

Fiscal 1998-1999 Adopted Budget

Los Angeles County
Metropolitan
Transportation
Authority



LACMTA *
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1998-99

June, 1998

**Los Angeles County Metropolitan Transportation Authority
FY1998-1999 Adopted Budget**

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ONE GATEWAY PLAZA, 15th Floor
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FINANCIAL SUMMARY

MTA BUDGET

The annual budget includes all operating, capital and debt service requirements of the LACMTA for the fiscal year. The fiscal year is from July 1 to June 30. The annual budget is comprised of an Operating, Capital and Regional Programs budget.

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
- Platform hours and miles of bus and rail service

The Operating Budget includes bus and rail operations, Freeway Service Patrol, planning activities and projects, property management activities, debt service, agency administration, and contingencies. The Operating Budget consists of the Enterprise, General, Special Revenue, and Debt Funds.

The Capital Budget includes all activities associated with bus acquisition, bus and rail asset maintenance and replacement projects, rail construction activities, and other capital projects, including the Year 2000 project. The Capital Budget reflects the annual amount appropriated for each capital project. The Board of Directors authorizes new capital project, total project cost and schedule. The approval of the project budget authorizes the total expenditures over the multi-year duration of the capital project. The annual budget authorizes the anticipated expenditures of the total project budget as well as the scope of work to be completed in the 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 the Los Angeles County. Funds are allocated to other government agencies in accordance with legislative requirements, Board policy or through a competitive awards process known as the "Call for Projects". The Board 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 cities for transportation programs and services for the disabled provided by Access Services, Inc. MTA's financial records reflect only those funds which are actually received and directly disbursed by the agency, mainly Proposition A and C revenues.

The FY99 Budget process was characterized by the following events:

- The proposed budget document was released to the Board and public at the end of May
- MTA staff briefed Board staff members on June 8, 1998. A copy of the presentation is included in Appendix B.
- A public hearing was held June 18, 1998, in conjunction with the Finance and Budget Committee meeting.

- On June 24, 1998, a summary of the Budget was presented to the Board. A copy of the presentation is included in Appendix B, which effectively summarizes the Budget.
- The Budget was adopted on June 25, 1998 at the regularly scheduled Board meeting. Motions were introduced during the adoption process. These are also included in Appendix B.

LINK TO OTHER PLANNING PROCESSES

The annual budget is one of a series of plans which the Board of Directors approves to set the financial and operational course for the MTA. The agency's planning horizon ranges from over 20 years in the Long Range Plan to the next fiscal year in the annual budget process. While the MTA strives for consistency in assumptions and direction, each plan serves a unique purpose in defining MTA's financial and operational goals and policies. The annual budget is the vehicle whereby the agency commits funds.

A comprehensive public outreach effort to identify and prioritize the County's transportation needs was conducted in FY98, as part of the update for the Long Range Transportation Plan (LRP). However, due to the significant financial issues facing the MTA, the LRP process was put on hold and resources were re-focused on solving the more pressing problems of improving overall bus service and developing transit alternatives for suspended rail projects while maintaining MTA's commitments to the state and federal governments on the Red Line rail construction projects.

The annual budgeting process was conducted in conjunction with the first agency-wide business planning process. In FY98, the first step in that process was taken to create an agency vision, mission and guiding principles - a document which was adopted by the Board in April, 1997. For FY99, the MTA has linked the operating and capital budgeting process to a set of objectives and strategies based on the four MTA guiding principles.

Key tasks in the strategic business planning process include:

- Establishing goals and objectives
- Crafting sensible strategies
- Allocating resources
- Implementing strategies and tactics through programs, policies and projects
- Measuring and evaluating performance through Management Action Plans and Quarterly Review Meetings.

Over time, the agency will expand the business planning process to encompass a five year horizon, providing a focus for framing important policy issues, and determining project priorities so that short and long-term trade-offs can be more fully evaluated.

The vision, mission and strategic goals provide a framework to establish the strategic analysis which will direct MTA's priorities and plans for developing the updated Long Range Plan, the Business Plan and the annual budgeting process.

This framework serves several purposes. It will:

- Build consensus throughout the agency on the agency's vision, mission, goals and strategies.
- Communicate the agency's major goals, strategies, capital and operating programs over a multi-year period to internal and external stakeholders.
- Provide a longer planning period to assess capital versus operating trade-offs.
- Develop stakeholders' expectations to better reflect what the agency can accomplish within the five year period.
- Create a visible yardstick for the agency and others to measure performance over a multi-year period.
- Allow the budgeting process to focus on cost effectiveness and accountability.

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BUDGET ACCOUNTING METHODOLOGY

MTA prepares its budget and financial statements in conformance with Generally Accepted Accounting Principles (GAAP) as applied to governmental units. For budgeting and accounting purposes, the MTA is a single, integral entity. However, it is reported as a collection of smaller, separate accounting entities known as funds. The Governmental Accounting Standards Board (GASB) defines a fund as a fiscal and accounting entity with a self-balancing set of accounts which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Annual budgets are adopted for each of the fund groups used by the MTA, including the Enterprise, General, Special Revenue, Capital Projects, and Debt Service. All funds except the Enterprise and Special Revenue Funds are accounted for using the modified accrual basis of accounting, meaning revenue is recognized when it is both measurable and available. The Enterprise Fund uses 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 which are restricted by purpose and use. The Special Revenue Funds reflect MTA 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 cashflow basis.

The Service Authority for Freeway Emergencies (SAFE) administers Los Angeles County's participation in the statewide callbox program which coordinates emergency services to motorists on freeways. SAFE is an independent financial entity component unit, which is administered by MTA staff. SAFE funding is restricted to the \$1 fee collected on vehicle registrations. SAFE program expenditures are reflected in the Operating Budget and Capital Budgets.

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 accounts for these assets and include pension trust funds and restricted agency funds. Benefit assessment district funds are an example of trustee funds which 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 fees from property owners and payments to bondholders. The FY99 budget and prior year's figures were restated to consolidate all expenditures for debt service and staff administration expenditures. In prior years, the Benefit Assessment debt service was shown in the debt fund.

Significant changes or notable additions to the budgetary approach are highlighted:

- Budgeted expenses are adjusted to reflect anticipated expenditures during the fiscal year with the exception of reserve accounts. Multiyear contracts included in the FY99 Budget include only that portion of the total contract planned to be expended during the fiscal year.
- Available revenues are adjusted and excludes revenues that are due to other agencies. Previous budget presentations reflected carryover revenues due to cities and local agencies for projects awarded funding by the MTA. These funds are reserved by the MTA, but are no longer reflected in the carryover balances. Carry-forward revenues from prior years are shown separately.
- Estimated interest earned on Proposition A and C and TDA cash balances are included in the revenue budget.
- Federal guidelines for the use of Section 9 operating and capital subsidies are modified in recent years to allow greater flexibility in funding some operational expenses with capital grant funds.
- Rail construction demobilization expenses are budgeted and reserved in accordance with the Board's approved plan. Demobilized expenditures are reserved in FY98 and excluded from carry-forward capital fund balances. A Board report addressing this issue will be provided.
- The Regional Programs Budget includes \$26.7 million of federal RSTP funds for Access Services, Inc. (ASI), matched by Proposition C 40% funds. This funding plan is the same as in FY98.
- The FY99 Budget reflects a budget for services associated with the Public Transportation Services Corporation (PTSC), a component unit created in FY98. The budget includes the salary and fringe benefits of Teamster and Non-Contract employees of the PTSC who perform management, supervisory and security services for the MTA.

Retiree medical is budgeted on a cash basis in line with projected FY99 outlays. The non-cash liability is noted separately.

The following Funds Available Summary schedule shows beginning balances and transfers between funds, and shows FY99 planned expenditures by fund.

Funds Available Summary

(\$000)

	Enterprise	Internal Service Fund	General	Special Revenue	Special Revenue Projects	SAFE	Capital	Debt Service	Benefit Assessment District	Total (Memo Only)
Estimated Beginning Available Fund Balance as of 7/1/98 [1] [2]	\$ (90,000)	\$ 3,442	\$ 1,827	\$ 190,715	\$ -	\$ 12,594	\$ 236,929	\$ 156,101	\$ -	\$ 511,608
Estimated Revenues										
Operating Revenues	243,137	-	-	-	-	-	-	-	-	243,137
Sales Tax - Proposition A	-	-	-	449,695	-	-	-	-	-	449,695
Sales Tax - Proposition C	-	-	-	452,089	-	-	-	-	-	452,089
Transportation Development Act - TDA	-	-	-	228,667	-	-	-	-	-	228,667
State Transportation Act - STA	-	-	-	25,695	-	-	-	-	-	25,695
Intergovernmental - Local	-	-	-	216	-	-	2,222	-	-	2,438
Intergovernmental - State	-	-	1,000	221,941	-	-	-	-	-	222,941
Intergovernmental - Federal	29,126	-	-	36,720	-	-	62,228	-	-	128,074
Investment Income - Interest and other	2,700	-	-	19,045	-	-	-	-	-	21,745
Lease and Rental	-	-	9,325	-	-	-	-	-	-	9,325
Licenses and Fines	-	-	-	264	-	6,000	-	-	-	6,264
Other	-	-	1,427	650	-	-	-	8,186	10,651	20,914
Sub-Total Estimated Revenues	274,963	-	11,752	1,434,982	-	6,000	64,451	8,186	10,651	1,810,985
Other Financing Sources/(Uses):										
Operating Transfers from General fund	6,845	-	(7,057)	-	205	-	7	-	-	-
Operating Transfers from Special Revenue fund	429,923	105	33,689	(1,053,372)	58,318	-	281,302	250,035	-	-
Operating Transfers from Capital fund	-	-	50	82,664	-	-	(168,640)	85,926	-	-
Operating Transfers from Enterprise fund	-	-	-	-	-	-	-	-	-	-
Operating Transfers from Internal Service fund	-	(3,442)	3,442	-	-	-	-	-	-	-
Operating Transfers from Debt Service fund	5,575	-	-	-	-	-	-	(5,575)	-	-
Proceeds of Financing	-	-	-	-	-	-	402,453	-	-	402,453
Sub-Total Other Financing Sources/(Uses):	442,343	(3,337)	30,124	(970,708)	58,523	-	515,122	330,386	-	402,453
Estimated Total Funds Available	627,306	105	43,703	654,989	58,523	18,594	816,502	494,673	10,651	2,725,046
Less: FY99 Budgeted Uses of Funds										
Operating Expenses	717,306	105	41,505	-	58,523	16,234	-	338,572	10,651	1,182,896
Capital Expenditures	-	-	-	-	-	-	701,590	-	-	701,590
Subsidies to Others	-	-	-	642,106	-	-	-	-	-	642,106
Total FY99 Budgeted Uses of Fund Available	717,306	105	41,505	642,106	58,523	16,234	701,590	338,572	10,651	2,526,592
Unallocated revenues [3]	-	-	-	3,967	-	-	58,225	-	-	62,193
Estimated Ending Fund Balance @ 6/30/99	\$ (90,000)	\$ -	\$ 2,198	\$ 8,916	\$ -	\$ 2,360	\$ 56,686	\$ 156,101	\$ -	\$ 136,261

Notes:

- [1] This schedule does not include Fiduciary Trust Funds such as Pension Funds and other funds held in trust by the LACMTA as fiscal agent.
- [2] Prior year funds to municipal bus operators and to the \$25 million FTA reserve are considered allocated and not included in the available fund balances.
- [3] Unallocated revenues include restricted funds, and reserved Section 9 bus capital funding.

Revenue and Expenditure Changes

- Fare revenue is decreased by \$3.8 million, based on a planned deferral of the proposed base cash fare increase. This is offset by \$1.1 million in additional fare revenue due to projected increased boardings, resulting in an overall reduction of \$2.7 million.
- \$6,800 in grant funds from the Getty Museum is added to the budget to fund a \$6,800 summer intern program in the Metro Art department. This program increases both revenues and expenditures in the proposed budget by \$6,800.
- \$1.1 million in Proposition C 10% Commuter Rail funds are carried forward to FY99 due to deferral of the SCRRRA Right of Way patrol project. The agreement to perform this work has recently been implemented.
- \$3.4 million from the sale of Location 24 was actually received in FY98. This results in an increase to FY99 carryover revenues and a decrease in new revenues, with no impact to total revenues.
- The Regional Programs budget is increased by \$19 million, which included the following adjustments:
 - The municipal funding programs is revised to reflect the revised funding marks approved by the Bus Operations Subcommittee on July 7, 1998. The funding marks now reflect revised percentage shares and the allocation of revenues previously reserved for allocation during the midyear allocation process. This results in an increase of \$5 million to the Municipal Operating funding programs budget and a \$1 million decrease to the Proposition A Incentive program budget.
 - \$147,000 for the Lynwood Trolley is added to the Transit Service Expansion program, consistent with the revised funding marks. Proposition C 40% funds are used to fund this project.
 - \$12.9 million is added to the Regional Programs budget for advanced projects into FY99, based on Board action in May 1998. These expenditures will be funded with \$12.9 million of Proposition C 25% funds. These funds become available because funding for the Alameda Corridor project has been identified in the STIP, thus freeing up Proposition C 25% funds.
 - Local Return and TDA programs were increased by \$2 million to reflect the allocation of revenues previously reserved for allocation during the midyear allocation process.
- The Hollywood Construction Impact Program (HCIP) is reduced by \$3.4 million, based on Board action June 24, 1998. Details of this change are shown in the June 24, 1998 presentation in Appendix B.
- The LAPD Contract is increased by \$3.4 million, as reflected in the June 24, 1998 Board presentation. This budget change reflects contracts implemented at the time of budget adoption.
- Based on information received after the budget was developed, Workers' Compensation, Pension and propulsion power budgets were reduced by \$2.4 million, \$2.5 million, and

\$1 million, respectively. Additionally, the non-departmental operating budget was reduced by \$3.1 million. These reduced planned expenditures were presented to the Board to offset revenue loss due to the deferral of the fare increase.

- \$800,000 of FY98 Board Contingency are carried forward to FY99. \$400,000 will be added to Board Contingency bringing the total to \$3.3 million. During the adoption process, the Board approved the following allocations:
 - \$400,000 of Board Contingency funds will be used to complete the regional transit alternatives analysis.
 - \$95,000 is used to fund one position to manage the TCAP program.
 - \$65,000 is used to increase the Intern program.
- East Los Angeles Resident Advisory Committee expenditures were revised to provide funding for translation services and facility rental budget. The budget revisions were offset by reductions to cleaning and security services, per the Budget Board report dated June 18, 1998.
- \$120,000 is added to provide for one Library Manager position, books, periodicals, and office supplies, in order to keep the Library open.

Reporting Change

Total Freeway Service Patrol and SAFE expenditures, although budgeted separately in operating and capital components, are now shown under the Special Revenue Fund. The proposed budget reflected the operating component under the Special Revenue Fund and included the capital component under the Capital Fund.

MAJOR BUDGET ASSUMPTIONS

Budget assumptions specific to the operating, capital and regional programs budgets are discussed with the presentation of each budget section. Notable major assumptions related to the FY99 Budget include the following:

- Proposition A, Proposition C, and TDA revenues are conservatively forecasted to grow at 4.2 % over FY98 estimated revenues. FY98 base revenues were revised to 5% growth over FY97 receipts, based on a 6.1% growth factor through the first nine months of FY98.
- The fare increase assumed in the proposed budget is deferred at least six months, resulting in a projected loss of \$3.8 million. This is slightly offset by projected increased boardings, which should yield \$1.1 million in fare revenue. When implemented, which is currently planned for May, 1998, the bus base cash fare will be increased consistent with CPI adjustments allowed in the Consent Decree. The CPI change equates to a planned 10-cent increase to the base fare.
- The 10 cent fare increase assumes that the cumulative CPI for Los Angeles exceeds 5.5% for the 37 month period. If the low inflation for the past six months continues, the threshold may not be reached in FY99, representing up to a \$2.6 million revenue risk. The CPI test for a 5 cent fare increase has been achieved.
- The monthly pass will remain at \$42, causing patrons to switch more from a cash fare to the discounted pass fare media.
- Federal revenues are budgeted based on anticipated receipt of funds:
 - ◆ Section 3 Rail Mod and Section 9 Capital funds are budgeted at the FY99 federal appropriations level for Los Angeles County, based on estimated federal formula allocations.
 - ◆ Section 3 New Starts funds are budgeted at the FY98 appropriation level, consistent with a one-year lag from appropriation to receipt of funds.
 - ◆ The adopted budget assumes the conversion of existing Proposition C 25% bond proceeds, to Proposition C 40% bonds. A Board box item explaining the conversion is being issued.
- Significant reorganizations are implemented through the FY99 budget process resulting in substantial staff reductions. These changes are further described in the Executive Office and Department budget sections.
- Salary increases for represented employees are consistent with the union contracts negotiated in FY97.
- A 1.7% salary increase, effective July 1, 1998, is budgeted for all non-represented staff earning less than \$100,000 per year. Probationary employees will not be eligible and increases will be limited to the maximum salary range of the grades. This salary increase is based on January, 1997, 12-months' CPI from the Bureau of Labor Statistics. Non-represented employees last received an increase in July, 1996.
- A 3% attrition rate is assumed for all non-represented staff.
- The Time-off-with-Pay (TOWP) benefit for all non-represented staff assumes a reduced liability at year-end as policy changes will be implemented requiring employees to use 2 weeks TOWP in a calendar year. This policy change will lower annual compensation expense per FTE from the current level of over 54 weeks to 53 weeks annually.
- Red Line MOS-2 is scheduled to open for operation to Hollywood and Vine on May 29, 1999.

SUMMARY OF BUDGET CHANGES

The adopted budget includes the following adjustments which were a result of the adoption process.

FTE Adjustments

- One Supervising Engineer position transferred to the Construction unit in the proposed budget is transferred back to Facilities Maintenance Operations for SCADA maintenance. This is an internal transfer only with no budget impact.
- One position is transferred from the Transit Security department to Operations-Quality Assurance for DMV Monitoring.
- Two TOS positions from Green Line operations are reallocated. One position is allocated to the SAFE programs to provide support. The other position is added to Transit Security to provide security services for Division 5.
- Transit Operations implemented a recommendation made by the Labor-Management Work-out Team to restructure operating division management. This new structure flattens the organization and provides for more on-street supervision, improved instruction, and increased maintenance supervision. This restructuring results in an increase of 34 positions with no net impact to budget.
- The Scheduling Department is transferred from Transit Operations to Regional Transportation Planning and Development, resulting in a transfer of 36 positions.
- The Library Manager position is added to Regional Transportation Planning and Development unit in order to keep the Library open.
- One Senior Career Development Specialist is added to Human Resources to provide TCAP liaison. This position is also responsible for coordinating the MTA's intern programs.

FY99 BUDGETED REVENUES

The MTA receives revenues from several major sources: farebox, local funds, sales tax generated revenues, state and federal grant funds, and proceeds from financing.

Revenue (\$ millions)	FY99 Receipts	% of Total New Revenues
Farebox revenues	\$224.4	10.1%
Other Local Revenues	73.5	3.4%
<i>Subtotal Farebox and Local Revenues</i>	<i>\$297.9</i>	<i>13.5%</i>
Sales tax-based revenues:		
Proposition A	\$449.7	20.4%
Proposition C	452.1	20.4%
TDA	228.7	10.3%
<i>Subtotal Sales Tax Revenues</i>	<i>\$1,130.5</i>	<i>51.1%</i>
State Grants	\$251.2	11.3%
Federal Grants	131.5	5.9%
<i>Subtotal State and Federal Grants</i>	<i>\$382.7</i>	<i>17.2%</i>
<i>Proceeds from Financing</i>	<i>402.5</i>	<i>18.2%</i>
Total New Revenues	\$2,213.4	
Carryover Revenues	443.7	
<i>Total Revenues</i>	<i>\$2,657.1</i>	

Farebox and Local Revenues

Farebox and local revenues are projected at \$297.9 million for FY99. Farebox revenues are projected to grow to \$224.4 million. The projection of farebox revenues includes a projected increase in boardings and a projected base fare increase, which is offset slightly by an increased switch to discounted fare media, i.e. passes and tokens. Other local revenues, including interest income, advertising, lease revenues, MTA Lite and service agreements, total \$73.5 million.

Sales-tax Based Revenues

Sales-tax based revenues include Proposition A, Proposition C and TDA sales tax revenues. Propositions A and C are sales tax measures approved by the Los Angeles County residents to support designated transportation projects. Each proposition dedicates one-half cent of sales tax to support transportation eligible purposes. TDA revenues are derived from one-quarter cent of the six-cent statewide sales tax generated in Los Angeles County. These revenues account for over 50% of the total new revenues for FY99. The FY99 growth rate for sales tax revenues was assumed at 4.2% over estimated FY98 revenues.

State and Federal Grants

New state and federal grant revenues anticipated for FY99 total \$382.7 million. This represents over 17% of the new revenue budget. The State of California provides capital and operating funds to support MTA's transit operations and rail construction program through the State Transportation Improvement Plan (STIP). The FY99 Budget assumes state revenues for projects in both the operating budget, for regional planning projects managed by MTA, and in subsidies to other agencies. Revenues received from the STIP includes Rail Bonds, Transit Capital Improvement funds, Traffic Systems Management and other funds for highway and rail construction projects.

MTA receives State Transit Assistance (STA) funds from the State's Transportation Planning and Development account. These funds are used for MTA bus and rail operations and for municipal bus operations.

Section 3 and Section 9 grant funds (now referred to as Section 5309 and 5307, respectively) are the largest federal revenues anticipated for FY99. The Budget does not assume any significant increases in federal funding authorization levels that are currently included in the Transit Equity Act (TEA - 21) funding legislation.

Federal revenues are provided to the MTA for several uses:

- Operating and capital assistance for bus and rail operations (Section 9 and Section 3 Rail Modernization funds).
- Capital funds to support Metro Rail construction (Section 3 New Starts
- Regional funds, such as Regional Surface Transportation Plan (RSTP) and Congestion Management and Air Quality (CMAQ) for capital projects.

The Budget assumes that Access Services Inc. (ASI) is funded with \$26.7 million of RSTP funds and \$6.7 million of Proposition C 40% as local match.

Proceeds from Financing

Net proceeds from financing include \$402.5 million from two long-term bond issuances, one which was deferred from FY98. The assumptions for the proceeds from financing are detailed in the Debt Section.

FY99 Summary of Estimated Funds Available (\$ millions)

	FY97 Actual			FY98 Budget Reforecast			FY98 Year-end Projection			FY99 Budget		
	Carryover	New	Total	Carryover	New	Total	Carryover	New	Total	Carryover	New	Total
Farebox Revenues	\$ -	\$ 214.5	\$ 214.5	\$ -	\$ 220.6	\$ 220.6	\$ -	\$ 224.5	\$ 224.5	\$ -	\$ 224.4	\$ 224.4
Other Local Revenues												
Proposition A - Interest	3.0	6.4	9.4	7.5	3.5	11.0	7.5	4.0	11.5	-	3.4	3.4
Proposition C - Interest	17.0	9.6	26.6	21.5	10.0	31.5	21.5	9.1	30.6	-	7.8	7.8
TDA - Interest	-	8.4	8.4	13.1	8.0	21.1	13.1	8.4	21.5	-	7.5	7.5
STA - Interest	-	0.3	0.3	-	0.3	0.3	-	0.3	0.3	-	0.3	0.3
Enterprise Fund - Interest	-	3.7	3.7	-	3.7	3.7	-	3.7	3.7	-	2.7	2.7
Advertising	-	5.2	5.2	-	8.5	8.5	-	8.5	8.5	-	12.3	12.3
Lease Revenues	-	7.0	7.0	1.6	9.1	10.7	1.6	9.2	10.8	-	9.3	9.3
Proceeds from Sale of Real Property	-	-	-	-	-	-	-	3.4	3.4	3.4	-	3.4
Interagency Transfer Agreement	-	4.4	4.4	-	2.6	2.6	-	2.2	2.2	-	2.4	2.4
MTA Lite	-	1.0	1.0	-	1.4	1.4	-	1.4	1.4	-	0.5	0.5
Bus Parts/Equipment/Material Sales	-	0.5	0.5	-	1.1	1.1	-	0.6	0.6	-	1.0	1.0
L.A. County Pass Buydown	-	0.5	0.5	-	0.5	0.5	-	0.5	0.5	-	0.5	0.5
Hollywood Bowl Shuttle	-	0.8	0.8	-	0.8	0.8	-	0.8	0.8	-	0.7	0.7
SCRRA Administrative Support	-	-	-	-	0.7	0.7	-	0.7	0.7	-	0.2	0.2
HOV Violations	0.2	0.3	0.5	0.3	0.5	0.8	0.3	0.4	0.7	0.1	0.3	0.4
Federal Aid Urban Cash - FAU	-	1.0	1.0	1.4	1.5	2.9	1.4	0.5	1.9	-	0.7	0.7
Ridesharing Fund	-	0.1	0.1	5.6	-	5.6	5.6	-	5.6	-	-	-
Ports Access Highway	-	-	-	-	-	-	10.6	-	10.6	10.6	0.2	10.8
Board of Equalization Payback	-	-	-	-	2.1	2.1	-	2.1	2.1	-	-	-
So. Ca. Air Quality Management District	-	-	-	-	3.8	3.8	-	3.8	3.8	-	-	-
City of Los Angeles	-	-	-	-	-	-	-	-	-	-	-	-
City of LA - Other	-	12.9	12.9	-	5.7	5.7	-	5.7	5.7	-	2.2	2.2
City of LA Contract	-	-	-	-	55.4	55.4	-	55.4	55.4	-	-	-
LA City/County Other Local	-	0.7	0.7	2.4	-	2.4	2.4	-	2.4	-	-	-
City of El Segundo	-	-	-	-	0.1	0.1	-	0.1	0.1	-	-	-
Benefit Assessment District - 1 & 2	-	12.8	12.8	-	10.3	10.3	-	10.3	10.3	-	10.7	10.7
Grand Central Redevelopment Agreement	-	1.2	1.2	-	1.8	1.8	-	1.0	1.0	-	-	-
CSDA/CTFC Sub-Lease Agreements	-	1.4	1.4	-	2.7	2.7	-	2.7	2.7	-	2.6	2.6
1992-B&C/1993-A LA Bus Lease (Dollar)	-	-	-	-	-	-	-	-	-	-	5.6	5.6
Miscellaneous	-	2.0	2.0	-	2.0	2.0	-	2.0	2.0	-	2.6	2.6
Subtotal Other Local Revenues	20.2	80.3	100.4	53.4	136.1	189.5	64.0	136.8	200.8	14.2	73.5	87.6
Subtotal Farebox & Local Revenues	20.2	294.8	314.9	53.4	356.7	410.1	64.0	361.3	425.3	14.2	297.9	312.0
Sales Tax Based Revenues												
Proposition A												
Administration - 5%	-	20.6	20.6	0.3	21.4	21.7	0.3	21.6	21.9	0.8	22.5	23.3
Local Return - 25%	-	97.7	97.7	-	101.5	101.5	-	102.5	102.5	-	106.8	106.8
Rail Set Aside - 35%	35.0	136.8	171.8	1.9	142.1	144.1	1.9	143.5	145.4	-	149.5	149.5
Discretionary - 95% of 40%	7.0	149.1	156.1	4.3	154.3	158.6	4.3	155.8	160.1	-	162.3	162.3
Incentive - 5% of 40%	-	7.3	7.3	-	8.1	8.1	-	8.2	8.2	-	8.5	8.5
Proposition A Total	42.0	411.5	453.5	6.5	427.5	434.0	6.5	431.6	438.1	0.8	449.7	450.5
Proposition C												
Administration - 1.5%	2.3	6.2	8.5	(1.9)	6.4	4.6	(1.9)	6.5	4.6	-	6.8	6.8
Local Return - 20%	-	81.0	81.0	-	84.7	84.7	-	85.5	85.5	-	89.1	89.1
Security - 5%	1.2	20.3	21.4	(1.4)	21.2	19.8	(1.4)	21.4	20.0	-	22.3	22.3
Commuter Rail - 10%	56.3	40.5	96.9	35.7	42.3	78.1	35.7	42.7	78.5	16.8	44.5	61.4
Streets & Highways - 25%	137.0	101.3	238.3	133.3	105.8	239.1	133.3	106.8	240.1	97.7	111.3	209.1
Discretionary - 40%	27.1	162.0	189.2	-	169.3	169.3	-	170.9	170.9	8.0	178.1	186.1
Proposition C Total	224.0	411.2	635.2	165.8	429.7	595.5	165.8	433.9	599.7	122.6	452.1	574.7

FY99 Summary of Estimated Funds Available (\$ millions)

	FY97 Actual			FY98 Budget Reforecast			FY98 Year-end Projection			FY99 Budget		
	Carryover	New	Total	Carryover	New	Total	Carryover	New	Total	Carryover	New	Total
Transportation Development Act - TDA												
Administration	-	4.0	4.0	1.7	4.0	5.7	1.7	4.0	5.7	-	6.0	6.0
Article 3	-	4.1	4.1	-	4.3	4.3	-	4.3	4.3	-	4.5	4.5
Article 4	60.0	190.4	250.4	73.4	198.2	271.6	73.4	200.1	273.5	25.7	206.8	232.5
Article 8	-	10.5	10.5	(2.1)	10.9	8.9	(2.1)	11.0	9.0	-	11.4	11.4
TDA Total	60.0	209.0	269.0	73.0	217.4	290.4	73.0	219.5	292.5	25.7	228.7	254.3
Subtotal Sales Tax	326.0	1,031.8	1,357.8	245.3	1,074.6	1,319.9	245.3	1,084.9	1,330.2	149.0	1,130.5	1,279.5
State Grants												
State Transportation Act - STA												
Revenue Share	-	10.3	10.3	-	12.5	12.5	-	12.5	12.5	-	13.4	13.4
Population Share	-	8.4	8.4	-	11.2	11.2	-	11.2	11.2	-	12.3	12.3
STA Total	-	18.7	18.7	-	23.7	23.7	-	23.7	23.7	-	25.7	25.7
Rail Bonds	-	14.1	14.1	-	31.9	31.9	-	31.9	31.9	-	36.2	36.2
State Highway Account	-	17.5	17.5	-	93.9	93.9	-	93.9	93.9	0.4	174.9	175.3
Transportation Systems Management - TSM	-	2.3	2.3	0.8	-	0.8	0.8	-	0.8	-	2.7	2.7
Service Authority Freeway Emergencies - SAFE	12.0	6.7	18.7	21.1	6.1	27.2	21.1	6.1	27.2	12.6	6.0	18.6
Budget Change Proposal - BCP	-	3.7	3.7	2.8	3.5	6.3	0.3	3.5	3.8	-	4.5	4.5
SB45 Administration	-	-	-	-	-	-	-	-	-	-	1.0	1.0
State Other	-	1.2	1.2	3.3	-	3.3	3.3	-	3.3	2.5	0.2	2.6
Subtotal State Grants	12.0	64.3	76.3	27.9	159.1	187.0	25.5	159.1	184.6	15.4	251.2	266.6
Federal Grants												
Section 3 New Starts	-	40.5	40.5	69.5	61.5	131.0	69.5	-	69.5	61.5	-	61.5
Section 3 Rail Modifications	-	-	-	18.1	3.0	21.1	18.1	3.0	21.1	13.1	3.5	16.6
Section 9 - Capital	89.9	274.3	364.2	175.6	57.9	233.4	175.6	79.4	254.9	146.1	86.7	232.7
Section 9 - Operating	-	21.1	21.1	-	21.1	21.1	-	3.9	3.9	-	-	-
Section 26	-	4.0	4.0	2.7	10.4	13.0	2.7	10.4	13.0	0.3	-	0.3
CMAQ	-	28.8	28.8	1.4	19.4	20.7	1.4	19.4	20.7	20.0	-	20.0
Regional Service Transp. Program - RSTP	-	-	-	-	32.5	32.5	-	-	-	6.6	36.7	43.3
Petroleum Violation Escrow Account - PVEA	-	0.2	0.2	1.1	-	1.1	1.1	0.1	1.2	1.2	-	1.2
Federal Highway Administration - FHWA	-	6.0	6.0	-	-	-	-	-	-	-	3.4	3.4
Department of Justice - DOJ	-	0.2	0.2	-	0.9	0.9	-	0.9	0.9	-	1.2	1.2
L.A. Neighborhood Initiative	-	-	-	1.5	-	1.5	1.5	0.5	2.0	2.0	-	2.0
Federal other	-	2.8	2.8	0.7	-	0.7	0.7	-	0.7	-	-	-
Subtotal Federal Grants	89.9	377.9	467.7	270.4	206.6	477.0	270.4	117.6	388.0	250.8	131.5	382.3
Subtotal Grants	101.9	442.2	544.1	298.3	365.7	664.0	295.9	276.7	572.5	266.2	382.7	648.9
Subtotal	448.1	1,768.7	2,216.8	597.0	1,796.9	2,394.0	605.2	1,722.8	2,328.0	429.4	1,811.0	2,240.4
Proceeds from Financing												
Proposition A - Proceeds from Financing	70.2	491.1	561.3	116.5	56.4	172.9	116.5	-	116.5	10.7	125.5	136.2
Proposition C - Streets & Highway Bonds	132.1	25.6	157.7	137.3	27.7	165.1	137.3	-	137.3	-	92.4	92.4
Proposition C - Discretionary 40% Bonds	-	-	-	1.3	141.1	142.3	1.3	-	1.3	-	184.6	184.6
General Revenue Bonds	-	188.8	188.8	5.4	-	5.4	5.4	-	5.4	3.6	-	3.6
Subtotal Proceeds from Financing	202.3	705.4	907.7	260.5	225.2	485.7	260.5	-	260.5	14.3	402.5	416.7
MTA TOTAL	\$ 650.4	\$ 2,474.2	\$ 3,124.6	\$ 857.6	\$ 2,022.2	\$ 2,879.8	\$ 865.6	\$ 1,722.8	\$ 2,588.4	\$ 443.7	\$ 2,213.4	\$ 2,657.1

REVENUE FUNDING DETAIL

This schedule includes detailed assumptions for all revenue sources. Included are; information about the amount of funds, sources of information for the assumptions, and the application of funds.

REVENUE FUNDING DETAIL - FY99 BUDGET
 FUND TYPE REVENUES

ASSUMPTIONS APPLICATIONS/USES

FAREBOX REVENUES		
Farebox Revenue	<ul style="list-style-type: none"> \$224.4 million in new funds. 	<ul style="list-style-type: none"> Based on boardings and base fare increase offset by switch from cash to tokens and passes. Bus operations Metro Blue Line operations Metro Green Line operations Metro Red Line operations
OTHER LOCAL REVENUES		
Interest Revenue	<ul style="list-style-type: none"> \$21.7 million in new funds. \$3.4 million in Prop A funds. \$7.8 million in Prop C funds. \$7.5 million in TDA funds. \$300K in STA funds. \$2.7 million in interest operations. \$12.3 million in new funds. 	<ul style="list-style-type: none"> Based on average yields of 3% on FY99 projected average balances. MTA bus operations Municipal bus operators subsidies
Advertising	<ul style="list-style-type: none"> \$9.3 million in new funds. 	<ul style="list-style-type: none"> Based on contract with Transportation Display Incorporated for FY period. Bus operations
Lease Revenues	<ul style="list-style-type: none"> \$3.4 million in carryover funds. 	<ul style="list-style-type: none"> Based on current lease agreements & Property Management department's projections. Property Management General Administration
Proceeds from Sale of Real Property	<ul style="list-style-type: none"> \$2.4 million in new funds. 	<ul style="list-style-type: none"> Board-approved sale of property located on right-of-way owned by MTA. Property Management Administration Real Estate projects Bus operations
Interagency Transfer Agreement	<ul style="list-style-type: none"> \$500K in new funds. 	<ul style="list-style-type: none"> Based on projected number of passengers transferring from Metrolink trains to MTA's bus and Metro Red Line during FY99. MTA Lite
MTA Lite	<ul style="list-style-type: none"> \$1.0 million in new funds. 	<ul style="list-style-type: none"> Based on special events and existing contracts through 12/98. Bus operations
Bus Parts Equipment/Material Sales	<ul style="list-style-type: none"> \$500K in new funds. \$700K in new funds. 	<ul style="list-style-type: none"> Based on projected level of sales of bus parts & other materials. Bus operations
L.A. County Pass Buydown	<ul style="list-style-type: none"> \$200K in new funds. 	<ul style="list-style-type: none"> Assumed at FY98 level. Bus operations
Hollywood Bowl Shuttle	<ul style="list-style-type: none"> \$400K in new and carryover funds. \$300K in new. \$100K in carryover. 	<ul style="list-style-type: none"> Based on executed MOU between MTA & SCRRRA for ITS services. ITS direct charge expenditures to Commuter Rail project
SCRRRA Administrative Support	<ul style="list-style-type: none"> \$650K in new funds. 	<ul style="list-style-type: none"> Based on analysis of CHP tickets issued and MTA's share of violations fines revenue by FSP staff. Freeway Service Patrol program
HOV Violations	<ul style="list-style-type: none"> \$10.8 million in carryover funds. \$200K in new \$10.6 in carryover 	<ul style="list-style-type: none"> Based on analysis of FY98 fund balance per 3/98 trial balance report Other planning project
Federal Aid Urban Cash - FAU	<ul style="list-style-type: none"> \$10.8 million in carryover funds. \$200K in new \$10.6 in carryover 	<ul style="list-style-type: none"> Based on analysis of FY98 fund balance per 3/98 trial balance report Subsidy fund for Ports Access projects.
Ports Access Highway		

**REVENUE FUNDING DETAIL - FY99 BUDGET
FUND TYPE REVENUES**

ASSUMPTIONS APPLICATIONS/USES

City of Los Angeles	<ul style="list-style-type: none"> \$2.2 million in new funds. 	<ul style="list-style-type: none"> Based on capital budget assumptions & agreement between L.A. City & MTA for rail construction projects. 	<ul style="list-style-type: none"> Metro Red Line - North Hollywood construction expenses.
Benefit Assessment District	<ul style="list-style-type: none"> \$10.7 million in new funds. 	<ul style="list-style-type: none"> Financing reimbursements to equal annual debt service expenditures. The assessments are collected from commercial property owners within half a mile of Red Line Stations. 	<ul style="list-style-type: none"> Financing reimbursements for Benefit Assessment debt service
CSDA/CTFC Sub-Lease Agreements	<ul style="list-style-type: none"> \$2.6 million in new funds. 	<ul style="list-style-type: none"> Based on Treasury's debt service schedule for CSDA and CTFC COP. 	<ul style="list-style-type: none"> Financing reimbursements for COP sub-lease debt service.
1992-B&C/1993-A LA Bus Lease (Dollar)	<ul style="list-style-type: none"> \$5.6 million in new funds. 	<ul style="list-style-type: none"> Based on Treasury's debt service schedule for LA Bus Lease. 	<ul style="list-style-type: none"> Financing reimbursement for LA Bus Lease debt service.
Miscellaneous	<ul style="list-style-type: none"> \$2.6 million in new funds. 	<ul style="list-style-type: none"> Miscellaneous revenues from parking fees, film fees, and misc. service fees. 	
SALES TAX REVENUES			
Proposition A	<ul style="list-style-type: none"> \$450.5 million in carryover and new tax revenue. \$449.7 million in new tax revenue. \$800K in carryover fund. 	<ul style="list-style-type: none"> FY99 sales tax based on 4.2% growth over FY98 projected receipts. 	<ul style="list-style-type: none"> All areas of budget- operations, debt service, general fund, planning projects, subsidies
Proposition C	<ul style="list-style-type: none"> \$574.7 million in new and carryover revenues. \$452.1 million in new tax revenue. \$122.6 million in carryover fund. 	<ul style="list-style-type: none"> FY99 sales tax based on 4.2% growth over FY98 projected receipts. 	<ul style="list-style-type: none"> All areas of budget- operations, debt service, general fund, planning projects, subsidies
TDA	<ul style="list-style-type: none"> \$254.3 million in carryover and new revenue. \$228.7 million in new tax revenue. \$25.7 million in carryover fund. 	<ul style="list-style-type: none"> FY99 sales tax based on 4.2% growth over FY98 projected expenditures. 	<ul style="list-style-type: none"> MTA bus and rail operations, local match to COP and capital projects, subsidies to municipal bus operators
STATE & FEDERAL GRANTS			
STA	<ul style="list-style-type: none"> \$25.7 million in new revenues. 	<ul style="list-style-type: none"> Based on FY98 State Controller's report for Los Angeles County. 	<ul style="list-style-type: none"> MTA bus operations MTA rail operations Subsidies to municipal bus operators
Rail Bonds	<ul style="list-style-type: none"> \$36.2 million in new grants. 		<ul style="list-style-type: none"> Green Line & Metro Red Line - North Hollywood.
State Highway Account	<ul style="list-style-type: none"> \$175.3 million in carryover and new revenues. 	<ul style="list-style-type: none"> Based on estimated anticipated grant funds for rail construction projects. 	<ul style="list-style-type: none"> Rail construction projects
Transportation Systems Management - TSM	<ul style="list-style-type: none"> \$2.7 million in new revenues. 	<ul style="list-style-type: none"> Based on estimated grant from construction staff. Based on estimated grant funds from RTP&D staff. 	<ul style="list-style-type: none"> Red Line Segment 3-N.H Rideshare services project

REVENUE FUNDING DETAIL - FY99 BUDGET
 FUND TYPE REVENUES

ASSUMPTIONS APPLICATIONS/USES

Service Authority Freeway Emergencies - SAFE	<ul style="list-style-type: none"> \$18.6 million in new and carryover revenues. \$6.0 million in new revenues. \$12.6 million in carryover revenues. \$4.5 million in new revenues. 	<ul style="list-style-type: none"> Based on number of registered vehicles in L.A. County at \$1 per car and analysis of FY98 fund balance per trial balance reports. 	<ul style="list-style-type: none"> Call Box program
Budget Change Proposal - BCP	<ul style="list-style-type: none"> \$1.0 million in new revenues. 	<ul style="list-style-type: none"> Based on estimate of anticipated grant funds for freeway service patrol projects and on analysis of FY98 fund balance per trial balance report 	<ul style="list-style-type: none"> Freeway Service Patrol Program
SB45 Administration	<ul style="list-style-type: none"> \$2.6 million in new and carryover revenues. \$200K in new revenues. \$2.5 million in carryover revenues. 	<ul style="list-style-type: none"> Estimated by Capital Planning staff, consistent with SB45 funding plan. 	<ul style="list-style-type: none"> Planning projects
State Other	<ul style="list-style-type: none"> \$61.5 million in carryover revenues. 	<ul style="list-style-type: none"> Based on estimate of anticipated grant funds from RTP&D staff. 	<ul style="list-style-type: none"> Transit planning project
Section 3 New Starts	<ul style="list-style-type: none"> \$16.6 million in new and carryover revenues. \$3.5 million in new revenues. \$13.1 million in carryover revenues. 	<ul style="list-style-type: none"> \$61.5 million in New Start funds based on FY98 Federal appropriation deferred to FY99 	<ul style="list-style-type: none"> Rail construction projects
Section 3 Rail Modifications	<ul style="list-style-type: none"> \$232.7 million in new and carryover revenues. \$86.7 million in new revenues. \$146.1 million in carryover revenues. 	<ul style="list-style-type: none"> \$3.5 million is the FY99 appropriations level. Carryover revenues estimated from Capital Budget staff & RTP&D grant staff. 	<ul style="list-style-type: none"> Rail asset maintenance capital projects.
Section 9 - Capital	<ul style="list-style-type: none"> \$300K in carryover revenues 	<ul style="list-style-type: none"> Based on SCAG projection of FY99 funding levels. MTA and municipal operator shares based on FY99 Funding Marks. 	<ul style="list-style-type: none"> COP debt service Bus capital
Section 26		<ul style="list-style-type: none"> Carryover revenues estimated by Capital Budgeting staff & RTP&D grant staff. 	<ul style="list-style-type: none"> System safety & security project

REVENUE FUNDING DETAIL - FY99 BUDGET

FUND TYPE REVENUES

ASSUMPTIONS

APPLICATIONS/USES

CMAQ	<ul style="list-style-type: none"> \$20.0 million in carryover revenues. 	<ul style="list-style-type: none"> Carryover revenues estimated by Capital Budgeting staff & RTP&D grant staff. 	<ul style="list-style-type: none"> Red Line Segments - North Hollywood
Regional Service Transportation Program - RSTP	<ul style="list-style-type: none"> \$43.3 million in new and carryover revenues. \$36.7 million in new revenues. \$6.6 million in carryover revenues. 	<ul style="list-style-type: none"> New revenues programmed for FY99 for ASI (\$26.7 million) and \$10 million for bus acquisition. Carryover revenues estimated by Capital Budgeting staff. 	<ul style="list-style-type: none"> Bus acquisition Red Line Segments 2 & 3 Access Services Incorporated-ADA compliance
Petroleum Violations Escrow Account - PVEA	<ul style="list-style-type: none"> \$1.2 million in carryover revenues. 	<ul style="list-style-type: none"> Based on analysis of FY98 fund balance per trial balance report. 	<ul style="list-style-type: none"> Highway Planning project
Federal Highway Administration - FHWA	<ul style="list-style-type: none"> \$3.4 million in new revenues. 	<ul style="list-style-type: none"> Based on estimate of anticipated grant funds by RTP&D staff 	<ul style="list-style-type: none"> Highway Planning project
Department of Justice - DOJ	<ul style="list-style-type: none"> \$1.2million in new revenues. 	<ul style="list-style-type: none"> Based on estimate of anticipated grant funds. 	<ul style="list-style-type: none"> Security expenditures in Enterprise Fund
L.A. Neighborhood Initiative	<ul style="list-style-type: none"> \$2.0 million in new revenues. 	<ul style="list-style-type: none"> Transit Security staff. Based on estimate of anticipated grant funds by RTP&D staff for CFP projects and Career Development staff for Transit Academies project. 	<ul style="list-style-type: none"> LANI program in Subsidy Budget
INTEREST/PROCEEDS FROM FINANCING			
Proposition A Proceeds from Financing	<ul style="list-style-type: none"> \$136.2 million in carryover and new revenue. \$125.5 million in net proceeds from a \$138 million par value bond (planned issuance 1/99). \$10.7 million carryover. 	<ul style="list-style-type: none"> Based on capital expenditure requirements and MTA Treasury Department debt plan. 	<ul style="list-style-type: none"> Rail capital asset maintenance and rail construction projects.
Proposition C Proceeds from Financing	<ul style="list-style-type: none"> Prop C 25% - \$92.4 million in net proceeds from \$102 million par value bond (planned for 7/98). Prop C 40% - \$184.6 million in net proceeds from a \$203 million par value bond (planned 1/99). 	<ul style="list-style-type: none"> Based on CFP and capital expenditure requirements and MTA Treasury Department debt plan. 	<ul style="list-style-type: none"> Bus and rail capital asset maintenance. Rail construction projects. HOV and major streets improvements construction projects.
General Revenue Bonds	<ul style="list-style-type: none"> \$3.6 million in carryover proceeds. 	<ul style="list-style-type: none"> Based on estimated grant from construction and RTP&D grant staff. 	<ul style="list-style-type: none"> Headquarters capital project

SUMMARY OF UNALLOCATED REVENUES

Of the \$2.7 billion in total available revenues, \$102 million is unallocated. These revenues represent the difference between the total available revenues and the expenditure budget. Of the total \$102 million, \$4 million are grant funds to be allocated and \$98 million are MTA funds. Almost 92%, or \$90 million, of MTA funds are federal funds, which are dedicated for demobilized rail construction activities and bus procurements. Remaining proceeds from FY99 bond issuances will be used to pay FY98 unreimbursed capital expenditures of \$28 million.

Revenue Source	Unallocated Revenues (\$000)	Disposition
Formula/Grant Funds		
Proposition A Incentive	\$2,501	Unallocated balance to be allocated based on pending mid-year funding requirements
Ports Access Highway Interest & PVEA Grant Funds	1,466	Reserved for specific projects - not needed in FY99 based on cashflow requirements
Subtotal Formula/Grant Funds	3,967	
MTA Funds		
Proposition C Commuter Rail	1,150	to fund deferred SCRRRA Row patrol project
Proposition A Administration, Proposition C Highways, Proposition C Discretionary	1,147	Remaining balance to allow for unanticipated changes in FY98 revenue carryforward balance
Lease Revenues	371	Remaining balance (less than 5%) to allow for unplanned fluctuations in lease receipts
General Revenue Bonds	2,705	Reserved for Gateway capital project
SAFE Revenues	2,360	Restricted for Call Box program use
Federal	90,240	Section 3 New Starts/Rail Mod funds - deferred for demobilized projects; Section 9/RSTP reserved for FY00 bus procurement cashflow requirements
Subtotal MTA Funds	97,973	
FY98 Reimbursements		
Proceeds from Financing	28,586	Proceeds from FY98 issuances to be used to pay FY98 unreimbursed capital expenditures

FY99 BUDGETED EXPENDITURES

FY99 Budgeted Expenditures

The following schedules show the FY99 Budget by both program and department views. All Expenditures are budgeted by department and project. Departmental expenditures include both operating, overhead and capital elements. The project view shows the projects that comprise the operating and capital.

Budgeted Expenditures by Program

- The Enterprise Fund, consisting of bus and rail operations and LA Lease bus debt, increased by \$14 million over the FY98 Reforecast Budget. The debt expense increased to reflect the gross expenditures with reimbursements. These reimbursements are also reflected in revenues.
- The General Fund, which consists of Transit and Other Planning, Property Management, and Agency Administration, decreased by \$12 million. The largest reduction was agency administration expenditures, which was reduced by \$9 million.
- The Special Revenue includes Freeway Service Patrol, SAFE, and planning projects. The planning projects include Highway Planning, Commuter Rail, Mobility and Air Quality, and Call-for-Projects (CFP) Management. For FY99, many of the MTA projects that were budgeted in the other planning projects were consolidated into CFP Management. The increase in total planning project expenditures reflects improved cashflow budget. Operating and capital components of the Freeway Service Patrol and SAFE programs are budgeted and are shown in total in the Special Revenue Fund.
- Benefit Assessment expenditures for debt service and staff administration expenditures are budgeted at \$10 million. These expenditures are funded by assessments collected from property owners along the Red Line.
- The Debt Service Fund increased by almost \$77 million, due to the budgeting of the accounting treatment for a planned commercial paper refunding and new issuances.
- The Capital Budget decreased by \$119 million compared to the FY98 Reforecast. Rail Construction projects decreased by \$122 million due to the demobilization of Metro Red Line Segment 3 - Eastside, and Mid-City and Pasadena projects.
- The Regional Programs Budget increased by \$102 million, mainly to reflect the increased cashflow requirements of prior periods Call-for-Projects awards.

Summary of FY99 Budgeted Expenditures by Program (\$000)

	FY97 Actual	FY98 Reforecast	FY99 Budget	FY99		
				Salary & Fringe	Non Payroll	Overhead
Operating Budget						
Enterprise Fund						
Bus	612,678	609,797	609,846	398,944	156,197	54,705
Blue Line	52,806	35,686	37,271	17,405	17,032	2,834
Green Line	18,692	22,313	21,283	10,082	9,505	1,696
Red Line	31,164	29,874	38,164	15,638	19,850	2,676
MTA Lite & Bus Debt	5,159	5,349	10,754	343	10,357	53
Enterprise Fund Total	720,499	703,018	717,318	442,412	212,941	61,965
General Fund						
Transit & Other Planning	19,367	27,216	20,492	7,618	7,763	5,111
Property Management	2,279	2,734	6,050	1,285	4,251	513
Agency Administration	31,349	24,099	15,056	52,548	59,369	(96,862)
General Fund Total	52,995	54,049	41,598	61,452	71,383	(91,238)
Special Revenue Fund						
Freeway Service Patrol	18,640	25,283	23,653	540	22,974	139
SAFE	4,430	13,859	16,234	674	15,233	327
Highway Planning	7,198	13,070	7,307	3,163	1,669	2,474
Commuter Rail & Metrolink Support	3,418	1,085	2,336	240	2,001	96
Mobility & Air Quality Program	2,520	4,609	3,160	950	1,625	585
RTP&D-CFP Management	-	-	22,068	191	21,725	151
Special Revenue Fund Total	36,207	57,906	74,758	5,759	65,228	3,771
Operating Budget Total	809,701	814,974	833,673	509,623	349,552	(25,502)
Benefit Assessment	9,476	10,665	10,651	182	10,320	150
Debt Service Total	609,830	261,906	338,572	-	338,572	-
Operating & Debt Budgets Total	1,429,007	1,087,545	1,182,896	509,805	698,443	(25,352)
Capital Budget						
Bus Capital						
Bus Acquisition	58,635	109,324	67,771	1,164	66,372	235
Bus Maintenance & Equipment	45,153	50,855	50,796	10,417	38,665	1,715
Bus Facilities Maintenance	5,327	20,862	23,126	953	21,913	260
Bus Capital Total	109,115	181,040	141,693	12,534	126,949	2,210
Rail Capital						
Rail Vehicle Maintenance	5,349	9,027	8,245	1,447	6,546	252
Rail Facilities Maintenance	11,680	28,290	31,962	3,067	26,451	2,445
Maintenance-of-Way Facilities	2,863	5,717	6,788	525	5,873	390
LA Rail Car	14,917	30,066	59,609	425	58,801	383
Rail Capital Total	34,809	73,100	106,604	5,464	97,671	3,470
Rail Construction Projects						
Rail Planning	9,761	906	-	-	-	-
Red Line Segment 2	226,790	166,174	87,504	9,684	72,547	5,273
Red Line Segment 3-North Hollywood	211,369	245,914	298,819	9,080	283,791	5,948
Red Line Segment 3-Eastside	63,994	34,846	2,964	860	1,954	149
Red Line Segment 3-Mid City	250	2,049	0	35	(56)	21
Pasadena Blue Line	40,275	44,942	0	743	(964)	221
Other Rail Construction Projects	26,034	42,502	25,849	2,896	21,161	1,792
Rail Construction Projects Total	578,474	537,334	415,136	23,298	378,433	13,405
Other Capital Projects						
Intermodal Transit Center	7,637	4,267	1,672	150	1,476	46
Gateway Headquarters	(1,028)	3,219	4,274	177	3,949	148
Non-Revenue Vehicles & Equipment	3,222	8,486	2,214	56	2,130	28
Information Technology & Systems	8,619	13,305	29,998	4,040	19,910	6,047
Other Capital Projects Total	18,449	29,276	38,157	4,423	27,466	6,268
Capital Budget Total	740,847	820,750	701,590	45,719	630,519	25,352
Regional Programs						
Municipal Operator Programs	150,368	125,864	118,525	-	118,525	-
ADA/Accessibility Funding Programs	3,279	37,620	39,443	-	39,443	-
Local Projects and Programs	248,187	337,244	442,878	-	442,878	-
Other Local Projects	1,048	8,140	8,700	-	8,700	-
Commuter Rail & Intercity Rail	39,614	31,187	32,561	1	32,560	-
Regional Programs Total	442,496	540,055	642,106	1	642,105	-
MTA Total	2,612,350	2,448,351	2,526,592	555,525	1,971,067	0

FY99 Budgeted Expenditures by Department

- Total expenditures for the Board of Directors departments remains flat from FY98 at \$21.4 million. This Department includes the Board Office, Office of the Board Secretary, Ethics Office, County Counsel, and the Inspector General.
- The Chief Executive Office unit increases by \$3 million from FY98 Reforecast, due to increases in the Management Audit Services and the Office of Safety budgets. The Office of Safety increased expenditures for the Blue Line Telephoto Enforcement program to provide emergency preparedness and safety training. Management Audit Services increases staff and expenditures to provide for more internal controls at the agency.
- Transit Operations increases expenditures by \$23 million due to the full-year impact of the pilot program such program's include the bus painting, windows replacements, and other programs.
- RTP&D decreases costs by excluding non-subsidy expenditures and by a \$1 million reorganizing effort. Programmed subsidies increases by \$101 million.
- The Finance unit increases expenditures by \$60 million from FY98 levels. The increase is primarily from two areas: Debt Service increases \$85 million due to debt service expense from two planned bond issuances and a \$65 million commercial paper refunding. The refunding is revenue-neutral and reflects the accounting treatment of the transaction. The premium expense for the OCIP program is reduces by \$15 million due to reduced construction activity. This program is managed by Risk Management.
- The Administration unit reduces expenditures by almost \$8 million. Staff and non-labor expenditures reductions in Human Resources and Real Estate account for over \$12 million. Human Resources centralizes training, eliminates TLAMP, and reduces outsourcing. Part of this reduction is offset by increases to Transit Security to reflect the increase in the LAPD contract. General Services increases staffing to comply with the union agreement for Gateway custodial maintenance services. ITS realigns staff to focus on the Year 2000 capital project.
- The Office of Procurement reduces expenditures by almost \$38 million, primarily due to reduction of the bus acquisition capital expenditures due to manufacturer's delivery schedules.
- The Communications unit is completely reorganized, eliminating the need for an Executive Officer of Communications. The remaining units report directly to the DCEO in the Office of the CEO. This reorganization results in a reduction of \$2.5 million.
- The Construction unit decreases \$63 million in staff and expenditures consistent with the continued demobilization of rail projects. Metro Art and Public Affairs are moved from Communications to Construction.

The major budget considerations are discussed in greater detail in the Executive Office/Department budget section.

Summary of FY99 Expenditures by Department (\$000)

		FY97	FY98	FY99	FY99		
		Actual	Reforecast	Budget	Salary & Fringe	Non Payroll	
Board Of Directors	Board Office	423	255	118	-	118	
	Office Of Board Secretary	615	580	544	511	34	
	Ethics Office	264	560	480	464	17	
	County Counsel	12,950	14,608	12,431	236	12,196	
	Legal Contingency	2	1,521	3,500	-	3,500	
	Inspector General	3,841	3,820	4,343	3,423	921	
	Board Of Directors Total	18,095	21,344	21,418	4,633	16,785	
Chief Executive Office	Chief Executive Office	3,642	3,788	3,011	1,212	1,799	
	Board Research Services	422	407	419	409	10	
	Management Audit Services	3,328	6,669	8,265	5,770	2,494	
	Office Of Safety	3,192	4,438	7,062	2,934	4,129	
	Government Relations	1,252	1,688	1,220	598	622	
	Chief Executive Office Total	11,837	16,989	19,978	10,924	9,055	
Transit Operations	Executive Office, Transit Operations	714	517	346	210	136	
	Transit Operations Support	6,327	2,621	4,901	3,998	903	
	Transit Operations Supp Non Dept	69	35,469	1,721	3,336	(1,615)	
	Service Delivery Support	39,040	57,532	58,469	12,925	45,543	
	Maintenance Support	82,015	92,266	99,753	40,685	59,068	
	Northern Bus Region	177,435	175,381	203,597	154,444	49,153	
	Southern Bus Region	202,119	199,574	204,229	181,866	22,363	
	Transit Rail Operations	37,662	41,157	54,146	32,619	21,527	
	Transit Operations Total	545,382	604,517	627,161	430,083	197,078	
	R T P & D	Executive Office, Reg Transp Plan	863	657	399	339	60
		Operations Planning	8,086	13,597	14,651	6,097	8,554
Countywide Planning		4,459	4,541	4,361	2,112	2,249	
Transp Dev & Implementation		19,436	32,031	30,694	4,616	26,078	
Capital Dev & Prog		2,662	2,238	2,022	1,712	310	
R T P & D Total		35,505	53,064	52,127	14,876	37,251	
Programmed Funds/Subsidies		2,549	539,564	640,940	-	640,940	
R T P & D Total		38,054	592,628	693,067	14,876	678,191	
Finance	Executive Office, Finance	796	815	779	464	315	
	Accounting	5,701	5,806	5,465	4,245	1,220	
	Treasury	155	2,027	1,967	815	1,153	
	Treasury Non Dept/Debt	76	284,697	369,781	-	369,781	
	Risk Management	26,364	83,948	60,326	(19)	60,345	
	Revenue Administration	12,716	18,337	17,658	7,299	10,359	
	Office Of Management & Budget	1,332	1,971	1,716	1,571	145	
	Finance Total	47,141	397,600	457,692	14,376	443,317	
	Administration	Transit Security	39,271	50,305	53,535	3,814	49,721
		Executive Office, Administration	444	217	396	283	113
Employee & Labor Relations		3,139	2,011	1,562	1,296	266	
Human Resources		12,083	14,026	10,141	7,684	2,457	
General Services		13,148	16,186	17,191	6,189	11,002	
Real Estate		23,197	15,680	9,102	1,552	7,550	
Information & Technology Services		43,908	40,010	38,662	9,998	28,663	
Administration Total	135,189	138,435	130,590	30,817	99,774		
Office Of Procurement	Executive Office, Procurement	-	-	582	537	45	
	Material Management	8,331	12,391	17,668	10,790	6,877	
	Proc/Contract Admin	4,023	3,962	3,847	3,136	710	
	Acquisition Warranty	64,577	114,150	70,731	3,462	67,269	
	Construction Procurement	4,602	6,303	6,501	6,360	141	
	Office Of Procurement Total	81,532	136,806	99,328	24,285	75,043	
Communications	Executive Office, Communications	657	438	-	-	-	
	Media Relations	1,102	1,036	590	475	115	
	Marketing	4,778	3,916	2,205	816	1,389	
	Customer Relations	6,584	6,499	6,566	6,442	124	
	Communications Total	13,121	11,889	9,360	7,732	1,628	
Construction	Executive Office, Construction	6,123	2,657	1,401	1,305	96	
	Quality Management	1,799	1,570	1,367	1,311	56	
	Engineering	16,937	31,160	34,736	6,601	28,135	
	Construction	3,051	2,833	2,765	2,595	170	
	Construction Contracts	494,854	479,771	418,445	-	418,445	
	Program Management	4,749	3,917	3,327	3,150	176	
	Metro Art	604	852	607	402	206	
	Public Affairs	8,483	5,169	2,648	536	2,112	
	Construction Total	536,601	527,930	465,296	15,900	449,397	
	Non-Departmental Total	1,185,399	213	2,700	1,900	800	
MTA Total	2,612,351	2,448,351	2,526,592	555,525	1,971,067		

Department Expenditures by Operating/Overhead, Capital, and Grant Funds

The following schedule Budget is divided into major expenditure categories by department. Expenditures are categorized as operating/overhead, capital, or other. Expenditures are budgeted both by department and project and are scrutinized differently depending on the expenditure category.

- The operating/overhead category includes ongoing expenditures, of all the agency. Overhead is allocated from the Internal Service Fund to projects, not between departments. Therefore, the overhead is in the operating expenditures, and the capital expenditures do not include any general overhead. These operating and overhead expenditures must be rejustified every year.
- The grants/other category includes operating costs that are funded by grants, including Call-for-Projects funds; subsidy expenditures; and debt expenses paid from capitalized interest proceeds. In FY98, the "other category" also included SAFE and Freeway Service Patrol capital expenditures which are set up as separate capital projects. For the most part, Subsidy allocations are driven by formula or estimated cashflow requirements from prior year awards. Capitalized interest proceeds are from a prior year debt issuance.
- Capital expenditures are driven by the project multi-year budgets and are constrained by available funding on an annual basis. These expenditures represent the direct capital charges to the projects before overhead is allocated.

Department Expenditures by Operating/Overhead, Capital and Grant Funds (\$000)

		FY98 Reforecast			FY99 Budget			
		Operating / Overhead	Grants / Others	Capital	Operating / Overhead	Grants / Others	Capital	
Board Of Directors	Board Office	255	-	-	118	-	-	
	Office Of Board Secretary	580	-	-	544	-	-	
	Ethics Office	560	-	-	480	-	-	
	County Counsel	10,265	-	4,343	6,846	-	5,585	
	Legal Contingency	1,521	-	-	2,850	-	650	
	Inspector General	3,820	-	-	4,343	-	-	
	Board Of Directors Total	17,000	-	4,343	15,183	-	6,235	
Chief Executive Office	Chief Executive Office	2,308	50	1,430	2,737	-	274	
	Board Research Services	407	-	-	419	-	-	
	Management Audit Services	2,961	-	3,708	5,383	-	2,882	
	Office Of Safety	1,250	-	3,189	2,973	-	4,089	
	Government Relations	1,647	-	41	1,220	-	-	
	Chief Executive Office Total	8,572	50	8,367	12,733	-	7,245	
	Transit Operations	Executive Office, Transit Operations	517	-	-	346	-	-
Transit Operations Support		4,818	-	-	7,151	-	-	
Transit Operations Support Non Dept		35,469	-	-	1,721	-	-	
Service Delivery Support		53,532	-	4,000	42,170	-	16,299	
Maintenance Support		33,974	13,035	45,257	48,612	-	51,141	
Northern Bus Region		175,381	-	-	202,597	1,000	-	
Southern Bus Region		199,574	-	-	204,195	-	35	
Transit Rail Operations		29,348	-	11,810	42,553	-	11,593	
Transit Operations Total		532,613	13,035	61,066	549,345	1,000	79,067	
R T P & D		Executive Office, R T P & D	657	-	-	399	-	-
		Operations Planning	11,400	-	-	8,495	3,906	-
		Countywide Planning	2,792	1,749	-	2,259	2,093	-
		Transp Dev & Implementation	9,358	21,231	1,442	7,764	21,351	1,579
	Capital Dev & Prog	2,238	-	-	1,932	-	91	
	R T P & D Total	26,445	22,980	1,442	20,848	27,350	1,669	
	Programmed Funds/Subsidies	0	536,564	3,000	-	638,525	-	
	R T P & D & Subsidies Total	26,445	559,544	4,442	20,848	665,875	1,669	
Finance	Executive Office, Finance	815	-	-	779	-	-	
	Accounting	5,133	-	673	4,892	-	574	
	Treasury	2,027	-	-	1,967	-	-	
	Treasury Non Dept/Debt	261,796	22,901	-	359,090	10,691	-	
	Risk Management	42,302	-	41,646	36,794	-	23,533	
	Revenue Administration	16,849	-	1,488	16,026	-	1,632	
	Office Of Management & Budget	1,821	-	150	1,716	-	-	
	Finance Total	330,742	22,901	43,957	421,263	10,691	25,738	
	Administration	Transit Security	50,305	-	-	49,965	3,458	113
Executive Office, Administration		217	-	-	396	-	-	
Employee & Labor Relations		2,011	-	-	1,562	-	-	
Human Resources		13,039	496	491	7,390	193	-	
General Services		14,476	-	1,710	14,916	-	2,275	
Real Estate		4,907	-	10,773	4,775	-	4,328	
Information & Technology Services		23,438	-	16,572	15,011	-	23,651	
Administration Total		108,394	496	29,545	94,017	3,651	30,367	
Office Of Procurement	Executive Office, Procurement	-	-	-	559	-	23	
	Material Management	10,408	-	1,983	15,084	-	2,584	
	Proc/Contract Admin	3,962	-	-	2,550	-	1,296	
	Acquisition Warranty	4,837	-	109,313	3,183	-	67,549	
	Construction Procurement	5	-	6,298	636	-	5,864	
	Office Of Procurement Total	19,212	-	117,594	22,012	-	77,316	
Communications	Executive Office, Communications	438	-	-	-	-	-	
	Media Relations	1,036	-	-	590	-	-	
	Marketing	3,572	-	344	1,707	-	497	
	Customer Relations	6,499	-	-	6,566	-	-	
	Communications Total	11,546	-	344	8,863	-	497	
	Construction	Executive Office, Construction	-	-	2,657	-	-	1,401
Quality Management		-	-	1,570	-	-	1,367	
Engineering		2,231	-	28,928	1,292	-	33,444	
Construction		-	-	2,833	0	-	2,765	
Construction Contracts		-	-	479,771	-	-	418,439	
Program Management		8	-	3,909	12	-	3,315	
Metro Art		400	-	452	46	83	478	
Public Affairs		710	-	4,459	-	-	2,648	
Construction Total		3,350	-	524,580	1,350	83	463,858	

OVERHEAD RATES

The below schedule compares the overhead rates used in the FY99 Budget with the rates used for FY98 Reforecast and the FY97. The rates declined each year, and for all three major executive units. Overhead declined \$34.7 million from \$130.5 million in FY97 to \$95.8 million in FY98, and will decline another \$21.7 million in FY99 to \$74.1 million. Of the \$21.7 million reduction in FY99, 67% is due to the agency's ongoing effort to minimize overhead by eliminating positions and reducing contract services in nearly all overhead cost centers. Directly charging expenses to the appropriate project in such cost centers as Management Audit Services, Procurement and Revenue represents 32% of the FY99 reduction.

The schedule shows general and unit specific overhead rates for the three major executive units (Operations, Regional Transportation Planning and Development, and Construction). The rates reflect the overhead charged to each unit divided by the salary and fringe benefits not charged to an overhead project.

	FY97	FY98	FY99
General Overhead			
Operations	18.4%	11.9%	9.8%
RTP&D	114.1%	60.2%	55.0%
Construction	186.6%	74.6%	55.4%
Total	29.8%	15.9%	12.6%
Unit Overhead			
Operations		4.7%	2.9%
RTP&D		16.8%	10.9%
Construction		23.7%	23.3%
Total		5.9%	3.8%
Combined Overhead			
Operations	18.4%	16.6%	12.6%
RTP&D	114.1%	77.0%	65.9%
Construction	186.6%	98.3%	78.7%
Total	29.8%	21.8%	16.3%

Rates are calculated on salary and fringe benefits

OPERATING, DEBT, CAPITAL, AND REGIONAL PROGRAMS BUDGETS

OPERATING BUDGET

BUDGET PROCESS AND ASSUMPTIONS

The following revenue and expenses were used to develop the FY99 operating budget.

- Bus and rail farebox revenue is estimated at \$224 million. The fare increase assumed in the proposed budget is deferred at least six months, resulting in a projected loss of \$3.8 million. This is slightly offset by increased boardings, which should yield \$1.1 million.
- The adopted budget assumes the bus base cash fare increase will be increased consistent with CPI adjustments allowed in the Consent Decree, beginning in May 1998. The CPI change equates to a planned 10-cent increase to the base fare. The monthly pass will remain at \$42, causing patrons to switch more from a cash fare to the discounted pass fare media.
- MTA will directly operate 6.1 million revenue service hours and contract for 579,000 additional hours, for a total of 6.7 million revenue service hours. This is a 1% increase over FY98 levels.
- 150,000 rail revenue service hours are planned for FY99, a 2% decrease from FY98 service levels. This decrease is due to planned minor reductions in Green Line service, offset by the opening of the Red Line Segment 2 to Hollywood and Vine on May 29, 1999. Headways will be increased on Green Line service from 12 to 15 minutes, resulting in increased cost efficiency.
- Service levels are consistent with the Consent Decree. These amounts include the continuation of the 119 total additional buses implemented in December 1996 and December 1997 and 55 additional buses added in June 1997 and February 1998. More information can be found in the Consent Decree section.

Bus And Rail Service Levels

(\$000)	Revenue Service Hours	Revenue Miles	Boardings
BUS			
Directly Operated	6,099	73,120	327,540
Purchased	579	8,260	15,350
Sub-Total	6,678	81,380	342,890
RAIL			
Blue Line	75	1,605	16,120
Red Line	27	541	11,450
Green Line	48	1,443	6,560
Sub-Total	150	3,589	34,130
Total	6,828	84,969	377,020

FY99 Revenue/Expenditure Summary

The following schedule shows the total revenue and expenses associated with MTA's Operating and Debt Budgets by major project, which totals \$1.18 billion.

Enterprise Fund projects, which include bus and rail operations, MTA Lite and LA Bus Lease debt expenditures total \$717 million. Primary revenue sources for the Enterprise Fund include farebox revenues, formula-allocated Proposition A 40% and TDA revenues, Proposition C 40% funds for the Consent Decree and security expenses and federal section 9 capital funds. MTA will fund preventative maintenance expenses with capital funds, per revised FTA guidelines.

The General Fund projects, including planning projects, property management and administration total \$41 million.

Special revenue projects include planning projects, Freeway Service Patrol and SAFE primarily funded by dedicated revenue sources or grant funds. These projects are budgeted at \$75 million.

Benefit Assessment project expenses are budgeted at \$11 million, which includes debt service and staff administration expenditures. These expenditures are paid from assessments collected from property owners along operating Metro Red Line segments.

The Debt Service Fund totals almost \$339 million, for principal and interest expenditures and one commercial paper transaction. This figure reflects only the debt expenditures in the Debt Service Fund, and does not include Enterprise Fund debt of \$10 million or Gateway debt expense of \$11 million, which is allocated through general overhead to all projects. A \$65 million commercial paper refunding transaction, is included in both revenues and expenditures, per the accounting treatment and is reflected under proceeds from financing revenues.

In addition, the FY99 revenue and expenditure summaries for bus and rail operations are compared against the FY98 Reforecast on the following page.

FY99 Revenues / Expenditures Summary (\$000)
Operating & Debt Budgets

	Enterprise Fund			General Fund				Special Revenue Fund					Debt		Total Operating & Debt Budgets		
	Bus Operations	Rail Operations	Other Enterprise	Enterprise Fund Total	Transit & Other Planning	Property Mgmt	Agency Admin.	FSP & MIR	SAFE	Highway Planning	Comm. Rail & Metrolink Support	Mobility & Air Quality Program	CFP Mgmt	RTP&D		Benefit Assessment	Debt Fund
Revenue																	
Farebox Revenue	206,217	18,214	-	224,431	-	-	-	-	-	-	-	-	-	-	-	-	224,431
Prop A - Admin 5%	-	-	12	12	2,568	-	14,380	-	-	-	-	-	-	-	-	-	16,969
Prop A - Local Return 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Rail 35%	-	21,168	-	21,168	-	-	-	-	-	-	-	-	-	-	-	128,355	149,524
Prop A - Discretionary 95% of 40%	116,977	-	-	116,977	-	-	-	-	-	-	-	-	-	-	-	-	116,977
Prop A - Incentive 5% of 40%	-	-	-	-	6,781	-	-	-	-	-	-	-	-	-	-	-	6,781
Prop C - Admin 1.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Local Return 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Security 5%	16,317	1,631	-	17,948	-	-	-	-	-	-	-	-	-	-	-	-	17,948
Prop C - Commuter Rail 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Streets & Hwys 25%	-	-	-	-	1,093	-	-	-	-	-	-	-	-	-	-	-	1,093
Prop C - Discretionary 40%	53,279	29,659	4,653	87,592	-	6,050	676	-	-	-	-	-	-	-	-	-	94,268
Other Local Revenues	23,947	1,090	6,088	31,126	690	-	-	-	-	-	-	-	-	-	-	-	32,816
TDA	137,488	12,230	-	149,718	6,000	-	-	-	-	-	-	-	-	-	-	-	155,718
Other State	10,170	12,326	-	22,496	3,310	-	-	-	-	-	-	-	-	-	-	-	35,806
Federal	28,726	400	-	29,126	50	-	-	-	-	-	-	-	-	-	-	-	30,176
Proceeds from Financing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	16,724	-	-	16,724	-	-	-	-	-	-	-	-	-	-	-	-	16,724
Total	609,846	96,719	10,754	717,318	20,492	6,050	15,056	23,653	16,234	7,307	2,336	3,160	22,068	10,651	338,572	1,182,896	
Expenditures by Category																	
Contract Wages	216,097	18,930	222	235,249	740	-	7,147	-	-	549	-	-	35	-	-	-	243,721
Non-Contract Wages	28,517	9,097	-	37,614	4,394	873	28,992	367	451	1,599	163	638	95	124	-	-	74,709
Fringe Benefits	154,330	15,098	121	169,549	2,485	412	17,009	173	224	1,015	77	312	61	58	-	-	191,375
Professional & Tech Services	9,188	1,626	2	10,815	6,099	175	19,706	2,319	862	1,657	-	1,576	19,273	86	617	-	63,185
Contract Services	30,606	27,091	60	57,757	430	4,037	13,808	20,258	13,677	1,405	-	14	-	0	3,532	-	114,919
Purchased Transportation	29,831	-	-	29,831	-	-	-	-	-	-	-	-	2,436	-	-	-	32,267
Fuels & Lubricants/Utilities	23,092	9,244	4	32,341	-	12	8,477	194	50	-	-	-	0	-	-	-	41,073
Material & Supplies	35,001	4,635	120	39,756	1,081	6	4,638	112	273	3	-	18	1	11	-	-	46,899
Casualty & Liability	25,609	2,795	-	28,405	-	-	290	-	50	-	441	-	-	-	-	-	29,185
Debt/Interest	-	-	10,168	10,168	-	-	10,740	-	-	-	-	-	-	-	-	-	365,522
Acquisitions	28	-	-	28	-	-	598	-	30	-	-	-	-	-	-	-	655
Overhead	54,705	7,207	53	61,965	5,111	513	(96,862)	139	327	2,474	96	585	151	150	-	-	(25,352)
Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	2,843	995	3	3,841	153	21	1,112	91	291	9	155	17	16	2	30	-	5,739
Total	609,846	96,719	10,754	717,318	20,492	6,050	15,056	23,653	16,234	7,307	2,336	3,160	22,068	10,651	338,572	1,182,896	
Surplus/(Deficit)																	

FY99 Revenues / Expenditures Summary (\$000)

Bus and Rail Operations

(excludes Enterprise Fund debt and MTA LiTE)

	Bus			Rail		
	FY98	FY99	Inc / (Dec)	FY98	FY99	Inc / (Dec)
Revenue						
Farebox Revenue	204,772	206,217	1,445	15,816	18,214	2,398
Prop A - Admin 5%	-	-	-	-	-	-
Prop A - Local Return 25%	-	-	-	-	-	-
Prop A - Rail 35%	-	-	-	18,521	21,168	2,648
Prop A - Discretionary 95% of 40%	114,250	116,977	2,727	-	-	-
Prop A - Incentive 5% of 40%	-	-	-	-	-	-
Prop C - Admin 1.5%	-	-	-	-	-	-
Prop C - Local Return 20%	-	-	-	-	-	-
Prop C - Security 5%	11,322	16,317	4,995	7,387	1,631	(5,756)
Prop C - Commuter Rail 10%	-	-	-	-	-	-
Prop C - Streets & Hwys 25%	-	-	-	-	-	-
Prop C - Discretionary 40%	58,707	53,279	(5,428)	7,856	29,659	21,804
Other Local Revenues	9,542	23,947	14,406	160	1,090	930
TDA	133,070	137,488	4,418	8,782	12,230	3,448
Other State	9,449	10,170	722	11,200	12,326	1,126
Federal	22,009	28,726	6,717	16,851	400	(16,451)
Proceeds from Financing	-	-	-	-	-	-
Interest	31,547	16,724	(14,823)	-	-	-
Total	608,141	609,846	1,704	86,573	96,719	10,146
Expenditures by Category						
Contract Wages	220,527	216,097	(4,430)	20,089	18,930	(1,159)
Non-Contract Wages	25,337	28,517	3,180	7,766	9,097	1,331
Fringe Benefits	141,543	154,330	12,787	14,480	15,098	618
Professional & Tech Services	33,537	9,188	(24,349)	16,356	1,626	(14,730)
Contract Services	8,375	30,606	22,230	3,380	27,091	23,712
Purchased Transportation	23,271	29,831	6,560	-	-	-
Fuels & Lubricants/Utilities	27,672	23,092	(4,580)	8,921	9,244	324
Material & Supplies	30,833	35,001	4,169	3,764	4,635	871
Casualty & Liability	25,058	25,609	551	5,143	2,795	(2,347)
Debt/Interest	-	-	-	-	-	-
Acquisitions	17	28	10	-	-	-
Overhead	68,644	54,705	(13,939)	7,848	7,207	(641)
Subsidies	-	-	-	-	-	-
Other	4,983	2,843	(2,140)	127	995	868
Total	609,797	609,846	48	87,873	96,719	8,846
Surplus/(Deficit)	(1,656)	-	1,656	(1,300)	-	1,300

DIVISION SCHEDULE

The following table details the budget by division in Bus Operations. The FY99 Budget for Bus Operations, as compared to the FY98 Reforecast, shows an increase in expenditures of \$2.4 million, or 0.6%.

There is an increase in labor expenses which results from a combination of an increase in division manpower combined with wage and COLA increases in all three major union groups. In maintenance operations, the manpower increase is primarily for an additional 22 Mechanics to eliminate deferred maintenance and 20 Service Attendants to improve fleet cleanliness. The increase in tools, parts, and supplies is associated with the deferred maintenance program. The implementation of BDOF, for 278,400 revenue service hours, had a positive impact of \$5.8 million positive impact upon Bus Operations costs. Non-contract labor expenses decreased slightly over prior year as a result of reducing the management span of control. There is now only one Senior TOS position budgeted for each division.

Another significant cost factor in Bus Operations is purchase transportation expenses. In FY98 reforecast, non-departmental budget includes \$16.8 million for purchase transportation services for contracted lines. In FY99, those expenses have been realigned to a departmental cost center to reflect the reporting relationship. Expenses are now budgeted in Northern Region Bus Operations. As compared to FY98, Purchase Transportation increased by \$8.4 million. Northern Regions has project management of the Bike Rack project which shows as \$1.0 million in tools, parts and supplies. This program is funded through the MTA Call for Projects. The Operations reorganization added \$1.6 million to management and administrative wages, but was offset by a \$1.6 million reduction to operator overtime.

Reductions included in the budget are savings for elimination of duplicative bus service and reduction of deadhead hours (\$1.6 million), reduction in preventative maintenance ATU overtime and parts costs (\$1.1 million), reduced training expenses for Bus Operators (\$677,000), reduction in utility expenses (\$150,000) and operating expense reductions to reductions to be identified (\$3.1 million).

**FY99 Budget
Bus Division Expenses**

(\$000)	FY97 Actual	FY98 Refcst	UTU		ATU		NC & TCU		Services, Other & Purchased		Tools, Parts, Supplies		FY99 Budget
			Wages	Wages	Wages	Wages	Transport	Fuel & Utilities	Supplies	Budget			
Northern Region													
Division 1	34,789	34,365	13,328	3,541	1,552	11,397	19	2,461	2,193	34,491			
Division 3	34,846	35,232	12,870	3,720	1,685	11,471	9	1,625	1,956	33,336			
Division 8	26,867	26,600	9,578	3,037	1,512	9,137	11	1,523	1,707	26,505			
Division 9	37,876	38,499	14,118	4,245	1,719	14,112	11	3,840	2,625	40,670			
Division 15	41,162	39,475	16,164	4,181	1,726	12,884	13	2,425	2,569	39,962			
Regional Office	395	979			1,680	788	25,159	1	1,006	28,634			
Regional Total	175,935	175,150	66,058	18,724	9,874	59,789	25,222	11,875	12,056	203,598			
Southern Region													
Division 2	30,286	29,487	10,475	3,174	1,583	9,697	7	1,750	2,014	28,700			
Division 5	34,116	36,181	14,754	4,257	1,619	14,562	8	2,219	2,140	39,559			
Division 6	6,893	7,148	2,542	749	344	2,522	3	372	304	6,836			
Division 7	41,188	41,742	17,637	4,515	1,534	13,167	5	2,553	2,097	41,508			
Division 10	36,715	37,437	15,530	3,917	1,610	13,585	5	1,859	2,183	38,689			
Division 12	17,245	30	19,812	5,356	1,723	16,430	7	2,544	2,250	48,122			
Division 18	35,988	47,030			523	248	35	1	6	813			
Regional Office	520	696					70	11,298	10,994	204,227			
Regional Total	202,951	199,751	80,750	21,968	8,936	70,211	(3,100)	(150)	(1,000)	(9,174)			
Non-Departmental	36	21,391	(3,202)	(145)	0	(1,577)	22,192	23,023	22,050	398,651			
Total Bus	378,922	396,292	143,606	40,547	18,810	128,423	22,192	23,023	22,050	398,651			

Notes: The table excludes allocated overhead. Non-Departmental includes funding for Operations reorganization, Work Out Team and to be identified operating expense reductions not allocated to cost centers & FY98 Purchased Transportation. Tools include acquisitions.

OPERATING BUDGET GRANTS

MTA's Operating Budget includes a total of \$28.5 million in operating grant funds, primarily from Call for Projects awards and other state and federal grants. Highlights of these FY99 grant funds include:

- The Northern Bus Region in Operations includes \$1 million for completion of the bike racks on buses project.
- The Regional Transportation Planning and Development (RTP&D) budget includes \$27.4 million for projects for which the MTA was awarded Call funds or other grant funds. Highlights of the RTP&D projects include \$3.9 million for the automated passenger counting system, \$1.6 million for SB836 Rideshare Implementation, \$3.5 million for South Bay signal synchronization, and \$2.9 million for the Route 10 HOV project.
- Human Resources' Career Development staff will be completing grant-funded work developing a signal control systems training program and collaborating with Long Beach Transit to develop training programs, for a total of \$193,000.

These operating grants are considered one-time revenues. Total funding by project is included on the following page.

FY99 Operating Grant Projects

Department	Project Description	Sources of Funds								
		Total Funding	TSM	TEA	PC25%	PVEA	FHWA	Other State Grants	Other Fed Grants	
Operations	Bike Racks on Buses	1,000,000			1,000,000					
Operations	Auto Passenger Counting System	3,906,208			3,906,208					
Countywide Planning	SB 836 Rideshare Program	1,640,000	100,000					1,540,000		
	Bicycle Lockers at Transit Stations	99,000			99,000					
	Service Planning Market Research Study	255,000			255,000					
	MetroCard Continuation Project	99,000			99,000					
	Subtotal	2,093,000	100,000	0	453,000	0	0	1,540,000	0	0
Transportation Development & Implementation (TDI)	Blue Line Pico/Slauson Ped. Improvements	25,000		25,000						
	Transportation Community Needs Assessment	50,000								50,000
	Westlake/Macarthur Park Station Area Dev.	350,000						350,000		
	Harbor Fwy. Transitway Extension Study	845,000		676,000	169,000					
	Pershing Square Pedestrian Improvements	1,000,000			1,000,000					
	Union Station Bicycle Station	60,000			60,000					
	El Pueblo/Angels Walk	135,000			135,000					
	LA River Bicycle Bridge	250,000			250,000					
	Route 10 HOV Design	2,912,000			2,912,000					
	Route 30 Freeway Structures	100,000			100,000					
	MetroCard Contract Close out	230,000			230,000					
	Route 60 HOV Design	800,000			800,000					
	Project IMAJINE	1,935,000						1,720,000		215,000
	I-5 Corridor Major Investment Study	100,000			10,000			80,000		10,000
	I-5 Interim HOV Environmental Assessment	300,000			60,000			240,000		
	MGL Lakewood Blvd. Station Shuttle #631	330,000			330,000					
	Fuel Cell Buyers Consortium	395,000			395,000					
	LA/Ventura ATIS Information System	1,626,000			162,600			1,300,800		
	LA County Urban Tree Planting	100,000			100,000					
	I-405 HOV Lane Design (Century to Rte 90)	50,000			50,000					
	MGL El Segundo Shuttle	1,332,000			1,332,000					
	Countywide Bus Shelter Program	200,000			200,000					
	I-405 HOV Lane Design (Rte 710 to Rte 110)	110,000			110,000					
	South Bay Signal Synchronization	850,000			850,000					
	Trans. Foundation LA Trans Technology Institute	602,000			602,000					
	TFLA Move & Improve Promotional Marketing Video	35,000			35,000					
	TFLA Post Graduate Internships	150,000			150,000					
	MGL Line #625 Aviation Shuttle	774,000			774,000					
	South Bay Signal Coordination	3,500,000			3,500,000					
	Smart Corridor Before & After Study	605,500				605,500				
	Smart Corridor Lessons Learned Assessment	95,000			300,000			95,000		
	Santa Monica Transit Pkwy. EIS/EIR	300,000			80,000					
	Pedestrian Shelter @ Wilshire/Western	302,000			302,000					
	Smart Corridor FIRST Software Development	800,000			800,000					
	Transportation Signal Priority Pilot Project	23,067			23,067					
	Chatsworth Childcare Center Signage	23,067			23,067					
	Subtotal	21,351,567	-	701,000	15,821,667	605,500	3,435,800	737,600	50,000	50,000
	Total RTP&D	27,350,775	100,000	701,000	20,180,875	605,500	3,435,800	2,277,600	50,000	50,000
Human Resources	Career Development projects	193,000			193,000					
	Total CFP and Grant Funds	28,543,775	100,000	701,000	21,373,875	605,500	3,435,800	2,277,600	50,000	50,000

DEBT

The objectives of the Treasury department are to issue debt at the lowest cost while minimizing risk and maintaining future flexibility for its capital program and other business matters.

In order to finance capital acquisitions to support its construction and operations, the MTA and its predecessor agencies, since 1986, issued over \$6.2 billion in debt and lease financings, including refundings, of which \$3.4 billion remains outstanding as of June 30, 1998. Annual revenues to fund debt service come from local sales tax revenues, federal/state/local grants, fare collections and other operating revenues. The primary sources of revenue pledged for repayment of MTA's debt are portions of the Proposition A and Proposition C sales tax revenues. Total sales tax revenues for FY99 are projected to be in excess of \$900 million with \$660 million of that amount available to bondholders. Since actual debt service from these sources is approximately \$230 million, MTA bonds provide a high coverage ratio that is attractive to investors.

Although MTA's revenue bonds are not subject to California debt limitations, MTA is subject to covenants with its bond indentures and related documents. In addition, the MTA has established internal planning and budgetary limitations on the percentage amount of Proposition A and C revenue which can be budgeted to repayment of debt. MTA carefully manages the amount and cost of its debt service, as well as how those costs are allocated. The original sales tax ordinances, as well as subsequent MTA Board policy decisions, allocate portions of the sales tax revenue to specific categories of use. Certain external factors, such as legislation, have limited the allowed use of certain revenues to specific uses. The MTA's debt issuance program addresses these limitations.

In order to achieve the lowest cost (considering risk and future flexibility) and preserve specific revenues sources for their most appropriate uses, the MTA has selectively used various and innovative financing methods to lower its costs, preserve bonding capacity or achieve benefits through the use of certain tax advantaged leasing transactions. These efforts included the use of techniques such as the tax-exempt commercial paper program, domestic and cross border leasing transactions, and pooled equipment purchases.

Long-term obligations of the MTA consist of sales tax revenue bonds, refunding bonds, certificates of participation, and other liabilities payable from governmental and proprietary activities. Short-term obligations include the commercial paper program and revenue anticipation notes. A summary of MTA's bonds, notes, liabilities and estimated additions for FY99 follows:

MTA Estimated Total Debt (\$000)

	Balance June 30, 1998	Additions@ Par Value*	Estimated Balance June 30,1999
Sales Tax Revenue Bonds	\$2,730,610	\$442,670	\$3,133,037
Redevelopment and Housing Bonds	21,655		21,655
General Revenue Bonds	185,735		185,735
Lease Revenue Bonds	9,455		9,455
Total Bonded Debt	\$2,947,455	\$442,670	\$3,390,125
Commercial Paper Notes	224,210	(64,490)	159,720
Certificates of Participation	204,100		204,100
Total	\$3,375,765	\$378,180	\$3,753,945

*NOTE: As of April, 30, 1998, budget estimates only, final values will be dependent upon final capital expenditure requirements. Capital requirements are budgeted on a "best schedule" basis.

FY99 Debt Fund Summary

MTA is managing its debt program to keep debt expense from significantly increasing. The budget assumes almost \$443 million in FY99 long-term bond issuances to provide for capital requirements and to refund almost \$65 million in commercial paper. The budget assumes a favorable long-bond interest rate of 6% and debt service payments on these new issuances which are estimated at almost \$28 million in FY99. MTA is also taking advantage of lower interest rates to refund prior year issuances. Savings from two FY98 refundings reduced FY99 debt service by \$3 million in FY99, and are estimated to save \$42 million in total debt service expense over the life of the bonds.

Debt service expenditures are reflected in the adopted budget both as a project expenditure and an expenditure category. This schedule reflects the type of expense budgeted, i.e. principal payment or interest, and services. Although the FY99 budget increases by \$86 million from the FY98 Reforecast, \$65 million in expenditures is budgeted to account for the commercial paper principal repayment, which is revenue-neutral. The adopted budget also reflects \$65 million in the revenue budget, per the accounting treatment of the transaction. The remaining increase is the debt expense from planned FY99 bond issuances.

Project debt service expenditures are consolidated into the debt service fund. The debt service fund does not include \$10.2 million for the LA Bus Lease included in the Enterprise Fund, \$10.7 million for Gateway headquarters building debt expense which is allocated through general overhead, and \$10.2 million in Benefit Assessment District (BAD) debt service. Benefit Assessment District debt service payments are paid directly from assessments received from property owners.

Debt fund comparisons with prior years are difficult because assumptions change from year to year. The FY99 Budget includes a bond issuance that was deferred from FY98, in addition to the commercial paper refunding transaction discussed above.

FY99 Debt Program and Expenditure Categories

Program Expenditure	Prop A	Prop C	Other	Enterprise Fund Debt	BAD	TOTAL
Principal Payment	\$ 24,591	\$ 79,200	\$ 19,575	\$ 9,630	\$ 1,310	\$ 134,306
Interest	112,794	85,225	13,008	538	8,890	220,455
Services	1,662	1,133	1,384	60	21	4,260
Subtotal	139,047	165,558	33,967	10,228	10,221	
Total						\$ 359,021

Gateway Debt allocated through General Overhead 10,759

Grand Total **\$ 369,780**

Debt - Uses of Proceeds

The following schedule shows the uses of the proceeds by the revenue source pledged for the bonds.

Sales Tax Revenue Bonds	Net Proceeds (after issuance fees/reserves)	Uses of Net Proceeds
Proposition A 35% Rail	\$125.5 million	\$29 million - Rail operations capital \$84 million - Segment 2 \$6 million - Other
Proposition C 25% Highways	\$92.4 million	\$2 million-Transit Plaza \$81 million -HOV & CFP
Proposition C 40% Disc.	\$184.6 million	\$64 million - Commercial Paper refunding \$26 million - Segment 3 NH \$60 million - LA Rail Car \$14 million - MGL \$4 million - RRC \$4 million - Other
Total Net Proceeds	\$402.3 million	Total FY99 Uses: \$374 million
		Total FY98 Expenditure reimbursements: \$28.5 million

The schedule on the following page shows the MTA FY99 total debt service expenditures by category. Debt expense is categorized by Proposition A, Proposition C, Other, Enterprise Fund and Benefit Assessment. This schedule includes all debt expenditures. A description of all debt instruments used by the MTA can be found in the appendix.

MTA Debt Service Schedule - Includes Proposed FY99 Debt Issuances

Fiscal Year 1999

Debt Service Expense

Transaction Name	Initial PAR Value	Principal as of 7/1/98	Pledged Revenues	Foot Notes	Debt Service Expense				
					Principal	Interest	Total D/S P&I	Fees	Total D/S Expense
1986-A New Money	707,615,000	-	Prop. A 1st	-	-	-	-	-	-
1987-A Refunding	271,550,000	-	Prop. A 1st	-	-	-	-	-	-
1988-A Refunding	112,274,129	-	Prop. A 1st	-	-	-	-	-	-
1989-A Refunding	174,303,858	-	Prop. A 1st	-	-	10,059,900	10,059,900	12,000	10,071,900
1991-A New Money	500,000,000	15,575,000	Prop. A 1st	-	4,780,000	618,768	5,398,768	40,000	5,438,768
1991-B Refunding	281,425,000	269,085,000	Prop. A 1st	-	745,000	16,928,178	17,673,178	30,000	17,703,178
1992-A Refunding	98,700,000	98,700,000	Prop. A 1st	-	-	5,783,820	5,783,820	379,250	6,163,070
1992-B Refunding	107,665,000	93,785,000	Prop. A 1st	-	11,055,000	5,436,369	16,491,369	10,000	16,501,369
1993-A Refunding	560,570,000	551,465,000	Prop. A 1st	-	2,640,000	29,086,831	31,726,831	20,000	31,746,831
1996-A New Money	110,580,000	110,580,000	Prop. A 1st	-	1,775,000	6,382,766	8,157,766	20,000	8,177,766
1997-A Refunding	258,870,000	258,870,000	Prop. A 1st	-	180,000	14,278,200	14,458,200	20,000	14,478,200
1999-A Refunding	180,205,000	180,205,000	Prop. A 1st	-	-	2,034,107	2,034,107	20,000	2,054,107
1999-B New Money	137,988,000	137,988,000	Prop. A 1st	-	-	5,146,415	5,146,415	20,000	5,166,415
1990-A Lease Rev. Bnd (CBL)	26,400,000	20,636,000	Prop. A 2nd	-	1,826,000	1,272,851	3,098,851	5,000	3,103,851
1990-A Yen Obligation (CBL)	6,800,000	5,638,354	Prop. A 2nd	-	-	29,305	29,305	5,000	34,305
1993-A CRA Housing	9,454,406	9,454,406	Prop. A 2nd	1	-	550,130	550,130	1,500	551,630
1993-A CRA Redevelopment	21,665,000	21,665,000	Prop. A 2nd	1	-	1,278,235	1,278,235	1,500	1,279,735
1996 Refunding	104,715,000	102,250,000	Prop. A 2nd	-	1,590,000	5,908,013	7,498,013	20,000	7,518,013
Tax-Exempt Commercial Paper	350,000,000	163,490,000	Prop. A 3rd	2	64,490,000	8,000,000	72,490,000	1,057,500	73,547,500
Prop A Debt Sub-Total	3,998,580,382	2,017,386,760			89,081,000	112,793,888	201,874,888	1,861,750	203,536,638
1992-A New Money	516,855,000	98,550,000	Prop C 2nd Sr	-	8,490,000	7,275,031	15,765,031	25,000	15,790,031
1993-A Refunding	204,095,000	203,165,000	Prop C 2nd Sr	-	775,000	10,473,156	11,248,156	777,738	12,025,894
1993-B New Money	312,350,000	302,670,000	Prop C 2nd Sr	-	5,445,000	16,293,803	21,738,803	10,000	21,748,803
1995-A New Money	250,000,000	250,000,000	Prop C 2nd Sr	-	-	13,256,250	13,256,250	15,000	13,271,250
1998-A Refunding	219,710,000	219,710,000	Prop C 2nd Sr	-	-	11,234,875	11,234,875	20,000	11,254,875
1998-B New Money	203,055,000	203,055,000	Prop C 2nd Sr	-	-	15,146,405	15,146,405	20,000	15,166,405
1999-A New Money	101,628,000	101,628,000	Prop C 2nd Sr	-	-	7,580,671	7,580,671	20,000	7,600,671
Taxable Commercial Paper	150,000,000	60,720,000	Prop. C Sub.	3	-	3,965,000	3,965,000	245,400	4,210,400
Prop C Debt Sub-Total	1,957,693,000	1,437,498,000			14,710,000	85,225,190	99,935,190	1,133,138	101,068,328
1995-A New Money (USG)	169,500,000	-	General	-	-	-	-	-	-
1996-A Refunding (USG)	185,735,000	185,735,000	General	-	-	10,739,734	10,739,734	20,000	10,759,734
1992-A Worker Comp COP	160,000,000	133,100,000	General	-	7,800,000	8,760,675	16,560,675	7,500	16,568,175
Debt Overhead Costs	-	-	General	-	-	-	-	1,341,500	1,341,500
1991-G CSDA COP	19,340,000	10,065,000	Special	4	1,615,000	581,090	2,196,090	10,000	2,206,090
1992-B CTFC COP - RTD	118,375,000	59,185,000	Special	-	9,865,000	3,565,885	13,430,885	15,000	13,445,885
1992-C CTFC COP - Torrance	3,390,000	1,750,000	Special	4	295,000	100,015	395,015	10,000	405,015
Other Debt Sub-Total	656,340,000	389,835,000			19,575,000	23,747,399	43,322,399	1,404,000	44,726,399
1992-B LA Bus Lease (Dollar)	11,372,509	1,121,003	General	5	1,121,003	43,439	1,164,442	20,000	1,184,442
1992-B LA Bus Lease (Yen)	-	-	General	6	2,034,276	-	2,034,276	-	2,034,276
1992-C LA Bus Lease (Dollar)	9,477,000	1,026,077	General	5	1,026,076	39,760	1,065,837	20,000	1,085,837
1992-C LA Bus Lease (Yen)	-	-	General	6	1,841,517	-	1,841,517	-	1,841,517
1993-A LA Bus Lease (Dollar)	21,740,000	7,379,296	General	5	2,829,109	455,268	3,284,377	20,000	3,304,377
1993-A LA Bus Lease (Yen)	-	-	General	6	777,594	-	777,594	-	777,594
Enterprise Fund Debt Sub-Total	42,589,509	9,526,375			9,629,576	538,468	10,168,043	60,000	10,228,043
Grand Total - MTA Debt	6,655,202,901	3,854,246,135			132,995,576	222,304,945	355,300,520	4,258,888	359,559,408
1992-A Brnt Assmt. Dist. A1	154,055,000	149,525,000	Asmt Dist	7	1,255,000	8,412,588	9,667,588	15,000	9,682,588
1992-A Brnt Assmt. Dist. A2	8,115,000	7,910,000	Asmt Dist	7	55,000	477,578	532,578	6,000	538,578
Benefit Assmt. Debt Sub-Total	162,170,000	157,435,000			1,310,000	8,890,165	10,200,165	21,000	10,221,165
Grand Total - All Debt	6,817,372,901	4,011,681,135			134,305,576	231,195,110	365,500,685	4,279,888	369,780,573

Foot Notes

- 1 - A portion of Prop A 40% Discr. is pledged to fund debt service for these bonds. The developer is expected to reimburse the MTA from net project revenues. Treasury should be consulted each year to determine the status of reimbursements.
- 2 - Assumes \$200mm balance @ 4%
- 3 - Assumes \$61mm balance @ 6.5%
- 4 - The MTA has issued COP's to finance the acquisition of buses and/or facilities, for which it anticipates receiving reimbursement from the user as a sublease payment.
- 5 - A dollar denominated lease payment (expense) is transferred from MTA to the Lessor, CTFC. CTFC, through an Assignment Agreement with the MTA, then forwards an amount equal to the lease payment to the MTA (Revenue). These transactions net to zero.
- 6 - This payment is converted into Yen through existing Yen currency swaps with Sumitomo Bank Capital Markets and with Barclays Bank and is then wire transferred to the Japanese lessor.
- 7 - The Benefit Assessment District debt service is solely an obligation of the respective districts and is paid from assessments received through the County Assessor's Office.

CAPITAL BUDGET

BUDGET PROCESS AND ASSUMPTIONS

Budgeting Process

The Capital Budget is the means of implementing planning and programming decisions made through the regional capital planning processes that support the State's Transportation Improvement Plan (TIP). It authorizes expenditures and appropriates funding for a variety of capital projects planned by MTA.

The Capital Budget includes funding to support bus and rail operating projects such as bus acquisition and bus maintenance programs, rail vehicle acquisition/overhaul programs, bus and rail facilities maintenance, maintenance of way, rail construction and other capital improvement and acquisition programs that support transit service delivery. A capital asset is defined as an asset valued at \$2,500 or more with a useful life of at least one year.

The Capital Budget process begins in December 1997 with the Capital Call. The Capital Call requires MTA departments to forecast their FY99 capital needs based on projected expenditures. Departments are also required to forecast their capital needs for FY00 through FY04. New capital projects are also identified during this process and are evaluated using the following criteria:

- Consistency with the Long Range Plan objectives and the TIP
- Protection of the health and safety of MTA customers, employees, and the general public
- Legal mandates, including compliance with the Consent Decree
- Improvements to service delivery
- Year 2000 compliance, hardware and software requirements
- Benefit to MTA and impact on future operating costs and revenues
- Project cost and schedule for completion
- Eligibility for available funding sources

To assist with the capital budget process, a Capital Budget and Investment Workout Team evaluates and ranks all capital budget requests and then prioritizes them based on projected FY99 funding profiles. The Office of Management & Budget (OMB) works closely with the Workout Team in reviewing and making recommendations for the adopted FY99 Capital Budget.

The methodology used by the Workout Team to evaluate capital requirements is as follows:

- Assemble capital budget submittals and supporting information
- Review unit budget requests with Executive Officers
- Probe outstanding issues and questions pertaining to cost and schedule for completion and review rationale for cost estimates
- Develop initial potential savings recommendations including less expensive options to adopted projects, project scope changes and project deferrals.
- Obtain concurrence of recommendations with Executive Officers
- Prioritize capital project submittals based on funding priorities and evaluation criteria
- Reconcile capital budget requests to estimated actual FY99 cashflow requirements which support prioritized projects.
- Develop matrix of recommended capital project budget to eligible funding sources for FY99.

Budget Assumptions

The FY99 Capital Budget is based on the following major project assumptions:

- All capital cost forecasts are based on current best case schedule, or early start and early completion implementation schedules
- Continue the design and construction of Red Line Segment 3 North Hollywood
- Open Red Line Segment 2 to Hollywood and Vine on May 29, 1999
- Complete demobilization of Red Line Segment 3 Eastside and Mid-City Extension
- Complete demobilization of Pasadena Blue Line
- Take delivery of 161 Neoplan CNG buses, including the 50 bus option
- Management pursuit and location of an additional 50 buses to be delivered in FY99
- Take delivery of first New Flyer CNG bus from the 223 bus order
- Complete development testing of 6 ATTB and receive the first article ATTB bus off of the production line
- Take delivery of 36 Los Angeles Rail Cars
- Take delivery of 14 heavy rail vehicles ordered for Red Line Segment 3 Eastside
- Implement capacity enhancement/platform extension on the Blue Line
- ITS staff assigned to specific capital projects will charge to that project in an effort to reduce operating expenses
- Implement Year 2000 system upgrades, including legacy and mainframe computer systems
- Install and upgrade CNG facilities at Divisions 3, 5, 8, 10, 18 and the Regional Rebuild Center (RRC)
- Continue major engine overhaul, specialized coach repair, bus painting, and window replacement program at the RRC
- Comply with federal, state and local mandates for replacement of underground fuel storage tanks at Divisions 1, 16, 10, 15, and 18, by December 1998
- Deem all new operating capital projects eligible for federal Section 5307 grant funding.

Revenue Assumptions

Funding for the FY99 Capital Budget is derived from local revenue and existing/anticipated federal and state grants. These funds are used to perform capitalized effort in the following project categories:

Category	FY99 Budget (Millions)
Bus Capital	\$141.7
Rail Capital	
Operating Capital	\$106.6
Rail Construction	415.1
Other Capital Projects	<u>38.1</u>
Total Capital	\$701.5

Funding for these projects is based on the following assumptions:

Carryover Funding:

- A review of FY98 project completion forecasts will result in \$146.1 million of Section 9 formula funds carried forward. This includes \$34.7 million of Section 9 funding from prior years that was identified by an audit. These will be used to fund additional bus purchases (18.4 million) and current fiscal year Capital needs (16.3 million). Of the total carryover funds, \$135.8 million is allocated to FY99 capital projects.
- The same analysis reveals that \$13.1 million of Section 3 funds are eligible for carryover. These funds are allocated to FY99 rail capital projects.

New Funding:

- The MTA will assume the same level of FTA appropriation of Section 9 formula funds for FY99 (\$79.6 million). Of these funds, \$21.1 million is used to fund bus operations preventative maintenance. An additional \$7.0 million is allocated for future bus purchases. Of the \$79.6 million, \$31.8 million are allocated to Certificate of Participation (COP) debt payback and bus operation preventative maintenance programs. A summary table is provided below:

	Programmed	Appropriations	
		FY99	Future
Section 9 Funds			
New Bus Purchases	\$54,792		\$54,792
Preventative Maint. (Operations)	21,100	21,100	
COPS	<u>10,745</u>	<u>10,745</u>	
Total Section 9	\$86,637	\$31,845	\$54,792

- \$3.5 million of new Section 3 funding will be allocated by the FTA. \$2.1 million is programmed to cover FY99 expenditures. The remaining \$1.4 million will be programmed for expenditures in FY00.

- From the \$61.5 million FY98 appropriation of Section 3 New Starts funds, \$37.5 million is programmed to cover FY99 expenditures while \$24 million is being held by the FTA for use on the Segment 3 Eastern Extension project.
- The FY99 Section 3 New Starts funds will be programmed for expenditure in FY00. These funds, estimated to be \$100 million, do not impact the FY99 Budget.

Other Revenue Assumptions

- An analysis of construction project resource requirements and completion estimates assumes that \$138 million in long term bond debt (par value) funded by Proposition A 35% Rail Development sales tax revenue will be issued. \$125 million of net proceeds will be realized from this issue. \$118 million will be programmed for use in FY99. The remaining \$7 million will be allocated for prior year expenditure reimbursements.
- \$203 million in long term bond debt (par value) funded by Proposition C 40% Discretionary sales tax revenue will be issued. \$185 million of net proceeds will be realized from this issue. \$110 million will be programmed for capital uses in FY99. The remaining funds will be programmed for other uses, such as refinancing short term debt.

FY99 REVENUE/EXPENDITURE SUMMARY

This section summarizes identified revenue sources that will be used to fund capital projects budgeted in FY99. The recommended programming of capital funds is consistent with the State Transportation Improvement Plan (STIP). Board authorization and approval is required for implementation of FY99 capital projects.

Capital projects are categorized into four major categories; Bus, Rail Operating, Rail Construction, and Other. These categories are made up of project groupings that are detailed below.

Category	Project Element
Bus Capital	Bus Acquisition, Bus Maintenance and Equipment, Bus Facilities Maintenance
Rail Capital (Operating)	Rail Vehicle Maintenance, Rail Facilities Maintenance, Maintenance of Way (MOW), L.A. Rail Car
Rail Capital (Construction)	Rail Planning, Red Line Segment 2, Red Line Segment 3 - North Hollywood, Red Line Segment 3 - Eastside, Red Line Segment 3 - Mid Cities, Pasadena Line, Other Rail Construction Projects
Other Capital Projects	Intermodal Transit Center, Gateway Headquarters, Non-Revenue Vehicles, Information and Technology Systems (ITS), Freeway Service Patrol (FSP)/Major Incident Response (MIR), Service Authority for Freeway Emergencies (SAFE)

The Revenue & Expense summary provides a detailed breakout of revenues and expenses.

In the Bus Capital category, \$58.2 million of federal grants will be used to fund the purchase of 161 new CNG buses. The remaining bus acquisition funds will come from TDA sources. Bus Maintenance and Bus Facilities maintenance will be funded with \$59.2 million of federal monies, \$10.8 million TDA, and \$4.0 million from local sources.

Rail Operating Capital will be funded from \$15.4 million of federal grants, \$3.1 million of TDA/other state funds, and \$88.1 million of debt proceeds. \$59.6 million of the debt proceed funds will be used for L.A. Rail Car commitments.

Rail Construction projects are funded with \$57.5 million federal, \$213.7 million state, and \$6.7 million of Proposition C Commuter Rail, and other local sources. An additional \$134.9 million of debt proceeds will supplement the rail construction program.

Other Capital project funding will be from \$28.4 million federal, \$7.1 million TDA, and \$8.4 million of other state funds. These state funds will be used to fund the capitalized portion of the Service Authority for Freeway Emergencies (SAFE) program. \$4.8 million of Proposition C Streets and Highway funds will be used for the capitalized portion of Freeway Service Patrol (FSP)/Major Incident Response (MIR) programs.

A summary of the FY99 budget and projected revenue sources by category are shown below:

Category	FY99 Budget (Millions)	Federal	State	Local	Total
Bus Capital	\$141.7	\$117.4	\$20.3	\$4.0	\$141.7
Rail Capital					
Operating Capital	106.6	15.5	3.1	88.1	106.6
Rail Construction	415.1	57.5	222.6	134.9	415.1
Other Capital Projects	<u>38.1</u>	<u>28.4</u>	<u>7.2</u>	<u>2.6</u>	<u>38.7</u>
Total Capital	<u>\$701.5</u>	<u>\$218.7</u>	<u>\$253.2</u>	<u>\$229.6</u>	<u>\$701.5</u>

The first schedule shows FY99 revenues and expenditures by capital project category.

The second schedule shows the FY99 budgeted revenues and expenditures for specific rail construction projects.

**FY99 Revenues / Expenditures Summary (\$000)
Capital Budget**

	Bus Capital				Rail Capital				Other				Total Capital Budget	
	Bus Acquisition	Bus Maint. & Equip.	Bus Fac. Maint.	Total Bus Capital	Rail Vehicle Maint.	Rail Fac. Maint.	MOW	LA Rail Car	Rail Const. Summary	Intermodal Transit Center	Gateway HQ	Non-Rev. Veh.		ITS
Revenue														
Farebox Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Admin 5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Local Return 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Rail 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Discretionary 95% of 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop A - Incentive 5% of 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Admin 1.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Local Return 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Security 5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Commuter Rail 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Streets & Hwys 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C - Discretionary 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Local Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TDA	9,553	6,112	4,620	20,285	2,015	1,061	-	-	-	677	442	-	6,105	6,730
Other State	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal	58,219	40,730	18,506	117,455	6,230	9,224	-	-	213,688	2,708	1,771	-	23,893	30,554
Proceeds from Financing	-	3,954	-	3,954	-	21,678	6,788	59,609	134,988	1,672	-	-	-	218,781
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	229,578
Total	67,771	50,796	23,126	141,693	8,245	31,962	6,788	59,609	415,136	1,672	2,214	2,214	29,998	701,590
Expenditures by Category														
Contract Wages	249	6,239	68	6,557	809	-	-	-	1,603	-	-	-	384	9,353
Non-Contract Wages	530	449	578	1,557	129	2,085	354	287	13,808	101	38	38	2,347	20,826
Fringe Benefits	385	3,728	307	4,421	509	982	172	137	7,887	48	18	18	1,310	15,541
Professional & Tech Services	2,486	-	24	2,510	400	5,793	5,666	1,800	75,639	-	0	0	18,357	110,190
Contract Services	-	-	-	-	5,346	800	-	0	6,341	95	-	-	-	12,582
Fuels & Lubricants/Utilities	-	-	-	-	-	3	-	-	516	-	-	-	-	519
Material & Supplies	-	36,429	-	36,429	0	1,468	16	1	263	-	-	-	309	38,496
Casualty & Liability	-	-	-	-	-	-	-	-	20,623	-	-	-	-	20,623
Acquisitions	63,675	2,236	21,869	87,800	800	17,918	186	56,983	292,001	1,381	2,130	-	1,244	464,356
Overhead	235	1,715	260	2,210	252	2,445	390	383	13,405	46	28	-	6,047	25,352
Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	211	-	-	211	-	469	6	17	(16,950)	-	0	-	-	(16,247)
Total	67,771	50,796	23,126	141,693	8,245	31,962	6,788	59,609	415,136	1,672	2,214	2,214	29,998	701,590
Surplus/(Deficit)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

FY99 Revenues / Expenditures Summary (\$000)
Rail Construction

	Red Line Segment 2	Red Line Segment 3 NH	Red Line Segment 3 East. Ext.	Red Line Segment 3 Mid City	Pasadena Blue Line	Other Rail Const. Projects	Rail Const. Summary
Revenue							
Farebox Revenue	-	-	-	-	-	-	-
Prop A - Admin 5%	-	-	-	-	-	-	-
Prop A - Local Return 25%	-	-	-	-	-	-	-
Prop A - Rail 35%	-	-	-	-	-	-	-
Prop A - Discretionary 95% of 40%	-	-	-	-	-	-	-
Prop A - Incentive 5% of 40%	-	-	-	-	-	-	-
Prop C - Admin 1.5%	-	-	-	-	-	-	-
Prop C - Local Return 20%	-	-	-	-	-	-	-
Prop C - Security 5%	-	-	-	-	-	-	-
Prop C - Commuter Rail 10%	-	6,730	-	-	-	-	6,730
Prop C - Streets & Hwys 25%	-	-	-	-	-	-	-
Prop C - Discretionary 40%	-	-	-	-	-	-	-
Other Local Revenues	1,900	-	-	-	-	329	2,229
TDA	-	-	-	-	-	-	-
Other State	-	209,688	-	-	-	4,000	213,688
Federal	-	57,500	-	-	-	-	57,500
Proceeds from Financing	85,604	24,901	2,964	-	-	21,520	134,988
Interest	-	-	-	-	-	-	-
Total	87,504	298,819	2,964	-	-	25,849	415,136
Expenditures by Category							
Contract Wages	1,112	226	-	-	-	265	1,603
Non-Contract Wages	5,365	5,874	373	24	500	1,672	13,808
Fringe Benefits	3,207	2,980	487	11	243	959	7,887
Professional & Tech Services	18,681	46,438	2,309	218	1,453	6,540	75,639
Contract Services	5,092	909	200	-	-	140	6,341
Fuels & Lubricants/Utilities	434	79	-	-	-	3	516
Material & Supplies	78	99	0	-	2	84	263
Casualty & Liability	9,708	10,915	-	-	-	-	20,623
Acquisitions	36,768	223,806	15,458	-	1,674	14,295	292,001
Overhead	5,273	5,948	149	21	221	1,792	13,405
Subsidies	-	-	-	-	-	-	-
Other	1,785	1,546	(16,014)	(275)	(4,092)	99	(16,950)
Total	87,504	298,819	2,964	-	-	25,849	415,136
Surplus/(Deficit)	-	-	-	-	-	-	-

EXECUTIVE SUMMARY - RAIL PROGRAM STATUS

The following page shows a status of design, construction, funding, and budget/expenditures-to-date for the following rail construction projects:

- Red Line Segment 1
- Red Line Segment 2
- Red Line Segment 3 - North Hollywood
- Red Line Segment 3 - Mid City
- Red Line Segment 3 - Eastside
- Blue Line Long Beach/L.A.
- Pasadena
- Green Line
- Pasadena Line
- L.A. Rail Car (Light Rail Vehicle)

This status is based on the latest construction schedule data published in the Revenue Operations Date (ROD) document, and is updated quarterly to provide program visibility.



EXECUTIVE SUMMARY
RAIL PROGRAM STATUS
 Forecasted as of June 1998

	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.	2.3 MI.	3.7 MI.	22 MI.	13.6 MI.	20 MI.	—	79 MI.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Light Rail	Light Rail	Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wiltshire Jul 1996 Vermont May 1999	May 2000	Suspend	Suspend	July 1990	Suspend	August 1995	Final Car Delivery Aug 1999	Final Completion TBD
Design Status March 98	Completed	99.1%	94.0%	Final Not Started	86.8%	Completed	80.3%	Completed	Based on Milestones 98%	3 of 9 compltd.
Constr Staus March 98	Completed	93.9%	63.8%	Not Started	Not Started	Completed	11.7%	99%	Based on Milestones 60%	3 of 9 compltd.
Expenditures Estimated Jun 98	\$1438	\$1543	\$845	\$13	\$130	\$860	\$226	\$673	\$113	\$5844
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	54%	0%	0%	0%	33%	31%
State/Local Funding	52%	56%	38%	61%	46%	100%	100%	100%	67%	69%



EXECUTIVE SUMMARY
RAIL PROGRAM STATUS
 Forecasted as of June 1998

	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.	2.3 MI.	3.7 MI.	22 MI.	13.6 MI.	20 MI.	—	79 MI.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Light Rail	Light Rail	Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont May 1999	May 2000	Suspend	Suspend	July 1990	Suspend	August 1995	Final Car Delivery Aug 1999	Final Completion TBD
Design Status March 98	Completed	99.1%	94.0%	Final Not Started	86.8%	Completed	80.3%	Completed	Based on Milestones 98%	3 of 9 compltd.
Constr Status March 98	Completed	93.9%	63.8%	Not Started	Not Started	Completed	11.7%	99%	Based on Milestones 60%	3 of 9 compltd.
Expenditures Estimated Jun 98	\$1438	\$1543	\$845	\$13	\$130	\$860	\$226	\$673	\$113	\$5844
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	54%	0%	0%	0%	33%	31%
State/Local Funding	52%	56%	38%	61%	46%	100%	100%	100%	67%	69%

PROJECT DESCRIPTION

The following section describes the scope of work that will be performed in each capital project for FY99.

Project	Name	Project Description
200001	Headquarters	<p>MTA Administrative, Real Estate, and contingency costs to complete the close out phase of the MTA Headquarters Project. FY99 Scope of Work:</p> <ul style="list-style-type: none"> • (HVAC) Heating, Ventilation, and Air Conditioning Upgrades • Transit Police Renovation • New Build Out Space • Artwork • Other Tenant Improvements
200002	Transit Center	<p>Construction and Administrative cost of Union Station Gateway Inc., closing costs, associated with construction of Patsaouras Plaza, the East Portal, Terminal 31 Improvements, and Parking Garage. Advanced funding for the Ramirez Flyover project is not included in the FY99 Budget. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Tenant Improvements - Emergency stairs, equipment signage, floor sealing, piping, shelters, lighting, landscaping, planters, seating, etc.
200003	Advanced Technology Transit Bus (ATTB)	<p>Cooperative project between FTA and MTA for development, production, and test of six (6) ATTB prototype vehicles. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Funding of remaining contractual agreement with Northrop/Grumman to include testing of prototype vehicle performance relative to extreme weather and terrain fluctuations in various U.S. cities • Development of test results and related documentation
200004	Bus Acquisition	<p>Project provides for pre-award action, procurement, fabrication, inspection, and delivery of new MTA buses per consent decree, MTA Long Range Transit Plan (LRTP), and operating/service goals and objectives. As recommended by the Capital Budget and Investment Workout Team, funds for the pending procurement of Passenger Information Systems (PIS) for retrofitting buses is not included in the FY99 budget. Also not included in the budget is funding for PIS systems on the 50 bus Neoplan option. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Remaining inspection, acceptance, and make ready effort for "250 New" bus order • Production, inspection, acceptance, and make ready effort for "50 Option" bus order

Project	Name	Project Description
		<ul style="list-style-type: none"> • Startup production/ inspection for “223 New” bus order • Pre-award effort for “215 New” bus order • Delivery of 1st Article ATTB bus • Identification, procurement, and delivery of 50 additional buses
200005	Bus Service Maintenance & Operations	<p>Completion of in-process procurements for Regional Rebuild Center (RRC) programs (RRC effort is now contained in Project 200050). Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Procurement of bus window sets for installation on etched, graffiti-ridden MTA buses
200007	Light Rail Service Maintenance	<p>Project provides for all labor, material, parts, and equipment associated with inspection, maintenance, and refurbishment of MTA Light Rail Vehicles (LRV). Effort includes project management, scheduled/unscheduled maintenance, vehicle inspection overhaul of vehicle systems/components, and new vehicle make ready. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Articulation Assembly Overhaul • HVAC Motor Overhaul • Back to Back Wheel Spacing • LRV Capitalized Parts • LRV Door Mechanism Overhaul • LRV Motor/Alternator Overhaul • LRV Traction Motor Overhaul • Pantograph Overhaul • LRV Airbrake System • LRV Battery Replacement/Rehab. • LRV Coupler Overhaul • LRV Truck/Suspension Overhaul (Spherical Bearings) • LRV Graffiti Shields • SCADA System Upgrade
200009	Heavy Rail Service Maintenance	<p>Project provides for all labor, material, parts, and equipment associated with inspection, maintenance, and refurbishment of MTA Heavy Rail Vehicles (HRV). Effort includes project management, scheduled/unscheduled maintenance, vehicle inspection overhaul of vehicle systems/components, and new vehicle make ready. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • HRV Brake System Overhaul • HRV Traction Motor Overhaul • HRV Capitalized Parts • HRV Wheel Bore Machine • HRV Graffiti Shields • Service Maintenance Equipment • HRV Preservation Services

Project	Name	Project Description
200010	Non Revenue Vehicles & Equipment	Contract services to overhaul/rebuild engines and transmissions for non-revenue equipment and vehicles. Non-revenue equipment acquisitions - FY99 Priority #1 listing includes: forklifts, vans & pick-ups, standardized pickups and large utility trucks.
200012	Bus Operating Facilities	These projects represent FY99 programs contracted in the previous fiscal year. New tasks are aligned to the appropriate project function. Existing contracts are for the following activities: <ul style="list-style-type: none"> • Soil & Groundwater remediation @ Div. 7 • Tank Replacement @ Divs.6, 8, 10, 15, & 18 • CNG Conversion projects @ Div. 3, 5 & RRC • Building modifications and renovations @ Div. 2, RRC • Equipment acquisitions
200013	Blue Line Operating Facilities	Project provides for all resources associated with design, development, and installation of Blue Line facility equipment and upgrades. Specific FY99 effort consists of the following: <ul style="list-style-type: none"> • Design/Installation of MBL Trip Station Circuit Power Supply • Spare Parts for MBL Facilities • Purchase of MOW Building Equipment • Washington St. Wire SAG Problem Investigation • Procurement of Emergency Evacuation Ladders and Facility Tools
200014	Green Line Operating Facilities	Project provides for all resources associated with design, development, and installation of Green Line facility equipment and upgrades. Specific FY99 effort consists of the following: <ul style="list-style-type: none"> • Sump Pump Maintenance • MGL Guarded Crossing Replacement • Audio Consulting Services for PA Procurement • MGL Wayside Spare Parts • MGL Overhead Catenary Rehab. • MGL Grade Crossing Improvement • MGL Station Battery Replacement
200015	Red Line Operating Facilities	Project provides for all resources associated with design, development, and installation of Red Line facility equipment and upgrades. Specific FY99 effort consists of the following: <ul style="list-style-type: none"> • Sump Pump Maintenance • Procurement of Grouting Gas Analyzers • Escalator/Elevator Maintenance • Wayside Spare Parts • MRL Battery Monitoring System (Old Batteries) • MRL Transformer Replacement

Project	Name	Project Description
		<ul style="list-style-type: none"> • Yard Track Upgrade • Battery Replacement/Document Management
200020	System Project Administration	<p>Acquisition of miscellaneous parts for mainframes, desktop computers, and peripherals. Tasks include the following:</p> <ul style="list-style-type: none"> • Rail Incident Mgmt System • Scheduling System Enhancements/PC Upgrades • Bus & Vault Automated Reconciliation System • Graphical User Interface Project (GUI) • Automatic Storage Retrieval System Project • Material Safety Data System (MSDS) • Real Estate Property Mgmt System • Computer Equipment • Risk Management Information Systems Hardware Server & Software (RMIS) • Network Server for Ethics Department • Ticket Vending Machine Software Upgrade
200021/ 200057	VMS/MMS	<p>The antiquated Material Management System and Vehicle Maintenance System is scheduled to be replaced with a new Material Maintenance Management System (MMMS). The fully implemented MMS/VMS will incorporate all the functionalities of a vehicle maintenance system, fuel and fluid tracking, facilities maintenance, production control, material control, warranty, inventory planning and time and attendance.</p> <p>As recommended by the Capital Budget and Investment Workout team, the FY 99 Scope of Work includes funds for Year 2000 remediation only. The following work scope will be deferred to FY00:</p> <ul style="list-style-type: none"> • Design, configure, develop, integrate and implement the proposed system according to the proposed and approved specifications • Provide a systematic and thorough requirements definition process • Conduct the business process re-engineering development and documentation • Develop a work flow plan • Provide required deliverables • Assist MTA staff in implementing the work flow procedures and conversion • Design and develop user friendly documentation • Implement the interfaces • Design, develop, test, plan and control the conversion • Conduct final test • Complete and close out project.
200022/ 200058	TOTS Replacement	The Transit Operating & Trend System (TOTS) is to be migrated from the IBM Series\1 system to a client server

Project	Name	Project Description
		<p>system. The new system will contain all the equivalent functionalities as well as some basic enhancements. The new TOTS will be Year 2000 compliant. Project consists of the following effort:</p> <ul style="list-style-type: none"> • Convert existing data to enable the pilot system to function on a parallel basis for the duration of the test period • Provide a comprehensive version and inventory control of software and utilities at the test site • Provide training for both the ITS and Operations staff. • Perform analysis of all Series/1 TOTS reports to determine need, audience and length of retention of each. • Develop online content sensitive help functions throughout the system. • Provide facility for archiving and retrieval of TOTS data • Conduct final tests • Complete and close out project
200023/ 200056	Year 2000 Upgrades	<p>This project will make all basic system functions of the Payroll System along with statutory reporting Year 2000 compliant. Tasks consist of the following effort:</p> <ul style="list-style-type: none"> • Design, configure, develop, integrate and implement the proposed system according to the proposed and approved specifications • Provide a systematic and thorough requirements definition process • Conduct the business process re-engineering development and documentation • Develop a work flow plan • Provide required deliverables • Assist MTA staff in implementing the work flow procedures and conversion • Design and develop user friendly documentation • Implement the interfaces • Design, develop, test, plan and control the conversion • Complete selection of strategies to address noncompliance systems • Complete the establishment of year 2000 test requirements • Complete implementation of new ASRS including MMMS interface • Contract for additional resources needed to assist with project • Complete modification to upgrade & converted systems • Conduct unit, system and integrate testing • Implementation in production environment according to

Project	Name	Project Description
		<p>project plan schedule</p> <ul style="list-style-type: none"> • Conduct final tests • Complete and close out project
200024	Division LAN Cabling	<p>Design, built and install a communication infrastructure at MTA operating and maintenance facilities. Tasks include the following effort:</p> <ul style="list-style-type: none"> • Design and construct all required telecommunication rooms, closets and facilities • Provide and install all required units, components, subassemblies at the desired facilities • Conduct random test of 10% of the installation for conformance to specifications on voice, data, and fiber • Correct any noted defects in installation, practices or labeling • Call for final acceptance and close-out project
200025	Tank Replacement - Bus Operating Facilities	<p>Federal, State and Local Regulations mandate that all underground single wall fuel storage tanks be replaced by December, 1998. All new piping systems must be double-walled and equipped with proper leak monitoring devices and spill/overflow protection systems. FY99 upgrades include the following sites:</p> <ul style="list-style-type: none"> • Division 1 • Division 18 • Vernon Yard • RRC
200026	Remediation Projects - Bus Operating Facilities	<p>Phase II occurs after tank replacement: Surrounding petroleum contaminated soil and groundwater must be remediated. FY99 upgrades include the following sites:</p> <ul style="list-style-type: none"> • Division 6 • Division 10 • Division 15 • Division 18
200027	General Building Modifications - Bus Operating Facilities	<p>Primary building modifications required to preserve existing bus & rail support facilities. Such activity includes:</p> <ul style="list-style-type: none"> • Safety enhancements - facility yard lighting upgrades at Divisions 5 & 6. • Division modifications @ Division 9 to maximize utility. • Bus air conditioning and heating equipment repair at Division 10. Activity also includes construction of a roof structure. • Insulation repairs, ventilation, light upgrades and air conditioning projects are scheduled at the RRC bldgs.
200029	Equipment Purchases/ Modifications - Facilities	<p>Project provides for all resources associated with (and including) the purchase of equipment at MTA revenue facilities other than the RRC. Specific FY99 tasks are as follows:</p>

Project	Name	Project Description
		<ul style="list-style-type: none"> • Waste Water Recycling - to reduce MTA industrial waste discharge by 25% • Smoke Opacity Meters - mandated by ARB Resolution of 12/11/97 • Aqueous based heated washer parts • Contract services for bus wash refurbishment at Divisions 3,6,8,10,15 & 18 • Additional support pieces: CNG camera, laser alignment, vibration analyzer, sand blaster, telescopic light tower • Vacuum cones replacement at Divisions 2,5,8,10 • Automatic bus undercarriage cleaning system at Division 9
200030	General Services Maintenance/ Equipment	<p>Project consists of the following FY99 effort:</p> <ul style="list-style-type: none"> • MTA security communications upgrades • Print shop and copy center equipment • Carousel system for Divisions 2, 4, 8, 10 and 22 • Chemical material storage facility • Document imaging system • Four way overhead crane-shipping
200031	Paving/ Flooring Projects	<p>Project consists of the following FY99 effort:</p> <ul style="list-style-type: none"> • Resurface or replace existing asphalt concrete pavements at Divisions 4, 6, 7, Vernon Yard and/or Terminal 40. • Repair flooring damage created by mechanical equipment robots at RRC buildings, Divisions 2 and 3.
200032	Mandated Projects Bus Operating Facilities	<p>The Americans with Disabilities Act (ADA) mandates facility improvements to accommodate access and usage by disabled persons. Non-compliance with these regulations will result in penalties and legal fees, and potentially jeopardizing federal funding for these and other MTA projects. The MTA established a multi-year program earmarking funds for facilities which interface extensively with the public as the highest priority. Sites include:</p> <ul style="list-style-type: none"> • USC Medical Center Busway Station • LAX Transit Center • Pico-Rimpau Loop • MTA Customer service sites
200033	Capital Projects Communications	<p>Cost for 100 bus stop informational cubes to be installed along line 204. Each cube cost approx. 120 each. These bus cube information signage provide enough space to list schedules, maps & connecting bus lines, token and pass sales location with important phone numbers. Fund for manufacture and installation of information racks on buses was not included in the FY99 Budget.</p>
200035/	Radios - ITS	<p>Funds are allocated to replace and purchase additional</p>

Project	Name	Project Description
200053		<p>radio repeaters so as to protect and expand the utilization of existing MTA radio channels. Additional funds will be used to upgrade the non-revenue radio system and to realign the system as a result of the Transit Police merger. FY99 tasks include the following:</p> <ul style="list-style-type: none"> • Radio Repeaters & Receivers
200050	Regional Rebuild Center (RRC)	<p>Project provides for labor, material, and equipment to support major rebuild of bus power plant assemblies (PPA), transmissions, and body repair that is determined to be performed in a specialized facility. Effort also consists of manufacture/rebuild of rotatable/specialized parts and components for use at MTA bus operating divisions, as well as taking a lead role in ensuring that all equipment adheres to federal laws and statutes. Specific FY99 tasks are as follows:</p> <ul style="list-style-type: none"> • Purchase of EPA engine kits • Rebuild of PPAs • Rebuild of diesel/ethanol transmissions • Procurement activities for annual bus tire lease • Drive axle assembly repairs • Paint/window change out for 350 buses • Purchase of RRC maintenance equipment • Purchase of transmissions, housings, bronze, differential housings • Purchase of 150 new bus engines • Major accident repair of buses • General body repair • Purchase of compressors • Purchase of wheelchair lift platforms <p>Based on recommendation made by the Maintenance Workout Team and the Capital Budget and Investment Workout Team, the budget incorporates reductions in the engine rebuild program and the bus painting program.</p>
200054	Microwave-ITS	<p>The Red Line Segment 1 Retrofit will provide telecommunications back-up channels between Red Line Stations and the MTA's telephone network. This will be accomplished by installing fiber optic cable and equipment between the Union Station Red Line station and the Gateway Building. Additionally, funds will be used to purchase heliax holders, tower leg clamps, hanger blocks, and associated equipment to secure heliax cables runs to secure the tower at the ROC.</p> <p>Project consists of the following effort:</p> <ul style="list-style-type: none"> • Redline Segment 1 Fiber Retrofit • Microwave Tower Renovation • Rail Operations Center Tower • Emergency Power Back-up for Hill Top

Project	Name	Project Description
200055	Telephone-Projects	<ul style="list-style-type: none"> • Battery Plant Replacement <p>The PBX's (telephone systems) at Vernon Yard and Metro Rail Line Segment 1 stations are not compatible with the new North American Dialing Plan that has greatly expanded the number of area codes available. Software must be purchased and installed to permit telephones at these locations to dial outside of MTA network where area codes have been added. Funds are also allocated to purchase telecommunication and network replacement test equipment. Current antiquated equipment is obsolete and in despair. Lack of functional test equipment results in excessive downtime during network and telecommunication failures.</p> <p>FY99 effort consists of the following:</p> <ul style="list-style-type: none"> • North American Dialing Plan • Network Telecom Test Equipment Replacement
200070	Freeway Service Patrol (FSP)	<p>Project provides for program management and fund administration for the FSP program. The FSP program is a network of 150 tow trucks that patrol LA freeways in order to assist motorists with disabled vehicles and trucks, remove vehicles from traffic, thus relieve traffic congestion. Effort is funded from a 80% operating and 20% capital allocation.</p>
200075	Major Incident Response (MIR)	<p>In conjunction with FSP, the MIR program incorporates new technology applications in an effort to reduce freeway congestion and provide real-time traffic information to emergency crews and the motoring public. Effort is funded from a 80% operating and 20% capital allocation.</p>
200209	Service Authority for Freeway Emergencies (SAFE)	<p>Project provides for the implementation, operation, maintenance, and administration of the Los Angeles County motorist aid call box system. Effort is funded from a 50% operating and 50% capital allocation.</p>
200212	Revenue Facility	<p>The Revenue Department has initiated several programs for FY99:</p> <ul style="list-style-type: none"> • Facility renovations at Vernon Yard to accommodate the revenue service technicians • Fare box refurbishment - to extend useful life of existing fare boxes • Ticket Vending Machine (TVM) hardware upgrade- to accommodate the U.S. Treasury coin replacement program • Cash Counting Facility - preliminary design and specifications to acquire a new cash counting structure. • Vault house CCTV upgrades - replacement of outdated equipment at the 11 bus operating divisions.

Project	Name	Project Description
200215	CNG Facility Upgrades	In compliance with clean air mandates, the MTA Board of Directors adopted a policy to purchase only buses with alternative fuels. According to the current schedule, the MTA will purchase an average 250 CNG buses per year. Accordingly, it is necessary to modify and/or expand existing CNG stations to increase fuel capacity. FY99 modifications are as follows: <ul style="list-style-type: none"> • Division 3 - maintenance modifications • Division 5 - CNG conversion • Additional compressors and/or overhaul @ Divs. 8, 10 & 18. • Slow CNG fueling station is anticipated for major bus repair work @ RRC. This facility will consist of a compressor, storage tank, and de-fueling and distribution systems.
800001	Blue Line LA/Long Beach	The City of LA has withheld its final acceptance of the work pending final as-built drawings for civil/street work at Flower/Washington and major cross streets
800005	Pasadena Line	Activities for the project were suspended January 13, 1998
800010	Management Oversight	All activities in this project ensures CM services are completed. Review by engineers of all design submittal and other related activities for all of the Construction Department. This included preparation of RFP documents and issue. Oversees construction through completion of Segment 2 sprinklers.
800020	Imperial Highway Grade Separation	Prior funding agreement with Caltrans, City of LA, & County for building the grade separation
800023	Green Line MOW	FY99 effort consists of the following: <ul style="list-style-type: none"> • Automatic Train Control • Construction of the maintenance facility for the Green Line Hawthorne Yard and associated facilities • Testing and startup of rail car vehicle safety and testing of automatic train system wayside equipment • Payments to Caltrans and retainage release amounts • Real estate court settlement, lease agreement, goodwill payment • Administration/other activities
800080	Red Line Segment 1	FY99 effort consists of the following: <ul style="list-style-type: none"> • Complete contract administration close out activities • Final payment of rail car spare parts
800081	Red Line Segment 2	FY99 effort consists of the following: <ul style="list-style-type: none"> • Completion of tunneling/concrete tunnel liner • Completion of stations along Vermont/Hollywood Corridor • System integration

Project	Name	Project Description
		<ul style="list-style-type: none"> • Testing/pre-operations
800082	Red Line Segment 3 North Hollywood	<p>FY99 effort includes the following:</p> <ul style="list-style-type: none"> • Completion of all station and tunnel contracts • Begin construction for the Universal City Station Bus Plaza & Lankershim widening completion. Installation of traction power substation/equipment, completion of track work and testing. Continuation of installation/test of automatic train control system
800083	Red Line Segment 3 Mid City	All Activities for this project were suspended in January 13 1998.
800084	Red Line Segment 3 Eastside	All Activities for this project were suspended on January 13, 1998. FY99 dollars reflect completion of Breda heavy rail vehicle delivery (14 units).
800089	Blue Line-System Safety & Security	<p>Metro Blue Line Grade Crossing Program is designed to evaluate and implement effective safety technologies and methods aimed at reducing and minimizing train vs. Auto/pedestrian accidents.</p> <p>The following effort will be performed:</p> <ul style="list-style-type: none"> • Metro Blue Line Xing - TRACS Help Monitoring System • Metro Blue Line Xing - Upgrade for Emergency Command Vehicle
800091	Metro Red Line Radio Retrofit	Revised criteria from the LA Police & Fire Departments require changeout/retrofit of the Segment 1 radio system for compatibility with Segments 2 & 3 Systems. Proposals have been received and are being evaluated
800092	Systemwide Activities	<p>Tasks consist of the following effort:</p> <ul style="list-style-type: none"> • Project Management Assistance on systemwide activities and federally and locally funded projects in the areas of document and data review, policy procedures, procurement standards and Contract Administration review and monitoring • Implementing Quality Training programs • Providing environmental clearances, monitoring, auditing and reporting in accordance with CEQA and NEPA regulations • Budgeting, financial management, grants administration, risk management, and contract auditing and accounting support of systemwide projects and activities • System Safety Program implementation • Management of Cost, Schedule, Change Order, and Labor management computer systems • Other support
800094	Redline MOW	<p>FY99 effort includes the following:</p> <ul style="list-style-type: none"> • Project Engineering administrative costs

Project	Name	Project Description
800095	Environmental Mitigation	Tunnel grouting will be performed to fill voids between HDPE membrane liner and permanent concrete finish liner; contact and backfill grouting of designated cross passages.
800150	LA Rail Car	Project encompasses the following effort: <ul style="list-style-type: none"> • Milestone completion and delivery/acceptance of 32 cars • Consultant service • Insurance • Production development program • Administrative support
800201	Blue Line Transit Enhancements	FY99 effort includes the following: <ul style="list-style-type: none"> • Perform engineering and construction for extended platforms at Blue Line stations to allow berthing of 3-car trains for public use of Blue Line • Installation of storage tracks at Division 11 • administrative support
800223	Green Line Transit Enhancements	Project consists of the following effort: <ul style="list-style-type: none"> • Installation of storage tracks at Division 22
800275	Engineering Support	FY99 effort includes the following: <ul style="list-style-type: none"> • MRL ventilation air flow scenarios and testing • Support to fire/life/safety issues (includes support from rail operations support • Support for change control processing • ADA compliance support • Dig alert services • Development of inspection procedures for bridges • Add alternate entrance to Blue Line Grand Station • Programmable logic controls/facilities • Long Beach Blue Line corrosion abatement • ROS configuration management • Review of EMC closeout reports • Continuation of Lessons learned program • Implementation of MTA as-built support transition • Modification of Segment 1 TRACs system • Criteria and standards transition • Technical support to 3rd party coordination (ROS) • CAD Transition • Trackwork support • End-to-end control diagram database development • Tunnel facilities equipment and critical equipment pertaining to operating situations • Administrative support
800280	Red Line Segment 1 Transit Enhancements	FY99 effort includes the following: <ul style="list-style-type: none"> • Provide public area sprinkler at five Redline Segment 1 stations including the Blue Line portion of 7th & Metro Station. This includes SCADA portion, valve room changes, sprinkler heads at mezzanine, platform levels, entrances etc.

Project	Name	Project Description
		<ul style="list-style-type: none"> • Increase capacity of traction power stations, design and implementation of drainage improvements at six Segment 1 station entrances. Add emergency stops to station rollup doors at MOS 1 stations and provide bigger access doors for maintenance • Add individual battery packs in selected stations to prevent occurrence of total darkness during emergencies • Installation of 3 ft x 4 ft tactile at Red Line, BL, car door locations on the station platforms to meet ADA requirement for sight impaired passengers. A total of 444 car door locations will be serviced • Administrative support
800281	Red Line Segment 2 Transit Enhancements	<p>Provide public area sprinkler system at five Redline Stations on the Vermont and Hollywood corridor. Tasks include the following:</p> <ul style="list-style-type: none"> • Testing of SCADA portion valve room changes and sprinkler heads at mezzanine and platform levels, entrances, etc. • Removing and replacing portions of the ceiling to install sprinklers
800333	Hollywood Blvd. Mitigation	<p>HCIP is a mitigation program tailored to lessen the effects of the construction of the Red Line subway in the Hollywood area. Cost of program is for security, cleaning, Hollywood/Highland station deck restoration, and replacement of any parking spaces deleted as a result of the Rita Apt. Legal Agreement.</p>

CAPITAL PROJECTS - END PRODUCTS

As part of the Capital Budget process, a Capital Budget and Investment Workout Team is assembled. The main task objective for this team is to develop an agency-wide prioritized ranking of capital end product requests. This ranking is then used to determine which tasks (end products) will be implemented given current revenue and funding projections. Resources required to produce these end products are then budgeted in the MTA Financial Information System (FIS) in order to effectively manage after budget adoption.

Capital programs are divided into specific projects that produce “end-products”. For example, the program *Bus Maintenance and Equipment*, consists of Bus Service Maintenance (200005), RRC Maintenance (200050), and Equipment Purchases/Modifications (200029).

The following schedule shows the end products that will be produced given the scope of work presented in the previous section.

Capital Projects – End Products (\$000)

End Product	FY99 Budget	Project Total
Capital Projects		
200001 - Headquarters	\$ 889	\$ 889
200002 - Transit Center	1,672	1,672
200003-Adv. Technology Transit Bus (ATTB)	2,695	2,695
200004 - Bus Acquisition	27,041	
	759	
	18,829	
	18,447	65,076
200005 - Bus Service Maintenance	2,753	2,753
200007 - Light Rail Vehicle (LRV) Maint.	800	
	596	
	201	
	992	
	385	
	475	
	374	
	1,183	
	271	
	592	
	616	6,485
200009 - Heavy Rail Vehicle (HRV) Maint.	440	
	836	
	145	
	338	1,759
200010 - Non Rev. Vehicles/Equip.	414	
	1,800	2,214
200012 - Bus Operating Facilities	350	
	3,760	
	3,971	
	1,698	
	190	9,969
200013 - Blue Line Operating Fac.	140	
	382	522
200014 - Green Line Operating Fac.	565	
	120	
	120	
	150	
	250	
	208	1,413
200015 - Red Line Operating Fac.	110	
	1,250	
	800	
	305	
	200	
	98	
	128	
	496	3,387
200020 - System Project Admin.	531	
	1,000	
	380	
	200	

Capital Projects – End Products (\$000)

	End Product	FY99 Budget	Project Total
	• Graphic User Interface (GUI) Project for Year 2000 Compliance	500	
	• Automated Storage Retrieval System (ASRS) Project	573	
	• Material Safety Data System (MSDS) Project	100	
	• Real Estate Property Management System	275	
	• Risk Management Information System (RMIS) Hardware Server and Software	140	
	• Ticket Vending Machine Software Upgrade	340	
	• Project Labor	263	4,302
200021/200057 - VMS/MMS	• System Design/Integration Per Approved Specification	2,187	2,187
200022/200058 - TOTS Replacement	• Data Conversion, Config. Control, Report Dev., Testing	3,620	3,620
200023/200056 - Year 2000 Upgrades	• Design, Development, Integration, and Testing	12,838	12,838
200024 - Division LAN Cabling	• Design, Construction, Installation, Test	4,710	4,710
200025 - Tank Replacement: Bus Fac.	• Tank Replacement (Division 1/Vernon Yard)	1,130	1,130
200026 - Remediation - Bus Fac.	• Remediation Projects (Division 6,10,15,18)	1,256	1,256
200027 - Gen. Bldg. Mods.: Bus Fac.	• Yard Safety Enhancements	236	
	• Bus Division Modifications	100	
	• Air Conditioning/Heating Structure Repair	417	
	• Regional Rebuild Center (RRC) Building Upgrades	497	1,250
200029 - Equip. Purch./Mod. - Fac.	• Waste Water Recycling/Smoke Opacity Meter/Parts Washer	155	
	• Bus Washer Refurbishment	1,372	
	• Support Equipment/Vacuum Cone Replacement	140	
	• Bus Undercarriage Cleaning System	141	1,808
200030 - Gen. Services Maint./Equip.	• Guard Post Canopies/Emergency Ops. Center Build-Out	33	
	• Security Communications Upgrades	35	
	• Equipment (Including Carousel Systems)	3,316	3,384
200031 - Paving/Flooring Projects	• Pavement Resurfacing/Replacement	649	
	• Flooring Damage Repair (RRC/Division 2,3)	306	955
200032 - Mandated Projects: Bus Fac.	• USC Busway, LAX Transit Center, Pico-Rimpau Loop, MTA Cust. Services	1,332	1,332
200033 - Cap. Proj.: Communications	• Bus Stop Cube Signage	229	229
200035/200053 - Radios: ITS	• Purchase of Radio Repeaters and Receivers	1,117	1,117
200050 - Regional Rebuild Center (RRC)	• EPA Engine Kits	2,043	
	• Rebuild of Power Plant Assemblies (PPAs)	18,117	
	• Rebuild of Diesel/Ethanol Transmissions	7,153	
	• Procurement of Annual Tire Lease	3,750	
	• Drive Axle Assembly Repairs	979	
	• Painting/Window Changeout of 350 Buses	3,849	
	• RRC Maintenance Equipment Purchases	437	
	• Purchase of Transmissions and Related Components	1,999	
	• Purchase of 150 New Bus Engines	4,400	
	• Bus Major Accident Repair/General Body Repair	2,496	
	• Purchase of Compressors	140	
	• Wheelchair Lift Platforms	924	46,287
200054 - Microwave: ITS	• Red Line Segment 1 Fiber Retrofit	289	
	• Microwave Tower Renovation/Battery Plant Replacement	95	
	• Emergency Power Backup for Hill Top	152	536
200055 - Telephone: Projects	• North American Dialing Plan/Telecom Test Equipment	304	304
200212 - Revenue Facility	• Facility Renovations (Vernon Yard)	336	
	• Farebox Refurbishment	726	

Capital Projects – End Products (\$000)

	End Product	FY99 Budget	Project Total
	• Ticket Machine Hardware Upgrades	447	
	• Cash Counting Facility Design/Specification Dev.	109	
	• Vault House CCTV Upgrades	75	1,693
200215 - CNG Facility Upgrades	• Maintenance Building Modifications	900	
	• CNG Fueling Conversion	3,038	
	• Additional Compressor Purchase/Overhaul	1,228	
	• Slow CNG Fueling Station (RRC)	374	5,540
	Total Capital Operating Projects		\$ 193,312
Construction Projects			
800001 - Blue Line LA/Long Beach	• Acceptance of As-Built Drawings	\$ 788	\$ 788
800005 - Pasadena Line	• Work Suspended (Demobilization)	-	-
800010 - Management Oversight	• Consultant Services	284	284
800020 - Imperial Hwy. Grade Sep.	• Caltrans, City of L.A. Funding Agreement	617	617
800023 - Metro Green Line (MGL) Maintenance of Way (MOW)	• Automatic Train Control	2,200	
	• MGL Hawthorne Yard Maintenance Facility Construction	7,120	
	• Testing of Automatic Train System Wayside Equipment	3,000	
	• Payments to Caltrans and Retainage Release Amounts	3,000	
	• Real Estate Court Settlement and Related Costs	400	
	• Administration and Related Support	3,086	18,806
800080 - Red Line Segment 1	• Contract Closeout, Final Payment of Rail Car Spare Parts	643	643
800081 - Red Line Segment 2	• Tunneling/Liner/Station Completion, System Testing	85,990	85,990
800082 - Red Line Segment 3: NH	• Station Traction Power Construction, System Testing	298,819	298,819
800083 - Red Line Segment 3: Mid City	• Work Suspended (Demobilization)	-	-
800084 - Red Line Segment 3: Eastside	• Work Suspended (Demobilization), Breda Vehicle Delivery	2,964	2,964
800089 - MBL Sys. Safety & Security	• TRACS Help Monitoring Sys., Command Vehicle Upgrade	1,810	1,810
800091 - Metro Red Line Radio Retrofit	• Changeout/Retrofit of Segment 1 Radio System	4,189	4,189
800092 - Systemwide Activities	• Project Management and Administration	3,500	
	• Quality Training Program Implementation	200	
	• Environmental Effort for CEQA/NEPA Compliance	100	
	• System Safety Program Implementation	200	
	• Construction Computer System Management	400	
	• Other Effort	310	4,710
800094 - Red Line MOW	• Project Engineering Administrative Costs	19	19
800095 - Environmental Mitigation	• Tunnel Grouting	750	750
800150 - L.A. Rail Car	• Milestone Completion/Delivery and Acceptance of 32 Cars	59,609	59,609
800201 - MBL Transit Enhancements	• Blue Line Platform Extensions	5,173	
	• Division 11 Storage Track Installation	500	
	• Project Management and Administration	900	6,573
800223 - Green Line Transit Enhancements	• Division 11 Storage Track Installation	196	196
800275 - Engineering Support	• MRL Ventilation Air Flow Scenarios and Testing	500	
	• Fire/Life/Safety Support/Dig Alert Services	300	
	• Change Control Processing Support	200	
	• ADA Compliance Support	100	
	• Bridge Inspection Procedure Development	100	
	• Grand Station Entrance Addition/Corrosion Abatement	300	
	• Programmable Logic Controls & Facilities	200	
	• Rail Operations Support (ROS) Configuration Management	700	
	• EMC Closeout Report Review	100	
	• Continuation of Lessons Learned Program	700	

Capital Projects – End Products (\$000)

	End Product	FY99 Budget	Project Total
	• As-Built Transition Implementation	100	
	• Segment 1 TRACS System Modification	200	
	• Criteria and Standards Transition	500	
	• Technical Support to ROS 3rd Party Coordination	100	
	• Computer Aided Design Transition	200	
	• Trackwork Operation Support	400	
	• End-to-End Control Diagram Database Development	400	
	• Project Management and Administration	575	5,675
800280 - MRL Seg. 1 Transit Enhance.	• Public Area Sprinkler System at 5 Stations	5,400	
	• Traction Power Capacity and Other Station Upgrades	1,200	
	• Emergency Battery Packs at Stations	100	
	• 3x4 Ft. Tactile Installation at Various Car Door Locations	500	
	• Project Management and Administration	375	7,575
800281 - MRL Seg. 2 Transit Enhance.	• Sprinkler System Installation and Test	6,663	6,663
800333 - Hollywood Blvd. Mitigation	• Mitigation Activities	1,514	1,514
	Total Capital Construction Projects		\$ 508,194
	Subtotal Capital Projects		\$ 701,509
200070 - Freeway Service Patrol	• Program Management/Fund Administration	2,194	2,194
200075 - Major Incident Response	• Program Implementation/Administration	2,238	2,238
200209 - SAFE	• Program Implementation/Administration	7,962	7,962
	Total Capitalized Special Revenue Projects		\$ 12,394
	FY99 Total Capital Program		\$ 713,903

• Note: Funds reflect the capitalized portion of the identified special revenue programs.

MTA BUS PROCUREMENT PLAN

A procurement plan for the purchase of buses will benefit the region's air quality by replacing diesel engines on older buses with cleaner burning, more efficient engine configurations. It will also support continuing commitments to meet consent decree requirements, and help realize a Long Range Transportation Plan (LRTP) goal of replacing buses on a twelve (12) year cycle by FY07.

The following schedule reflects the CNG bus delivery schedule that was used to build the MTA FY98 Capital Reforecast and FY99 Budget. This schedule is developed to plan future cashflow/funding needs through FY04.

The first portion of the schedule, "FY98 Reforecast", reflects the FY98 through FY04 schedule used to prepare the reforecast.

The second portion, "Current FY99 Budget", reflects the schedule used to prepare the FY99 budget, as well as update short-term funding scenarios. This schedule reflects new procurement action, as well as current manufacturer delivery commitments.

The third portion, "Change from FY98 Reforecast", reflects delivery schedule/bus order changes, annotated in order to provide an explanation of each change.

Management is reevaluating the procurement schedule in order to accelerate and maximize purchases based on funding availability. \$18.4 million is included in the FY99 budget for an additional 50 buses, over-and-above the 50 bus option exercised in FY99.

MTA Bus Procurement Plan

	FY98	FY99	FY00	FY01	FY02	FY03	FY04	Total
FY98 Reforecast								
98 Option (Neoplan CNG)	37							37
250 New (Neoplan CNG)	163	87						250
50 Option (Neoplan CNG)								-
223 Order (New Flyer CNG)		160	63					223
Future Orders (Incl. 215 Order)			145	162	164	165	167	803
Total Deliveries	200	247	208	162	164	165	167	1,313

Current FY99 Budget								
98 Option (Neoplan CNG)	37							37
250 New (Neoplan CNG)	190	60						250
50 Option (Neoplan CNG)		50						50
223 Order (New Flyer CNG)		1	222					223
Future Orders (Incl. 215 Order)		50	1	214	164	165	167	761
Total Deliveries	227	161	223	214	164	165	167	1,321

Change from FY98 Reforecast (Incr.+/(Decr.))								
98 Option (Neoplan CNG)	-							-
250 New (Neoplan CNG)	27	(27)						-
50 Option (Neoplan CNG)		50						50
223 Order (New Flyer CNG)		(159)	159					-
Future Orders (Incl. 215 Order)		50	(144)	52				(42)
Total Deliveries	27	(86)	15	52	-	-	-	8

Delivery accelerated to FY98

Added bus order

Delivery moved to FY00
per mfg. delivery
commitment

50 bus "challenge" in
FY99; Updated
Future Order plan

REGIONAL PROGRAMS BUDGET

BUDGET PROCESS AND ASSUMPTIONS

A core function of the MTA, as stipulated in its enabling legislation, is to serve as the regional transportation planning agency for Los Angeles County. MTA coordinates transportation projects to ensure the development of an integrated Metro System through the Long Range Transportation Plan and programs funds to various local agencies to support these projects.

All transportation funds are programmed by the MTA through the Regional Transportation Improvement Program (RTIP). Funds are allocated to other government agencies by mandated legislation, Board policy, or through a competitive awards process known as the "Call for Projects." The Board approves the projects recommended for funding through the annual budget and the biennial Call for Projects.

The MTA provides funding directly to projects through grants of local funds or indirectly through allocating Federal or State grants. Local funds consist mainly of Proposition A and C funds which are directly disbursed by the MTA to agencies based on the approved spending plan. The FY99 Budget assumes a prorated share of the LAPD/LASD contract for security services for the municipal operators. Federal and state grant funds are programmed or allocated by the MTA and disbursed directly by the granting agency to the grantee, or recipient. The recipient agency is responsible for administering and managing the federal or state grant.

This section summarizes the funds that the MTA programs to other local agencies, including funds directly disbursed by the MTA, and funds disbursed through federal and state grants. The FY99 Budget local funding commitments for the Call for Projects reflect current year cashflow, rather than programming, and include estimated expenditures for prior year commitments. Funding for all other local funding programs, including Municipal Operator programs, ASI, Proposition A Incentive, Local Return, Metrolink, and State and Federal funding programs reflect the FY99 programmed amounts.

FY99 REVENUE AND EXPENDITURE SUMMARY

The schedule shown details the revenues and expenditures by each major funding category included in the Regional Programs Budget.

- Municipal Operator Programs include funding to the 16 transit service providers throughout Los Angeles County. These funds are allocated through the Formula Allocation Program (FAP) based on service parameters.
- The ADA/Accessibility Funding Program includes funding for ASI and operators granted funding in the Proposition A Incentive program, which was set up in the guidelines as 5% of 40% of the total Proposition A revenues. These revenues are used for services to help the elderly and disabled with community-based transportation services.

- Local Projects and Programs is the largest funding program category at \$443 million. This category includes funding through the Propositions A and C Local Return programs and funds allocated through the MTA's Call-for-Projects process. In addition, this funding category includes funds allocated through the TDA Article 3 and 8 programs for transit purposes.
- Other Local Projects includes subsidies awarded by the MTA Board outside of the Call-for-Projects process, to the Immediate Needs programs, Support for Homeless Re-Entry (SHORE) and General Relief, Wilshire Streetscape and Los Angeles Neighborhood Initiative (LANI).
- Commuter Rail and Intercity Rail programs fund the Southern California Regional Rail Authority's (SCRRA) Metrolink service for Los Angeles County and provides \$25,000 for Intercity Rail support.

All of these programs are discussed in greater detail in the following Regional Programs description section.

FY99 Revenues / Expenditures Summary (\$000)

Regional Programs Budget

	Municipal Op. Programs	ADA Funding Programs	Local Projects & Programs	Other Local Projects	Comm. Rail & Intercity Rail	Total Subsidy Budget
Revenue						
Farebox Revenue	-	-	-	-	-	-
Prop A - Admin 5%	-	-	-	6,075	-	6,075
Prop A - Local Return 25%	-	-	106,803	-	-	106,803
Prop A - Rail 35%	-	-	-	-	-	-
Prop A - Discretionary 95% of 40%	45,363	-	-	-	-	45,363
Prop A - Incentive 5% of 40%	-	6,043	-	-	-	6,043
Prop C - Admin 1.5%	-	-	-	-	-	-
Prop C - Local Return 20%	-	-	89,062	-	-	89,062
Prop C - Security 5%	4,317	-	-	-	-	4,317
Prop C - Commuter Rail 10%	-	-	8,106	-	-	8,106
Prop C - Streets & Hwys 25%	-	-	131,259	-	32,561	40,667
Prop C - Discretionary 40%	11,133	6,680	1,106	650	-	131,259
Other Local Revenues	-	-	10,000	-	-	10,000
TDA	49,491	-	15,854	-	-	65,345
Other State	3,199	-	-	-	-	3,199
Federal	-	26,720	-	1,975	-	28,695
Proceeds from Financing	-	-	80,689	-	-	80,689
Interest	5,021	-	-	-	-	5,021
Total	118,525	39,443	442,878	8,700	32,561	642,106
Expenditures by Category						
Non-Contract Wages	-	-	-	-	1	1
Fringe Benefits	-	-	-	-	0	0
Professional & Tech Services	-	-	-	-	4	4
Contract Services	1,082	-	-	-	78	1,160
Fuels & Lubricants/Utilities	-	-	-	-	-	-
Material & Supplies	-	-	-	-	-	-
Acquisitions	-	-	-	-	-	-
Overhead	-	-	-	-	-	-
Subsidies	117,443	39,443	442,878	8,700	32,477	640,940
Other	-	-	-	-	1	1
Total	118,525	39,443	442,878	8,700	32,561	642,106
Surplus/(Deficit)	-	-	-	-	-	-

REGIONAL PROGRAMS DESCRIPTIONS

Municipal Operator Programs

Municipal Operator Programs are funds provided to the 16 transit service providers in Los Angeles County. The MTA allocates operating funds based on formulas approved by the Board using performance metrics such as vehicle service miles, passenger revenues and fares, in addition to other programs outside the formula funding process. Several programs provide funding for municipal operators:

- *Operating Funds* - All eligible operators receive a proportionate share of applicable local, state and federal funds that are used as operating subsidies. These funds include STA, TDA, Proposition A and Proposition C. Operating funds also include special allocations approved by the Board such as the municipal operator fair share allocation and Foothill Mitigation funds.
- *Call for Projects - Security* - A proportionate share of Proposition C 5% Security funds is available to municipal operators to supplement regional security services. The FY99 Budget assumes funding for municipal security programs consistent with SB1755, also known as the Calderon Bill. This legislation provided that 90% of the total Proposition C 5% Security Funds be allocated by formula on the basis of total passengers served. In addition, the Regional Programs budget includes \$253,000 for previously awarded Call for Projects funded security projects. Applications for use of these funds in FY99 will be reviewed, evaluated and approved by the MTA staff prior to award.
- *Bus Service Improvement Plan (BSIP)* - The initial BSIP was approved by the Board in March 1996 to provide supplemental funding to all Los Angeles County operators on a formula basis for the expansion of bus service. The FY99 Adopted Budget continues the BSIP at the same funding level of \$10.4 million. Municipal operators will receive \$2.5 million and the balance to MTA bus operations.
- *Transit Service Expansion* - This program provides funding to support specific services provided by the seven operators within Los Angeles County: Culver City; Foothill; Gardena; Long Beach; Los Angeles; Torrance; and, Antelope Valley. Funding is continued at the FY98 Budget level at \$5.4 million.
- *Base Bus Restructuring* - The Base Bus Restructuring provides funding for additional outside service, in addition to base service provided by the following operators: Commerce, Foothill, Montebello, and Torrance. The FY99 Adopted Budget continues funding at FY98 levels, \$2.8 million.

ADA/Accessibility Funding Programs

The MTA continues to lead the effort to be fully compliant with the federal American with Disabilities Act (ADA) by providing transit services to the disabled public. This funding category includes subsidies to Access Services Inc. (ASI) and various paratransit operators funded through the Proposition A Incentive program.

MTA contracts with the non-profit ASI to provide regional transit services for the disabled public. ASI provides Los Angeles County's complementary paratransit system designed for people with disabilities who cannot ride the fixed route bus and rail system. In 1990, the ADA federal government mandated the specialized transportation services. The service is required to be complementary to the fixed route system, meaning the service must run at similar times as the fixed route system and must serve all areas within 3/4 mile on either side of a fixed route.

ASI is also the Consolidated Transportation Services Agency (CTSA) for LA County. As the CTSA, ASI fulfills a mandate from the State of California that each County have an agency working to improve transportation accessibility and to improve coordination among social service transportation and other public transportation service providers. The FY99 Adopted Budget increases funding to \$33.4 million, \$3.4 million more than the FY98 Budget level. ASI will be funded with RSTP and Proposition C 40% consistent with the FY98 funding plan.

In addition, the MTA will program \$7.0 million in Proposition A Incentive for specific paratransit programs throughout Los Angeles County. Paratransit is a component of the public transportation network that typically uses smaller vehicles in a demand response mode. The vehicles usually do not operate on a fixed schedule or a fixed route. The service usually targets seniors and persons with disabilities although many paratransit services are also available to the general public. Many of the 89 cities in Los Angeles County operate their own paratransit systems, usually within the boundaries of one jurisdiction. A few of the jurisdictions provide service to neighboring cities or unincorporated portions of the County and some of these services are eligible for Proposition A Incentive funds. The Incentive Program is funded by 5% of the 40 percent Proposition A Discretionary funds.

The intent of the Incentive Program is to: (1) encourage coordinated paratransit systems that are regional in nature, and (2) institute performance standards that promote efficient and effective service.

Local Projects and Programs

Regional Programs budget for FY99 includes funds for four programs:

- Proposition A and C Local Return Programs
- Ports Access Highway Improvements Program
- MTA's TIP Call for Projects
- TDA Bikeways/Transit/Streets & Highways Program

Proposition A and C Local Return: By the enabling legislation, the 89 cities of Los Angeles County receive a direct share based on population of the total Propositions A and C sales tax revenues to support transit needs and other transportation projects, known as "local return." Cities receive 25% of Proposition A receipts and 20 percent of Proposition C receipts. Funds can be used for paratransit and fixed route service, street and road maintenance and other transit - related improvements. In FY99, cities will receive approximately \$194 million under the local return program, a 4% increase over the FY98 budget.

Ports Access Highway Improvements Program: Port access demonstration projects are partially funded through this program established in July 1990. The MTA acts as the fund administrator whose responsibilities include facilitation and management of the account. The Ports and Cities of Los Angeles and Long Beach and Caltrans contributed to this funding program. It is estimated that \$10 million will be drawn down from this account in FY99 for project reimbursement.

TIP Call for Projects: The TIP Call for Projects is the MTA's biennial process for allocating funding to local agencies for transportation improvements of regional significance. After the MTA establishes funding estimates for each project category, local agencies are invited to submit project applications that compete for funding allocations. MTA staff evaluates the project applications and ranks the submittals in each category according to a scoring system adopted by the Board. Upon the Board's adoption of the multi-year funding programming, the MTA secures written agreements with the successful project sponsors and allocates funding to cities as agreed in the cashflow plan.

Eligible participants in the TIP Call for Projects include the cities in the county and the County of Los Angeles, municipal operators, joint powers authorities, public agencies and, in some cases, private non-profit organizations. Multiple TIP Call for Projects cycles at the MTA have resulted in significant programming to non-MTA project sponsors for FY 1998-99. Based on past experience of project delivery rates, MTA staff has estimated local funding cash expenditures for non-MTA projects as follows:

Funds by Project Categories - Modes (\$000)

Freeway Projects (HOV, TSM and Gap Closures)	\$ 68,510
Regional Surface Transportation Improvements	21,272
Transit Capital and Enhancements	9,396
Transit Enhancements	1,400
Local Traffic Systems Management	94,759
Regional Bikeways and Pedestrian Improvements	12,822
Transportation Demand Management	13,001
Total Local Programmed CFP Funds	\$221,160

The MTA, with Caltrans, will continue progress on (HOV) lanes on all Los Angeles County freeways in FY99. Major highway construction efforts in FY99 include:

- Route 14 (Sand Canyon to Escondido)
- Route 60 (Brea Canyon to Route 57)
- Route 60 (Route 57 to San Bernardino County Line)
- Route 405 (Route 710 to Route 110)

The adopted budget includes the acceleration of \$12.9 million of projects originally programmed in FY00. Major projects that were accelerated include Alameda Corridor, South Park Traffic Management, and Vermont Avenue Transit/Pedestrian Improvements.

TDA Bikeways/Transit/Streets & Highways Program: This program category includes funding for TDA Article 3 and 8 funding programs. In FY99, \$4.5 million in TDA Article 3 funds and \$11 million in TDA Article 8 funds will be allocated. Article 8 funds are used for road and street projects. TDA Article 3 funds are allocated to all cities and the unincorporated areas of the County by population basis.

Other Local Projects

The Regional Programs budget includes funds from four programs:

- Immediate Needs
- SHORE and General Relief
- Wilshire Streetscape
- LANI

Immediate Needs Transportation Plan Project: This project provides transportation for persons with immediate transportation needs and limited resources. Bus tokens and taxi coupons worth up to \$28 per person per month are furnished to individuals for travel to medical appointments, food-shopping, job interviews and rides to shelters. Funding is continued at the FY98 budget level of \$5 million.

Support for Homeless Re-Entry (SHORE) Project and General Relief: The SHORE project is designed to provide tokens to indigents in Los Angeles County. Tokens reach case-managed homeless clients of 30 social service agencies. Annual expenditures are capped at \$350,000. In addition, the MTA provides \$725,000 annually to Los Angeles County General Relief to purchase tokens and weekly passes from MTA. This fare media helps general relief participants to find and keep jobs. There is no administration fee.

Wilshire Streetscape: The Wilshire Streetscape improvement project consists of a variety of urban design improvements in the Wilshire Center District. Improvements include landscaped center medians, special pavement treatments at crosswalks and tree planting along the Boulevard. The funding for this project was approved by the MTA Board outside of the Call for Projects process. The total amount awarded by the Board was \$2 million. \$650,000 is planned to be expended in FY99, which was deferred from FY98. The project will be complete by fiscal year-end.

Los Angeles Neighborhood Initiative (LANI): The Los Angeles Neighborhood Initiative program was created to implement transit-related improvement projects in selected Los Angeles neighborhoods. The program is administered independently by LANI, Inc. The Federal Transit Administration granted \$5.4 million in Section 5309 federal funds as part of its Livable Communities Neighborhood Initiative Program. The MTA is the recipient of the grant funds and serves as the pass-through agency for disbursing the federal funds to LANI. The budget includes \$2.0 million from the original grant for anticipated FY99 expenditures. The MTA provides in-kind expenses such as office space and facilities as the local match.

Commuter Rail and Intercity Rail Funding

Commuter Rail: In FY99, MTA will commit \$32.5 million to support commuter rail services in the Southern California region through the partnership with Southern California Regional Rail Authority (SCRRA). The SCRRA is a Joint Powers Authority (JPA) with five county transportation commissions as members: Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Its mission is to plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink"). Funds are for capital and operating expenses.

Intercity Rail: MTA provides \$25,000 annually to support the Southern California Intercity Rail program administered by LOSSAN, or the Southern California Intercity Rail Interim joint powers authority, or their potential successor. This level of financial support is consistent with the level of support in prior years.

Federal and State Programs

In total, \$513 million of federal and state funds is programmed in FY99 to support regional transportation programs through the Transit State Highway Program, Capital Improvement Program, which is Section 5307 (formerly Section 9) Municipal Operators Capital funding program, and the federal and state funds programmed through the Call for Projects process.

As the Regional Transportation Planning Agency, the MTA is responsible for programming additional funds that are administered by state and federal agencies. Through the State Transportation Improvement Plan (STIP), the State of California commit federal and state funds to support local transportation initiatives. The MTA, as the regional transportation planner, works with the State to ensure that high priority projects are funded in the STIP. State and federal funding is provided for a broad range of highway, road and other transportation projects including:

- HOV lane construction;
- Freeway expansion;
- Interregional roads;
- Soundwalls;
- Alameda Corridor.

Over \$183 million in local, state, and federal funds are dedicated to the Alameda Corridor for planned FY99 expenditures. The Alameda Corridor Project will be a 20-mile rail corridor running along Alameda Street to facilitate access to and from the ports of Los Angeles and Long Beach.

A schedule comparing the FY99 Regional Programs budgets with FY97 Budget and the FY98 Reforecast by the categories described above is included on the following page.

Regional Programs Budget Detail

(\$000)

	FY97 Budget	FY98 Reforecast	FY99 Budget
MTA Programming of MTA Funds:			
Municipal Operator Programs			
Operating funding program	107,260	114,040	103,497
Call for Projects Security funds	2,571	1,098	4,317
Bus Service Improvement Program	2,552	2,528	2,501
Transit Service Expansion	5,398	5,398	5,408
Base Bus Restructuring	2,801	2,801	2,801
Municipal Operator Programs Total	120,582	125,864	118,525
ADA/Accessibility Funding Programs			
ASI - Access Services Inc	29,409	30,000	33,400
Proposition A Incentive programs	8,118	7,620	6,043
ADA/Accessibility Funding Programs Total	37,527	37,620	39,443
Local Projects and Programs			
Proposition A and C Local Return	188,167	186,179	195,864
TDA Bikeways / Transit / Streets & Hwys Pgms	15,075	15,191	15,854
Ports Access Highway	-	-	10,000
Call for Projects	158,922	135,875	221,160
Local Projects and Programs Total	362,164	337,244	442,878
Other Local Projects			
Immediate Needs	5,000	5,000	5,000
SHORE/General Relief Tokens	-	-	1,075
Wilshire Steetscape	500	1,500	650
L.A. Neighborhood Initiative	-	1,640	1,975
Other Local Projects Total	5,500	8,140	8,700
Commuter Rail & Intercity Rail Programs			
Metrolink	40,039	31,162	32,536
Intercity Rail	25	25	25
Commuter Rail & Intercity Rail Programs	40,064	31,187	32,561
Total MTA Funded Programs	565,837	540,055	642,106
MTA Programming of State & Federal Funds			
Transit Capital Improvement (TCI) Program	3,849	22,000	27,449
State Highway Program	502,988	491,495	399,518
Capital funding program	23,091	28,174	28,932
Call for Projects	103,175	31,699	57,046
State and Federal Funding Programs Total	633,103	573,368	512,945

EXECUTIVE OFFICE AND DEPARTMENT BUDGETS

This section of the FY99 Budget includes information on departmental budget grouped by Executive Office.

REORGANIZATION

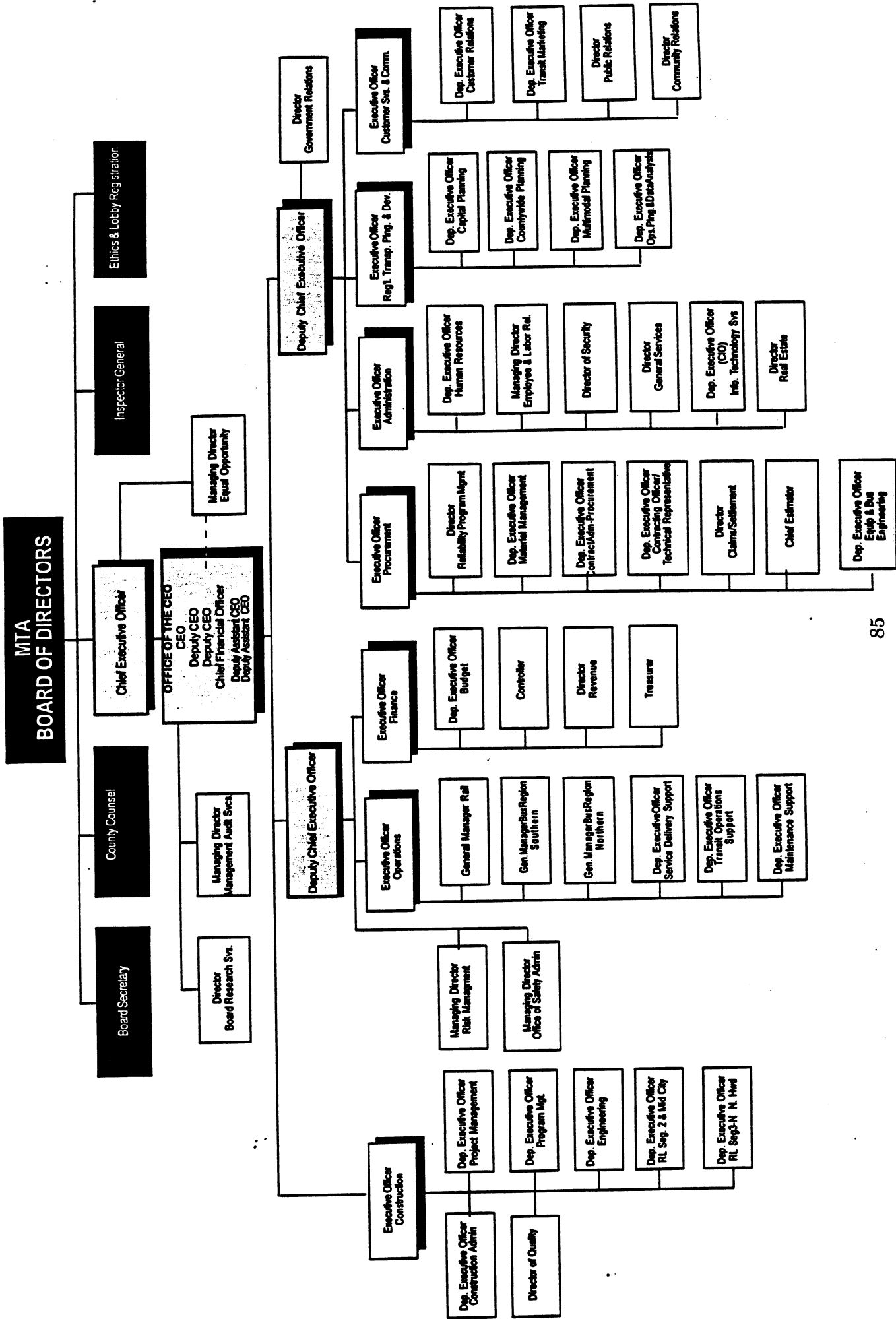
The FY99 Budget process included significant reorganizations in the effort to streamline management and broaden the span of control. In addition, MAPs (management action plans) were developed for FY99 strategies that were based on MTA's guiding principles.

These reorganizations include:

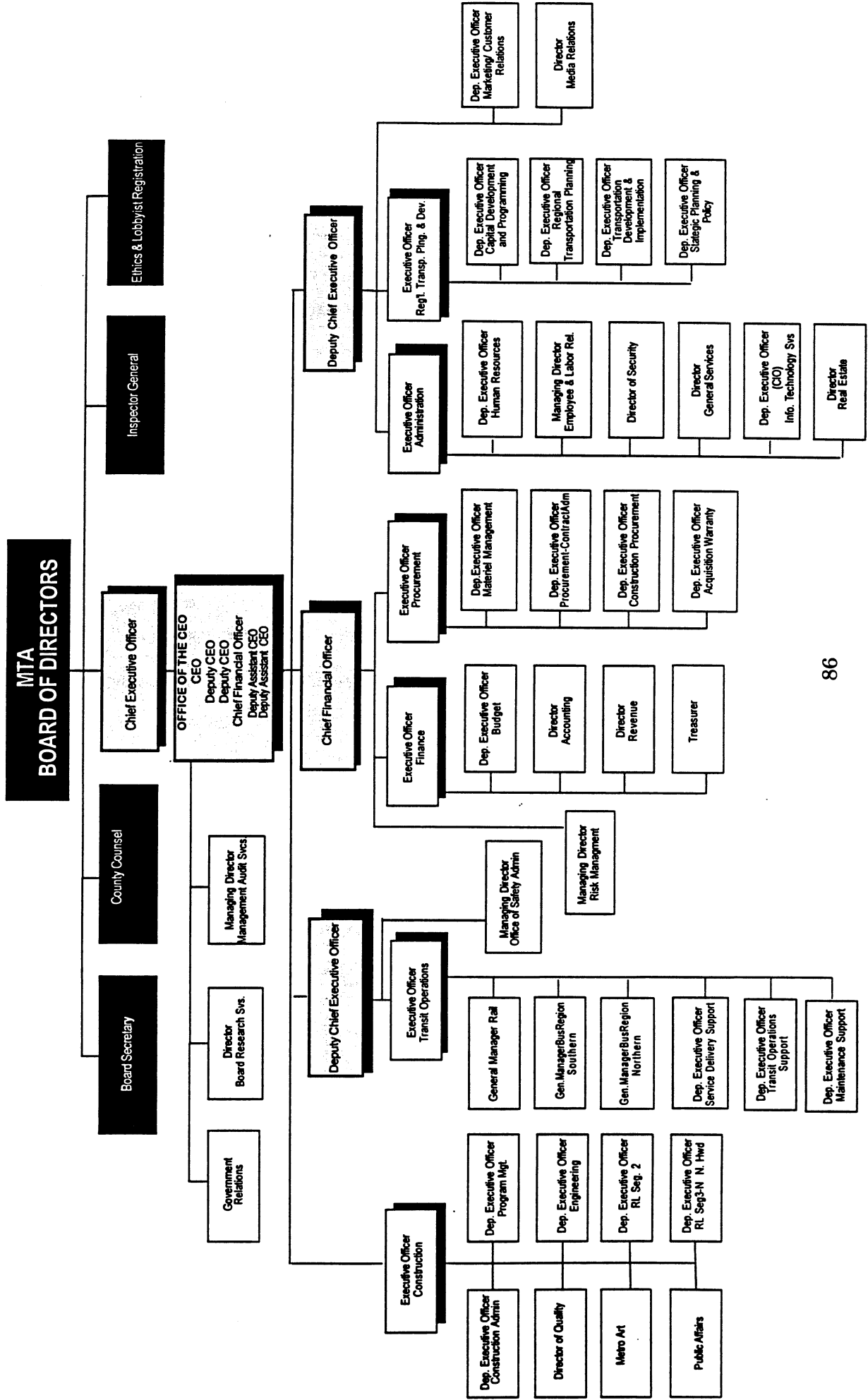
- The Equal Opportunity department is split into its major functions, with Labor Compliance now reporting to Human Resources and Contract Compliance now reporting to Procurement.
- The Document Production unit, consisting of four staff, is reorganized with the Scheduling department to better coordinate their common functions of schedule development.
- The Scheduling Department is reorganized from the Operations division to the Operations Planning unit in Regional Transportation and Planning Development to provide improved coordination between the two functions.
- The management of the Gateway capital improvement project, which was under the Real Estate Department's responsibility, is now the responsibility of the General Services function in the Administration division.
- The training staff in the Labor Relations unit is centralized under the Training function in the Human Resources department.
- The Communications division is reorganized, eliminating the need for one Executive Officer.
 - ◆ Government Relations and Media Relations will now directly report to the Deputy Chief Executive Officer, reflecting the significance of these functions to the agency.
 - ◆ The Film Liaison function is now under Marketing with responsibility of setting rates and collecting revenues (previously in Communications, Operations, and Real Estate).
 - ◆ Marketing will be combined with Customer Relations, thereby eliminating management positions.
 - ◆ Community Relations was split and reassigned to their service units.
 - ◆ Metro Art and Public Affairs now reports to Construction.
 - ◆ Employee programs previously under Internal Communications are consolidated under Human Resources.
- Facility Engineering, previously in Operations, is consolidated under the Engineering function in the Construction Division.
- The Stores and Equipment Engineering functions previously in Operations are consolidated under the Procurement division.
- Transit Operations implemented a recommendation made by the Labor-Management Work-out Team to restructure operating division management. This new structure flattens the organization and provides for more on-street supervision, improved instruction, and increased maintenance supervision. This restructuring results in an increase of 34 positions. Department groupings in the following Transit Operations schedules reflects the total budgeted FTEs, but may not reflect the final reorganization.

- **The Regional Transportation Planning and Development (RTP&D) unit is reorganized to reduce overlapping functions, consolidate management functions, and provide better modal support. The former Area Team function, which was organized on a geographic basis, is being restructured by mode, i.e., highway, bikeway, etc. This unit will retain a community planning unit. Policy development is consolidated under the Regional Transportation Planning unit. The Capital Planning unit is responsible for identifying funding solutions to implement the planned transportation system. Staffing levels by department in the following RTP&D schedules do not reflect the final reorganization, since it is not complete.**

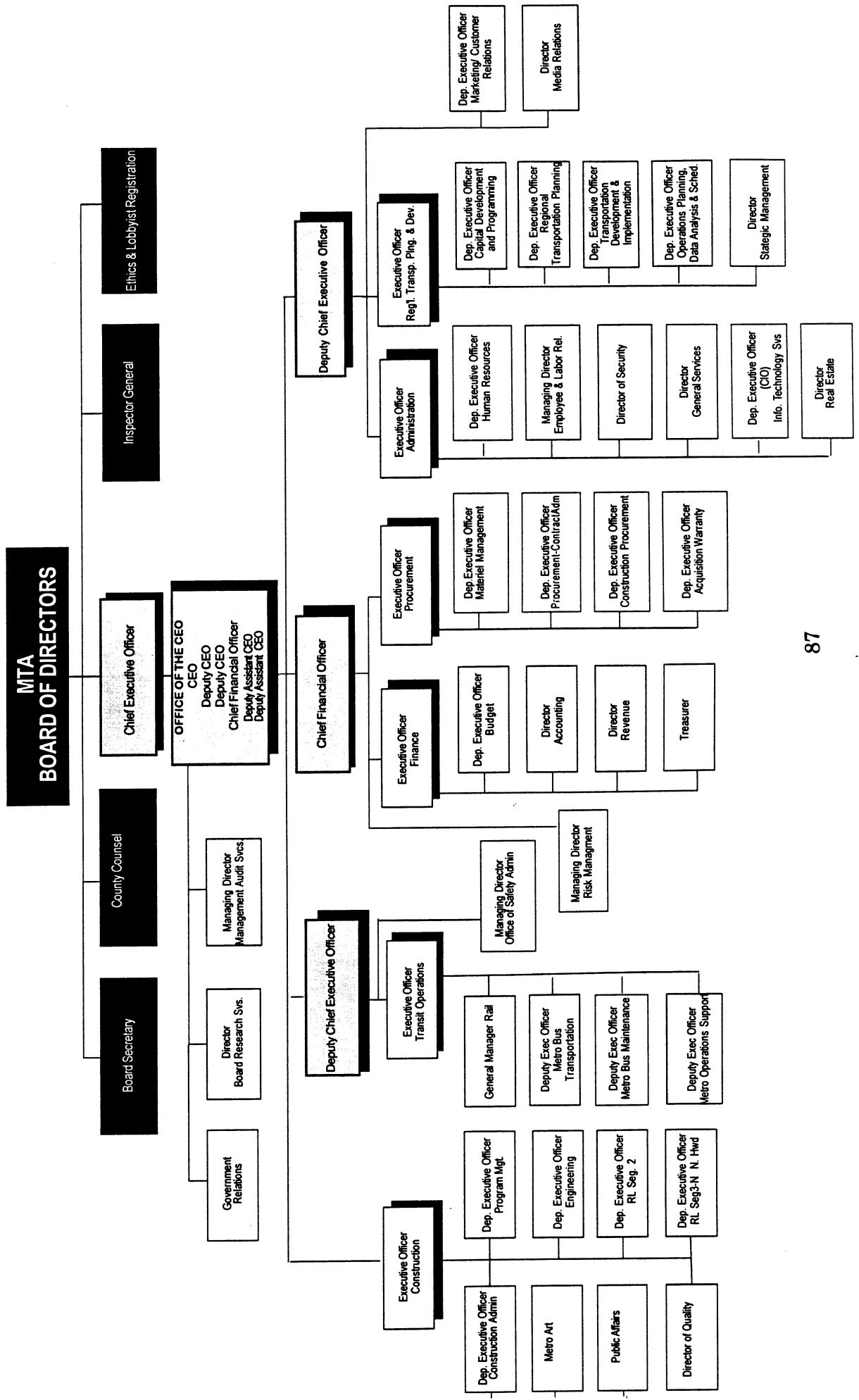
MTA FY98 BUDGET



MTA FY99 PROPOSED BUDGET



MTA FY99 ADOPTED BUDGET



OBJECTIVES AND STRATEGIES DEVELOPMENT

Our 2020 vision is that our region will offer a better quality of life where all people can travel quickly, economically and safely in a clean environment.

The mission statement for the Los Angeles County Metropolitan Transportation Authority is to provide the leadership and resources for a safe, efficient transportation system that keeps LA County moving. A better tomorrow rides on us.

The MTA incorporated the four guiding principles developed as part of the vision and mission statements into the budget development/MAP process. The FY99 Budget was built upon measurable objectives that were communicated through the MAPs. FY99 marks the first year the MTA will have a review process that will be strategically and financially linked.

Specific objectives and strategies to implement these objectives were reviewed as part of the budget process. The principles used to develop these are included in the following section. The four guiding principles that guide how we will carry out the vision and mission are restated below:

- **Fiscally - responsible:** In a constrained fiscal environment, we optimize resources to achieve operational and regional effectiveness; we control costs, increase revenue/funding opportunities and improve the way services are provided, both internally and externally.
- **Customer - focused:** We direct our efforts toward providing efficient, cost-effective and courteous service for all of our customers.
- **Community and regionally responsible:** We are an active partner with our diverse communities in developing our regional transportation system and contributing to the vitality of the region.
- **Employee supportive:** Our employee are our most valuable resource. We enhance employee performance and satisfaction by strengthening skills, teamwork and morale and by working together with trust and mutual respect.

MTA Summary Expenditure Budget

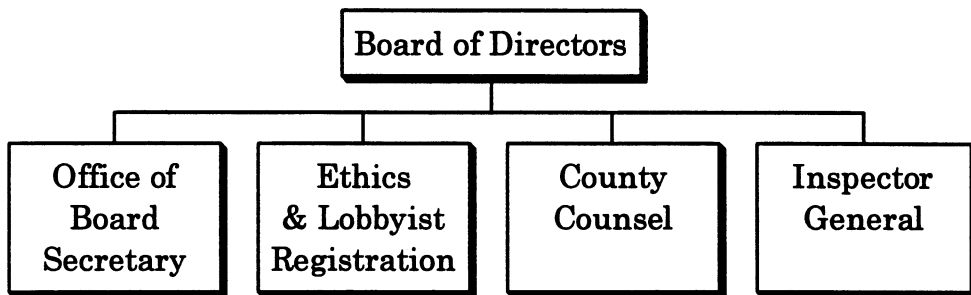
Executive Office FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Board Of Directors	62	59	62
Chief Executive Office	116	109	123
Transit Operations	6,049	6,039	6,197
R T P & D	220	216	193
Finance	260	256	249
Administration	963	664	461
Office Of Procurement	299	294	338
Communications	173	160	153
Construction	271	237	181
Total	8,413	8,034	7,956

Expenditure (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Board Of Directors	18,095	21,344	21,418
Chief Executive Office	11,837	16,989	19,978
Transit Operations	545,382	604,517	627,161
R T P & D	38,054	592,628	693,067
Finance	47,141	397,600	457,692
Administration	135,189	138,435	130,590
Office Of Procurement	81,532	136,806	99,328
Communications	13,121	11,889	9,360
Construction	536,601	527,930	465,296
Non-Departmental	1,185,399	213	2,700
Total	2,612,351	2,448,351	2,526,592

Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	273,622	258,356	253,073
Non-Contract Wages	102,022	98,729	95,536
Fringe Benefits	226,318	200,800	206,916
Professional & Tech Services	213,863	231,372	170,879
Contract Services	80,656	92,453	128,682
Purchased Transportation	16,763	23,451	32,267
Fuels & Lubricants/Utilities	44,087	45,582	41,592
Material & Supplies	78,036	70,713	84,396
Casualty & Liability	49,679	65,232	49,808
Debt/Interest	630,005	279,118	365,501
Acquisitions	432,993	531,630	465,011
Subsidies	447,845	539,564	640,940
Other	21,498	13,500	(8,008)
Sub Total	2,617,386	2,450,500	2,526,592
Overhead	(5,035)	(2,149)	0
Total	2,612,351	2,448,351	2,526,592

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Board of Directors



Board Of Directors

Department FTE's	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Office Of Board Secretary	11	10	9
Ethics Office	8	8	7
County Counsel	6	4	4
Inspector General	37	37	42
Total	62	59	62

Expenditures (\$000)	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Board Office	423	255	118
Office Of Board Secretary	615	580	544
Ethics Office	264	560	480
County Counsel	12,950	14,608	12,431
Inspector General	3,841	3,820	4,343
Sub Total Department	18,093	19,823	17,918

Non-Departmental-County Counsel	2	1,521	3,500
Sub Total Non-dept.	2	1,521	3,500

Total Non-dept & Dept	18,095	21,344	21,418
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	2,772	2,818	3,104
Fringe Benefits	1,733	1,430	1,528
Professional & Tech Services	496	701	650
Contract Services	12,623	15,702	15,596
Fuels & Lubricants/Utilities	46	88	85
Material & Supplies	71	199	89
Acquisitions	218	208	208
Other	135	198	157
Sub Total	18,095	21,344	21,418
Overhead	0	0	0
Total	18,095	21,344	21,418

Board Of Directors Board Office

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Contract Wages	124	0	0
Fringe Benefits	78	0	0
Professional & Tech Services	169	150	80
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	8	35	6
Other	44	70	32
Sub Total	423	255	118
Overhead	0	0	0
Total	423	255	118

OFFICE OF BOARD SECRETARY

The Office of Board Secretary is responsible for the Board meeting process, including agendas, minutes, resolutions, and scheduling. The Office of Board Secretary also provides administrative support to the Board members. The Office of Board Secretary includes the Legal Services Department, which is responsible for the acceptance and processing of all legal documents on the MTA and its employees.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Provide convenient public access to Board information to contribute to the vitality of the region & the transportation system development. 	<ul style="list-style-type: none"> • Post Board agenda. • Distribute Board reports and minutes in person, via US mail, electronic mail & Internet. • Coordinate & convene Board meetings. • Respond to requests within one day.
<ul style="list-style-type: none"> • Act as MTA's Agent of Service of Process for all legal documents. 	<ul style="list-style-type: none"> • Accept and process all legal documents (e.g., subpoenas, summons and complaints) and claims for damages and garnishments served on MTA and its employees.
<ul style="list-style-type: none"> • Represent MTA in courts as Custodian of Records. 	<ul style="list-style-type: none"> • Appear in courts as Custodian of Records as required.

Major Budget Variances - Office of Board Secretary

- Restore Legal Services Manager temporarily eliminated in FY98 Reforecast Budget.
- Eliminate Records Information Coordinator from FY99 budget.
- Non-payroll expenses are reduced by \$9,000 from FY98 Reforecast levels based on YTD experience.

Major Budget Variances - Board Office

- Reduce Board Office cost due to annualized savings of no alternates resulting in reduced travel, Board fees, food, and conference seminars.

Board Of Directors Office Of Board Secretary

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	369	347	348
Fringe Benefits	229	180	162
Professional & Tech Services	4	19	24
Contract Services	0	1	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	6	25	7
Other	6	8	3
Sub Total	615	580	544
Overhead	0	0	0
Total	615	580	544

FTEs	11	10	9
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ETHICS OFFICE

The Ethics Office advises the Board of Directors, Executive Management and staff on ethical principles in accordance with state laws and regulation governing campaign contributions, fund raising activities, conflicts of interest and lobby regulations.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Maintain ethics program 	<ul style="list-style-type: none"> • Implement a comprehensive program incorporating training, education, and raising staff awareness of ethical issues.
<ul style="list-style-type: none"> • Comply with state-mandated Lobby Registration laws 	<ul style="list-style-type: none"> • Maintain Lobby Registration program
<ul style="list-style-type: none"> • Assure the public that the MTA is conducting itself in a fair and equitable manner 	<ul style="list-style-type: none"> • Implement and monitor the Board Code of conduct and the Employee Code of Conduct
<ul style="list-style-type: none"> • Insure ethical MTA contractor job performance 	<ul style="list-style-type: none"> • Implement and monitor the Contractor Code of Conduct
<ul style="list-style-type: none"> • Encourage ethical conduct 	<ul style="list-style-type: none"> • Provide support to employees to allow them to make ethical decisions
<ul style="list-style-type: none"> • Insure free and open competition in all agency procurements 	<ul style="list-style-type: none"> • Monitor economic disclosure, conflict of interest, Lobbyist Registration laws and the MTA gift policy. Incorporate ethics and lobby registration provisions in all procurement documents
<ul style="list-style-type: none"> • Market the ethics program 	<ul style="list-style-type: none"> • Print and distribute calendars, brochures, and posters with an ethics theme

Major Budget Variances

- Eliminate one vacant position.
- FY98 Budget included \$60,000 not required in FY99 for computer systems.

Board Of Directors Ethics Office

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	153	328	311
Fringe Benefits	102	160	153
Professional & Tech Services	0	0	0
Material & Supplies	2	61	1
Acquisitions	0	0	0
Other	7	10	16
Sub Total	264	560	480
Overhead	0	0	0
Total	264	560	480

FTEs	8	8	7
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COUNTY COUNSEL

The County Counsel is responsible for providing legal advice and representation to the MTA. County Counsel provides advice on issues of governmental law, procurement law, conflict of interest laws, and Federal and State laws relating to transportation. County Counsel also provides advice and representation on construction matters, labor relations, personnel matters and administers outside legal services.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none">• Efficiently administer the General Counsel Office.	<ul style="list-style-type: none">• Manage outside counsel and all litigation to minimize costs and liability.• Timely respond to requests for legal advice and assistance.• Vigorously pursue false claims against MTA contractors.• Use training to identify and resolve potential disputes before they become large cases.

Major Budget Variances

- Increased costs for outside legal counsel offset by reduced contingency.

Board Of Directors County Counsel

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	141	238	159
Fringe Benefits	89	119	77
Professional & Tech Services	122	80	135
Contract Services	12,511	14,120	12,016
Material & Supplies	4	24	21
Acquisitions	51	0	0
Other	31	27	24
Sub Total	12,950	14,608	12,431
Overhead	0	0	0
Total	12,950	14,608	12,431

FTEs	6	4	4
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Professional & Tech Services	2	0	0
Contract Services	0	1,521	3,500
Other	0	0	0
Sub Total	2	1,521	3,500
Total	2	1,521	3,500

Comments
Non-departmental includes \$3.5 million for Legal Contingency. Non-departmental was centralized in one agency-wide department in FY97.

OFFICE OF INSPECTOR GENERAL

The Inspector General is responsible for identifying and investigating allegations of fraud, waste, and abuse of MTA resources, both from within and externally.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none">• To make the MTA a more difficult target for fraudulent, wasteful and abusive practices	<ul style="list-style-type: none">• Issue 10 audit reports.• Issue 5 audit policy statements.• Issue 10 inspection reports.• Promote and operate OIG HOTLINE.• Recommend cost savings of at least \$5 million through cost recoveries or cost avoidance.• Improve management of investigative staff to reduce the time it takes to bring cases to closure.

Major Budget Variances

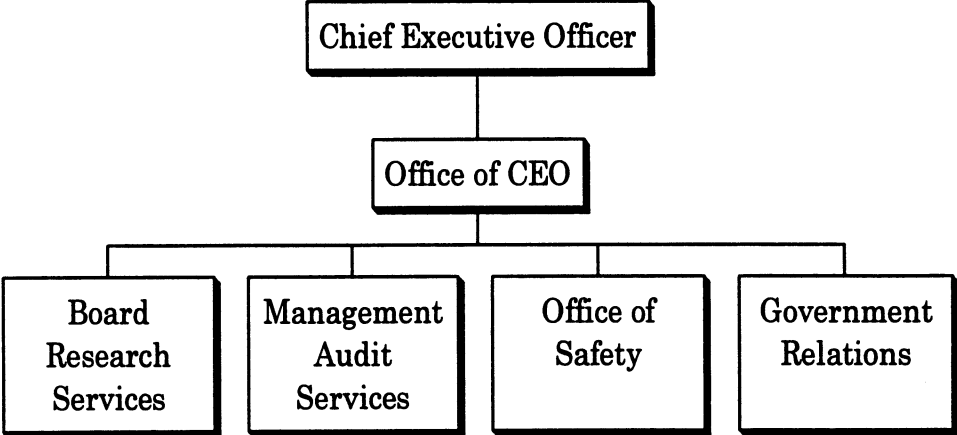
- Restore 5 FTEs for FY99, previously budgeted in FY98 but reduced during the FY98 Reforecast.

Board Of Directors Inspector General

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	1,985	1,905	2,287
Fringe Benefits	1,235	971	1,136
Professional & Tech Services	198	452	411
Contract Services	111	61	80
Fuels & Lubricants/Utilities	46	88	85
Material & Supplies	52	54	54
Acquisitions	167	208	208
Other	47	83	83
Sub Total	3,841	3,820	4,343
Overhead	0	0	0
Total	3,841	3,820	4,343
FTEs	37	37	42

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Office of the CEO



Chief Executive Office

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Chief Executive Office	23	12	11
Management Audit Services	42	43	61
Board Research Services	7	4	5
Office Of Safety	39	40	38
Government Relations	5	10	8
Total	116	109	123

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Chief Executive Office	3,642	3,788	3,011
Management Audit Services	3,328	6,669	8,265
Board Research Services	422	407	419
Office Of Safety	3,192	4,438	7,062
Government Relations	1,252	1,688	1,220
Sub Total Department	11,837	16,989	19,978

Sub Total Non-dept.			
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Total Non-dept & Dept	11,837	16,989	19,978
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	4	0	0
Non-Contract Wages	5,167	6,678	7,356
Fringe Benefits	3,677	3,418	3,568
Professional & Tech Services	1,035	4,838	6,778
Contract Services	1,424	586	13
Fuels & Lubricants/Utilities	1	0	64
Material & Supplies	293	726	432
Acquisitions	0	0	1,050
Other	236	743	717
Sub Total	11,837	16,989	19,978
Overhead	0	0	0
Total	11,837	16,989	19,978

OFFICE OF THE CEO

The Office of the CEO was organized under the new Chief Executive Officer to better implement efforts to achieve agency goals. This office consists of the agency's executive officers (the CEO, two Deputy CEOs, a Chief Financial Officer (to be named), two Deputy Assistant CEOs and support staff.)

The office of the CEO coordinates and control work that crosses departmental lines and to provide additional resources to staff and stakeholders.

The objectives and strategies of the Office of the CEO are to:

- stabilize MTA and restore its credibility and efficiency,
- improve Metro bus service and ease overcrowding,
- complete the Metro Rail subway,
- and gain flexibility in state and federal transit monies so that viable alternatives to the demobilized rail projects can be developed.

These programs are outlined in the Fiscal 1998-1999 Proposed Budget Summary.

Chief Executive Office Chief Executive Office

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2	0	0
Non-Contract Wages	1,351	787	827
Fringe Benefits	847	378	385
Professional & Tech Services	410	2,417	1,624
Contract Services	809	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	110	42	21
Other	112	164	154
Sub Total	3,642	3,788	3,011
Overhead	0	0	0
Total	3,642	3,788	3,011

FTEs	23	12	11
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MANAGEMENT AUDIT SERVICES

Management Audit Services is responsible for supporting the MTA and management through Internal Audit (review internal controls, verify compliance with laws and regulations, determine whether assets are safeguarded, review the accuracy and timeliness of financial reports); Contract Audit (conduct construction and professional service contract audits according to legislature AB 1869 and FTA required interim and close-out audits); Project Audit (performs required Call-for-Projects close-out audits and administers the mandated Consolidated Audit); Contractor Pre-Qualification function (implement the audit requirements of California Assembly Bill 1869) and COSO/CSA (establish internal controls throughout MTA).

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Direct, manage and establish audit compliance activities of the cost centers (Internal Audit, Contract Audit, Project Audit, Contractor Pre-Qualification, and COSO/CSA). 	<ul style="list-style-type: none"> • Ensure all units meet goals and objectives, set policies and procedures, and provide main support systems.
<ul style="list-style-type: none"> • Provide a liaison to the Office of the CEO. • Recommend improvements in safeguarding assets, operational efficiency, economy and effectiveness of MTA business units, programs and activities. 	<ul style="list-style-type: none"> • Perform tasks requested by the Office of the CEO. • Conduct 100 internal audits of MTA business units, programs and activities. • Follow-up implementation of recommendations for 80 completed audits.
<ul style="list-style-type: none"> • Identify recoverable costs to ensure that MTA is not mischarged or over billed on contracts. 	<ul style="list-style-type: none"> • Develop cost avoidance of 6% on throughput audits, and cost savings of 7% on backlogged incurred cost audits.
<ul style="list-style-type: none"> • Provide audit oversight to the Alameda Corridor project and audit services for the Pasadena Blue Line and Eastside demobilizations. 	<ul style="list-style-type: none"> • Supplement FY98 staffing patterns with as-needed and CPA professional services.
<ul style="list-style-type: none"> • Provide litigation support to Legal Counsel to identify cost avoidance dollars. 	<ul style="list-style-type: none"> • Reallocate existing staff resources to provide required support to Legal Counsel.
<ul style="list-style-type: none"> • Identify recoverable dollars through close-out audits of Call-For-Projects. 	<ul style="list-style-type: none"> • Complete 193 additional audits of projects funded by the FY92 - FY95 Call for Projects.
<ul style="list-style-type: none"> • Complete annual financial/compliance audits mandated by funding sources of jurisdictions with LA county that receive TDA, FTA, and Prop A/C funds administered by MTA. Audit findings have averaged over \$11 million in lapsed/unused funds per year. 	<ul style="list-style-type: none"> • Contract with CPA firm through competitive procurement to perform these audits, and provide oversight and assistance.
<ul style="list-style-type: none"> • Implement modified pre-qualification program. 	<ul style="list-style-type: none"> • Roll out new streamlined Pre-Qualification Application Program on July 1, 1998.
<ul style="list-style-type: none"> • Facilitate the systematic establishment of generally accepted internal controls throughout the MTA. 	<ul style="list-style-type: none"> • Recruit staff and consultant to install a control self assessment system.

MANAGEMENT AUDIT SERVICES

Major Budget Variances

The FY99 budget for Management Audit Services reflects a significant change in the departmental organization. The scope of audit responsibility is enhanced. The department's functions are expanding to encompass broader oversight responsibilities with new responsibility added for projects, contractor pre-qualifications, and COSO/CSA audits. Management Audit is budgeting each of these activities in discrete cost centers with staff aligned to support key functions.

- Addition of 16 FTEs for the formation of an enhanced Internal Audit unit.
- Allocate 8.75 FTEs to the Project Audit function to perform close-out audits on Call for Projects contracts and MOUs, an increase of 4.75 FTEs from FY98. Expense is primarily offset by \$1 million which was budgeted previously in Planning for outside auditing services.
- 3 FTEs are being added to support the new COSO/Control Self Assessment (CSA) function
- Increase in Professional and Technical Services is to provide technical expertise to establish a Control Self Assessment (CSA) function and to perform special internal and contract related audits
- Expense break out by function is listed below:

Function	Mgmt Audit	Internal Audit	Contract Audit	Project Audit	Contractor Pre-Qual	COSO/ CSA
FTEs	5	16	22	8.75	5.75	3
FY99 Budget	\$564	\$1,437	\$3,864	\$1,243	\$490	\$679

Chief Executive Office Management Audit Services

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	1,585	3,145	3,888
Fringe Benefits	991	1,579	1,882
Professional & Tech Services	602	1,495	2,031
Contract Services	112	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	13	334	259
Acquisitions	0	0	0
Other	24	115	205
Sub Total	3,328	6,669	8,265
Overhead	0	0	0
Total	3,328	6,669	8,265
FTEs	42	43	61

BOARD RESEARCH SERVICES

Board Research Services reviews board reports and coordinates and provides briefings with MTA Board Members and their staff on various issues to provide the Board with information to make informed decisions.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Link MTA stakeholders in support of MTA policies, programs & projects. 	<ul style="list-style-type: none"> • Oversee & serve as the liaison with the MTA's legislatively mandated Citizens Advisory Council.
<ul style="list-style-type: none"> • Provide leadership, identify issues and develop strategies to inform the Board of Directors and MTA staff for effective decisions. 	<ul style="list-style-type: none"> • Oversee & provide research & analytical services for the Board & Executive staff for quality, informed Board decisions. • Initiate, coordinate & participate in briefing of Board member staff on committee board reports. • Oversee MOUs w/ City of Glendale & San Gabriel Valley Council of Governments for Board support. • Review & respond to all Board member correspondence within 14 days.
<ul style="list-style-type: none"> • Improve information provided to executive & MTA staff on board reports. 	<ul style="list-style-type: none"> • Produce & distribute monthly annotated committee & Board agendas. • Provide written comments to preparers on all draft reports received for Board committees within two business days.
<ul style="list-style-type: none"> • Improve Customer Service Responses. 	<ul style="list-style-type: none"> • Report & respond to all customer inquiries & concerns promptly.

Major Budget Variances

- FY99 includes 2 FTEs for staff partially funded by MOUs.

Chief Executive Office Board Research Services

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Contract Wages	256	267	278
Fringe Benefits	160	128	131
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	1	2	3
Other	4	10	8
Sub Total	422	407	419
Overhead	0	0	0
Total	422	407	419

FTEs	7	4	5
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OFFICE OF SAFETY

The Office of Safety is responsible for construction safety, operations safety, safety compliance and overall transit system safety. It is responsible for contractor job site safety inspections; monitoring contractor compliance; auditing contractor reported injuries; oversight of consultant safety audits; monitoring injury rates; reviewing and assessing the impact of Federal, State, and local or other regulatory requirements; and assisting in contract design and acceptance process; and representing the MTA in the processes used in promulgating new construction safety regulated regulations.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Comply with regulatory agencies' reporting requirements. 	<ul style="list-style-type: none"> • Submit annual emissions, bi-annual reports, hazardous material business plans to AQMD, EPA, local Fire and Health Departments. • Submit monthly CPUC reports and other reports as required by NTSB and FTA.
<ul style="list-style-type: none"> • Improve public safety by providing customers the information, & means to safely utilize MTA services. 	<ul style="list-style-type: none"> • Provide safety information and motivation to transit system customers through external & internal components of Safety Awareness.
<ul style="list-style-type: none"> • Improve work place safety by providing employees the knowledge, means, and motivation to perform their jobs safely. 	<ul style="list-style-type: none"> • Conduct 4 comprehensive safety inspections of Bus & Rail Operating divisions/quarter. • Conduct 1 comprehensive internal rail system audit per FTA & CPUC rules. • Conduct 20 industrial hygiene studies to determine adverse toxic substances.
<ul style="list-style-type: none"> • Develop a Loss Control/Loss Prevention plan that provides Occupational Health and Safety programs that are site sensitive and regulatory compliant. 	<ul style="list-style-type: none"> • Design & implement an integrated injury management program to return employees to work. • Implement a Workers' Compensation "Safety Analysis and Failure Evaluation" (SAFE) process.
<ul style="list-style-type: none"> • Improve current construction site safety levels to reduce injury costs & improve productivity. Insure contractors fulfill all safety related contract provisions. 	<ul style="list-style-type: none"> • Deploy adequate Construction Safety engineers to review all sites on daily. • Oversee contractor safety compliance activities with Certified Safety Professionals.
<ul style="list-style-type: none"> • Insure future construction site safety levels that will prevent significant injury costs and improve productivity. 	<ul style="list-style-type: none"> • Establish specific & objective contractor safety performance measurements for future contracts (evaluate contractor professional safety staff).
<ul style="list-style-type: none"> • Continued implementation of the Fire/Life Safety Program. 	<ul style="list-style-type: none"> • Verify Compliance with applicable Fire/Life Safety criteria, codes and standards.
<ul style="list-style-type: none"> • Reduce the number of Highway-Rail Grade Crossing Collisions on the Metro Blue Line (Motor Vehicles and Pedestrians). 	<ul style="list-style-type: none"> • Maintain Photo Enforcement Program, install medians, relocate "T" signals, & install "Train" signs. • Implement improvements in the C0360 Contract.
<ul style="list-style-type: none"> • Ensure all Rail Projects and Vehicles are Safety Certified in accordance with Safety Certification Program Plan. 	<ul style="list-style-type: none"> • Apply criteria, codes and standards during the certification process.
<ul style="list-style-type: none"> • Implement the System Safety Program Plan & Oversight Plan as mandated by the PUC. 	<ul style="list-style-type: none"> • Develop a Hazard Resolution Program to identify & mitigate Hazards. & manage PUC Oversight Plan.

OFFICE OF SAFETY

Major Budget Variances

The Office of Safety was formed in FY98 as a separate function to consolidate safety and compliance functions from Transit Operations and Construction into a single unit to provide management oversight and administration for consistent policy and procedures. The newly structured organization is responsible for enhanced awareness and compliance of regulations through improved training programs and customer information.

- Net decrease of 2 FTEs in Office of Safety as a result of demobilization of construction projects
- Reallocation of \$657K in FY99 of Blue Line Telephoto Enforcement contract from capital to operating expense budget
- Increase of \$557K in professional and technical contracts for consulting services to provide disaster training, emergency preparedness training, work place safety training, and customer safety information programs.
- The increase in Acquisitions of \$1.1 million is attributable to \$520K for ventilation testing systems for Red Line Segment 2, \$100K for technical services for ventilation procedures for Segment 3 - North Hollywood, \$150K for grade crossing safety improvement projects, \$350K to fund CPUC punch list improvements for rail systems, and \$145K for design engineering services for four quadrant gate system.

Chief Executive Office Office Of Safety

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	1,533	1,972	1,967
Fringe Benefits	1,411	1,001	966
Professional & Tech Services	23	889	2,576
Contract Services	0	12	13
Fuels & Lubricants/Utilities	0	0	64
Material & Supplies	164	290	148
Acquisitions	0	0	1,050
Other	59	275	277
Sub Total	3,192	4,438	7,062
Overhead	0	0	0
Total	3,192	4,438	7,062
FTEs	39	40	38

GOVERNMENT RELATIONS

Government Relations directs and coordinates all activities relating to legislation and elected officials which includes: budgets; board and executive staff reports; briefings; and, tours for elected officials, administrators, business and civic leaders. It acts as the principle liaison to all federal, state, and local elected officials, government agencies, commissions, and their staff. The department develops the MTA's legislative goals and objectives, obtains legislative support and monitors the legislative process for MTA impacts.

FY 99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> To ensure cohesive & coordinated Government Relations outreach, strategies & efforts according to Board & MTA policy. 	<ul style="list-style-type: none"> Develop a team environment for coordinated efforts.
<ul style="list-style-type: none"> Secure funding in the FY 1999 Appropriations Act & develop ISTEA request & strategy. 	<ul style="list-style-type: none"> Develop political & legislative strategy to obtain funding. Develop materials, schedule briefings.
<ul style="list-style-type: none"> To enhance & protect MTA authority at the state legislative level & provide political strategy, direction & advocacy. 	<ul style="list-style-type: none"> Ensure coverage of legislation important to MTA & Board of Directors & outreach to elected officials.
<ul style="list-style-type: none"> Enhance & protect MTA funding at the state legislative level & providing, political strategy, direction & advocacy. 	<ul style="list-style-type: none"> Ensuring coordination w/in the agency & communications to external entities. Coordination of federal, state & local administrative & legislative activities.
<ul style="list-style-type: none"> Maintain effective liaison with local elected officials, municipal organizations & associations to protect & enhance funding for MTA programs & projects. 	<ul style="list-style-type: none"> Regularly attend & act on items at L.A. City Council, L.A. City Council Transportation Committee, California League of Cities & California Contract Cities Association

Major Budget Variances

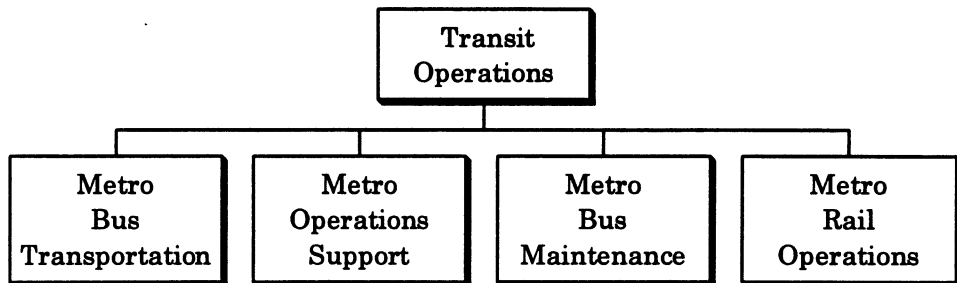
- Consolidate federal, state, and local governments functions reducing staff by 2.
- FY99 services for lobbyist held at FY98 Budget level. All other FY98 miscellaneous services and costs were eliminated.
- FY98 other expenses include promotional materials, advertising, mailing costs, and travel. FY99 budget is primarily travel (\$53k).

Chief Executive Office Government Relations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	441	507	396
Fringe Benefits	267	332	203
Professional & Tech Services	0	37	547
Contract Services	503	574	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	4	59	2
Other	37	179	73
Sub Total	1,252	1,688	1,220
Overhead	0	0	0
Total	1,252	1,688	1,220

FTEs	5	10	8
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Transit Operations



TRANSIT OPERATIONS

Transit Operations manages all aspects of MTA bus and rail operations and related activities. Transit Operations provides clean, safe, efficient and reliable transit services to more than 1.1 million patrons per day. With more than 6,000 employees working throughout Los Angeles County's 4,400 square miles, Transit Operations is responsible for operating or managing over 180 Metro bus routes and rail lines with over 18,000 stops and stations. Utilizing 31 operating facilities, Transit Operations maintains over 2,100 transit buses, 100 rail cars and 1,500 pieces of non-revenue equipment (cars, trucks, forklifts, etc.).

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Improve bus and rail service. 	<ul style="list-style-type: none"> • Provide clean, safe, reliable bus services. • Improve the quality & reliability of accessible services. • Station Transit Ambassadors at high-volume rail/bus interface locations to manage passenger loads on MTA buses. • Maintain systemwide and division contract staffing levels. • Ensure scheduled TOS-VO coverage is maintained throughout the fiscal year. • Implement bus/rail interface program.
<ul style="list-style-type: none"> • Improve bus service reliability. 	<ul style="list-style-type: none"> • Eliminate 37,000 hours of deferred maintenance by adding 22 mechanics.
<ul style="list-style-type: none"> • Maintain rail service reliability. 	<ul style="list-style-type: none"> • Perform scheduled inspections & repairs. • Perform Light rail car overhauls. • Implement MOS 2B. • Test and accept MOS 3B work in conjunction with construction's schedule.
<ul style="list-style-type: none"> • Provide technical training. 	<ul style="list-style-type: none"> • Provide technical training to both existing staff and new staff to ensure safe, reliable transit services.
<ul style="list-style-type: none"> • Improve appearance of bus fleet 	<ul style="list-style-type: none"> • Implement Ready-to-Roll standards. • Paint 350 buses. • Maintain zero-tolerance standard for graffiti. • Maintain service attendant staffing by back-filling LTL vacancies; & develop an aggressive LTL back-to-work program.

TRANSIT OPERATIONS

Major Budget Variances

The FY99 budget for Transit Operations is being impacted by the implementation of labor efficiencies which will yield cost savings. In addition, some Workout Team recommendations have also been incorporated into the budget. Increases are due to wages, COLA adjustments for all union groups, increased maintenance expenses to eliminate the deferred maintenance backlog, and the implementation of the light rail car overhaul program.

Note: Transit Operations implemented a recommendation of the Operations Labor Management Work-out Team to restructure operating division management. The organizational chart has been updated to reflect the new structure; however the budget detail mirrors the former structure.

- Increase of Transit Operations Supervisors (TOSs) in vehicle operations to enhance on-street supervision in bus operations.
- Decrease of 25 FTEs in Regional Rebuild Center is due to the elimination of inspect and repair as needed program (IRAN).
- Transfer out of 7 FTEs from Regional Rebuild Center to Procurement for reliability warranty and production control programs.
- The increase in FTEs in Northern and Southern Region bus operations is for mechanics to eliminate deferred maintenance backlog, service attendants for CNG bus inspections and fueling, and transfer-in of community affairs staff . The offsets are the transfer of storeroom (stock clerks and storekeepers) responsibility to Procurement.
- Transit Rail Operations is increasing FTEs for maintenance support to implement the light rail overhaul program, revenue service of Segment MOS-2B, and the acceptance and testing of Breda rail cars.
- \$7.4 million in contract wage efficiencies for labor utilization is offset by \$6.3 million for cost of living allowance increases for all union groups.
- Fringe benefits expenses are increasing over FY97 actual and FY98 reforecast for the annualization of worker's compensation chargebacks.
- Contract services is increasing by \$1.3 million which includes \$400K for agreement with Union Pacific for maintenance of rail crossings, \$155K for environmental testing, and \$935K for outside maintenance service contracts for bus and rail facilities.
- Purchase transportation expenses are increasing by \$8.4 million; \$2.4 million for consent decree pilot service expenses and \$6.0 million for the projected rate increase to renegotiate contracted- out lines.
- Methanol to ethanol fuel conversion and diesel pricing are reducing fuel & lubricants expenses by \$5 million.
- Material and supplies is increasing by \$15.5 million for expenses capitalized parts for engines, engine kits, power plants and transmissions and expenses to refurbish facilities.

Transit Operations

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Transit Operations	3	5	2
Transit Operations Support	60	57	58
Service Delivery Support	152	194	197
Maintenance Support	717	692	653
Northern Bus Region	2,162	2,156	2,204
Southern Bus Region	2,522	2,538	2,601
Transit Rail Operations	433	397	482
Total	6,049	6,039	6,197

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Transit Operations	714	517	346
Transit Operations Support	6,327	2,621	4,901
Service Delivery Support	39,040	57,532	58,469
Maintenance Support	82,015	92,266	99,753
Northern Bus Region	177,435	175,381	203,597
Southern Bus Region	202,119	199,574	204,229
Transit Rail Operations	37,662	41,157	54,146
Sub Total Department	545,313	569,047	625,441

Non-Departmental-Operations	69	35,469	1,721
Sub Total Non-dept.	69	35,469	1,721

Total Non-dept & Dept	545,382	604,517	627,161
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	236,884	234,128	232,134
Non-Contract Wages	33,450	30,214	33,417
Fringe Benefits	156,234	150,211	164,532
Professional & Tech Services	1,657	4,130	5,056
Contract Services	27,515	46,756	48,095
Purchased Transportation	36	17,681	25,152
Fuels & Lubricants/Utilities	27,333	41,964	37,128
Material & Supplies	55,845	58,539	74,125
Casualty & Liability	0	100	50
Acquisitions	5,453	16,857	6,434
Subsidies	0	0	0
Other	973	3,936	1,039
Sub Total	545,382	604,517	627,161
Overhead	0	0	0
Total	545,382	604,517	627,161

Transit Operations Executive Office, Transit Operations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	227	304	143
Fringe Benefits	214	143	67
Professional & Tech Services	0	10	15
Contract Services	91	0	0
Purchased Transportation	0	0	0
Material & Supplies	7	19	2
Other	175	42	119
Sub Total	714	517	346
Overhead	0	0	0
Total	714	517	346
FTEs	3	5	2

Transit Operations Transit Operations Support

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	677	(1,732)	281
Non-Contract Wages	2,697	2,354	2,252
Fringe Benefits	2,509	960	1,465
Professional & Tech Services	26	28	0
Contract Services	54	6	6
Fuels & Lubricants/Utilities	12	0	0
Material & Supplies	(989)	858	831
Acquisitions	1,175	0	0
Other	167	148	65
Sub Total	6,327	2,621	4,901
Overhead	0	0	0
Total	6,327	2,621	4,901

FTEs	60	57	58
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	3,589	1,653
Non-Contract Wages	0	(810)	0
Fringe Benefits	0	1,393	1,683
Professional & Tech Services	0	1,759	0
Contract Services	0	207	25
Purchased Transportation	36	17,681	0
Fuels & Lubricants/Utilities	0	8,886	(150)
Material & Supplies	0	300	(1,000)
Subsidies	0	0	0
Other	33	2,464	(490)
Sub Total	69	35,469	1,721
Overhead	0	0	0
Total	69	35,469	1,721

FTEs	0	0	0
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Comments	<p>Non-departmental Contract Wages, fringe benefits, Utilities and Material includes \$3.5 million of cost reductions identified by the work out teams. It also includes \$3.2 million of taxes and uniforms not allocated to divisions. Non-departmental was centralized in one agency-wide department in FY97.</p>
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Transit Operations Service Delivery Support

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	864	1,277	1,562
Non-Contract Wages	6,461	6,989	7,029
Fringe Benefits	4,538	4,189	4,334
Professional & Tech Services	655	2,033	4,289
Contract Services	22,900	37,130	34,980
Fuels & Lubricants/Utilities	4	113	243
Material & Supplies	3,889	5,088	4,734
Casualty & Liability	0	100	50
Acquisitions	(260)	30	185
Other	20	582	1,061
Sub Total	39,071	57,532	58,469
Overhead	(31)	0	0
Total	39,040	57,532	58,469
FTEs	152	194	197

Transit Operations Maintenance Support

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	22,676	21,537	21,365
Non-Contract Wages	4,408	3,959	3,873
Fringe Benefits	16,863	15,821	15,447
Professional & Tech Services	438	79	382
Contract Services	4,130	4,515	6,464
Purchased Transportation	0	0	0
Fuels & Lubricants/Utilities	531	4,447	4,424
Material & Supplies	29,271	29,170	41,434
Acquisitions	3,630	12,604	6,224
Other	68	134	140
Sub Total	82,015	92,266	99,753
Overhead	0	0	0
Total	82,015	92,266	99,753
FTEs	717	692	653

Transit Operations Northern Bus Region

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Contract Wages	91,977	91,117	86,486
Non-Contract Wages	7,625	6,746	8,170
Fringe Benefits	56,428	53,910	59,788
Professional & Tech Services	4	120	0
Contract Services	20	0	25
Purchased Transportation	0	0	25,152
Fuels & Lubricants/Utilities	12,539	13,427	11,875
Material & Supplies	8,387	9,804	12,029
Acquisitions	0	0	25
Other	441	257	46
Sub Total	177,420	175,381	203,597
Overhead	15	0	0
Total	177,435	175,381	203,597
FTEs	2,162	2,156	2,204

Transit Operations Southern Bus Region

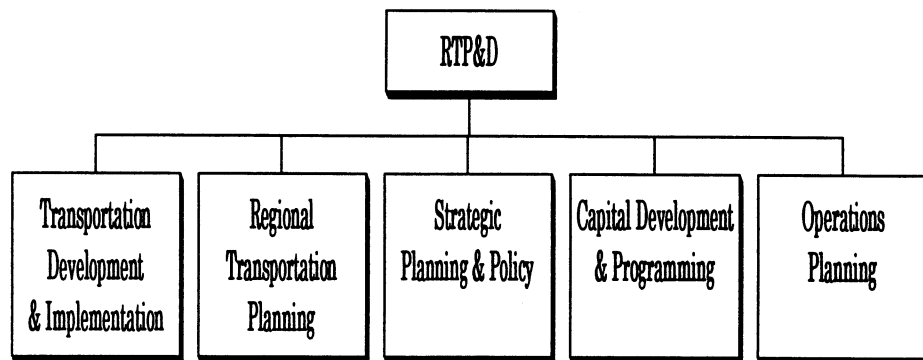
Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	105,800	104,785	104,524
Non-Contract Wages	8,184	6,722	7,130
Fringe Benefits	64,678	64,337	70,212
Professional & Tech Services	35	25	25
Contract Services	1	1	3
Fuels & Lubricants/Utilities	14,184	15,046	11,296
Material & Supplies	9,210	8,438	10,996
Acquisitions	0	0	0
Other	26	220	44
Sub Total	202,119	199,574	204,229
Overhead	0	0	0
Total	202,119	199,574	204,229
FTEs	2,522	2,538	2,601

Transit Operations Transit Rail Operations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	14,890	13,556	16,262
Non-Contract Wages	3,847	3,951	4,820
Fringe Benefits	11,005	9,458	11,536
Professional & Tech Services	499	76	345
Contract Services	320	4,897	6,591
Fuels & Lubricants/Utilities	64	45	9,440
Material & Supplies	6,071	4,862	5,099
Acquisitions	907	4,223	0
Other	44	89	53
Sub Total	37,646	41,157	54,146
Overhead	16	0	0
Total	37,662	41,157	54,146
FTEs	433	397	482

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Regional Transportation Planning & Development



REGIONAL TRANSPORTATION PLANNING & DEVELOPMENT (RTP&D)

Regional Transportation Planning & Development (RTP&D) develops plans, policies, funding programs, and implements projects across all modes, including highway/freeway, rail, signal synchronization, bicycle, pedestrian, and intelligent transportation systems. It also schedules and routes bus and rail services and provides analytical and technical service planning support for regional restructuring studies, travel demand modeling, transportation demand management. RTP&D also plans and programs for funding sources that support regional transportation systems. It approves and monitors the use of funds by cities and transit operators, Propositions A and C Local Return and Discretionary funds and TDA Article 3, 4 and 8.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Develop and Action plan to deliver more efficient transit services countywide. 	<ul style="list-style-type: none"> • Design and implement service improvement & economies identified through the Restructuring Studies • Evaluate options for alternative service delivery such as implementation of the three tier system • Develop, evaluate and recommend lower cost alternatives for rail corridors where projects have been temporarily suspended.
<ul style="list-style-type: none"> • Develop and implement cost effective transportation solutions. 	<ul style="list-style-type: none"> • Pursue cost efficiencies in our HOV/ TOS capital projects. • Implement a fiscally responsible Sound-wall Program that addresses the needs of the community. • With the FHWA-develop Intelligent Transportation Systems to facilitate mobility within the county. • Continue to develop multimodal solutions to our transportation problems such as implementing the TIP Call For Projects.
<ul style="list-style-type: none"> • Secure, program, manage and administer State, Federal and Local Funds for regional transportation programs and projects for the County. 	<ul style="list-style-type: none"> • Secure up to \$723 million in project earmarks from ISTEA II. • Manage and administer \$750 million in new state Transportation Improvement Program funds through SB 45. • Secure, negotiate and administer \$600 million in grants.
<ul style="list-style-type: none"> • Represent funding needs for regional transportation programs and projects 	<ul style="list-style-type: none"> • Review, negotiate and obtain Federal and State agencies consensus/approvals as needed to progress funding for regional transportation programs and projects.

REGIONAL TRANSPORTATION PLANNING & DEVELOPMENT (RTP&D)

Major Budget Variances

Regional Transportation Planning and Development (RTP&D) is projecting significant reductions in staff and support expenses as a result of focusing upon core functions and programs. Included in the FY99 budget are \$28.8 million in expenses for Call for Project programs as compared to \$22.6 million in FY98 budget. These expenses are now budgeted on a cash flow rather than project expense authorization basis. Another major factor affecting expenses is the total reduction of 27 FTEs.

Note: RTP&D implemented a reorganization to consolidate functions. The organizational chart has been updated to reflect the new structure; however the budget detail mirrors the former structure.

- Reduction of administrative support in Executive Office.
- Operation Planning is reducing organizational focus which includes the transfer of 4 FTEs to Operations for document control of schedules.
- Transportation Development and Implementation is reducing 10 FTEs
- Capital Planning is reducing staff.
- The library will continue to be funded for six months to review options for relocating assets results in savings of \$117 in Countywide Planning.
- Joint Development responsibility is being eliminated and remaining responsibilities are being consolidated for a savings of \$869K
- Bus Service Improvement Planning function is being consolidated which reduces expenses by \$845K.
- Savings of \$1 million for transfer of Call for Projects audit responsibilities to Management Audit, offset by an increase of \$900K for accounting services to perform the Triennial audit.
- The increase in professional and technical services is attributable to realignment of Call for Project programs from contract services (in FY97 actual, Call expenses are reported in both professional and technical and contract services), offset by \$1.8 million for reducing studies and coordinating services with municipal operators.
- Contract services is decreasing due to LANI program and realigning expenses in FY99 to Call programs.
- Purchase transportation services is decreasing due to the transfer of responsibility for consent decree pilot services to Transit Operations.
- Subsidy expenses is increasing. This is further explained in the Subsidy Budget schedule.

R T P & D

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Reg Transp Plan & Dev	7	5	3
Operations Planning	95	96	90
Countywide Planning	25	25	22
Transp Dev & Implementation	67	66	56
Capital Dev & Prog	26	24	22
Total	220	216	193

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Reg Transp Plan & Dev	863	657	399
Operations Planning	8,086	13,597	14,651
Countywide Planning	4,459	4,541	4,361
Transp Dev & Implementation	19,436	31,717	30,694
Capital Dev & Prog	2,662	2,238	2,022
Sub Total Department	35,505	52,750	52,127

Non-Departmental- Cdp	2,549	539,564	640,940
Non-Departmental-Bus Sys Imp Plan	0	314	0
Sub Total Non-dept.	2,549	539,878	640,940

Total Non-dept & Dept	38,054	592,628	693,067
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,134	2,373	2,297
Non-Contract Wages	8,615	8,700	7,691
Fringe Benefits	9,696	5,511	4,888
Professional & Tech Services	2,831	24,375	29,487
Contract Services	8,215	5,841	2
Purchased Transportation	0	5,590	7,114
Fuels & Lubricants/Utilities	0	1	0
Material & Supplies	270	374	285
Casualty & Liability	0	0	0
Acquisitions	12	0	0
Subsidies	5,934	539,564	640,940
Other	347	299	363
Sub Total	38,054	592,628	693,067
Overhead	0	0	0
Total	38,054	592,628	693,067

R T P & D Executive Office, Reg Transp Plan & Dev

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	314	369	229
Fringe Benefits	290	184	110
Professional & Tech Services	0	0	50
Contract Services	131	90	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	3	3	3
Other	124	11	7
Sub Total	863	657	399
Overhead	0	0	0
Total	863	657	399

FTEs	7	5	3
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R T P & D Operations Planning

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,133	2,372	2,296
Non-Contract Wages	2,059	1,880	1,757
Fringe Benefits	3,631	2,161	2,044
Professional & Tech Services	22	1,413	4,118
Contract Services	34	672	0
Purchased Transportation	0	4,976	4,158
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	144	56	131
Other	64	65	147
Sub Total	8,086	13,597	14,651
Overhead	0	0	0
Total	8,086	13,597	14,651
FTEs	95	96	90

R T P & D Countywide Planning

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	1,395	1,452	1,416
Fringe Benefits	1,283	730	697
Professional & Tech Services	78	2,175	2,098
Contract Services	1,619	1	2
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	15	127	78
Acquisitions	0	0	0
Subsidies	20	0	0
Other	49	55	70
Sub Total	4,460	4,541	4,361
Overhead	(1)	0	0
Total	4,459	4,541	4,361
FTEs	25	25	22

R T P & D Transp Dev & Implementation

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	3,588	3,736	3,140
Fringe Benefits	3,337	1,780	1,476
Professional & Tech Services	2,682	20,554	23,014
Contract Services	6,267	5,078	0
Purchased Transportation	0	300	2,956
Fuels & Lubricants/Utilities	0	1	0
Material & Supplies	95	163	31
Casualty & Liability	0	0	0
Acquisitions	12	0	0
Subsidies	3,365	0	0
Other	89	106	77
Sub Total	19,435	31,717	30,694
Overhead	1	0	0
Total	19,436	31,717	30,694

FTEs	67	66	56
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Purchased Transportation	0	314	0
Fuels & Lubricants/Utilities	0	0	0
Sub Total	0	314	0
Total	0	314	0

Comments
The increase in Purchase Transportation is an increase in FY97 Call Awarded and Mobility Allowance Shuttle Services. Non-departmental was centralized in one agency-wide department in FY97.

R T P & D Capital Dev & Prog

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	1	1
Non-Contract Wages	1,260	1,262	1,150
Fringe Benefits	1,156	656	562
Professional & Tech Services	48	233	207
Contract Services	164	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	13	25	43
Acquisitions	0	0	0
Subsidies	0	0	0
Other	20	62	61
Sub Total	2,662	2,238	2,022
Overhead	0	0	0
Total	2,662	2,238	2,022

FTEs	26	24	22
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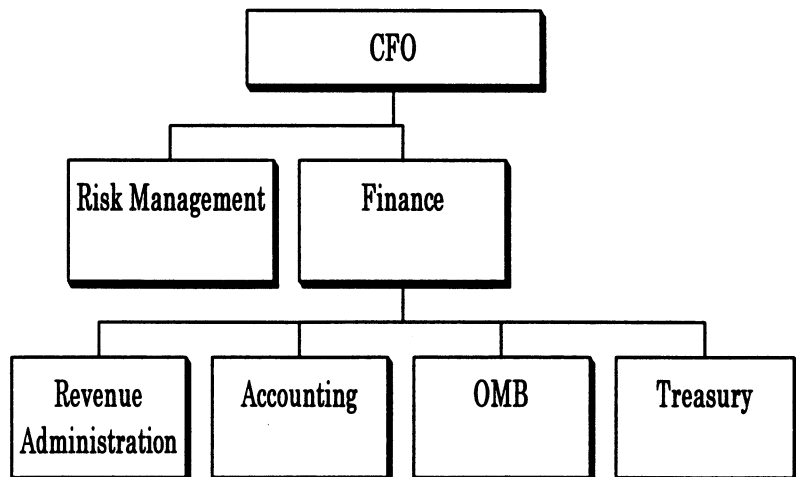
Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Subsidies	2,549	539,564	640,940
Sub Total	2,549	539,564	640,940
Total	2,549	539,564	640,940

Comments

Non-departmental contains subsidies budgeted by Capital Planning. These subsidies include Municipal Operator funding programs, Proposition A and C Local Return programs, Call-for-Projects, Metrolink, ASI and other funding programs. The FY99 Budget reflects anticipated cashflow expenditures for Call-for-Projects awards, in addition to FY99 programmed funds. Non-departmental was centralized in one agency-wide department in FY97.

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Finance



FINANCE

Finance ensures MTA's financial integrity. Accounting records all assets and liabilities, prepares monthly/quarterly financial statements; pays bi-weekly payroll; manages accounts payable and receivables. Treasury forecasts, monitors and manages MTA's cash requirements; oversees and directs the investment of available funds and debt proceeds; and administers MTA's debt program. Office of Management and Budget develops the annual operating and capital budget and subsidy budget; prepares monthly/quarterly revenue and expense projections; manages operating and capital expenditure and revenue plans; and develops business strategies. Revenue collects, counts, and deposits fare revenue; maintains and replaces fare equipment; stores, maintains, and keeps safe fare media inventory; manages the vendor sales program and collects delinquent accounts receivable.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Maximize MTA's cash flow 	<ul style="list-style-type: none"> • Bill funding grantors accurately and timely. • Monitor and collect MTA's receivable accounts.
<ul style="list-style-type: none"> • Timely and accurate external financial reporting. 	<ul style="list-style-type: none"> • Close 6/30/98 & generate statements by 12/98; Prepare Comprehensive Annual Financial Report .
<ul style="list-style-type: none"> • Maintain invoice payment processing efficiency. 	<ul style="list-style-type: none"> • Complete accounting of unpaid contract invoices & process payments in a timely manner. • Monitor MOU/ Subsidies payments accurately & timely with appropriate review.
<ul style="list-style-type: none"> • Maintain MTA's outstanding debt, lease and other obligations to prevent any defaults or events of default under any of the related contractual documents or agreements. 	<ul style="list-style-type: none"> • Establish & maintain records & information retention systems to centralize debt & lease related information, also ensure deliverable items are produced & reporting requirements are met.
<ul style="list-style-type: none"> • Control cash transactions. 	<ul style="list-style-type: none"> • Prepare, confirm & monitor wire transfers; deposit MTA checks, evaluate paid item exceptions; & sign & distribute payroll & operations checks.
<ul style="list-style-type: none"> • Provide financial and reporting analysis to help the agency achieve financial stability. 	<ul style="list-style-type: none"> • Provide monthly & variance financial budget analysis to management & Board and prepare FY00 operating, subsidy, & revenue budgets.
<ul style="list-style-type: none"> • Prepare fiscal year Capital Budget & updated 5-year Capital Improvement Plan that reflects agency spending priorities. 	<ul style="list-style-type: none"> • Allocate funding to capital projects based on funds programming model. • Develop capital implementation schedules.
<ul style="list-style-type: none"> • Improve business planning and managing at the MTA. 	<ul style="list-style-type: none"> • Monitor & evaluate progress on achievement of performance measures and MAPs on a quarterly. • Develop agency wide business plan for FY 2000.
<ul style="list-style-type: none"> • Improve security and reliability of the revenue system to protect fares. Fare receipts represent \$212 million annually. 	<ul style="list-style-type: none"> • Oversee & analyze over \$120 million in annual fare media sales & over 750 vendor locations; all sales, billings, accounts receivable & collections of over \$150 million annually. • Oversee receiving & safeguarding farebox currency on a 24-hr/7 days a week schedule (exceeds ≈\$96 million annually). • Monitor distribution, collection, & reconciliation of transfer media (exceeds ≈\$17 million annually). • Maintain controls of farebox equipment & assets.

FINANCE

Major Budget Variances

The Finance unit is projecting an overall reduction in all expense categories with the exception of debt. Debt expense is primarily impacted by refunding of notes.

- Accounting and Treasury are increasing management span of control.
- Treasury is decreasing administrative support staff.
- Office of Management and Budget is reducing staff to support cost centers
- Revenue Administration is increasing staff to perform ticket vending machine upgrades and for farebox refurbishment.
- Revenue Administration is increasing staff to perform fare-box maintenance.
- Revenue Administration is saving \$944K in expenses for the change in commission rates on pass sales.
- Commercial banking services is increasing by \$212K.
- Debt is being impacted by the following:
 - * \$5.4 million reduction in Prop A bond refunding for 1988 and 1989 notes
 - * Decrease of \$775K in debt service on certificates of participation
 - * Increase of \$22 million in debt service for new Prop C bonds
 - * Increase of \$8.3 million for debt service on the L. A. Bus Lease
 - * Increase of \$65 million in expenses for Prop C tax exempt commercial paper refunding

Finance

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Finance	6	4	4
Accounting	70	65	64
Treasury	15	15	12
Risk Management	23	20	19
Revenue Administration	131	129	131
Office Of Management & Budget	15	22	19
Total	260	256	249

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Finance	796	815	779
Accounting	5,701	5,806	5,465
Treasury	155	2,027	1,967
Risk Management	26,364	42,743	1,413
Revenue Administration	12,716	18,337	17,658
Office Of Management & Budget	1,332	1,971	1,716
Sub Total Department	47,065	71,698	28,998

Non-Departmental-Treasury	76	284,697	369,781
Non-Departmental-Ops Risk Mgmt	0	41,205	35,681
Non-Departmental-Const Risk Mgmt	0	0	23,233
Non-Departmental-Rev Admin	0	0	0
Sub Total Non-dept.	76	325,902	428,694

Total Non-dept & Dept	47,141	397,600	457,692
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	3,574	3,562	3,799
Non-Contract Wages	6,706	6,955	6,416
Fringe Benefits	6,291	5,547	4,161
Professional & Tech Services	4,227	20,470	12,681
Contract Services	2,457	12,084	11,019
Fuels & Lubricants/Utilities	0	3	4
Material & Supplies	2,021	1,587	1,322
Casualty & Liability	20,247	65,129	49,758
Debt/Interest	0	279,118	365,501
Acquisitions	378	1,468	1,506
Other	1,242	1,679	1,527
Sub Total	47,143	397,600	457,692
Overhead	(2)	0	0
Total	47,141	397,600	457,692

Finance Executive Office, Finance

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	295	295	317
Fringe Benefits	176	164	148
Professional & Tech Services	226	309	300
Contract Services	80	0	0
Material & Supplies	3	3	3
Debt/Interest	0	0	0
Acquisitions	0	0	0
Other	16	44	12
Sub Total	796	815	779
Overhead	0	0	0
Total	796	815	779
FTEs	6	4	4

Finance Accounting

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	613	570	634
Non-Contract Wages	2,381	2,404	2,125
Fringe Benefits	1,854	1,607	1,486
Professional & Tech Services	448	403	666
Contract Services	56	165	6
Material & Supplies	111	268	135
Acquisitions	0	0	0
Other	238	390	413
Sub Total	5,701	5,806	5,465
Overhead	0	0	0
Total	5,701	5,806	5,465
FTEs	70	65	64

Finance Treasury

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	675	730	547
Fringe Benefits	420	359	267
Professional & Tech Services	(264)	425	578
Contract Services	(745)	408	545
Material & Supplies	(2)	30	9
Debt/Interest	0	0	0
Other	71	75	21
Sub Total	155	2,027	1,967
Overhead	0	0	0
Total	155	2,027	1,967

FTEs	15	15	12
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Professional & Tech Services	10	2,015	617
Contract Services	66	3,534	3,633
Debt/Interest	0	279,118	365,501
Other	0	30	30
Sub Total	76	284,697	369,781
Total	76	284,697	369,781

Comments
Non-departmental, Other, represents Debt Service & Interest. Non-departmental was centralized in one agency-wide department in FY97.

Finance Revenue Administration

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,960	2,992	3,165
Non-Contract Wages	1,331	1,408	1,461
Fringe Benefits	2,650	2,508	2,674
Professional & Tech Services	386	854	128
Contract Services	2,390	7,038	6,836
Fuels & Lubricants/Utilities	0	3	4
Material & Supplies	1,876	1,222	1,143
Casualty & Liability	0	0	0
Acquisitions	378	1,468	1,506
Other	744	843	742
Sub Total	12,716	18,337	17,658
Overhead	0	0	0
Total	12,716	18,337	17,658

FTEs	131	129	131
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Professional & Tech Services	0	0	0
Contract Services	0	0	0
Sub Total	0	0	0
Total	0	0	0

Finance Office Of Management & Budget

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	729	1,221	1,070
Fringe Benefits	454	577	502
Professional & Tech Services	120	144	125
Contract Services	9	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	7	13	8
Acquisitions	0	0	0
Other	13	15	12
Sub Total	1,332	1,971	1,716
Overhead	0	0	0
Total	1,332	1,971	1,716
FTEs	15	22	19

FINANCE – RISK MANAGEMENT

Risk Management is responsible for adjudication, payment, and management of Public Liability, Property Damage (PL/PD) and Worker's Compensation (WC) claims resulting from bus and rail operations; and purchase of Property and Liability insurance coverage for MTA Operations. In addition, it also manages and pays Public Liability, Property Damage, and WC claims generated as a result of construction; loss control; claim management; management of Owner-Controlled Insurance Program (OCIP) for construction; establishment and monitoring of actuarially determined liability accounts.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Reduce the cost of Workers' Compensation (WC) claims compared to FY99 program forecast. 	<ul style="list-style-type: none"> • Identify and implement a more cost-effective approach for administering WC claims by September 30, 1998.
<ul style="list-style-type: none"> • Provide internal strategic management of the dynamics of the Workers Compensation claims process. 	<ul style="list-style-type: none"> • Provide technical support and coordination to MTA management, the claims administrator/carrier and injured employees in the day-to-day management of their WC exposure.
<ul style="list-style-type: none"> • Provide appropriate insurance coverage for MTA Operations consistent with reducing the total cost of risk and the MTA's willingness to accept losses. 	<ul style="list-style-type: none"> • Market the Operations Excess Liability Insurance Coverage and the Corporate Faithful Performance Bond • Market the Operations Property and Boiler and Machinery. • Streamline the Contract Insurance Provisions Process Between Risk Management and Procurements Department
<ul style="list-style-type: none"> • Reduce the cost of Public Liability/Property Damage (PL/PD) claims. 	<ul style="list-style-type: none"> • Identify and implement a more cost-effective approach for the administration of PL/PD claims by September 1, 1998.
<ul style="list-style-type: none"> • Provide oversight to the PL/PD claims exposure. 	<ul style="list-style-type: none"> • Provide in-house supervision of Superior Court litigated claims and technical research services required for the successful defense of PL/PD claims presented against the MTA.
<ul style="list-style-type: none"> • Analysis of the cost of risk and safety reporting. 	<ul style="list-style-type: none"> • Design and Implement an agency-wide safety statistical reporting system • Design and Implement a project cost of risk reporting system • Administer the workers compensation chargeback program
<ul style="list-style-type: none"> • Reduce Owner-Controlled Insurance Program Costs. 	<ul style="list-style-type: none"> • Analysis of risk financing programs and SIR/Deductible options to minimize costs of risk. • Restructure the MR040 Contract to separate premiums from administrative contracts

FINANCE – RISK MANAGEMENT

Major Budget Variances

In FY98, the construction and operating risk management functions were consolidated into a single unit to improve oversight and cost effectiveness of services.

- Risk Management is decreasing administrative support staff.
- Risk Management is reducing \$940K in legal services expenses for associated with construction projects.
- Risk Management is reducing expenses for third party additional administration of worker's compensation claims by \$1.5 million and an \$1.0 million for worker's compensation expenses.
- Risk Management is reducing professional and technical services by \$2.7 million for OCIP broker's fees.
- Risk Management is reducing \$425K for administrative expenses of general liability claims and accident investigations.
- \$15.4 million is being reduced by Risk Management for OCIP builder's risk premium and excess liability for rail construction projects.
- Professional and technical services are being reduced by \$1.4 million.

Finance Risk Management

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	1,296	896	895
Fringe Benefits	738	528	471
Professional & Tech Services	3,300	5,339	1
Contract Services	601	940	0
Material & Supplies	26	51	24
Casualty & Liability	20,247	34,928	0
Acquisitions	0	0	0
Other	159	61	21
Sub Total	26,366	42,743	1,413
Overhead	(2)	0	0
Total	26,364	42,743	1,413

FTEs	23	20	19
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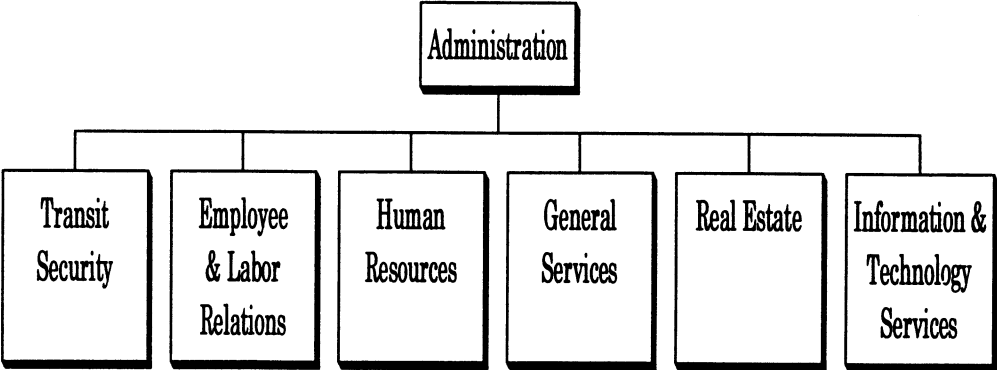
Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Fringe Benefits	0	(196)	(1,385)
Professional & Tech Services	0	10,980	10,266
Casualty & Liability	0	30,201	49,758
Other	0	220	275
Sub Total	0	41,205	58,914
Total	0	41,205	58,914

Comments

Non-departmental services represents third-party administrators and consultants. Other represents insurance premiums and provisions for uninsured property liability and property damage. Casualty and liability budget at \$65.1 declined primarily as a result of demobilization. Non-departmental was centralized in one agency-wide department in FY97.

Worker's Comp Expense was reduced by \$2.4 million from \$45.5 million to \$43.1 million. \$1.0 million was reduced from claims expense and \$1.4 million from Third Party Administration expense.

Administration



ADMINISTRATION

The Administration Division is responsible for providing support services to MTA departments, and in certain respects to our public. Human Resources (HR) recruits and selects all staff and administers pension, benefits, and special programs. HR also provides staff with training programs focusing on core business skills and updated policies and procedures. Employee & Labor Relations interprets, administers, and negotiates MTA's collective bargaining agreements and administers the Employee Relations program for non-represented employees. General Services provides facility and administrative services, including building management and maintenance, records management and mail, graphic and printing services. Real Estate provides real estate appraisal, relocation and management services, environmental investigations, asset management and disposition strategies. Information and Technology Services (ITS) is responsible for the acquisition and use of information and telecommunications technologies which include customer support and technical services. ITS also bears primary responsibility for ensuring the continuing viability of the MTA's computer systems beyond the year 2000. Transit Security provides security for MTA's employees, facilities, revenues, and other assets, and manages the contracts with the Los Angeles Police Department (LAPD) and the Los Angeles Sheriff's Department (LASD) for the public's security on our bus and rail systems.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Attract & recruit qualified candidates to fill vacant positions & support hiring departments. 	<ul style="list-style-type: none"> • Recruit to fill open positions. • Maintain qualified candidate pools for generic classifications & those with over 50 positions. • Fill 300 bus operator (BDOF) vacancies.
<ul style="list-style-type: none"> • Administer and develop comprehensive employee benefits program. 	<ul style="list-style-type: none"> • Administer health and welfare, pension, deferred compensation plans & unemployment insurance. • Develop new & revised benefits program components. • Provide employee training programs focusing on core business skills
<ul style="list-style-type: none"> • Reduce response time to each grievance. 	<ul style="list-style-type: none"> • Respond to each 2nd & 3rd level grievance within 45 days of receipt
<ul style="list-style-type: none"> • Provide executive & line management with labor contract support and advise to achieve win-win solutions to operational problems. 	<ul style="list-style-type: none"> • Negotiate with the unions & provide consultant expertise to executives regarding labor contract interpretation, intent, & practices.
<ul style="list-style-type: none"> • Ensure that all technology used will function effectively during millenium transition. 	<ul style="list-style-type: none"> • Analyze each system for Year 2000 compliance, determine approach for remediation & implement.
<ul style="list-style-type: none"> • Provide a clean & safe building environment at the Union Station Gateway (USG) building 	<ul style="list-style-type: none"> • Maintain 15 minute response time for USG building emergencies. • Maintain cost-effective building systems & meet mandated operational safety standards.
<ul style="list-style-type: none"> • Complete appraisal, environmental, acquisition, & relocation of occupants on real estate properties required for active bus or rail projects. 	<ul style="list-style-type: none"> • Complete appraisal, environmental work, acquisition, & relocation of occupants on required parcels in a timely manner. • Develop asset management & disposition program.
<ul style="list-style-type: none"> • Manage law enforcement contracts to ensure that service is performed effectively, efficiently and within budget. 	<ul style="list-style-type: none"> • Conduct weekly contract compliance visits to each LAPD & LASD transit unit facility/function & analyze productivity. • Monitor citation program to increase revenue to the MTA and fairly enforce the law.

ADMINISTRATION

Major Budget Variances

The reduction in FTEs is primarily attributable to the merger of the Transit Police combined with organizational efficiencies. Another significant change is the realignment of the Equal Employment Department. In FY97 and FY98, the total departmental expenses are in Human Resources. In FY99, the department is splitting into two function, with Contract Compliance component reporting to Procurement.

- Transit Police merger results in FTE reduction of 131 FTEs from FY98 Reforecast and 427 FTEs compared to FY97 actuals resulting in net savings in direct and contracted labor services expenses
- Human Resources is reflecting the reduction for reorganizing Equal Opportunity Department into two functions, in FY99 Contract Compliance function is transferring to Procurement resulting in reduction of 19 FTEs
- Closure of Employee Activities store results in expense savings of \$288K
- A major reduction in grant support for transportation education and internship programs results in expense reductions of \$1.0 million
- Centralization of training functions and bringing training programs in-house yields savings of \$1.2 million
- Expense savings in Human Resources are resulting from expanding management span of control combined with reducing administrative support for the decrease in projected hiring
- Transportation subsidies for unions increases expenses by \$330K
- Building Services is increasing by 14 FTEs resulting from agreement with union to perform the USG custodial maintenance for USG in-house which is partially offset by reducing janitorial contract maintenance services by \$522K. Maintenance services is also reduced by \$300k for common areas at USG and East Portal
- Graphics and Building Services administrative staff is reduced in FY99
- Maintenance services for copiers and printing equipment and printing supplies and paper are increasing to reflect FY98 run rates
- Building Services non-departmental is for electrical utilities at USG
- Real Estate is reducing 11 FTEs for demobilization of construction projects
- Maintenance services is reduced by \$300K for common areas at USG and East Portal
- Capital acquisitions for land and construction expenses associated with Transit Plaza and Gateway headquarters is reduced by \$6.1 million as compared to FY98
- Real Estate non-departmental is increasing by \$1.6 million for rental office space for EMC at the 707 Building.
- Reduce 35 FTEs in ITS by realigning staff needs to focus on Year 2000 efforts
- Technology acquisitions are decreasing by \$10.8 million (for bus radio project, GIS/CAD upgrade, and automated scheduling) offset by \$16 million increase in technical services for Year 2000 project, TOTS, VMS/MMS, division cabling and for other system support projects
- Increase of \$332K in ITS non-departmental for telephone utility expenses

Administration

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Transit Security	501	205	74
Executive Office, Administration	0	2	3
Employee & Labor Relations	19	19	17
Human Resources	126	118	82
General Services	125	117	125
Real Estate	32	30	19
Information & Technology Services	160	173	141
Total	963	664	461

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Transit Security	39,271	50,305	53,535
Executive Office, Administration	444	217	396
Employee & Labor Relations	3,139	2,011	1,562
Human Resources	12,083	15,290	10,709
General Services	13,148	14,340	15,042
Real Estate	23,197	12,922	4,739
Information & Technology Services	43,819	37,644	36,256
Sub Total Department	135,100	132,729	122,240

Non-Departmental-Human Resources	0	(1,263)	(568)
Non-Departmental-Building Services	0	1,846	2,149
Non-Departmental-Real Estate	0	2,758	4,363
Non-Departmental-I.T.S.	89	2,366	2,406
Sub Total Non-dept.	89	5,707	8,350

Total Non-dept & Dept	135,189	138,435	130,590
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	23,721	12,117	6,890
Non-Contract Wages	18,680	18,142	12,773
Fringe Benefits	27,063	16,681	11,153
Professional & Tech Services	10,785	44,839	25,915
Contract Services	10,155	10,317	52,818
Purchased Transportation	1,074	180	0
Fuels & Lubricants/Utilities	154	3,527	4,138
Material & Supplies	6,929	5,429	3,403
Acquisitions	34,618	21,933	4,848
Other	2,011	5,270	8,652
Sub Total	135,189	138,435	130,590
Overhead	0	0	0
Total	135,189	138,435	130,590

Administration Transit Security

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	19,332	8,081	1,828
Non-Contract Wages	2,768	1,241	798
Fringe Benefits	13,014	4,712	1,188
Professional & Tech Services	3,930	35,842	7
Contract Services	18	7	47,508
Purchased Transportation	36	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	94	345	164
Acquisitions	0	0	68
Other	79	78	1,974
Sub Total	39,271	50,305	53,535
Overhead	0	0	0
Total	39,271	50,305	53,535
FTEs	501	205	74

Administration Executive Office, Administration

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Contract Wages	195	95	191
Fringe Benefits	121	71	92
Professional & Tech Services	63	20	20
Contract Services	43	0	0
Fuels & Lubricants/Utilities	1	0	0
Material & Supplies	3	18	4
Other	18	12	89
Sub Total	444	217	396
Overhead	0	0	0
Total	444	217	396

FTEs	0	2	3
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Administration Employee & Labor Relations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	17	0
Non-Contract Wages	841	993	883
Fringe Benefits	523	474	414
Professional & Tech Services	345	256	230
Contract Services	307	3	3
Purchased Transportation	1,037	180	0
Material & Supplies	21	31	8
Other	63	58	26
Sub Total	3,139	2,011	1,562
Overhead	0	0	0
Total	3,139	2,011	1,562
FTEs	19	19	17

Administration Human Resources

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	356	317	335
Non-Contract Wages	4,708	5,661	4,065
Fringe Benefits	4,647	5,299	3,852
Professional & Tech Services	1,130	2,428	1,504
Contract Services	202	621	42
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	472	316	232
Acquisitions	0	0	105
Other	569	647	574
Sub Total	12,083	15,290	10,709
Overhead	0	0	0
Total	12,083	15,290	10,709

FTEs	126	118	82
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	0	0	0
Fringe Benefits	0	(1,263)	(568)
Other	0	0	0
Sub Total	0	(1,263)	(568)
Overhead	0	0	0
Total	0	(1,263)	(568)

FTEs	0	0	0
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Comments

Non-departmental includes fringe benefits not allocated to other cost centers. Non-departmental was centralized in one agency-wide department in FY97.

Administration General Services

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,065	1,913	2,794
Non-Contract Wages	1,818	1,546	1,060
Fringe Benefits	2,337	2,284	2,335
Professional & Tech Services	746	587	691
Contract Services	2,257	3,187	2,875
Fuels & Lubricants/Utilities	(2)	0	0
Material & Supplies	2,811	1,896	1,880
Acquisitions	190	1,710	2,300
Other	927	1,218	1,107
Sub Total	13,148	14,340	15,042
Overhead	0	0	0
Total	13,148	14,340	15,042

FTEs	125	117	125
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Fuels & Lubricants/Utilities	0	1,557	1,824
Material & Supplies	0	0	0
Other	0	289	325
Sub Total	0	1,846	2,149
Total	0	1,846	2,149

Comments
Non-departmental includes \$2.1 million for Gateway Utilities and Taxes. Non-departmental was centralized in one agency-wide Department in FY97.

Administration Real Estate

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	1,776	1,565	1,053
Fringe Benefits	1,088	750	498
Professional & Tech Services	258	102	75
Contract Services	1,826	2,146	1,792
Fuels & Lubricants/Utilities	65	0	12
Material & Supplies	34	6	6
Acquisitions	17,835	8,181	1,131
Other	316	173	171
Sub Total	23,197	12,922	4,739
Overhead	0	0	0
Total	23,197	12,922	4,739

FTEs	32	30	19
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Professional & Tech Services	0	0	0
Other	0	2,758	4,363
Sub Total	0	2,758	4,363
Total	0	2,758	4,363

Comments

Non-departmental includes \$3.8 million for Rent for Office Space (\$2.8 million rent at 707 Wilshire Blvd. for construction projects and \$1 million in overhead for lease costs for 818 Seventh St.). In addition, \$.5 million is for bus operations for rental of passenger stations and operating yards and other general administrative facilities such as microwave sites/towers and customer service centers. Non-departmental was centralized in one agency-wide department in FY97.

Administration Information & Technology Services

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1,968	1,789	1,934
Non-Contract Wages	6,574	7,042	4,723
Fringe Benefits	5,333	4,355	3,342
Professional & Tech Services	4,312	5,267	23,284
Contract Services	5,502	4,354	598
Purchased Transportation	0	0	0
Fuels & Lubricants/Utilities	1	0	0
Material & Supplies	3,496	2,759	1,109
Acquisitions	16,594	12,042	1,244
Other	39	37	23
Sub Total	43,819	37,644	36,256
Overhead	0	0	0
Total	43,819	37,644	36,256

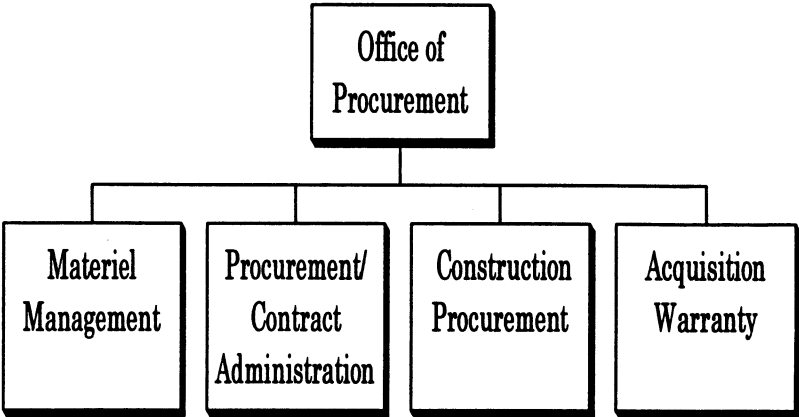
FTEs	160	173	141
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Professional & Tech Services	0	337	104
Fuels & Lubricants/Utilities	89	1,970	2,302
Material & Supplies	0	59	0
Other	0	0	0
Sub Total	89	2,366	2,406
Total	89	2,366	2,406

Comments
<p>Non-departmental includes Telephone Usage (\$2.3 million also contains cell phone costs) and 100,000 for pagers. Bus cell phones are budgeted in Bus Operations. Non-departmental was centralized in one agency-wide department in FY97.</p>

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Office of Procurement



OFFICE OF PROCUREMENT

The Office of Procurement is responsible for materiel management; storage; distribution; issuance of goods; and the execution of purchase orders, contracts, modifications, and supplemental agreements. It directs and oversees bids, contract analysis, preparation of awards, contract administration, negotiations of contract changes, and ensures compliance with contractual terms and conditions for all rail capital projects. The department also processes warranty claims, provides education and training on basic procedures and equal opportunity compliance.

FY 99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> Acquire and maintain the quality and quantity of materials and services needed to service the customer while applying effective strategies to conserve available resources and achieve minimum inventory and operating investment. 	<ul style="list-style-type: none"> Maintain appropriate inventory availability, control & data integrity. Procure, receive, store & distribute inventory & non-inventory materials & supplies in a timely and cost effective manner. Implement a Material Sales Program to maximize the asset recovery and revenues.
<ul style="list-style-type: none"> Implement & maintain a cost effective & efficient customer focused procurement by fostering free & open competition & providing timely services on a timely basis. 	<ul style="list-style-type: none"> Achieve 80% of all procurements within the planned acquisition schedules. Oversee Contracts & Purchase Orders for timely delivery, claim & cost overrun avoidance and fair and reasonable pricing.
<ul style="list-style-type: none"> Optimize Resources 	<ul style="list-style-type: none"> Deploy staff to work alongside the Technical Managers to maintain efficient work flow. Reduce change notice backlog by 70%.
<ul style="list-style-type: none"> Control Costs of Capital Projects by pursuing cost recovery. 	<ul style="list-style-type: none"> Increase cost recovery for defective design & engineering from 5% to 25%. Recover contractor to contractor backcharges within FY99.
<ul style="list-style-type: none"> Improve the accuracy and reliability of cost estimates. 	<ul style="list-style-type: none"> Maintain & expand databases of current & historical cost data in-house.
<ul style="list-style-type: none"> Provide cost baseline to measure reasonableness in procuring services from contractors. 	<ul style="list-style-type: none"> Prepare cost analysis of all bids received for construction contracts.
<ul style="list-style-type: none"> Through contract modifications, warranty processing, parts inspection, failure trending, and negotiation ensure that the MTA receives reliable equipment, systems, and facilities from contractors and vendors. 	<ul style="list-style-type: none"> Review and make recommendations for contract modifications in the areas of warranty and reliability. Process 5,800 warranty claims for buses and equipment under warranty. Process 12,300 incident reports for potential warranty recovery for rail system equipment. Inspect or tag 10,000 (bus/rail) parts for warranty processing & rejected activity. Inspect or tag 10,000 (bus/rail) parts for warranty processing & rejected activity.

OFFICE OF PROCUREMENT

Major Budget Variances

Procurement's organizational changes are included in the FY98 Reforecast and in FY99, except for Equal Opportunity's Contract Compliance budget that is only reflected in FY99.

- FTE changes are split between non-contract FTEs and contract FTEs. FY98 Reforecast includes 187 non-contract FTEs less a FY98 transfer of a claims manager from Construction Contract Administration to Operations leaving a revised FY98 baseline of 186 Non-contract FTEs. FY99 includes 190 Non-Contract FTEs.
- However, non-contract FTEs were reduced by approximately 12 for FY99 before the transfer in of Equal Opportunity 's Contract Compliance Cost Center of 16 FTEs. Reductions in FTEs of Equal Opportunity are reflected in Human Resources Equal Opportunity Cost Center. Procurement's FY98 Reforecast dollars do not reflect the transfer of Equal Opportunity Contract Compliance Cost Center of 16 FTEs. FY99 includes Contract Compliance FTEs.
- Contract or union FTEs in FY98 Reforecast were 106 FTEs and 148 FTEs in FY99. Contract FTEs increased by 39 through a transfer of the Division Storeroom responsibility from Operations to Material's Logistics Cost Center. In addition in FY99, 3 mechanics transferred from Operations to become Warranty Mechanics in the Reliability Program Management.
- Procurement decreases by \$37.3 million in FY99 compared to the FY98 Reforecast.
- Bus Acquisition is reduced by \$35.2 million in Equipment Engineering Cost Center (transferred from Operations) to reflect bus purchase delivery schedule and cash flow. An offset increase impacts Materiel for \$552,450 for acquisition of Capital Equipment for Bus Operating Facilities and General Services Maintenance Equipment.
- Warranty credit is an offsetting increase to the reduction in Procurement's expenses. Warranty credit for manufacturers' compensation for MTA claims in goods returned was included in the FY98 Reforecast as a credit revenue of a negative \$1.9 million offsetting expenses. That credit is removed for FY99 as its definition has changed from a revenue credit to cost avoidance or a reduction in expenditures.
- Non-Department Materiel's legally required advertising for MTA's consolidated budget decreased by \$125,100.

Office Of Procurement

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Material Management	141	135	181
Proc/Contract Admin	49	49	47
Acquisition Warranty	41	47	47
Executive Office, Procurement	0	0	6
Construction Procurement	68	62	57
Total	299	294	338

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Material Management	8,331	10,105	13,557
Proc/Contract Admin	4,023	3,962	3,847
Acquisition Warranty	64,577	114,150	70,731
Executive Office, Procurement	0	0	582
Construction Procurement	4,602	6,303	6,501
Sub Total Department	81,532	134,520	95,217

Non-Departmental-Materiel	0	2,286	4,111
Sub Total Non-dept.	0	2,286	4,111

Total Non-dept & Dept	81,532	136,806	99,328
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	3,140	3,455	5,065
Non-Contract Wages	7,606	9,457	10,783
Fringe Benefits	7,395	8,034	8,437
Professional & Tech Services	14,691	11,975	4,470
Contract Services	69	208	45
Fuels & Lubricants/Utilities	5	0	127
Material & Supplies	4,752	2,484	4,211
Casualty & Liability	0	0	0
Acquisitions	43,630	100,354	65,687
Other	245	839	502
Sub Total	81,533	136,806	99,328
Overhead	0	0	0
Total	81,532	136,806	99,328

Office Of Procurement Material Management

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,757	2,698	4,178
Non-Contract Wages	2,036	2,206	2,671
Fringe Benefits	2,996	2,933	3,940
Professional & Tech Services	(30)	61	119
Contract Services	71	31	30
Fuels & Lubricants/Utilities	2	0	11
Material & Supplies	500	684	497
Acquisitions	(23)	1,458	2,009
Other	23	34	101
Sub Total	8,331	10,105	13,557
Overhead	0	0	0
Total	8,331	10,105	13,557

FTEs	141	135	181
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Non-Department Expenditure Type	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Fringe Benefits	0	0	0
Professional & Tech Services	0	816	681
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	0	1,470	3,430
Sub Total	0	2,286	4,111
Total	0	2,286	4,111

Comments
Non-departmental obsolescence and adjustments in material and supplies for Bus Operations Parts Inventory is \$3.4 million. The remainder \$0.7 million is for MTA's consolidated budget for legally required advertising. Non-departmental was centralized in one agency-wide department in FY97.

Office Of Procurement Proc/Contract Admin

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	208	194	191
Non-Contract Wages	1,962	2,310	1,903
Fringe Benefits	1,354	1,267	1,043
Professional & Tech Services	384	97	535
Contract Services	5	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	35	68	116
Acquisitions	0	0	0
Other	74	26	59
Sub Total	4,022	3,962	3,847
Overhead	1	0	0
Total	4,023	3,962	3,847
FTEs	49	49	47

Office Of Procurement Acquisition Warranty

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	174	563	695
Non-Contract Wages	1,254	1,591	1,579
Fringe Benefits	891	2,234	1,188
Professional & Tech Services	14,327	9,794	3,056
Contract Services	(13)	177	16
Fuels & Lubricants/Utilities	3	0	116
Material & Supplies	4,193	222	130
Acquisitions	43,653	98,896	63,678
Other	96	672	274
Sub Total	64,578	114,150	70,731
Overhead	(1)	0	0
Total	64,577	114,150	70,731

FTEs	41	47	47
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Comments
Bus Acquisition is reduced by \$35.2 million in Equipment Engineering cost center (transferred from Operations) to reflect bus purchase delivery schedule and cash flow.

Office Of Procurement Executive Office, Procurement

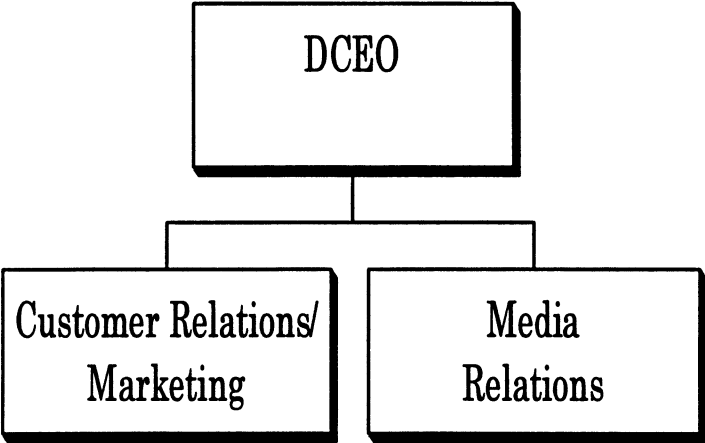
Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Contract Wages	0	0	366
Fringe Benefits	0	0	171
Professional & Tech Services	0	0	20
Material & Supplies	0	0	2
Other	0	0	24
Sub Total	0	0	582
Overhead	0	0	0
Total	0	0	582
FTEs	0	0	6

Office Of Procurement Construction Procurement

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	2,353	3,349	4,265
Fringe Benefits	2,154	1,599	2,095
Professional & Tech Services	10	1,207	60
Contract Services	7	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	25	40	37
Casualty & Liability	0	0	0
Acquisitions	0	0	0
Other	52	107	44
Sub Total	4,602	6,303	6,501
Overhead	0	0	0
Total	4,602	6,303	6,501
FTEs	68	62	57

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Communications



CUSTOMER RELATIONS / MARKETING AND MEDIA RELATIONS

Customer Relations / Marketing creates information materials and promotional programs to help customers understand MTA services. It provides Metro Information - individualized customer service to the bus and rail-riding public as well as customer information, which handles comment and complaint input from the general public. Media Relations develops and implements all press events and contact. It provides information materials to help management communicate MTA services internally and externally.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Manage \$12.3 million revenue producing bus advertising contract & initiate rail advertising. 	<ul style="list-style-type: none"> • Manage contract. Resolve FTA/contract issues related to advertising space on rail.
<ul style="list-style-type: none"> • Communicate all necessary Metro System information in the most efficient and cost-effective manner possible. 	<ul style="list-style-type: none"> • Inform riders of service enhancements mandated by consent decree/BRU. • Support safety awareness efforts for employees and Metro riders. • Increase website content and ease-of-use.
<ul style="list-style-type: none"> • Generate a minimum of \$650,000 from film leasing. 	<ul style="list-style-type: none"> • Coordinate all MTA leases of rail stations, facilities & buses for filming & events.
<ul style="list-style-type: none"> • Reduce and maintain Metro Information Center average customer waiting time to 4-6 minutes. 	<ul style="list-style-type: none"> • Utilize part time employees to augment staff during peak call periods & weekends. • Maintain statistical/database accuracy to expedite call research & reduce call length.
<ul style="list-style-type: none"> • Improve customer access and complaint processing. 	<ul style="list-style-type: none"> • Reduce caller wait time by directing call to action departments. • Respond to requests w/ estimated turnaround time for timetable, map & brochure mailings. • Implement new computerized complaint report input & distribution process.
<ul style="list-style-type: none"> • Expand current call volume with staff configuration. 	<ul style="list-style-type: none"> • Increase automated (self-help) access to transit information with 4 new enhancements.
<ul style="list-style-type: none"> • Bolster MTA's credibility and support from customers and other stakeholders by increasing public awareness of what MTA is doing to improve transportation in LA County. 	<ul style="list-style-type: none"> • Promote ridership on Hollywood Metro Rail extension, new buses & bus service inaugurated to meet Consent Decree, & other transportation improvements. • Improve response time to media calls during regular & off hours including emergencies. • Concentrate on servicing Hispanic & other ethnic media as well as electronic & business.
<ul style="list-style-type: none"> • Help management attain its business goals by building a bridge of communications with agency leadership, employees & stakeholders. 	<ul style="list-style-type: none"> • Publish Metro Family Newsletter, bi-monthly.

CUSTOMER RELATIONS / MARKETING AND MEDIA RELATIONS

Major Budget Variances

- Communications Division is restructured, eliminating the Executive Office, Communications Unit. The Media Relations and Customer Relations/Marketing departments will report directly to the DCEO, reducing 1 Assistant Director of Media Relations and the Deputy Executive Officer (DEO) of Marketing.
- The new Communications budget (without Government Relations, Public Affairs and Metro Art) decreases by \$2.4 million in FY99 compared to the FY98 Reforecast. Most of the decrease is made up of a reduction in non-contract FTEs, and almost \$1.5 million reductions in Services. The reduction in services was primarily in Marketing, which reduced services by \$1.3 million to FY97 actual expenditures level.
- Government Relations department reports directly to DCEO, Office of the CEO, and is not included in the Communications unit. This represents a transfer of 8 FTEs in FY99, which is a reduction of 2 FTEs from FY98 levels.
- Metro Art and Public Affairs departments are transferred to the Construction Division in FY99, which represents a transfer of 14 FTEs. The combined FTE budget for these two departments in FY98 was 33. These two departments were reduced by 19 FTEs in FY99, which were primarily caused by the demobilization of the rail projects.
- Media Relations is reduced by 4 FTEs from 11 to 7. The Media Relations department, which includes roll-ups of FY98 Internal Communications, Public Relations and Media Relations, is budgeted at 7 FTEs in FY99. This is reduced from the FY98 Reforecast budget which included 3.42 FTEs in Internal Communications, 1.42 FTE in Public Relations and 6 FTEs in Media Relations. Internal Communications is eliminated. The function will be incorporated in the Human Resources department, reducing 2 FTEs and 1 FTE is being absorbed in Media Relations.
- The Marketing Budget was reduced by 7 in FY99, from 19 to 12 FTEs, including the elimination of 1 DEO.
- Customer Relations, based on Board action, increased by 8.5 contract employees to reduce call wait times and to coordinate service with MTA's partners, other transit service providers and to reopen Metro information on Sundays. This is an increase from 102 to 110.5 Customer Information Agents.

Communications

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Communications	7	4	0
Media Relations	12	11	7
Marketing	26	19	12
Customer Relations	128	126	134
Total	173	160	153

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Executive Office, Communications	657	438	0
Media Relations	1,102	1,036	590
Marketing	4,778	3,916	2,205
Customer Relations	6,584	6,499	6,566
Sub Total Department	13,121	11,889	9,360

Sub Total Non-dept.			
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Total Non-dept & Dept	13,121	11,889	9,360
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,635	2,721	2,889
Non-Contract Wages	3,556	2,912	1,898
Fringe Benefits	3,933	3,392	2,945
Professional & Tech Services	1,086	2,419	864
Contract Services	1,390	62	21
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	409	281	196
Acquisitions	0	0	0
Other	112	102	547
Sub Total	13,121	11,889	9,360
Overhead	0	0	0
Total	13,121	11,889	9,360

Communications Executive Office, Communications

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	311	248	0
Fringe Benefits	279	119	0
Professional & Tech Services	0	45	0
Material & Supplies	7	5	0
Other	59	21	0
Sub Total	657	438	0
Overhead	0	0	0
Total	657	438	0

FTEs	7	4	0
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Communications Media Relations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	(64)	0	0
Non-Contract Wages	596	561	321
Fringe Benefits	331	273	155
Professional & Tech Services	78	130	90
Contract Services	77	11	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	76	42	18
Acquisitions	0	0	0
Other	8	19	7
Sub Total	1,102	1,036	590
Overhead	0	0	0
Total	1,102	1,036	590
FTEs	12	11	7

Communications Marketing

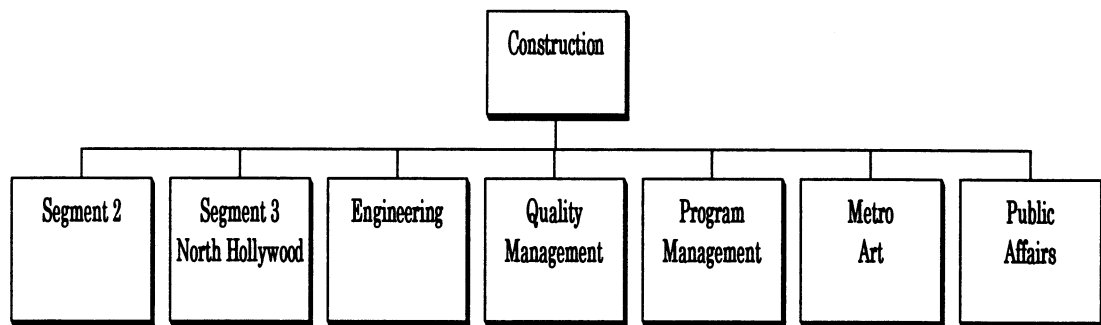
Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	15	0	0
Non-Contract Wages	1,492	1,082	553
Fringe Benefits	935	542	262
Professional & Tech Services	729	2,128	744
Contract Services	1,290	0	0
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	281	135	112
Acquisitions	0	0	0
Other	35	29	534
Sub Total	4,778	3,916	2,205
Overhead	0	0	0
Total	4,778	3,916	2,205
FTEs	26	19	12

Communications Customer Relations

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	2,683	2,721	2,889
Non-Contract Wages	1,157	1,020	1,024
Fringe Benefits	2,387	2,458	2,528
Professional & Tech Services	280	117	30
Contract Services	23	51	21
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	44	100	67
Other	10	34	6
Sub Total	6,584	6,499	6,566
Overhead	0	0	0
Total	6,584	6,499	6,566

FTEs	128	126	134
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Construction



CONSTRUCTION

Construction oversees all aspects of Metro Engineering and Construction projects. Quality Management implements the administration and control measures during design, procurement, construction, installation, testing, start-up, and turnover that assure the transit system meets the expectations of ultimate customers. Engineering provides full and part-time engineering support for the Metro Red Line Segment 2, Metro Red Line Segment 3, Metro Green Line, L A Rail Car projects and systemwide activities. Program Management monitors construction's impact on the financial resources of the MTA; developing and consolidating project financial status data into short range and long range cash management and strategic planning tools; evaluating and coordinating all program and project schedules and cost controls; forecasting and reporting all activities for rail transit projects; monitoring and tracking baseline, design, and contract changes; providing document controls for project records and documents; and specialized information system support.

FY99 Objectives and Strategies

Objective	Strategy
<ul style="list-style-type: none"> • Provide leadership, direction, oversight and support to MRL - Seg 2 Team, MRL - Seg 3 Team, MGL Team, LA Rail Car Team, and oversight to the Construction Division. 	<ul style="list-style-type: none"> • Establish & monitor short and long term goals and objectives towards successful project completion • Provide administrative support to project team • Review & submit accurate & timely Board reports. • Manage project scope and cost impacts. • Provide technical and administrative project management guidance and assistance.
<ul style="list-style-type: none"> • Effective management of quality requirements for Metro Projects. 	<ul style="list-style-type: none"> • Direct and Monitor Quality Management Department Staff and Resources.
<ul style="list-style-type: none"> • To assure effective modification work for MRL Seg 1,2,3 and all other projects. 	<ul style="list-style-type: none"> • Audit-Surveillance of Contractor & Construction Manager Activities.
<ul style="list-style-type: none"> • Meet engineering needs of all rail projects at minimum cost. 	<ul style="list-style-type: none"> • Provide engineering staff in cost-effective manner. • Provide programwide support functions.
<ul style="list-style-type: none"> • Coordinate, develop, & monitor relocation of utilities. 	<ul style="list-style-type: none"> • Provide staff necessary to meet all timely processing dates
<ul style="list-style-type: none"> • Provide support to MTA work on claims & work orders for projects. 	<ul style="list-style-type: none"> • Supply products in accord with project schedules
<ul style="list-style-type: none"> • Complete all FY 99 scheduled activities to support SEG 2B ROD of May 1999 	<ul style="list-style-type: none"> • Plan & coordinate rail activation activities to support SEG 2B ROD & A650 testing activities.
<ul style="list-style-type: none"> • Restore Barnsdall Park. 	<ul style="list-style-type: none"> • Complete restoration & return site to City of L.A.
<ul style="list-style-type: none"> • Complete stations. 	<ul style="list-style-type: none"> • Close-out contracts except pending litigation.
<ul style="list-style-type: none"> • Provide cost, schedule, & labor information management system support to the projects & support departments. 	<ul style="list-style-type: none"> • Develop project cashflow expenditures by funding source, develop and implement LIM System.
<ul style="list-style-type: none"> • Support baseline, design, and contract change process, status monitoring, tracking and reporting. 	<ul style="list-style-type: none"> • Coordinate with technical & procurement staff to provide process & information system tools necessary to manage change process.
<ul style="list-style-type: none"> • Minimize costs of mitigating chemical hazards during construction. 	<ul style="list-style-type: none"> • Do not allow more than 5 construction delays per year due to chemical hazards.
<ul style="list-style-type: none"> • Manage environmental compliance activities to provide environmental clearances while minimizing costs & schedule delays. 	<ul style="list-style-type: none"> • Perform non-specialty environmental work. Establish general support work orders for specialty environment work before needs are generated.

CONSTRUCTION

Major Budget Variances

- Construction encompasses the following functions: Quality Management, Engineering, Construction, and Program Management. Additionally, Metro Art, Public Affairs, and all construction engineering activities have been transferred to the Construction Division for FY99. Design and construction of Segment 3-Eastside, Mid-Cities and the Pasadena Blue Line have been suspended in the coming fiscal year.
 - Transfer in of Metro Art from Communications, focusing responsibility on completion of Segment 2 and North Hollywood art projects. In FY99, this transfer accounts for 5 FTEs and \$618K in expenses.
 - Transfer in of Public Affairs function from Communications reduces the scope to only community outreach to support of construction projects, construction impact management for Vermont/Hollywood Metro Red Line corridors and North Hollywood, and public outreach for fulfillment of ADA Title II requirements. In FY99, this transfer accounts for 8.5 FTEs and \$1.7 million in expenses.
 - Public Affairs includes \$817K in contract services for Hollywood mitigation projects and activities.
 - Executive Office is reducing 10 FTEs for project management and administrative support due to demobilization.
 - Quality Management is decreasing 2 FTEs in audit and manager classifications.
 - Construction Engineering is reducing 23 FTEs for less engineering and field support for Segment 3-North Hollywood and suspended projects.
 - Transit Facilities Engineering function is being transferred to Construction to consolidate all MTA engineering activities. The FY99 budget for this function includes 16 FTEs and \$22.3 million in expenses.
 - \$58.3 million is included in FY99 Construction budget to complete Segment 2 and start-up of revenue operations.
 - \$271.6 million is budgeted in the Construction unit for Segment 3 - North Hollywood which is an increase of \$58.4 million over FY98 for engineering and design services, station construction and equipment.
 - Continue leadership and direction for rail car projects; \$3 million is included for testing and start-up of P2000 project.
 - Acquisitions includes \$5.8 million to complete Metro Green Line Maintenance of Way facility.
 - \$5.2 million is budgeted for design and acquisition expenses for automated train control.
 - \$4.8 million is included in FY99 budget to provide engineering for the Long Beach Blue Line station platform extension project.
 - \$475K is budgeted to manage the ADA Car Walkway Barriers Project
 - \$138K is included to upgrade and maintain electronic information systems such as Labor Information Management System (LIMS) and Change Order Control System (CCS).

Construction

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Metro Art	9	6	5
Public Affairs	45	27	9
Executive Office, Construction	26	22	12
Quality Management	19	18	16
Engineering	98	98	72
Construction	29	27	30
Program Management	45	39	38
Total	271	237	181

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Metro Art	604	852	607
Public Affairs	8,483	5,169	2,648
Executive Office, Construction	6,123	2,657	1,401
Quality Management	1,799	1,570	1,367
Engineering	16,937	31,160	34,736
Construction	3,051	2,833	2,765
Construction Contracts	494,854	479,771	418,445
Program Management	4,749	3,917	3,327
Sub Total Department	536,601	527,930	465,296

Sub Total Non-dept.			
Total Non-dept & Dept	536,601	527,930	465,296

Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	204	0	0
Non-Contract Wages	13,848	12,853	10,197
Fringe Benefits	11,518	6,576	5,702
Professional & Tech Services	164,389	117,624	82,239
Contract Services	5,456	897	1,072
Fuels & Lubricants/Utilities	403	0	46
Material & Supplies	2,384	1,094	333
Casualty & Liability	(885)	3	0
Debt/Interest	0	0	0
Acquisitions	350,042	390,811	385,279
Subsidies	0	0	0
Other	(10,762)	(1,928)	(19,572)
Sub Total	536,597	527,930	465,296
Overhead	4	0	0
Total	536,601	527,930	465,296

Construction Metro Art

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	305	288	270
Fringe Benefits	190	139	132
Professional & Tech Services	54	96	90
Contract Services	4	296	78
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	34	5	14
Casualty & Liability	0	3	0
Debt/Interest	0	0	0
Acquisitions	1	0	0
Other	16	25	23
Sub Total	604	852	607
Overhead	0	0	0
Total	604	852	607
FTEs	9	6	5

Construction Public Affairs

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	1,497	1,099	362
Fringe Benefits	933	519	174
Professional & Tech Services	530	1,618	512
Contract Services	4,085	479	991
Fuels & Lubricants/Utilities	0	0	11
Material & Supplies	112	236	38
Acquisitions	52	44	0
Other	1,273	1,175	561
Sub Total	8,483	5,169	2,648
Overhead	0	0	0
Total	8,483	5,169	2,648
FTEs	45	27	9

Construction Executive Office, Construction

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	1,381	1,400	827
Fringe Benefits	1,243	696	478
Professional & Tech Services	3,066	305	0
Contract Services	102	0	0
Fuels & Lubricants/Utilities	(3)	0	0
Material & Supplies	37	78	39
Acquisitions	177	0	0
Other	119	179	56
Sub Total	6,123	2,657	1,401
Overhead	0	0	0
Total	6,123	2,657	1,401
FTEs	26	22	12

Construction Quality Management

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1	0	0
Non-Contract Wages	920	984	884
Fringe Benefits	830	500	427
Professional & Tech Services	31	36	35
Material & Supplies	7	15	5
Other	11	34	16
Sub Total	1,799	1,570	1,367
Overhead	0	0	0
Total	1,799	1,570	1,367

FTEs	19	18	16
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Construction Engineering

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	201	0	0
Non-Contract Wages	5,613	5,304	4,024
Fringe Benefits	4,537	2,808	2,577
Professional & Tech Services	1,198	925	6,547
Contract Services	32	82	3
Fuels & Lubricants/Utilities	52	0	35
Material & Supplies	1,964	195	111
Casualty & Liability	15	0	0
Acquisitions	3,259	21,653	21,328
Other	62	194	111
Sub Total	16,933	31,160	34,736
Overhead	4	0	0
Total	16,937	31,160	34,736
FTEs	98	98	72

Construction Construction

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	1,647	1,568	1,716
Fringe Benefits	1,517	758	879
Professional & Tech Services	0	204	41
Fuels & Lubricants/Utilities	0	0	0
Material & Supplies	8	70	28
Acquisitions	(133)	0	0
Other	13	233	102
Sub Total	3,051	2,833	2,765
Overhead	0	0	0
Total	3,051	2,833	2,765
FTEs	29	27	30

Construction Construction Contracts

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Contract Wages	0	0	0
Fringe Benefits	0	0	0
Professional & Tech Services	159,611	114,417	74,963
Contract Services	1,232	40	0
Fuels & Lubricants/Utilities	353	0	0
Material & Supplies	133	5	0
Casualty & Liability	(900)	0	0
Acquisitions	346,686	369,114	363,951
Subsidies	0	0	0
Other	(12,261)	(3,805)	(20,469)
Sub Total	494,854	479,771	418,445
Overhead	0	0	0
Total	494,854	479,771	418,445

Construction Program Management

Department Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	0	0	0
Non-Contract Wages	2,484	2,210	2,115
Fringe Benefits	2,269	1,156	1,035
Professional & Tech Services	(100)	23	52
Contract Services	0	0	0
Material & Supplies	90	490	96
Acquisitions	0	0	0
Other	6	37	28
Sub Total	4,750	3,917	3,327
Overhead	0	0	0
Total	4,749	3,917	3,327
FTEs	45	39	38

NON-DEPARTMENTAL

Non-Departmental contains expenses not allocated to specific departments.

FY99 Objectives and Strategies

Objective	Strategy
• Not Applicable.	• Not Applicable.

Major Budget Variances

Non-Departmental contains the Board contingency, and Non-Contract salary increases.

Non-Departmental

Department FTE's	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Total			

Expenditures (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Non-Departmental	0	0	0
Sub Total Department	0	0	0

Non-Departmental	1,185,180	213	2,700
Deputy Chief Executive Office	218	0	0
Sub Total Non-dept.	1,185,398	213	2,700

Total Non-dept & Dept	1,185,399	213	2,700
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Expenditure Type (\$000)	FY 97 Actual	FY 98 Refcst	FY 99 Budget
Contract Wages	1,327	0	0
Non-Contract Wages	1,621	0	1,900
Fringe Benefits	(1,223)	0	0
Professional & Tech Services	12,665	0	2,740
Contract Services	11,353	0	0
Purchased Transportation	15,653	0	0
Fuels & Lubricants/Utilities	16,145	0	0
Material & Supplies	5,062	0	0
Casualty & Liability	30,317	0	0
Debt/Interest	630,005	0	0
Acquisitions	(1,360)	0	0
Subsidies	441,911	0	0
Other	26,959	2,362	(1,940)
Sub Total	1,190,435	2,362	2,700
Overhead	(5,037)	(2,149)	0
Total	1,185,399	213	2,700

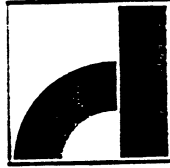
Non-Departmental Non-Departmental

Non-Department Expenditure Type	FY 97 Actual	FY 98 Recfst	FY 99 Budget
Contract Wages	1,327	0	0
Non-Contract Wages	1,621	0	1,900
Fringe Benefits	(1,223)	0	0
Professional & Tech Services	12,665	0	2,740
Contract Services	11,353	0	0
Purchased Transportation	15,653	0	0
Fuels & Lubricants/Utilities	16,145	0	0
Material & Supplies	5,062	0	0
Casualty & Liability	30,317	0	0
Debt/Interest	630,005	0	0
Acquisitions	(1,360)	0	0
Subsidies	441,911	0	0
Other	26,959	2,362	(1,940)
Sub Total	1,190,435	2,362	2,700
Overhead	(5,037)	(2,149)	0
Total	1,185,398	213	2,700

Comments

Non-departmental contains expenses not allocated to specific departments such as the Board contingency, and Non-Contract salary increases. Non-departmental was centralized in one agency-wide department in FY97.

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Los Angeles Metropolitan Transportation Authority,
California**

For the Fiscal Year Beginning

July 1, 1997

Linda K. Savitsky
President

Jeffrey L. Esler
Executive Director

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award of Distinguished Presentation to the Office of Management and Budget for its annual budget for the fiscal year 97-98.

In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan and as a communication device.

The award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

APPENDIX B

Appendix B includes information used to communicate the Budget to the stakeholders, which effectively summarizes the Budget. Information in this section include:

- the Budget Board report;
- a presentation made to the Board staff on June 8, 1998;
- the presentation made to the Board members and public at the June 24, 1998 Special Board meeting on the Budget;
- copies of motions introduced by Board members during the adoption process.

June 18, 1998



SUBJECT: FISCAL YEAR 1998 - 1999 MTA BUDGET

Los Angeles County
Metropolitan
Transportation
Authority

ACTION: ADOPT THE FISCAL YEAR 1998 - 1999 MTA BUDGET

One Gateway Plaza
Los Angeles, CA
90012
213.922.6000

RECOMMENDATION

1. Adopt the Fiscal Year 1998 - 1999 (FY99) budget, including budget adjustments (Attachment A) and deferring any decision on a fare increase until spring.
2. Adopt the attached Reimbursement Resolution (Attachment B) to authorize the expenditure of funds for capital construction and acquisition activities prior to the issuance of bonds for the specific activities.

Mailing Address:

P.O. Box 194
Los Angeles, CA 90053

BUDGET IMPACT

The FY99 Budget establishes the LACMTA's annual budget objectives as well as identifies the resources necessary to accomplish them. The FY99 Budget is balanced, and the potential \$90 million deficit for FY99 is resolved assuming that the \$5 million of additional revenue from a fare increase is offset.

ALTERNATIVES CONSIDERED

No alternatives to adopting the budget. In order to continue to receive financial subsidies from both the State and Federal governments, the LACMTA must demonstrate the financial capacity to meet its capital and operating obligations.

The Board could decide to change specific budget items. A list of items which have been identified for possible reconsideration is included as Attachment C.

DISCUSSION

The proposed \$2.5 billion spending plan provides the following funding: enterprise activities (bus and rail operations) are \$720 million; capital projects total \$718 million; debt is budgeted at \$339 million; other operating expenditures are budgeted at \$113 million; and regional programs are at \$636 million.

The proposed budget, including budget adjustments, increases the operating budget by 34 positions, with no expenditure impact, and increases the regional program budget by \$13 million. The Proposition C 25% funding for the regional programs will be made available through additional STIP money for the Alameda Corridor project.

The budget reflects the difficult decisions and creative proposals made in order to fund the demands for services. New initiatives in sustainable cost efficiencies and revenue enhancement include:

- Restructure Communications unit (\$2.2 million)
- Reduce network and help desk support services (\$2.7 million)
- Reduce administration expenses (\$1.8 million)
- Restructure RTP&D (\$3.8 million)
- Decrease fuel costs for conversion of alcohol buses and reduced pricing (\$5 million)
- Continue mobilized status for Eastside, Mid-City, and Pasadena rail construction.

The FY99 Proposition A and C revenue projections are at 4.2% and are consistent with the restructuring plan. Other revenues are budgeted following conservative budget practices and do not include ISTEIA II funds. Staff will return to the Board requesting budget adjustments after the use of these funds is determined.

The 10 cents fare increase effective November 1st contributes \$5 million revenue. Deferral of this fare increase will impact the budget by \$2.5 million to \$5 million depending on the effective date, if any, in FY99. Any fare increase requires a separate public hearing and Board action.

Municipal operator funding marks are being revised and may result in a \$3 million revenue shortfall to the MTA enterprise fund and an increase to the other operators.

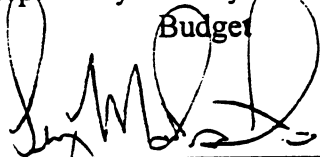
ATTACHMENTS

Attachment A: FY99 Budget Adjustments

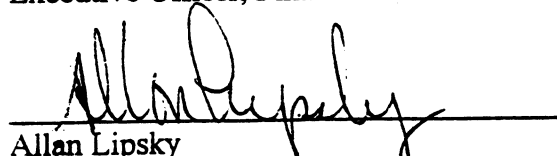
Attachment B: Reimbursement Resolution of the LACMTA for Fiscal Year 1999

Attachment C: FY99 Budget Issues

Prepared by: Carolyn Flowers, Barbara Long, MJ West, Office of Management &

Budget


Terry Matsumoto
Executive Officer, Finance



Allan Lipsky
Office of the Chief Executive Officer

Attachment A

FY99 Proposed Budget Changes

As budget discussions progress, the following items have been discovered that impact the FY99 proposed budget:

1. \$12.9 million will be added to the Regional Programs budget for advanced projects into FY99, based on Board action in May 1998. These expenditures will be funded with \$12.9 million of Proposition C 25% funds. These funds become available because funding for the Alameda Corridor project has been identified in the STIP, thus freeing up Proposition C 25% funds.
2. One Supervising Engineer position transferred to the Construction in the proposed budget will be transferred back to Facilities Maintenance Operations for SCADA maintenance. This is an internal transfer only with no budget impact.
3. One position will be transferred from the Transit Security department in the Administration unit to Operations-Quality Assurance for DMV Monitoring. This is an internal transfer only with no budget impact.
4. TOS positions will be reduced from Green Line operations, offset by FTE increase to SAFE programs, which is funded with dedicated, unallocated SAFE funds.
5. Transit Operations will implement a recommendation made by the Labor-Management Work-out Team to restructure operating division management. The new structure flattens the organization and provides more on-street supervision, improved instruction, increased maintenance supervision, and improved resource allocation. This restructuring will result in an increase of 34 positions. Transit Operations will modify its FY99 proposed budget expenditures so that additional costs incurred as a result of the management restructuring will be absorbed with no increases to the overall budget.
6. \$400,000 of carryover Board contingency funds will be used to complete the regional transit alternatives analysis. This program will increase both revenues and expenditures in the proposed budget by \$400,000.
7. \$7,000 in grant funds from the Getty Museum will be added to the budget to fund a \$7,000 summer intern program in the Metro Art department. This program will increase both revenues and expenditures in the proposed budget by \$7,000.

**REIMBURSEMENT RESOLUTION
OF THE
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
FOR FISCAL YEAR 1999**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "MTA") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines, including the Pasadena Line, LA Standard Rail Car (ii) the design, engineering, construction, equipage and acquisition of various segments of the Metro Red Line (iii) the design, engineering and construction of certain highway projects (iv) the engineering construction and/or acquisition of various capital facilities and equipment related to service operation and (v) to other transit related projects (each a "Project");

WHEREAS, the MTA expects to issue debt through the issuance of at lease three bond issues to pay for these expenditures, which bond issues will have separate security sources, Proposition A and Proposition C sales tax revenues respectively, Enterprise Fund revenues or grant revenues, to finance the costs of the Project on permanent basis the ("Debt");

WHEREAS, the MTA expects to expend moneys (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Project prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, the MTA reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, the MTA expects that the maximum principal amount of Debt which will be issued to pay for the costs of the project (and related issuance costs) will not exceed \$175 million for Proposition A, \$400 million for Proposition C and \$100 million for Enterprise Fund secured obligations;

WHEREAS, at the time of each reimbursement, the MTA will evidence the reimbursement in a writing which identifies the allocation of the proceeds of the Debt to the MTA for the purpose of reimbursing the MTA for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, the MTA expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the project is paid;

WHEREAS, the MTA will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received in reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., the MTA will not pledge or use the proceeds received for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a “declaration of official intent” in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that in accordance with Section 1.150-2 of the Treasury Regulations, the MTA declares its intention to issue Debt in a principal amount not to exceed \$175 million for Proposition A and \$400 million for Proposition C, and \$100 million for Enterprise Fund, the proceeds of which will be used to pay for the costs of the Projects (and related issuance costs), including the reimbursement to the MTA for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

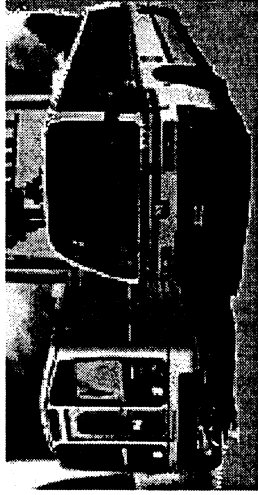
FY99 BUDGET - ITEMS FOR RECONSIDERATION

Budget Issue	Current Budget Assumption	Proposed FY99 Budget	Alternative	Budget Impact of Implementing Alternative
Library	<ul style="list-style-type: none"> Closure on June 30 and relocation of assets to a custodial institution. Available office space to be used to consolidate and facilitate the expansion of the Audit staff. 	\$30,000	<ul style="list-style-type: none"> Keep library open and reduce staffing (add back one FTE; books and supplies) 	\$165,045
East Los Angeles Resident Advisory Committee	<ul style="list-style-type: none"> Cleaning and security are funded for \$177,200. \$5,500 is funded for RAC meetings. 	\$182,900	<ul style="list-style-type: none"> Fund monthly RAC meetings by reallocating current budget 	\$ 5,000 Advertising 500 Refreshments 18,000 Translation 1,200 Facility rental 125,000 Cleaning/Security \$149,700 Total
Transportation Careers Academy Program (TCAP)	<ul style="list-style-type: none"> Federal grant funding has ended for TCAP and no expenses are included in the FY99 budget for curriculum support and materials. The participating schools are receiving sustaining partnership grants from the State of California/Unite L.A. for \$80,000 which provides funds for operating the Academies. MTA was identified as the partner on those grants. MTA will continue it's role as an advocate of community education programs through it's sponsorship of a volunteer mentor program. 	\$0	<ul style="list-style-type: none"> Add back one FTE to as TCAP liaison to administer, coordinate and provide outreach to Transportation Academies. MTA is the partner agency for the grants that the Academies are receiving from the State of California/Unite L.A.. There is a risk that the schools could lose the grant funds without a sponsoring partner. The MTA liaison ensures the sustaining funding options for the Academies. 	\$ 95,000
High school interns	<ul style="list-style-type: none"> \$9,000 was included for TOP, the separate high school intern program Human Resource to use all \$59,000 budgeted HR funds for high school interns. 	\$68,000	<ul style="list-style-type: none"> HR made inquiries; some students are willing to work without pay to develop job skills 	\$0
Mid-day Freeway Service Patrol	<ul style="list-style-type: none"> FY98 budget included funding for a demonstration project through June 30, 1998 to provide mid-day freeway service patrol (10AM to 3PM) on 26 beats 	\$0	<ul style="list-style-type: none"> Add funds to FY99 budget to continue the service for enhanced safety and to reduce congestion on freeway segments Requires reprioritization of Prop C 25%, Streets and Highways, funded projects 	\$1.7 million

MTA Proposed Budget FY99

Board Briefing

June 8, 1998



Budget Schedule

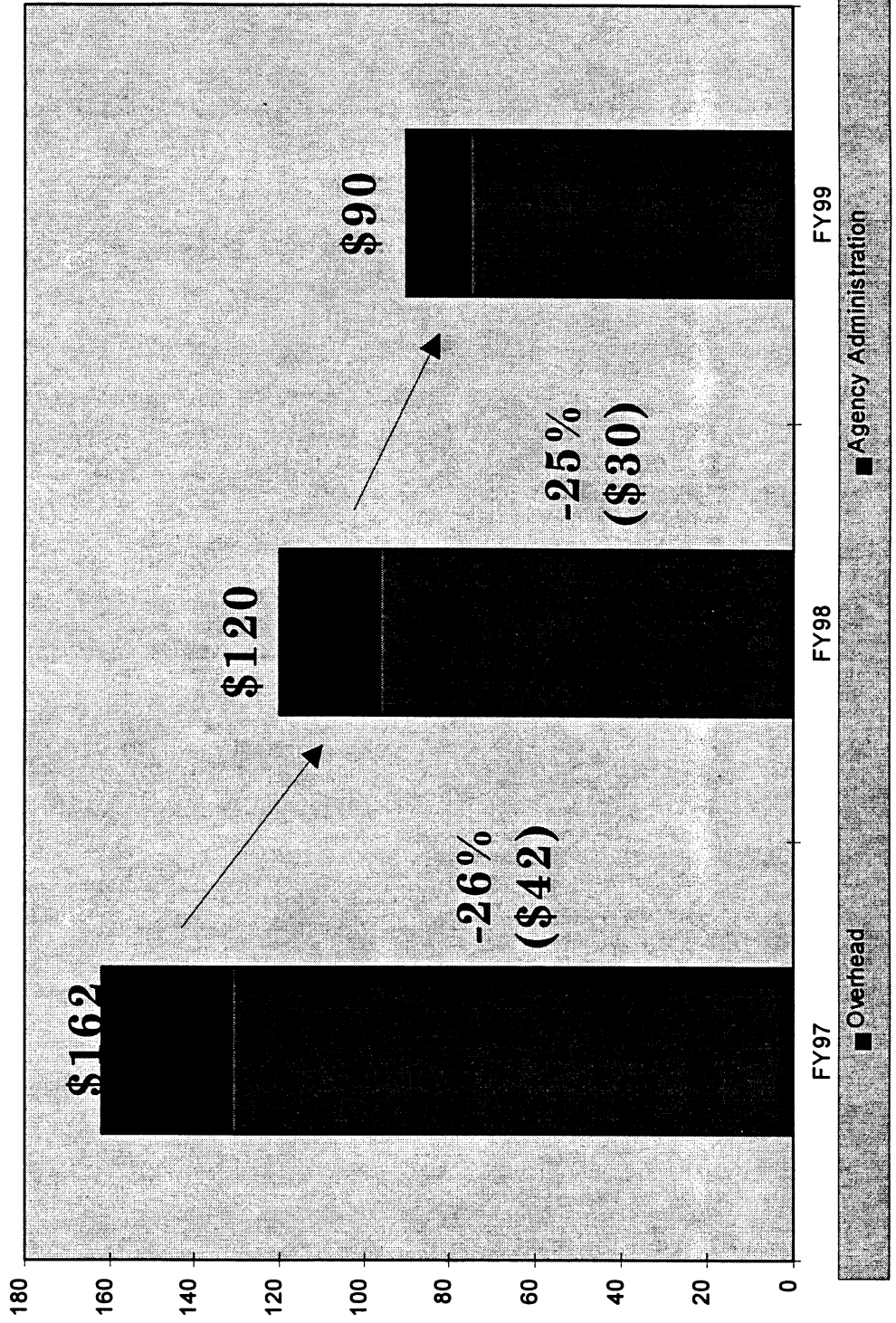
- Monday, June 8 (12:30 PM)
 - ◆ Special Board Meeting - Budget Workshop
- Thursday, June 18 (9:30 AM)
 - ◆ Public Hearing
- Reconsideration of specific budget items
- Wednesday, June 24
 - ◆ Special Board Meeting to vote on budget
- 30 days after adoption
 - ◆ Final FY99 Budget published

FY 99 Budget Accomplishments

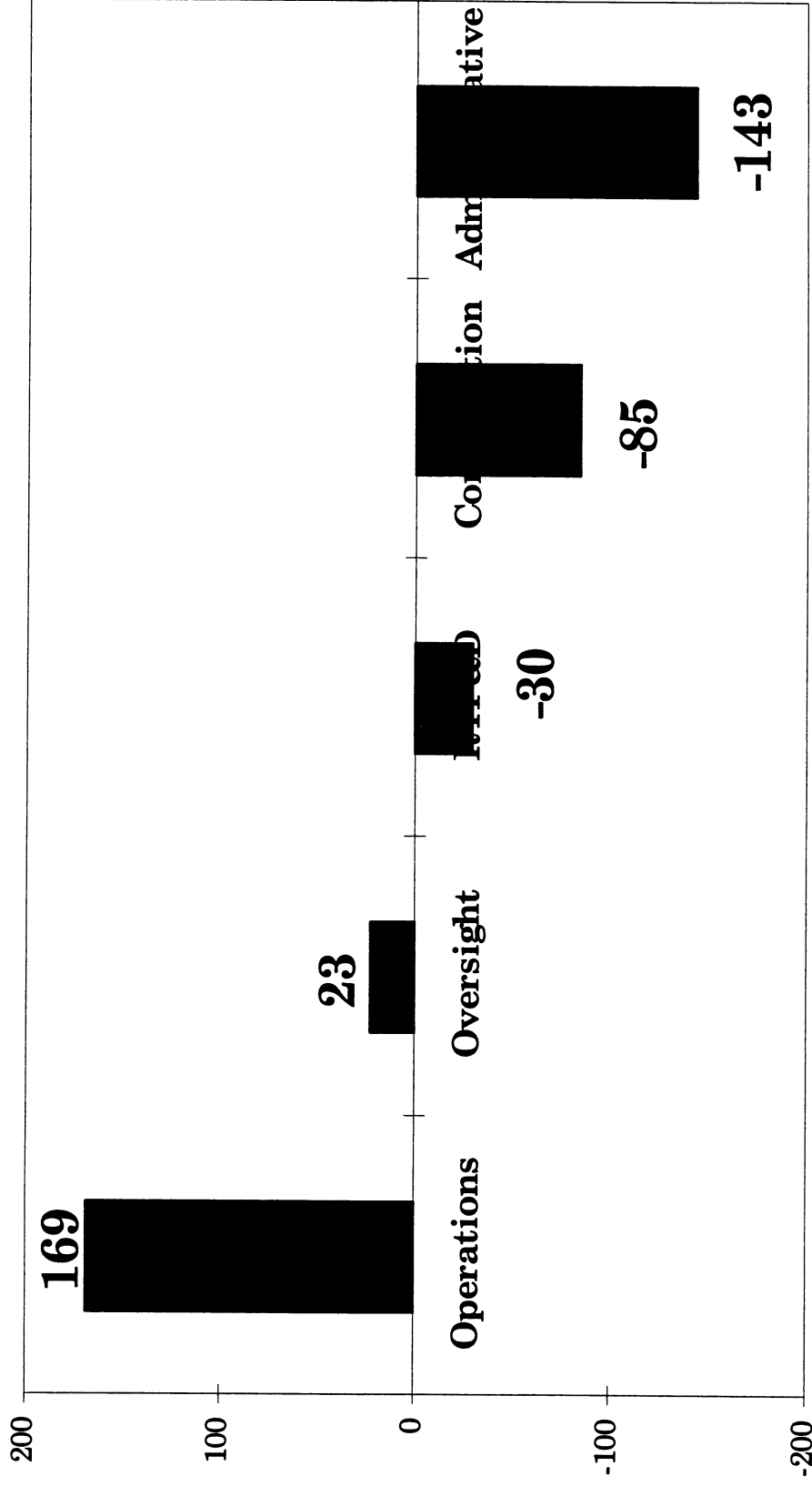
- Shortfalls in both operating and capital budgets resolved for FY 99
- Increased spending on programs and services
 - ◆ Bus & Rail
 - ◆ Regional Programs
- Decreased spending on subway construction and overhead
- Qualitative improvement in bus operations
- Performance Measurements

Overhead and Administrative Costs

\$ millions



Change in FTEs from FY97 to FY99 by Major Function



Excludes Transit Security responsibility assumed by LAPD and LASD
 Oversight includes Management Audit, Safety and OIG



Proposed FY99 Budget

(\$ millions)

■ Operating

■ Debt

■ Capital

■ Regional Programs

Total 2,513

FY98 Budget - 2,448

Bus/Rail Ops.	720
Planning	55
Administration	21
SAFE/FSP	27

823

349

718

Bus Capital	142
Rail Capital	106
Rail Construction	419
Other Capital	51

623

Muni Operating	113
Call for Projects	208
Metrolink/ASI/Other	108
Local Return	194



Expenditures by Program

	FY98 Refcst	FY99 Budget	\$ Change FY 99	% Change FY 99
Bus & Rail Ops	703	720	17	2%
Planning	46	55	9	20%
Administration	27	21	(6)	(22%)
SAFE/FSP (see note)	39	27	(12)	(31%)
Debt Service	273	349	76	28%
Capital	820	718	(102)	(12%)
Regional Programs	540	623	83	15%
Total	2,448	2,513	65	3%

Note: \$13 million is included for SAFE and FSP in the FY99 Capital Budget



Bus Operations Budget Profile

(\$ millions)

	FY98 Reforecast	FY99 Budget	Change \$	Change %
Wages/Benefits	387	401	14	4%
Fuel/Utilities	28	23	(5)	(18%)
Supplies/Services	96	106	10	10%
Overhead	69	55	(14)	(20%)
Other	<u>30</u>	<u>31</u>	<u>1</u>	<u>3%</u>
Total	<u>610</u>	<u>616</u>	<u>6</u>	<u>1%</u>
Revenue Service Hours	6,595	6,678	83	1%



Rail Operations Budget Profile

(\$ millions)

	FY98 Rerecast	FY99 Budget	Change \$ %
Wages/Benefits	42	44	2 5%
Fuel/Utilities	9	10	1 11%
Supplies/Services	24	28	4 17%
Overhead	8	7	(1) (13%)
Other	<u>5</u>	<u>(1)</u>	<u>(20%)</u>
Total	<u>88</u>	<u>93</u>	<u>5 6%</u>
Revenue Service Hours	153	150	(3) (2%)



Bus Highlights

- Improvement in bus fleet reliability
 - Increasing mechanics to reduce backlog
 - Re-focus of supervision
 - Customer information
 - Complete conversion of 127 alcohol buses

- Improvement in bus fleet cleanliness
 - Repainting 350 buses (compared to 250 in FY98)
 - Graffiti abatement program
 - Ready to roll standards (bus inspection program)

- Other initiatives
 - Hiring of 350 new bus operators through attrition
 - Service improvements
 - Demonstration project pilot expansion \$2M



Planning Projects

\$ millions



	FY98	FY99	\$ Change	% Change
Transit & Other Planning	27	20	(7)	(26%)
Highway Planning	13	7.5	(5.5)	(42%)
Commuter Rail	1	2.5	1.5	150%
Mobility & Air Quality	5	3	(2)	(40%)
CFP Management*	0	22	22	N/A
Total	46	55	9	20%
Grant-Funded Projects	23	27	4	

* FY99 proposed budget consolidated CFP-Project Management into project codes



Capital Budget

\$ millions

	FY98	FY99	Change	Change
			\$	%
Bus Capital	181	142	(39)	(22%)
Rail Capital	73	107	34	46%
Rail Construction	537	419	(118)	(22%)
Other Capital	29	51	22	75%
Total	820	718	(102)	(12%)



Capital Budget- Sources and Uses

\$ millions

	FY99 Budget	SOURCES				
		Bond Proceeds	Sales Tax	Local TDA & Other	State	Federal
Bus Capital	142	4		20		117
Rail Capital	107	88		3		16
Rail Construction	419	138	7	2	214	58
Other Capital	51	3	5	7	8	28
Total	718	233	12	33	222	219



Capital Budget Highlights

- \$65 million for 161 new buses
 - 110 CNG buses
 - 1 New Flyer 1st production bus
 - Additional 50 buses are being sought
- Upgrade of bus facilities for CNG fueling capability
- Year 2000/other system upgrades
- Delivery/acceptance of 32 L.A. Rail Cars
- Segment 2 completion
- Segment 3 North Hollywood
- Blue Line platform extensions

Regional Programs Budget

\$ millions

	FY98	FY99	\$ Change	% Change
Municipal Operator	126	113	(13)	(10%)
ASI	30	33	3	10%
Prop A & C/Local Return	186	194	8	4%
Call for Projects	136	208	72	53%
Metrolink	31	33	2	6%
Other	31	42	11	35%
Total	540	623	83	15%



Regional Programs Budget Highlights

Budget = \$623 million

- Municipal operating funding: \$113 million including continued funding for BSIP, TSE, Base Bus Restructuring programs
- ASI funding = \$33.4 million, a 11% increase
- Local Return funding cities and Los Angeles County increases over 4% to \$194 million
- Call-for-Projects funding budgeted at \$208 million for current and prior awards
- Metrolink: \$32.5 million
- Over \$183 million in local, state, and federal funds dedicated to Alameda Corridor



Balancing the Budget

(\$ millions)

Beginning Deficit () (90)

FY98 Reforecast
Efficiencies

28

TDA Interest

7

Revenue Increases

52

FY99 Efficiencies

24

Budget Increases

(21)

Total Adjustments

90

Balanced Budget

0

One-Time Revenue	9
Fare	5
Discretionary funds	31
Sales Tax	5
Other	2

Staff reductions/Departmental reviews/Workout Teams	24
Budget Increases	(21)

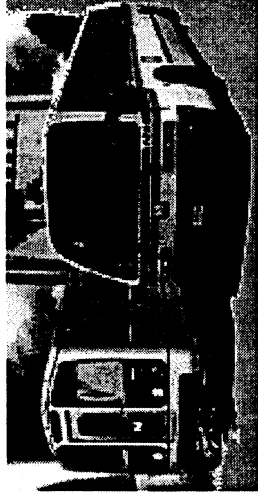
Total Efficiencies

\$52 million



MTA Proposed Budget FY99

Special Board Meeting
June 24, 1998



Original Proposed FY99 Budget

(\$ millions)

■ Operating

823

■ Debt Service

349

■ Capital

718

■ Regional Programs

623

Total 2,513

FY98 Budget - 2,448

Bus/Rail Ops.	720
Planning	55
Administration	21
SAFE/FSP	27

Bus Capital	142
Rail Capital	106
Rail Construction	419
Other Capital	51

Muni Operating	113
Call for Projects	208
Metrolink/ASI/Other	108
Local Return	194

Operating Budget Update

(\$ millions)

Budget Changes

- Delay fare increase 6 months \$ 3.8
- Funding marks correction 3.0
- LAPD 3.4
- Library 0.1

Total Changes \$10.3

Capital Budget Update

(\$ millions)

HCIP Budget Adjustment

■ Proposed Budget	
◆ CRA (FY 98 budget carry-over)	\$3.0
◆ MTA-managed	<u>1.9</u>
◆ Total	<u><u>\$4.9</u></u>
■ Adjusted Budget	
◆ CRA (\$ wired to CRA in June FY98, no FY99 cash)	-
◆ MTA-managed (limit to project cap)	<u>1.5</u>
◆ Total	<u><u>\$1.5</u></u>

LAPD Budget

(\$ millions)

■ Original LAPD budget (including insurance)	\$26.8
■ Original MTA proposed budget	<u>23.4</u>
■ Difference	<u>3.4</u>
■ Adjustments	
◆ Back out LAPD insurance	(1.0)
◆ LAPD to reduce expense	(1.0)
◆ LAPD added expense for Seg. 2 opening	2.4
◆ Additional Prop C 5% security funds	<u>(0.4)</u>
◆ Subtotal adjustments	(0.0)
■ Remaining Difference	<u>\$3.4</u>

Operating Solutions

(\$ millions)

■ Workers' Compensation Admin. & Claims	\$2.4
■ Pension adjustment	2.3
■ Operating expense reductions to be identified	3.1
■ Propulsion Power (DWP) - one time credit for 22 months	0.9
■ Propulsion Power (DWP) - ongoing reduction	0.1
■ Fare revenue trend	1.1
■ FY98 Board contingency carry-over	<u>.4</u>
■ Total Solutions	<u><u>\$10.3</u></u>

Budget Items to be Reconsidered

- Closure/Relocation of MTA Library
- East L.A Resident Advisory Committee (RAC)
- Transportation Careers Academy Program (TCAP)
- MTA High School Intern Programs
- Continuation of Mid-Day Freeway Service Patrol (FSP) Project

A

MOTION BY DIRECTOR RICHARD ALATORRE

June 24, 1998

During the 1997-98 Fiscal Year, nearly 700 students were enrolled in Transportation Careers Academy Programs (TCAP) in five schools supported with Federal grants and MTA funds: North Hollywood, Locke, Wilson, Franklin and John Glenn High Schools.

Students enrolled in the academy's programs are taught computer, engineering and other technical skills in preparation for careers in the transportation industry, including the MTA. With knowledge gained from academy courses, many go on to four year colleges after interning at the MTA and other transportation-related agencies and businesses. It is good investment in work force development that should continue to be a part of the MTA's long range strategic plan.

In the past, over 140 of the nearly 700 high school students who participated in TCAP interned at the MTA each year. The Proposed 1998-99 MTA Budget provides reduced funding which will allow only 45 high school students to gain valuable on-the-job experience by interning at the MTA next year. One alternative developed by MTA's OMB since the June 8, 1998 Budget Workshop even proposes to eliminate ALL funding for high school interns, and claims that some of the students may be willing to work without pay.

This is a drastic proposal considering that over \$1.2 million in financial support from the MTA and Federal governments for the Transportation Careers Academy Program and three related support programs will not be continued next year.

Also, the Proposed 1997-98 MTA Budget does not presently include a minimum level of staffing for one Senior Career Development Specialist, which is needed to maintain MTA's status as a partner agency for grants the academies receive from the State of California and L.A. Unified School District.

From an investment perspective and community education perspective, it makes good sense to maintain the viability of the Transportation Career Academy and its companion programs at even minimally-functional levels.

I, THEREFORE, MOVE that the MTA Board include \$95,000 in the 1998-99 Budget for one FTE to act as TCAP liaison to administer, coordinate and provide outreach to the Transportation Career Academies, which is funding item being recommended by the MTA for reconsideration.

I ALSO MOVE that ^{65,000}~~\$58,000~~ be included in the 1998-99 Budget to allow at least 90 students from the five high schools to continue their career development by serving as MTA interns next fiscal year.

A handwritten signature in black ink, appearing to be 'AP' or similar initials, located in the lower-left quadrant of the page.

Antonovich **B**

AMENDMENT TO THE MOTION BY DIRECTOR CRAGIN

Amendment

The MTA Board recognizes the need to equitably allocate funds to all transit operators. To adequately understand the full impacts of this motion, I move to amend this motion to:

- 1) proceed with the FY 1999 budget process,
- 2) direct the CEO to analyze and report back to the Board in 60 days on the inequity of the current funding formulas allocated to all included and eligible operators on a proportionate fair share basis, and
- 3) if inequities exist, the Board further directs the CEO to work with all transit operators to develop an equitable formula.

passed

REQUESTED ACTIONS REGARDING THE LACMTA PROPOSED BUDGET

B

- The Municipal Operators urge the MTA Board to reaffirm its existing policy whereby, when MTA allocates any discretionary funds for bus operations, those funds are distributed in a "fair share" allocation to Municipal Operators as well as MTA Operations.
- The Municipal Operators further bring to the Board's attention that, funding allocations to MTA Operations and Municipal Operators are still being completed and the final numbers are not reflected in the current budget. When the final funding allocations are approved by the Board in the near future, they will require some adjustments to the budget numbers as presented. We request that the Board direct MTA staff to reconcile the final FY 99 budget with the FY 99 funding allocations, so that the budget and funding allocations are consistent.

BACKGROUND

The MTA Board serves in two roles: 1) as the regional fund planner and allocator and 2) as an operator of transit service. The MTA Board has an existing policy whereby when MTA Operations needs additional bus operating revenues from discretionary sources, the Board would allocate a proportional share of discretionary funds to the Municipal Operators. This "fair share" practice began with the allocation of recession assistance funds when sales tax revenues were reduced due to the economy. "Fair Share" continued, as MTA required discretionary funds to fund operating budget deficits. When MTA needed additional funds to reduce overcrowding's on buses, a proportional amount of funds was made available to the municipal operators for overcrowding relief. In FY98, "Fair Share" allocations provided the MTA with \$15.3 million in operating funds and the Municipal Operators received \$5.9 million.

The FY99 MTA budget proposes to allocate discretionary funds for MTA Operations without providing a "fair share" allocation of funds to the Municipal Operators. While the MTA would continue to receive discretionary funds to meet Consent Decree and other programs in the proposed budget, the Municipal Operators are not slated to receive a fair share of these funds. It is the Municipal Operator's understanding that these discretionary funds will be used by MTA Operations to meet ongoing service demands.

Passed

C

MOTION BY SUPERVISOR ANTONOVICH

JUNE 24, 1998

AS PART OF THE CURRENT EFFORT TO ESTABLISH A SOUND MTA FISCAL POLICY, IT IS NECESSARY THAT A COMPREHENSIVE AGENCY FARE POLICY BE DEVELOPED AND ADOPTED.

I, THEREFORE, MOVE THAT THIS BOARD INSTRUCT STAFF:

AT THE JULY MEETING TO PROVIDE RECOMMENDATIONS FOR A COMPREHENSIVE, LONG TERM FARE POLICY.

D

Motion by Director Yaroslavsky

Direct staff to develop and report back with state legislation and/or Board policy to change the agency's debt limit to be consistent with responsible debt service to operating budget limits imposed by other transit agencies and local agencies. Report back to the Board in 30 days on this issue.

#E

Motion by Director Yaroslavsky *Move that*

All future Board agenda items proposing the issuance of additional debt guaranteed by Proposition A & C and/or fare revenues, and ~~all official statements that accompany the marketing of future bond issues,~~ specifically identify the capital projects and activities to be funded by the debt,

to be binding until changed by the Board passed

G

Motion by Director Yaroslavsky

The use of existing and new bond proceeds guaranteed by Proposition A & C sales tax revenues and fare revenues be specifically identified in all agency line item expenditures. Such expenditure detail shall be presented in both the MTA annual budget and in all budget updates and estimated actual reports to the Board.

APPENDIX C

FY99 BUDGET AND WORKOUT TEAMS CALENDAR

<i>Date</i>	<i>Activity</i>	<i>Milestone</i>
December, 1997	Budget System preparation	Update budget input and analysis system for changes to data input and format requirements. Prepare materials for system training sessions.
	Initiate FY99 Capital Improvement Plan	Implement the process to develop capital plan for projects to be funded in FY99.
January, 1998	FY99 Budget and Business Plan Kick-off	The CEO convened a session with all management to launch FY99 and provide guiding principles for the process.
February	Kick-off of Management Work-out teams	Ten teams, consisting of internal staff and an external consultant, established to review significant cost drivers to the agency with a goal to develop cost efficiencies for the FY99 budget as well as long term business process changes.
	First-Pass Unit Reviews	Executive Officers presented their preliminary operating and capital budgets, proposed economies and strategic goals and objectives to the Executive Management Team and OMB.
March	Second-Pass Unit Reviews	Executive Officers presented their budget proposals and Management Action Plans for review and evaluation to Executive Management Team and OMB.
April	Review of recommendations for the first five workout teams	The first five Management Work-Out Teams presented their findings and proposed efficiencies to the Executive Management Team and OMB.
	Service assumptions finalized	An inter-departmental team, consisting of Operations, Planning and OMB, reviewed and finalized the key components for transit service assumptions.
	Review of recommendations for the remaining five workout teams	The remaining five Management Work-Out Teams presented their findings and proposed efficiencies to the Executive Management Team and OMB.
	Finalize Capital Improvements Plan	OMB completed funding for the FY99 capital requests based on available eligible revenue.
May	Revenue allocations finalized	Revenue sources allocated to eligible projects for FY99.
	Debt plan finalized	The Treasury Department completed the development of bonding requirements based on FY99 budgeted expenditures.
	Budget Book and Business Plan completed	FY99 Budget books completed for publication and distribution.
June	Board Briefings and workshops	Sessions with Board members held to review FY99 operating and capital budgets and revenue assumptions.
	Board votes on FY99 Budget	Board votes to adopt the FY99 Budget and Business Plan.

FY00 BUDGET AND WORKOUT TEAMS CALENDAR

<i>Date</i>	<i>Activity</i>	<i>Milestone</i>
July, 1998 - August	Continue implementation of Work-out Team recommendations	Continue the implementation of Work-out Team recommendations by obtaining the buy-in of Executive Officers of proposed efficiencies.
September - December	Capital Improvement Plan	Implement process to develop FY00 capital expenditure requirements.
November	Develop assumptions for FY00 operating budget	Update budget input and analysis system for changes to data input and format requirements. Prepare materials for system training sessions.
	Update Budget Input and Analysis system in preparation for FY00 budget process	Develop premises and base assumptions for preparation of operating expense budget.
December - January	Departments prepare FY00 budgets	FY00 budgets prepared by cost centers to include line item account and project. Consolidation and reviews at unit levels.
February	Review and revision of operating budget submittals	Review of submittals by Executive Management Team and OMB. Reviews based on alignment with core business activities, comparative analysis and funding availability.
March	Allocate Capital Improvement Plan resources	OMB to fund for the FY00 capital requests based on available eligible revenue.
April	Publish Budget	At the end of the month, complete the preparation of FY00 Budget books for publication and distribution.

APPENDIX D: SENSITIVITY ANALYSIS OF SALES TAX REVENUES

Sales tax-based revenues, Proposition A and C and TDA, are forecast at a 4.2% growth over FY98 estimated revenues. As stated previously, this growth rate was conservatively estimated.

The following schedule shows estimated increases and decreases in these sales tax revenues if the growth rate should fluctuate from the plan. Based on ordinance category for Propositions A and C and MTA's formula share for TDA, MTA's estimated share of these sales-tax based revenues is 59% of the total. It is estimated Municipal Operators and other local Agencies' share is an estimated 41% of the total of these revenues.

This analysis is only designed to show the projected increases or decreases to sales-tax based revenues should the growth rate fluctuate from plan. MTA staff will provide information on sales tax based revenues throughout the fiscal year.

**Sales Tax Based Revenues
Sensitivity Analysis
(\$ Millions)**

	1% Under Budget		2% Under Budget		3% Under Budget		FY99 Anticipated Revenues		1% Over Budget		2% Over Budget		3% Over Budget	
	+/- Bdgt		+/- Bdgt		+/- Bdgt		4.2% growth over FY98 Revenues		+/- Bdgt		+/- Bdgt		+/- Bdgt	
Prop A	436.7	(12.9)	441.0	(8.6)	445.3	(4.3)	449.6		453.9	4.3	458.3	8.6	462.6	12.9
Prop C	438.6	(13.0)	442.9	(8.7)	447.3	(4.3)	451.6		455.9	4.3	460.3	8.7	464.6	13.0
TDA	222.0	(6.6)	224.2	(4.4)	226.4	(2.2)	228.6		230.8	2.2	233.0	4.4	235.2	6.6
Total	1,097.3	(32.5)	1,108.2	(21.7)	1,119.0	(10.8)	1,129.8		1,140.6	10.7	1,151.5	21.7	1,162.4	32.5
MTA	(19.1)		(12.8)		(6.4)		664.5		6.3		12.8		19.1	
Munis/Other	(13.4)		(8.9)		(4.5)		465.4		4.4		8.9		13.4	

APPENDIX E: FARE REVENUE

The attached Fare Revenue Summary chart shows the changes in total fare revenue between the FY98 Reforecast presented to the Board in November, 1998 and the FY99 Adopted Budget.

The Reforecast, approved by the Board in November, 1997, included an estimate of \$220.6 million for FY98. Since that estimate, boardings have increased, although more patrons are using discounted fare media, i.e. passes and tokens, which results in a revised FY98 estimate of \$224.5 million.

FY99 fare revenues are projected to continue an upward trend in increased bus and rail boardings and benefit from the additional increased boardings when the Red Line begins revenue operations to Hollywood and Vine in May, 1999. This upward trend is partially reduced by a projected continuation of the switch from cash to discount fare media. In addition, MTA is anticipating a 10 cent increase to the cash base fare to be implemented in November, 1998, consistent with CPI adjustments allowed under the Consent Decree.

The second schedule separates FY99 revenues into modal category - bus and rail and reflects the anticipated changes in each fare media - cash, passes, and tokens.

FY99 FARE REVENUE SUMMARY

	\$000	COMMENTS
FY98 REFORECAST		
POSTPONE RAIL FARE INCREASE	220,588	As presented to Board in November, 1998
SWITCH TO DISCOUNT FARE MEDIA	(1,700)	Reforecast assumed FY98 implementation, delayed until November, 1998
INCREASED BOARDINGS	(6,315)	Ongoing switch from cash to tokens and passes, based on January YTD
FY98 FORECAST	<u>11,890</u>	Increase bus 5%, and rail 17%
	224,463	Current forecast for total FY98
FY99 BOARDINGS INCREASE	6,499	Increase bus 2%, and rail 10%
MOS-2B	220	ROD May, 1998
SWITCH TO DISCOUNT FARE MEDIA	(7,893)	Ongoing switch from cash to tokens and passes, based on January YTD
FY99 FORECAST	<u>223,288</u>	Consistent with D. Woodbury forecast for FY99
BASE FARE INCREASE	<u>1,142</u>	per D. Woodbury implement May, 1998
POTENTIAL FY99 FARE REVENUE	<u>224,431</u>	FY99 Budget

REVENUE SERVICE HOURS (000)			
	MTA- BUS	P.T.	TOTAL BUS RAIL
FY98 REFORECAST	6,066	529	6,595 153
FY99 BUDGET	6,099	579	6,678 150

FY99 Fare Revenue Detail

(\$000)

	FY98 REFCST FARE INC	DELAY DISCOUNT MEDIA	FY98 BOARDINGS	FY98 FORECAST	BOARDING MOS-2B	DISCOUNT MEDIA	FY99 FCST FARE INC.	BASE WITH INC.	FY99
BUS									
CASH	94,872	0	4,744	90,415	1,999	(11,501)	80,838	346	81,184
PASSES	60,453	1,923	3,023	65,399	1,457	2,404	69,205	0	69,205
TOKENS	50,926	0	1,646	53,201	1,184	786	55,127	702	55,828
TOTAL	206,251	0	9,413	209,015	4,640	(8,311)	205,169	1,048	206,217
RAIL									
CASH	6,416	(1,388)	706	5,183	624	(688)	5,251	50	5,300
PASSES	5,047	(3)	555	6,322	761	904	8,148	0	8,148
TOKENS	2,874	(309)	1,216	3,943	474	202	4,720	45	4,765
TOTAL	14,337	(1,700)	2,477	15,448	1,859	417	18,119	95	18,214
TOTAL									
CASH	101,288	(1,388)	5,449	95,598	2,623	(12,189)	86,088	396	86,484
PASSES	65,500	(3)	3,578	71,721	2,217	3,308	77,353	-	77,353
TOKENS	53,800	(309)	2,862	57,144	1,659	988	59,847	747	60,594
TOTAL	220,588	(1,700)	11,890	224,463	6,499	(7,893)	223,288	1,142	224,431
% TOTAL									
CASH	45.9%	81.6%	45.8%	42.6%	40.4%	154.4%	38.6%	34.6%	38.5%
PASSES	29.7%	0.2%	30.1%	32.0%	34.1%	-41.9%	34.6%	0.0%	34.5%
TOKENS	24.4%	18.2%	24.1%	25.5%	25.5%	-12.5%	26.8%	65.4%	27.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

FY98 Reforecast per November, 1998 Board meeting

FY99 forecast per D. Woodbury; except MOS2B

MOS2B ROD May, 1999

Base assumes fare increase rounded to nearest nickel

Blue	7,071
Red	6,849
Green	4,294
Total Rail	18,214

APPENDIX F: DESCRIPTION OF DEBT INSTRUMENTS

Sales Tax Revenue and Refunding Bonds - Sales Tax Revenue Bonds consist of Proposition A and C bonds which were issued to provide funds for the acquisition and construction of major capital facilities. Sales tax revenue refunding bonds (refunding bonds) are issued to provide funds for retiring previously issued sales tax revenue bonds. Generally, refunding bonds reduce debt service costs of the MTA as a result of more favorable interest rates being available.

Redevelopment and Housing Bonds - In 1992 the MTA entered into an agreement with the Community Redevelopment Agency of the City of Los Angeles (CRA) for financing the Grand Central Square Multi-family Housing and Redevelopment Project. Under this agreement, a housing bond and a redevelopment bond were issued, secured by real property of the Grand Central Square Project. The project is completed and MTA is currently making payments for the debt service related to these bonds.

Lease Cross Border - In 1990, lease revenue bonds were issued to finance the purchase of light rail cars through a cross-border lease. Basic provision of the financing program called for the purchase price paid by the leasing agent to be paid 80% in U.S. Dollars and 20% in Japanese Yen. The lease arrangement has a purchase option equal to 10% of the original financing or (\$3,300,000) which is payable at the end of the lease term.

General Revenue Bonds - In 1996 these bonds were issued to refund the General Revenue 1995-A bonds which were used to finance the cost of the MTA headquarters building, including parking and related improvements.

Commercial Paper Notes - The MTA issues commercial paper notes (CPN), both taxable and tax exempt, with original maturity dates ranging from one to 270 days at various interest rates, currently averaging around 3.5% per annum. Under the terms of the notes, the MTA can rollover or extend the principal amounts due on the notes at each maturity. It is the intention of the MTA to pay the accrued interest and rollover or reissue the principal amounts as they mature. The proceeds from the CPNs are used to finance transit related activities, currently including rail construction related activities and land acquisitions.

Certificates of Participation (1992 Issue) - The purpose of these certificates is to provide a multiple-year worker's compensation self-insurance fund for the MTA.

Certificates of Participation (1991 Issue) - The MTA in association with the California Special Districts Association (CSDA), issued certificates of participation to provide supplementary financing for the procurement of buses and other equipment. The MTA is obligated to make lease payments to CSDA, and subsequently subleases the buses to other governmental agencies. These agencies are required to make payments to MTA that will equal the amount of the lease payments to the CSDA. In the event the amount received from the governmental agencies does not equal the lease payment to the CSDA, the MTA is required to use other available resources to make such lease payments.

Certificates of Participation (1992-B issue) - The MTA participated in the issuance of California Transit Finance Corporation Certificates of Participation 1992, Series B to finance the acquisition of 333 buses and related equipment.

Certificates of Participation (1992-C) - The MTA issued these certificates to finance the acquisition of buses and related equipment for the City of Torrance. The MTA is obligated to make lease payments to the California Transit Finance Corporation (CTFC). The City of Torrance repayment to MTA consists of its FTA Section 9 Capital Grant Funds and TDA funds. To the extent necessary to satisfy the City's obligation to MTA, its FTA and Prop A funds are also pledged for repayment.

Benefit Assessment District Revenue Bonds - The Benefit Assessment District Revenue Bonds, were issued to assist in the financing of the private sector portion of the Metro Rail Project. The A1 and A2 Bonds are solely payable from assessments paid by owners of assessable property within Districts A1 and A2, respectively, against which assessments have been or will be levied. These bonds do not constitute an indebtedness of the MTA and are payable solely from assessments levied on assessable properties. In the opinion of MTA officials, the total of this outstanding debt is not payable from any revenue or asset of the MTA. Accordingly, no liability is been recorded in MTA's financial statements nor budget allocated for debt service.

APPENDIX G: GLOSSARY OF TERMS

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement.
ACCESSIBLE SERVICE	Transit vehicles equipped with wheelchair lifts.
ADA	Americans with Disabilities Act. A comprehensive civil rights measure signed into law July, 1990 to ensure persons with disabilities receive equal access to transportation and other services.
AFI	Alternate Fuel Initiative Bus - any fuel but diesel.
AQMD	Air Quality Management District. See SCAQMD.
ASI	Access Services Incorporated. ASI is a private non-profit corporation which is the Consolidated Transportation Services (CTSA) for Los Angeles County, and as such has the responsibility to improve and coordinate the paratransit services for 187 different social service and public paratransit operators.
ATTB	Advanced Technology Transit Bus - A fuel cell powered, zero emissions, low floor, lightweight prototype transit bus that the LACMTA is helping to fund. It uses aerospace composite material for a curb weight 10,000 lbs. below current buses.
ATU	Amalgamated Transit Union. The union representing mechanics and other maintenance employees.
BAD	Benefit Assessment District. A limited area around public transportation stations in which non-residential property owners are taxed for benefits derived from proximity to the system.
BDOF OPERATORS	Business Development Operating Facility. Classification of revenue vehicle operators that have unique work and pay rules that allow the MTA to operate selected transit routes in a more cost-effective manner. Based on the UTU Collective Bargaining Agreement, BDOF Operators may only be assigned to "new service, any other service agreed upon the Authority and Union, and for the purpose of contracting directly with other transit providers, public and private, to provide service".
BOND	An interest-bearing promise to pay a specified sum of money due on a specified date.
BOS	Bus Operations Subcommittee.
BSIP	Bus Service Improvement Program - Additional buses on existing lines for overcrowding relief.

BUDGET	A plan of financial operations for a given period including proposed expenditures and revenues, and authorized staffing levels.
CALL FOR PROJECTS	Primary process for the selection of transportation improvement projects for funding with discretionary federal, state, and local revenues.
CALTRANS	California Department of Transportation.
CAPITAL ASSET	The acquisition of property, facility, or equipment whose cost exceeds \$2,500 per unit. Capital project costs include installation, delivery cost, sales and use taxes, and General and Administrative overhead costs.
CLEAN FUELS	Lower polluting replacements for conventional diesel fuel. The state has mandated that all buses purchased after January 1, 1992 be clean-fueled.
CMA	Congestion Management Agency. In response to a state initiative, the LACMTA has been designated as the CMA for Los Angeles County.
CMAQ	Congestion Mitigation Air Quality. A source of federal ISTEA funds.
CMP	Congestion Management Program. A new, county-wide program enacted by the state to improve traffic congestion in California's urbanized areas.
CNG	Compressed Natural Gas.
COMMERCIAL PAPER	Short-term interest-bearing promissory note secured by pledged revenues and a liquidity/credit facility. The maturity can range from 1 to 270 days.
COP	Certificate of Participation. A debt obligation used to finance a capital project.
CPFF CM	Cost Plus - Fixed Fee Construction Management contract.
CPI	Consumer Price Index.
CPUC	California Public Utilities Commission.
CTC	California Transportation Commission. The state commission responsible for improving highway and transit-related capital improvements.

CTP	Corporate Transit Partnership. Program which provides transit service marketing and information to corporations and large employment centers.
CTSA	Consolidated Transportation Services Agency. The LACMTA has been designated as the CTSA for Los Angeles County to coordinate all paratransit services to ensure compliance with the Americans with Disabilities Act (ADA).
DAR	Dial-a-Ride. Curb-to-curb transit service provided to the general public and/or elderly or disabled persons.
DBE	Disadvantaged Business Enterprise. Businesses owned and operated primarily by minorities and women.
DEBT SERVICE FUND	Fund which accounts for those resources used to repay the principal and interest on long-term debt.
DOE	United States Department of Education
DOJ	United States Department of Justice - The LACMTA has a multi-year grant from the DOJ for community policing.
DOT	United States Department of Transportation.
ECCT	Eastside Communications Coordination Team - Comprised of representatives from cross-functional departments involved with Eastside concerns such as Real Estate, Construction, Procurement, County Counsel, Public Affairs, Government Relations, Operations and Regional Planning.
ECONOMIC IMPACT PROGRAM	The purpose of this program is to provide funds for affected individuals or entities who may have been subjected to economic losses as a result of the MTA's construction program. The budget allocated for this program is for "as-needed" occurrences only.
EIR	Environmental Impact Report. A detailed statement prepared under the California Environmental Quality Act (CEQA) describing and analyzing the significant environmental effects of a project and discussing ways to avoid or mitigate the effects.
EIS	Environmental Impact Statement. Same as EIR, except prepared under the (federal) National Environmental Policy Act.
ENCUMBRANCES	Commitments related to the unperformed portion of a contract for goods or services.

ENTERPRISE FUND	Fund established to finance and account for the operation and maintenance of facilities and services that are entirely or predominantly self-supporting.
FAP	Formula Allocation Program. FAP is the adopted method for allocation of federal, state, and local transit operating subsidies to Los Angeles County bus operators. The current formula allocates funds as follows: 50% based on vehicle service miles and 50% based on "fare units". Allocations are made using audited performance data.
FARE UNITS	Passenger revenue divided by the base cash fare.
FAU	Federal Aid Urban. Authorized by the enactment of the Federal Highway Act every five years. Cities and the county are eligible for FAU funds for projects such as street reconstruction and widening, and installation of lights and signals.
FCR	Flexible Congestion Relief. A federal program of capital improvements to relieve congestion by building/enhancing highways.
FFGA	Full-Funding Grant Agreement. Agreement with the FTA for the funding of Metro Rail Segments.
FIS	Financial Information System. An automated, integrated financial accounting and control system.
FISCAL YEAR	The period at the end of which a governmental agency determines its financial position and results of operations. The MTA fiscal year begins July 1 and ends June 30 of the following calendar year.
FSP	Metro Freeway Service Patrol - Service financed by the MTA which uses roving tow trucks to remove disabled vehicles and debris from freeways.
FTA	Federal Transit Administration. Formerly the Urban Mass Transportation Administration (UMTA).
FUNCTION	An activity or a group of related activities for which the Reporting Unit is responsible.
FUND	A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources together with all related liabilities and changes in these assets and liabilities.
FY	Fiscal Year.

GENERAL FUND	The fund used to account for all resources not required to be reported in any other fund.
GFOA	Government Finance Officers Association.
GHQ	Gateway Headquarters building.
GIS	Geographic Information System - A technology that combines mapping and information stored as data to generate maps and reports to provide a planned and systematic approach to collecting and managing geography-based information with tabular databases linked by location.
GREENWAYS	Pedestrian, bicycle, and transit parkways often built on existing rail rights-of-way.
HCIP	Hollywood Construction Impact Program. Metro Red Line - Segment 2 construction impact mitigation. Major components are security, community outreach, and cleaning and graffiti removal.
HEAVY RAIL	A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading.
HOV LANES	High Occupancy Vehicle Lanes.
HRMIS	Human Resources Management Information System.
HSOPP	Highway Systems Operation and Protection Plan.
HUB MILES	Total miles driven by the bus fleet, including miles traveled out of service.
IMMEDIATE NEEDS PROGRAM	As a response to the L. A. riots, the LACMTA supports the First African Methodist Episcopal Church (FAME) and the International Institute of L.A. to distribute taxi vouchers and bus tokens in South Central L. A.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991.
JOB CLASSIFICATION	The official job title as assigned by the Human Resources Department.
JTPA	Job Training Partnership Act administered by the City of Los Angeles.
JOINT DEVELOPMENT	Projects which combine public and private resources to build mixed use development around transit station areas.

LA CAR	Los Angeles Car. Patterned after the Blue Line Car, the LA CAR will be a generic vehicle that will allow for upgrades in technology and automation.
LACBD	Los Angeles Central Business District.
LACMTA	Los Angeles County Metropolitan Transportation Authority.
LANI	Los Angeles Neighborhood Initiative - A non-profit corporation established by the City of Los Angeles Mayor's Office to improve transportation services, revitalize public spaces, and promote small business in Los Angeles neighborhoods.
LEVERAGE	Use of debt to match federal and state funding to expand current cash flows.
LIGHT RAIL	A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail". Light rail may be on exclusive or shared rights-of way, high or low platform loading, multi-car or single-car trains, automated or manually-operated (e.g., Blue Line).
LOSSAN	Los Angeles-San Diego Intercity Railway.
LRT	Light Rail Transit.
LRV	Light Rail Vehicle.
LTSS	Local Transit Systems Subcommittee
MAP	Management Action Plan.
MMS	Materiel Management System.
METRO BLUE LINE	Long-Beach-Los Angeles Light Rail Transit Project. A 22-mile electrically-powered light rail line constructed by the LACMTA and opened for service on July 14, 1990.
METRO GREEN LINE	Norwalk-El Segundo Light Rail Transit Project. A 20-mile electric rail line constructed by the LACMTA on the median of the I-105 freeway. It was opened for service August 12, 1995.
METRO RED LINE - SEGMENT 1	Segment 1 of the Metro Rail project constructed by the LACMTA from Union Station to Wilshire/Alvarado (4.4 miles). Operation began in January 1993.
METRO RED LINE - SEGMENT 2	Wilshire/Alvarado west to Wilshire/Western opened for service in August of 1996. Wilshire/Vermont north to Hollywood/Vine is scheduled for completion in May, 1999.

METRO RED LINE - SEGMENT 3	Segment III of the total of the Metro Rail project under design. Segment III includes 3 branches: Branch 1 will be from Hollywood/Vine to Lankershim Blvd./Chandler Blvd.; Branch 2 will extend from Wilshire/Western to Pico/San Vicente; and Branch 3 is under study but will serve East Los Angeles.
METROLINK	The regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Service began in October 1992.
MODE	A particular form of transportation identified by the vehicle used i.e., bus, light rail, heavy rail, or automated guideway.
MOU	Memorandum of Understanding. A formal contractual agreement between two or more public agencies.
MOW	Maintenance of Way
MTA	Metropolitan Transportation Authority. Also known as LACMTA (See LACMTA).
MULTIMODAL	Public transportation system which employs a combination of highway, bus, rail, HOV, bikeway, pedestrian land use, and demand management systems.
MUNICIPAL OPERATOR	A city or county (including any non-profit corporation or other legal entity wholly-owned or controlled by the city or county) which operates a public transportation system, or which on July 1, 1972, financially supported in whole or in part a privately-owned public transportation system and which is not included within an existing transit district.
NON-REVENUE VEHICLES	Vehicles which do not carry fare-paying passengers.
NTP	Notice To Proceed.
OFF-PEAK VEHICLES	Total revenue vehicles required to meet off-peak period service needs per weekday.
OVERHEAD	Expenses not directly chargeable to a particular program which support multiple programs of the LACMTA.
PERFORMANCE MEASURE	The means by which progress in meeting or attaining an objective may be demonstrated.

PHIM	Ports Highway Improvement Match. The MTA acts as an escrow agent and accumulates in this fund matching monies which are contributed by participating agencies in order to receive a Federal Demonstration Grant. Participating agencies are as follows: Caltrans, City of Los Angeles, City of Long Beach, Port of Los Angeles, and Port of Long Beach.
PORTS HIGHWAY IMPROVEMENT MATCHING FUND ACCOUNT	The Ports Highway Improvement Matching Fund Account, an escrow account, was jointly established in July, 1990 by the contributing agencies including the City and Port of Los Angeles, City and Port of Long Beach, and Caltrans for the delivery of the ports access demonstration projects. The MTA is responsible for the administration of the escrow account and facilitation of the Ports Highway Access Financial Planning Committee. It is anticipated that approximately \$10M be drawn from this account in FY99 for the projects.
PROPOSITION A	Sales tax initiative approved by Los Angeles County voters in 1980. It established one-half cent sales tax to be used for public transit.
PROPOSITION C	It established sales tax which was approved by the Los Angeles County voters in 1990. A one half-cent sales tax to be used for public transportation purposes.
PUC	Public Utilities Code or Commission.
PVEA	Petroleum Violation Escrow Account. A state Special Revenue Fund available to the LACMTA for transportation projects on a competitive basis.
RAN	Revenue Anticipation Note.
REGULATION XV	Trip Reduction Plan managed by the AQMD.
REVENUE VEHICLE	Vehicles which carry fare-paying passengers.
REVENUE VEHICLE HOURS	Total number of scheduled hours that a vehicle is in service. Excludes hours spent traveling to and from storage facilities and during other non-service travel.
REVENUE VEHICLE MILES	Total number of miles traveled by a vehicle operating on rails or tracks, bus, van trolley, ferry, cable car, or other vehicle used to provide public transportation for which a fare is collected. Excludes miles spent traveling to and from storage facilities and during other non-service travel.
ROD	Revenue Operations Date.

ROW	Right-of-Way. Land purchased for a transit system generally but not exclusively for rail.
RTIP	Regional Transportation Improvement Program. This plan is required in order for the region to qualify for federal funding, which is the basis for Los Angeles County input into the State Transportation Improvement Program (STIP).
RTP&D	Regional Transportation Planning & Development (RTP&D)
SAFE	Service Authority for Freeway Emergencies. Funds generated from one dollar from each vehicle registration within Los Angeles County used to provide expanded and improved emergency call box service along the highways.
SCAG	Southern California Association of Governments. The regional planning agency for Los Angeles, Imperial, Orange, Riverside, San Bernardino, and Ventura Counties.
SCAQMD	South Coast Air Quality Management District. Also known as AQMD.
SCRRA	Southern California Regional Rail Authority. A joint powers agency including Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties formed to plan, construct, and operate the regional commuter rail system known as Metrolink.
SECTION 15 OPERATING COSTS	Operating costs as defined by the FTA for reporting purposes; total operating costs less leases, rentals, and interest expense.
SFV	San Fernando Valley.
SGV	San Gabriel Valley.
SHORE PROGRAM	Support of the Homeless Re-entry Program. The LACMTA provides bus tokens to L.A. County shelters and missions.
SPECIAL REVENUE FUND	Fund used to account for resources which are legally or administratively restricted for specific purposes.
SRTP	Short Range Transit Plan. A five-year business plan, completed every three years, which is used for internal planning.
STA	State Transit Assistance Fund. Used to account for the revenue from the sales tax on gasoline used for transit purposes. The STA fund was created as an amendment to the Transportation Development Act of 1976.

STIP	State Transportation Improvement Program was adopted by the California Transportation Commission (CTC) and serves as the primary vehicle for programming funds for highway projects.
TCM	Transportation Control Measures. Required actions under the Federal Clean Air Act; examples include bus transit, ridesharing, signal synchronization, and rail projects.
TCU	Transportation Communications Union. Union represents clerical workers.
TDA	Transportation Development Act. Created by state law in 1972, the TDA authorized the use of ¼ of 1% of the 6% state sales tax for transportation purposes. 1% of this revenue is allocated to the LACMTA for its transportation planning activities.
TDM	Transportation Demand Management. A series of programs to encourage ridesharing, reduction of air pollution, etc.
TEAMSTERS	Union representing security guards.
TIP	Transportation Improvement Program. The programming document which establishes allocation of funding for Los Angeles County highways and transit.
TOP	Transportation Occupations Program. Jointly sponsored by the LACMTA, local businesses, and school districts through which rail line pass. The program prepares young people for careers in transportation.
TPM	Transportation Performance Measurement. A program which monitors system performance of transit operators who receive federal and state formula-driven funds.
TPOA	Transit Police Officers Association. Union which represents peace officers.
TSM	Transportation Systems Management. A program of user incentives and disincentives to maximize capacity and usage of the existing transportation network.
TVM	Ticket Vending Machines.
UTU	United Transportation Union. Union which represents bus operators, schedule makers, and schedule checkers.
VMS	Vehicle Maintenance System.