290.9	-	365.0	290.9
49	180.3	203.8	207.2	40.1	32.1	32.7	411.9	277.8	282.7	382.1	174.0	226.7
50												
51												
52	46.2	(32.9)	(1.6)	49.6	(21.5)	(5.5)	168.1	-	0.7	318.9	(228.7)	(98.6)
53												
54	14.3	60.5	27.6	49.8	99.3	118.2	109.6	277.8	277.8	660.9	979.7	927.5
55												
56	\$ 60.5	\$ 27.6	\$ 26.0	\$ 99.4	\$ 77.8	\$ 112.7	\$ 277.8	\$ 277.8	\$ 278.5	\$ 979.7	\$ 751.0	\$ 828.9

Major Budget Assumptions

Bus and Rail Operations Assumptions

FY02 Adopted Service Levels:

Mode		VEHICLE REVENUE HOURS (000)	PERCENT CHANGE FROM FY01
Bus	MTA Operated	6,831	2.3%
	Contracted Service	654	3.4%
	Total Bus	7,485	2.4%
Rail	Blue Line	198	25.7%
	Green Line	87	1.9%
	Red Line	259	-0.4%
	Total Rail	544	8.2%
Total		8,029	2.7%

- Bus service will increase in the fourth quarter to ensure compliance with consent decree loading standard of 1.20 by June 2002
- Delivery and operation of 400 new CNG buses
- Metro Blue Line service will operate three car consist
- Metro Green Line service will operate two car consist
- Diesel fuel price increase of 14%; CNG price increase of 102%; propulsion power increase of 15% for Southern California Edison and 3% for Department of Water and Power.
- Loss Prevention Program will produce a 10% reduction in lost work days
- Funds are included for preliminary engineering and support for the three approved Corridor Projects: Eastside \$39.8 million; Mid-City/Wilshire \$8.0 million; and San Fernando Valley East-West \$7.1 million

Other Budget Assumptions

- Sales tax revenue increases 2.85% over FY01 projected receipts
- Wage increases for represented employees based on current labor agreements
- Salary increases of non-represented employees are on a performance-based pool
- Workers Compensation expenses forecast to increase \$16.2 million or 38%
- Employee pension expenses forecast to increase 45.8% or \$11.0 million as a result of the collective bargaining agreements and actuarial adjustments
- Health and other employee insurance rates projected to increase 12% beginning January 1, 2002

Capital Improvement Plan Assumptions

- FY02 Budget includes the carryover of eligible FY01 revenues and expenses
- Major rail construction program will consist of close-out activities and completion of Segment 3 North Hollywood

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**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
<i>Sales Tax Revenues</i>			
Proposition A	\$590.8 million in revenues include \$62.4 million in carryover funds and \$528.4 million in new sales tax.	FY02 sales tax forecast was calculated based on the FY01 projected actual escalated by 2.85%.	All areas of budget-operations, debt service, general fund, planning projects, and subsidies.
Proposition C	\$810.6 million revenues include \$282.2 million in carryover funds and \$528.3 million in new tax revenues.	FY02 sales tax forecast was calculated based on the FY01 projected actual escalated by 2.85%.	All areas of budget-operations, debt service, general fund, planning projects, and subsidies.
Transportation Development Act (TDA)	\$407.7 million in revenues include \$140.8 million in carryover funds and \$266.8 million in new tax revenues.	Sales tax forecast was calculated based on the combined FY02 Prop A & C estimated sales tax revenues times 0.2525%.	MTA bus and rail operations, local match to COP and capital projects, subsidies to municipal bus operators.
State Transit Assistance (STA)	\$68.6 million in revenues include \$9.4 million carryover funds and \$59.3 million in new revenues.	Projection is based on State Controller's Report of allocated funds to L.A. County.	MTA agency wide capital and rail operations, subsidies to municipal bus operators.
<i>Intergovernmental Revenues</i>			
<i>Local Revenues</i>			
Access Service Inc.	\$44.1 million in new revenues.	Based on Board approved funding plan.	ADA Compliance program
City of Los Angeles	\$20.2 million in new revenues.	Projection based on updated agreement between L.A. City and MTA for rail construction projects.	Metro Red Line-North Hollywood construction expenses and debt related to bus leases.
Southern California Air Quality Management District (SCAQMD)	\$2 million in new revenues.	Clean fuel funds for bus purchases as identified in the Accelerated Bus Procurement Funding Plan dated 10/06/98 and estimated grant funds as projected by Countywide Planning staff.	Bus acquisition
County of Los Angeles	\$4.5 million in new revenues.	Based on estimate by Countywide Planning staff of anticipated grant funds. Funds reimbursed to MTA as expenditures are incurred.	Welfare to work program and tree planting project
Joint Development	\$2.1 million in new revenues.	Based on MTA's Treasury Department Debt Service Schedule.	Debt repayment for CRA Housing and Redevelopment.
CSDA/CTFC Sub-lease agreement	\$2.3 million in new revenues.	Consistent with FY02 MTA's Treasury Dept. Debt Plan.	Financing reimbursements for COP sub-lease debt service.
Local Other	\$497,000 in new revenues. This includes \$269,000 from Route 710 Corridor MIS, \$153,000 Mid-City/Wilshire, and \$75,000 city contributions.	Based on estimate by Countywide Planning staff of anticipated grant funds.	Route 710 Corridor MIS, Mid-City/Wilshire, and city contributions.

Los Angeles County Metropolitan Transportation Authority
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Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
State Revenues			
Regional Improvement Funds	\$41.7 million in new revenues.	Based on 1998 STIP Augmentation.	Accelerated Bus Procurement
State Traffic Congestion Relief Funds	\$62.4 million in new revenues.	Based on major funding plan for transportation in California intended to ease traffic congestion in key regions.	Mid-City/Wilshire, San Fernando Valley East-West, Eastside and bus acquisitions.
Regional Improvement Funds (AB 1012)	\$8 million in new revenues.	Based on legislation effective January 1, 1998 creating the Regional Improvement Program Fund that allows local transportation agencies to select projects for funding.	Mid-City/Wilshire, San Fernando Valley East-West, and Eastside.
SB45 Administration	\$3.1 million in new revenues.	Estimated by Capital Planning staff, consistent with SB45 funding plan.	Administration and oversight of planning projects
Budget Change Proposal (BCP)	\$5.4 million in new revenues.	Based on State Highway Operations Dept. estimate of anticipated grant funds from Caltrans for Freeway Service Patrol project.	Freeway Service Patrol Program (FSP)
State Other	\$8.8 million in new revenues. This includes \$30,000 for Project IMAJINE, \$4.7 million SCAG Employer Rideshare Service Project, \$189,000 Mid-City/Wilshire, \$3.5 million MIS Studies, \$351,000 Mobility & Air Quality Program, and \$75,000 LA/Ventura Advanced Traveler Information System.	Based on estimate by Countywide Planning staff of anticipated grant funds. Funds reimbursed to MTA as expenditures are incurred.	Project IMAJINE, SCAG Employer Rideshare Service Project, Mid-City/Wilshire, MIS Studies, Mobility & Air Quality Program, and LA/Ventura Advanced Traveler Information System.
Federal Revenues			
Section 5309 [3] New Starts	\$51.1 million in available revenues.	Assumed to average \$65 million annually through FY 2013. Funds reimbursed to MTA as expenditures are incurred.	Metro Red Line Segment 3-North Hollywood project and Grant Management
Section 5309 [3] Fixed Guideways Modernization	\$21.9 million in available revenues.	Assumed guaranteed level of TEA 21 and projected added eligible miles that become seven years old during the plan period. Funds reimbursed to MTA as expenditures are incurred.	Rail asset maintenance capital projects
Section 5309 [3] Bus Facilities	\$7.8 million in available revenues.	Assumed guaranteed level of TEA 21 and projected added eligible miles that become seven years old during the plan period. Funds reimbursed to MTA as expenditures are incurred.	Bus acquisition and Union Station improvements

**Los Angeles County Metropolitan Transportation Authority
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Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
Section 5307 [9] Capital	\$65.2 million in available revenues.	Assumed at the guaranteed level of TEA 21 as determined by the federal formula and SCAG implementing formulas. Section 5307 funds reimbursed to MTA as expenditures are incurred.	COP debt service, bus and rail capital and Preventive Maintenance
Congestion Mitigation and Air Quality (CMAQ)	\$175.1 million in new revenues.	Based on State Implementation Plan that has been approved pursuant to the Clean Air Act. Funds reimbursed to MTA as expenditures are incurred.	Bus acquisition and Facility improvements
Section 5307 – STIP Funds	\$803,000 in new revenues.	Based on estimate by Countywide Planning staff of anticipated grant funds. Funds reimbursed to MTA as expenditures are incurred.	Pass through subsidies to regional transit agencies.
Federal Other	\$6.6 million in available revenues. This includes \$240,000 Project IMAJINE, \$3.4 million Welfare to Work, \$600,000 Figueroa Corridor/37 th St. Improvement, \$608,000 MIS Studies, \$30,000 Highway Planning, \$600,000 LA/Ventura Advanced Traveler Information System, \$1.1 million MTA Sponsored CFP Project, and \$42,000 FEMA.	Based on estimate by Countywide Planning staff of anticipated grant funds. Funds reimbursed to MTA as expenditures are incurred.	Project IMAJINE, Welfare to Work, Figueroa Corridor/37 th St. Improvement, MIS Studies, Highway Planning, LA/Ventura Advanced Traveler Information System, MTA Sponsored CFP Project, and FEMA.
<i>Investment Income Revenues</i>			
Prop A Interest	\$22.4 million in revenues including \$16.4 million in carryover funds and \$6 million in new revenues.	New revenue estimate is based on average portfolio investment amount with an annual yield rate of 4.9%.	MTA bus operations and Municipal Bus operators
Prop C Interest	\$45.7 million in revenues including \$31.7 million in carryover funds and \$14 million in new revenues.	New revenue estimate is based on average portfolio investment amount with an annual yield rate of 4.9%.	MTA bus operations and Municipal Bus operators
TDA Interest	\$8.2 million in revenues including \$4.7 million in carryover funds and \$3.5 million in new revenues.	New revenue estimate is based on an annual average of \$100 million with a yield of 4%.	MTA bus operations and Municipal Bus operators
STA Interest	\$905,000 in revenues including \$505,000 in carryover funds and \$400,000 in new revenues.	New revenue estimate is based on an annual average of \$10 million with a yield of 4%.	MTA bus operations and Municipal Bus operators
General Fund-Interest Revenue	\$1 million in new revenues.	New revenue estimates are based on average portfolio investment amount at annual yield rate of 4.9%.	General administrative expenditures
Debt Service Fund-Interest Revenue	\$9 million in new revenues.	Based on the average actual of the last three years.	Reduce principal and interest in the Debt Service Funds.

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
<i>Lease And Rental</i>			
Lease and Rental	\$27.1 million in revenues including \$15.1 million in carryover funds and \$12 million in new revenues.	Based on MTA's Property Management Dept. estimate and actual lease agreements.	Property management Metro Bus & Rail Operations Joint development.
<i>License And Fines</i>			
Service Authority for Freeway Emergencies (SAFE)	\$30.8 million in revenues including \$24.7 million in carryover balance and \$6.1 million in new revenues.	Based on number of registered vehicles in L.A. County at \$1 per car and actual FY00 revenues.	Call box program
HOV Lanes Fines	\$250,000 in new revenues.	Based on State Highway Operations Dept. estimate of anticipated funds.	Freeway Service Patrol program (FSP)
<i>General Fund Revenues</i>			
Parking Fees	\$827,000 in new revenues.	Projected revenues are based on analysis of actual monthly receipts from Catellus Corporation, and are estimated at an average of \$69,000 a month.	General administrative expenditures
Sales Leaseback	\$29.7 million in revenues including \$19.7 million in carryover balance and \$10 million in new revenues.	Based on scheduled sales leaseback transaction on first half of Siemens and P2020 Sumitomo rail cars.	Bus and rail operations and other uses to be determined.
SCRRA Administrative Support	\$126,000 in new revenues.	Based on current contract agreements between SCRRA and MTA's ITS Department including \$41,000 in FTE support and \$26,000 in Oracle FIS license fees.	General administrative expenditures
Employee Activities	\$1.3 million in revenues including \$522,000 in carryover balance and \$745,000 in new revenues.	Based on projected revenues by Human Resources Department including \$480,000 for Employee Center ticket, logo merchandise and See's candy sales.	Employee activities related projects
HR Development Training	\$155,000 in new revenues.	Based on projected revenues by Human Resources Department including \$138,000 for Signal Systems Training Program.	Human Resources development training provided to local transit agencies.
Miscellaneous Other	\$600,000 in new revenues.	Projection is based on analysis of miscellaneous cash receipts.	General administrative expenditures
PBL (Admin Costs Reimbursement)	\$213,000 in new revenues.	Based on estimate from MTA's Property Management Dept. on projected reimbursements from Pasadena Authority.	Property Management program related to Pasadena Blue Line.
General Fund Estimated Carryover Balance	\$36 million in carryover funds.	Based on analysis of accounting records. Balance includes unspent FY01 budgeted expenditures.	Board Contingency Programs, Office of County Counsel, Legal Services, Countywide Planning & Development

Los Angeles County Metropolitan Transportation Authority
Adopted Budget

Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
			Projects, and Office of Inspector General.
<i>Other Revenues</i>			
Federal Aid Urban Cash (FAU Cash)	\$8.8 million in carryover funds.	Carryover based on actual Accounting records.	Countywide Planning and Development projects
Benefit Assessment District (BAD)	\$8.5 million in new revenues.	Financing reimbursements to equal annual debt service expenditures. The assessments are collected from commercial property owners within half a mile of certain Metro Red Line stations.	Financing reimbursements for Benefit Assessment (BAD) debt service
<i>Operating Revenues</i>			
Fare Box Revenues-Passenger fares	\$243.3 million in new revenues.	Assumes increased boardings due to additional bus service, additional rail boardings due to increased Metro Green Line and Metro Blue Line service.	Bus and rail operations
Hollywood Shuttle	\$400,000 in new revenues.	Based on prior year actual and estimated contract value between MTA and L.A. County and L.A. Philharmonic.	Bus operations
Metrolink Interagency Agreement	\$2.3 million in new revenues.	Revenues are based on annual estimate of 2.8 million passengers transferring from Metrolink to Metro Red Line and MTA's buses at \$.80 each. Growth rate consistent with last year's level assumption.	Bus and rail operations
Advertising	\$13.9 million in new revenues.	Based on number of buses running during peak hours per contract with Transportation Display Incorporated. FY02 revenue from bus advertising includes \$1 million for wrapped advertising.	Bus operations
<i>Non-Operating Revenues</i>			
Federal Preventative Maintenance Grant	\$84.9 million in new revenues.	Assumed at the guaranteed level of TEA 21 as determined by the federal formula and SCAG implementing formulas. Section 5307 funds reimbursed to MTA as expenditures are incurred.	Bus and Rail Preventative Maintenance
Federal Fixed Guideways Modernization Grant	\$5.1 million in new revenues.	Assumed guaranteed level of TEA 21 and projected added eligible miles that become seven years old during the plan period. Funds reimbursed to MTA as expenditures are incurred.	Rail asset maintenance capital projects

Los Angeles County Metropolitan Transportation Authority
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Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/Uses
Federal CMAQ Rapid Bus Grant	\$22.3 million in new revenues.	Based on State Implementation Plan that has been approved pursuant to the Clean Air Act.	Rapid Bus Pilot Program operations
Interest Revenues	\$7 million in new revenues.	Based on pooled account average balance of \$67 million earning an annual yield rate of 4.9%.	Bus operations
Bus Parts/Scrap Sales	\$450,000 in new revenues.	Based on MTA's Procurement Department estimate of revenues from the sale of salvaged bus parts and non-revenue vehicles.	Bus operations
Automated Public Toilets	\$75,000 in new revenues.	Fixed annual payment based on ten year contract with STI-Outdoor.	Rail operations
Filming Fees	\$450,000 in new revenues.	Based on MTA's Customer Relations Department projection and filming activity trends in Southern California.	Bus and rail operations
County Buydown of Fare Media	\$450,000 in new revenues.	FY02 amount based on Customer Service Department revised cash flow assumption.	Bus operations
Fare Violations/Fines	\$600,000 in new revenues.	Revenue is based on MTA's Transit Security Department projected number of citations that will be issued in FY02.	Bus and rail operations
Sales of Surplus Property	\$1 million in new revenues.	Revenue is based on sales of surplus real estate property.	Bus operations
Miscellaneous	\$560,000 in new revenues.	Based on average FY00 and FY01 cash receipts.	Bus and rail operations
<i>Other Financing Sources</i>			
General Revenue Bonds	\$1.9 million in carryover revenue	Interest earned on unspent funds.	Gateway Headquarter Improvements
Capital Lease	\$8.3 million in carryover revenue	Based on FY00 proceeds from Capital Lease.	Capital Lease payments
Proceeds from Financing	\$226.7 million in bonds	Based on capital expenditures requirements and MTA Treasury Department debt plan.	Bus and rail capital asset maintenance and light rail projects
Proceeds from Refunding Bonds	\$290.9 million in refunding bonds.	Based on MTA Treasury Department debt plan.	Tax-exempt commercial paper refunding

**Los Angeles County Metropolitan Transportation Authority
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Summary of Revenues and Carryovers by Source

Revenue Source	Fiscal Year 2000			Fiscal Year 2001			Fiscal Year 2002		
	Carryover	Actual	Total	Carryover	Adopted	Total	Carryover	Adopted	Total
1 Sales Tax Revenues									
2 Proposition A									
3 Administration	\$ 1,343	\$ 25,218	\$ 26,561	\$ 827	\$ 25,115	\$ 25,942	\$ 1,961	26,422	\$ 28,383
4 Local Return (25%)	-	119,784	119,784	8,887	119,296	128,183	4,725	125,505	130,230
5 Rail - Set Aside (35%)	-	167,697	167,697	14,581	167,015	181,596	21,666	175,707	197,373
6 Discretionary (95% of 40%)	1,098	182,071	183,169	23,844	181,330	205,174	16,063	190,768	206,831
7 Incentive (5% of 40%)	206	9,583	9,789	7,030	9,544	16,574	17,944	10,040	27,985
8 Total proposition A	2,647	504,353	507,000	55,169	502,300	557,469	62,359	528,443	590,803
9									
10 Proposition C									
11 Administration	183	7,589	7,772	382	7,538	7,920	2,916	7,925	10,841
12 Local Return (20%)	-	99,672	99,672	7,416	98,993	106,409	8,420	104,083	112,503
13 Security (5%)	-	24,918	24,918	-	24,748	24,748	166	26,021	26,187
14 Commuter Rail (10%)	18,043	49,836	67,879	27,254	49,496	76,750	43,293	52,042	95,334
15 Streets & Highways (25%)	100,734	124,590	225,324	152,476	123,741	276,217	172,182	130,104	302,286
16 Discretionary (40%)	12,795	199,344	212,139	37,675	197,985	235,660	55,229	208,166	263,395
17 Total proposition C	131,755	505,949	637,704	225,203	502,501	727,704	282,206	528,340	810,546
18									
19 Transportation Development Act - TDA									
20 Administration - (Fixed)	-	6,000	6,000	1,114	6,000	7,114	-	6,000	6,000
21 Article 3 - (2%)	51	5,005	5,056	7,187	4,954	12,141	9,471	5,217	14,688
22 Article 4 - (92.68%)	26,338	232,418	258,756	77,335	229,568	306,903	131,401	241,692	373,094
23 Article 8 - (5.32%)	129	12,812	12,941	-	13,178	13,178	(52)	13,929	13,877
24 Total TDA	26,518	256,235	282,753	85,636	253,700	339,336	140,820	266,838	407,658
25									
26 State Transit Assistance - STA									
27 Revenue Share - PUC 99314	-	12,731	12,731	10,422	13,381	23,803	4,420	32,057	36,477
28 Population Share - PUC 99313	-	10,854	10,854	1,949	12,749	14,698	4,942	27,221	32,164
29 Total STA	-	23,585	23,585	12,371	26,130	38,501	9,363	59,278	68,641
30 Total Sales Tax	160,920	1,290,122	1,451,042	378,379	1,284,631	1,663,010	494,747	1,382,900	1,877,647
31									
32 Intergovernmental									
33 Local Funds									
34 Access Service Inc - ASI (RSTP Federal Funds)	-	36,612	36,612	-	41,554	41,554	-	44,047	44,047
35 City of LA.	-	3,011	3,011	-	6,208	6,208	-	20,171	20,171
36 SCAQMD	-	6,901	6,901	-	9,000	9,000	-	2,000	2,000
37 County of LA.	-	-	-	-	600	600	-	4,499	4,499
38 Joint Development - Grand Central Market	-	1,632	1,632	-	-	-	-	2,078	2,078
39 Financing Reimbursements	-	-	-	-	-	-	-	-	-
40 CSDA/CTFC Sub-lease agreement	-	1,743	1,743	-	2,424	2,424	-	2,338	2,338
41 Kaiser Hospital	-	-	-	-	-	-	-	-	-
42 Local Other	-	7,666	7,666	-	2,437	2,437	-	497	497
43 Total local funds	-	57,565	57,565	-	62,223	62,223	-	75,631	75,631
44 State Funds									
45 Rail Bonds - Prop 116	-	2,287	2,287	-	2,000	2,000	-	-	-
46 TSM Funds	-	30	30	-	-	-	-	-	-
47 Regional Improvement Funds	-	-	-	-	68,700	68,700	-	41,730	41,730
48 State STP/Traffic Congestion Relief Funds	-	-	-	-	-	-	-	62,429	62,429
49 Regional Improvement Funds (AB 1012)	-	-	-	-	-	-	-	8,000	8,000
50 State TCI	-	-	-	-	20	20	-	-	-
51 SB45 Administration	-	1,878	1,878	-	3,115	3,115	-	3,130	3,130
52 Budget Change Proposal - BCP	-	5,209	5,209	-	3,870	3,870	-	5,400	5,400
53 State Other	-	3,451	3,451	-	5,331	5,331	-	8,828	8,828
54 Total state funds	-	12,855	12,855	-	83,036	83,036	-	129,517	129,517
55 Federal Funds									
56 Federal Section 5309 [3] Capital - New Starts	-	42,413	42,413	-	49,053	49,053	-	51,045	51,045
57 Federal Section 5309 [3] Fixed Guideways	-	1,465	1,465	-	28,337	28,337	-	21,856	21,856
58 Federal Section 5309 [3] Bus Facilities	-	-	-	-	5,700	5,700	-	7,791	7,791
59 Federal Section 5307 [9] Capital	-	239,841	239,841	-	34,706	34,706	-	65,229	65,229
60 Federal Section 5313B [26]	-	-	-	-	500	500	-	-	-
61 Congestion Mitigation & Air Quality - CMAQ	-	-	-	-	150,717	150,717	-	175,128	175,128
62 RSTP	-	-	-	-	-	-	-	-	-
63 PVEA	-	-	-	-	190	190	-	-	-
64 FEMA - Earthquake	-	-	-	-	-	-	-	-	-
65 FHWA	-	1,111	1,111	-	-	-	-	-	-
66 Federal Section 5307 - STIP Funds	-	-	-	-	-	-	-	803	803
67 Federal Other	-	116	116	-	13,458	13,458	-	6,589	6,589
68 Total federal funds	-	284,946	284,946	-	282,661	282,661	-	328,442	328,442
69 Total Intergovernmental	-	355,366	355,366	-	427,920	427,920	-	533,589	533,589
70 Balance to following page	\$ 160,920	\$ 1,645,488	\$ 1,806,408	\$ 378,379	\$ 1,712,551	\$ 2,090,930	\$ 494,747	\$ 1,916,489	\$ 2,411,236

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

(Amounts in thousands) Revenue Source	Fiscal Year 2000			Fiscal Year 2001			Fiscal Year 2002		
	Carryover	Actual	Total	Carryover	Adopted	Total	Carryover	Adopted	Total
71 Balance from previous page	\$ 160,920	\$ 1,645,488	\$ 1,806,408	\$ 378,379	\$ 1,712,551	\$ 2,090,930	\$ 494,747	\$ 1,916,489	\$ 2,411,236
72 Investment Income									
73 Prop A Interest	1,954	6,056	8,010	8,752	4,225	12,977	16,385	6,000	22,385
74 Prop C Interest	1,608	14,893	16,501	15,519	12,345	27,864	31,681	14,000	45,681
75 TDA Interest	1,521	5,860	7,381	21,516	4,000	25,516	4,725	3,500	8,225
76 STA Interest	344	1,213	1,557	295	400	695	505	400	905
77 General Fund - Interest Revenue	-	1,954	1,954	-	849	849	-	1,000	1,000
78 Interest Earned on Debt Service Funds	-	8,746	8,746	-	-	-	-	9,000	9,000
79 Interest Earned on Capital Projects Fund/ISF	-	11,513	11,513	-	-	-	-	-	-
80 Total investment income	5,427	50,235	55,662	46,082	21,819	67,901	53,297	33,900	87,197
81 Lease and Rental	-	12,611	12,611	-	11,295	11,295	15,106	11,954	27,060
82 License and Fines									
83 SAFE	12,594	8,500	21,094	12,428	7,300	19,728	24,666	6,100	30,766
84 HOV Lanes Fines	89	497	586	-	250	250	-	250	250
85 Total license and fines	12,683	8,997	21,680	12,428	7,550	19,978	24,666	6,350	31,016
86 Other									
87 General fund revenues									
88 Parking Fees	-	903	903	-	770	770	-	827	827
89 Sales Leaseback	-	16,610	16,610	-	-	-	19,717	10,000	29,717
90 SCRRA Administrative Support	-	-	-	-	101	101	-	126	126
91 Copying Fees & Bid Document Sales	-	14	14	-	4	4	-	-	-
92 Vendor Fair Fees/Misc Customer Relations Fees	-	76	76	-	-	-	-	-	-
93 Employee Activities	-	537	537	-	712	712	522	745	1,267
94 HR Development Training	-	10	10	-	409	409	-	155	155
95 Miscellaneous other	-	673	673	-	689	689	-	600	600
96 Pasadena B.L. (Admin costs reimbursement)	-	-	-	-	527	527	-	213	213
97 General fund estimated carryover balance*	1,556	-	1,556	8,021	-	8,021	36,005	-	36,005
98 Total general fund revenues	1,556	18,823	20,379	8,021	3,212	11,233	56,244	12,666	68,910
99 FAU Cash	-	855	855	14,437	300	14,737	8,843	-	8,843
100 Ports Hwy Improvement	10,622	920	11,542	6,724	-	6,724	-	-	-
101 Ridesharing	-	61	61	-	-	-	-	-	-
102 Sumitomo Gearbox Settlement	-	-	-	-	-	-	-	-	-
103 Benefit Assessment District	-	16,184	16,184	-	8,848	8,848	-	8,457	8,457
104 Miscellaneous	-	5,866	5,866	-	-	-	-	-	-
105 Total other	12,178	42,709	54,887	29,182	12,360	41,542	65,087	21,123	86,210
106 Operating revenues:									
107 Fare Box Revenues - Passenger fares	-	231,384	231,384	-	236,484	236,484	-	243,270	243,270
108 Route subsidies - Hollywood shuttle	-	234	234	-	404	404	-	400	400
109 Metrolink Interagency Agreement	-	2,050	2,050	-	2,276	2,276	-	2,300	2,300
110 Advertising	-	13,630	13,630	-	14,713	14,713	-	13,925	13,925
111 Total operating revenues	-	247,298	247,298	-	253,877	253,877	-	259,895	259,895
112 Non-operating revenues									
113 Local operating grants	-	735	735	-	-	-	-	-	-
114 FTA Grant - 5307 Preventive Maintenance	-	80,366	80,366	-	79,420	79,420	-	84,871	84,871
115 FTA Grant - 5309 Fixed Guideways	-	5,013	5,013	-	4,790	4,790	-	5,047	5,047
116 FTA Grant - CMAQ Rapid Bus	-	-	-	-	18,000	18,000	-	22,300	22,300
117 Interest revenues (includes share of ISF interest)	-	7,562	7,562	-	3,303	3,303	-	7,000	7,000
118 Net Appreciation in fair value of investments	-	(771)	(771)	-	-	-	-	-	-
119 Other:									
120 Bus Parts/Scrap Sales	-	491	491	-	448	448	-	450	450
121 Sales/Leaseback	-	-	-	-	-	-	-	-	-
122 Automated Public Toilets	-	-	-	-	-	-	-	75	75
123 Filming Fees	-	411	411	-	450	450	-	450	450
124 County Buydown	-	516	516	-	450	450	-	450	450
125 Fare Violations/Fines	-	507	507	-	400	400	-	600	600
126 Warranty Reimbursements	-	233	233	-	-	-	-	-	-
127 Sales of Surplus Property	-	720	-	-	2,100	-	-	1,000	1,000
128 Miscellaneous	-	188	188	-	549	549	-	560	560
129 Total other	-	3,066	3,066	-	4,397	4,397	-	3,585	3,585
130 Total non-operating revenue	-	95,971	95,971	-	109,910	109,910	-	122,803	122,803
131 Total Revenues	191,208	2,103,309	2,294,517	466,071	2,129,362	2,595,433	652,903	2,372,515	3,025,418
132 Other financing Sources									
133 Proceeds from financing									
134 Proposition A Rail Bonds	-	67,960	67,960	-	42,500	42,500	-	50,800	50,800
135 Proposition C St & Hwys and Discr Bonds	-	148,000	148,000	40,100	131,500	171,600	-	175,870	175,870
136 General revenue bonds	4,588	-	4,588	3,448	-	3,448	1,929	-	1,929
137 Capital Lease	-	166,059	166,059	-	-	-	8,303	-	8,303
138 Total proceeds from financing	4,588	382,019	386,607	43,548	174,000	217,548	10,232	226,670	236,902
139 Proceeds from refunding bonds	-	-	-	-	365,000	365,000	-	290,890	290,890
140 Total other financing sources	4,588	382,019	386,607	43,548	539,000	582,548	10,232	517,560	527,792
141 Total revenues and carryovers	\$ 195,796	\$ 2,485,328	\$ 2,681,124	\$ 509,619	\$ 2,668,362	\$ 3,177,982	\$ 663,136	\$ 2,890,075	\$ 3,553,210

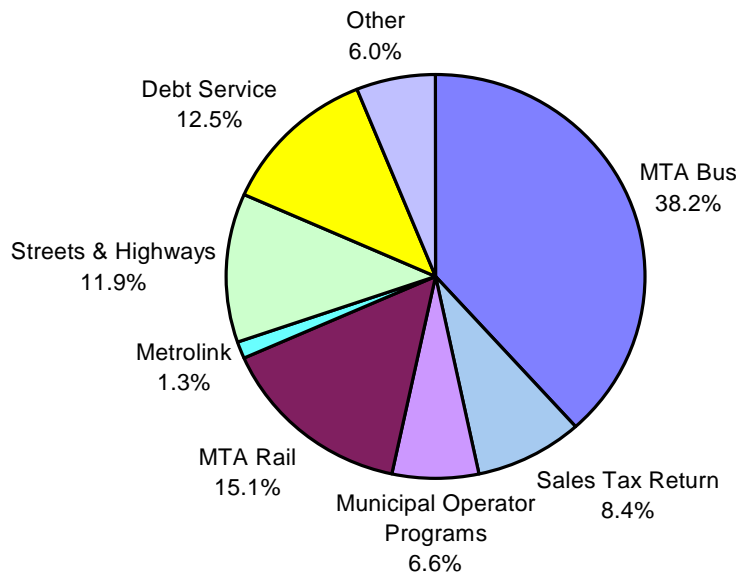
NOTES: Intergovernmental funds are on reimbursement basis therefore, no carryover balances are assumed.

Summary of Expenditures by Program

(Amounts in millions)	FY99 Actual	FY00 Actual	FY01 Adopted	FY02 Adopted	FY99 Actual	FY00 Actual	FY01 Adopted	FY02 Adopted
MTA Bus								
Capital	\$ 119.2	\$ 163.9	\$ 242.6	\$ 291.7	5.1%	7.5%	9.5%	10.7%
Operating	681.6	683.4	709.2	735.1	29.1%	31.4%	27.9%	27.0%
Transit Corridors/BRT	-	-	-	15.0	0.0%	0.0%	0.0%	0.6%
MTA Bus Subtotal	800.8	847.3	951.8	1,041.8	34.2%	39.0%	37.4%	38.2%
MTA Rail								
Rail Construction	391.4	234.9	246.9	180.0	16.7%	10.8%	9.7%	6.6%
Capital	70.8	22.4	42.6	44.6	3.0%	1.0%	1.7%	1.6%
Operating	98.9	105.1	138.5	146.6	4.2%	4.8%	5.4%	5.4%
Transit Corridors/Eastside	-	-	-	39.8	0.0%	0.0%	0.0%	1.5%
MTA Rail Subtotal	561.1	362.4	427.9	410.9	24.0%	16.7%	16.8%	15.1%
Municipal Operator Programs	157.9	118.4	144.5	179.4	6.7%	5.4%	5.7%	6.6%
Metrolink	38.8	30.6	35.7	35.2	1.7%	1.4%	1.4%	1.3%
Sales tax return to local jurisdictions	195.8	227.6	218.8	229.6	8.4%	10.5%	8.6%	8.4%
Streets and Highways	185.6	237.1	290.4	324.9	7.9%	10.9%	11.4%	11.9%
Debt Service	348.9	300.7	332.3	339.3	14.9%	13.8%	13.1%	12.5%
Other	51.4	51.1	140.2	163.8	2.2%	2.3%	5.5%	6.0%
Total Expenditures by Program	\$ 2,340.3	\$ 2,175.2	\$ 2,541.6	\$ 2,724.9	100.0%	100.0%	100.0%	100.0%

Includes Principal liability payments, Benefit Assessment debt payments, and excludes debt refunding.

FY02 Adopted Budget



MTA Summary Description

The MTA is the principal planner, builder and operator of public transportation services and infrastructure improvements in Los Angeles County. The MTA is organized along four Strategic Business Units: Transit Operations, Construction & Engineering, Countywide Planning & Development and Support Services.

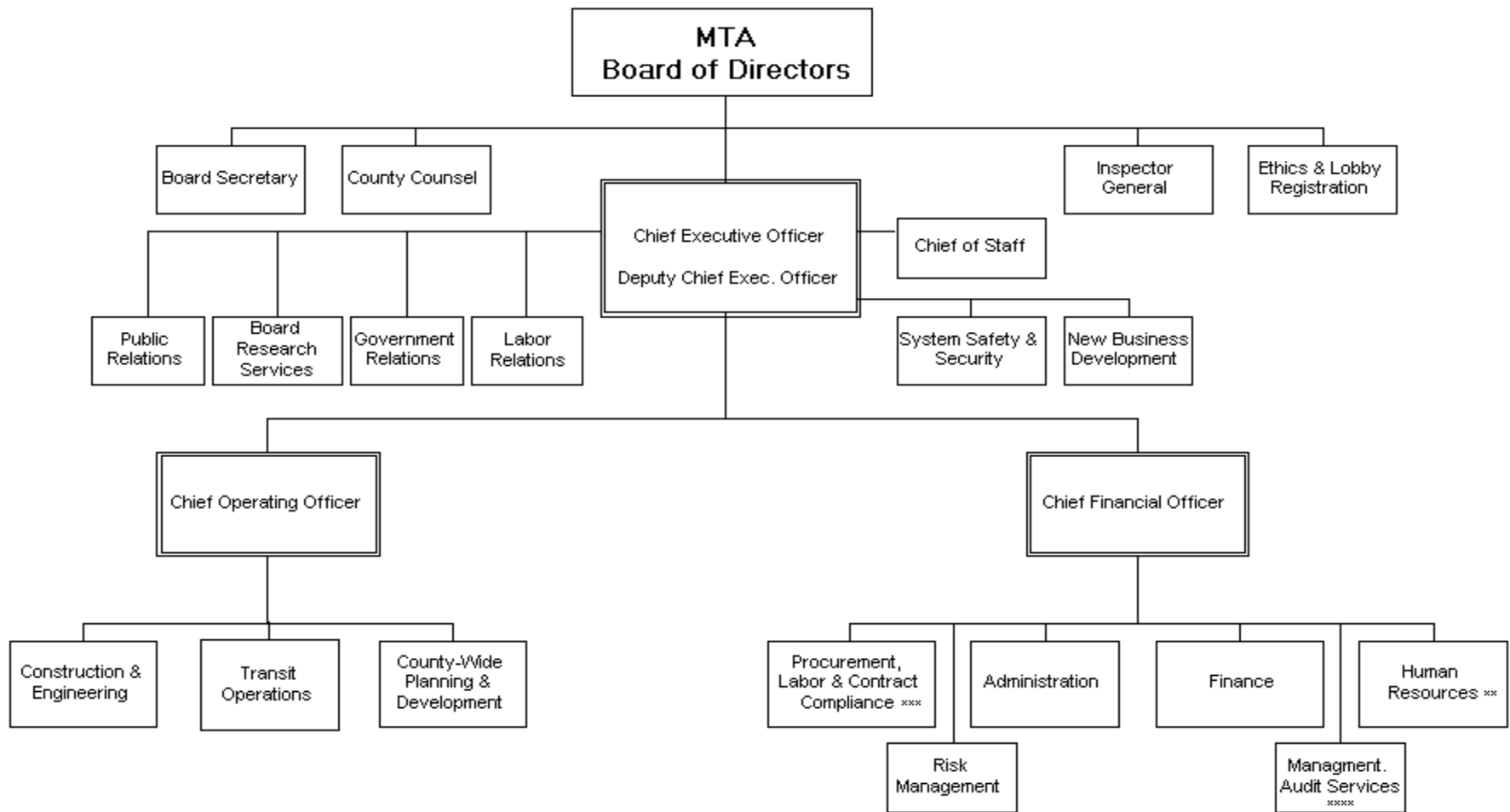
Transit Operations manages all aspects of MTA Metro Bus and Rail operations. Engineering & Construction is responsible for providing the engineering and construction oversight for major construction projects and MTA facilities improvements. Countywide Planning & Development is responsible for programming and administering federal, state and local transportation funds, preparing the

Transportation Improvement Plan (TIP) and planning and coordinating regional transportation services and infrastructure improvements throughout Los Angeles County. Support Services provides essential financial and administrative support to the entire organization.

In addition to the four Strategic Business Units, the MTA organization includes Board Administration, Office of the Chief Executive Officer, Office of the Inspector General, Ethics Department and County Counsel. These units have overall management responsibility for implementing the policies of the Board of Directors and administering the activities of the MTA.

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

MTA Organization Chart



Los Angeles County
Metropolitan Transportation Authority
Management Organization Chart
PROPOSED FISCAL YEAR 2002

Key:
 *** Affirmative Action Officer reports directly to the Office of the CEO.
 **** Labor and Contract Compliance Officer reports directly to the Office of the CEO.
 ***** Internal Audit reports directly to the Office of the CEO.



MTA Summary Expenditure Budget

Department FTE'S	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Transit Operations	6,689	7,042	7,087
2 Countywide Planning & Development	190	207	218
3 Engineering & Construction	161	154	161
4 Finance	278	281	280
5 Management Audit Services	71	72	72
6 Administration	424	435	433
7 Office Of Procurement	297	322	331
8 Human Resources	99	94	94
9 Board Of Directors	61	63	61
10 Chief Executive Office	156	187	188
11 Total	8,425	8,856	8,925

Expenditure (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
12 Transit Operations	\$ 776,102	\$ 885,037	\$ 952,462
13 Countywide Planning & Development	558,561	755,452	884,600
14 Engineering & Construction	263,895	245,185	194,685
15 Finance	362,152	772,627	704,350
16 Management Audit Services	7,669	11,343	11,696
17 Administration	57,909	80,228	91,679
18 Office Of Procurement	24,379	31,099	35,765
19 Human Resources	10,846	11,871	12,583
20 Board Of Directors	28,117	26,482	27,978
21 Chief Executive Office	64,161	77,852	72,795
22 Total	\$ 2,153,791	\$ 2,897,176	\$ 2,988,593

Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
23 Contract Wages	\$ 283,686	\$ 312,324	\$ 316,951
24 Non-Contract Wages	98,473	85,111	89,514
25 Fringe Benefits	209,259	234,638	263,396
26 Professional & Technical Services	81,657	161,696	196,911
27 Contract Services	111,380	132,944	131,373
28 Purchased Transportation	30,345	30,601	37,121
29 Fuels & Lubricants/Utilities	42,453	47,823	65,718
30 Materials and Supplies	77,662	97,371	84,597
31 Casualty & Liability	51,357	37,644	39,471
32 Debt/Interest	283,347	668,009	607,124
33 Acquisitions	296,633	440,720	449,791
34 Subsidies	576,692	620,567	671,839
35 Other	10,847	27,728	34,787
36 Departmental Total	\$ 2,153,791	\$ 2,897,176	\$ 2,988,593
Reconciliation to Combined Statement of Revenues, Expenses and Changes in Fund Balances (Increase/(Decrease))			
37 Debt Refinancing	\$ (11,500)	\$ (380,500)	\$ (299,700)
38 Benefit Assessment District	(9,000)	(9,100)	(8,400)
39 Total Expenditures	\$ 2,133,291	\$ 2,507,576	\$ 2,680,493

Summary Of FY02 Budgeted FTEs By Department

			FY00	FY01	FY02	
			Adopted	Adopted	Adopted	Inc/
			FTEs	FTEs	FTEs	(Dec)
1	Transit Operations	Executive Office, Transit Operations	2	2	2	-
2		Transit Operations Support	118	124	126	2
3		Bus Transportation	3,998	4,234	4,250	16
4		Maintenance	1,984	2,014	2,030	16
5		Transit Rail Operations	587	667	679	12
6		Transit Operations Total	6,689	7,042	7,087	45
Countywide Planning						
7	& Development	Executive Office, CP&D	9	4	4	-
8		Operations Planning	56	57	57	-
9		Countywide Planning	33	42	42	-
10		Transp Dev & Implement	53	56	66	10
11		Capital Dev & Prog	39	49	50	1
12		Countywide Planning & Development Total	190	207	218	11
Engineering & Construction						
13		Public Affairs	8	8	8	-
14		Executive Office, Const	11	9	5	(4)
15		Quality Management	15	13	16	3
16		Engineering	59	63	76	13
17		Construction	31	26	22	(4)
18		Program Management	37	35	34	(1)
19		Engineering & Construction Total	161	154	161	7
Finance						
20		Office of the CFO	-	2	2	-
21		Executive Office, Finance	8	3	3	-
22		Accounting	71	72	72	-
23		Treasury	11	11	11	-
24		Risk Management	20	20	20	-
25		Revenue Administration	147	148	147	(1)
26		Office of Management & Budget	21	25	25	-
27		Finance Total	278	281	280	(1)
28	MASD	Management Audit Services	71	72	72	-
29		MASD Total	71	72	72	-

Los Angeles County Metropolitan Transportation Authority
Adopted Budget

Summary Of FY02 Budgeted FTEs By Department, continued

		FY00 Adopted FTEs	FY01 Adopted FTEs	FY02 Adopted FTEs	Inc/ (Dec)
30	Administration				
	Executive Office, Administration	3	3	3	-
31	General Services	100	100	100	-
32	Real Estate	19	19	22	3
33	Mktg./Cust. Relations	146	147	143	(4)
34	Information Technology Services	156	166	166	-
35	Administration Total	424	435	433	(2)
36	Procurement				
	Materiel	190	202	203	1
37	Contracts	42	31	30	(1)
38	Contracts-Construction	28	40	46	6
39	Executive Office - Procurement	5	6	7	1
40	Contract Support	17	27	28	1
41	Small Business Diversity & Labor Compliance	15	17	17	-
42	Procurement Total	297	322	331	9
43	Human Resources				
	Employee Relations	10	3	3	-
44	Equal Employment Opportunity	8	8	7	(1)
45	HR Administration	41	40	24	(16)
46	Human Resources - Personnel	28	31	48	17
47	HR Development & Training - HRDT	12	12	12	-
48	Human Resources Total	99	94	94	-
49	Board Of Directors				
	Office Of Board Secretary	9	9	9	-
50	Ethics Office	6	6	6	-
51	County Counsel	4	6	4	(2)
52	Inspector General	42	42	42	-
53	Board Of Directors Total	61	63	61	(2)
54	Chief Executive Office				
	Chief Executive Office	1	1	1	-
55	Deputy CEO/COO	3	3	3	-
56	New Business Development	2	4	4	-
57	Chief Of Staff	6	3	4	1
58	Labor Relations	2	16	16	-
59	Board Research Services	5	5	5	-
60	System Safety & Security	122	140	140	-
61	Media Relations	7	7	7	-
62	Government Relations	8	8	8	-
63	Chief Executive Office Total	156	187	188	1
64	MTA Total	8,425	8,856	8,925	69

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Appendices



**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

Appendix 1: Activity Based Heavy Rail Cost Model

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
1 TRANSPORTATION						
2 UTU WAGES & BENEFITS	\$ 3,841,923	\$ 14.84	\$ 3,671,746	\$ 14.13	\$ 0.71	5.0%
3 MATERIALS & SUPPLIES	40,000	\$ 0.15	21,600	\$ 0.08	\$ 0.07	85.9%
4 MGT & ADMIN	994,530	\$ 3.84	1,963,933	\$ 7.56	\$ (3.71)	-49.2%
5 CENTROL CONTROL	2,115,663	\$ 8.17	1,347,504	\$ 5.18	\$ 2.99	57.6%
6 SCHEDULING AND PLANNING	183,739	\$ 0.71	164,746	\$ 0.63	\$ 0.08	12.0%
7 UNIFORMS	25,875	\$ 0.10	14,300	\$ 0.06	\$ 0.04	81.7%
8 SUB-TOTAL	7,201,731	\$ 27.82	7,183,830	\$ 27.64	\$ 0.18	0.6%
9						
10 DIVISION MAINTENANCE						
11 SERVICE ATTENDANT WAGES & BENEFITS	1,512,626	\$ 5.84	1,698,793	\$ 6.54	\$ (0.69)	-10.6%
12 MECHANIC WAGES & BENEFITS	3,956,007	\$ 15.28	4,194,468	\$ 16.14	\$ (0.86)	-5.3%
13 MATERIALS & SUPPLIES	1,199,000	\$ 4.63	1,507,600	\$ 5.80	\$ (1.17)	-20.2%
14 SERVICES	164,000	\$ 0.63	89,000	\$ 0.34	\$ 0.29	85.0%
15 MGT & ADMIN	1,024,343	\$ 3.96	868,166	\$ 3.34	\$ 0.62	18.5%
16 UNIFORMS	74,000	\$ 0.29	74,000	\$ 0.28	\$ 0.00	0.4%
17 PREVENTATIVE MAINTENANCE	1,800,015	\$ 6.95	1,678,424	\$ 6.46	\$ 0.50	7.7%
18 SUB-TOTAL	9,729,990	\$ 37.58	10,110,451	\$ 38.90	\$ (1.32)	-3.4%
19						
20 OTHER MAINTENANCE						
21 INVENTORY MANAGEMENT	129,579	\$ 0.50	127,180	\$ 0.49	\$ 0.01	2.3%
22 LOGISTICS	536,863	\$ 2.07	532,950	\$ 2.05	\$ 0.02	1.1%
23 REVENUE ADMINISTRATION	1,227,571	\$ 4.74	1,193,403	\$ 4.59	\$ 0.15	3.3%
24 SUB-TOTAL	1,894,013	\$ 7.32	1,853,533	\$ 7.13	\$ 0.18	2.6%
25						
26 MAINTENANCE OF WAY						
27 ATU	3,503,188	\$ 13.53	3,288,649	\$ 12.65	\$ 0.88	6.9%
28 MATERIALS & SUPPLIES	291,850	\$ 1.13	317,000	\$ 1.22	\$ (0.09)	-7.6%
29 SERVICES	16,000	\$ 0.06	16,500	\$ 0.06	\$ (0.00)	-2.6%
30 UNIFORMS	49,290	\$ 0.19	49,555	\$ 0.19	\$ (0.00)	-0.1%
31 PROPULSION POWER	6,350,000	\$ 24.53	6,118,493	\$ 23.54	\$ 0.99	4.2%
32 MGT & ADMIN	918,499	\$ 3.55	633,886	\$ 2.44	\$ 1.11	45.5%
33 SUB-TOTAL	11,128,827	\$ 42.99	10,424,083	\$ 40.11	\$ 2.88	7.2%
34						
35 NON-REVENUE VEHICLES	520,176	\$ 2.01	499,368	\$ 1.92	\$ 0.09	4.6%
36 FACILITIES MAINTENANCE	8,483,807	\$ 32.77	8,095,368	\$ 31.15	\$ 1.62	5.2%
37 SUB-TOTAL	9,003,983	\$ 34.78	8,594,736	\$ 33.07	\$ 1.71	5.2%
38						
39 TRANSIT SECURITY	12,843,543	\$ 49.61	14,345,002	\$ 55.19	\$ (5.58)	-10.1%
40 SAFETY	416,822	\$ 1.61	279,950	\$ 1.08	\$ 0.53	49.5%
41 CASUALTY & LIABILITY	2,799,507	\$ 10.81	1,973,415	\$ 7.59	\$ 1.17	22.3%
42 WORKERS' COMP	1,654,440	\$ 6.39	1,357,625	\$ 5.22	\$ 1.17	22.3%
43 TRANSITIONAL DUTY PROGRAM	51,362	\$ 0.20	376,322	\$ 1.45	\$ (1.25)	-86.3%
44 SUB-TOTAL	17,765,675	\$ 68.62	18,332,314	\$ 70.53	\$ (1.91)	-2.7%
45						
46 TRANSIT OPERATIONS SUPPORT DEPARTMENTS						
47 DEO	446,544	\$ 1.72	342,759	\$ 1.32	\$ 0.41	30.8%
48 EO	960	\$ 0.00	892	\$ 0.00	\$ 0.00	8.1%
49 SUPPORT SERVICES	363,546	\$ 1.40	380,380	\$ 1.46	\$ (0.06)	-4.0%
50 OPERATIONS ISF CHARGES	714,466	\$ 2.76	728,000	\$ 2.80	\$ (0.04)	-1.5%
51 OTHER (BUS, RRC)	-	-	-	-	\$ -	
52 SUB-TOTAL	1,525,516	\$ 5.89	1,452,031	\$ 5.59	\$ 0.31	5.5%
53						
54 OTHER UNITS CHARGING						
55 BOARD	704	\$ 0.00	7,346	\$ 0.03	\$ (0.03)	-90.4%
56 CEO	170,032	\$ 0.66	183,224	\$ 0.70	\$ (0.05)	-6.8%
57 MASD	106,661	\$ 0.41	105,781	\$ 0.41	\$ 0.01	1.2%
58 OTHER PROCUREMENT	496,568	\$ 1.92	466,354	\$ 1.79	\$ 0.12	6.9%
59 COUNTYWIDE P & D	158,536	\$ 0.61	105,287	\$ 0.41	\$ 0.21	51.2%
60 OTHER FINANCE	1,136,032	\$ 4.39	990,165	\$ 3.81	\$ 0.58	15.2%
61 HUMAN RESOURCES	518,599	\$ 2.00	474,000	\$ 1.82	\$ 0.18	9.8%
62 ADMINISTRATION	1,723,705	\$ 6.66	1,510,056	\$ 5.81	\$ 0.85	14.6%
63 ENGINEERING & CONSTRUCTION	152,387	\$ 0.59	1,000	\$ 0.00	\$ 0.58	15198.9%
64 SUB-TOTAL	4,463,225	\$ 17.24	3,843,213	\$ 14.79	\$ 2.45	16.6%
65					\$ -	
66 TOTAL MTA OPERATED	62,712,960	\$ 242.23	61,794,190	\$ 237.74	\$ 4.49	1.9%
67 REVENUE VEHICLE SERVICE HOURS	258,896		259,919		(1,023)	

Los Angeles County Metropolitan Transportation Authority
Adopted Budget

Appendix 2: Activity Based Light Rail Cost Model

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
1 TRANSPORTATION						
2 OPERATOR WAGES & BENEFITS	6,855,011	\$ 24.07	6,585,684	\$ 27.13	\$ (3.06)	-11.3%
3 MATERIALS & SUPPLIES	112,400	\$ 0.39	58,600	\$ 0.24	\$ 0.15	63.5%
4 MGT & ADMIN	1,761,327	\$ 6.18	2,464,628	\$ 10.15	\$ (3.97)	-39.1%
5 CENTROL CONTROL	4,571,399	\$ 16.05	2,679,764	\$ 11.04	\$ 5.01	45.4%
6 SCHEDULING AND PLANNING	367,479	\$ 1.29	329,492	\$ 1.36	\$ (0.07)	-5.0%
7 UNIFORMS	40,325	\$ 0.14	29,320	\$ 0.12	\$ 0.02	17.2%
8 SUB-TOTAL	13,707,940	\$ 48.13	12,147,488	\$ 50.05	\$ (1.92)	-3.8%
9						
10 DIVISION MAINTENANCE						
11 SERVICE ATTENDANT WAGES & BENEFITS	1,898,236	\$ 6.67	2,101,496	\$ 8.66	\$ (1.99)	-23.0%
12 MECHANIC WAGES & BENEFITS	5,995,451	\$ 21.05	5,882,754	\$ 24.24	\$ (3.19)	-13.1%
13 MATERIALS & SUPPLIES	2,122,000	\$ 7.45	2,103,200	\$ 8.67	\$ (1.21)	-14.0%
14 SERVICES	378,500	\$ 1.33	303,500	\$ 1.25	\$ 0.08	6.3%
15 MGT & ADMIN	1,891,702	\$ 6.64	1,692,691	\$ 6.97	\$ (0.33)	-4.8%
16 UNIFORMS	105,000	\$ 0.37	105,000	\$ 0.43	\$ (0.06)	-14.8%
17 PREVENTATIVE MAINTENANCE	3,754,299	\$ 13.18	4,100,585	\$ 16.90	\$ (3.71)	-22.0%
18 SUB-TOTAL	16,145,188	\$ 56.69	16,289,224	\$ 67.11	\$ (10.42)	-15.5%
19						
20 OTHER MAINTENANCE						
21 INVENTORY MANAGEMENT	189,960	\$ 0.67	202,932	\$ 0.84	\$ (0.17)	-20.2%
22 LOGISTICS	921,586	\$ 3.24	811,239	\$ 3.34	\$ (0.11)	-3.2%
23 REVENUE ADMINISTRATION	1,846,443	\$ 6.48	1,834,415	\$ 7.56	\$ (1.07)	-14.2%
24 SUB-TOTAL	2,957,989	\$ 10.39	2,848,587	\$ 11.74	\$ (1.35)	-11.5%
25						
26 MAINTENANCE OF WAY						
27 ATU WAGES & BENEFITS	3,370,687	\$ 11.84	3,289,006	\$ 13.55	\$ (1.72)	-12.7%
28 MATERIALS & SUPPLIES	433,170	\$ 1.52	435,600	\$ 1.79	\$ (0.27)	-15.3%
29 SERVICES	313,750	\$ 1.10	370,000	\$ 1.52	\$ (0.42)	-27.7%
30 UNIFORMS	53,010	\$ 0.19	53,295	\$ 0.22	\$ (0.03)	-15.2%
31 PROPULSION POWER	10,197,000	\$ 35.80	7,198,076	\$ 29.66	\$ 6.15	20.7%
32 MGT & ADMIN	1,178,083	\$ 4.14	1,151,040	\$ 4.74	\$ (0.61)	-12.8%
33 SUB-TOTAL	15,545,701	\$ 54.58	12,497,017	\$ 51.49	\$ 3.09	6.0%
34						
35 NON-REVENUE VEHICLES	555,247	\$ 1.95	527,092	\$ 2.17	\$ (0.22)	-10.2%
36 FACILITIES MAINTENANCE	6,023,320	\$ 21.15	5,721,537	\$ 23.57	\$ (2.42)	-10.3%
37 SUB-TOTAL	6,578,568	\$ 23.10	6,248,629	\$ 25.75	\$ (2.65)	-10.3%
38						
39 TRANSIT SECURITY	14,297,231	\$ 50.20	15,014,874	\$ 61.86	\$ (11.66)	-18.9%
40 SAFETY	1,309,735	\$ 4.60	508,809	\$ 2.10	\$ 2.50	119.4%
41 CASUALTY & LIABILITY	1,937,064	\$ 6.80	1,730,453	\$ 7.13	\$ 0.63	8.7%
42 WORKERS' COMP	2,252,877	\$ 7.91	1,766,271	\$ 7.28	\$ (1.14)	-86.3%
43 TRANSITIONAL DUTY PROGRAM	51,362	\$ 0.18	320,626	\$ 1.32	\$ (1.14)	-86.3%
44 SUB-TOTAL	19,848,270	\$ 69.69	19,341,033	\$ 79.69	\$ (10.00)	-12.5%

Los Angeles County Metropolitan Transportation Authority
Adopted Budget

Appendix 2: Activity Based Light Rail Cost Model, continued

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
45 TRANSIT OPERATIONS SUPPORT DEPARTMENTS						
46 DEO	903,598	\$ 3.17	667,654	\$ 2.75	\$ 0.42	15.3%
47 EO	1,920	\$ 0.01	1,784	\$ 0.01	\$ (0.00)	-8.3%
48 SUPPORT SERVICES	233,977	\$ 0.82	440,128	\$ 1.81	\$ (0.99)	-54.7%
49 OPERATIONS C29ISF CHARGES	977,032	\$ 3.43	1,000,000	\$ 4.12		
50 OTHER (BUS, RRC)	(0)	\$ (0.00)	4,283	\$ 0.02	\$ (0.02)	-100.0%
51 SUB-TOTAL	2,116,527	\$ 7.43	2,113,849	\$ 8.71	\$ (1.28)	-14.7%
52						
53 OTHER UNITS CHARGING						
54 BOARD	70,968	\$ 0.25	73,693	\$ 0.30	\$ (0.05)	-17.9%
55 CEO	236,747	\$ 0.83	263,075	\$ 1.08	\$ (0.25)	-23.3%
56 MASD	175,303	\$ 0.62	181,563	\$ 0.75	\$ (0.13)	-17.7%
57 OTHER PROCUREMENT	885,413	\$ 3.11	754,638	\$ 3.11	\$ (0.00)	0.0%
58 COUNTYWIDE P & D	405,619	\$ 1.42	189,718	\$ 0.78	\$ 0.64	82.2%
59 OTHER FINANCE	1,567,786	\$ 5.50	1,461,041	\$ 6.02	\$ (0.51)	-8.6%
60 HUMAN RESOURCES	714,413	\$ 2.51	681,000	\$ 2.81	\$ (0.30)	-10.6%
61 ADMINISTRATION	2,299,293	\$ 8.07	2,006,047	\$ 8.27	\$ (0.19)	-2.3%
62 ENGINEERING & CONSTRUCTION	700,691	\$ 2.46	280,797	\$ 1.16	\$ 1.30	112.7%
63 SUB-TOTAL	7,056,232	\$ 24.78	5,891,571	\$ 24.27	\$ 0.50	2.1%
64					\$ -	
65 TOTAL MTA OPERATED	\$ 83,956,415	\$ 294.79	\$ 77,377,398	\$ 318.81	\$ (24.02)	-7.5%
66 REVENUE VEHICLE SERVICE HOURS	284,801		242,709		42,092	

**Los Angeles County Metropolitan Transportation Authority
Adopted Budget**

Appendix 3: Activity Based Bus Cost Model

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
1 TRANSPORTATION						
2 OPERATOR WAGES & BENEFITS	\$ 235,786,095	\$ 34.52	\$ 233,831,099	\$ 35.01	\$ (0.49)	-1.4%
3 SERVICES	11,000	\$ 0.00	11,550	\$ 0.00	\$ (0.00)	-6.9%
4 DIVISION MGT & ADMIN	12,922,898	\$ 1.89	13,730,776	\$ 2.06	\$ (0.16)	-8.0%
5 TRAINING	3,888,520	\$ 0.57	4,259,199	\$ 0.64	\$ (0.07)	-10.7%
6 CONTROL CENTER	8,469,896	\$ 1.24	7,820,636	\$ 1.17	\$ 0.07	5.9%
7 SCHEDULING AND PLANNING	2,333,246	\$ 0.34	2,444,804	\$ 0.37	\$ (0.02)	-6.7%
8 UNIFORMS	1,174,783	\$ 0.17	928,903	\$ 0.14	\$ 0.03	23.7%
9 DEO	1,927,513	\$ 0.28	1,506,023	\$ 0.23	\$ 0.06	25.1%
10 SUB-TOTAL	266,513,951	\$ 39.01	264,532,989	\$ 39.61	\$ (0.59)	-1.5%
11						
12 DIVISION MAINTENANCE						
13 SERVICE ATTENDANT WAGES & BENEFITS	20,725,954	\$ 3.03	20,173,470	\$ 3.02	\$ 0.01	0.5%
14 MECHANIC WAGES & BENEFITS	53,093,397	\$ 7.77	51,309,068	\$ 7.68	\$ 0.09	1.2%
15 FUEL	37,916,317	\$ 5.55	22,314,672	\$ 3.34	\$ 2.21	66.1%
16 TIRES	4,303,242	\$ 0.63	4,135,852	\$ 0.62	\$ 0.01	1.7%
17 MATERIALS & SUPPLIES	25,829,084	\$ 3.78	34,435,685	\$ 5.16	\$ (1.37)	-26.7%
18 SERVICES	103,000	\$ 0.02	66,500	\$ 0.01	\$ 0.01	51.4%
19 DIVISION MGT & ADMIN	9,716,930	\$ 1.42	7,448,177	\$ 1.12	\$ 0.31	27.6%
20 UNIFORMS	1,227,020	\$ 0.18	1,440,128	\$ 0.22	\$ (0.04)	-16.7%
21 WINDOWS GUARDS & SEAT INSERTS	4,243,550	\$ 0.62	7,070,162	\$ 1.06	\$ (0.44)	-41.3%
22 SUB-TOTAL	157,158,496	\$ 23.01	148,393,714	\$ 22.22	\$ 0.79	3.5%
23						
24 OTHER MAINTENANCE						
25 INVENTORY MANAGEMENT	5,576,542	\$ 0.82	2,414,116	\$ 0.36	\$ 0.45	125.9%
26 LOGISTICS	6,686,840	\$ 0.98	6,574,899	\$ 0.98	\$ (0.01)	-0.6%
27 REVENUE ADMINISTRATION	14,152,369	\$ 2.07	13,953,810	\$ 2.09	\$ (0.02)	-0.8%
28 SUB-TOTAL	26,415,751	\$ 3.87	22,942,825	\$ 3.43	\$ 0.43	12.6%
29						
30 RRC REBUILD OF ROTABLE PARTS						
31 SERVICE ATTD & MECHANICS	5,251,200	\$ 0.77	5,322,776	\$ 0.80	\$ (0.03)	-3.5%
32 MATERIALS & SUPPLIES	3,492,272	\$ 0.51	4,840,415	\$ 0.72	\$ (0.21)	-29.5%
33 SERVICES	389,148	\$ 0.06	375,769	\$ 0.06	\$ 0.00	1.3%
34 RRC MGT & ADMIN	2,312,211	\$ 0.34	1,978,296	\$ 0.30	\$ 0.04	14.3%
35 SUB-TOTAL	11,444,830	\$ 1.68	12,517,256	\$ 1.87	\$ (0.20)	-10.6%
36						
37 RRC PREVENTATIVE MAINTENANCE						
38 POWER PLANT ASSEMBLY	14,761,254	\$ 2.16	19,300,890	\$ 2.89	\$ (0.73)	-25.2%
39 ACCIDENT REPAIR	747,940	\$ 0.11	1,325,723	\$ 0.20	\$ (0.09)	-44.8%
40 WHEELCHAIR LIFT RETROFIT	577,303	\$ 0.08	2,383,354	\$ 0.36	\$ (0.27)	-76.3%
41 EXTERIOR PAINTING	3,061,591	\$ 0.45	3,647,642	\$ 0.55	\$ (0.10)	-17.9%
42 WINDOW REPLACEMENT	185,803	\$ 0.03	1,035,590	\$ 0.16	\$ (0.13)	-82.5%
43 RRC MGT & ADMIN	412,611	\$ 0.06	188,329	\$ 0.03	\$ 0.03	114.2%
44 SUB-TOTAL	19,746,502	\$ 2.89	27,881,529	\$ 4.17	\$ (1.28)	-30.8%
45						
46 MAINTENANCE SUPPORT	5,003,392	\$ 0.73	4,223,425	\$ 0.63	\$ 0.10	15.8%
47 NON-REVENUE VEHICLES	3,474,149	\$ 0.51	3,385,033	\$ 0.51	\$ 0.00	0.3%
48 FACILITIES MAINTENANCE	18,051,671	\$ 2.64	15,787,282	\$ 2.36	\$ 0.28	11.8%
49 TRAINING	1,530,931	\$ 0.22	1,652,989	\$ 0.25	\$ (0.02)	-9.4%
50 DEO	2,189,136	\$ 0.32	2,654,872	\$ 0.40	\$ (0.08)	-19.4%
51 OTHER	-	\$ -	-	\$ -	\$ -	-
52 SUB-TOTAL	30,249,280	\$ 4.43	27,703,601	\$ 4.15	\$ 0.28	6.8%
53						
54 SUB-TOTAL MAINTENANCE	245,014,859	\$ 35.87	239,438,925	\$ 35.85	\$ 0.02	0.1%

Los Angeles County Metropolitan Transportation Authority
Adopted Budget

Appendix 3: Activity Based Bus Cost Model, continued

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
55 TRANSIT SECURITY	26,127,948	\$ 3.82	28,539,888	\$ 4.27	\$ (0.45)	-10.5%
56 SAFETY	3,278,505	\$ 0.48	2,675,017	\$ 0.40	\$ 0.08	19.8%
57 CASUALTY & LIABILITY	31,179,462	\$ 4.56	29,276,998	\$ 4.38	\$ 0.18	4.1%
58 WORKERS' COMP	53,225,165	\$ 7.79	38,452,200	\$ 5.76	\$ 2.03	35.3%
59 TRANSITIONAL DUTY PROGRAM	2,979,017	\$ 0.44	4,177,549	\$ 0.63	\$ (0.19)	-30.3%
60 SUB-TOTAL	116,790,097	\$ 17.10	103,121,651	\$ 15.44	\$ 1.66	10.7%
61						
62 TRANSIT OPERATIONS SUPPORT DEPARTMENTS						
63 EXECUTIVE OFFICER	101,600	\$ 0.01	96,200	\$ 0.01	\$ 0.00	3.3%
64 SUPPORT SERVICES	5,235,554	\$ 0.77	5,536,925	\$ 0.83	\$ (0.06)	-7.5%
65 OPERATIONS ISF CHARGES	11,299,914	\$ 1.65	10,476,856	\$ 1.57	\$ 0.09	5.5%
66 SUB-TOTAL	16,637,068	\$ 2.44	16,109,981	\$ 2.41	\$ 0.02	1.0%
67						
68 OTHER UNITS CHARGING						
69 BOARD OVERSIGHT	9,588	\$ 0.00	36,835	\$ 0.01	\$ (0.00)	-74.5%
70 CEO	2,254,555	\$ 0.33	2,403,186	\$ 0.36	\$ (0.03)	-8.3%
71 MASD	851,603	\$ 0.12	797,084	\$ 0.12	\$ 0.01	4.5%
72 OTHER PROCUREMENT	4,016,907	\$ 0.59	3,742,346	\$ 0.56	\$ 0.03	4.9%
73 COUNTYWIDE P & D	839,336	\$ 0.12	1,395,871	\$ 0.21	\$ (0.09)	-41.2%
74 OTHER FINANCE	13,614,031	\$ 1.99	12,459,898	\$ 1.87	\$ 0.13	6.8%
75 HUMAN RESOURCES	6,606,063	\$ 0.97	6,253,848	\$ 0.94	\$ 0.03	3.3%
76 ADMINISTRATION	20,953,517	\$ 3.07	18,894,991	\$ 2.83	\$ 0.24	8.4%
77 ENGINEERING & CONSTRUCTION	188,486	\$ 0.03	438,885	\$ 0.07	\$ (0.04)	-58.0%
78 SUB-TOTAL	49,334,086	\$ 7.22	46,422,945	\$ 6.95	\$ 0.27	3.9%
79						
80 TOTAL MTA OPERATED	694,290,061	\$ 101.63	669,626,491	\$ 100.25	\$ 1.38	1.4%
81 REVENUE SERVICE HOURS	6,831,265		6,679,235		152,030	2.3%
82						
83 PURCHASED TRANSPORTATION						
84 CONTRACTED SERVICE	30,281,036	\$ 46.30	30,009,812	\$ 47.45	\$ (1.15)	-2.4%
85 SECURITY	2,382,261	\$ 3.64	2,702,370	\$ 4.27	\$ (0.63)	-14.8%
86 ADMINISTRATION	313,928	\$ 0.48	333,272	\$ 0.53	\$ (0.05)	-8.9%
87 SUB-TOTAL	32,977,225	\$ 50.42	33,045,455	\$ 52.25	\$ (1.83)	-3.5%
88 REVENUE SERVICE HOURS	654,041		632,440		21,601	3.4%
89						
90 ENTERPRISE FUND DEBT						
91 INTEREST (610709)	8,819,745	\$ 1.18	15,483,638	\$ 2.12	\$ (0.94)	-44.4%
92 ADMINISTRATION (300076)	735,605	\$ 0.10	597,737	\$ 0.08	\$ 0.02	20.2%
93 SUB-TOTAL	9,555,350	\$ 1.28	16,081,375	\$ 2.20	\$ (0.92)	-42.0%
94						
95 TOTAL BUS PROJECT	736,822,636	\$ 98.44	718,753,320	\$ 98.30	\$ 0.13	0.1%
96 TOTAL REVENUE SERVICE HOURS	7,485,306		7,311,675		173,631	2.4%

Notes:

FY01 and FY00 Contract Service restated to include estimate of Green Line shuttles and Glendale Bee Line dollars and hours.
FY00 restated to exclude expenses classified as regional costs in FY01 & FY02.

Appendix 4: Modal Operating Statistics

Bus	Notes	FY00 Actual	FY01 Adopted	FY02 Adopted	Inc/(Dec) Adopted
1 Fares (\$000)		\$213,044	\$211,534	\$212,101	\$567
2 Other Revenue (\$000)		\$13,630	\$15,390	\$14,598	(\$792)
3 Expenses (\$000)	1,4	\$688,017	\$718,753	\$736,823	\$18,069
4 Boardings (000)		359,002	383,339	385,420	2,081
5 Farebox Recovery Ratio		32.95%	31.57%	30.77%	-0.80%
6 Vehicle Service Hours (000)	4	6,942	7,312	7,485	174
7 Cost per Hour	4	\$99.10	\$98.30	\$98.44	\$0.13
8 Cost per Passenger Mile	5	\$0.54	\$0.53	\$0.54	\$0.01
9 Vehicle Service Miles (000)		85,655	90,697	91,683	986
10 Passenger Miles (000)		1,278,045	1,364,687	1,372,094	7,407
11 Fare Revenue per Boarding		\$0.59	\$0.55	\$0.55	(\$0.00)
12 Subsidy per Boarding	2	\$1.29	\$1.28	\$1.32	\$0.04
13 Subsidy per Passenger Mile	2	\$0.36	\$0.36	\$0.37	\$0.01
14 Peak Fleet		2,017	2,012	2,129	117
15 Bus procurement		418	602	420	(182)

Light Rail	Notes	FY00 Actual	FY01 Adopted	FY02 Adopted	Inc/(Dec) Adopted
16 Fares (\$000)		\$13,555	\$14,804	\$18,611	\$3,807
17 Other Revenue (\$000)		\$0	\$0	\$0	\$0
18 Expenses (\$000)	1	\$59,688	\$77,377	\$83,956	\$6,579
19 Boardings (000)		29,860	29,191	29,004	(187)
20 Farebox Recovery Ratio		22.71%	19.13%	22.17%	3.04%
21 Vehicle Service Hours (000)	3	196	243	285	42
22 Cost per Hour		\$304.54	\$318.81	\$294.79	(\$24.02)
23 Cost per Passenger Mile		\$0.29	\$0.38	\$0.41	\$0.03
24 Vehicle Service Miles (000)	3	4,658	6,062	6,879	817
25 Passenger Miles (000)	5	208,718	204,045	202,738	(1,307)
26 Fare Revenue per Boarding		\$0.45	\$0.51	\$0.64	\$0.13
27 Subsidy per Boarding	2	\$1.55	\$2.14	\$2.25	\$0.11
28 Subsidy per Passenger Mile	2	\$0.22	\$0.31	\$0.32	\$0.02

Heavy Rail	Notes	FY00 Actual	FY01 Adopted	FY02 Adopted	Inc/(Dec) Adopted
29 Fares (\$000)		\$6,835	\$10,146	\$12,558	\$2,412
30 Other Revenue (\$000)		\$0	\$2,003	\$2,027	\$24
31 Expenses (\$000)	1	\$45,580	\$61,794	\$62,713	\$919
32 Boardings (000)		27,958	24,952	37,502	12,550
33 Farebox Recovery Ratio		15.00%	19.66%	23.26%	3.60%
34 Vehicle Service Hours (000)	3	186	260	259	(1)
35 Cost per Hour		\$245.62	\$237.74	\$242.23	\$4.49
36 Cost per Passenger Mile		\$0.54	\$0.83	\$0.56	(\$0.27)
37 Vehicle Service Miles (000)	3	3,568	5,929	5,868	(61)
38 Passenger Miles (000)	5	83,873	74,856	112,506	37,650
39 Fare Revenue per Boarding		\$0.24	\$0.41	\$0.33	(\$0.07)
40 Subsidy per Boarding	2	\$1.39	\$1.99	\$1.28	(\$0.71)
41 Subsidy per Passenger Mile	2	\$0.46	\$0.66	\$0.43	(\$0.24)

42 Notes:

43 (1)Expenses include Transitional Duty Program

44 (2)Subsidy excludes all operating revenue

45 (3)Reflect revenue vehicle hours & miles

46 (4)FY01 Adopted restated to include shuttles

47 (5)FY00 & FY01 restated to reflect updated average trip length