



**FTA QUARTERLY REVIEW  
BRIEFING BOOK**

**June 22, 2000**

***Submitted By:***

***Los Angeles County Metropolitan Transportation Authority***

***One Gateway Plaza***

***Los Angeles, California 90012***

MTA LIBRARY

# AGENDA

## FTA QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority

Thursday, June 22, 2000 - 1:30 p.m.

Gateway Conference Room - 3<sup>rd</sup> Floor

### PRESENTER

#### I. OVERVIEW

- A. FTA Opening Remarks
- B. MTA Management Overview
  - Management Organization
  - Labor Negotiations
  - Legislative Issues
  - Legal Issues

Leslie Rogers  
Allan Lipsky

Claudette Moody  
Steve Carnevale

#### II. METRO CONSTRUCTION REPORTS

- A. Recent Events
- B. Metro Red Line Segment 2
  - Contract and Change Order Closeout
  - Grant Closeout
- C. Metro Red Line Segment 3
  - North Hollywood Extension
  - Grand Opening Event
- D. Segment 1 Thin Tunnel Repair Work Completion Schedule

Charles Stark  
Henry Fuks  
Gwen Williams  
Brian Boudreau

Dennis Mori

Henry Fuks

#### III. OPEN ACTION ITEMS

- A. FTA (Reference March 2000 PMOC Monthly Report)

Jeff Christiansen

#### IV. PLANNING

- A. Transit Corridor Status Report
- B. Universal Fare System
- C. Long Range Transportation Plan
- D. Pasadena / East Side Interface

James de la Loza  
Jim McLaughlin  
Keith Killough  
Steve Brye

#### V. QUARTERLY FINANCIAL REPORTS

- A. Third Quarter Financial Report
- B. FY01 Annual Operating Budget
- C. Regional Funding

Richard Brumbaugh

FTA Representative

#### VI. QUARTERLY OPERATIONS REPORTS

- A. Consent Decree
- B. Bus Fleet Management Plan
- C. Rapid Bus

Michelle Caldwell

Thomas Conner

#### VII. OTHER QUARTERLY REPORTS

- A. General Safety and Security Issues
- B. ADA Key Station Voluntary Compliance Agreement

Paul Lennon

Ellen Blackman

#### VIII. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING:

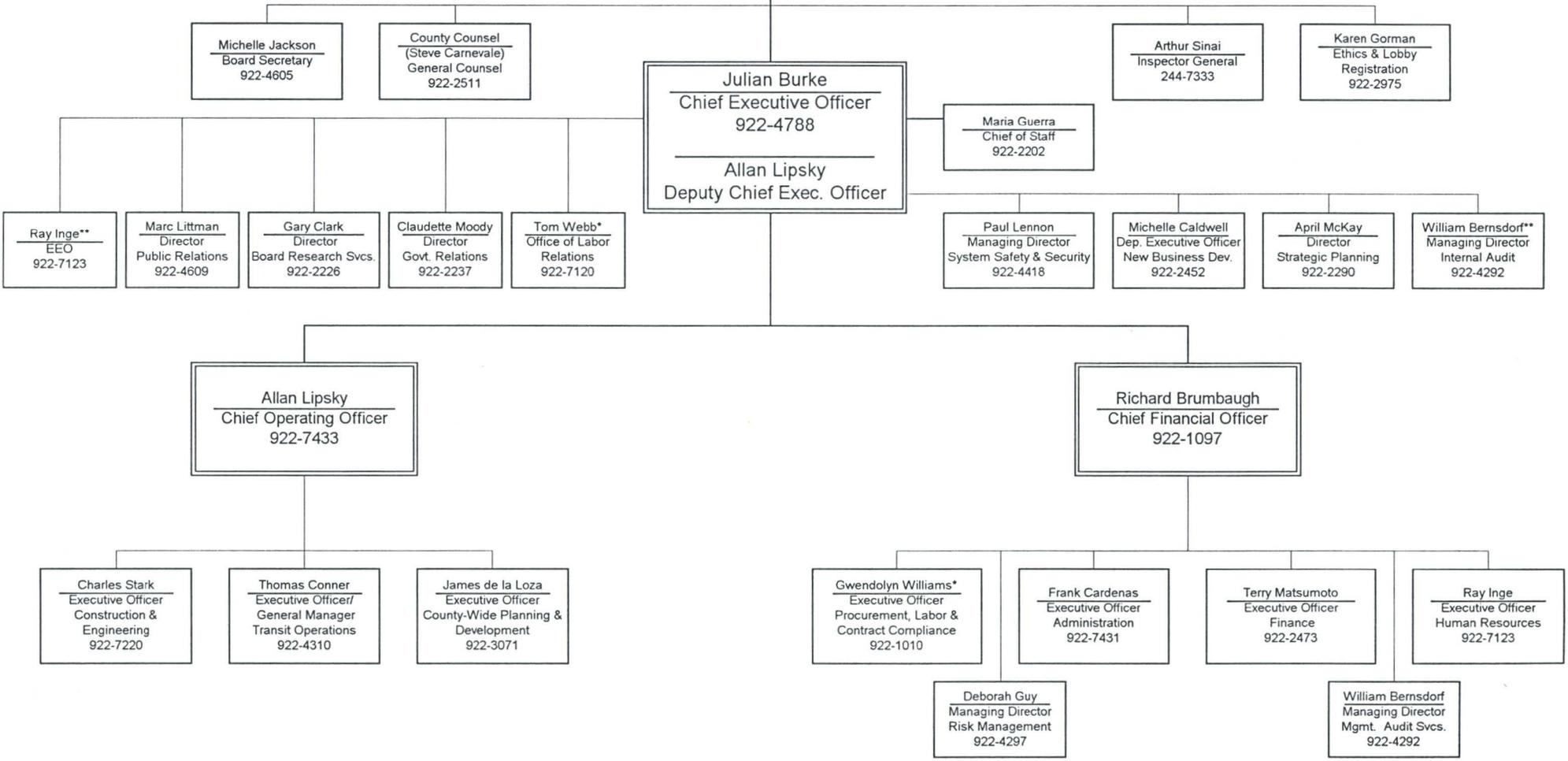
Los Angeles Metropolitan Transportation Authority

Wednesday, September 13, 2000 - 10:00 a.m.

Gateway Conference Room - 3<sup>rd</sup> Floor



MTA  
Board of Directors



Los Angeles County  
Metropolitan Transportation Authority  
**Management Organization Chart**  
as of April 18, 2000  
Published by Human Resources Dept  
(213) 922-7181  
MTA Central Telephone (213) 922-2000

Key:  
\* Acting/interim appointment  
\*\* Affirmative Action Officer and Internal Audit  
report directly to the Office of the CEO.





## **MTA Team Mission**

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**Our team is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County.**

**Our team members provide expertise and leadership based on their distinct roles:**

### **Transit Operations**

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

### **Countywide Planning and Development**

- Planning the countywide transportation system in cooperation with other agencies

### **Engineering and Construction**

- Managing the construction and engineering of transportation system components

### **Support Services**

- Delivering timely support services to the MTA organization

## **MTA Team Vision**

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**Our purpose is to be the visionary source of leadership for realizing transportation improvement opportunities and solving transportation problems in Los Angeles County.**

**Our position as a premier transportation agency will be established by:**

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



**GOVERNMENT RELATIONS  
1999/00 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX  
as of March 30, 2000**

	LOCAL	
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
\$200 million Agreement with the City of Los Angeles	<p>The MTA and the Los Angeles City Council signed an agreement July 24, 1997, that committed the City to providing the MTA \$200 million over eight years to assist with the construction of the MTA's rail program.</p> <p>On September 29, the MTA Board of Directors voted to approve a draft amendment to the Agreement. Discussions between the MTA and the City of Los Angeles are continuing.</p>	<p><b>On February 16 the Los Angeles City Council voted to approve the City Transportation Committee report which recommends paying the MTA the balance of \$34.1 million for the Metro Rail North Hollywood extension project. Approval is contingent upon the provision of 250 parking spaces for the Universal City station.</b></p>

LOCAL		
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
Valley Transportation Zone	On August 26, 1998, the Los Angeles City Council approved a motion to explore the feasibility of a transportation zone in the San Fernando Valley.	<p>On January 5, 2000, the Transportation Committee of the City of Los Angeles approved the Chief Legislative Analyst (CLA) and Department of Transportation (LADOT) reports which recommend that the City enter into an interim Joint Powers Authority (JPA) with eight other cities and the County of Los Angeles, and continue the process of establishing the Zone.</p> <p>On January 11, 2000 the Los Angeles City Council authorized entering into an interim JPA. The interim JPA provides that the City of Los Angeles shall have four of the nine votes on the Zone Board.</p> <p><b>On February 8, 2000 the City and County of Los Angeles submitted a list of representatives named to serve on the interim Joint Powers Agreement (JPA) zone board to determine the feasibility of establishing a transit zone in the San Fernando Valley.</b></p>

	LOCAL	
PROPOSALS/ACTIONS	DESCRIPTION	STATUS
101 - 405 Freeway Interchange	The Los Angeles City Council established a task force to identify improvements and study solutions that could be in place within five years to relieve the traffic congestion at the interchange.	<p>On July 29, the MTA Board adopted the 1999 TIP Call for Projects which includes \$8.2 million in funding for two lane additions at the 101-405 interchange.</p> <p>On January 7, 2000, the Los Angeles City Council will consider a motion by Council members Laura Chick and Hal Bernson instructing LADOT, in conjunction with Caltrans, the Metropolitan Transportation Authority and the Southern California Association of Governments, to prepare and present a report to Council, addressing all studies or research currently underway about relieving congestion along the 101 Freeway Corridor, by February 1, 2000.</p>

**STATE ASSEMBLY**

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 44 (McClintock)  LA 8/16/99	Mandates the re-designation of all existing High Occupancy Vehicles (HOV) as mixed flow-lanes and directs a study be conducted on the efficacy of HOV lanes.	Oppose	Failed passage in Assembly Transportation Committee, January 10, 2000
AB 102 (Wildman/Hertzberg)  LA 8/16/99	Provides 100 percent of the funding necessary to complete construction of the 1989 Retrofit Soundwall List. Issue handled administratively by CTC.	Support Sponsor	Failed Passage in Senate Transportation Committee (4-5) Reconsideration Granted, 8/17/99  <i>This bill has passed its deadline to be considered for this session</i>
AB 357 (Calderon)  LA 3/6/00	Original bill added \$45 million to \$15 million off the top of State Highway Account funding for grade separation projects throughout the state. Amended bill for a report on the sufficiency of grade separation projects.	No Position	<b>Amended in Senate</b>  <b>Re-referred to Senate Transportation Committee</b>
AB 581 (Firebaugh)  LA 8/14/99	Directs a study conducted to assess traffic congestion on Route 710, the Long Beach Corridor. The MTA Board urged the bill be amended to be permissive not a mandate. The bill was amended to make it permissive.	Support with Amendment	In Senate inactive file, 8/25/99

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

**STATE ASSEMBLY**

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 958 (Scott)  LA 8/17/99	Provides a clearer process for the utilization by local agencies of the design-build procurement authority established in 1996.	Support	In Senate Transportation Committee 2-year bill  <i>This bill has passed its deadline to be considered for this session</i>
AB 1303 (Florez)  <b>3/1/00</b>	Would reallocate a portion of the statewide gas tax to specified accounts.	Work with Author if Amended	<b>Amended in Senate Re-referred to Senate Transportation Committee</b>
AB 1425 (Runner)  LA 8/16/99	Provides that funding identified as the federal regional surface transportation program funds would not merely be added to the overall STIP for distribution, but rather be apportioned to metropolitan planning organizations, or in Southern California, to county transportation commissions based upon population. Committee amendment added to apportion 20% of the funds to environmental enhancement programs.	Sponsor	In Senate Appropriations Committee, suspense file, 8/16/99  <i>This bill has passed its deadline to be considered for this session</i>
AB 1612 (Torlakson)  <b>LA 3/14/00</b>	Creates the Transportation and Congestion relief and local road improvement account in the State Transportation Fund.	Work with Author/Return to Board	<b>Amended in Senate Re-referred to Senate Transportation Committee</b>
AB 1765 (Maddox)	Makes substantive changes to the LACMTA's benefit assessment districts	Oppose	<b>In Assembly Transportation Committee, April 3</b>
AB 1776  (McClintock)	Governor to declare a state of transportation "gridlock" emergency.	Neutral	<b>In Assembly Transportation Committee</b>
AB 1871  (Runner)	Prohibits any high-occupancy vehicle lane from being established on State Route 14 between the City of Santa Clarita and City of Palmdale.	No position	<b>In Assembly Transportation Committee, March 27</b>

STATE ASSEMBLY			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 1951 (Longville)	Sponsored by the Southern California Regional Rail Authority (Metrolink) and is proposing an increase in funding for Metrolink services.	Support	In Assembly Transportation Committee, April 10
AB 2373 (Longville)	Redistributes the locally generated Call Box funding on a statewide basis. The Call Box program is funded by a \$1 surcharge on vehicle registration in counties which voted for the increase. This bill would redistribute those funds based on highway miles and population.	Oppose	In Assembly Transportation Committee, April 10
AB 2607 (Knox)	Measures appears to be a "spot" bill and currently makes non-substantive changes in the code sections addressing MTA board member compensation.	Neutral	In Assembly
AB 2643 (Calderon)	Measure sponsored by municipal operators in Los Angeles County and addresses funding allocations by the MTA.	Neutral, Work with Author	In Assembly Transportation Committee, April 3
AB 2742 (Baugh and Strickland)	Would shift the sales taxes on gasoline sales to county transportation commissions (CTC) and regional/transportation planning agencies (RTPA) based on population. The bill would also allocate \$156 million annually from the General Fund for transportation purposes to CTC's and RTPA's in the fiscal years 2001 to 2005	Work with Author	Assembly Transportation and Revenue and Taxation Committees
AB 2816 (Kuehl)	Would authorize the MTA to conduct a study of the 101 Freeway in a specified portion of the San Fernando Valley.	Support with Amendments	In Assembly Transportation Committee, April 24
AB 2835 (Hertzberg)	Measure is apparently a "spot" bill and would make non-substantive changes the Congestion Management Program statutes.	Neutral	In Assembly

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

**STATE SENATE**

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 14 (Rainey)  LA 9/10/99	Requires the Department of Transportation (Caltrans) to complete a study setting forth criteria for determining the "effectiveness" of HOV lanes. Mandates that Caltrans cannot designate or construct any new HOV lanes until study is completed. Amended to a study bill only. <b>This bill has been amended to be unrelated to the MTA.</b>	Oppose, unless amended  As amended, now neutral	Senate unfinished business 2-year bill
SB 315 (Burton/Karnette)  LA 9/1/99	Provides that a bond measure be placed on the ballot. Part of a packet of measures, SCA 3 and SR 8, relating to funding for California's transportation capital needs.	Support	Conference Committee  2-year bill
SB 1102 (Murray)  LA 1/24/00	Amended Bill which would apply the AB 89 restrictions to any new transit zones. Amended in Senate Transportation Committee, "held off the floor," to provide that the four-year retroactive provision does not apply to the Transit Zone entities and contractors doing business with those entities.	No position	Passed Senate 1/27  In Assembly
SB 1426 (Rainey)  3/8/00	<b>Would shift sales tax funds from the Public Transportation Account to cities and counties for street and road repair.</b>	Work with Author	In Senate Transportation Committee, April 4
SB 1427 (Rainey)  3/9/00	Would reinstate a tax credit for employers who provide transit passes for their employees.	Support	In Senate Revenue and Taxation Committee, March 29
SB 1428 (Karnette)	Repeals the sunset provision on Freeway Service Patrol programs and makes other improvements.	Support/Co-sponsor	In Senate Transportation Committee, April 4

STATE SENATE			
BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SCA 3 (Burton)  LA 8/16/99	Original measure provided that local transportation sales taxes can be approved by a majority vote, rather than the 2/3rds vote required by state Constitution for tax measures. Amended measure provides for a statewide sales tax with a requirement that "non-transportation sales tax counties" must submit an expenditure plan to voters on a countywide ballot. Current transportation sales tax counties could extend their measures with a vote of the County Transportation Authority Board. This measure as currently written, has no impact on Los Angeles County transportation sales tax measures. Part of a packet of measures, SR 8 and SB 315, relating to funding for California's transportation capital needs.	Support	Failed passage in Assembly, 9/7

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

**FEDERAL**

BILLS/AUTHOR	DESCRIPTION	STATUS
	<b>FY 2001 TRANSPORTATION APPROPRIATIONS</b>	
FY 2001 Transportation Appropriations Request	<p>The MTA has submitted the following FY 2001 Appropriations request:</p> <ul style="list-style-type: none"> <li>• \$50 million in Section 5309 Fixed Guideway-Discretionary Funding to be used toward the construction of the Metro Rail North Hollywood Extension;</li> <li>• \$50 million in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding;</li> <li>• \$15 million for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding for this FFGA projects;</li> <li>• \$5 million for the San Fernando Valley Transit Corridor in Section 5309 Fixed Guideway-Discretionary Funding;</li> <li>• \$4 million in Section 5309 Funds for ATTB;</li> <li>• \$6 million in Intelligent Transportation Systems (ITS) Funding;</li> <li>• \$5 million in Reverse Commute/Jobs Access Funding; and,</li> <li>• \$1.15million in Transportation and Community and System Preservation Program Funds.</li> </ul>	The House Appropriations Committee received submitted testimony March 31; the Senate Appropriations Committee received submitted testimony on April 7.



## Testimony

**Los Angeles County Metropolitan Transportation Authority (MTA)  
Submitted by Julian Burke, Chief Executive Officer**

**to the  
Subcommittee on Transportation and Related Agencies  
of the House Committee on Appropriations  
FY 2001 Department of Transportation Appropriations**

**March 31, 2000**

Chairman Wolf and members of the Subcommittee, on behalf of the Los Angeles County Metropolitan Transportation Authority (MTA), I appreciate the opportunity to submit testimony in support of Los Angeles County's surface transportation programs, projects and services. Current and proposed transportation efforts in Los Angeles County, are integral to sustaining economic growth and enhancing the quality of life in the Los Angeles basin. The MTA's Fiscal Year (FY) 2001 Appropriations funding request will assist the MTA in providing needed mobility for Los Angeles County, an area with nine (9) million people and over 4,073 square miles. Continuing these transportation initiatives in partnership with the Federal government not only strengthens this area's economy, but also contributes to the economic vitality of the State of California and the Nation.

Specifically, the MTA's FY 2001 Appropriations request is as follows:

- **\$50 million** in Section 5309 Fixed Guideway-Discretionary Funding to be used toward the construction of the Metro Rail North Hollywood Extension. This segment is scheduled to open during the Summer of 2000;
- **\$50 million** in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding to assist the MTA in complying with the Bus Consent Decree and implementing the MTA's Accelerated Bus Procurement Plan;
- **\$15 million** for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding to be used for preliminary engineering, design and environmental work needed for fixed guideway projects in these corridors in the context of the recently approved MIS alternatives for the existing Full Funding Grant Agreement (FFGA);
- **\$5 million** in Section 5309 Fixed Guideway-Discretionary Funding for environmental and preliminary engineering work on transit alternatives in the San Fernando Valley;
- **\$4 million** in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding for Advanced Technology Transit Bus (ATTB) to develop an articulated version of the vehicle with an alternative propulsion system designed by Bus Rapid Transit (BRT);
- **\$6 million** in Intelligent Transportation Systems (ITS) funding for the completion of the Regional ITS Communication Network in Los Angeles County and other ITS-related projects;
- **\$5 million** in Reverse Commute/Jobs Access funding to continue work on the proposed Countywide Welfare-to-Work Unanticipated Transportation Needs Service (UTRANS) and to provide funding for additional anticipated service needs; and,
- **\$1.15 million** in Transportation and Community and System Preservation Program funds for projects in mid-Wilshire and Boyle Heights.

The MTA's goal is to create an effective and cost-efficient multi-modal transportation system in Los Angeles County. The MTA now has over 50 miles of operating rail rapid transit to 47 stations, and 1,989 buses in operating over 4,000 route miles daily. When this system is coupled with the accelerated procurement of over 1,200 new clean fuel buses in the next three years to replace an aging fleet and to enhance service to the public, we will be well on our way to achieving that goal.

### **IT'S GETTING BETTER AT THE MTA**

A few months ago, the MTA unveiled its new promotional campaign entitled "It's Getting Better on the Bus." Although this phrase pertains specifically to MTA bus service, I am pleased to report that these words can be applied to every aspect of the MTA's work.

### **BALANCED BUDGET FOR FY 1999-2000**

In FY 1999-2000, and for a second fiscal year, the MTA has produced a balanced budget for the agency. The MTA's budget for the current fiscal year is \$2.5 billion. Demonstrating our Board's continued commitment to improving service to its patrons, over \$931 million of the FY 1999-2000 budget is earmarked for Metro Bus operations, the purchase of new buses and the funding of bus-related facilities. The MTA Board's other top priority is the completion of the Metro Rail North Hollywood Extension. Other significant segments of our budget include \$756 million in subsidies to the county's 16 municipal bus operators and Metrolink, ADA accessibility programs, bikeways, smart shuttles and pedestrian improvements. Funding is also earmarked for freeway carpool lane construction, freeway gap closures, signal synchronization, emergency freeway service efforts and many other important projects.

The FY 1999-2000 budget represents another step toward ensuring financial stability at the MTA. In turn, we believe that we can firmly assure our funding partners at the Federal, state and local levels of government that a financial commitment to Los Angeles County transportation programs and projects is a sound investment.

### **BUS IMPROVEMENTS**

During 1999, the MTA took delivery of 423 new buses to replace aging vehicles in its fleet. In late December 1999, the MTA initiated a new procurement of 370 low floor buses for delivery by June 2002. An award recommendation for these buses will be before the MTA Board in Spring of 2000. In addition to the base quantity of buses in this new order, there are contractual options for this procurement, available until 2004, for up to 700 additional buses. As we continue to purchase new vehicles and improve bus fleet reliability, the MTA is also focusing on improving schedule adherence and expanding service.

### **RESTRUCTURING PLAN IMPLEMENTATION**

Language from the Conference Report which accompanied the FY 1999 Department of Transportation and Related Agencies Appropriations Act required that the MTA provide quarterly reports during FY 1999 to specific Federal agencies and the Congress regarding the implementation of the MTA's Restructuring Plan. The Federal Transit Administration (FTA) approved that Restructuring Plan in July 1998. These quarterly reports on the Plan were required to include information relating the status, cost and funding sources of the Metro Rail North Hollywood Extension and the activities designed to comply with the Federal Court Consent Decree for the MTA's bus service. These quarterly reports also were required to address the progress of MTA's efforts in developing transportation alternatives for the Mid-City and Eastside corridors.

The MTA has submitted all four quarterly reports required during 1999, detailing significant progress in the implementation of the Restructuring Plan, including:

- The successful opening in June 1999 of Metro Rail Segment 2, better known as the Metro Red Line to Hollywood. Currently, over 60,000 person trips are taken on the Metro Rail subway each day;

- While remaining committed to complying with the Consent Decree, the MTA has filed an appeal with the Ninth Circuit Federal Court of Appeals to ensure a reasonable interpretation of the requirements of the agreement. Before filing the appeal, the MTA had successfully argued in the lower court for reconsideration of the Special Master's extraordinary order for the agency to purchase hundreds of additional buses in addition to the MTA's significant commitment in its Accelerated Procurement Plan. The agency continues to meet load factor requirements in the Consent Decree, and continues to make substantial improvements in the quality of its bus system;
- As noted previously, over 400 new buses have been delivered to the agency in 1999, with hundreds more on order for this year; and,
- The Corridor Studies for the Eastside and the Mid-City Transportation Corridors were completed in late December 1999, with significant community and elected official participation. On February 24, 2000, the MTA Board approved further environmental study on specific fixed guideway alternatives in these corridors.

## **FY 2001 APPROPRIATIONS REQUEST**

### **METRO RAIL TO NORTH HOLLYWOOD**

The MTA is requesting a \$50 million earmark from the Section 5309 Fixed Guideway-Discretionary Program for the Metro Rail North Hollywood Extension project. Under the terms of our Full Funding Grant Agreement (FFGA) with the FTA, the FY 2001 funding for this project is \$50 million, leaving only \$49.2 million in FY 2002 for the Federal government to complete its financial commitment to the project. Our request of \$50 million is consistent with the Department of Transportation's FY 2001 budget submittal to Congress, and with the budget in our approved Restructuring Plan.

The Metro Rail North Hollywood Extension project is a 6.3-mile, heavy rail, three-station extension of the 17.4-mile Metro Rail Red Line subway project. This extension runs from the Hollywood/Vine Station, opened in June 1999, through Universal City and on to the North Hollywood Station in the San Fernando Valley. The North Hollywood Extension is scheduled to open in the Summer of 2000, six months ahead of the FFGA schedule and within budget.

The total project cost of the North Hollywood Extension is approximately \$1.31 billion to date. About \$582 million in Federal Section 5309 funds have been appropriated for the project. The State of California is also a significant funding partner for the North Hollywood Extension, allocating \$333 million for the project. In addition, \$125 million in Proposition C local sales tax funding has been committed to the North Hollywood Extension, representing a strong local commitment to congestion relief and enhanced mobility.

It should be noted that concurrent with the opening of the Metro Rail North Hollywood Extension, the MTA will initiate the new Metro Rapid Bus service in the San Fernando Valley from the North Hollywood rail station, along Ventura Boulevard to Warner Center, for a distance of 16 miles. Metro Rapid Bus is a demonstration project that will attempt to improve travel times and increase ridership. Metro Rapid Bus service will also be demonstrated along Wilshire and Whittier Boulevards, from Whittier and Garfield to the Pacific Ocean, for a distance of 26 miles.

### **BUS CAPITAL**

The MTA is requesting \$50 million in FY 2001 Section 5309 Bus and Bus Related Facilities Program Discretionary Funding. This funding will assist the MTA in complying with the Bus Consent Decree and implementing the MTA's Accelerated Bus Procurement Plan. The MTA intends to continue to replace its aging fleet, improve service reliability and lower maintenance costs. This funding request will assist the MTA to accelerate the purchase of vehicles currently scheduled for procurement in 2003 and 2004.

### **EASTSIDE AND MID-CITY CORRIDORS**

The MTA is requesting \$15 million in FY 2001 New Starts Section 5309 Fixed Guideway-Discretionary Funding for preliminary engineering, design and environmental work needed for fixed guideway projects in the Eastside and Mid-City corridors. In January 1998, the MTA suspended the heavy rail subway projects in these corridors and for the last two years has been studying various cost effective transit alternatives for the areas. Congress assisted the MTA by expanding the Segment 3 project definition in TEA-21 to include any fixed guideway project in the Eastside and Mid-City corridors (not just heavy rail subway), with the objective of being able to explore all feasible and cost-effective fixed guideway options. Both of these corridors are included in the existing Full Funding Grant Agreement for Segment 3 between the FTA and the MTA.

In FY 2000, the MTA received \$4 million for further study of these corridors. As of February 24, the MTA Board has approved the following alignments and transit modes to proceed into the environmental study phase:

Eastside

1. A light rail line proceeding from Union Station, in tunneling from First and Boyle to First and Lorena and continuing on the surface to Whittier and Atlantic Boulevards; and,
2. A Bus Rapid Transit line from Union Station through tunneling to Atlantic and Whittier Boulevards.

Mid-City

1. A Bus Rapid Transit line on Wilshire Boulevard, from Vermont Avenue to San Vicente Boulevard;
2. A Bus Rapid Transit line on Exposition right-of-way from Figueroa Street to Robertson Boulevard moving off the right-of-way to continue on Venice Boulevard until Sepulveda Boulevard, continuing on Sepulveda Boulevard north and rejoining the Exposition right-of-way; and,
3. A light rail line on the Exposition right-of-way from Figueroa Street to Robertson Boulevard moving off the right-of-way to continue on Venice until Sepulveda, continuing on Sepulveda north and rejoining the Exposition right-of-way.

Each of these alternatives would have a significantly lower cost per mile than the previously planned heavy rail subways. We anticipate that the draft environmental study phase of this work will be completed within 8 to 12 months, with the final environmental reviews and preliminary engineering taking another 8 to 12 months. This funding request of \$15 million will help to complete the environmental studies and provide funding for some of the preliminary engineering of the Locally Preferred Alternative (LPA) in these two corridors.

**SAN FERNANDO VALLEY CORRIDOR**

Concurrent with the studies conducted on the Eastside and Mid-City corridors, the MTA has been reviewing transit alternatives in the San Fernando Valley, specifically a fixed guideway project along the East/West corridor. On February 24, 2000, the MTA Board of Directors approved proceeding with an environmental study of a Bus Rapid Transit project along the Burbank/Chandler rail right-of-way. The \$5 million in requested funds would be used toward that environmental review and preliminary engineering on the alternative selected by the Board.

**BUS CAPITAL - ATTB**

Over the last seven years the MTA, in collaboration with the FTA, have developed the Advanced Technology Transit Bus (ATTB). The ATTB is a drive-by-wire, computer managed, light weight, low floor, environmentally and ergonomically friendly vehicle with much lower operating costs than current vehicles.

An articulated version of the ATTB with a potential ground-embedded power source and guideway is the ideal vehicle for the proposed BRT corridors. This \$4 million is requested funding toward preliminary engineering of the ATTB to develop an articulated version of the vehicle with an alternative propulsion system designed for Bus Rapid Transit (BRT).

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

This request of \$6 million is for the completion of the Regional ITS Communication Network and other ITS efforts, including, but not limited to, railroad crossing safety projects and ITS elements of the MTA's Metro Rapid Bus program. The Regional ITS Communication Network is an effort to facilitate the implementation of MTA's Regional ITS System Integration. A matching amount of \$6 million in local funds is being provided for the project. This communication network will connect major transportation agencies primarily utilizing the existing fiberoptics infrastructure already existing in the County and will enable real-time traffic information distribution and traffic management among freeway, arterial, transit modes of travel and the ports and airports. Most importantly, the project is geared to deliver tangible benefits to the traveling public and goods service industry in Los Angeles County and the surrounding region.

#### **REVERSE COMMUTE/JOBS ACCESS**

The MTA is participating in the countywide transportation planning process for implementing CalWORKs Welfare- to-Work, under the direction of County of Los Angeles Department of Public Social Service (DPSS) and as Co-chair of the Transportation Inter-Agency Task Force (TIATF). TIATF includes representatives from DPSS, transit providers, private industry councils and various community organizations.

The proposed Countywide Welfare-to-Work Unanticipated Transportation Needs Service (UTRANS) is the result of that coordinated effort. This program will assist program participants' transportation needs to pre- and post-employment activities, guaranteeing a ride home or work and facilitating occasional non-emergency medical and child care access. The \$5 million we are requesting will help to continue this endeavor and will also provide funding for those transportation services identified in the Countywide Transportation Needs Assessment Study to be completed April 2000.

#### **TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM**

The MTA has recently submitted a grant request to the Federal Highway Administration (FHWA) for a total of \$1.15 million in funding for two worthy projects. On behalf of the Los Angeles Neighborhood Initiative (LANI), the MTA is requesting \$510,000 for the Wilshire/Vermont Transit Plaza. LANI and its partners propose to transform disparate transit facilities at this critical transit hub into a unified transfer environment which would include the Metro Rail Line and Metro Rapid Bus stations, public plazas and the surrounding sidewalks, crosswalks, bus stops and other transit facilities.

The MTA is also requesting \$640,000 for the Boyle Heights Community Preservation Project. This project proposes to connect segregated pockets of pedestrian activity and pedestrian scale retail. This project, sponsored by the MTA, is part of the Boyle Heights Community Plan adopted by the City of Los Angeles.

#### **CONCLUSION**

The MTA appreciates the consistent, strong support of the Subcommittee on Transportation on behalf of Los Angeles County transportation programs and projects. This Subcommittee's oversight and review have helped the MTA become a better transportation agency for Southern California residents and visitors. The MTA's FY 2001 Appropriations request, along with support from our local and state funding partners, will assist the agency in providing greater mobility, help encourage job development and economic growth and support the Los Angeles basin's air quality goals.

The MTA respectfully urges the Congress to fund the maximum level of funding authorized in TEA-21 in the FY 2001 Transportation Appropriations Act. We also encourage the Congress to continue funding the Formula and Capital Investment Programs at the highest levels.

As the MTA continues to make significant and sustainable improvements in its delivery of transportation services, we look forward to working with the Federal government to ensure the efficient, cost-effective and safe movement

of people and goods. We can assure you that the Federal investment in Los Angeles County transportation is good for Los Angeles, good for California and good for the Nation as a whole.

Thank you for the opportunity to share our successes and current funding requests with the Subcommittee.

## Testimony

**Los Angeles County Metropolitan Transportation Authority (MTA)  
Submitted by Julian Burke, Chief Executive Officer  
to the  
Subcommittee on Transportation and Related Agencies  
of the Senate Committee on Appropriations  
FY 2001 Department of Transportation Appropriations**

**April 7, 2000**

Chairman Shelby and members of the Subcommittee, on behalf of the Los Angeles County Metropolitan Transportation Authority (MTA), I appreciate the opportunity to submit testimony in support of Los Angeles County's surface transportation programs, projects and services. Current and proposed transportation efforts in Los Angeles County, are integral to sustaining economic growth and enhancing the quality of life in the Los Angeles basin. The MTA's Fiscal Year FY 2001 Appropriations funding request will assist the MTA in providing needed mobility for Los Angeles County, an area with nine (9) million people and over 4,073 square miles. Continuing these transportation initiatives in partnership with the Federal government not only strengthens this area's economy, but also contributes to the economic vitality of the State of California and the Nation.

Specifically, the MTA's FY 2001 Appropriations request is as follows:

- **\$50 million** in Section 5309 Fixed Guideway-Discretionary Funding to be used toward the construction of the Metro Rail North Hollywood Extension. This segment is scheduled to open during the Summer of 2000;
- **\$50 million** in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding to assist the MTA in complying with the Bus Consent Decree and implementing the MTA's Accelerated Bus Procurement Plan;
- **\$15 million** for the Eastside and Mid-City Transit Corridors in Section 5309 Fixed Guideway-Discretionary Funding to be used for preliminary engineering, design and environmental work needed for fixed guideway projects in these corridors in the context of the recently approved MIS alternatives for the existing Full Funding Grant Agreement (FFGA);
- **\$5 million** in Section 5309 Fixed Guideway-Discretionary Funding for environmental and preliminary engineering work on transit alternatives in the San Fernando Valley;
- **\$4 million** in Section 5309 Bus and Bus Related Facilities Program-Discretionary Funding for Advanced Technology Transit Bus (ATTB) to develop an articulated version of the vehicle with an alternative propulsion system designed for Bus Rapid Transit;
- **\$6 million** in Intelligent Transportation Systems (ITS) funding for the completion of the Regional ITS Communication Network in Los Angeles County and other ITS-related projects;
- **\$5 million** in Reverse Commute/Jobs Access funding to continue work on the proposed Countywide Welfare-to-Work Unanticipated Transportation Needs Service (UTRANS) and to provide funding for additional anticipated service needs; and,
- **\$1.15 million** in Transportation and Community and System Preservation Program funds for projects in mid-Wilshire and Boyle Heights.

The MTA's goal is to create an effective and cost-efficient multi-modal transportation system in Los Angeles County. The MTA now has over 50 miles of operating rail rapid transit to 47 stations, and 1,989 buses in operating over 4,000 route miles daily. When this system is coupled with the accelerated procurement of over 1,200 new clean fuel buses in the next three years to replace an aging fleet and to enhance service to the public, we will be well on our way to achieving that goal.

### **IT'S GETTING BETTER AT THE MTA**

A few months ago, the MTA unveiled its new promotional campaign entitled "It's Getting Better on the Bus." Although this phrase pertains specifically to MTA bus service, I am pleased to report that these words can be applied to every aspect of the MTA's work. This progress can be seen in many areas including but not limited to:

- **BALANCED BUDGET FOR FY 1999-2000** - In FY 1999-2000, and for a second fiscal year, the MTA has produced a balanced budget for the agency. The MTA's budget for the current fiscal year is \$2.5 billion. The FY 1999-2000 budget represents another step toward ensuring financial stability at the MTA. In turn, we believe that we can firmly assure our funding partners at the Federal, state and local levels of government that  
a financial commitment to Los Angeles County transportation programs and projects is a sound investment.
- **BUS IMPROVEMENTS** - During 1999, the MTA took delivery of 423 new buses to replace aging vehicles in its fleet. In late December 1999, the MTA initiated a new procurement of 370 low floor buses for delivery by June 2002. An award recommendation for these buses will be before the MTA Board in Spring of 2000. In addition to the base quantity of buses in this new order, there are contractual options for this procurement, available until 2004, for up to 700 additional buses. As we continue to purchase new vehicles and improve bus fleet reliability, the MTA is also focusing on improving schedule adherence and expanding service.
- **RESTRUCTURING PLAN IMPLEMENTATION** - Language from the Conference Report which accompanied the FY 1999 Department of Transportation and Related Agencies Appropriations Act required that the MTA provide quarterly reports during FY 1999 to specific Federal agencies and the Congress regarding the implementation of the MTA's Restructuring Plan. The Federal Transit Administration (FTA) approved that Restructuring Plan in July 1998. These quarterly reports on the Plan were required to include information relating the status, cost and funding sources of the Metro Rail North Hollywood Extension and the activities designed to comply with the Federal Court Consent Decree for the MTA's bus service. These quarterly reports also were required to address the progress of MTA's efforts in developing transportation alternatives for the Mid-City and Eastside corridors. The MTA has submitted all four quarterly reports required during 1999, detailing significant progress in the implementation of the Restructuring Plan.

## **FY 2001 APPROPRIATIONS REQUEST**

### **METRO RAIL TO NORTH HOLLYWOOD**

The MTA is requesting a \$50 million earmark from the Section 5309 Fixed Guideway-Discretionary Program for the Metro Rail North Hollywood Extension project. Under the terms of our Full Funding Grant Agreement (FFGA) with the FTA, the FY 2001 funding for this project is \$50 million, leaving only \$49.2 million in FY 2002 for the Federal government to complete its financial commitment to the project. Our request of \$50 million is consistent with the Department of Transportation's FY 2001 budget submittal to Congress, and with the budget in our approved Restructuring Plan.

The Metro Rail North Hollywood Extension project is a 6.3-mile, heavy rail, three-station extension of the 17.4-mile Metro Rail Red Line subway project. This extension runs from the Hollywood/Vine Station, opened in June 1999, through Universal City and on to the North Hollywood Station in the San Fernando Valley. The North Hollywood Extension is scheduled to open in the Summer of 2000, six months ahead of the FFGA schedule and within budget.

The total project cost of the North Hollywood Extension is approximately \$1.31 billion to date. About \$582 million in Federal Section 5309 funds have been appropriated for the project. The State of California is also a significant funding partner for the North Hollywood Extension, allocating \$333 million for the project. In addition, \$125 million in Proposition C local sales tax funding has been committed to the North Hollywood Extension, representing a strong local commitment to congestion relief and enhanced mobility.

It should be noted that concurrent with the opening of the Metro Rail North Hollywood Extension, the MTA will initiate the new Metro Rapid Bus service in the San Fernando Valley from the North Hollywood rail station, along Ventura Boulevard to Warner Center, for a distance of 16 miles. Metro Rapid Bus is a demonstration project that will attempt to improve travel times and increase ridership. Metro Rapid Bus service will also be demonstrated along Wilshire and Whittier Boulevards, from Whittier and Garfield to the Pacific Ocean, for a distance of 26 miles.

### **BUS CAPITAL**

The MTA is requesting \$50 million in FY 2001 Section 5309 Bus and Bus Related Facilities Program Discretionary Funding. This funding will assist the MTA in complying with the Bus Consent Decree and implementing the MTA's Accelerated Bus Procurement Plan. The MTA intends to continue to replace its aging fleet, improve service reliability and lower maintenance costs. This funding request will assist the MTA to accelerate the purchase of vehicles currently scheduled for procurement in 2003 and 2004.

### **EASTSIDE AND MID-CITY CORRIDORS**

The MTA is requesting \$15 million in FY 2001 New Starts Section 5309 Fixed Guideway-Discretionary Funding for preliminary engineering, design and environmental work needed for fixed guideway projects in the Eastside and Mid-City corridors. In January 1998, the MTA suspended the heavy rail subway projects in these corridors and for the last two years has been studying various cost-effective transit alternatives for the areas. Congress assisted the MTA by expanding the Segment 3 project definition in TEA-21 to include any fixed guideway project in the Eastside and Mid-City corridors (not just heavy rail subway), with the objective of being able to explore all feasible and cost-effective fixed guideway options. Both of these corridors are included in the existing Full Funding Grant Agreement for Segment 3 between the FTA and the MTA.

In FY 2000, the MTA received \$4 million for further study of these corridors. As of February 24, the MTA Board has approved the following alignments and transit modes to proceed into the environmental study phase:

#### Eastside

1. A light rail line proceeding from Union Station, in tunneling from First and Boyle to First and Lorena and continuing on the surface to Whittier and Atlantic Boulevards; and,
2. A Bus Rapid Transit line from Union Station through tunneling to Atlantic and Whittier Boulevards.

#### Mid-City

1. A Bus Rapid Transit line on Wilshire Boulevard, from Vermont Avenue to San Vicente Boulevard;
2. A Bus Rapid Transit line on Exposition right-of-way from Figueroa Street to Robertson Boulevard moving off the right-of-way to continue on Venice Boulevard until Sepulveda Boulevard, continuing on Sepulveda Boulevard north and rejoining the Exposition right-of-way; and,
3. A light rail line on the Exposition right-of-way from Figueroa Street to Robertson Boulevard moving off the right-of-way to continue on Venice until Sepulveda, continuing on Sepulveda north and rejoining the Exposition right-of-way.

Each of these alternatives would have a significantly lower cost per mile than the previously planned heavy rail subways. We anticipate that the draft environmental study phase of this work will be completed within 8 to 12 months, with the final environmental reviews and preliminary engineering taking another 8 to 12 months. This funding request of \$15 million will help to complete the environmental studies and provide funding for some of the preliminary engineering of the Locally Preferred Alternative (LPA) in these two corridors.

### **SAN FERNANDO VALLEY CORRIDOR**

Concurrent with the studies conducted on the Eastside and Mid-City corridors, the MTA has been reviewing transit alternatives in the San Fernando Valley, specifically a fixed guideway project along the East/West corridor. On February 24, 2000, the MTA Board of Directors approved proceeding with an environmental study of a Bus Rapid Transit project along the Burbank/Chandler rail right-of-way. The \$5 million in requested funds would be used toward that environmental review and preliminary engineering on the alternative selected by the Board.

### **BUS CAPITAL - ATTB**

Over the last seven years the MTA, in collaboration with the FTA, have developed the Advanced Technology Transit Bus (ATTB). The ATTB is a drive-by-wire, computer managed, light weight, low floor, environmentally and ergonomically friendly vehicle with much lower operating costs than current vehicles.

An articulated version of the ATTB with a potential ground-embedded power source and guideway is the ideal vehicle for the proposed BRT corridors. This \$4 million is requested for preliminary engineering of the ATTB to develop an articulated version of the vehicle with an alternative propulsion system designed for Bus Rapid Transit (BRT).

### **INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

This request of \$6 million is for the completion of the Regional ITS Communication Network and other ITS efforts, including, but not limited to, railroad crossing safety projects and ITS elements of the MTA's Metro Rapid Bus program. The Regional ITS Communication Network is an effort to facilitate the implementation of MTA's Regional ITS System Integration. A matching amount of \$6 million in local funds is being provided for the project. This communication network will connect major transportation agencies primarily utilizing the fiberoptics infrastructure already existing in the County and will enable real-time traffic information distribution and traffic management among freeway, arterial, transit modes of travel and the ports and airports. Most importantly, the project is geared to deliver tangible benefits to the traveling public and goods service industry in Los Angeles County and the surrounding region.

### **REVERSE COMMUTE/JOBS ACCESS**

The MTA is participating in the countywide transportation planning process for implementing CalWORKs Welfare- to-Work, under the direction of County of Los Angeles Department of Public Social Service (DPSS) and as Co-chair of the Transportation Inter-Agency Task Force (TIATF). TIATF includes representatives from DPSS, transit providers, private industry councils and various community organizations.

The proposed Countywide Welfare-to-Work Unanticipated Transportation Needs Service (UTRANS) is the result of that coordinated effort. This program will assist program participants' transportation needs to pre- and post-employment activities, guaranteeing a ride home or work and facilitating occasional non-emergency medical and child care access. The \$5 million we are requesting will help to continue this endeavor and will also provide funding for those transportation services identified in the Countywide Transportation Needs Assessment Study to be completed April 2000.

### **TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM**

The MTA has recently submitted a grant request to the Federal Highway Administration (FHWA) for a total of \$1.15 million in funding for two worthy projects. On behalf of the Los Angeles Neighborhood Initiative (LANI), the MTA is requesting \$510,000 for the Wilshire/Vermont Transit Plaza. LANI and its partners propose to transform disparate transit facilities at this critical transit hub into a unified transfer environment which would include the Metro Rail Line and Metro Rapid Bus stations, public plazas and the surrounding sidewalks, crosswalks, bus stops and other transit facilities.

The MTA is also requesting \$640,000 for the Boyle Heights Community Preservation Project. This project proposes to connect segregated pockets of pedestrian activity and pedestrian scale retail. This project, sponsored by the MTA, is part of the Boyle Heights Community Plan adopted by the City of Los Angeles.

### **CONCLUSION**

The MTA appreciates the consistent, strong support of the Subcommittee on Transportation on behalf of Los Angeles County transportation programs and projects. This Subcommittee's oversight and review have helped the MTA become a better transportation agency for Southern California residents and visitors. The MTA's FY 2001 Appropriations request, along with support from our local and state funding partners, will assist the agency in providing greater mobility, help encourage job development and economic growth and support the Los Angeles basin's air quality goals.

The MTA respectfully urges the Congress to fund the maximum level of funding authorized in TEA-21 in the FY 2001 Transportation Appropriations Act. We also encourage the Congress to continue funding the Formula and Capital Investment Programs at the highest levels.

As the MTA continues to make significant and sustainable improvements in its delivery of transportation services, we look forward to working with the Federal government to ensure the efficient, cost-effective and safe movement of people and goods. We can assure you that the Federal investment in Los Angeles County transportation is good for Los Angeles, good for California, and good for the Nation as a whole.





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May 10, 2000

Renee Marler, Esq.  
Regional Counsel, Region IX  
FEDERAL TRANSIT ADMINISTRATION  
201 Mission Street, Suite 2210  
San Francisco, California 94105

**Re: Quarterly Update on Status of Key Legal Actions -Revised**

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of May 9, 2000, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2528.

Very truly yours,

LLOYD W. PELLMAN  
County Counsel

By   
Nina J. Webster  
Principal Deputy County Counsel

NJW:ibm  
Attachments

c: Leslie Rogers  
Steven Carnevale  
Jeff Christiansen  
Brian Boudreau  
Frank Flores

Los Angeles County Metropolitan Transportation Authority  
 Status of Key Legal Actions Related to Federally Funded MTA Projects  
 Date as of May 9, 2000

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beauchamp, Larry, et al. v. LACMTA, et al.	CV 8 0402 CNB (BQRx)	ALL	Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access.	Preliminary injunction appealed and appellate court limited scope of injunction to what is required by ADA; discovery continuing; status conference set for 06/05/00.
Engineering Management Consultant ("EMC") v. MTA	BC207617	CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392	Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC.	Complaint served 03/25/99. Currently in Discovery. Cross-complaint filed 5/99.
Gerlinger (MTA) v. Parsons Dillingham  MTA v. Parson Dillingham	BC150298, etc.  BC179027	MOS-1 and CA-03-0341, CA-90-X642  MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting. Status Conference: June 20, 2000.  In a related case, MTA filed suit against Parsons Dillingham for fraud and Breach of Contract in the performance of construction management services. Status Conference: June 20, 2000.	Discovery and Mediation Stage  Discovery and Motion Stage

<p>Gonzalez, et al. v. MTA, et al.</p>	<p>CV96-2785JMI</p>	<p>ALL</p>	<p>Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and California Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The Ninth Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties.</p>	<p>Plaintiffs stipulated to join DOT &amp; FTA Discovery commencing.</p>
<p>Gonzalez, et al. v. MTA, et al.</p>	<p>CV97-5833JMI</p>	<p>ALL</p>	<p>In a second action, Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and the ADA because the MTA did not accommodate her religious beliefs and her disability, that she not be subjected to random drug testing. The MTA filed a motion to dismiss asserting, among other defenses, that the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies since the first case was remanded, parties agreed it also should be remanded and the District Court should consider the MTA's other grounds for dismissal. The Ninth Circuit agreed and remanded this case to District Court.</p>	<p>Remanded. However, the District Court has not notified parties that it has received this case. Plaintiff's attorney was to prepare a notice to court requesting the status of this case but this has not yet been completed.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the property owners in the Hollywood area where the most significant subsidence occurred (6500 Block) have been settled by the MTA's insurance carrier. The remaining cases are being negotiated by the MTA's insurance carrier. Runyon Canyon property owners ( <u>Weber</u> ) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. The Hollywood Edgemont cases are awaiting trial, arbitration and/or mediation and should be resolved in 2000.	Partially Settled.
Universal Hyundai v. MTA;	BC142385	CA-90-X575, CA-03-0392;		
Nhut Dang v. MTA;	BC153683	CA-03-0341, CA-90-X642;		
Hollywood Edgemont v. MTA;	BC148113	CA-03-0341, CA-90-X642;		
Weber v. MTA	BC163711	CA-90-X575, CA-03-0392		
Labor/Community Strategy Center v. MTA	CV94-5936TJH	ALL	On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines.	SETTLED. Parties in dispute over MTA's load factor compliance. MTA has obtained a stay and appealed district court order re load factor compliance to immediately obtain 248 buses on temporary basis. Oral argument heard May 2, 2000.
MTA v. Argonaut; Argonaut v. MTA	BC171636 BC156601	MOS-1, CA-03-0341, CA-90-X642, CA-90-X575, CA-03-0392	MTA is in litigation with its carrier to determine the number of deductibles owed for Argonaut's insurance coverage on the Red Line Project. MTA alleges bad faith by Argonaut in administering MTA's insurance coverage on the Red Line.	Discovery Stage

Obayashi v. MTA	EC024692	CA-90-X575, CA-03-0392	Obayashi, contractor for the Red Line tunnel between Universal City and North Hollywood stations, claims breach of contract for work performed on contract C331. MTA has amended its cross complaint alleging damages and violation of False Claims Act. Mediation: July 2000.	Discovery Stage
Steiny v. MTA	BC145950 BC178939	CA-03-0341, CA-90-X642	These case have been brought by Steiny, an electrical subcontractor and Tutor-Saliba, for breach of contract arising out of the installation of the electrical work on the Vermont Red Line Station. MTA has cross-complained against Steiny as well as the prime contractor Tutor-Saliba alleging <u>inter alia</u> violations of the false claims statutes. Trial is set for September 11, 2000.	Discovery Stage
Tutor-Saliba-Perini v. MTA	BC123559 BC132998	CA-03-0341, CA-90-X642	These cases have been brought by Tutor-Saliba-Perini, the prime contractor for construction of the Normandie and Western stations, against the MTA for breach of contract. MTA has cross-complained against Tutor-Saliba for several causes of action including false claims.	Trial pending
Tutor-Saliba-Perini v. MTA	BC193559	CA-03-0341, CA-90-X642	Tutor-Saliba-Perini claims breach of contract relating to the disposal of contaminated soils under to contracts B241 and B261.	SETTLED





Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

June 8, 2000

Mr. Ervin Poka  
FHWA/FTA Los Angeles Metropolitan Office  
201 N. Figueroa Street, Suite 1460  
Los Angeles, CA 90012

### MOS-2 GRANT CLOSEOUT

Dear Mr. Poka:

The purpose of this letter is to provide a status of the Los Angeles County Metropolitan Transportation Authority's (MTA) efforts to complete closeout of the MOS-2 federal grants. The two remaining items that we are working on are:

1. Final Milestone/Progress Report
2. Equipment Inventory

#### FINAL MILESTONE/PROGRESS REPORT

We have had a series of meetings with Federal Transit Administration (FTA) and Project Management Oversight Consultant (PMOC) staff regarding the scope of the Final Milestone/Progress Report. The primary area of discussion has been whether MTA is required to produce a new report incorporating all the requirements of FTA Circular 5010.1C, or whether the existing Quarterly Project Status Reports for MOS-2 are sufficient to meet FTA's needs.

On May 4, 2000, I met with you and Ray Tellis to attempt to resolve this issue. On May 31, 2000 during a teleconference with MTA, FTA and PMOC staff, you indicated that a new report would be required which addresses all of the requirements of FTA Circular 5010.1C, in particular:

1. A discussion of all budget and schedule variances by activity.
2. Major challenges and issues encountered and how they were resolved.
3. Lessons learned during construction of the project which may be helpful for future projects.
4. A list of all claims and outstanding change orders exceeding \$100,000

FTA agreed to send a letter to MTA articulating what areas they want addressed in the Final Milestone/Progress Report. In the meantime, I have met with MTA construction staff to attempt to get a head start on preparation of the report. Based on our preliminary estimate of the work required and the available resources, it will probably be several months before a Final Report is available.

Mr. Ervin Poka  
June 8, 2000  
Page 2

### EQUIPMENT INVENTORY

MTA staff have been able to obtain what we believe to be a complete list of equipment for MOS-2B. However, obtaining a similar list for MOS-2A has been more challenging. After a review of engineering drawings for MOS-2A, we were able to identify a majority of the information required. However, there are still a number of items that need to be identified for MOS-2A before the list is complete. We are in the process of assessing the amount of effort that will be required to complete the MOS-2A list of equipment and will advise the FTA of the estimated completion date as soon as possible.

### NEXT STEPS

MTA staff will continue to inform FTA and PMOC staff of our progress on these remaining items at the PMOC monthly meetings and at other times as needed. In the meantime, if you have any questions please call me at (213) 922-2474.

Sincerely,



BRIAN BOUDREAU  
Director  
Grants Management & Administration

cc: Jim Kenna, FTA Region IX





BOARD OF DIRECTORS  
MARCH 23, 2000

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

**SUBJECT: MID-CITY/WESTSIDE TRANSIT CORRIDOR STUDY**

**ACTION: CONTINUE ANALYSIS OF EXPOSITION RIGHT-OF-WAY  
FUNDING AND RIDERSHIP POTENTIAL PRIOR TO  
DETERMINING WHETHER TO START ENVIRONMENTAL  
CLEARANCE**

### RECOMMENDATION

Direct staff to:

- A. Continue analysis of the Exposition Right-of-Way Corridor to obtain a more certain financial plan and clearer estimate of ridership. As part of the ridership study, look at enhancement to both north/south and east/west transit service in the Exposition Corridor that would improve ridership options and linkage.
- B. Return to the Board by December 2000 with the results of this further study prior to determining if the MTA should proceed with the Corridor Study Consultant's recommendation to begin environmental clearance of a transit project on the Exposition Right-of-Way.

### ISSUE

At its February 24<sup>th</sup> meeting, the Board considered the information presented from the Mid-City/Westside Corridor Major Investment Study (MIS) and authorized the Chief Executive Officer to proceed with preparation of the Draft SEIS/SEIR for the Mid-City/Westside Corridor incorporating the Wilshire Boulevard Bus Rapid Transit (BRT) alternative.

A policy position was adopted by the Board that "the Wilshire Corridor cannot be supplanted or replaced by the Exposition Corridor." Further, the Board carried over consideration of the Exposition alignment alternatives to seek further clarification on three issues:

- The impact of including consideration of the Exposition Corridor on any potential amendments to be negotiated regarding the Full Funding Grant Agreement (FFGA) for the Westside/ Mid-City Corridor;

- Identification of potential source(s) of funding for this corridor; and
- Identification of potential ridership sources through engineering and traffic study methodologies.

The issue before the Board is whether to proceed with the Consultant recommendation to include a light rail and bus rapid transit project along the Exposition Right-of-Way in the Environmental Clearance Phase for the Mid-City/Westside Corridor Study at this time or follow some modified plan to clarify funding and ridership potentials.

### **POLICY IMPLICATIONS**

The recommended action focuses the MTA's environmental clearance efforts on the Wilshire Corridor which has higher densities, higher existing transit ridership and more certain eligibility for FFGA funds than the Exposition Right-of-Way. The recommendation also allows staff to continue exploration of key outstanding issues on the Exposition Right-of-Way to keep this alignment open in the future for the Mid-City/Westside Corridor.

### **OPTIONS**

The Board could proceed with the Consultant's recommendation to begin preparation of a Draft SEIS/SEIR considering both a light rail transit and busway on the Exposition Right-of-Way. Staff is not recommending this, however, due to the unresolved issues regarding ridership potential and FFGA funding eligibility. The Board could also direct staff to study more alternatives. Staff is not recommending this, however, because the MIS considered all reasonable fixed guideway transit options for the Exposition Right-of-Way.

### **FINANCIAL IMPACT**

The recommendation for further analysis of Exposition Right-of-Way ridership and funding would have no impact on the current MTA budget as the work would be performed in-house.

### **BACKGROUND**

At the February 4, 2000 Board Workshop, staff and the Consultant, Korve Engineering, presented a summary of the MIS results and recommended alternatives for further consideration in Phase II of the Mid-City/Westside Corridor Study, which is the preparation of draft environmental documents. Six alternatives were presented for the Mid-City/Westside Corridor, of which three were recommended for further study in the Phase II environmental study. These included:

1. **Bus Rapid Transit** on Wilshire Boulevard
2. **Bus Rapid Transit** along the Exposition right-of-way
3. **Light Rail Transit** along the Exposition right-of-way

At the February 24, 2000 Board Meeting, the Board approved further study of the Wilshire BRT alternative, but deferred action on whether to include the Exposition busway and light rail transit alternatives in the next phase of the study pending further information on three issues which are listed below along with the clarifying information requested by the Board.

- **The Impact of Including Consideration of the Exposition Corridor on Any Potential Amendments to be Negotiated Regarding the FFGA for the Westside Mid-City Corridor-**

Kent Woodman, from the law firm of Echert Seamans Cherin & Mellott, LLC, advises the MTA on legal issues related to Federal grant funding. Mr. Woodman has indicated that there is no clear "legal" answer to the question of whether the FFGA could be amended to include a fixed guideway project on the Exposition Right-of-Way. Rather this will require consideration of the history of prior studies and a review of the transit characteristics or benefits of a project along Exposition as compared to a project along the original Mid-City alignment (as defined in ISTEA). The inclusion of the Exposition Corridor in the potential amendments to the FFGA, would not necessarily impede the future negotiations. There could, however, be some resistance at the Federal level to claiming that the Exposition alignment is part of the MOS-3 project and entitled to draw on the outstanding FFGA funding balance.

The TEA-21 legislation redefined MOS-3 to include any fixed guideway project in the transportation corridors to be served by the three extensions of MOS-3, as described in ISTEA. As a result, the question that would ultimately need to be addressed is whether a busway or light rail transit project on the Exposition Right-of-Way would constitute a project "in the transportation corridor to be served" by the Mid-City extension of MOS-3. In the history of environmental studies and alternatives analyses relating to the Metro Rail project, the Mid-City corridor has generally gone in a east-west direction toward the 405 freeway and Santa Monica, generally following Wilshire Boulevard. In these studies, the Exposition alignment has not normally been a part of the Mid-City Corridor, although it has the same termini (Santa Monica and downtown Los Angeles). Therefore, in order to include an Exposition alignment as a project with a claim to the MOS-3 balance, it would be necessary for the MTA to establish that the transit characteristics or benefits of that project are the same or similar to those of a project along the original Mid-City alignment (that is, comparable population groups and neighborhoods would be served, the ridership markets being captured would be comparable, the travel shed being served would be comparable, the commute trips affected would be the same or similar, etc.)

- **Identification of Potential Sources of Funding for the Exposition Corridor-**  
The preliminary capital funding plan adopted by the Board on February 24<sup>th</sup> indicated that the funding sources for a Mid-City/Westside Corridor Project would be the FFGA, SB45 funds and new State funds. In light of the questionable eligibility of the Exposition Right-of-Way to use FFGA funds, this preliminary funding plan is uncertain and suggests that further investigation is required before the MTA spend resources to environmentally clear a transit project along this alignment.
- **Identification of Potential Ridership Sources through engineering and traffic study methodologies-** Sources of ridership for fixed guideway transit lines are generally the population and employment base that is located along the route. Population and employment densities located within ½ mile of proposed stations are one of the best indicators of potential ridership. Another indicator of potential ridership is existing transit usage along the corridor. The use of existing bus lines indicates whether a fixed guideway improvement could build upon an existing base of service.

Attachment A includes the following indicators of ridership potential along the Exposition right-of-way:

- Population and employment densities within ½ mile and 1 mile of proposed stations;
- Existing bus boardings within ½ mile of the proposed Exposition and Wilshire alignments;
- Origins of boardings at selected stations along the Exposition alignment.

Table B-1 illustrates that employment densities along Exposition are less than Wilshire Boulevard (14,460 jobs/square mile versus 18,827 jobs per square mile), but greater than the Long Beach Blue Line (10,874 jobs/square mile), the proposed Eastside Corridor (7,762 jobs/square mile) and Pasadena Light Rail Line Corridor (7,612 jobs/square mile).

Table B-1 also illustrates that population densities along the Exposition right-of-way (12,040 persons/square mile) are less than Wilshire Boulevard (18,200 persons/square mile) and Eastside corridor (13,816 persons/square mile), but denser than the Long Beach Blue Line (11,910 persons/square mile) or Pasadena Corridor (9,362 persons/square mile).

Figure B-2 illustrates the existing bus boardings within ½ mile of both the Exposition and Wilshire routes. Table B-2 provides a breakout of the bus lines that serve these areas and the boardings for each of these lines that occur with ½ mile of the proposed alignments. The figures show that the Wilshire route

currently has 99,000 average daily boardings and the Exposition route has 47,000 average daily boardings on the bus stops within a 1/2 mile of each alignment.

Figures B-3 through B-8 provide detailed station by station density tabulations for each of the proposed stations along the Exposition alignment. Population and employment densities are shown within 1/2 mile and 1 mile of the proposed stations. Employment densities range from a low of 2,879 jobs/square mile within 1/2 mile of the Exposition/Western station to a high of 26,378 per square mile within 1/2 mile of the 4<sup>th</sup>/Colorado station. Population densities range from a low of 5,996 persons/square mile within 1/2 mile of the 4<sup>th</sup>/Colorado station to a high of 23,216 persons/square mile with 1/2 mile of the Exposition/Western station. These maps also show the land uses adjacent to each station.

Table B-3 provides an indication of the distance that projected Exposition transit riders would be expected to travel to use the line at selected stations. This measure is useful to indicate the number of people that would be expected to travel by other bus lines to transfer to the Exposition line in route to their final destination. At the Crenshaw/Exposition Station, for example, the figures indicate that approximately 11% of the boardings are by people who live or work within 1-2 miles of the station. Approximate 32% live or work 2-5 miles away from the line and 50% live or work 5-10 miles away from the line. These figures indicate that the majority of the users of the Exposition Line would travel to the line by other buses and transfer at the stations along the line. This is a reflection of very heavy bus volumes on streets such as Vermont, Western and Crenshaw, where riders would transfer to complete their journey to Downtown Los Angeles or other points in the Westside.

### NEXT STEPS

While staff further investigates unresolved issues for the Exposition Right-of-Way, the Consultant will continue work, for the Wilshire BRT alternative, on Phase II of the Mid-City/Westside Corridor Study, which is preparation of the draft environmental document. Staff will look at ridership potential, funding eligibility, and travel connection enhancements within the Exposition Right-of-Way Corridor and return to the Board by December, 2000 with more information.

### ATTACHMENTS

- A. Analysis of ridership potential of the Exposition Right-of Way alignment developed through engineering and traffic study methodologies.

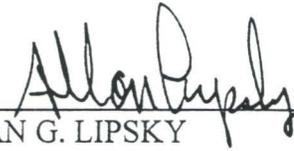
Prepared by: David Mieger, Project Manager



ROBERT D. CASHIN  
Deputy Executive Officer  
Transportation Development  
& Implementation



JAMES L. de la LOZA  
Executive Officer  
Regional Transportation  
Planning and Development



ALLAN G. LIPSKY  
Office of Chief Executive Officer

March 23, 2000  
MTA Board Action  
#12

Present	KNABE	YES
Absent	BURKE	
Absent	CRAGIN	
Absent	RIORDAN	
Present	BERNSON	YES
Present	YAROSLAVSKY	YES
Present	ROBERTS	YES
Present	DE LA VEGA	YES
Present	SASSAMAN	

Item 12 Approved on a Roll Call vote De la Vega  
Substitute motion as amended:

~~APPROVE directing staff to:~~

~~A. continue analysis of the Exposition Right-of-Way  
Corridor to obtain a more certain financial plan and  
clearer estimate of ridership. As part of the  
ridership study, look at enhancement to both  
north/south and east/west transit service in the  
Exposition Corridor that would improve ridership  
options and linkage; and~~

~~B. return to the Board by December 2000 with the  
results of this further study prior to determining if  
the MTA should proceed with the Corridor Study  
Consultant's recommendation to begin environmental  
clearance of a transit project on the Exposition Right-  
of-Way.~~

**DE LA VEGA SUBSTITUTE MOTION** that the Board direct the  
CEO to proceed with work on Draft Environmental Impact  
Statements/ Reports for the following alternative in  
the Mid City/Westside corridor and consult with the  
Federal Transportation Authority on any issues related  
to this alternative.

AMENDED BY YAROSLAVSKY

Bus Rapid Transit along the Exposition Right-Of-Way  
from Figueroa to Venice/Robertson: with a westerly  
extension along Venice Blvd. to Sepulveda, northerly  
along Sepulveda reconnecting to the Exposition ROW to

downtown Santa Monica. There should be further consideration of minimal operable segments to Crenshaw, La Cienega and Venice/Robertson.

Present	OROPEZA	YES
Present	FASANA	YES
Absent	MOLINA	
Present	ANTONOVICH	NO
Present	LEGASPI	YES
Present	KNABE	YES
Present	BURKE	YES
Present	CRAGIN	YES
Present	RIORDAN	YES
Present	BERNSON	YES
Present	YAROSLAVSKY	YES
Present	ROBERTS	YES
Present	DE LA VEGA	YES
Present	SASSAMAN	

**AS AMENDED BY FASANA TO INCLUDE CONSIDERATION OF LIGHT RAIL.**

Present	OROPEZA	YES
Present	FASANA	YES
Absent	MOLINA	
Present	ANTONOVICH	YES
Present	LEGASPI	NO
Present	KNABE	YES
Present	BURKE	NO
Present	CRAGIN	YES
Present	RIORDAN	NO
Present	BERNSON	NO
Present	YAROSLAVSKY	YES
Present	ROBERTS	YES
Present	DE LA VEGA	NO
Present	SASSAMAN	

**AS AMENDED BY KNABE TO LOOK INTO STUDYING A TUNNEL SECTION FROM FIGUEROA TO JUST WEST OF VERMONT.**

Present	OROPEZA	YES
Present	FASANA	YES
Absent	MOLINA	
Present	ANTONOVICH	NO
Present	LEGASPI	YES
Present	KNABE	YES
Present	BURKE	YES
Present	CRAGIN	YES
Present	RIORDAN	NO
Present	BERNSON	NO
Present	YAROSLAVSKY	YES
Present	ROBERTS	NO
Present	DE LA VEGA	NO
Present	SASSAMAN	

Item 13 Approved on a Roll Call vote as **amended by Director Yaroslavsky to add "Contingent upon the eligibility of all 3 corridors for the funds"**.

BURKE SUBSTITUTE MOTION - direct staff to seek BRT demonstration funding from FTA for:

- A. Corridors as defined in the February Board action where BRT is recommended as a technology.
- B. Other high ridership, network enhancing BRT corridors as included in the Phase I and Phase II of the Rapid Bus Program. Emphasize regionally significant BRT corridors that create work of feeder lines to Metro Rail and MTA major regional bus lines.
- C. Direct staff to return with analysis on the availability of funds for BRT based on discussions with FTA and a staff analysis on the availability of projects deemed eligible and ready to utilize BRT funding.

Present	OROPEZA	YES
Present	FASANA	YES
Absent	MOLINA	
Present	ANTONOVICH	NO

# ATTACHMENT A



Mid-City/Westside Transit Corridor  

---

Re-Evaluation/Major Investment Study

## COMPARATIVE RIDERSHIP POTENTIAL OF EXPOSITION CORRIDOR

**March 17, 2000**

*Prepared by*



*With*

*Terry A. Hayes Associates*

## Attachment A

### Comparative Ridership Potential of Exposition Corridor

On February 24, 2000, the MTA Board requested further information about the potential ridership sources along the Exposition right-of-way. This supplemental analysis draws upon existing transit boarding data and land-use / demographic information from The Southern California Association of Governments (SCAG) adopted regional growth forecast.

For comparison purposes, population and employment densities have been tabulated for Wilshire and Exposition, as well as the adopted Eastside alignment, Long Beach Blue Line and Pasadena Blue Line corridors (Table B-1). It is evident from the data that Wilshire clearly has the highest population densities, both today and in the future.

**Table B-1**  
**Population & Employment Density Comparisons**  
**(one-half mile either side of Transit Sub-Corridors)**

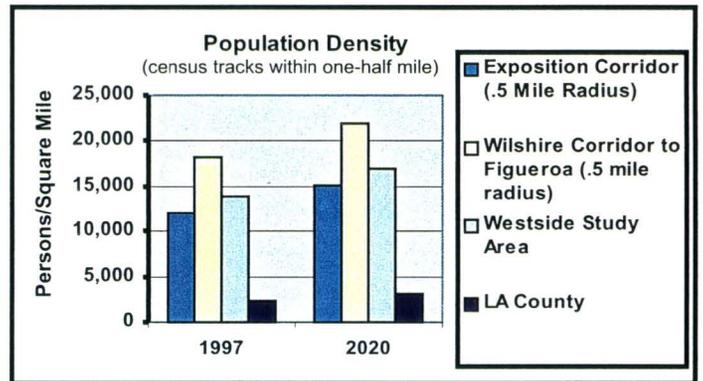
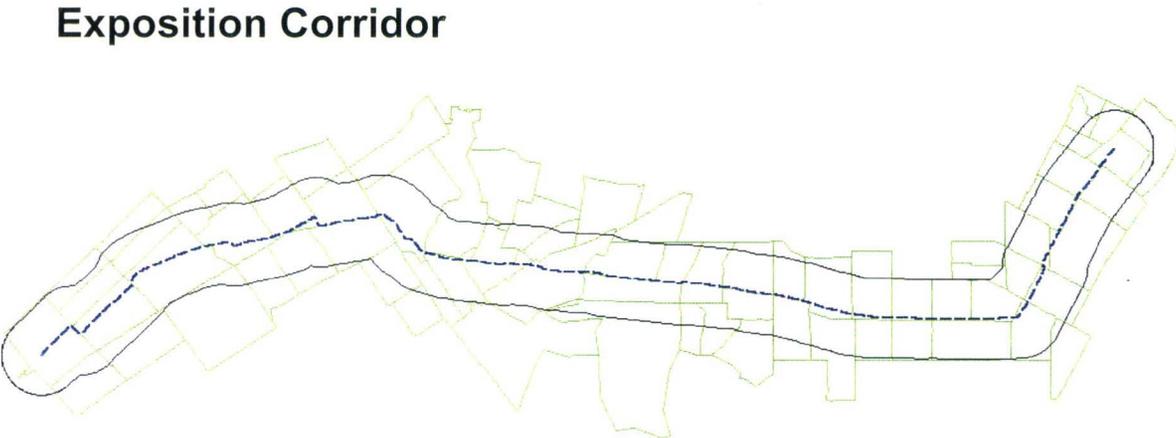
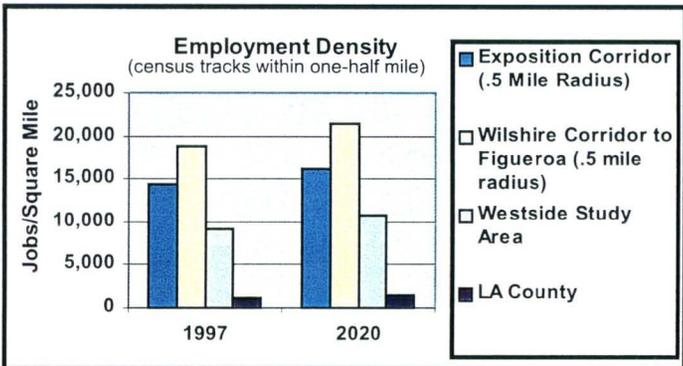
Transit Sub-Corridor	Population Density		Employment Density	
	1997	2020	1997	2020
1 - Wilshire	18,200	21,950	18,827	21,411
2 - Exposition	12,040	15,193	14,460	16,164
3 - Eastside	13,816	16,121	7,762	9,329
4 - Long Beach Blue Line	11,910	14,299	10,874	13,022
5 - Pasadena Blue Line	9,362	11,963	7,612	8,694

The Eastside Corridor is the second most densely populated corridor, while Exposition represents the third

densest corridor in terms of population, followed by the Long Beach and Pasadena Blue Line Corridors. In terms of employment, Wilshire has the highest densities, followed by Exposition, the Long Beach Blue Line, the Eastside and the Pasadena Line.

The body of this supplemental analysis presents the following information:

- **Figure B-1** - Graphic depiction of the Wilshire and Exposition Sub-Corridors, showing census tracts within one-half mile and demographic tabulations of density;
- **Figure B-2** - Bus transit route graphic showing current daily boardings by all service providers for the Wilshire and Exposition Sub-Corridors (including all bus routes within one-half mile of each sub-corridor).
- **Table B-2** – Tabulation of current transit boardings within one-half mile of the Exposition and Wilshire sub-corridors.
- **Figures B-3 through B-9** - Land use, demographic and activity centers within one-half mile and one mile radii from each proposed station along the Exposition sub-corridor; and
- **Table B-3** - Tabulations of projected year 2020 boarding data, showing origin of passengers at selected stations along the Exposition Sub-Corridor.



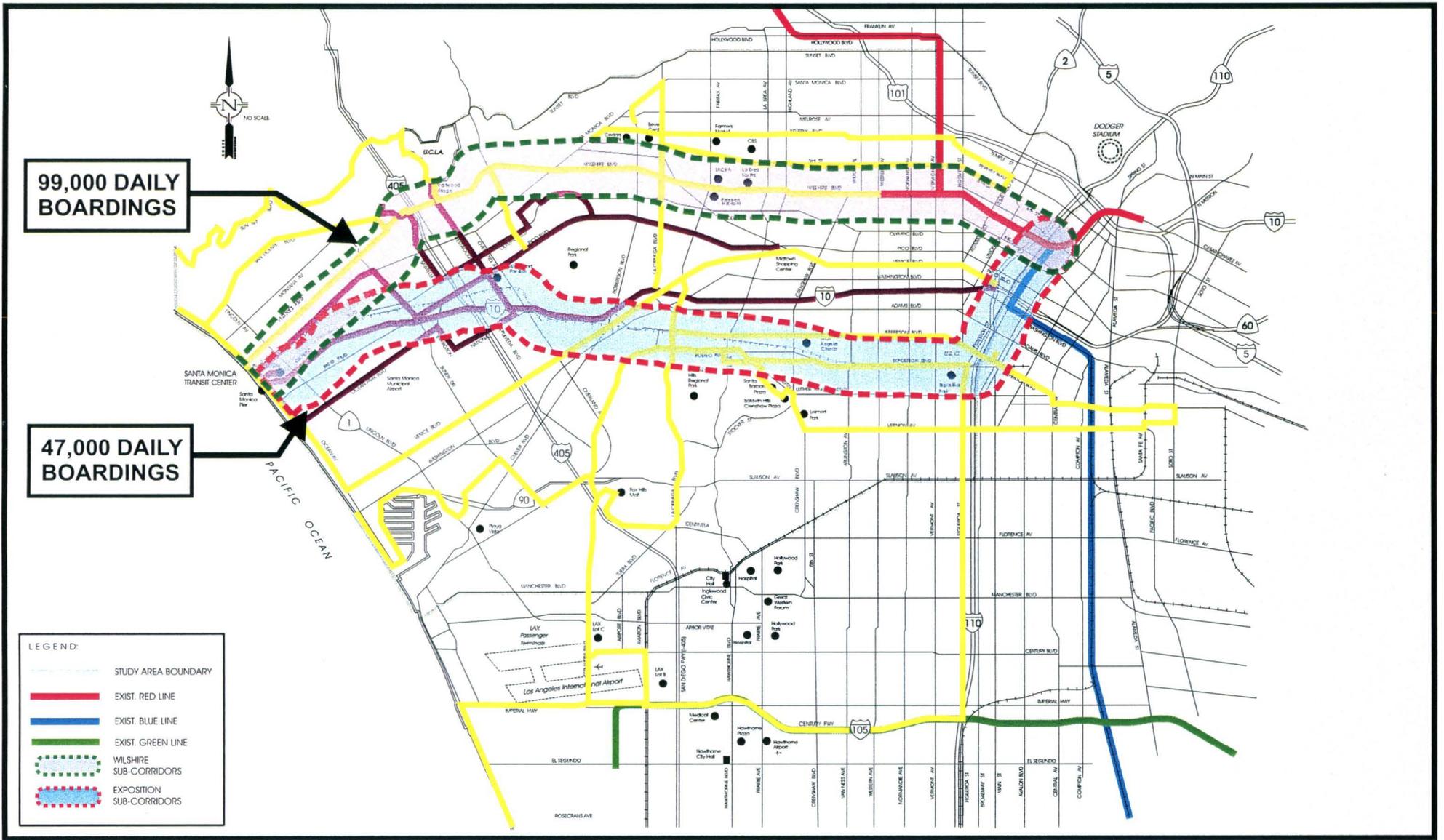
**FIGURE B-1**  
**POPULATION AND EMPLOYMENT DENSITIES FOR WILSHIRE AND EXPOSITION SUB-CORRIDORS**

<b>Mid-City/Westside Transit Corridor</b>							
<b>Current Transit Boardings*</b>							
<b>Wilshire Transit Corridor</b>				<b>Exposition Transit Corridor</b>			
Routes	Streets Served	Total # of Stops	Wilshire Corridor Boardings	Routes	Streets Served	Total # of Stops	Exposition Corridor Boardings
MTA 20/21/22/320/322	Wilshire Blvd.	14	37,851	MTA 102	Exposition	6	627
MTA 27/28/328	Olympic Blvd.	7	28,977	MTA 38	Jefferson	6	6,008
MTA 316	Third St.	10	870	MTA 434	I-10	11	1,269
MTA 16	Third St.	7	17,869	Santa Monica 8	Ocean Park	6	6,076
MTA 66	8th St/East Olympic Blvd.	9	5,497	Santa Monica 7	Pico	6	15,030
MTA 4-304	Santa Monica	18	3,423	Santa Monica 10	I-10	7	1,290
MTA 2-302	Le Conte	1	438	LADOT 430	I-10	9	60
MTA 576	Sunset Blvd, UCLA, Burton Way, La Cienega	1	52	LADOT 431	I-10	8	133
MTA 18-318	6th St.	11	3,311	LADOT 437	I-10	8	97
MTA 51	7th St.	4	567	MTA 439	La Cienega/I-10	13	649
		<b>Total</b>	<b>98,855</b>	MTA 436	Venice/I-10	11	261
				MTA 37	Adams	8	6,000
				MTA 33	Venice-Local **	7	5,000
				MTA 40-42	M.L. King Blvd.	3	3,221
				MTA 105	Rodeo Rd.	7	718
				MTA 68	W. Washington Blvd.	2	555
					<b>Total</b>		<b>46,994</b>

\* Source: MTA Regional Transportation Planning & Developing; Operations Planning Department

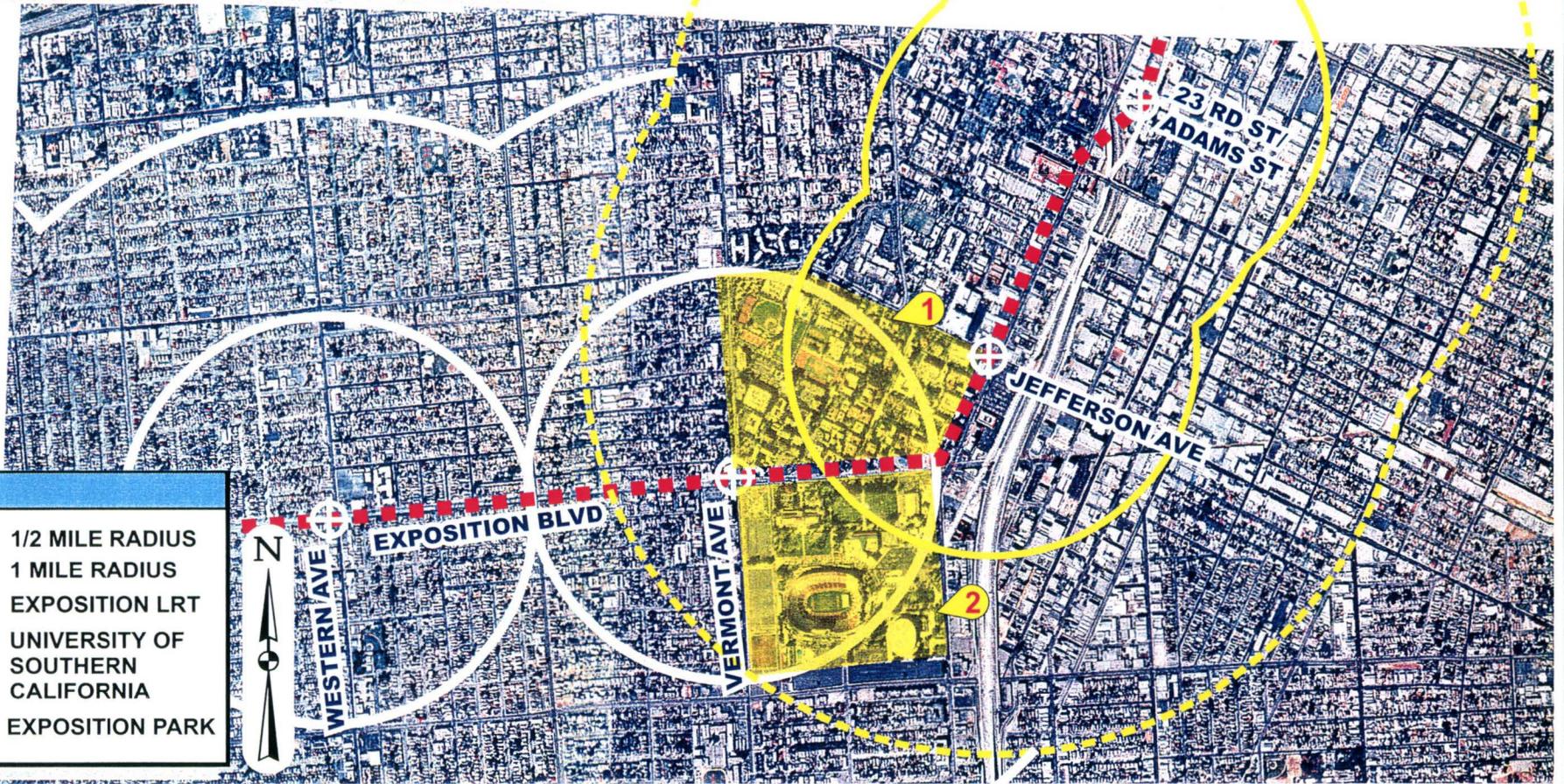
\*\* Includes only portion east of Venice/Robertson

TABLE B-2  
CURRENT DAILY BUS BOARDINGS FOR THE WILSHIRE AND EXPOSITION SUB-CORRIDORS



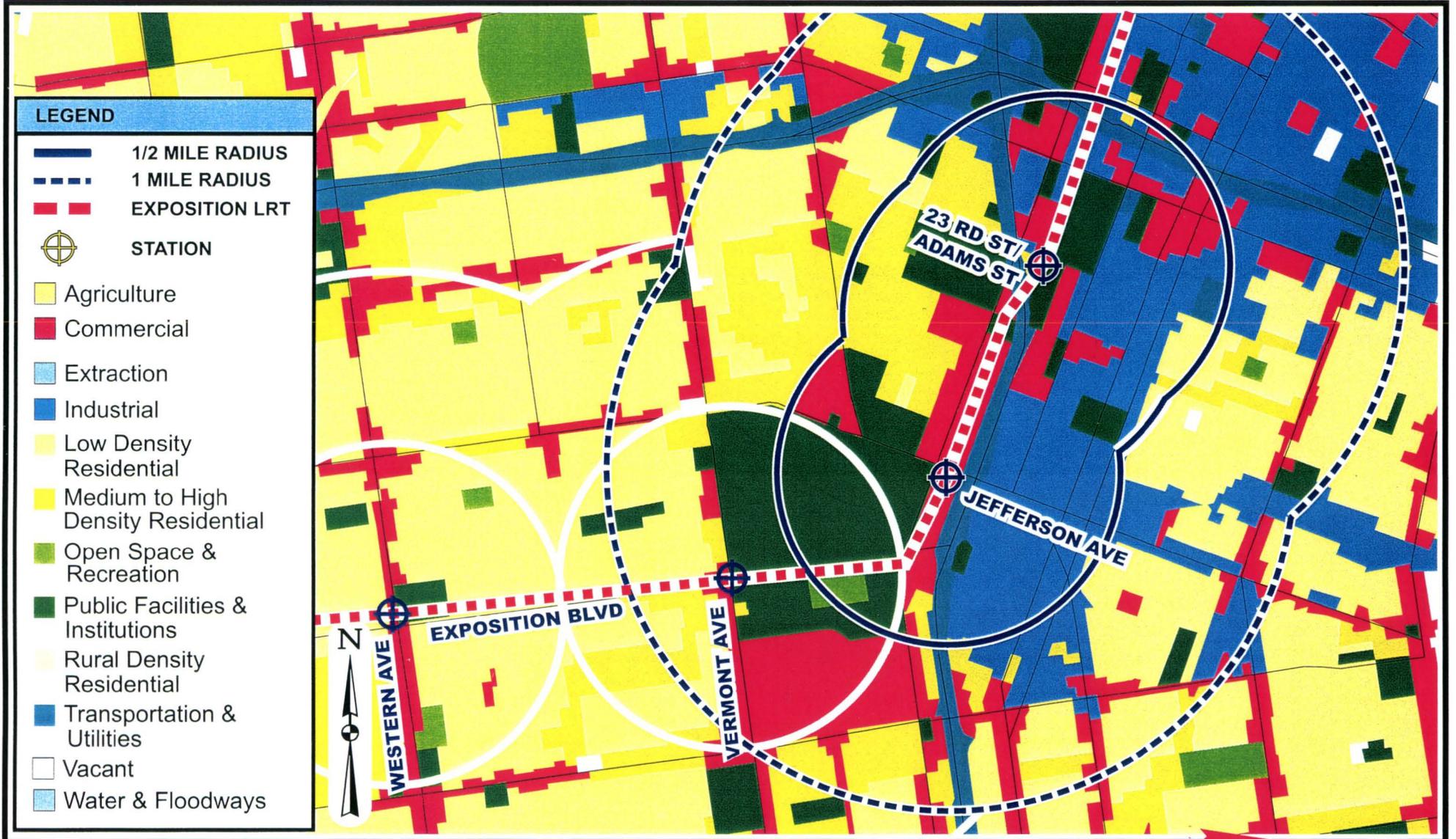
**FIGURE B-2**  
**EXISTING BUS ROUTES SERVING THE WILSHIRE AND EXPOSITION SUB-CORRIDORS**

Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Figueroa & Adams	16,831	22,309	15,348	17,605	1 Mile Radius
	16,443	13,468	18,557	18,697	½ Mile Radius
Jefferson & Flower	18,595	23,611	12,634	14,642	1 Mile Radius
	17,632	12,126	21,225	18,052	½ Mile Radius

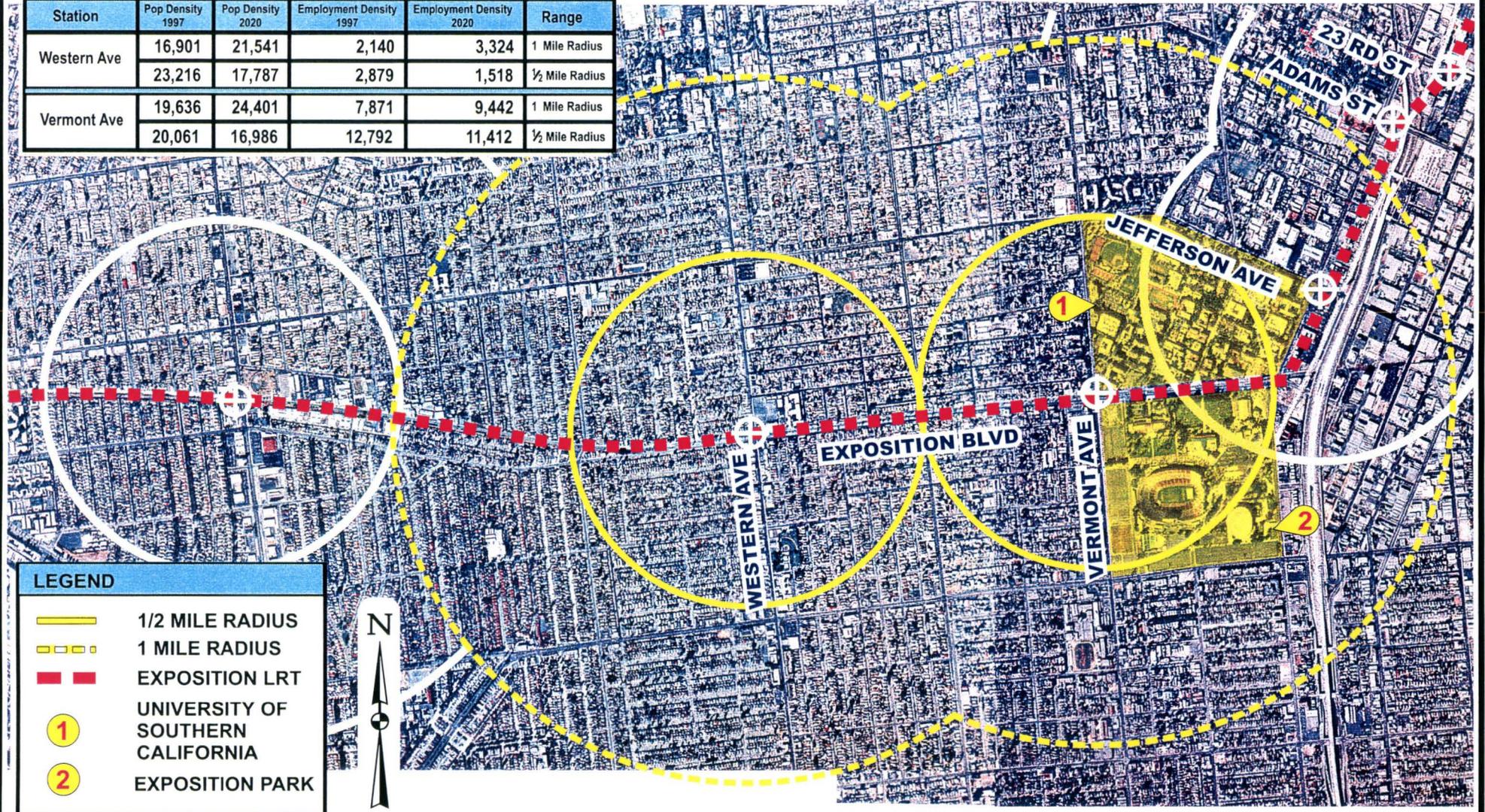


**LEGEND**

- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- UNIVERSITY OF SOUTHERN CALIFORNIA
- EXPOSITION PARK



Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Western Ave	16,901	21,541	2,140	3,324	1 Mile Radius
	23,216	17,787	2,879	1,518	½ Mile Radius
Vermont Ave	19,636	24,401	7,871	9,442	1 Mile Radius
	20,061	16,986	12,792	11,412	½ Mile Radius

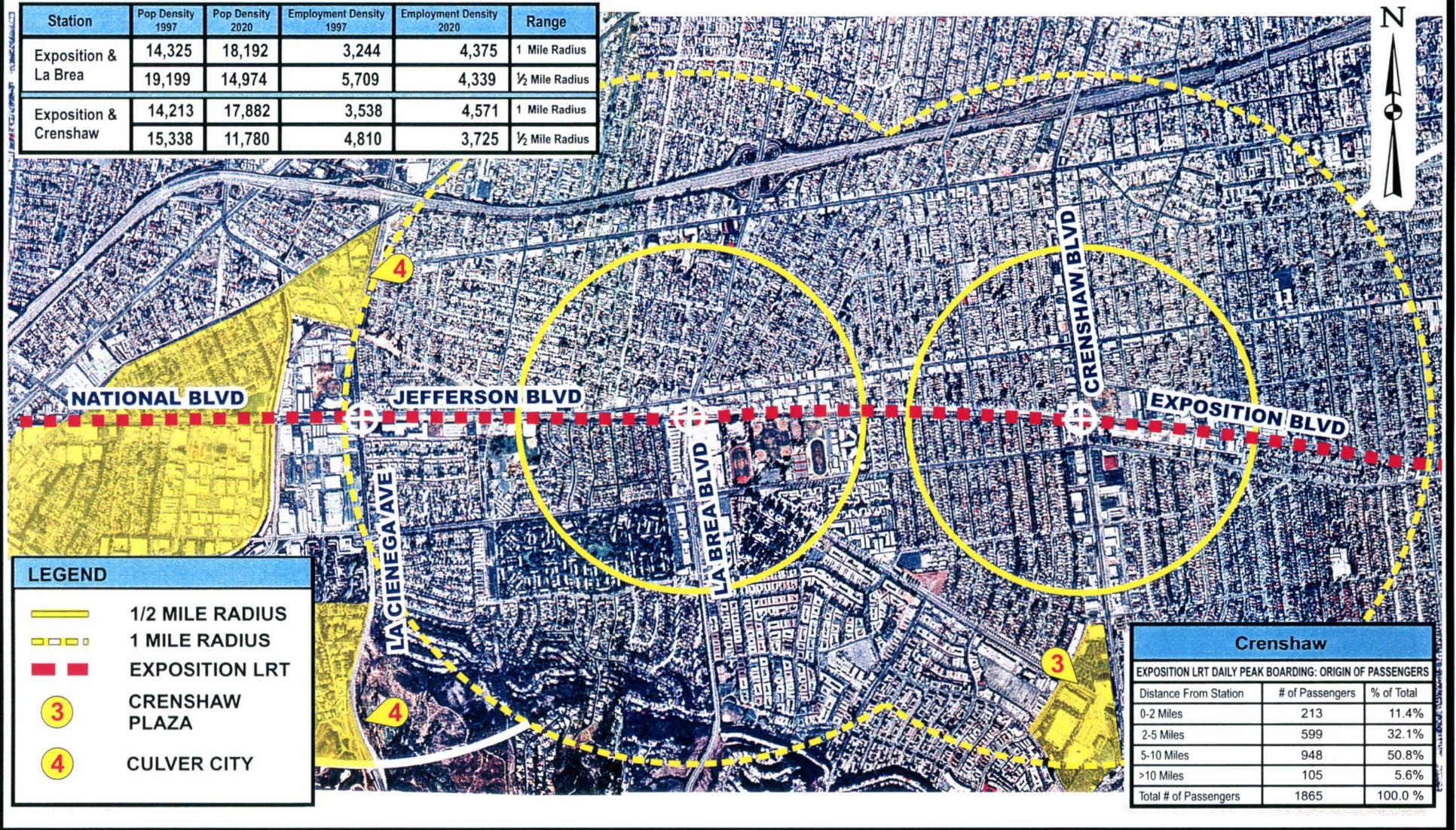


**LEGEND**

- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- 1 UNIVERSITY OF SOUTHERN CALIFORNIA
- 2 EXPOSITION PARK



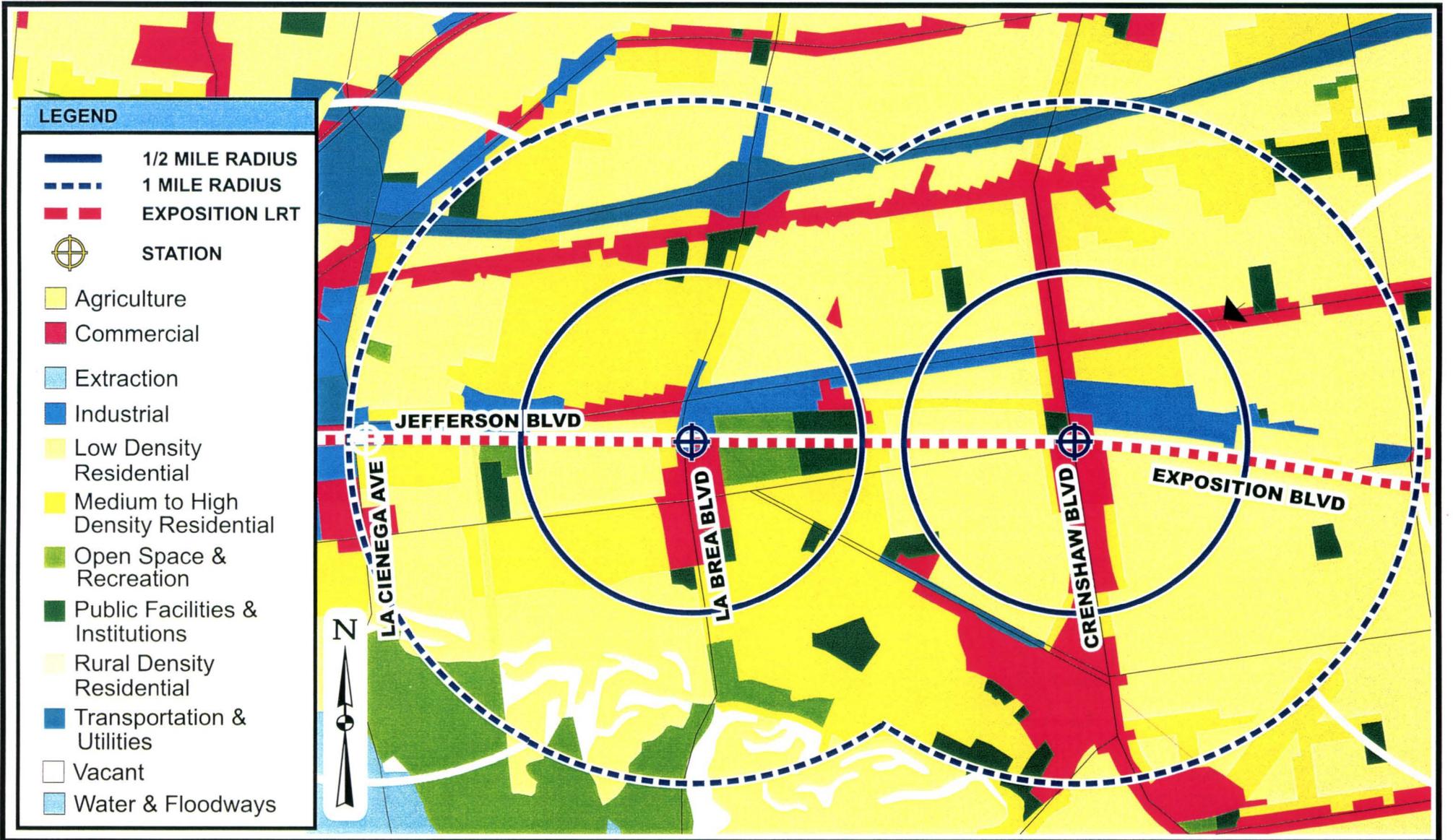
Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Exposition & La Brea	14,325	18,192	3,244	4,375	1 Mile Radius
	19,199	14,974	5,709	4,339	½ Mile Radius
Exposition & Crenshaw	14,213	17,882	3,538	4,571	1 Mile Radius
	15,338	11,780	4,810	3,725	½ Mile Radius



**LEGEND**

- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- 3 CRENSHAW PLAZA
- 4 CULVER CITY

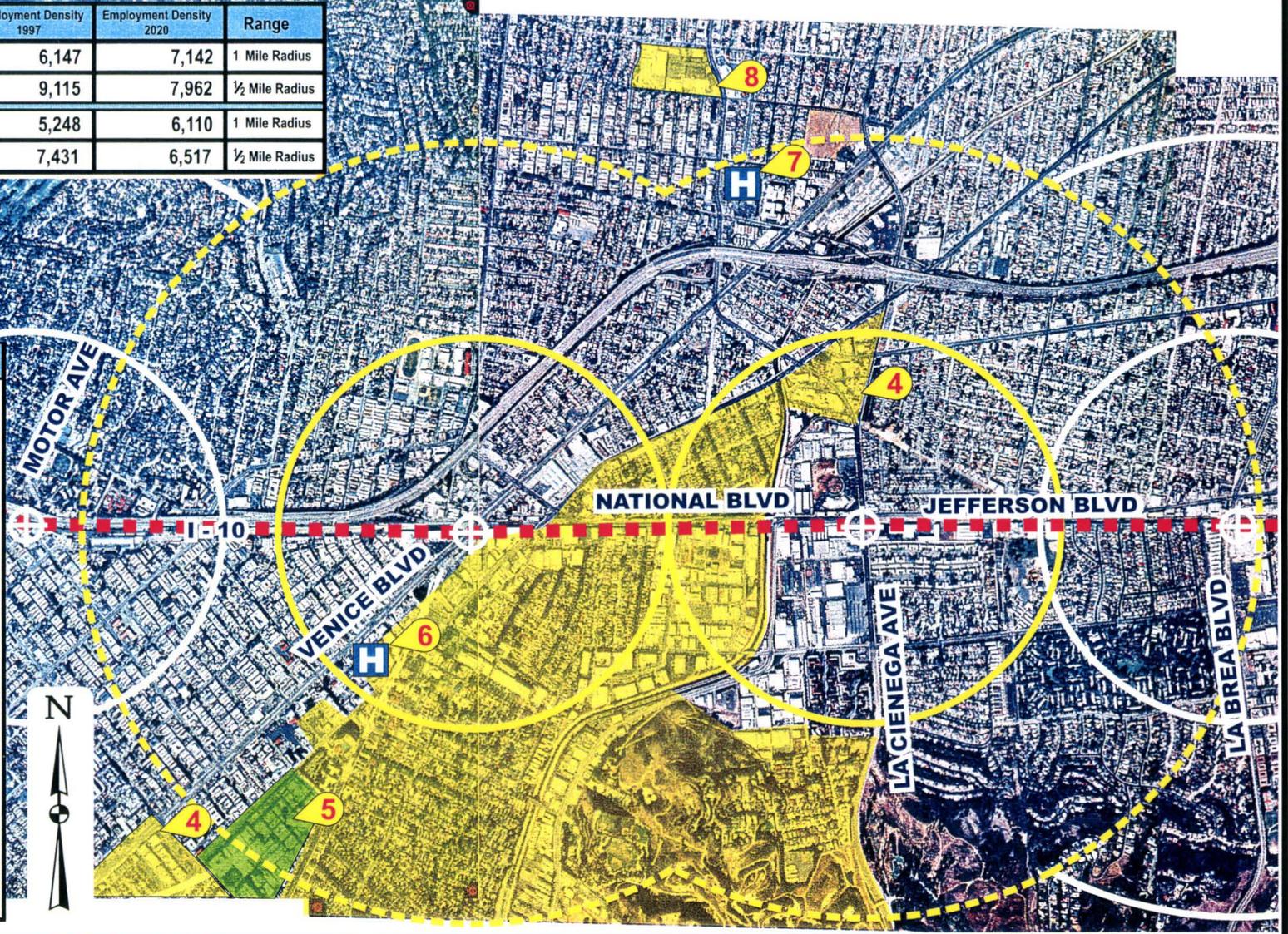
Crenshaw		
EXPOSITION LRT DAILY PEAK BOARDING: ORIGIN OF PASSENGERS		
Distance From Station	# of Passengers	% of Total
0-2 Miles	213	11.4%
2-5 Miles	599	32.1%
5-10 Miles	948	50.8%
>10 Miles	105	5.6%
<b>Total # of Passengers</b>	<b>1865</b>	<b>100.0 %</b>

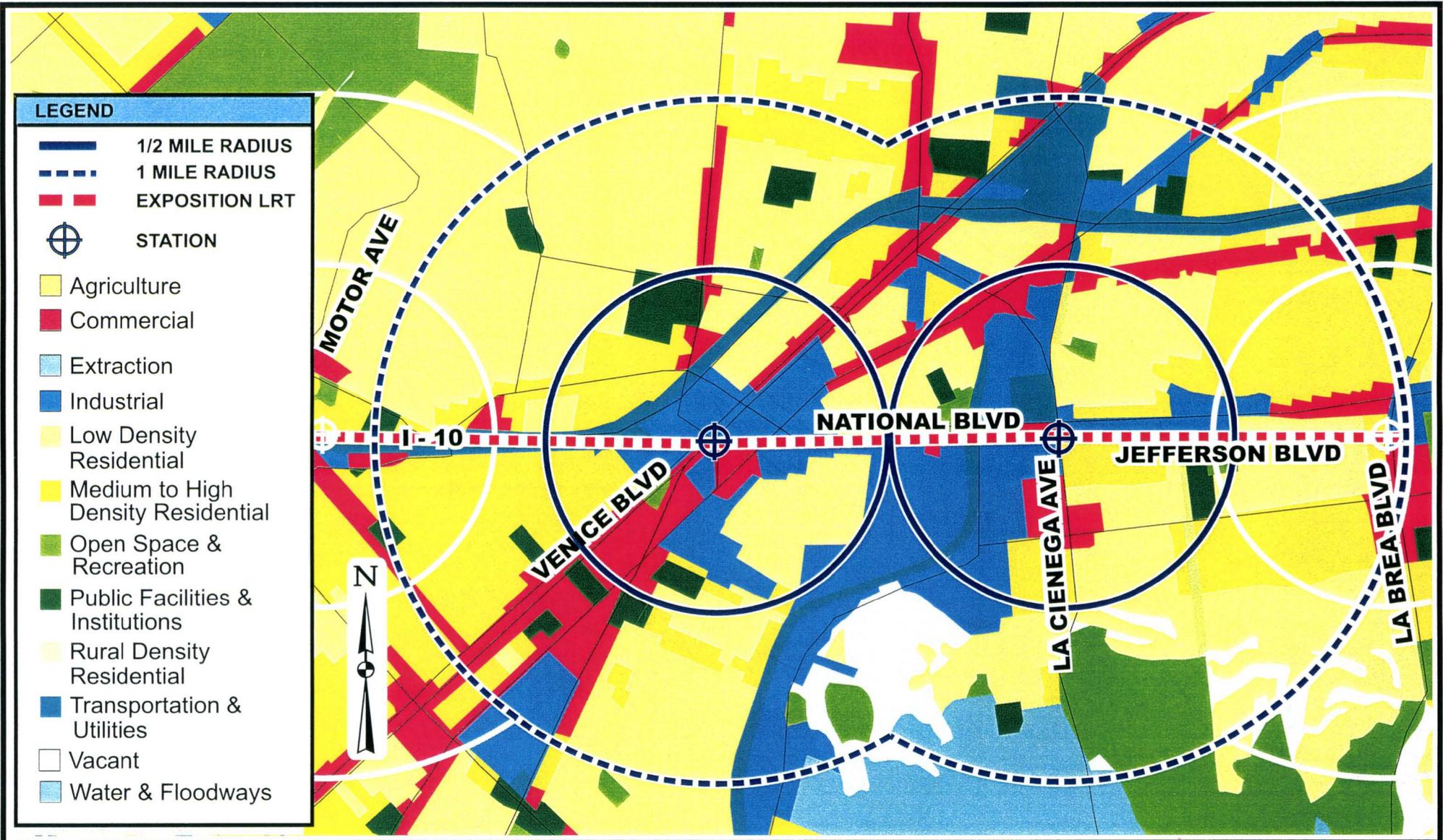


Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Venice Blvd at Robertson	11,343	13,669	6,147	7,142	1 Mile Radius
	14,860	12,217	9,115	7,962	½ Mile Radius
Jefferson at La Cienega	9,515	12,019	5,248	6,110	1 Mile Radius
	12,250	9,797	7,431	6,517	½ Mile Radius

**LEGEND**

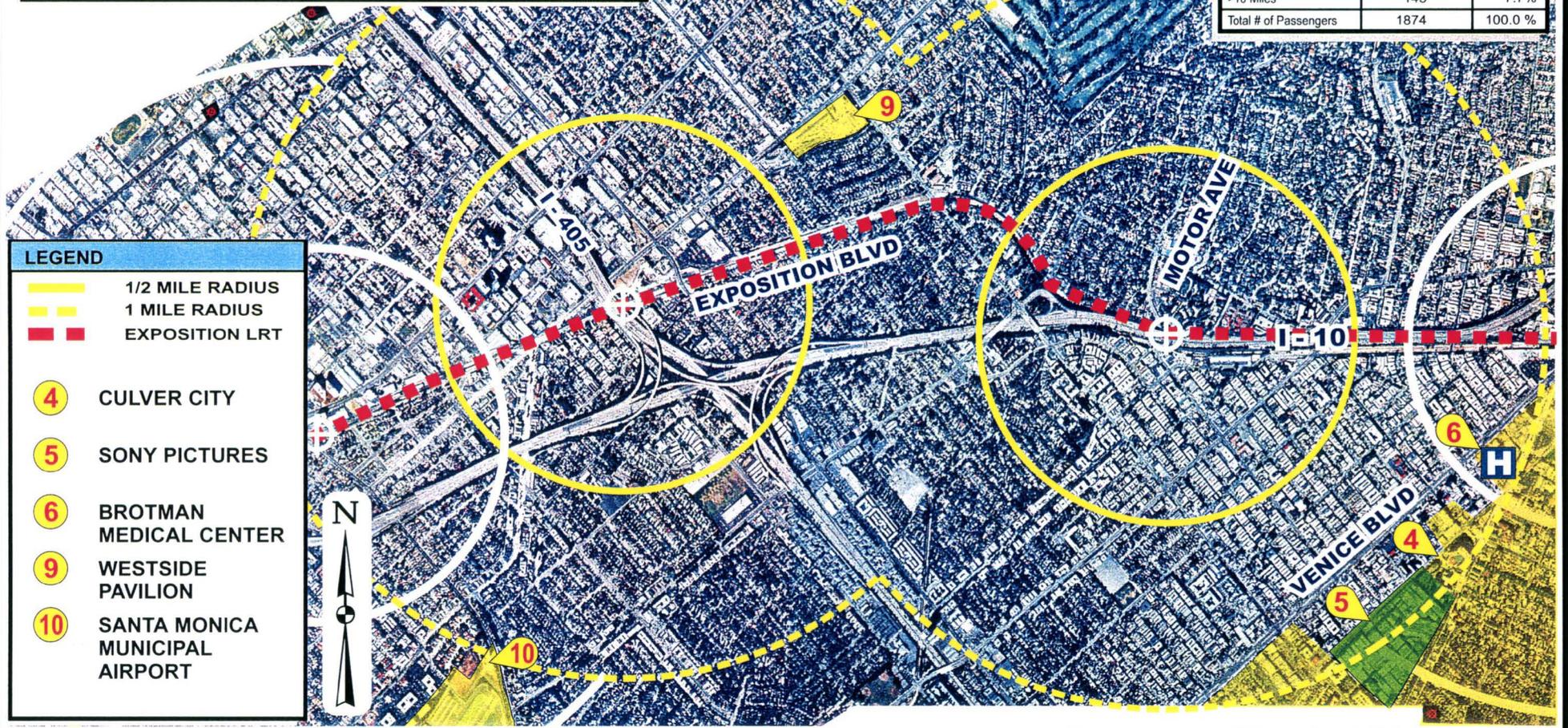
- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- CULVER CITY
- SONY PICTURES
- BROTMAN MEDICAL CENTER
- KAISER FOUNDATION HOSPITAL
- WARD PLAZA
- WESTSIDE PAVILION





Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Motor Ave	13,851	16,839	3,866	4,973	1 Mile Radius
	17,222	14,465	4,702	3,712	½ Mile Radius
I-405	9,709	12,410	11,259	12,711	1 Mile Radius
	10,341	7,753	11,921	11,056	½ Mile Radius

Motor Ave		
EXPOSITION LRT DAILY PEAK BOARDING: ORIGIN OF PASSENGERS		
Distance From Station	# of Passengers	% of Total
0-2 Miles	660	35.2%
2-5 Miles	606	32.3%
5-10 Miles	463	24.7%
>10 Miles	145	7.7%
Total # of Passengers	1874	100.0 %

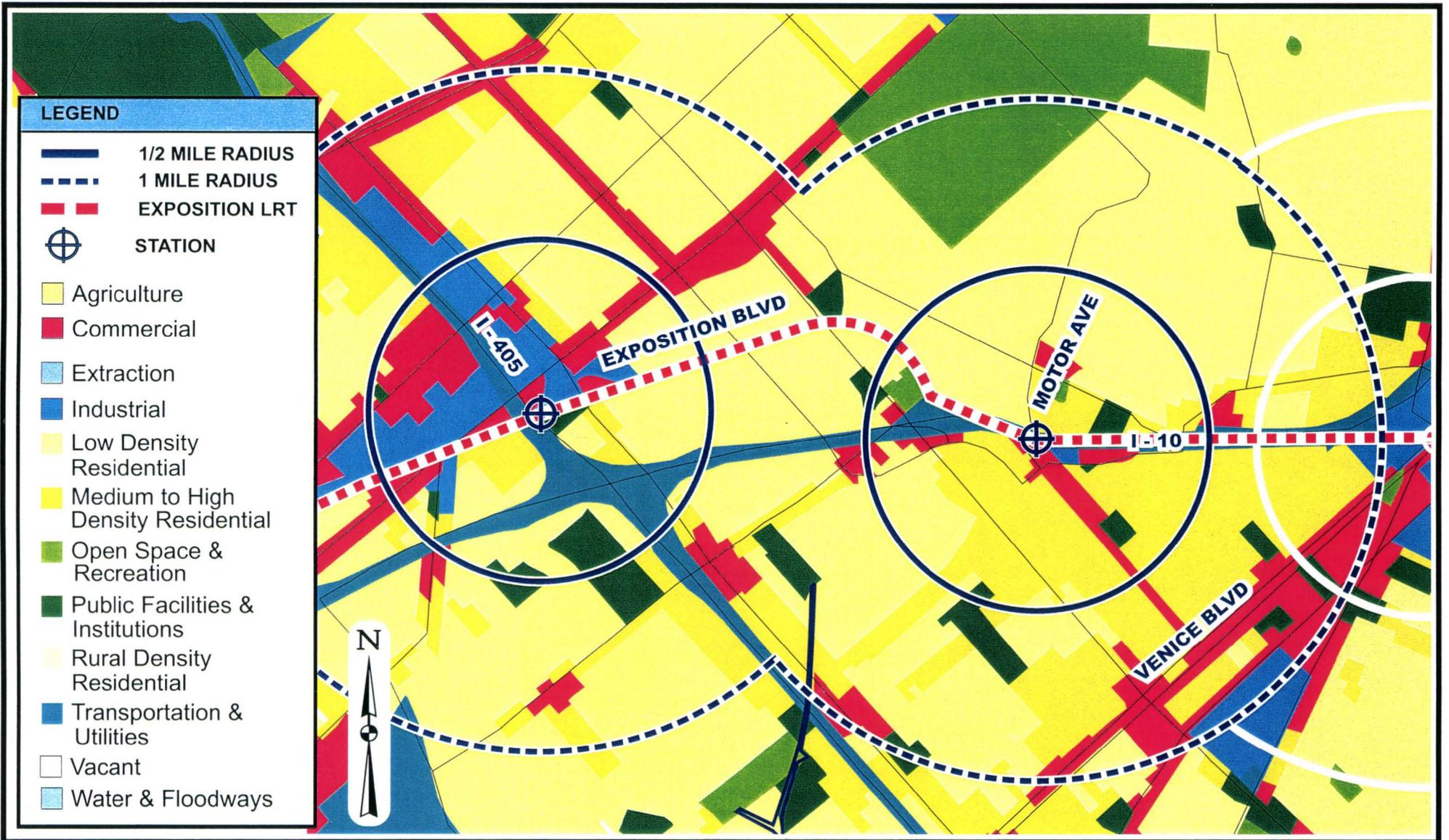


**LEGEND**

- 1/2 MILE RADIUS
- - - 1 MILE RADIUS
- - - EXPOSITION LRT

- 4 CULVER CITY
- 5 SONY PICTURES
- 6 BROTMAN MEDICAL CENTER
- 9 WESTSIDE PAVILION
- 10 SANTA MONICA MUNICIPAL AIRPORT

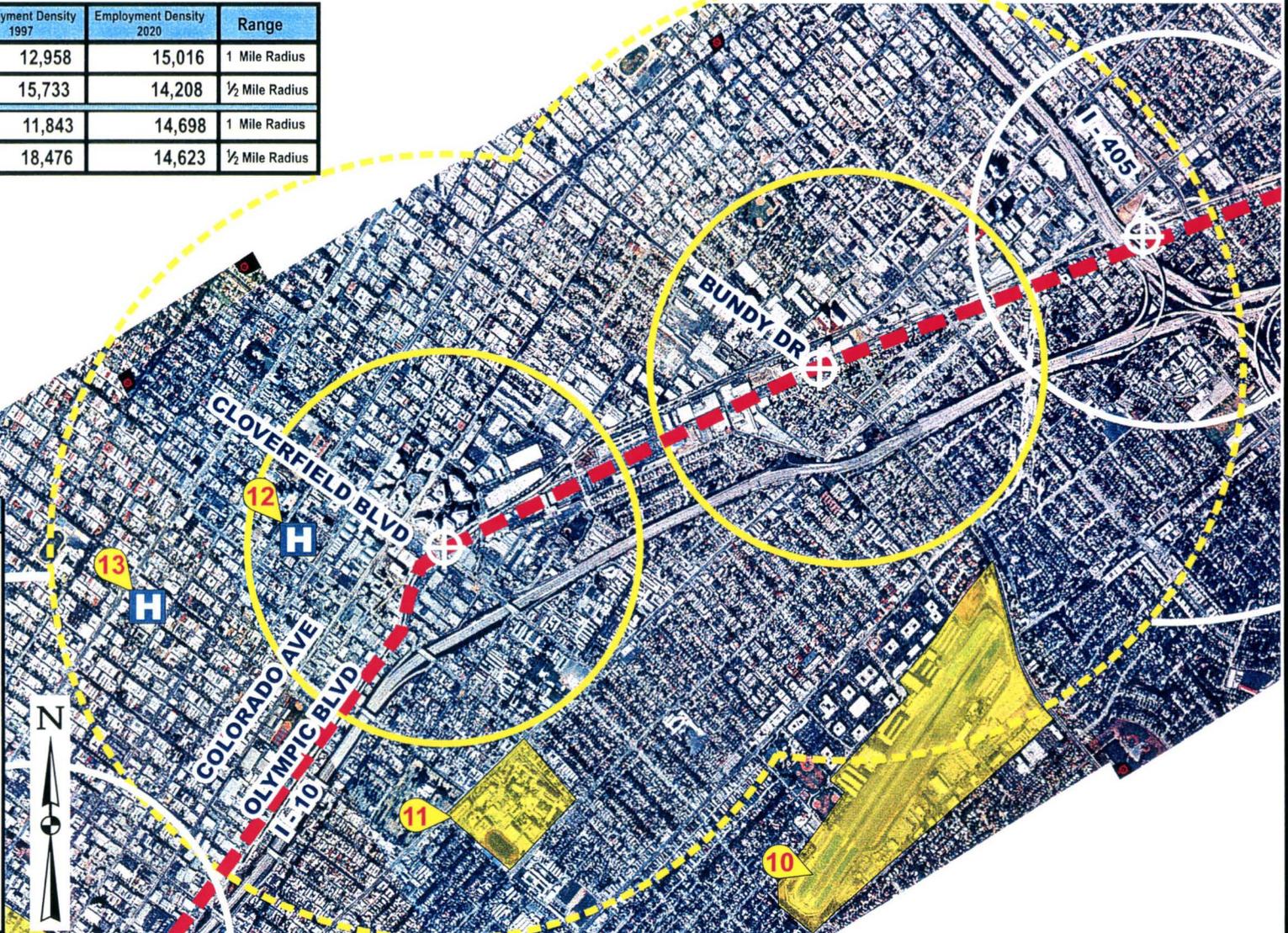


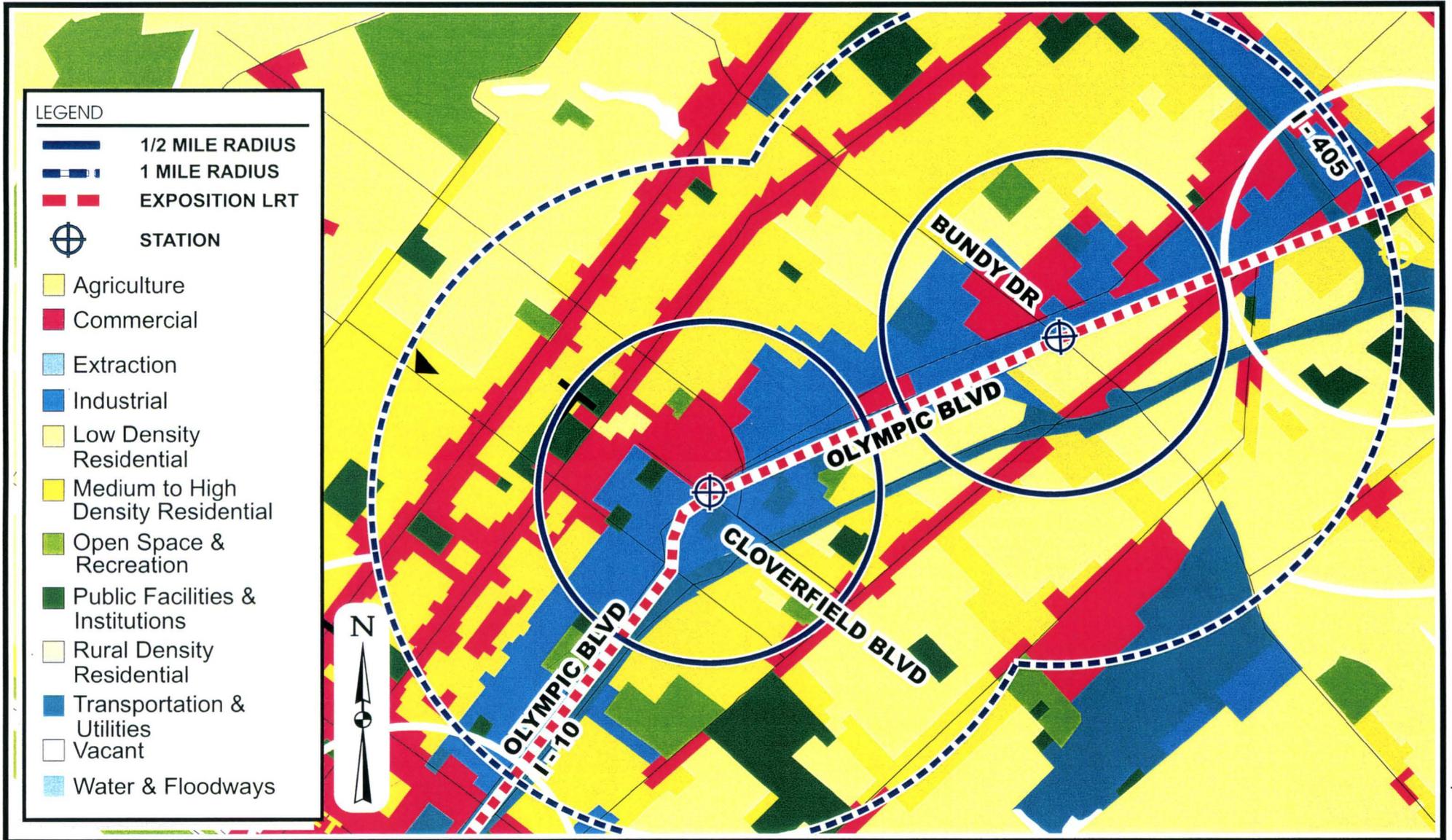


Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Olympic & Bundy	11,218	13,655	12,958	15,016	1 Mile Radius
	10,400	8,263	15,733	14,208	½ Mile Radius
Olympic & Cloverfield	11,437	12,449	11,843	14,698	1 Mile Radius
	11,148	10,632	18,476	14,623	½ Mile Radius

**LEGEND**

-  1/2 MILE RADIUS
-  1 MILE RADIUS
-  EXPOSITION LRT
-  SANTA MONICA MUNICIPAL AIRPORT
-  SANTA MONICA COLLEGE
-  SAINT JOHN'S HOSPITAL
-  SANTA MONICA-UCLA HOSPITAL

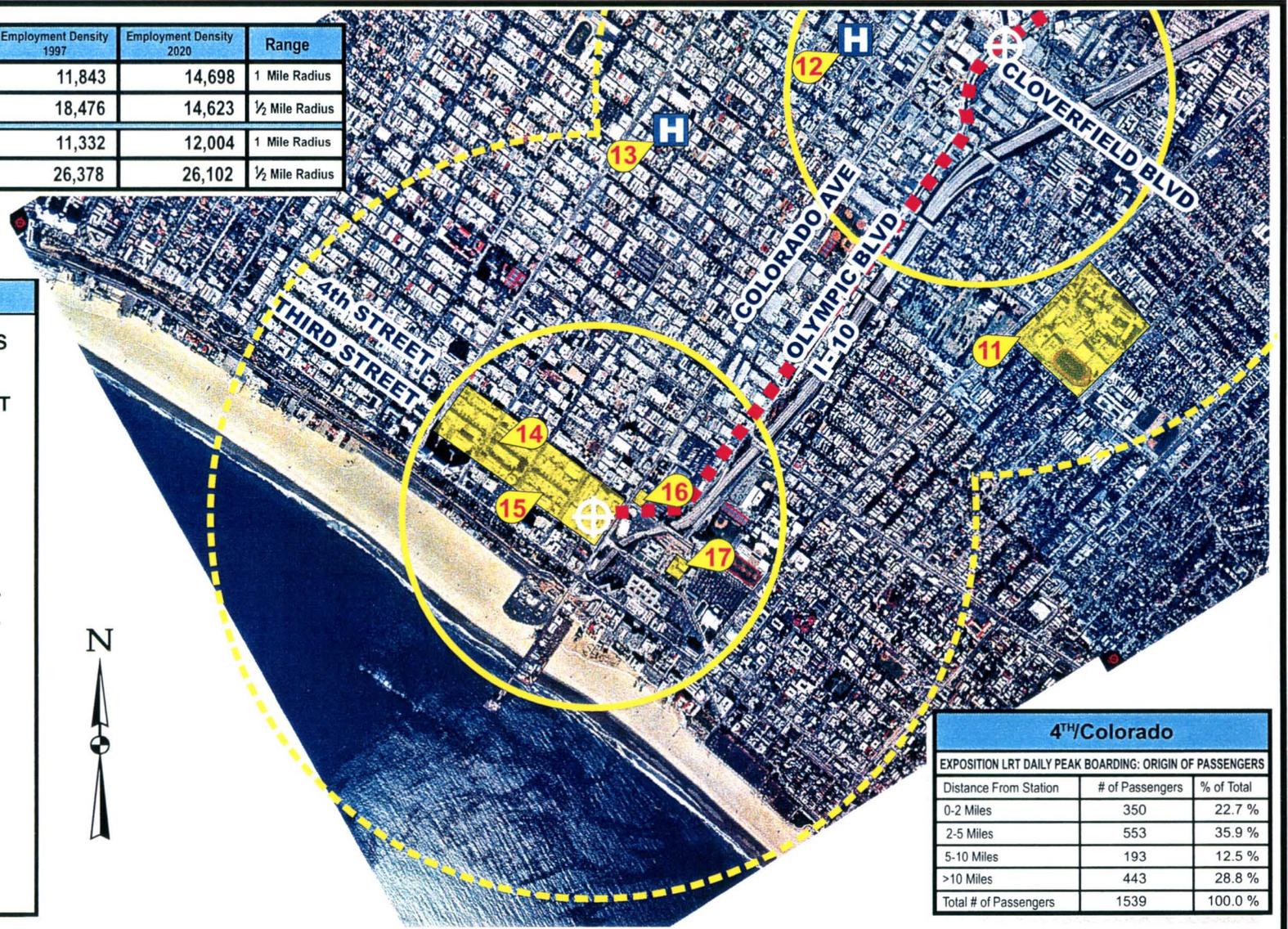




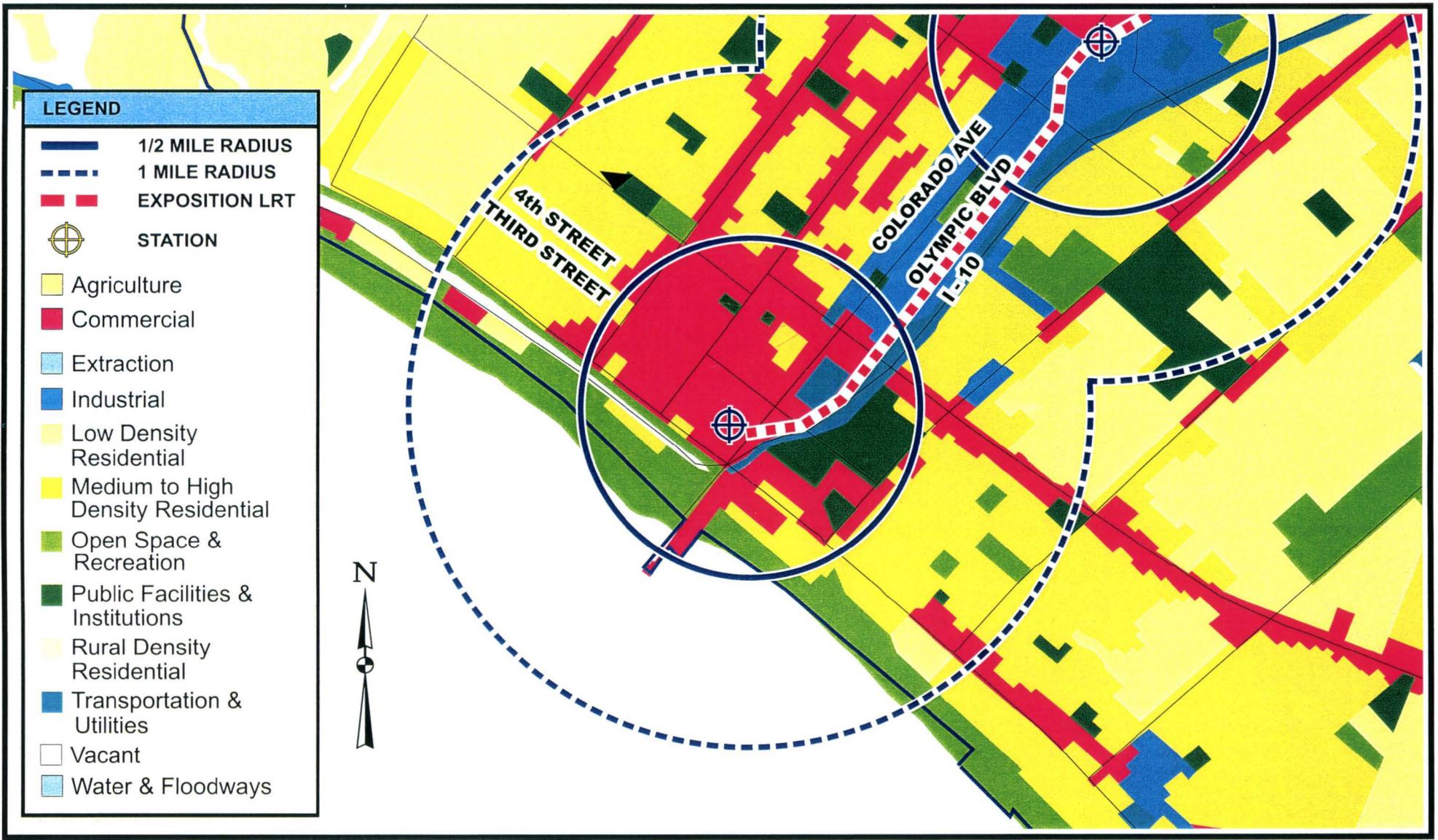
Station	Pop Density 1997	Pop Density 2020	Employment Density 1997	Employment Density 2020	Range
Olympic & Cloverfield	11,437	12,449	11,843	14,698	1 Mile Radius
	11,148	10,632	18,476	14,623	½ Mile Radius
4th & Colorado	9,472	9,893	11,332	12,004	1 Mile Radius
	5,996	5,598	26,378	26,102	½ Mile Radius

**LEGEND**

- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- SANTA MONICA COLLEGE
- SAINT JOHN'S HOSPITAL
- SANTA MONICA-UCLA HOSPITAL
- THIRD STREET PROMENADE
- TRANSIT MALL
- SEARS STORE
- CIVIC CENTER



4 <sup>TH</sup> /Colorado		
EXPOSITION LRT DAILY PEAK BOARDING: ORIGIN OF PASSENGERS		
Distance From Station	# of Passengers	% of Total
0-2 Miles	350	22.7 %
2-5 Miles	553	35.9 %
5-10 Miles	193	12.5 %
>10 Miles	443	28.8 %
<b>Total # of Passengers</b>	<b>1539</b>	<b>100.0 %</b>



**LEGEND**

- 1/2 MILE RADIUS
- 1 MILE RADIUS
- EXPOSITION LRT
- + STATION
- Agriculture
- Commercial
- Extraction
- Industrial
- Low Density Residential
- Medium to High Density Residential
- Open Space & Recreation
- Public Facilities & Institutions
- Rural Density Residential
- Transportation & Utilities
- Vacant
- Water & Floodways

**EXPOSITION LRT DAILY PEAK BOARDING DATA: ORIGIN OF PASSENGERS**

Distance From Station	Station							
	7th/Flower		Crenshaw/Exposition		Motor Ave.		4th/Colorado	
	# of Passengers	% of Total	# of Passengers	% of Total	# of Passengers	% of Total	# of Passengers	% of Total
0-2 Mile	153	45.0%	213	11.4%	660	35.2%	350	22.7%
2-5 Miles	94	27.6%	599	32.1%	606	32.3%	553	35.9%
5-10 Miles	43	12.6%	948	50.8%	463	24.7%	193	12.5%
> 10 Miles	50	14.7%	105	5.6%	145	7.7%	443	28.8%
Total # of Passengers	340	100.0%	1865	100.0%	1874	100.0%	1539	100.0%





# UNIVERSAL FARE SYSTEM (UFS) PROJECT STATUS

Presented to

**LACMTA Board of Directors**



Operations and Executive Management Committees  
May 17 and 18, 2000

**BOOZ•ALLEN & HAMILTON INC**

## **AGENDA**

- **Introduction**
- **Progress as of December Board Workshop**
- **Combined Project Scope**
- **Procurement Process**

## **INTRODUCTION**

- **The last UFS update was provided at the MTA Board Workshop in December 1999**
- **Key result of the Workshop was the Board's direction to combine the bus and rail fare collection systems procurements**
- **The bus and rail fare collection system technical specifications were combined into a single document and provided for review in March 2000**

## **COMBINED EQUIPMENT SPECIFICATIONS WERE DISTRIBUTED TO VENDORS FOR REVIEW**

- Comments were received from 8 fare systems vendors, including:
  - Agent Systems
  - Ascom Automation
  - Cubic Transportation Systems
  - GFI Genfare
  - Motorola/ERG Alliance
  - Scheidt & Bachmann
  - Schlumberger
  - Ventek
- Comments received from the vendors were varied, consisting primarily of requests to ensure that the vendor would be in the running for the procurement

**MTA INTERNAL REVIEW OF THE COMBINED SPECIFICATIONS INCLUDED CONSULTATION OF KEY STAKEHOLDER GROUPS**

Revenue /  
Finance

Task Force to improve accountability  
and internal revenue controls

ITS / ISD

Task Force to address coordination of  
systems integration and infrastructure  
upgrades

Transit  
Operations

Task Force to identify operational impacts  
and address MTA implementation plan

## **COMBINED BUS / RAIL FARE COLLECTION EQUIPMENT SPECIFICATION INCLUDES THE FOLLOWING ELEMENTS**

- **Validating fare boxes to be installed onboard MTA buses**
  - Accepts and issues magnetically encoded paper transfers
  - Accepts magnetic stripe Metrocards
  - Has capability to accept contactless smart cards
  - Optional magnetic “read only swipe” readers
- **Ticket Vending Machines to be installed MTA rail stations**
  - Issues magnetically encoded paper transfers
  - Accepts and issues magnetic stripe Metrocards
  - Accepts cash, coins, credit cards and debit cards for payment
  - ADA Compliant
  - User friendly (Graphical User Interface, voice annunciation and accommodation of multiple languages)
  - Has capability to accept and load contactless smart cards

## **SPECIFICATION ELEMENTS (CONTINUED)**

- **Stand Alone Validators to be installed in MTA rail stations**
  - Validates magnetic stripe Metrocards for current ride
  - Issues proof-of-payment documentation and magnetically encoded transfers
  - Validates contactless smart cards
- **Equipment to support collection of revenue at bus divisions and rail stations**
- **Bus Division Computer network**
- **Data Collection and Reporting System (DCRS) for bus and rail fare data collection, analysis and reporting**

## **THE COMBINED SPECIFICATION ALSO INCLUDES SEVERAL ELEMENTS TO FACILITATE REGIONAL OPERATOR INTERFACE**

- **Regional integration will be provided through distribution and acceptance of the magnetic stripe Metrocard fare media**
  - **Sales Office Terminals (SOTs) will provide additional card inquiry/ load facilities**
  - **LACMTA's DCRS will interface with the existing Muni Metrocard Watch computer and/or agency systems for transaction clearing functions**
  - **Various equipment options will permit other operators to procure LACMTA compatible equipment**
  - **Additional quantities of bus fare collection devices, TVMs, SAVs and SOTs**
  - **Metrocard load and validating machines to equip Metrolink stations**
  - **Additional quantities of Metrocard and smart card modules**

## **MIGRATION TO ADVANCED FARE MEDIA IS EXPECTED TO PROVIDE SEVERAL BENEFITS**

- **Metrocard and/or smart card fare payment transactions onboard buses are typically faster than cash fare payment**
- **Electronic fare payment decreases labor intensive cash-handling operations**
- **Use of magnetic transfers is anticipated to significantly decrease MTA transfer fraud**
- **Fare policy modifications should be coordinated with advanced fare media implementation to take advantage of these benefits**

## UNIVERSAL FARE SYSTEM WILL ALLOW NEW FARE TYPES BESIDES METROCARD

Metrocard processor can also be used for:

- Period passes (weekly, monthly, etc.)
- "Rolling Period" passes
- Multi-ride Tickets
- Promotional fares are possible (if MTA wishes). Some samples...
  - Discounts
  - Usage Based Incentives
  - Free ride for remaining value
  - Day pass
- Permits

### Smart card processor

- Initially, will be for security access and special needs passengers
- Later, all fare types
- Autoload Feature
- High security applications -- passengers like security of registered card
- Future partnerships with non-transit organizations

### "Swipe" reader (option)

- Compatible with Shuttle fare system for special needs clients
- Sponsor cards and other "post-billing" arrangements
- Credit cards
- Driver ID cards -- use for sign-on as part of TOTS and ATMS

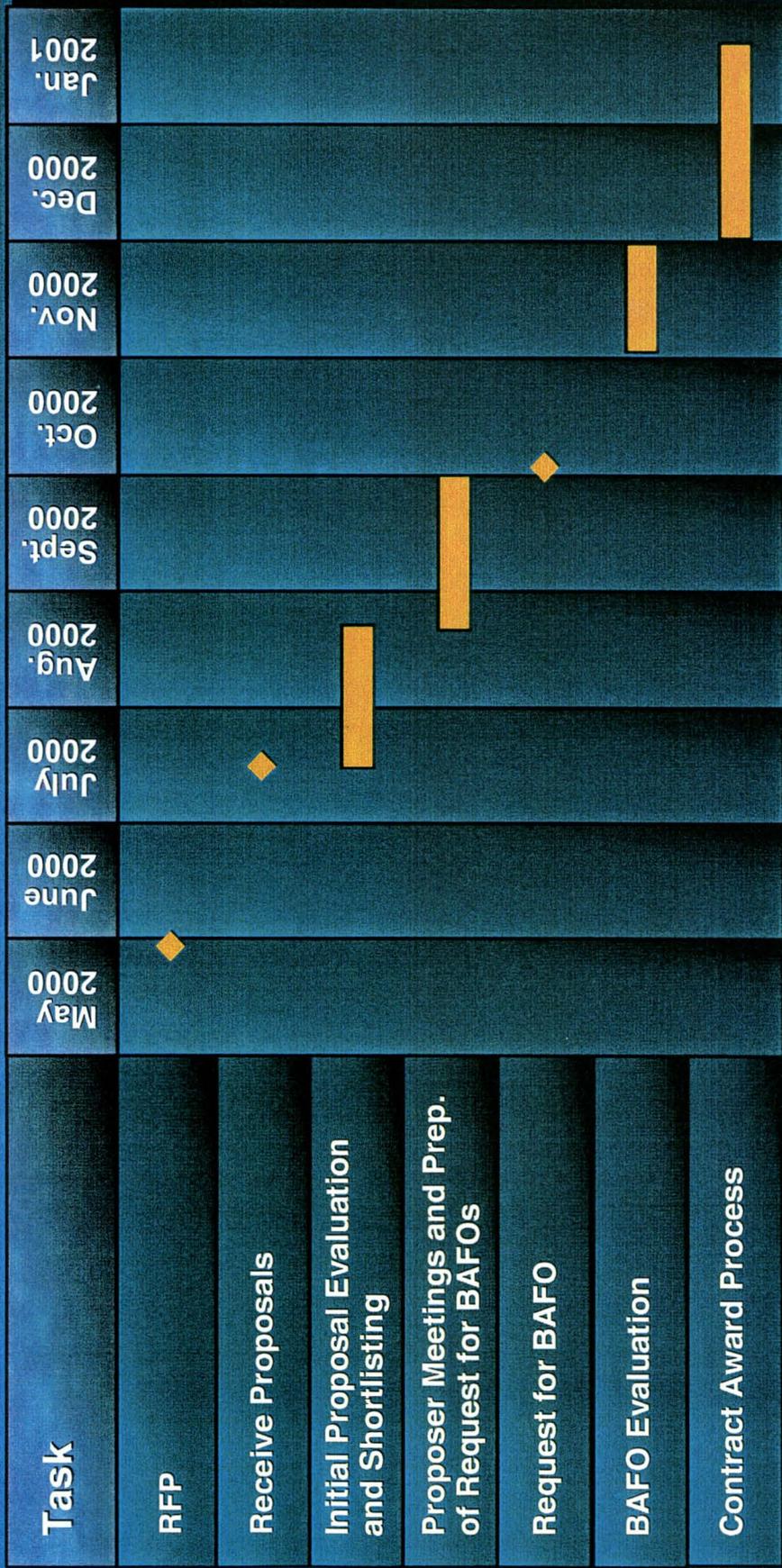
## UFS PROCESSOR CAN ALSO BE USED FOR TRANSFERS

- Issue transfers
  - Determine if additional payment is needed
  - Magnetically encode for issuing route, time, direction, other information as needed
  - Print clear text so driver can read it if the receiving bus doesn't have a UFS processor
  - Keep accurate data on transfers issued
- Receive Transfers
  - Magnetically read -- confirm the transfer is acceptable
  - Compare against "fare table" -- is additional payment needed?
  - Tell driver transfer is OK or not.
  - Keep accurate data on transfers received
- Economic Benefits
  - Less work in Divisions
  - Reduced theft and fraud

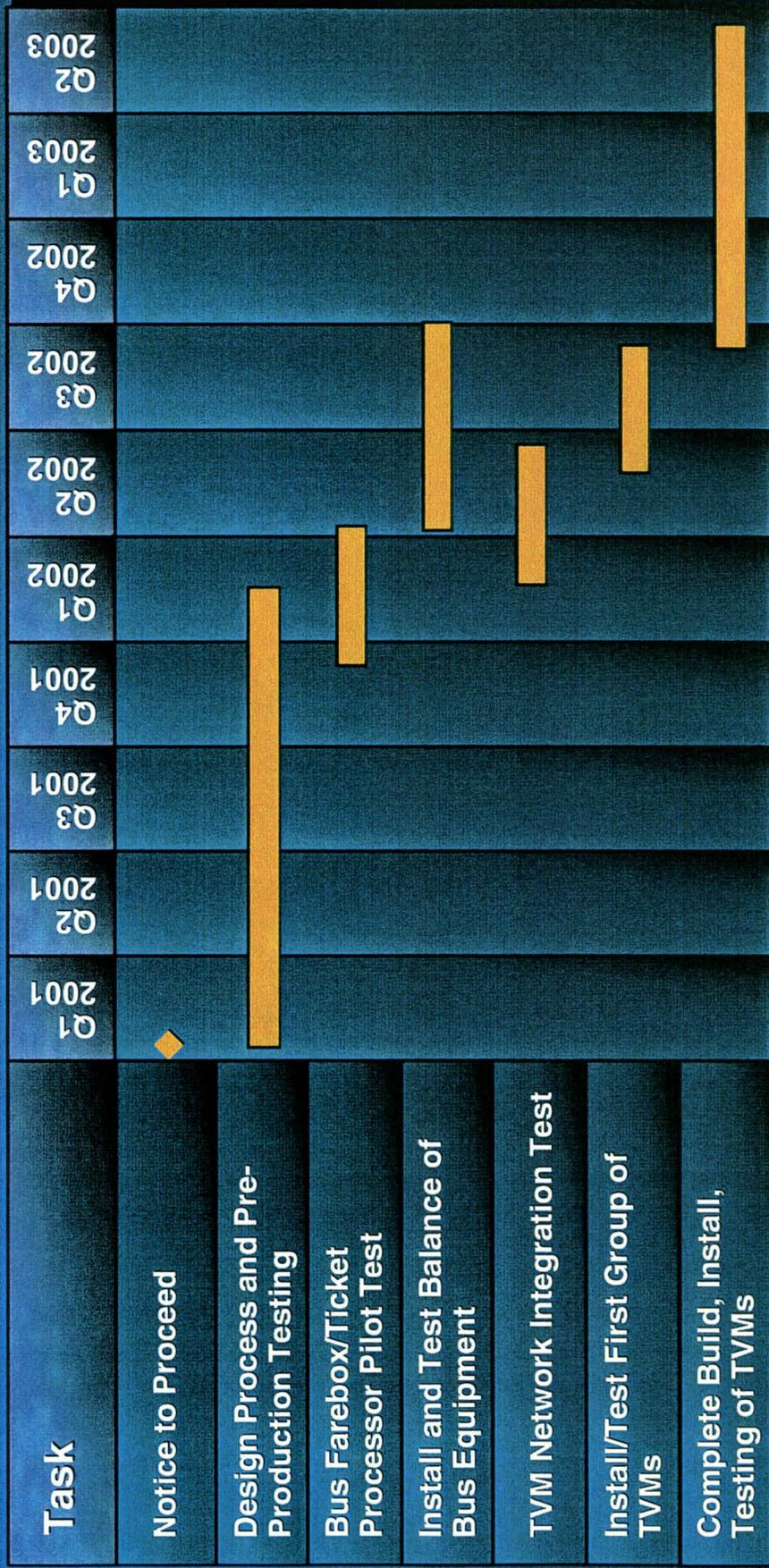
## SEVERAL PEER AGENCIES ARE CURRENTLY CONDUCTING SIMILAR TECHNOLOGY UPGRADES

Chicago Transit Authority	<ul style="list-style-type: none"><li>• Magnetic stripe card system has been in service for a the several years on CTA rail and bus services</li><li>• Smart card trial system is currently underway with special user groups</li></ul>
MARTA (Atlanta)	<ul style="list-style-type: none"><li>• New system, including both rail (fare gates, TVMs, ticket office terminals) and bus fare collection equipment currently under procurement</li><li>• Current procurement includes magnetic card fare media and options for smart cards</li></ul>
New York MTA	<ul style="list-style-type: none"><li>• Magnetic stripe MetroCards accepted on NYCTA subway and buses</li><li>• New TVMs with upgraded features (e.g., touch screen, credit/debit) and MetroCard capabilities under installation in subway stations</li><li>• Long Island and Metro North RRs procuring TVMs with capability to vend pre-encoded MetroCards</li></ul>
WMATA (Washington D.C.)	<ul style="list-style-type: none"><li>• More than 52,000 SmarTrip contactless cards distributed to date and accepted at fare gates in rail stations and at Metro-operated parking stations</li><li>• Upgraded bus fare collection system currently under procurement</li><li>• Operating rules are being established for clearing functions to support regional expansion of SmarTrip contactless card system</li></ul>

# KEY PROCUREMENT ACTIVITIES HAVE BEEN SCHEDULED BASED ON A COMPETITIVE NEGOTIATION PROCESS



# CONTRACT PERFORMANCE WILL REQUIRE APPROXIMATELY 30 MONTHS



# PROPOSALS WILL BE EVALUATED BASED ON TECHNICAL, QUALIFICATION, AND PRICE FACTORS

TECHNICAL  
(40 Points)

- System Concept and Design
- System Integration
- Service Proven Modules and Assemblies
- System Flexibility and Upgradability
- Services Provided

QUALIFICATION  
(25 Points)

- Previous Experience
- Project Management Approach
- Commitment and Quality of Resources
- Project References

PRICE  
(35 Points)

$$\text{Maximum Points (35 Points)} \times \frac{\text{Lowest Price}}{\text{Proposer's Price}}$$

**A formal source selection committee that possesses a technical fluency in the components that make up the UFS is being established for evaluation of proposals**





Office of  
Management  
and Budget

DATE: May 17, 2000  
TO: Frank Flores  
FROM: Wayne Moore, DEO Finance *W Moore*  
SUBJECT: Draft Revenue & Expense Forecast

Attached is the current draft of OMB's Forecast of Revenues and Expenditures and Changes in Fund Balances for the Fiscal Years 2001 through 2006. The final forecast will not be available until July 2000 after we have completed our analysis of changes in the revenues, expenses and operating assumptions used in this forecast. We will also incorporate the impact of contract negotiations in the final forecast.

I have also attached a Summary of Changes between our August 1999 enterprise fund forecast and the current draft enterprise fund forecast; as well as the activity based bus, light rail, and heavy rail cost forecasting models. The Summary of Changes shows a reduction of \$155 million in enterprise fund expenses for the period FY00 through FY04.

Please call me or Michael Funnye at extension 24818 if you have any questions.

Cc: Michael Funnye  
David Yale  
Ron Smith  
Terry Matsumoto  
James de la Loza  
Richard Brumbaugh

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

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

(Amounts in millions)

	Proprietary Funds						Governmental Funds		
	Enterprise Fund			Internal Service Fund			Special Revenue Fund		
	FY01 Forecast At 08/30/99	Change	FY01 Proposed	FY01 Forecast At 08/30/99	Change	FY01 Proposed	FY01 Forecast At 08/30/99	Change	FY01 Proposed
1 Revenue:									
2 Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,292.9	\$ (8.3)	\$ 1,284.6
3 Intergovernmental	-	-	-	-	-	-	44.1	18.2	62.3
4 Investment income	-	-	-	-	-	-	17.9	3.4	21.3
5 Licenses and fines	-	-	-	-	-	-	7.3	-	7.3
6 Other	-	-	-	-	-	-	0.3	(0.3)	-
7 Sub-total	-	-	-	-	-	-	1,362.5	13.0	1,375.5
8									
9 Operating revenues:									
10 Passenger fares	242.6	(6.1)	236.5	-	-	-	-	-	-
11 Route subsidies	1.1	(0.7)	0.4	-	-	-	-	-	-
12 Metrolink interagency agreement	2.4	(0.1)	2.3	-	-	-	-	-	-
13 Auxiliary transportation	14.7	-	14.7	-	-	-	-	-	-
14 Total revenues	260.8	(6.9)	253.9	-	-	-	1,362.5	13.0	1,375.5
15									
16 Operating expenses/expenditures:									
17 Transportation	528.7	(15.3)	513.4	-	-	-	-	-	-
18 Maintenance	308.4	(15.3)	293.1	-	-	-	-	-	-
19 Capital outlay	-	-	-	-	-	-	-	-	-
20 Subsidies	-	-	-	-	-	-	790.4	(170.3)	620.1
21 Services	-	-	-	122.3	(29.7)	92.6	61.2	20.9	82.1
22 Debt and interest expenditures	-	-	-	-	-	-	-	-	-
23 General and administrative	44.1	(2.7)	41.4	-	-	-	17.9	(11.0)	6.9
24 Total operating expenses/expenditures	881.2	(33.3)	847.9	122.3	(29.7)	92.6	869.5	(160.4)	709.1
25									
26 Excess (deficiency) of revenues over expenditures/									
27 Operating income (loss)	(620.4)	26.4	(594.0)	(122.3)	29.7	(92.6)	493.0	173.4	666.4
28 Non-operating revenues/(expenses):									
29 Local grants	1.5	(1.5)	-	-	-	-	-	-	-
30 Federal grants	108.0	(7.7)	100.3	-	-	-	-	-	-
31 Interest revenue	5.0	(1.7)	3.3	-	-	-	-	-	-
32 Debt and interest expense	(19.9)	4.4	(15.5)	-	-	-	-	-	-
33 Gain (loss) on disposition of fixed assets	-	2.1	2.1	-	-	-	-	-	-
34 Other	6.9	(4.7)	2.2	122.3	(29.7)	92.6	-	-	-
35 Total non-operating revenues	101.5	(9.1)	92.4	122.3	(29.7)	92.6	-	-	-
36									
37 Excess (deficiency) of revenues over expenditures/									
38 Operating income (loss) before other sources	(518.9)	17.3	(501.6)	-	-	-	493.0	173.4	666.4
39									
40 Other financing sources (uses):									
41 Operating transfers in	468.4	33.2	501.6	-	-	-	-	-	-
42 Operating transfers out	-	-	-	-	-	-	(799.6)	(37.5)	(837.1)
43 Proceeds from financing	-	-	-	-	-	-	127.3	(127.3)	-
44 Payment to refunding bond escrow agent	-	-	-	-	-	-	-	-	-
45 Proceeds of refunding bonds	-	-	-	-	-	-	-	-	-
46 Total other financing and sources (uses)	468.4	33.2	501.6	-	-	-	(672.3)	(164.8)	(837.1)
47									
48 Excess (deficiency) of revenues and other financing									
49 sources over expenditures and other financing uses	(50.5)	50.5	-	-	-	-	(179.3)	8.6	(170.7)
50									
51 Retained earnings (deficit)/fund balances-beg. of year	(75.8)	(13.3)	(89.1)	-	-	-	406.0	167.8	573.8
52									
53 Retained earnings (deficit)/fund balances-end of year	\$ (126.3)	\$ 37.2	\$ (89.1)	\$ -	\$ -	\$ -	\$ 226.7	\$ 176.4	\$ 403.1

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

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

Governmental Funds										Totals		
Capital Funds			General Fund			Debt Service Fund			(Memorandum Only)			
FY01 Forecast At 08/30/99	Change	FY01 Proposed	FY01 Forecast At 08/30/99	Change	FY01 Proposed	FY01 Forecast At 08/30/99	Change	FY01 Proposed	FY01 Forecast At 08/30/99	Change	FY01 Proposed	
1												
2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,292.9	\$ (8.3)	\$ 1,284.6	
3	466.0	(111.9)	354.1	4.1	6.8	10.9	2.4	0.0	2.4	516.6	(86.9)	429.7
4	-	-	-	0.5	0.4	0.9	-	-	-	18.4	3.8	22.2
5	-	-	-	0.5	(0.2)	0.3	-	-	-	7.8	(0.2)	7.6
6	-	-	-	12.1	2.3	14.4	-	-	-	12.4	2.0	14.4
7	466.0	(111.9)	354.1	17.2	9.3	26.5	2.4	0.0	2.4	1,848.1	(89.6)	1,758.5
8												
9												
10	-	-	-	-	-	-	-	-	-	242.6	(6.1)	236.5
11	-	-	-	-	-	-	-	-	-	1.1	(0.7)	0.4
12	-	-	-	-	-	-	-	-	-	2.4	(0.1)	2.3
13	-	-	-	-	-	-	-	-	-	14.7	-	14.7
14	466.0	(111.9)	354.1	17.2	9.3	26.5	2.4	0.0	2.4	2,108.9	(96.5)	2,012.4
15												
16												
17	-	-	-	-	-	-	-	-	-	528.7	(15.3)	513.4
18	-	-	-	-	-	-	-	-	-	308.4	(15.3)	293.1
19	469.6	103.2	572.8	-	-	-	-	-	-	469.6	103.2	572.8
20	-	-	-	3.7	(3.3)	0.4	-	-	-	794.1	(173.6)	620.5
21	-	-	-	38.8	30.5	69.3	-	-	-	222.3	21.7	244.0
22	-	-	-	-	-	-	274.8	5.4	280.2	274.8	5.4	280.2
23	53.4	(35.6)	17.8	20.6	(10.0)	10.6	-	-	-	136.0	(59.3)	76.7
24	523.0	67.6	590.6	65.1	17.2	80.3	274.8	5.4	280.2	2,733.9	(133.2)	2,600.7
25												
26												
27	(57.0)	(179.5)	(236.5)	(45.9)	(7.9)	(53.8)	(272.4)	(5.4)	(277.8)	(625.0)	36.7	(588.3)
28												
29	-	-	-	-	-	-	-	-	-	1.5	(1.5)	-
30	-	-	-	-	-	-	-	-	-	108.0	(7.7)	100.3
31	-	-	-	-	-	-	-	-	-	5.0	(1.7)	3.3
32	-	-	-	-	-	-	-	-	-	(19.9)	4.4	(15.5)
33	-	-	-	-	-	-	-	-	-	-	2.1	2.1
34	-	-	-	-	-	-	-	-	-	129.2	(34.4)	94.8
35	-	-	-	-	-	-	-	-	-	223.8	(38.8)	185.0
36												
37												
38	(57.0)	(179.5)	(236.5)	(45.9)	(7.9)	(53.8)	(272.4)	(5.4)	(277.8)	(401.2)	(2.1)	(403.3)
39												
40												
41	12.8	96.9	109.7	46.0	(13.6)	32.4	272.4	5.4	277.8	799.6	121.9	921.5
42	-	(84.1)	(84.1)	-	(0.3)	(0.3)	-	-	-	(799.6)	(121.9)	(921.5)
43	44.2	129.8	174.0	-	-	-	-	-	-	171.5	2.5	174.0
44	-	-	-	-	-	-	-	(365.0)	(365.0)	-	(365.0)	(365.0)
45	-	-	-	-	-	-	-	365.0	365.0	-	365.0	365.0
46	57.0	142.6	199.6	46.0	(13.9)	32.1	272.4	5.4	277.8	171.5	2.5	174.0
47												
48												
49	-	(36.9)	(36.9)	0.1	(21.8)	(21.7)	-	-	-	(229.7)	0.4	(229.3)
50												
51	15.9	(26.6)	(10.7)	19.8	36.2	56.0	113.0	(3.4)	109.6	478.9	160.7	639.6
52												
53	\$ 15.9	\$ (63.5)	\$ (47.6)	\$ 19.9	\$ 14.4	\$ 34.3	\$ 113.0	\$ (3.4)	\$ 109.6	\$ 249.2	\$ 161.1	\$ 410.3

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

**Combined Statement of Revenues, Expenses and Changes in Retained Earnings  
For the Years Ending June 30, 2002, 2003, 2004, 2005, and 2006**

(Amounts in millions)

Enterprise Fund	FY01 Proposed	FY02 Forecast	FY03 Forecast	FY04 Forecast	FY05 Forecast	FY06 Forecast	Total Memo Only
1 Revenue:							
2 Operating revenues							
3 Passenger fares	\$ 236.5	\$ 245.8	\$ 251.0	\$ 257.3	\$ 258.1	\$ 258.8	\$ 1,271.0
4 Route subsidies	0.4	0.4	0.4	0.4	0.4	0.4	2.0
5 Metrolink interagency agreement	2.3	2.8	2.9	3.1	3.2	3.2	15.1
6 Auxiliary transportation	14.7	14.7	15.2	15.7	16.3	16.3	78.1
7 Total revenues	253.9	263.6	269.5	276.5	278.0	278.7	1,366.2
8							
9 Operating expenses:							
10 Transportation	513.4	534.6	554.9	588.4	605.8	621.8	2,905.5
11 Maintenance	293.1	311.9	323.7	343.2	353.4	362.7	1,694.9
12 General and administrative	41.4	44.6	46.2	49.0	50.5	51.8	242.1
13 Total operating expenses	847.9	891.0	924.8	980.7	1,009.6	1,036.4	4,842.5
14							
15 Operating income (loss)	(594.0)	(627.4)	(655.3)	(704.2)	(731.6)	(757.7)	(3,476.3)
16							
17 Non-operating revenues/(expenses):							
18 Local operating grants	-	-	-	-	-	-	-
19 Federal operating grants	100.3	120.5	119.8	143.4	128.5	103.9	616.1
20 Interest revenue	3.3	3.0	3.0	3.0	3.0	3.0	15.0
21 Debt and interest expense	(15.5)	(8.7)	(7.5)	(6.3)	(5.0)	(5.0)	(32.5)
22 Gain (loss) on disposition of fixed assets	2.1	2.1	2.1	2.1	2.1	2.1	10.5
23 Other	2.2	2.3	2.3	2.3	2.2	2.2	11.3
24 Total Non-operating revenues	92.4	119.2	119.7	144.6	130.7	106.1	620.4
25							
26 Other financing sources (uses):							
27 Operating transfers in							
28 Prop A	159.2	135.5	144.8	156.3	169.1	169.1	774.8
29 Prop C	154.5	134.9	139.4	143.5	149.8	180.8	748.4
30 TDA	168.4	153.4	174.5	179.8	186.5	186.5	880.7
31 STA	18.5	15.6	14.9	18.4	18.0	18.2	85.1
32 Other	1.0	7.2	3.0	3.0	3.0	3.0	19.2
33 Total operating transfers in	501.6	446.6	476.6	501.0	526.4	557.6	2,508.2
34							
35 Total other financing and sources (uses)	501.6	446.6	476.6	501.0	526.4	557.6	2,508.2
36							
37 Increase (decrease) in retained earnings	-	(61.5)	(59.0)	(58.6)	(74.5)	(94.0)	(347.7)
38							
39 Retained earnings (deficit) - beg. of year	(89.1)	(89.1)	(150.6)	(209.6)	(268.2)	(342.7)	(89.1)
40							
41 Retained earnings (deficit) - end of year	\$ (89.1)	\$ (150.6)	\$ (209.6)	\$ (268.2)	\$ (342.7)	\$ (436.7)	\$ (436.8)

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

**Statement of Revenues, Expenses and Changes in Retained Earnings  
For the Years Ending June 30, 2001, 2002, 2003, 2004, 2005, and 2006**

(Amounts in millions)

Internal Service Fund	FY01 Proposed	FY02 Forecast	FY03 Forecast	FY04 Forecast	FY05 Forecast	FY06 Forecast	Total Memo Only
1 Operating expenses:							
2    ,Services	\$ 92.6	\$ 327.5	\$ 340.2	\$ 351.7	\$ 361.5	\$ 370.8	\$ 1,751.8
3 Total operating expenses	92.6	327.5	340.2	351.7	361.5	370.8	1,751.8
4							
5 Operating income (loss)	(92.6)	(327.5)	(340.2)	(351.7)	(361.5)	(370.8)	(1,751.8)
6							
7 Non-operating revenues/(expenses):							
8    Other	92.6	327.5	340.2	351.7	361.5	370.8	1,751.8
9 Total non-operating revenues	92.6	327.5	340.2	351.7	361.5	370.8	1,751.8
10							
11							
12 Increase (decrease) in retained earnings	-	-	-	-	-	-	-
13							
14 Retained Earnings(deficit)-beg. of year	-	-	-	-	-	-	-
15							
16 Retained Earnings(deficit)-end of year	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

\* Note: The FY02-FY06 Forecast are based upon the gross expenses, to be consistent with the financial reporting.

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

Combined Statement of Revenues, Expenditures and Changes in Fund Balances  
For the Years Ending June 30, 2002, 2003, 2004, 2005, and 2006  
(Amounts in millions)

Special Revenue Funds	FY01 Proposed	FY2 Forecast	FY03 Forecast	FY04 Forecast	FY05 Forecast	FY06 Forecast	Total Memo Only
1 Revenue:							
2 Sales tax	\$ 1,284.6	\$ 1,335.5	\$ 1,388.2	\$ 1,449.9	\$ 1,514.2	\$ 1,581.4	\$ 7,269.2
3 Intergovernmental	62.3	17.4	17.4	17.4	17.3	6.8	76.3
4 Investment income	21.3	18.2	18.2	18.2	18.2	18.1	90.9
5 Licenses and fines	7.3	7.4	7.5	7.7	7.9	8.0	38.5
6 Total revenues	1,375.5	1,378.4	1,431.4	1,493.2	1,557.6	1,614.3	7,474.9
7							
8 Expenditures:							
9 Subsidies	620.1	588.0	608.1	630.4	570.4	662.7	3,059.6
10 Services	82.1	87.2	98.1	82.9	78.2	85.3	431.7
11 General and administrative	6.9	7.1	7.4	7.6	7.9	8.1	38.1
12 Total expenditures	709.1	682.4	713.6	720.9	656.4	756.1	3,529.4
13							
14 Excess (deficiency) of revenues							
15 over expenditures	666.4	696.0	717.8	772.3	901.2	858.2	3,945.5
16							
17 Other financing sources (uses):							
18 Operating transfers out							
19 General Fund	(32.4)	(39.9)	(41.4)	(42.9)	(44.6)	(46.3)	(215.1)
20 Debt Service Fund	(277.8)	(261.6)	(263.7)	(268.1)	(267.9)	(268.3)	(1,329.6)
21 Capital Fund	(25.5)	(29.8)	(16.1)	(15.0)	(16.9)	(21.0)	(98.8)
22 Enterprise Fund	(501.4)	(439.4)	(473.6)	(497.9)	(523.4)	(554.5)	(2,488.8)
23 Total operating transfers out	(837.1)	(770.7)	(794.8)	(823.9)	(852.8)	(890.1)	(4,132.3)
24 Total other financing sources (uses)	(837.1)	(770.7)	(794.8)	(823.9)	(852.8)	(890.1)	(4,132.3)
25							
26 Excess (deficiency) of revenue and other financing							
27 sources over expenditures/other financing uses	(170.7)	(74.7)	(77.0)	(51.6)	48.4	(31.9)	(186.8)
28							
29 Fund surplus balance - beginning of year	573.8	403.1	328.4	251.4	199.8	248.2	403.1
30							
31 Fund surplus balance - end of year	\$ 403.1	\$ 328.4	\$ 251.4	\$ 199.8	\$ 248.2	\$ 216.3	\$ 216.3

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

**Combined Statement of Revenues, Expenditures and Changes in Fund Balances  
For the Years Ending June 30, 2002, 2003, 2004, 2005, and 2006**

(Amounts in millions)

Capital Project Funds	FY01 Proposed	FY2 Forecast	FY03 Forecast	FY04 Forecast	FY05 Forecast	FY06 Forecast	Total Memo Only
1 Revenue:							
2 Intergovernmental	\$ 354.1	\$ 301.9	\$ 182.8	\$ 66.6	\$ 103.1	\$ 98.9	\$ 753.3
3 Total revenues	354.1	301.9	182.8	66.6	103.1	98.9	753.3
4							
5 Expenditures:							
6 Capital outlay	572.8	337.9	180.7	83.0	120.4	120.4	842.4
7 General and administrative	17.8	10.5	5.6	2.6	3.7	3.7	26.2
8 Total expenditures	590.6	348.4	186.3	85.6	124.1	124.1	868.6
9							
10							
11 Excess (deficiency) of revenues over expenditures	(236.5)	(46.5)	(3.5)	(18.9)	(21.0)	(25.2)	(115.2) *
12							
13 Other financing sources (uses):							
14 Operating transfers in							
15 Prop C	10.4	-	-	-	-	-	-
16 TDA	9.4	22.7	11.8	10.3	13.9	13.9	72.6
17 Other	89.9	21.7	9.9	13.1	9.8	13.9	68.4
18 Total operating transfers in	109.7	44.4	21.7	23.4	23.7	27.8	141.0
19 Operating transfers out							
20 Capital Fund	(84.1)	(14.6)	(5.6)	(8.4)	(6.8)	(6.8)	(42.2)
21 Total operating transfers out	(84.1)	(14.6)	(5.6)	(8.4)	(6.8)	(6.8)	(42.2)
22 Proceeds from financing	174.0	35.6	8.5	10.6	6.1	6.1	66.6
23 Total other financing sources (uses)	199.6	65.4	24.6	25.6	23.0	27.1	165.6
24							
25 Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	(36.9)	18.9	21.0	6.6	2.0	1.9	50.4
26							
27							
28 Fund surplus (deficit) balance - beginning of year	(10.7)	(47.6)	(28.7)	(7.7)	(1.1)	0.9	(47.6)
29							
30 Fund surplus (deficit) balance - end of year	\$ (47.6)	\$ (28.7)	\$ (7.7)	\$ (1.1)	\$ 0.9	\$ 2.8	\$ 2.8

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

**Statement of Revenues, Expenditures and Changes in Fund Balances**  
**For the Years Ending June 30, 2002, 2003, 2004, 2005, and 2006**  
(Amounts in millions)

General Fund	FY01 Proposed	FY02 Forecast	FY03 Forecast	FY04 Forecast	FY05 Forecast	FY06 Forecast	Total Memo Only
1 Revenue:							
2 Intergovernmental	\$ 10.9	\$ 10.2	\$ 10.2	\$ 10.2	\$ 10.2	\$ 10.2	\$ 51.2
3 Investment income	0.9	1.0	0.6	0.4	0.2	0.2	2.4
4 Licenses and fines	0.3	0.3	0.3	0.3	0.3	0.3	1.5
5 Other	14.4	13.1	13.2	13.5	13.2	13.2	66.3
6 Total revenues	26.5	24.6	24.3	24.5	24.0	24.0	121.4
7							
8 Expenditures: *							
9 Subsidies	0.4	0.4	0.4	0.9	0.4	0.4	2.5
10 Services	69.3	56.6	55.7	56.2	55.6	57.1	281.2
11 General and administrative	10.6	7.1	7.0	7.2	7.2	7.3	35.7
12 Total expenditures	80.3	64.0	63.1	64.3	63.2	64.8	319.4
13							
14 Excess (deficiency) of revenues over expenditures	(53.8)	(39.4)	(38.7)	(39.8)	(39.2)	(40.8)	(197.9)
15							
16 Other financing sources (uses):							
17 Operating transfers in							
18 Prop A	18.6	26.1	27.2	28.4	29.7	31.0	142.4
19 Prop C	7.5	7.8	8.2	8.5	8.9	9.3	42.7
20 TDA	6.0	6.0	6.0	6.0	6.0	6.0	30.0
21 Other	0.3	0.3	0.3	0.3	0.3	0.3	1.5
22 Total operating transfers in	32.4	40.2	41.7	43.2	44.9	46.6	216.6
23 Operating transfers out							
24 Enterprise Fund	-	(7.2)	(3.0)	(3.0)	(3.0)	(3.0)	(19.2)
25 Other	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)	(1.5)
26 Total operating transfers out	(0.3)	(7.5)	(3.3)	(3.3)	(3.3)	(3.3)	(20.7)
27							
28 Total other financing sources (uses)	32.1	32.7	38.4	39.9	41.6	43.3	195.9
29							
30 Excess (deficiency) of revenues and other financing							
31 sources over expenditures and other financing uses	(21.7)	(6.7)	(0.3)	0.1	2.4	2.5	(2.0)
32							
33 Fund surplus balance - beginning of year	56.0	34.3	27.6	27.3	27.4	29.8	34.3
34							
35 Fund surplus balance - end of year	\$ 34.3	\$ 27.6	\$ 27.3	\$ 27.4	\$ 29.8	\$ 32.3	\$ 32.3

\* Note - Includes Property Mgmt. expenditures, previously accounted for in the Commuter Rail Capital fund.



Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

## Combined Statement of Revenues, Expenditures and Changes in Fund Balances For the Year Ending June 30, 2002

(Amounts in millions)

	Enterprise Fund	Internal Service Fund	Special Revenue Funds	Capital Project Funds	General Fund	Debt Service Funds	Total
1 Revenue:							
2 Sales tax	\$ -	\$ -	\$ 1,335.5	\$ -	\$ -	\$ -	\$ 1,335.5
3 Intergovernmental	-	-	17.4	301.9	10.2	2.3	331.9
4 Investment income	-	-	18.2	-	1.0	-	19.2
5 Licenses and fines	-	-	7.4	-	0.3	-	7.7
6 Other	-	-	-	-	13.1	-	13.1
7 Sub-total	-	-	1,378.4	301.9	24.6	2.3	1,707.3
8							
9 Operating revenues:							
10 Passenger fares	245.8	-	-	-	-	-	245.8
11 Route subsidies	0.4	-	-	-	-	-	0.4
12 Metrolink interagency agreement	2.8	-	-	-	-	-	2.8
13 Auxiliary transportation	14.7	-	-	-	-	-	14.7
14 Total revenues	263.6	-	1,378.4	301.9	24.6	2.3	263.6
15							
16 Operating expenses/expenditures:							
17 Transportation	534.6	-	-	-	-	-	534.6
18 Maintenance	311.9	-	-	-	-	-	311.9
19 Capital outlay	-	-	-	337.9	-	-	337.9
20 Subsidies	-	-	588.0	-	0.4	-	588.4
21 Services	-	327.5	87.2	-	56.6	-	471.3
22 Debt and interest expenditures	-	-	-	-	-	263.9	263.9
23 General and administrative	44.6	-	7.1	10.5	7.1	-	69.3
24 Total operating expenses/expenditures	891.0	327.5	682.4	348.4	64.0	263.9	2,577.2
25							
26 Excess (deficiency) of revenues over expenditures:							
27 Operating income (loss)	(627.4)	(327.5)	696.0	(46.5)	(39.4)	(261.6)	(606.3)
28 Non-operating revenues/(expenses):							
29 Local grants	-	-	-	-	-	-	-
30 Federal grants	120.5	-	-	-	-	-	120.5
31 Interest revenue	3.0	-	-	-	-	-	3.0
32 Debt and interest expense	2.1	-	-	-	-	-	2.1
33 Gain (loss) on disposition of fixed assets	-	-	-	-	-	-	-
34 Other	2.3	327.5	-	-	-	-	329.8
35 Total non-operating revenues	127.9	327.5	-	-	-	-	455.4
36							
37 Excess (deficiency) of revenues over expenditures/							
38 Operating income (loss) before other sources	(499.4)	-	696.0	(46.5)	(39.4)	(261.6)	(150.9)
39							
40 Other financing sources (uses):							
41 Operating transfers in	446.6	-	-	44.4	40.2	261.6	792.8
42 Operating transfers out	-	-	(770.7)	(14.6)	(7.5)	-	(792.8)
43 Proceeds from financing	-	-	-	35.6	-	-	35.6
44 Payment to refunding bond escrow agent	-	-	-	-	-	-	-
45 Proceeds of refunding bonds	-	-	-	-	-	-	-
46 Total other financing and sources (uses)	446.6	-	(770.7)	65.4	32.7	261.6	35.6
47							
48 Excess (deficiency) of revenues and other financing							
49 sources over expenditures and other financing uses	(52.8)	-	(74.7)	18.9	(6.7)	0.0	(115.3)
50							
51 Retained earnings (deficit)/fund balances-beg. of year	(89.1)	-	403.1	(47.6)	34.3	109.6	410.3
52							
53 Retained earnings (deficit)/fund balances-end of year	\$ (141.9)	\$ -	\$ 328.4	\$ (28.7)	\$ 27.6	\$ 109.6	\$ 295.0

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

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

## Combined Statement of Revenues, Expenditures and Changes in Fund Balances For the Year Ending June 30, 2003

(Amounts in millions)

	Enterprise Fund	Internal Service Fund	Special Revenue Funds	Capital Project Funds	General Fund	Debt Service Funds	Total
1 Revenue:							
2 Sales tax	\$ -	\$ -	\$ 1,388.2	\$ -	\$ -	\$ -	\$ 1,388.2
3 Intergovernmental	-	-	17.4	182.8	10.2	2.2	212.6
4 Investment income	-	-	18.2	-	0.6	-	18.8
5 Licenses and fines	-	-	7.5	-	0.3	-	7.8
6 Other	-	-	-	-	13.2	-	13.2
7 Sub-total	-	-	1,431.4	182.8	24.3	2.2	1,640.7
8							
9 Operating revenues:							
10 Passenger fares	251.0	-	-	-	-	-	251.0
11 Route subsidies	0.4	-	-	-	-	-	0.4
12 Metrolink interagency agreement	2.9	-	-	-	-	-	2.9
13 Auxiliary transportation	15.2	-	-	-	-	-	15.2
14 Total revenues	269.5	-	1,431.4	182.8	24.3	2.2	269.5
15							
16 Operating expenses/expenditures:							
17 Transportation	554.9	-	-	-	-	-	554.9
18 Maintenance	323.7	-	-	-	-	-	323.7
19 Capital outlay	-	-	-	180.7	-	-	180.7
20 Subsidies	-	-	608.1	-	0.4	-	608.5
21 Services	-	340.2	98.1	-	55.7	-	494.1
22 Debt and interest expenditures	-	-	-	-	-	265.9	265.9
23 General and administrative	46.2	-	7.4	5.6	7.0	-	66.2
24 Total operating expenses/expenditures	924.8	340.2	713.6	186.3	63.1	265.9	2,493.9
25							
26 Excess (deficiency) of revenues over expenditures							
27 Operating income (loss)	(655.3)	(340.2)	717.8	(3.5)	(38.7)	(263.7)	(583.7)
28 Non-operating revenues/(expenses):							
29 Local grants	-	-	-	-	-	-	-
30 Federal grants	119.8	-	-	-	-	-	119.8
31 Interest revenue	3.0	-	-	-	-	-	3.0
32 Debt and interest expense	(7.5)	-	-	-	-	-	(7.5)
33 Gain (loss) on disposition of fixed assets	2.1	-	-	-	-	-	2.1
34 Other	2.3	340.2	-	-	-	-	342.6
35 Total non-operating revenues	119.7	340.2	-	-	-	-	460.0
36							
37 Excess (deficiency) of revenues over expenditures							
38 Operating income (loss) before other sources	(535.6)	-	717.8	(3.5)	(38.7)	(263.7)	(123.8)
39							
40 Other financing sources (uses):							
41 Operating transfers in	476.6	-	-	21.7	41.7	263.7	803.7
42 Operating transfers out	-	-	(794.8)	(5.6)	(3.3)	-	(803.7)
43 Proceeds from financing	-	-	-	8.5	-	-	8.5
44 Payment to refunding bond escrow agent	-	-	-	-	-	-	-
45 Proceeds of refunding bonds	-	-	-	-	-	-	-
46 Total other financing and sources (uses)	476.6	-	(794.8)	24.6	38.4	263.7	8.5
47							
48 Excess (deficiency) of revenues and other financing							
49 sources over expenditures and other financing uses	(59.0)	-	(77.0)	21.0	(0.3)	0.0	(115.3)
50							
51 Retained earnings (deficit)/fund balances-beg. of year	(141.9)	-	328.4	(28.7)	27.6	109.6	295.0
52							
53 Retained earnings (deficit)/fund balances-end of year	\$ (201.0)	\$ -	\$ 251.4	\$ (7.7)	\$ 27.3	\$ 109.7	\$ 179.7

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

## Combined Statement of Revenues, Expenditures and Changes in Fund Balances For the Year Ending June 30, 2004

(Amounts in millions)

	Enterprise Fund	Internal Service Fund	Special Revenue Funds	Capital Project Funds	General Fund	Debt Service Funds	Total
1 Revenue:							
2 Sales tax	\$ -	\$ -	\$ 1,449.9	\$ -	\$ -	\$ -	\$ 1,449.9
3 Intergovernmental	-	-	17.4	66.6	10.2	2.1	96.4
4 Investment income	-	-	18.2	-	0.4	-	18.6
5 Licenses and fines	-	-	7.7	-	0.3	-	8.0
6 Other	-	-	-	-	13.5	-	13.5
7 Sub-total	-	-	1,493.2	66.6	24.5	2.1	1,586.4
8							
9 Operating revenues:							
10 Passenger fares	257.3	-	-	-	-	-	257.3
11 Route subsidies	0.4	-	-	-	-	-	0.4
12 Metrolink interagency agreement	3.1	-	-	-	-	-	3.1
13 Auxiliary transportation	15.7	-	-	-	-	-	15.7
14 Total revenues	276.5	-	1,493.2	66.6	24.5	2.1	276.5
15							
16 Operating expenses/expenditures:							
17 Transportation	588.4	-	-	-	-	-	588.4
18 Maintenance	343.2	-	-	-	-	-	343.2
19 Capital outlay	-	-	-	33.0	-	-	33.0
20 Subsidies	-	-	630.4	-	0.9	-	631.3
21 Services	-	340.2	82.9	-	56.2	-	479.3
22 Debt and interest expenditures	-	-	-	-	-	270.2	270.2
23 General and administrative	49.0	-	7.6	2.6	7.2	-	66.4
24 Total operating expenses/expenditures	980.7	340.2	720.9	85.6	64.3	270.2	2,461.9
25							
26 Excess (deficiency) of revenues over expenditures/							
27 Operating income (loss)	(704.2)	(340.2)	772.3	(18.9)	(39.8)	(268.1)	(598.9)
28 Non-operating revenues/(expenses):							
29 Local grants	-	-	-	-	-	-	-
30 Federal grants	143.4	-	-	-	-	-	143.4
31 Interest revenue	3.0	-	-	-	-	-	3.0
32 Debt and interest expense	(6.3)	-	-	-	-	-	(6.3)
33 Gain (loss) on disposition of fixed assets	2.1	-	-	-	-	-	2.1
34 Other	2.3	340.2	-	-	-	-	342.6
35 Total non-operating revenues	144.6	340.2	-	-	-	-	484.8
36							
37 Excess (deficiency) of revenues over expenditures/							
38 Operating income (loss) before other sources	(559.6)	-	772.3	(18.9)	(39.8)	(268.1)	(114.1)
39							
40 Other financing sources (uses):							
41 Operating transfers in	501.0	-	-	23.4	43.2	268.1	835.7
42 Operating transfers out	-	-	(823.9)	(8.4)	(3.3)	-	(835.6)
43 Proceeds from financing	-	-	-	10.6	-	-	10.6
44 Payment to refunding bond escrow agent	-	-	-	-	-	-	-
45 Proceeds of refunding bonds	-	-	-	-	-	-	-
46 Total other financing and sources (uses)	501.0	-	(823.9)	25.6	39.9	268.1	10.7
47							
48 Excess (deficiency) of revenues and other financing							
49 sources over expenditures and other financing uses	(58.6)	-	(51.6)	6.6	0.1	0.0	(103.5)
50							
51 Retained earnings (deficit)/fund balances-beg. of year	(201.0)	-	251.4	(7.7)	27.3	109.6	179.7
52							
53 Retained earnings (deficit)/fund balances-end of year	\$ (259.6)	\$ -	\$ 199.8	\$ (1.1)	\$ 27.4	\$ 109.7	\$ 76.2

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

Los Angeles County Metropolitan Transportation Authority  
Five Year Forecast

## Combined Statement of Revenues, Expenditures and Changes in Fund Balances For the Year Ending June 30, 2006

(Amounts in millions)

	Enterprise Fund	Internal Service Fund	Special Revenue Funds	Capital Project Funds	General Fund	Debt Service Funds	Total
1 Revenue:							
2 Sales tax	\$ -	\$ -	\$ 1,581.4	\$ -	\$ -	\$ -	\$ 1,581.4
3 Intergovernmental	-	-	6.8	98.9	10.2	-	116.0
4 Investment income	-	-	18.1	-	0.2	-	18.3
5 Licenses and fines	-	-	8.0	-	0.3	-	8.3
6 Other	-	-	-	-	13.2	-	13.2
7 Sub-total	-	-	1,614.3	98.9	24.0	-	1,737.2
8							
9 Operating revenues:							
10 Passenger fares	258.8	-	-	-	-	-	258.8
11 Route subsidies	0.4	-	-	-	-	-	0.4
12 Metrolink interagency agreement	3.2	-	-	-	-	-	3.2
13 Auxiliary transportation	16.3	-	-	-	-	-	16.3
14 Total revenues	278.7	-	1,614.3	98.9	24.0	-	278.7
15							
16 Operating expenses/expenditures:							
17 Transportation	621.8	-	-	-	-	-	621.8
18 Maintenance	362.7	-	-	-	-	-	362.7
19 Capital outlay	-	-	-	120.4	-	-	120.4
20 Subsidies	-	-	662.7	-	0.4	-	663.1
21 Services	-	370.8	85.3	-	57.1	-	513.3
22 Debt and interest expenditures	-	-	-	-	-	268.3	268.3
23 General and administrative	51.8	-	8.1	3.7	7.3	-	70.9
24 Total operating expenses/expenditures	1,036.4	370.8	756.1	124.1	64.8	268.3	2,620.6
25							
26 Excess (deficiency) of revenues over expenditures:							
27 Operating income (loss)	(757.7)	(370.8)	858.2	(25.2)	(40.8)	(268.3)	(604.6)
28 Non-operating revenues/(expenses):							
29 Local grants	-	-	-	-	-	-	-
30 Federal grants	103.9	-	-	-	-	-	103.9
31 Interest revenue	3.0	-	-	-	-	-	3.0
32 Debt and interest expense	(5.0)	-	-	-	-	-	(5.0)
33 Gain (loss) on disposition of fixed assets	2.1	-	-	-	-	-	2.1
34 Other	2.2	370.8	-	-	-	-	373.0
35 Total non-operating revenues	106.1	370.8	-	-	-	-	476.9
36							
37 Excess (deficiency) of revenues over expenditures:							
38 Operating income (loss) before other sources	(651.6)	-	858.2	(25.2)	(40.8)	(268.3)	(127.7)
39							
40 Other financing sources (uses):							
41 Operating transfers in	557.6	-	-	27.8	46.6	268.3	900.3
42 Operating transfers out	-	-	(890.1)	(6.8)	(3.3)	-	(900.2)
43 Proceeds from financing	-	-	-	6.1	-	-	6.1
44 Payment to refunding bond escrow agent	-	-	-	-	-	-	-
45 Proceeds of refunding bonds	-	-	-	-	-	-	-
46 Total other financing and sources (uses)	557.6	-	(890.1)	27.1	43.3	268.3	6.2
47							
48 Excess (deficiency) of revenues and other financing							
49 sources over expenditures and other financing uses	(94.0)	-	(31.9)	1.9	2.5	-	(121.5)
50							
51 Retained earnings (deficit)/fund balances-beg. of year	(334.1)	-	248.2	0.9	29.8	109.7	54.4
52							
53 Retained earnings (deficit)/fund balances-end of year	\$ (428.1)	\$ -	\$ 216.3	\$ 2.8	\$ 32.3	\$ 109.7	\$ (67.0)

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

**SUMMARY OF CHANGES FY00 - FY04  
AUGUST 1999 VS. CURRENT FORECAST**

Current \$	FY00 FCST		FY01 PROPOSED		FY02		FY03		FY04		FY00-FY04
	Dollars	Per RSH	Dollars	Per RSH	Dollars	Per RSH	Dollars	Per RSH	Dollars	Per RSH	Total
Bus	733,948,783	\$ 104.57	719,558,085	\$ 98.96	752,370,132	\$ 100.20	779,482,838	\$ 103.25	803,791,137	\$ 106.47	3,789,150,974
Light Rail	64,940,067	\$ 327.68	77,004,969	\$ 317.27	83,505,043	\$ 319.47	86,781,135	\$ 283.11	114,488,481	\$ 268.52	426,719,694
Heavy Rail	46,186,484	\$ 246.80	61,789,644	\$ 237.73	63,782,178	\$ 245.39	65,989,064	\$ 253.88	68,687,648	\$ 264.27	306,435,018
Total	845,075,333	\$ 114.14	858,352,698	\$ 110.42	899,657,353	\$ 112.03	932,253,036	\$ 114.87	986,967,266	\$ 119.84	4,522,305,685
<b>Current RSH</b>											
Bus	7,018,617		7,271,125		7,509,056		7,549,127		7,549,127		36,897,052
Light Rail	198,179		242,709		261,389		306,527		426,367		1,435,171
Heavy Rail	187,138		259,919		259,919		259,919		259,919		1,226,814
Total	7,403,934		7,773,753		8,030,364		8,115,573		8,235,413		39,559,037
<b>8/30/99 \$</b>											
Bus	739,211,809	\$ 102.61	761,086,809	\$ 105.25	779,350,003	\$ 106.99	814,990,186	\$ 111.21	840,470,761	\$ 114.68	3,935,109,568
Light Rail	72,076,988	\$ 327.68	74,925,334	\$ 270.55	86,460,916	\$ 255.18	89,294,032	\$ 263.54	111,196,700	\$ 268.74	433,953,970
Heavy Rail	49,489,747	\$ 246.80	61,402,734	\$ 179.43	62,689,675	\$ 183.19	65,942,804	\$ 192.69	68,708,736	\$ 200.78	308,233,696
Total	860,778,544	\$ 112.28	897,414,877	\$ 114.31	928,500,594	\$ 116.57	970,227,022	\$ 121.13	1,020,376,197	\$ 126.21	4,677,297,234
<b>8/30/99 RSH</b>											
Bus	7,061,511		7,231,319		7,284,425		7,328,671		7,328,671		36,234,597
Light Rail	223,591		276,938		338,822		338,822		413,774		1,591,947
Heavy Rail	241,746		342,216		342,216		342,216		342,216		1,610,610
Total	7,526,848		7,850,473		7,965,463		8,009,709		8,084,661		39,437,154
<b>INCREASE \$</b>											
Bus	(5,263,026)	\$ 1.97	(41,528,724)	\$ (6.29)	(26,979,871)	\$ (6.79)	(35,507,348)	\$ (7.95)	(36,679,624)	\$ (8.21)	(145,958,594)
Light Rail	(7,136,921)	\$ -	2,079,635	\$ 46.72	(2,955,873)	\$ 64.29	(2,512,897)	\$ 19.57	3,291,781	\$ (0.22)	(7,234,276)
Heavy Rail	(3,303,263)	\$ -	386,910	\$ 58.30	1,092,503	\$ 62.21	46,260	\$ 61.19	(21,088)	\$ 63.49	(1,798,678)
Total	(15,703,211)	\$ 1.86	(39,062,179)	\$ (3.90)	(28,843,241)	\$ (4.53)	(37,973,986)	\$ (6.26)	(33,408,931)	\$ (6.37)	(154,991,549)
<b>INCREASE RSH</b>											
Bus	(42,894)		39,806		224,631		220,456		220,456		662,455
Light Rail	(25,412)		(34,229)		(77,433)		(32,295)		12,593		(156,776)
Heavy Rail	(54,608)		(82,297)		(82,297)		(82,297)		(82,297)		(383,796)
Total	(122,914)		(76,720)		64,901		105,864		150,752		121,883

Notes:

Bus decrease primarily due to reduced overhead allocation and purchased transportation

Light Rail increase primarily due to opening Division 22 in FY01 and Pasadena Line in FY04; FY02 and FY03 reductions primarily due to revised impact of platform expansion

Heavy Rail primarily decrease due to revised cost factors

ACTIVITY BASED BUS COST MODEL

Activity	FY99 ACTUAL		FY00 FCST		FY01 PROPOSED		FY02		FY03		FY04		FY05		FY06		FY01-FY06
	Dollars	Per RSH	TOTAL														
1 Service Delivery																	
2 UTU	\$ 229,743,806	\$ 37.96	\$ 231,392,399	\$ 35.80	\$ 234,018,044	\$ 35.04	\$ 250,889,393	\$ 36.27	\$ 260,211,105	\$ 37.40	\$ 268,928,177	\$ 38.65	\$ 277,533,879	\$ 39.89	\$ 286,414,983	\$ 41.17	\$ 1,577,995,559
3 Service Attrd	\$ 18,596,899	3.07	\$ 19,358,500	3.00	19,031,192	2.85	20,323,405	2.94	21,103,221	3.03	21,810,179	3.13	\$ 22,508,105	3.24	23,228,394	3.34	128,004,466
4 Fuel	\$ 14,685,923	2.43	\$ 19,713,998	3.05	20,833,316	3.12	20,660,752	2.99	15,581,686	2.24	16,103,673	2.31	\$ 16,618,990	2.39	17,150,798	2.47	106,949,216
5	263,026,628	43.46	270,464,896	41.84	273,882,552	41.01	291,873,550	42.20	296,896,012	42.67	306,842,029	44.10	316,060,974	45.52	326,794,125	46.87	1,812,949,241
6																	
7 Division Maintenance																	
8 Scheduled	0.00		29,992,487	4.64	9,778,447	1.46	10,708,485	1.55	11,757,652	1.69	12,151,534	1.75	12,540,383	1.80	8,272,525	1.19	65,209,025
9 Unscheduled	0.00		53,028,363	8.30	71,866,802	10.76	80,529,627	11.64	88,111,324	12.66	91,032,177	13.08	93,920,421	13.50	96,925,875	13.93	522,386,286
10	66,472,455	10.98	71,190,466	11.01	81,645,309	12.22	91,238,112	13.19	99,868,976	14.35	103,183,711	14.83	106,460,804	15.30	105,198,400	15.12	587,595,311
11																	
12 RRC Maintenance																	
13 Division Support	0.00		6,856,598	1.06	11,463,373	1.72	12,430,955	1.80	12,915,952	1.88	13,345,894	1.92	13,770,393	1.98	14,241,324	2.05	78,167,892
14 Accident Repair	0.00		2,718,834	0.42	1,392,330	0.20	1,350,484	0.20	1,381,918	0.20	1,418,239	0.20	1,455,617	0.21	1,502,197	0.22	8,470,785
15 PPA	0.00		25,697,304	3.98	18,943,217	2.84	18,535,424	2.68	20,463,331	2.94	20,932,654	3.01	19,342,809	2.78	19,961,779	2.87	118,179,215
16	41,796,772	6.91	35,272,536	5.46	31,768,920	4.76	32,316,864	4.67	34,761,201	5.00	35,696,587	5.13	34,568,820	4.97	35,705,300	5.13	204,817,691
17																	
18 Other Costs																	
19 Graffiti/Appearance	8,978,510	1.48	8,273,416	1.28	10,651,957	1.59	11,078,237	1.60	11,645,438	1.67	11,980,177	1.72	12,319,742	1.77	12,713,974	1.83	70,389,524
20 Ethanol Conversion	0.00		4,524,524	0.70	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-
21 Wheelchair Lifts	0.00		3,231,803	0.50	2,405,557	0.36	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	2,405,557
22 Equipment Acq.	0.00		-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-
23 Painting	0.00		4,718,432	0.73	3,877,573	0.58	3,877,787	0.56	3,968,047	0.57	4,072,340	0.59	4,179,667	0.60	4,313,416	0.62	24,288,830
24 Windows	0.00		2,328,898	0.36	1,044,544	0.16	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	1,044,544
25 SUBTOTAL	8,978,510	1.48	23,075,073	3.57	17,979,631	2.69	14,956,024	2.16	15,613,485	2.24	16,052,517	2.31	16,499,409	2.37	17,027,390	2.45	98,128,456
26																	
27 Subtotal	380,274,365	62.83	400,002,973	61.89	405,276,412	60.68	430,384,540	62.22	447,139,674	64.27	461,774,843	66.37	474,190,006	68.16	484,725,215	69.67	2,703,490,699
28																	
29 Division Mgmt & Admin.	15,257,223	2.52	20,344,157	4.54	22,652,004	3.39	23,275,551	3.36	24,008,731	3.45	24,813,023	3.57	25,607,040	3.68	26,426,405	3.80	146,783,414
30 QA & EE Mgmt & Admin	2,523,915	0.42	1,443,270	0.22	2,049,533	0.31	2,036,011	0.29	2,100,145	0.30	2,170,500	0.31	2,239,956	0.32	2,311,634	0.33	12,907,778
31 RRC Mgmt & Admin	2,144,778	0.35	74,693	0.01	301,029	0.05	157,471	0.02	162,431	0.02	167,873	0.02	173,245	0.02	178,788	0.03	1,140,837
32 Central Mgmt. & Admin.	4,752,691	0.79	10,749,258	1.66	10,892,705	1.63	11,434,254	1.65	11,794,433	1.70	12,189,547	1.75	12,579,612	1.81	12,982,160	1.87	71,872,712
33 Transit Security	22,676,559	3.75	32,280,274	4.99	29,001,781	4.48	30,934,046	4.47	31,932,673	4.59	33,002,417	4.74	34,058,494	4.90	35,148,368	5.05	194,978,677
34 Training	5,003,292	0.83	4,907,189	0.78	6,207,644	0.93	6,391,910	0.92	6,598,064	0.95	6,819,099	0.98	7,037,311	1.01	7,262,505	1.04	40,316,533
35 Facilities Maintenance	14,784,805	2.44	13,425,685	2.08	14,688,607	2.20	15,124,825	2.19	15,612,637	2.24	16,135,661	2.32	16,652,002	2.39	17,184,866	2.47	95,398,797
36 Direct Operations Support	25,368,470	4.19	29,932,732	4.63	33,450,243	5.01	34,688,679	5.01	35,781,373	5.14	36,980,049	5.32	38,163,410	5.49	39,384,640	5.66	218,448,394
37 Indirect Project Support	20,477,101	3.38	25,088,068	3.88	22,695,783	3.40	20,641,783	2.98	21,291,999	3.06	22,005,281	3.16	22,709,450	3.26	23,436,153	3.37	132,780,449
38 Workers' Comp	36,544,084	6.04	46,194,476	7.15	40,452,621	6.06	49,258,483	7.12	53,996,878	7.51	53,996,813	7.76	55,714,391	8.01	57,497,252	8.26	309,146,438
39 Casualty & Liability	30,558,612	5.05	26,759,329	4.14	24,334,238	3.64	25,894,110	3.74	26,864,504	3.86	27,764,465	3.99	28,652,928	4.12	29,569,821	4.25	163,080,065
40 C & L Mgmt & Admin	6,062,936	1.00	6,060,000	0.94	4,942,760	0.74	5,078,686	0.73	5,238,665	0.75	5,414,160	0.78	5,587,413	0.82	5,766,210	0.83	32,027,893
41 Allocated Overhead	67,767,181	11.20	57,526,093	8.90	51,988,247	7.78	53,573,889	7.75	55,315,040	7.95	57,195,751	8.22	59,031,735	8.48	60,879,428	8.75	337,984,090
42	253,921,447	41.95	283,785,224	43.91	264,557,995	39.61	278,490,598	40.26	288,937,572	41.53	298,644,639	42.93	308,206,987	44.30	318,028,288	45.71	1,756,866,079
43																	
44 Transitional Duty Program			3,243,254	0.50	4,403,067	0.66	5,037,901	0.73	5,196,595	0.75	5,370,681	0.77	5,542,543	0.80	5,719,904	0.82	31,270,692
45																	
46 MTA Operated	\$ 634,195,812	\$ 104.79	\$ 687,031,451	\$ 106.29	\$ 674,237,474	\$ 100.95	\$ 713,913,048	\$ 103.21	\$ 741,273,842	\$ 106.55	\$ 765,790,103	\$ 110.07	\$ 787,939,536	\$ 113.25	\$ 808,473,407	\$ 116.21	\$ 4,491,627,470
47 Total Revenue Hours	6,052,435		6,463,606		6,679,235		6,917,166		6,957,237		6,957,237		6,957,237		6,957,237		41,425,349
48																	
49 Purchased Transportation	26,607,817	46.47	30,864,162	55.61	28,601,027	48.32	29,387,555	49.65	30,313,263	51.21	31,328,758	52.93	32,331,278	\$ 50.93	33,365,879	\$ 52.56	185,327,760
50 Purchased Trans Mgt & Admin	369,601	0.65	612,213	1.10	638,377	1.08	341,883	0.58	352,653	0.60	364,466	0.62	376,129	\$ 0.59	388,165	\$ 0.61	2,491,674
51	26,977,418	\$ 47.11	\$ 31,476,375	\$ 56.71	\$ 29,239,404	\$ 49.40	\$ 29,729,433	\$ 50.23	\$ 30,665,916	\$ 51.81	\$ 31,693,224	\$ 53.55	\$ 32,707,407	\$ 51.52	\$ 33,754,044	\$ 53.17	\$ 187,789,434
52 Purchased Revenue Hours	572,594		555,011		591,890		591,890		591,890		591,890		634,844		634,844		3,637,248
53																	
54 Enterprise Fund Debt	17,261,848	2.61	15,440,957	2.20	16,081,207	2.21	8,727,945	1.16	7,543,080	1.00	6,307,750	0.84	5,007,000	0.66	4,167,000	0.55	47,833,662
55																	
56 Total Expenses	\$ 678,435,078	\$ 102.41	\$ 733,948,783	\$ 104.57	\$ 719,558,085	\$ 98.96	\$ 752,370,132	\$ 100.20	\$ 779,482,838	\$ 103.25	\$ 803,791,137	\$ 106.47	\$ 825,653,943	\$ 108.75	\$ 846,394,451	\$ 111.48	\$ 4,727,250,586
57 Total Revenue Hours	6,624,892		7,018,617		7,271,125		7,509,056		7,549,127		7,549,127		7,562,081		7,562,081		45,062,507
58																	
59 Expenses by Expense Category																	
60 Salaries & Benefits	379,785,537	\$ 62.75	\$ 402,248,874	\$ 62.23	\$ 411,731,885	\$ 61.64	\$ 436,163,847	\$ 63.06	\$ 458,407,011	\$ 65.89	\$ 475,406,061	\$ 68.33	\$ 490,764,812	\$ 70.54	\$ 505,020,975	\$ 72.59	\$ 2,365,782,706
61 Workers' Comp	36,544,084	6.04	46,194,476	7.15	40,452,621	6.06	49,258,483	7.12	52,236,878	7.51	53,996,813	7.76	55,714,391	8.01	57,497,252	8.26	309,146,438
62 Services	51,211,000	8.48	51,824,998	8.03	50,391,590	7.54	51,424,725	7.43	52,422,452	7.53	53,492,196	7.69	54,548,273	7.84	55,638,045	8.00	317,917,351
63 F.U.M & S	68,899,000	11.35	102,296,393	15.83	94,251,436	14.11	96,214,014	13.91	94,654,747	13.61	96,583,479	13.88	97,877,862	14.07	99,530,087	14.16	578,111,425
64 C & L	3																

ACTIVITY BASED LIGHT RAIL COST MODEL

Activity	FY99 ACTUAL		FY00 FCST		FY01 PROPOSED		FY02		FY03		FY04		FY05		FY06		FY01-FY06
	Dollars	Per RSH	Dollars	Per RSH	Dollars	Per RSH	Dollars	Per RSH	Total								
1 Service Delivery																	
2 UTU	\$ 6,916,254	\$ 35.90	\$ 4,082,655	\$ 20.60	\$ 6,618,880	\$ 27.27	\$ 6,892,787	\$ 26.33	\$ 7,015,786	\$ 22.89	\$ 10,646,801	\$ 24.97	\$ 10,966,727	\$ 25.72	\$ 11,317,663	\$ 26.54	\$ 53,448,444
3 Service Attd	1,392,512	7.23	1,567,236	7.91	2,028,502	8.39	2,233,164	8.54	2,303,508	7.51	3,079,007	7.22	3,177,536	7.45	3,279,217	7.69	16,100,934
4 Propulsion Power	4,763,118	24.73	5,701,868	28.77	7,198,076	29.66	7,485,076	28.64	7,829,713	24.89	11,578,249	27.16	11,926,388	27.97	12,308,032	28.86	58,125,533
5	13,071,884	67.86	11,351,759	57.28	15,845,458	65.29	16,601,027	63.51	16,949,007	55.29	25,303,857	59.35	26,070,651	61.14	26,904,911	63.09	127,674,911
6																	
7																	
8 Equipment Maintenance	10,233,267	53.12	12,314,473	62.14	11,891,472	48.99	16,272,977	62.26	17,680,457	57.68	21,933,780	51.44	22,710,442	53.26	23,444,048	54.98	113,933,177
9																	
10																	
11 Maintenance of Way	3,376,013	17.53	3,577,511	18.05	3,610,179	14.67	4,089,634	15.65	4,218,457	13.76	5,771,512	13.54	5,956,201	13.97	6,146,799	14.41	29,792,781
12																	
13 SUBTOTAL	26,681,164	138.50	27,243,743	137.47	31,347,109	129.16	36,963,636	141.41	38,847,921	126.74	53,009,150	124.33	54,737,293	126.36	56,495,759	132.46	271,400,670
14																	
15 Division Administration	3,558,078	18.47	3,314,980	16.73	6,647,898	27.39	6,141,643	23.50	6,331,346	20.66	8,487,738	19.91	8,752,439	20.52	9,031,854	21.18	45,392,918
16 Central Administration	2,455,110	12.74	3,584,759	18.09	3,181,753	13.11	3,309,720	12.66	3,405,632	11.11	4,656,600	10.92	4,801,516	11.26	4,955,165	11.62	24,310,387
17 Transit Security	12,559,376	65.20	12,108,103	61.10	14,876,652	61.29	15,427,674	59.02	15,884,383	51.82	21,087,845	49.48	21,745,902	50.99	22,441,770	52.63	111,464,226
18 Direct Operations Support	7,289,368	37.84	8,635,438	43.57	9,171,898	37.79	9,511,619	36.39	9,793,194	31.95	13,001,283	30.49	13,406,994	31.44	13,836,018	32.45	68,721,007
19 Indirect Project Support	1,023,609	5.31	2,305,682	11.63	2,716,332	11.19	2,805,054	10.73	2,889,389	9.43	3,617,702	8.48	3,730,238	8.75	3,848,631	9.03	19,607,345
20 Workers' Comp	1,167,093	6.06	1,617,348	8.16	1,744,655	7.19	1,792,633	6.86	1,849,101	6.03	1,911,046	4.48	1,972,199	4.62	2,035,310	4.77	11,304,944
21 Casualty & Liability	1,272,956	6.61	729,500	3.68	1,312,397	5.41	1,364,725	5.22	1,391,090	4.54	2,111,017	4.95	2,174,492	5.10	2,244,075	5.26	10,597,801
22 Overhead	4,474,766	23.23	5,235,507	26.42	5,629,953	23.20	5,801,667	22.20	5,990,221	19.54	6,193,888	14.53	6,392,712	14.99	6,592,804	15.46	36,601,245
23	33,800,356	175.46	37,531,317	189.38	45,281,538	186.57	46,154,734	176.57	47,534,363	155.07	61,067,119	143.23	62,976,492	147.68	64,985,627	152.39	327,999,872
24																	
25 Transitional Duty Program	-	0.00	165,007	0.83	376,322	1.55	386,671	1.48	398,851	1.30	412,212	0.97	425,403	1.00	439,016	1.03	2,438,476
26																	
27 Total Expenses	\$ 60,481,519	\$ 313.97	\$ 64,940,067	\$ 327.68	\$ 77,004,969	\$ 317.27	\$ 83,505,043	\$ 319.47	\$ 86,781,135	\$ 283.11	\$ 114,488,481	\$ 268.52	\$ 118,139,188	\$ 277.04	\$ 121,920,402	\$ 285.91	\$ 601,839,217
28 Revenue Hours	192,637		198,179		242,709		261,389		306,527		426,367		426,436		426,436		1,435,172
29			64,775,060														
30 Expenses by Expense Category																	
31 Salaries & Benefits	26,021,363	135.08	28,256,733	142.58	36,134,957	148.88	40,068,702	153.28	42,009,163	137.05	57,837,065	135.65	59,869,720	140.40	61,963,373	145.31	297,880,980
32 Workers' Comp	1,167,093	6.06	1,617,348	8.16	1,744,655	7.19	1,792,633	6.86	1,849,101	6.03	1,911,046	4.48	1,972,199	4.62	2,035,310	4.77	11,304,944
33 Services	17,290,344	89.76	17,314,435	87.37	19,896,511	81.85	20,417,533	78.11	20,874,242	68.10	26,077,704	61.16	26,735,761	62.70	27,431,629	64.33	141,403,380
34 Purchased Trans	0.00	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-
35 F,U,M & S	10,150,217	52.69	10,853,243	54.76	12,168,248	50.13	13,911,534	53.22	14,517,062	47.36	20,207,511	47.39	20,844,055	48.88	21,502,961	50.42	103,140,369
36 C & L	1,272,851	6.61	729,500	3.68	1,312,397	5.41	1,364,725	5.22	1,391,090	4.54	2,111,017	4.95	2,174,492	5.10	2,244,075	5.26	10,597,801
37 Acquisitions	175,279	0.91	933,300	4.71	150,250	0.62	150,250	0.57	150,250	0.49	150,250	0.35	150,250	0.35	150,250	0.35	901,500
38 Allocated Overhead	4,404,372	22.86	5,235,507	26.42	5,629,953	23.20	5,801,667	22.20	5,990,221	19.54	6,193,888	14.53	6,392,712	14.99	6,592,804	15.46	36,601,245
39 Total	\$ 60,481,519	\$ 313.97	\$ 64,940,067	\$ 327.68	\$ 77,004,969	\$ 317.27	\$ 83,505,043	\$ 319.47	\$ 86,781,135	\$ 283.11	\$ 114,488,481	\$ 268.52	\$ 118,139,188	\$ 277.04	\$ 121,920,402	\$ 285.91	\$ 601,839,217
40 Assumptions																	
41 Track Miles	42		42		42		42		42		56		56		56		224
42 Vehicles	51		70		70		75		75		97		97		97		97
43 Annual Inflation							2.75%		3.15%		3.35%		3.20%		3.20%		16.66%

ACTIVITY BASED HEAVY RAIL COST MODEL

Activity	FY99 ACTUAL		FY00 FCST		FY01 PROPOSED		FY02		FY03		FY04		FY05		FY06		FY01-FY06 TOTAL
	Dollars	Per RSH															
1 Service Delivery																	
2 UTU	\$ 2,247,257	\$ 25.71	\$ 3,358,293	\$ 17.95	\$ 3,690,526	\$ 14.20	\$ 3,792,016	\$ 14.59	\$ 3,911,464	\$ 15.05	\$ 4,042,498	\$ 15.55	\$ 4,171,858	\$ 16.05	\$ 4,305,358	\$ 16.56	\$ 23,913,721
3 Service Attd	703,433	8.05	976,598	5.22	1,639,487	6.31	1,684,573	6.48	1,737,637	6.69	1,795,848	6.91	1,853,315	7.13	1,912,621	7.36	10,623,483
4 Propulsion Power	3,193,291	36.53	6,095,000	32.57	6,118,493	23.54	6,286,751	24.19	6,484,784	24.95	6,702,024	25.79	6,916,489	26.61	7,137,817	27.46	39,646,358
7	6,143,981	70.29	10,429,891	55.73	11,448,507	44.05	11,763,341	45.26	12,133,886	46.68	12,540,371	48.25	12,941,663	49.79	13,355,796	51.38	74,183,563
8																	
9 Equipment Maintenance	2,965,813	33.93	5,241,973	28.01	7,172,162	27.59	7,650,537	29.43	8,085,057	31.11	8,841,600	34.02	9,030,312	34.74	9,319,282	35.85	50,099,031
10																	
11 Maintenance of Way	2,227,670	25.49	3,072,179	16.42	3,504,020	13.48	3,600,381	13.85	3,713,793	14.29	3,838,205	14.77	3,961,028	15.24	4,087,780	15.73	22,705,207
12																	
13 SUBTOTAL	11,337,464	129.70	18,744,043	100.16	22,124,689	85.12	23,014,258	88.54	23,932,736	92.08	25,220,256	97.03	25,933,003	99.77	26,762,859	102.97	146,987,801
14																	
15 Division Administration	2,521,056	28.84	2,550,776	13.63	4,093,386	15.75	4,205,954	16.18	4,338,442	16.69	4,483,780	17.25	4,627,261	17.80	4,775,333	18.37	26,524,156
16 Central Administration	261,013	2.99	3,717,108	19.86	3,677,605	14.15	3,778,739	14.54	3,897,769	15.00	4,028,345	15.50	4,157,252	15.99	4,290,284	16.51	23,829,994
17 Transit Security	9,512,473	108.82	7,399,102	39.54	14,249,349	54.82	14,641,206	56.33	15,102,404	58.10	15,608,335	60.05	16,107,801	61.97	16,623,251	63.96	92,332,346
18 Direct Operations Support	6,008,228	68.74	6,433,736	34.38	8,541,452	32.80	8,776,342	33.77	9,052,797	34.83	9,356,065	36.00	9,655,459	37.15	9,964,434	38.34	55,346,550
19 Indirect Project Support	722,089	8.26	1,374,664	7.35	1,441,810	5.55	1,481,460	5.70	1,528,126	5.88	1,579,318	6.08	1,629,856	6.27	1,682,012	6.47	9,342,581
20 Workers Comp	601,152	6.88	845,724	4.52	1,356,195	5.22	1,393,490	5.36	1,437,385	5.53	1,485,538	5.72	1,533,075	5.90	1,582,133	6.09	8,787,817
21 Casuality & Liability	1,445,357	16.54	1,563,607	8.36	1,835,231	7.06	1,885,700	7.25	1,945,099	7.48	2,010,260	7.73	2,074,589	7.98	2,140,975	8.24	11,891,854
22 Overhead	2,732,143	31.26	3,392,437	18.13	4,093,605	15.75	4,218,460	16.23	4,355,560	16.76	4,503,649	17.33	4,648,216	17.88	4,793,705	18.44	26,613,195
23	23,803,511	272.32	27,277,154	145.76	39,288,633	151.16	40,381,352	155.36	41,657,583	160.27	43,055,289	165.65	44,433,509	170.95	45,852,128	176.41	254,668,493
24																	
25 Transitional Duty Program	-	0.00	165,287	0.88	376,322	1.45	386,568	1.49	398,745	1.53	412,103	1.59	425,290	1.64	438,900	1.69	2,437,928
26																	
27 Total Expenses	\$ 35,140,975	\$ 402.02	\$ 46,186,484	\$ 246.80	\$ 61,789,644	\$ 237.73	\$ 63,782,178	\$ 245.39	\$ 65,989,064	\$ 253.88	\$ 68,687,648	\$ 264.27	\$ 70,791,802	\$ 272.36	\$ 73,053,886	\$ 281.06	\$ 404,094,222
28 Revenue Hours	87,411		187,138		259,919		259,919		259,919		259,919		259,919		259,919		1,559,514
29 Enterprise Fund Debt																	
30																	
31 Total Cost	35,140,975	402.02	46,186,484	246.80	61,789,644	237.73	63,782,178	245.39	65,989,064	253.88	68,687,648	264.27	70,791,802	272.36	73,053,886	281.06	404,094,222
32																	
33																	
34 Expenses by Expense Category																	
35 Salaries & Benefits	15,399,237	176.17	20,630,286	110.24	26,653,513	102.55	27,700,892	106.58	28,843,772	110.97	30,293,474	116.55	31,333,827	120.55	32,473,482	124.94	177,298,959
36 Workers' Comp	601,152	6.88	845,724	4.52	1,356,195	5.22	1,393,490	5.36	1,437,385	5.53	1,485,538	5.72	1,533,075	5.90	1,582,133	6.09	8,787,817
37 Services	10,268,831	117.48	9,645,054	51.54	17,505,590	67.35	17,897,447	68.86	18,358,645	70.63	18,864,576	72.58	19,364,042	74.50	19,879,492	76.48	111,869,792
38 Purchased Trans	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-
39 F,U,M & S	4,677,835	53.52	9,947,803	53.16	10,325,774	39.73	10,666,453	41.04	11,028,866	42.43	11,510,416	44.28	11,818,318	45.47	12,164,362	46.80	67,514,189
40 C & L	1,445,357	16.54	1,563,607	8.36	1,835,231	7.06	1,885,700	7.25	1,945,099	7.48	2,010,260	7.73	2,074,589	7.98	2,140,975	8.24	11,891,854
41 Acquisitions	16,418	0.19	161,573	0.86	19,736	0.08	19,736	0.08	19,736	0.08	19,736	0.08	19,736	0.08	19,736	0.08	118,416
42 Allocated Overhead	2,732,145	31.26	3,392,437	18.13	4,093,605	15.75	4,218,460	16.23	4,355,560	16.76	4,503,649	17.33	4,648,216	17.88	4,793,705	18.44	26,613,195
43 Total	\$ 35,140,975	\$ 402.02	\$ 46,186,484	\$ 246.80	\$ 61,789,644	\$ 237.73	\$ 63,782,178	\$ 245.39	\$ 65,989,064	\$ 253.88	\$ 68,687,648	\$ 264.27	\$ 70,791,802	\$ 272.36	\$ 73,053,886	\$ 281.06	\$ 404,094,221
44 Notes:																	
45 Track Miles	6		11		17		17		17		17		17		17		70
46 Vehicles	66		79		92		92		92		92		92		92		92
47 Annual Inflation							2.75%		3.15%		3.35%		3.20%		3.20%		16.66%



# Metro Rapid

LOS ANGELES

## What is Metro Rapid?

Metro Rapid is a new MTA bus service designed to provide faster regional travel for patrons. The key features of Metro Rapid that make it faster and easier to use are:

1. Simple Route Layout
2. Frequent Service
3. Less Frequent Stops
4. Level Boarding and Exiting
5. Color-coded Buses and Stops
6. Bus Priority at Intersections

## Two Metro Rapid Lines to be Tested

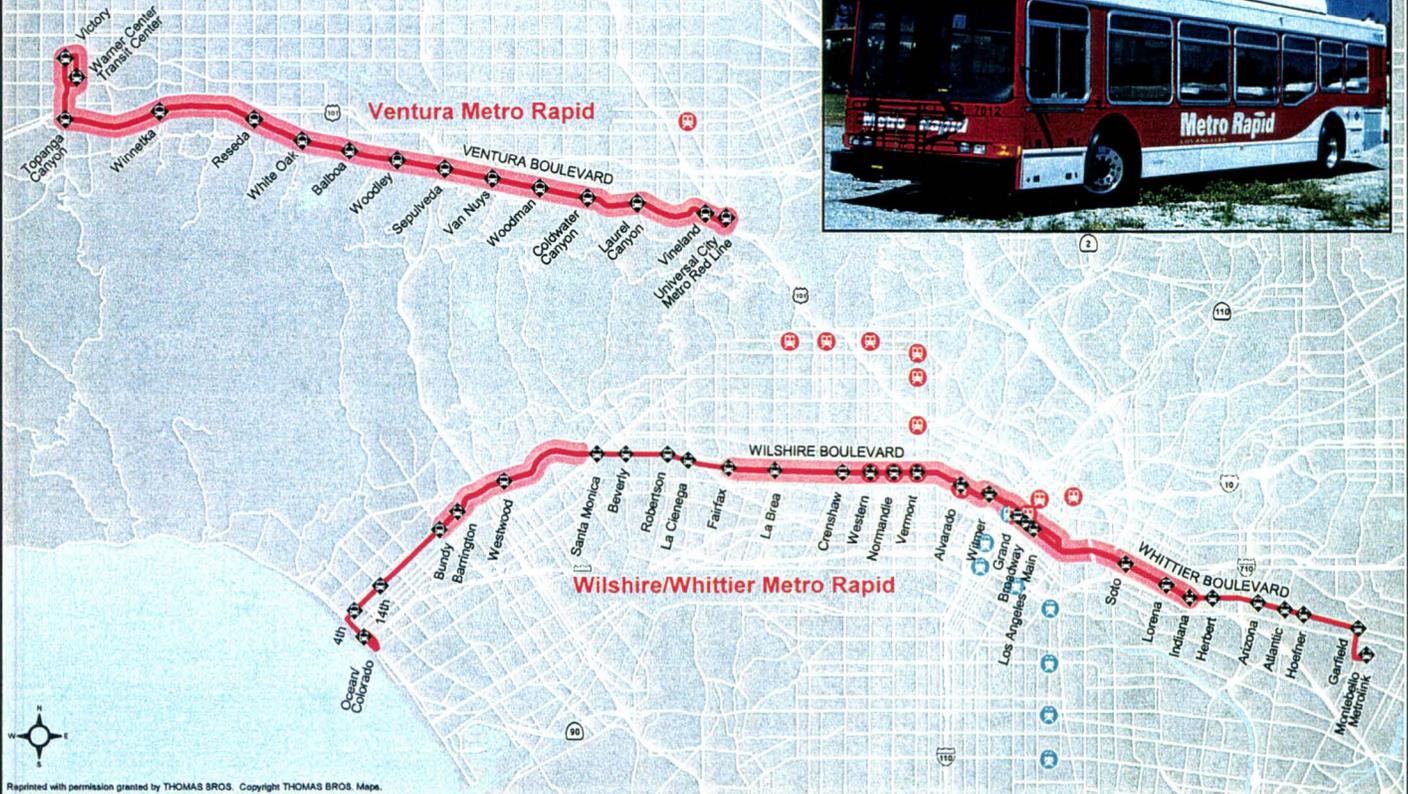
### Whittier-Wilshire Corridor

- ◆ Montebello (Whittier/Garfield) to Santa Monica (Wilshire/Ocean Ave)
- ◆ 26 miles long with 30 stations
- ◆ 3 to 5-min peak; 10-min off-peak & weekend service

### Ventura Corridor

- ◆ Universal City Red Line Station to Warner Center
- ◆ 16 miles long with 15 stations
- ◆ 10-min peak; 12-min off-peak & weekend service

Both Metro Rapid Lines Are Scheduled to Open with the Metro Rail Extension to North Hollywood on June 24, 2000



**Metro Rapid**  
LOS ANGELES

Demonstration Routes

Prepared by: Transportation Management & Design, Inc.



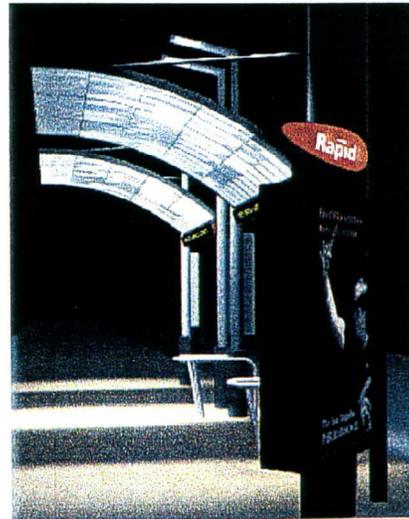
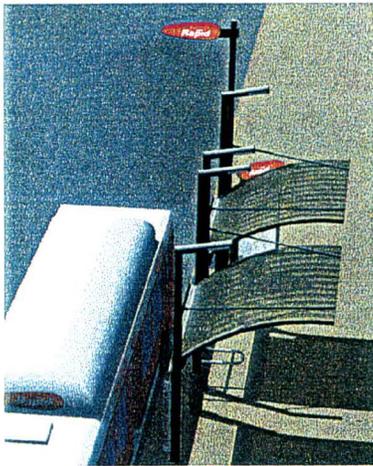
- Red Line Station
- Blue Line Station
- Planned Metro Rapid Station
- Bus Signal Priority Demonstration Zone

June 2000

## Station Design

Metro Rapid stations feature the following amenities for transit users:

- an illuminated flagpole sign to make the stop easy to find
- a "gate" which marks the precise location of the bus entry door to expedite boarding
- a translucent canopy for protection from rain and sun
- nighttime illumination of the sidewalk for greater security
- electronic changeable message sign with real-time bus arrival information
- illuminated route maps, schedules, neighborhood information, and artwork
- stainless steel lean-bars
- special sidewalk paving





Los Angeles County  
Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012

213.922.6000

May 11, 2000

TO: BOARD OF DIRECTORS

FROM: THOMAS K. CONNER, EXECUTIVE OFFICER - TRANSIT  
OPERATIONS

*Thomas Conner*

SUBJECT: TRANSIT OPERATIONS PERFORMANCE REPORT FOR  
MARCH 2000

In March, Transit Operations reached an important milestone. For the first time since we began tracking this indicator, bus On-Time Pullout performance bettered the 99.50% goal. Even more impressive than the overall achievement of the goal was the depth and breadth of the improvement. In March, eight of the eleven bus divisions posted OTP rates at or above the 99.5% goal and all divisions achieved OTP percentages above 99.2%. Only two pullouts out of 70,000 were cancelled in March. Bus On-Time Pullout Performance has improved by nearly 0.5% since the beginning of FY00

Following a slight increase in February, Scheduled Revenue Service Hours Lost returned to the record low level of 1.15% established in January. In-Service On-Time Performance improved for the second consecutive month and buses running "hot" declined to the lowest level since reporting began on this indicator.

Maintenance performance was strong in March. Past Due PMP's improved for the seventh straight month and exceeded the goal for the fourth consecutive month. Mean Miles Between Chargeable Mechanical Failures increased by more than 6% compared to February.

Load Factor Compliance held steady at 98.9% in March.

The rate of MTA customer complaints per 100,000 boardings decreased in March, following a February increase. The complaint rate in March was 14.5% lower than the same month last year. Complaint rates for all three contractors – First Transit Inc., Laidlaw, and TCI – increased in March.

On-Time Pullout performance for both Heavy and Light Rail improved sharply in March, following a decline in February. On-Time Pullouts were above goal for both Heavy and Light Rail. Heavy Rail In-Service On-Time Performance (ISOTP) declined slightly, but remained above goal. March Light Rail ISOTP rebounded, following a sharp decline in February, but remained below goal.

Transit Operations Performance Report – March 2000  
Page Two

The systemwide bus traffic accident rate reached a record high level in March. A performance chart has been added to this report which tracks Workers Compensation injuries for Operations on a monthly basis. Safety and Workers Compensation injuries are two current areas of focus by MTA staff.

The format and content of this report continue to evolve. Your feedback on the content and format of this report is appreciated. Please contact Josee Larochelle at (213) 922-2231, if you have any questions regarding the information in this report.

March 2000 Highlights:

Bus Service Performance

- Bus On-time Pullout Performance increased from 99.31% in February to 99.51% in March. Eight of the eleven bus divisions posted OTP at or above the 99.5% goal. All eleven divisions equaled or exceeded 99.2%.
- In-Service On-Time Performance increased to 58.15% in March. Early departures ("running hot") decreased to 18.11%.
- Scheduled Revenue Service Hours Lost decreased from 1.25% in February to 1.15% in March.

Rail Service Performance

- Heavy Rail On-Time Pullouts rose from 99.3% in February to 100.0% in March. Light Rail On-Time Pullouts increased from 99.0% in February to 99.7% in March.
- Heavy Rail In-Service On-Time Performance dropped from 99.6% in February to 99.3% in March. Light Rail In-Service On-Time Performance increased from 95.7% in February to 96.7% in March, but remained below goal.

Maintenance Performance

- Mean Miles Between Mechanical Failures resulting in service disruptions of more than ten minutes increased from 5,871 in February to 6,268 in March.
- Past Due Critical PMP jobs decreased for the seventh consecutive month from 0.24 per assigned vehicle in February to 0.23 in March.

Safety

- Traffic Accidents Per 100,000 Hub Miles increased sharply, from an adjusted (late reports added) 4.10 in February to 4.79 (unadjusted) in March. Safety remains a focus of our training, mentoring and monitoring efforts in both the Bus and Rail divisions.

Transit Operations Performance Report – March 2000  
Page Three

- Reported Crimes per 100,000 Green Line Boardings increased from 1.39 in February to 3.45 in March. Red Line reported crimes per 100,000 boardings decreased from 1.24 in February to 1.01 in March. Reported Crimes per 100,000 Boardings for the Blue Line decreased from 1.81 in February to 1.69 in March. Reported Crimes per 100,000 Boardings for the Bus mode increased slightly for the second month, from 0.59 in February to 0.63 in March.

Customer Satisfaction

- The rate of Customer Complaints decreased in March. There were 4.6 Complaints per 100,000 Boardings in February. The rate dropped to 4.4 in March. The customer complaint rate for First Transit Inc. rose in March from 10.2 complaints per 100,000 boardings to 10.9 complaints per 100,000 boardings. Laidlaw's complaint rate increased from 13.9 in February to 19.5 in March. Complaint rates for these two contractors remain well above those of MTA-operated service and the service Operated by TCI. TCI's complaint rate increased from 3.6 in February to 4.8 in March.



**Transit Operations Performance Report  
for  
March 2000**

*Prepared by:*

Los Angeles County  
Metropolitan Transportation Authority  
Transit Operations Division



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## BUS SERVICE PERFORMANCE

### ON-TIME PULLOUT PERCENTAGE

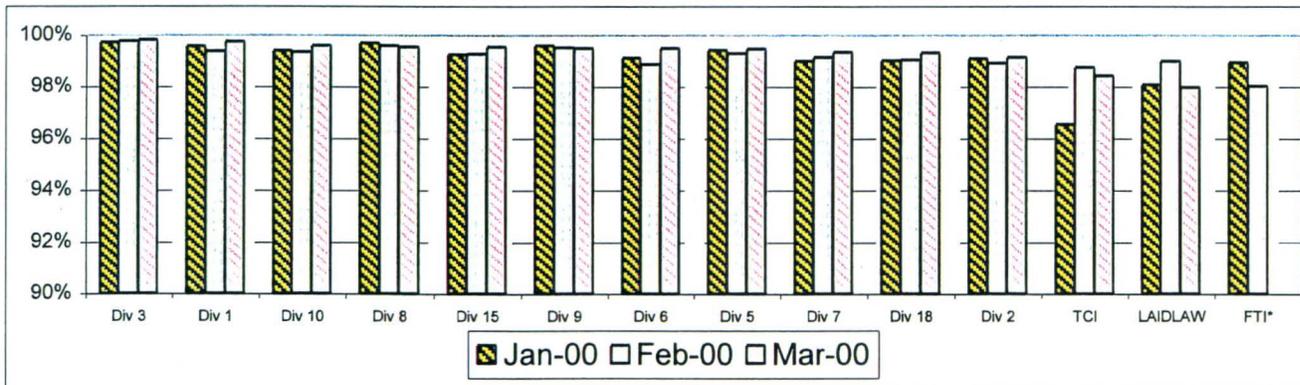
**Definition:** On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:**  $OTP\% = [(100\% \text{ minus } [(Total \text{ late and cancelled runs divided by Total scheduled pullouts}) \text{ multiplied by } 100])]$

#### Systemwide Trend

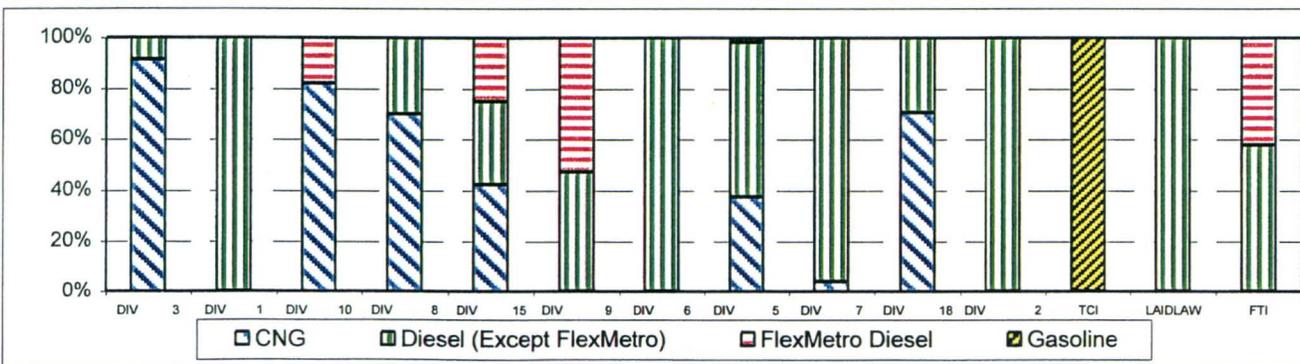


#### Bus Operating Divisions December 1999 - February 2000



\*First Transit Inc., formerly ATE/Ryder

#### Fleet Mix by Division - March 2000



BUS SERVICE PERFORMANCE - Continued

Outlates & Cancellations by Division - March 2000

Division	OUTLATES		CANCELLATIONS		ON-TIME PULL-OUT RATE	REASONS FOR OUTLATES and CANCELLATIONS		
	Number	% of Pull-outs	Number	% of Pull-outs		No Operator Available	Bus Mechanical Failure	Other
1	14	0.2%	0	0.0%	99.8%	0	12	2
2	47	0.8%	0	0.0%	99.2%	1	43	3
3	11	0.2%	0	0.0%	99.8%	0	9	2
5	35	0.5%	1	0.0%	99.5%	0	33	3
6	11	0.5%	0	0.0%	99.5%	3	8	0
7	52	0.6%	0	0.0%	99.4%	1	47	4
8	19	0.4%	0	0.0%	99.6%	1	17	1
9	33	0.5%	1	0.0%	99.5%	0	29	5
10	34	0.4%	0	0.0%	99.6%	0	30	4
15	30	0.4%	0	0.0%	99.6%	0	24	6
18	55	0.7%	0	0.0%	99.3%	4	33	18
<b>TOTAL</b>	<b>341</b>	<b>0.5%</b>	<b>2</b>	<b>0.0%</b>	<b>99.5%</b>	<b>10</b>	<b>285</b>	<b>48</b>

**Analysis:** In March, the percentage of On-Time Pullouts continued the upward trend begun in August 1998, reaching and exceeding the goal. Combined outlates and cancellations declined 22% as compared to February. Transit Operations experienced only two cancellations out of 70,000 pullouts. Reaching the 1.16 OAR and better manpower management through the new TOTS system and training have resulted in reductions in March Outlates and Cancellations due to lack of operator by 41% as compared to February. Delivery of new buses, improvements in maintenance programs, and programs for identification and repair of chronically problematic vehicles reduced Outlates and Cancellations due to mechanical failures by 21% for the same period.

**Corrective Action:** The Maintenance and Transportation departments continue to work together to eliminate cancellations and reduce late pullouts. Operators are being required to report defects to Maintenance as soon as identified to allow mechanics sufficient time to repair buses. The Maintenance department assigns mechanics to work with operators during rollout to quickly repair defective buses. This management directive will assist in reducing outlates.

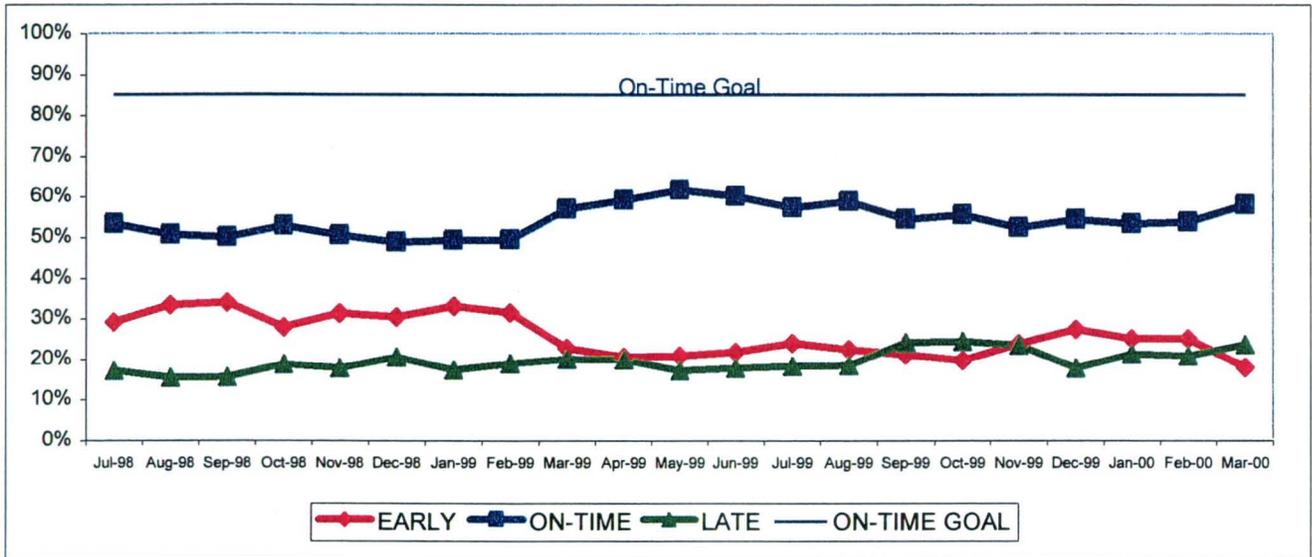
**BUS SERVICE PERFORMANCE - Continued**

**IN-SERVICE ON-TIME PERFORMANCE**

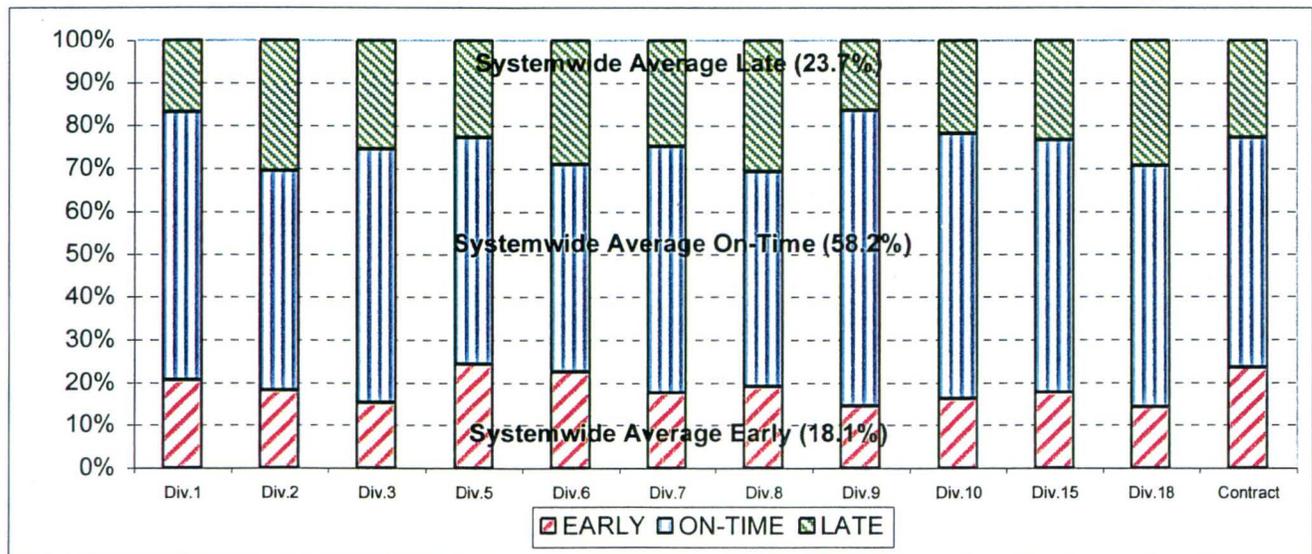
**Definition:** This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 15 seconds early and no more than five minutes later than scheduled.

**Calculation:**  $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

**Systemwide Trend**



**Bus Operating Divisions  
March (15 Second Tolerance)**



**BUS SERVICE PERFORMANCE - Continued**

**Analysis:** Progress has been made in reducing early departures ("running hot"). Divisions continue to use yard supervision and supervisory staff at off-street terminals to improve on time departures. Undercover rides have been instituted on chronic schedule violators and supervision deployment is targeting specific corridors and lines. However, improvement is very difficult. As the percentage of early departures has decreased, late departures have increased.

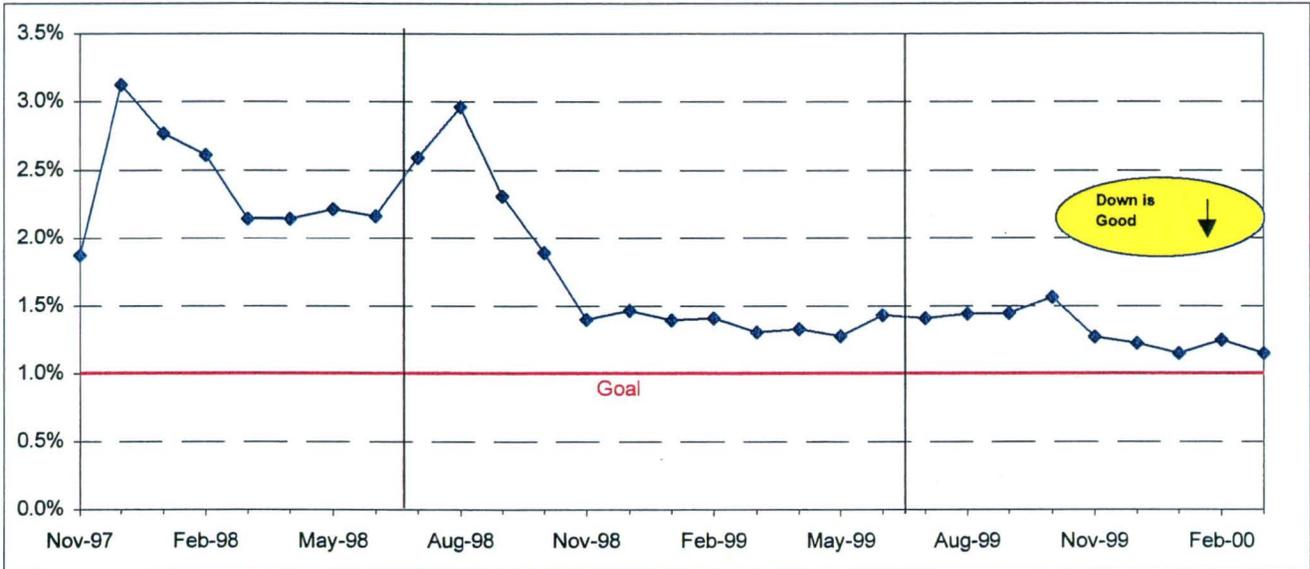
**Corrective Action:** Transportation will continue to monitor operator performance with continued high levels of supervision and stringent disciplinary procedures. The improved reliability of the buses will reduce delays due to malfunctions.

**BUS SERVICE PERFORMANCE - Continued**

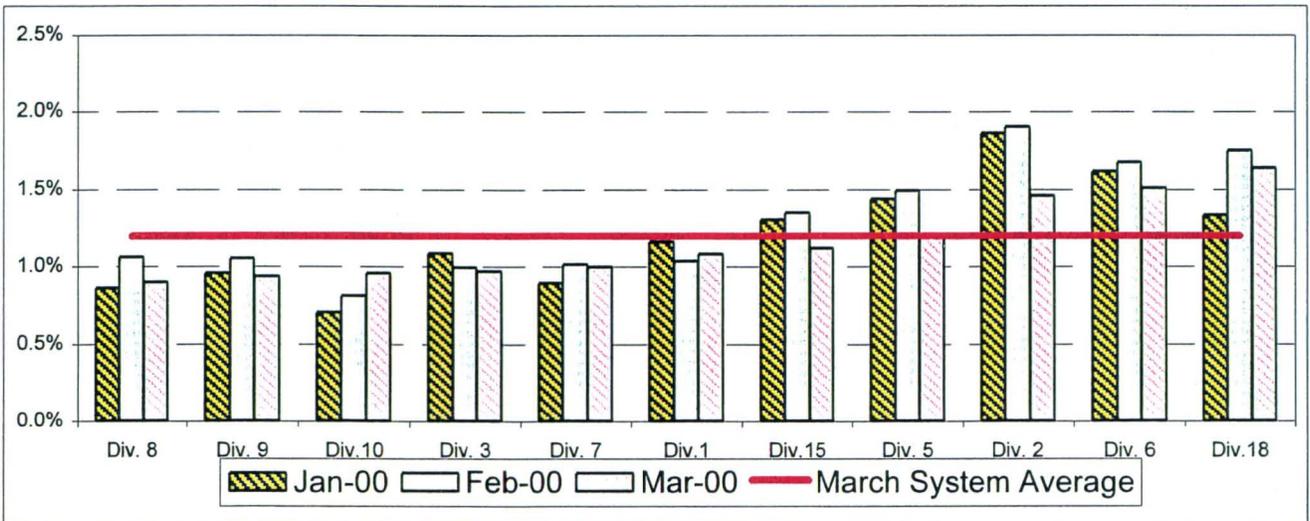
**SCHEDULED REVENUE SERVICE HOURS LOST**

**Definition:** This performance indicator measures the percentage of scheduled service hours not delivered as a result of cancellations, outlates and in-service equipment failures.  
**Calculation:** SHL% = (Total Service Hours Lost divided by Total Scheduled Service Hours)

**Systemwide Trend**



**Bus Operating Divisions  
January - March 2000**



**BUS SERVICE PERFORMANCE - Continued**

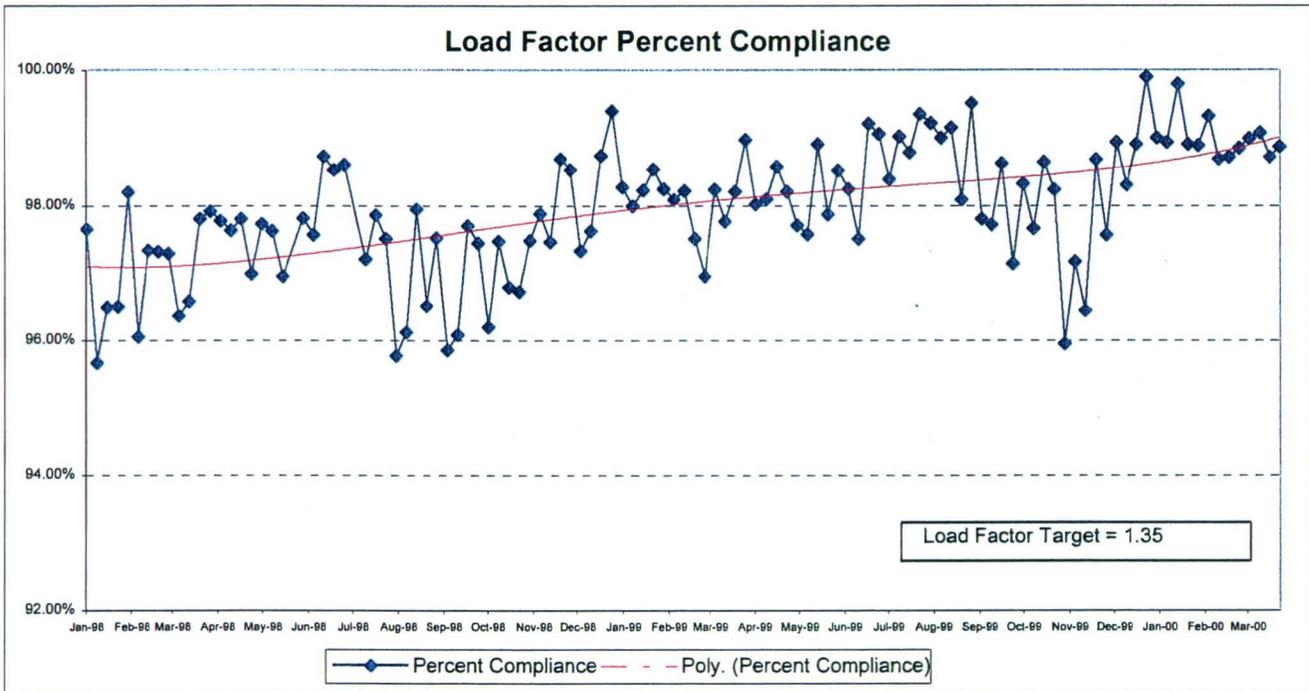
**Analysis:** The number of Revenue Service Hours lost continued to decline during the period. Transportation and Bus Operations Control have expedited procedures for the movement of buses to replace coaches that have failed in service. The decline is also related to general improvements in fleet reliability. These improvements have resulted in a reduction in road calls, which has a direct, positive impact on reducing lost service. The combination of Transportation and Maintenance efforts has gone a long way toward meeting the 1% goal.

**Corrective Action:** The Maintenance department will continue to focus on vehicle preventive maintenance, in an effort to continue the improvements in equipment reliability. With improved reliability, the number of road calls and related lost service should continue to decline. The Maintenance Department will also continue programs to reduce heat related defects to minimize service disruptions during the upcoming hot summer months. Transportation and Bus Operations Control will continue to use delay mitigation strategies, schedule manipulation and field supervisory staff to reduce lost RSH to the absolute minimum to support MTA passenger and customer service goals.

**LOAD FACTOR COMPLIANCE**

**Definition:** As part of the Consent Decree, the MTA set a Load Factor target of 1.35. A 1.35 Load Factor means that the passenger load over any given twenty-minute period, does not exceed more than 135% of the available seats. Load Factor Compliance is the percentage of twenty-minute observations made during Daily operation (excludes Saturdays, Sundays and Holidays) in which the Load Factor does not exceed 1.35.

**Calculation:** Daily Load Factor Percent Compliance = Daily twenty-minute observations in compliance divided by the total number of Daily twenty-minute observations.



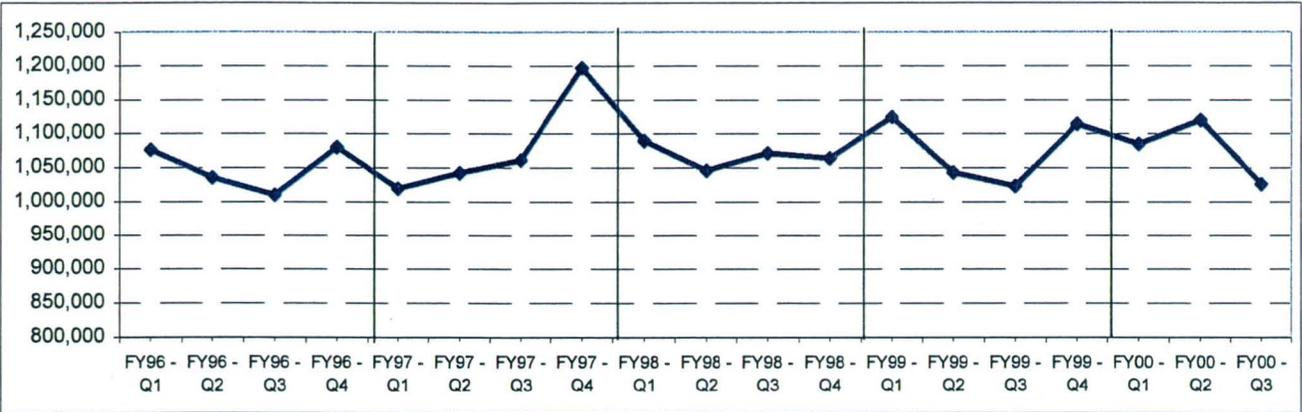
**Analysis:** This chart shows that the MTA continues to achieve nearly a 99% load factor compliance rate for the last three months surveyed. The solid dark line is the "trend" line which shows a steady increase in compliance over time. The improvements are due in part to the addition of 130 buses since December 1998, which were added as part of the MTA remediation plan. Other factors which have increased compliance are intensified on-street monitoring and improved fleet performance.

**Corrective Action:** Operations will continue to work with Transportation staff, operators and supervisors to improve schedule adherence and with maintenance staff, mechanics and supervisors to improve service reliability. In addition, Operations will continue to work with Scheduling to adjust service level to improve load factor compliance.

BUS SERVICE PERFORMANCE - Continued

BOARDINGS

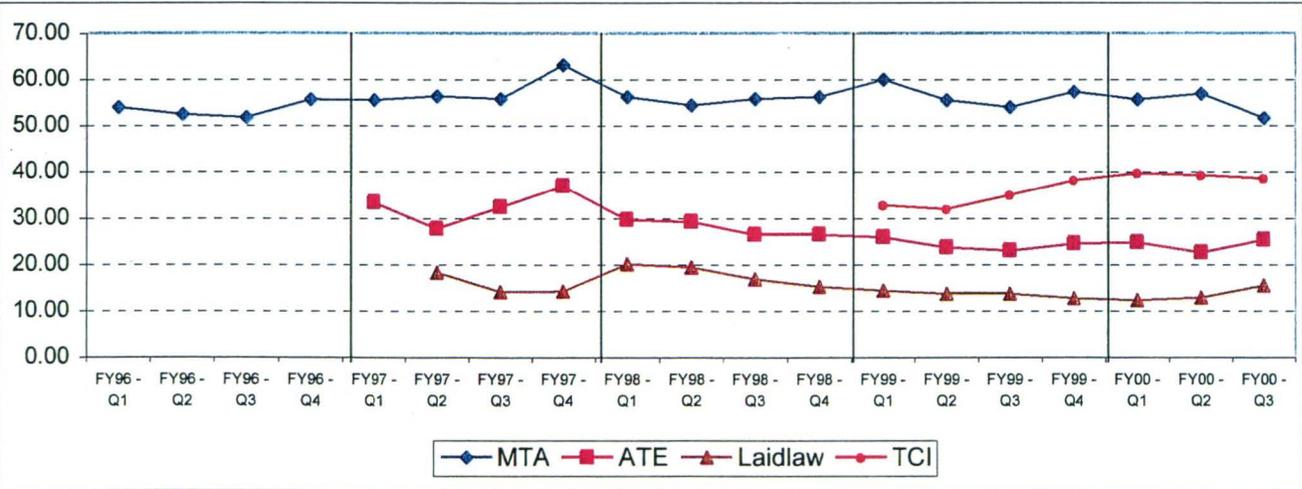
AVERAGE WEEKDAY BOARDINGS - MTA ONLY



BOARDINGS PER REVENUE SERVICE HOUR

**Definition:** Boardings per hour is the number of passengers estimated to board during one hour of revenue service.  
**Calculation:** Boardings/Hour = (Total Passenger Boardings divided by Total Revenue Service Hours)

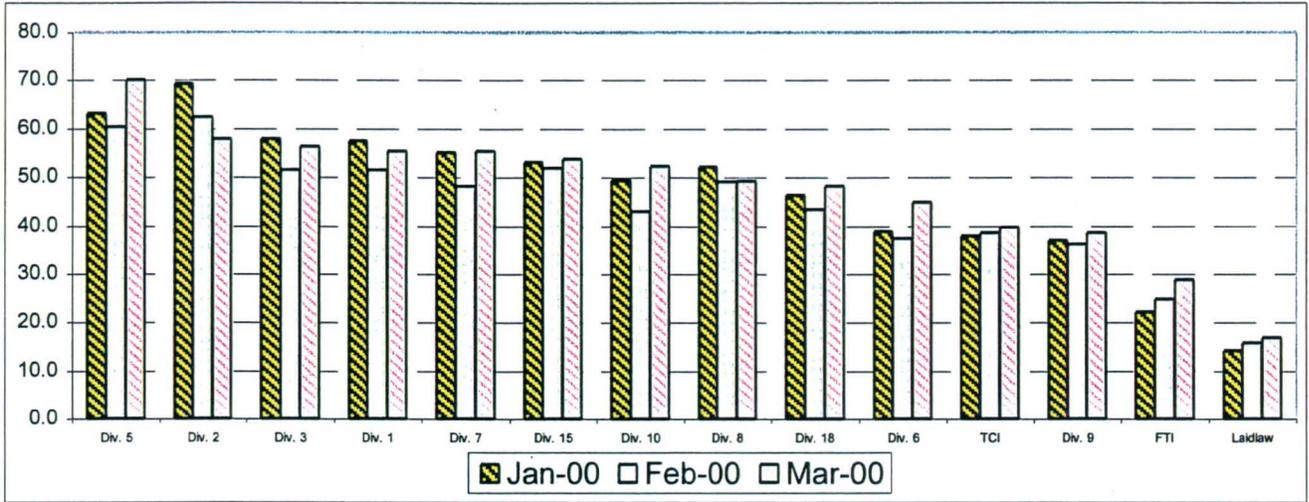
Systemwide Trend



**Analysis:** During December, 60 buses were added to reduce overcrowding. This caused an increase in the number of Revenue Service Hours.

BUS SERVICE PERFORMANCE - Continued

**BOARDINGS PER REVENUE SERVICE HOUR**  
 Bus Operating Divisions  
 January - March 2000



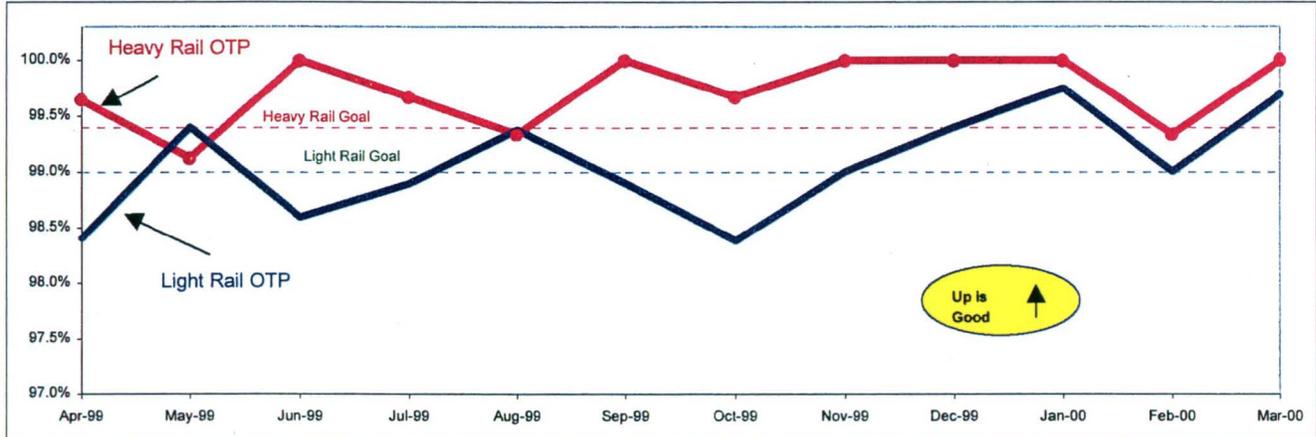
## RAIL SERVICE PERFORMANCE

### ON-TIME PULLOUTS

**Definition:** On-time Pullouts measures the percentage of trains leaving the yard within ninety seconds of the scheduled pullout time. The higher the number, the more reliable the service.

**Calculation:**  $OTP\% = [(100\% \text{ minus } [(Total \text{ cancelled pullouts plus late pullouts}) \text{ divided by Total scheduled pullouts}) \text{ multiplied by } 100]]$

### On-Time Pullouts



**Analysis:** During Q3 of FY 00, there were no late pull-outs in January and March. The OTP remained at 100%. As for February, the Heavy Rail OTP fell slightly below the goal to 99.4%. This was primarily due to an unsuccessful download attempt of the Transit Automatic Control and SCADA System (TRACS) software for a Segment 3 application, which caused a slight delay in trains leaving the yard on time.

Light Rail exceeded its 99% OTP goal for each month within Q3 of FY00.

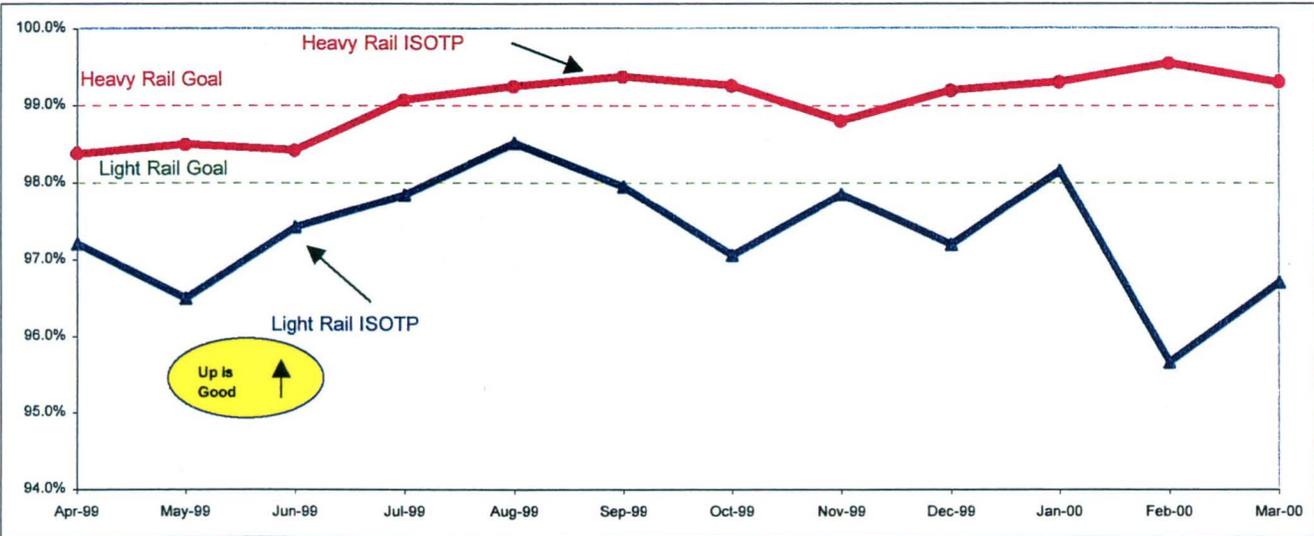
**Corrective Action:** Rail Operations Control has coordinated with the TRACS system technical staff and has confirmed that all future testing/installation of this software will be performed at times which will not impact the operation of revenue service.

**IN-SERVICE ON-TIME PERFORMANCE**

**Definition:** In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

**Calculation:** ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) divided by Total scheduled runs) multiplied by 100]]

**In-Service On-Time Performance**



**Analysis:** The goal for Heavy Rail ISOTP is 99%. During Q3 of FY 00, the goal was exceeded for all three months of the quarter. However, the Light Rail fell below it's quarterly goal of 98% to approximately 97.31%. This was due to accidents in February on the Blue Line. There were also OCS problems on the Green Line. Service was further disrupted by a large number of student operators in training during February.

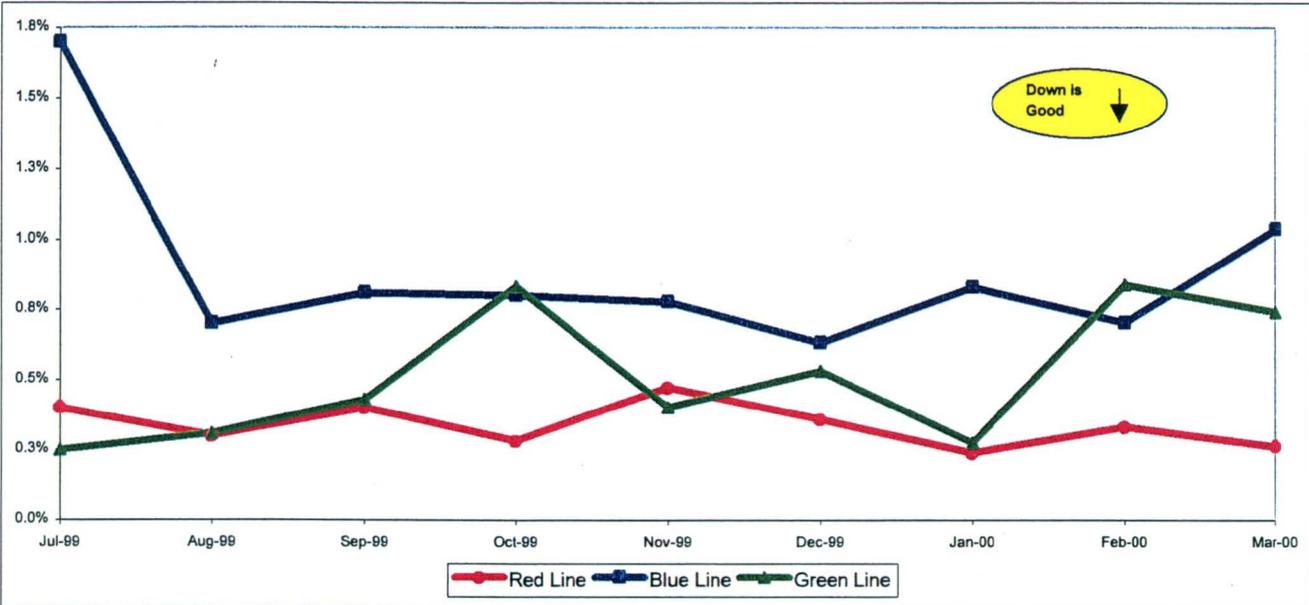
**Corrective Action:** Rail will maintain efforts to exceed established goals.

RAIL SERVICE PERFORMANCE - Continued

Lost Revenue Service Hours by Rail Line

**Definition:** This performance indicator measures the percentage of scheduled Revenue Service Hours not delivered as a result of cancellations, outlates and in-service delays.

**Calculation:** SHL% = (Total Service Hours Lost divided by Total Scheduled Service Hours)



**Analysis:** The Blue Line LRS declined from about .9% in January to approximately .8% in February. Then in March there was an increase to about 1.1%. The increases are primarily due to three accidents, (2) Train vs. auto, and (1) Train vs. pedestrian; an automobile blocking the right-of-way; and OCS problems.

The Green Line, LRS's increased from about .3% in January to .9% in February. This increase related to a UPS failure as well as a power outage which occurred as Southern California Edison performed work on the Blue line. In March, The LRS% improved, dropping slightly from .9% to .8%.

The Red Line, LRS's increased from about .3% in January to about .4% in February, then it dropped back down to .3% in March. The increase in February was primarily due to the TRACS incident.

**Corrective Action:**

Rail Operations continues to investigate and implement preventive measures to offset accidents. Such measures include working with the local authorities and community to develop ways to reduce accident occurrences.

Moreover, Rail Operations continues to communicate with local agencies such as Southern California Edison in order to schedule required work and/or software systems applications during times that would not have a negative impact on RSH.

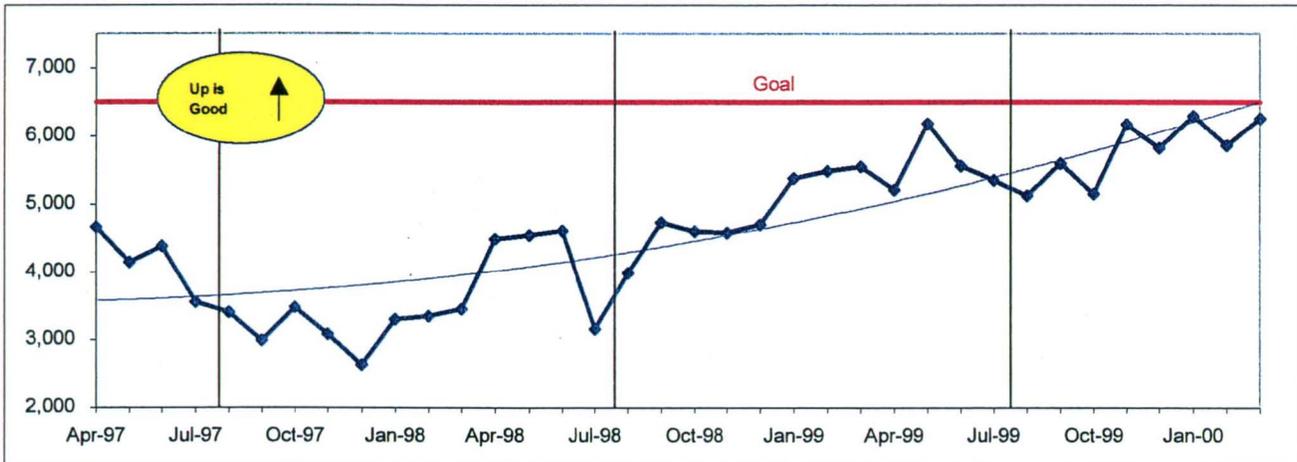
## MAINTENANCE PERFORMANCE

### MEAN MILES BETWEEN MECHANICAL FAILURES

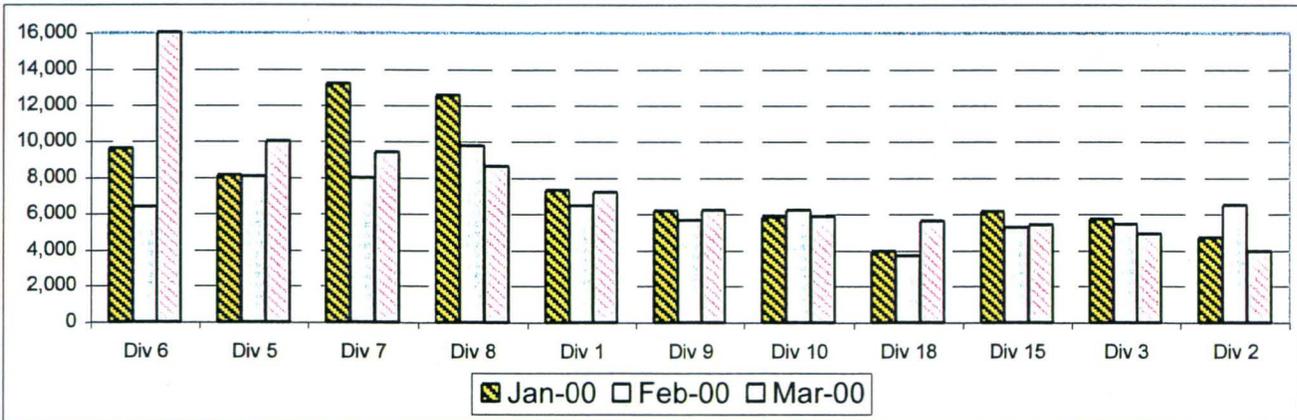
**Definition:** Average Hub Miles traveled between mechanical problems that result in a service disruption of greater than ten minutes.

**Calculation:** MMBRC = (Total Hub Miles divided by Chargeable Mechanical Related Roadcalls)

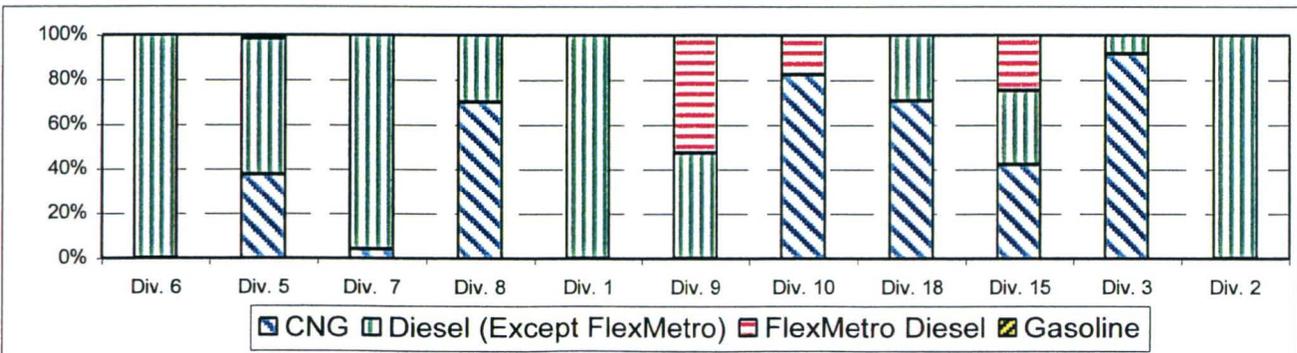
#### Systemwide Trend



#### Bus Operating Divisions January - March 2000



#### Fleet Mix by Fuel Type - March 2000



**MAINTENANCE PERFORMANCE - Continued**

**Analysis:** Mean Miles Between Failures continued to improve over the previous months. MMBMF has shown a general upward trend since August 1999. This indicator has historically fallen during the summer months due to air conditioning, hot engine and other heat related road calls. The Maintenance Department has initiated programs to ensure that air conditioning and cooling systems are operating properly prior to the hot summer months.

**Corrective Action:** The Maintenance Department will continue the inspection and repair of heat sensitive sub-systems prior to the hot summer months, in an effort to maintain or improve Mean Miles Between Mechanical Failures throughout the summer.

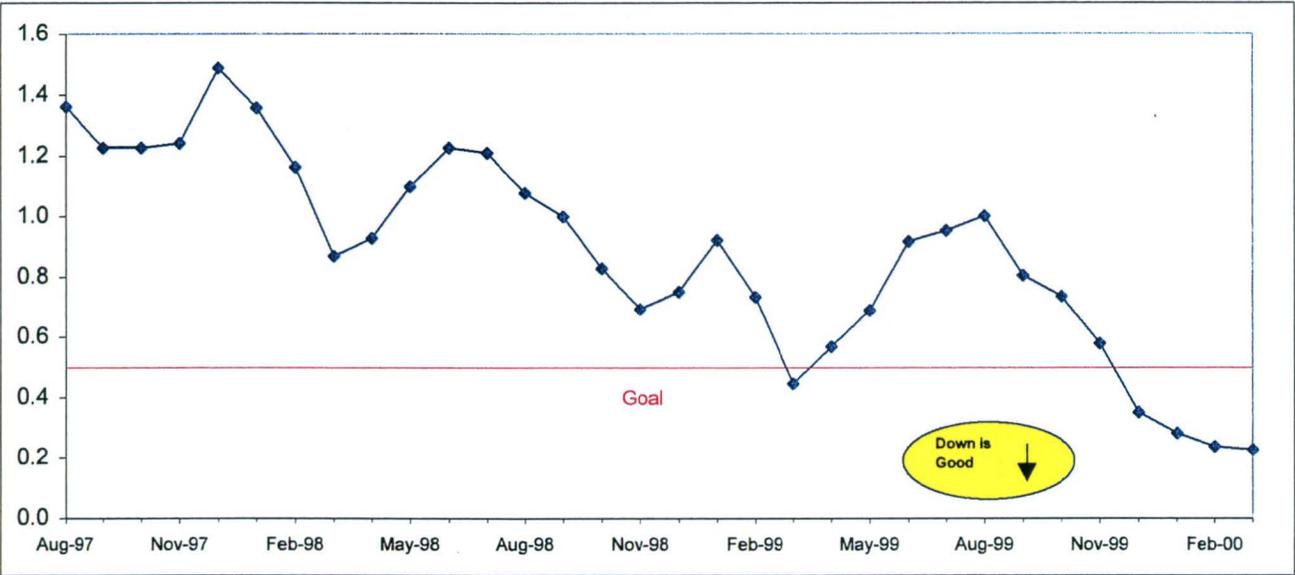
MAINTENANCE PERFORMANCE - Continued

PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

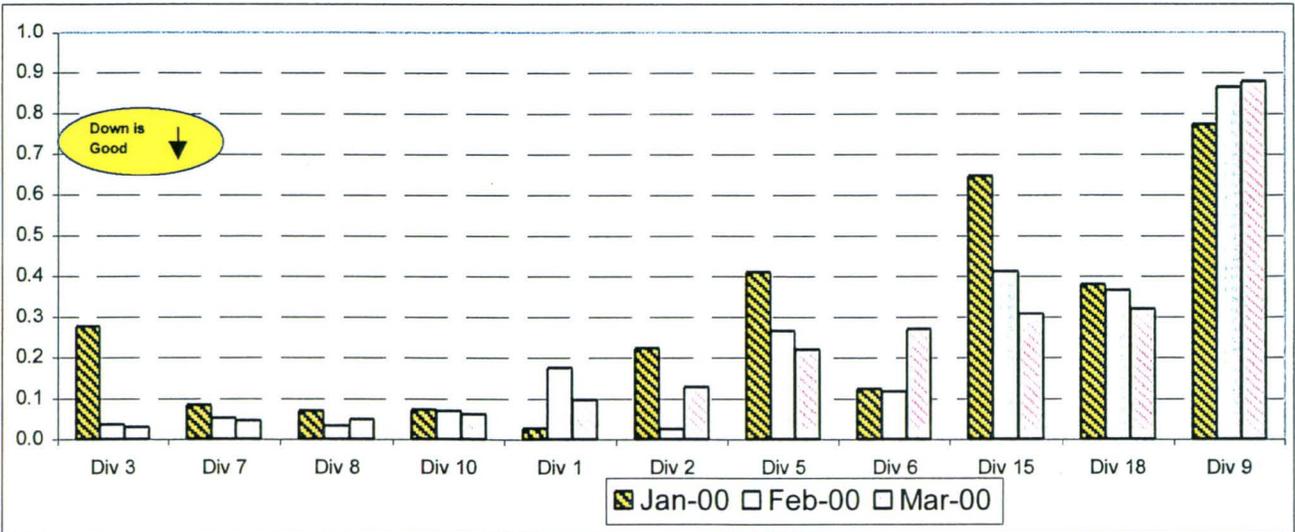
**Definition:** Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

**Calculation:** Past Due Critical PMP's = (Total Past Due Critical PMP's divided by Buses)

Systemwide Trend



Bus Operating Divisions  
December 1999 - February 2000



**MAINTENANCE PERFORMANCE - Continued**

**Analysis:** Operating divisions continued to reduce the number of Past Due Critical PMP's during the period. Ten operating divisions are now exceeding the goal of 0.5 Past Due PMP's per assigned bus. The large influx of new buses has also been beneficial in reducing the Past Due Critical PMP rate.

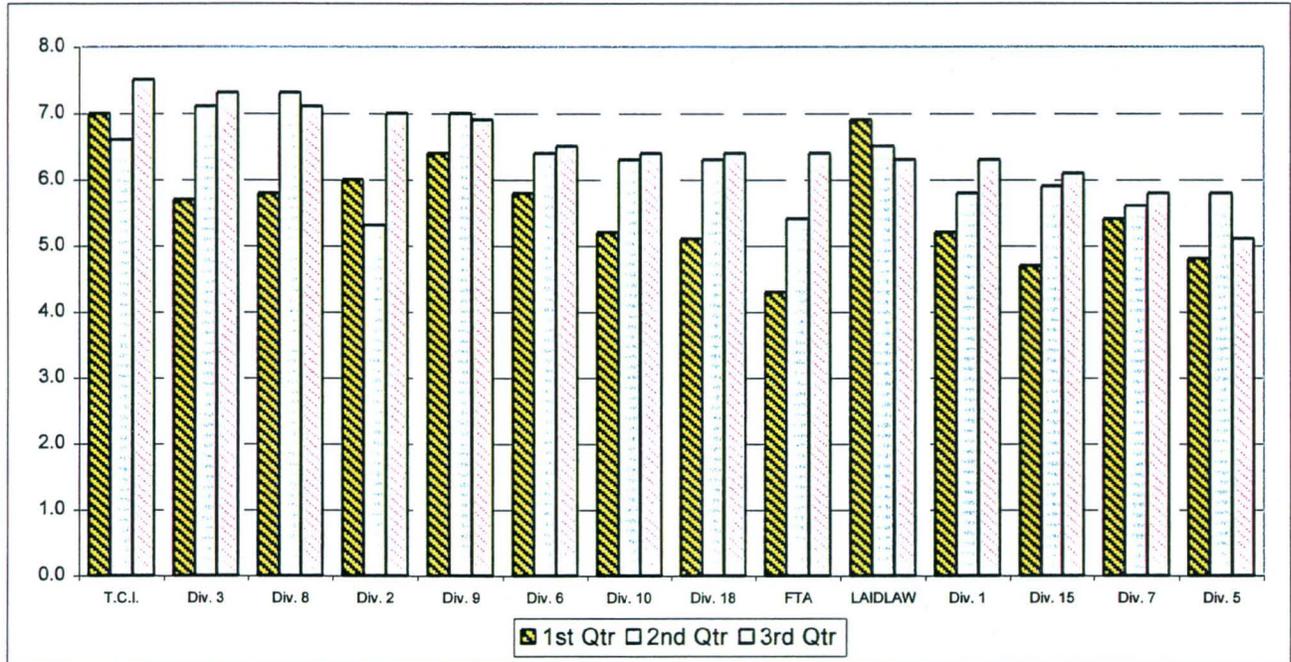
**Corrective Action:** Divisions will continue to maintain Past Due Critical PMP's at the current low rate. Past Due PMP's generally increase during the hot summer months as additional manpower is required to respond to the increase in heat related defects. The Maintenance Department will continue to focus all available resources on preventative maintenance, in an effort to meet or exceed PMP goals.

## BUS CLEANLINESS

**Definition:** A team of three Quality Assurance Supervisors rates twenty percent of the fleet at each division and contractor per Quarter. Each of sixteen categories is examined and assigned a point value as follows: 1-3=Unsatisfactory; 4-7=Conditional; 8-10=Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

**Calculation:** Overall Cleanliness Rating = (Total Point Accumulated divided by 16)

### Bus Operating Divisions First Quarter - Third Quarter FY00



**Analysis:** Division overall cleanliness scores improved an average of 0.3 points between the second quarter of FY00 and the third quarter of FY00. Divisions 1, 2 and First Transit showed the greatest overall improvement during the last quarter. Overall scores currently range between 5.1 and 7.5. All divisions received at least a "Conditional" rating during the last quarter. Overall bus cleanliness continues to improve as noted by improved scores at eight of the eleven MTA bus operating divisions during the month of April. TCI and Division 3 achieved the highest rating in the third quarter period of 7.5 and 7.3 respectively.

**Improvement Needed:** Overall improvement is needed in the areas of dashboard and floor cleanliness, sacrificial window and passenger seat/insert replacement.

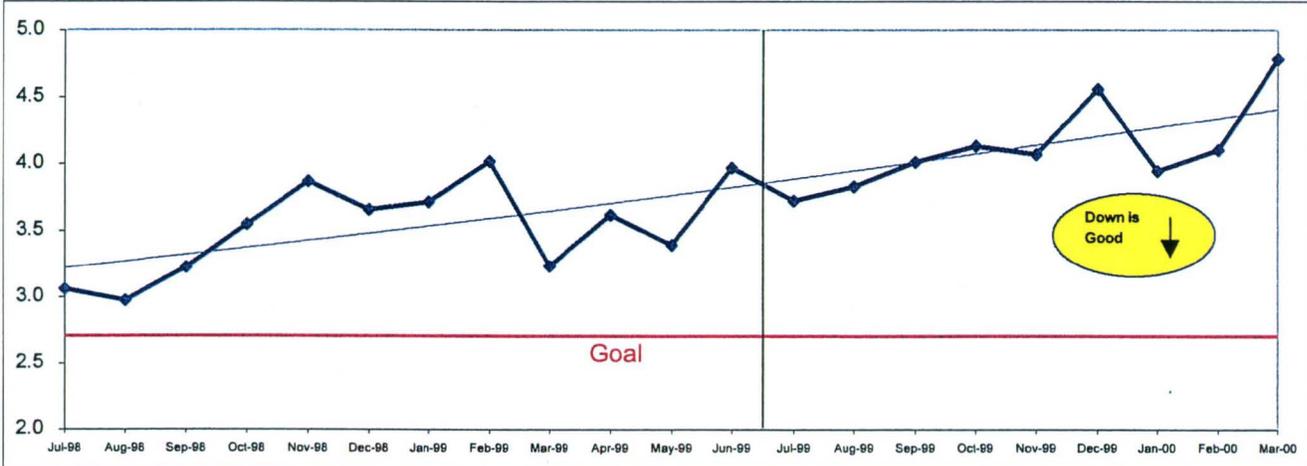
## SAFETY PERFORMANCE

### TRAFFIC ACCIDENTS PER 100,000 HUB MILES

**Definition:** Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

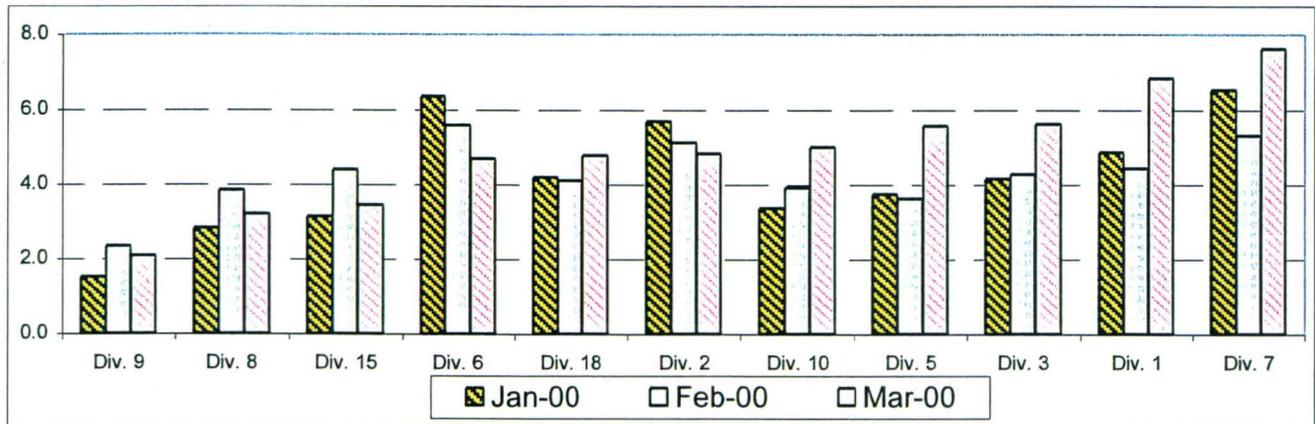
**Calculation:** Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents divided by (Hub Miles divided by 100,000))

#### Systemwide Trend



Note: Beginning with the August 1999 Monthly Performance Report the thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

#### Bus Operating Division January - March 2000



**SAFETY PERFORMANCE - Continued**

**Analysis:** The overall traffic accident rate increased markedly during March. Five divisions reduced their accident rate when compared to the month of February, but six divisions posted an increase. The divisions responsible for the increase in accidents all operate heavy-ridership, urban core service and employ a higher number of relatively new Operators. March was a somewhat rainy month, which always contributes to the accident rate. In addition, Divisions 5 & 10 have many accidents along the Alameda Corridor construction detour areas.

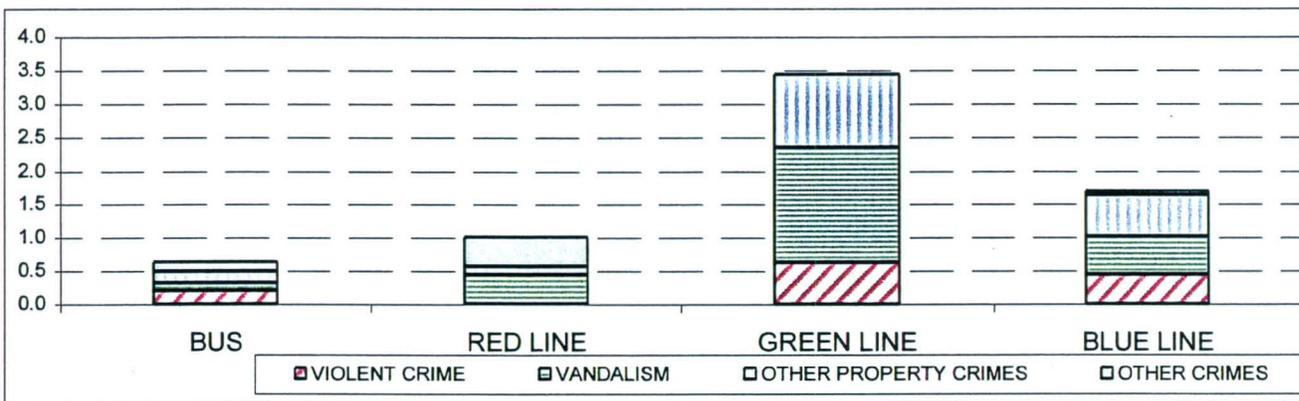
**Corrective Action:** Division management is working to provide more defensive driving training and in-service oversight for those employees responsible for the increase in accidents. The Transportation Department is investigating a rash of accidents at bus zones and involving standing vehicles. Reducing the traffic accident rate and improving overall safety are among the highest priorities for division management staff

REPORTED CRIME PER 100,000 BOARDINGS

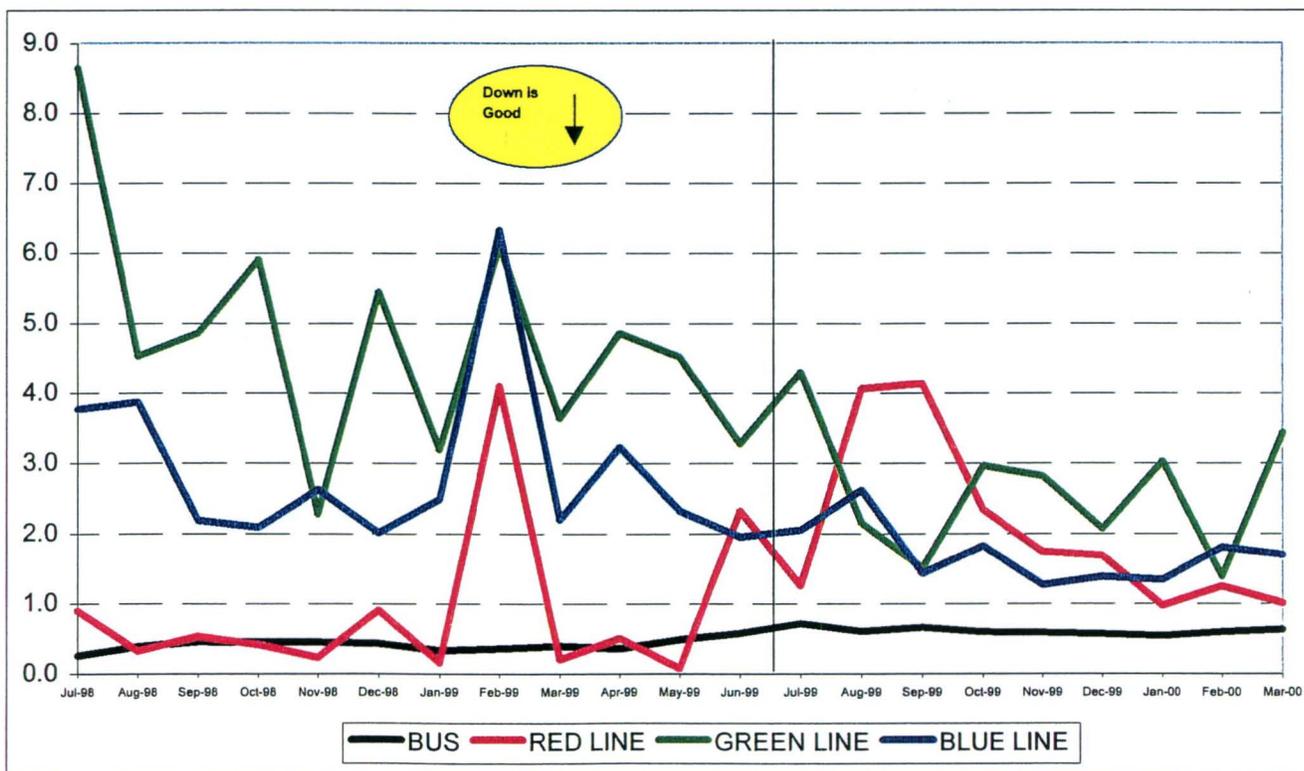
**Definition:** This indicator presents all crimes reported to either the LAPD or LASD. It is separated by mode and divided into major categories: *Vandalism*; *Other Property Crimes* (burglary, larceny, theft and motor vehicle theft); *Violent Crimes* (homicide, rape, robbery, assault/battery); *Other Crimes* (Sex offenses, weapons violations and miscellaneous)

**Calculation:** Reported Crimes/100,000 Boardings = Reported Crimes divided by (Boardings divided by 100,000).

March Reported Crime by Class and Mode



Total Crime/100,000 Boardings  
Trend by Mode



**SAFETY PERFORMANCE - Continued**

**Analysis:** Reported Crimes per 100,000 boardings for Bus has remained relatively steady throughout FY00. Reported crimes on both the Green and Blue Lines have trended generally downward throughout the year. Red Line reported crimes have trended downward since peaking in August and September of 1999. Peaks in all crime categories can generally be attributed to increases in the category of vandalism and may represent periodic augmentation of enforcement efforts, rather than actual increases in that crime category.

**Corrective Action:** Operations will continue to work closely with the LAPD and LASD to ensure a safe environment for all MTA passengers and staff on all modes.

## CUSTOMER SATISFACTION

### COMPLAINTS PER 100,000 BOARDINGS

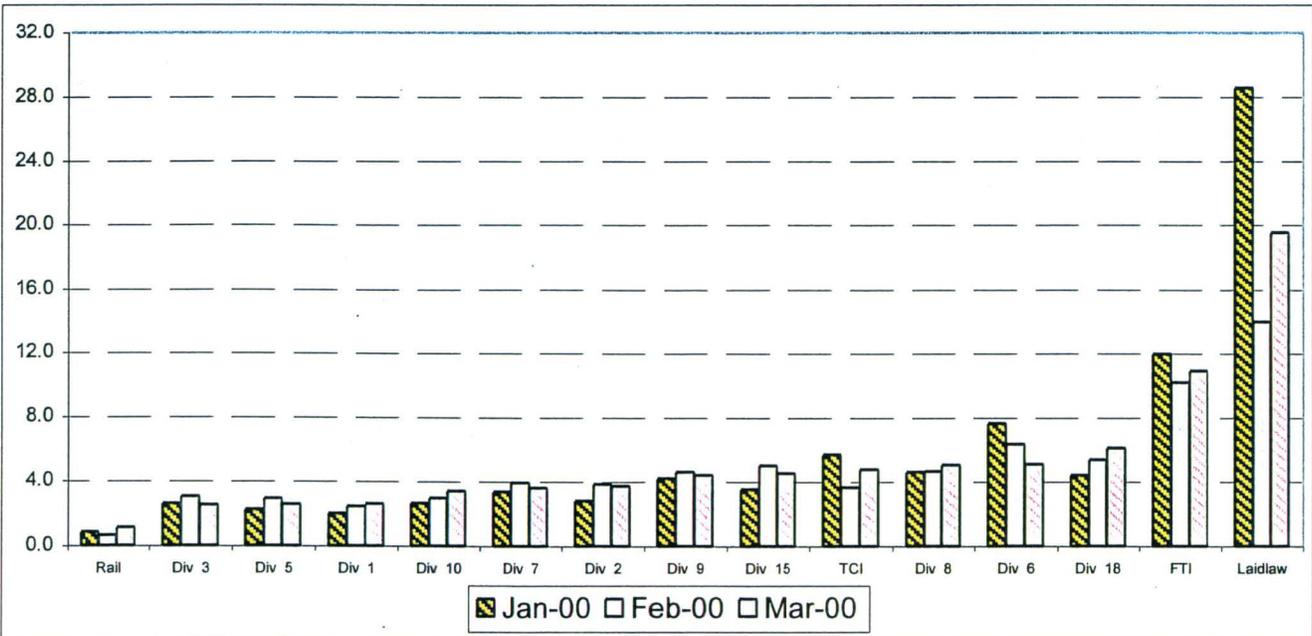
**Definition:** Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

**Calculation:** Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

#### Systemwide Trend



#### Bus Operating Divisions January - March 2000



**CUSTOMER SATISFACTION - Continued**

**Analysis:** Transportation continues to aggressively investigate complaints and is proud of the steady decrease of nearly 30% in total complaints over the past three years. New buses, more reliable equipment and a relentless emphasis on customer service with our new Operators at Central Instruction have all helped achieve this indicator of improved customer satisfaction. Contract providers FTI and Laidlaw reported increases in complaints in March. Those increases occurred primarily in the areas of Schedule reliability and unsafe operation.

**Corrective Action:** Transportation will continue to place heavy emphasis in both training and supervision on the rapid investigation and follow-up of customer complaints. The contracted bus service providers, FTI, Laidlaw and TCI, have been instructed to reduce their overall complaint totals. Action plans have been received and will be monitored monthly. Additionally, each contractor is assessed disincentives for high complaint rates.

## WORKERS COMPENSATION CLAIMS

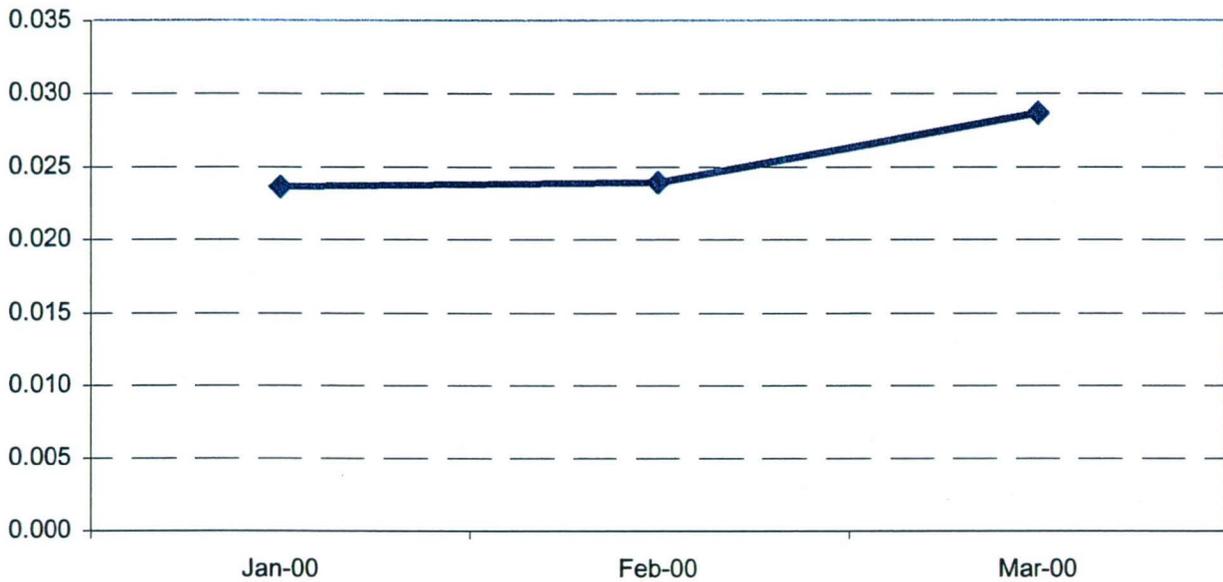
### CLAIMS PER EMPLOYEE

**Definition:** This indicator measures the average number of new indemnity claims per position in which there is an incumbent filed each month by Operations employees.

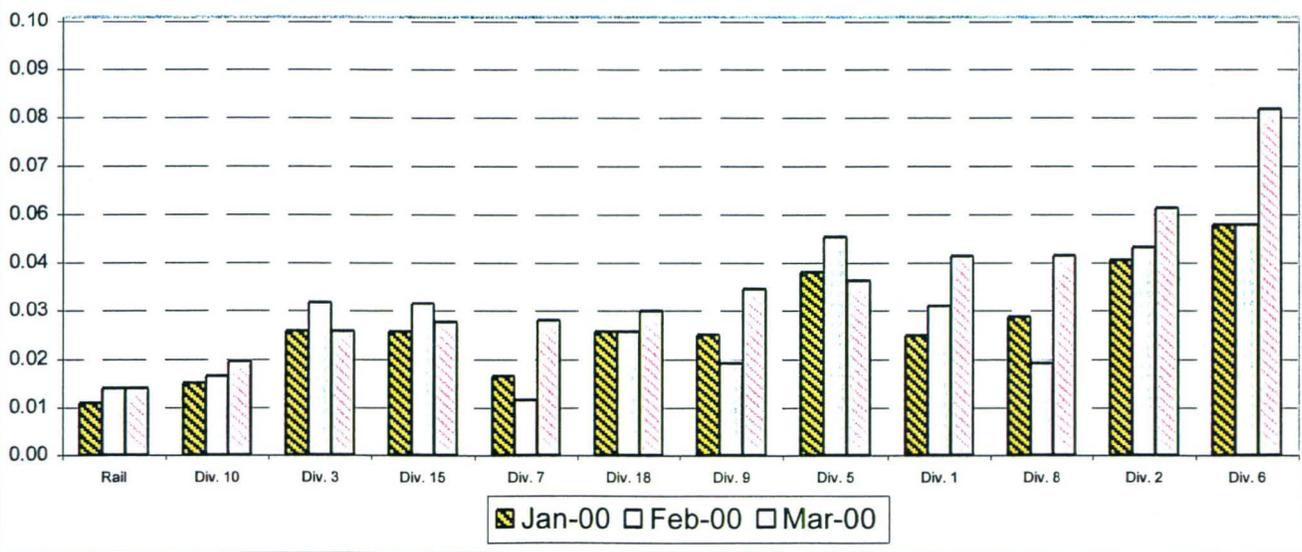
**Calculation:** Workers Compensation Claims per Employee = Total Claims divided by Total Positions Occupied.

### Systemwide Trend

#### New Transit Operations Indemnity Claims per Position



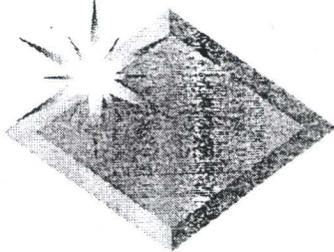
### Bus Operating Divisions January - March 2000



**Analysis:** New claims held steady during the first two months of the quarter and rose slightly in March.

**Corrective Action:** Operations will continue to work closely with Risk Management and Safety to bring indemnity claims to the lowest possible level. A cross-functional safety team has been formed to develop and implement an action plan within Operations to improve safety and reduce injury rates. This issue is also being discussed with our labor union partners as part of the on-going contract negotiations.



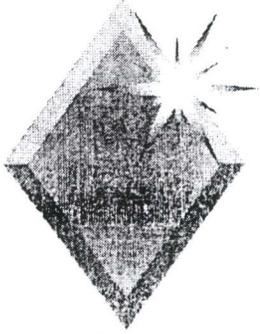


#6

# **TRANSIT OPERATIONS EXECUTIVE OFFICER'S REPORT**

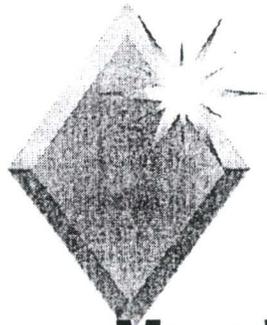
**May 17, 2000**

**Thomas K. Conner**



# ***TRANSIT OPERATIONS EXECUTIVE OFFICER'S REPORT***

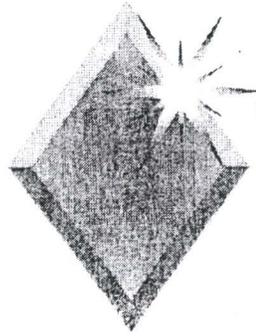
- ◆ **March Performance Highlights**
- ◆ **Bus Cleanliness Inspection Program**
- ◆ **Bus Procurement Update**
- ◆ **Office of System Safety  
& Security Activity Report**



# ***Performance Highlights***

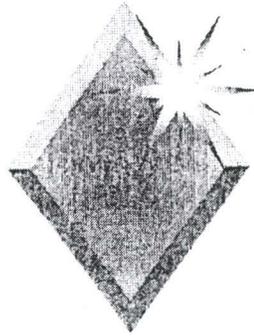
## **March 2000**

- ◆ **Bus On-Time Pull-out % increased to 99.51%, above the goal. Of the 70,000 rollouts in March, only two trips were cancelled.**
- ◆ **Lost Revenue Service Hours improved to a record low of 1.15%.**
- ◆ **Bus Load Factor Compliance held at 98.9%.**
- ◆ **Mean Miles Between Mechanical Failures rose to 6,268.**
- ◆ **Past Due Critical PMP ratio decreased for the seventh consecutive month and exceeded goal for the fourth consecutive month.**



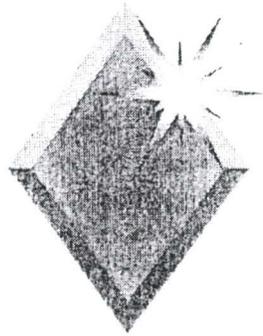
# ***Performance Highlights***

- ◆ **MTA Customer Complaints per 100,000 boardings continued their steady trend downward. Total complaints in March were 13% below the same month last year. Complaints regarding contractor operated service continue to be substantially higher than for MTA operated service.**
- ◆ **Heavy and Light Rail On-Time Pullout performance improved.**
- ◆ **Heavy Rail In-Service On-Time performance decreased, but remained above goal. Light Rail In-Service On-Time performance increased, but remained below goal.**



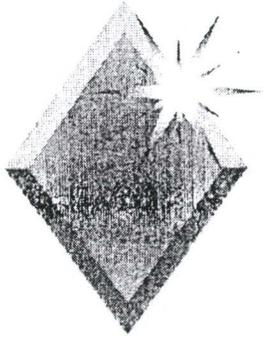
# ***Performance Highlights***

- ◆ In-Service On-Time performance improved. Buses “running hot” decreased.
- ◆ Accident Rate increased sharply.



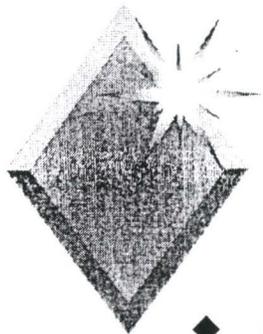
# ***Bus Cleanliness Inspection Program***

- ◆ This program inspects 20% of the MTA and contractor fleet each quarter and rates a number of cleanliness areas on a scale of 1 - 10. Overall cleanliness has improved each quarter since the rating began in 1999. This quarter, overall cleanliness improved from 6.2 to 6.5. Our goal is to be above 7.0.
- ◆ 71% of the operating divisions showed improvement in the third quarter.
- ◆ Division 2, TCI and First Transit's overall rating improved by approximately one point.
- ◆ Areas needing improvement include dashboard and floor cleanliness, sacrificial windows and passenger seat inserts.



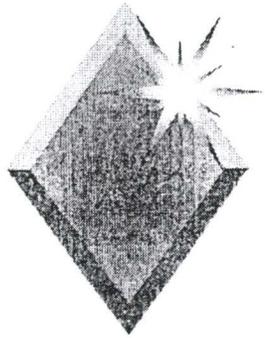
# ***Bus Procurement Update***

- ◆ During April, the MTA accepted and put into service twelve *New Flyer* high floor CNG buses. Through May 1, 2000, 216 *New Flyer* buses have been delivered to the MTA, and a total of 210 *New Flyer* CNG buses were in revenue service. The remaining 7 *New Flyer* buses are expected to be delivered to the MTA in May.
- ◆ *New Flyer* has accrued financial penalties for every bus delivered after January 1, 2000, and has been working with MTA Contracts to have these penalties credited back to the MTA.



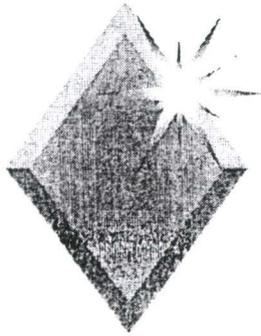
# ***Bus Procurement Update***

- ◆ ***New Flyer's*** low floor "Pilot Bus" for the 223 bus option order was in Los Angeles for approximately 30 days in April for MTA inspection and has been returned to the manufacturer in order to continue testing. The remaining 222 buses in this option order are scheduled to start production in late Summer 2000.
- ◆ ***NABI*** presented 10 low floor buses to MTA for acceptance in April. Through May 10, 2000, 98 NABI Low Floor Buses had been shipped to NABI's Upland, CA facility for final preparation, and 32 had been accepted by MTA. The first 100 of these buses will be road tested and are being utilized for training in preparation for the start of the MetroRapid Bus program on June 24, 2000.



# ***Bus Procurement Update***

- ◆ A new procurement for 370 buses was initiated in late December. The contract award recommendations are being brought to the Board this month.



# ***Office of System Safety & Security Activity Report***

- ◆ **Security preparations fully underway for Segment III Opening**
- ◆ **Safe Environment/Workers' Compensation Meetings Conducted**
- ◆ **Safety Certification Underway on Segment III**
- ◆ **Segment 1 Radio Retrofit Activity Progressing**
- ◆ **CPUC finally approved 4-Quad Gates and incorporated into General Order 75-C**
- ◆ **APTA Pre-Audit of Bus System Safety Program Plan**
- ◆ **Computer-Based Safety Training underway at USG and Divisions**







April 27, 2000

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

Federal Transit Administration  
Office of Civil Rights, Room 9102  
ATTN: Ms. Clarissa Swann, TCR-1  
400 - 7<sup>th</sup> Street, SW  
Washington, DC 20590

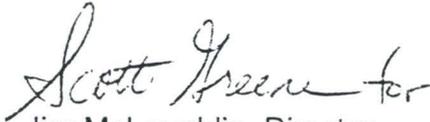
Dear Ms. Swann:

Enclosed is the January-March 2000 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA). This update is provided in response to the October 1, 1999 letter from Leslie Rogers.

The update identifies every element identified in the VCA, and notes progress toward completion of each item. The update includes both a revised VCA Matrix, identifying projected completion dates for each item in each of the key stations identified in the MTA Compliance Plan and a page commenting of progress and/or revisions in the projected completion dates for each element of the Compliance Plan. While there have been some schedule modifications, MTA remains committed to ensuring that all of its key stations are in full compliance with the ADA by December 31, 2001.

If you have any questions about this update, please contact Ellen Blackman at (213) 922-2808.

Sincerely,

  
Jim McLaughlin, Director  
Transit Planning

cc: Andre Boursse, Regional Civil Rights Officer

LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT MATRIX -- UPDATE -- JANUARY-MARCH 2000

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps	Ticketing / Fare Vending	Platforms	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Union Station	Oct-98 (completed)				Jan-99 (completed)			Sep-00	Dec-01	Dec-00	Dec-00		
Civic Center					Jun-00			Sep-00	Dec-01	Dec-00	Dec-00	Dec-98 (completed)	
Pershing Square				Added Jan-99 (completed)	Jan-99 (completed)			Sep-00	Dec-01	Dec-00	Dec-00		
Metro Center - Red Line Westlake / MacArthur Park	Jun-00			Nov-98 (completed)	Jun-00			Sep-00	Dec-01	Dec-00	Dec-00		
Metro Center - Blue Line				Nov-98 (completed)	Jun-00			Sep-00	Dec-01	Dec-00	Dec-00		
Pico / Flower			Dec-00 *		Jan-99 (completed)		N/A *	Sep-00					Jun-99 (completed)
Grand				Nov-98 (completed)	Jan-99 (completed)		N/A *	Sep-00	Dec-01				Jun-99 (completed)
Florence	Jun-00		Dec-00 *	Added Oct-99 (completed)	Jan-99 (completed)		N/A *	Sep-00	Dec-01				Jun-99 (completed)
103rd			Dec-00 *	Nov-98 *	Jan-99 (completed)		Dec-01	Sep-00	Dec-01				Jun-99 (completed)
Imperial Hwy	Jun-00	Jun-00 *	Dec-00 *	Nov-98 *	Jan-99 (completed)		N/A *	Sep-00	Dec-01	Dec-00	Dec-00		Jun-99 (completed)
Compton			Dec-00 *	Nov-98 *	Jan-99 (completed)		Dec-01	Sep-00					Jun-99 (completed)
Artesia	Jun-00		Dec-00 *	Nov-98 *	Jan-99 (completed)		Dec-01	Sep-00	Dec-01				Jun-99 (completed)
Willow				Nov-98 *	Jan-99 (completed)		Dec-01	Sep-00	Dec-01				Jun-99 (completed)
Anaheim				Nov-98 (completed)	Jan-99 (completed)		N/A *	Sep-00	Dec-01				Jun-99 (completed)
5th Street				Nov-98 *	Jan-99 (completed)		Dec-01	Sep-00					Jun-99 (completed)
Transit Mall			Dec-00 *	Nov-98 (completed)	Jan-99 (completed)			Sep-00	Dec-01				Jun-99 (completed)

NOTE: Changes from original VCA schedule in bold

\* See attached

VCA PROGRESS UPATED --  
JANUARY - MARCH 2000 (EXPLANATIONS)

ITEM	EXPLANATION	ORIGINAL DATES
Parking	Signs at Florence, Artesia, Imperial, and MacArther Park stations remain on-track for June 2000 completion; re-striping of accessible parking at Florence station on track for June 2000.	Oct 1998 - Feb 1999
Drop-Off	Modification to curb lip at Imperial Station is scheduled for completion by June 2000, a slight delay from the original March 2000 projection.	March 2000
Accessible Route	Survey of all track-gaps along accessible routes has been completed. Delivery of materials for the correction has been delayed until mid-2000; installation will begin when materials are delivered.	June 1999
Curb Ramps	Curb ramp tasks modified due to suspension of requirement for detectable warnings. Some curb ramps were determined to be non-compliant due to the slope (not identified in original VCA); letters have been sent to local jurisdictions when identified.	Nov 1998
Entrance (Signage)	Braille/raised letter signs installed at all station entrances, plus some directional signs to accessible entrances. Remaining directional signs will be installed by June 2000.	Dec 1998 - June 1999
Ramps	MTA recently surveyed all ramp slopes; those meeting definition of sloping sidewalks not subject to mid-point landing requirements have been removed from the list of the stations needing corrections. Revised completion date for modifications: Dec 2001.	Aug 2001
Ticket Vending Machines	Work on ticket vending machine modifications for all current and soon-to-open Metro Rail stations is in process. Installation is projected for all ticket vending machines by September 2000.	Dec 1999
Platforms	The current projection is to complete all modifications to platforms, to reduce excessive platform-train gaps where identified, by December 2001.	Dec 2001
Elevators	All elevator modifications are on track for completion by December 2000, in spite of delay in releasing scope of work for RFB. VCA originally projected a phased-in implementation ending in December 2000.	Aug 1999 - Dec 2000
Elevators: Emergency Communications	All elevator modifications are on track for completion by December 2000, in spite of delay in releasing scope of work for RFB. VCA originally projected a phased-in implementation ending in December 2000.	Aug 1999 - Dec 2000



**ADVANCED LAND ACQUISITION PROGRAM (ALAP) PARCELS  
METRO RAIL PROJECT - MOS-2 and MOS-3  
CA-90-0022**

**STATUS REPORT AS OF 3/31/00**

**1. Parcel A1-250/Wilshire Vermont Station  
Wilshire/Western Station**

The MTA contracted with Keyser Marsten to prepare a Highest and Best Use/Market Analysis of the Wilshire Vermont Station and the Wilshire Western Station. Draft reports have been received. Staff will evaluate and determine the next course of action to pursue toward development of the station areas. No specific joint development project is being considered for the Wilshire/Western or Wilshire/Vermont Stations at this time. However, staff is currently reviewing a proposal of interest submitted by a local developer for the Wilshire/Western site, and is preparing to issue a joint MTA/CRA RFP for possible development of this site in the near future. The properties are currently fully utilized for the Metro stations and plazas.

**2. B-102 and B-103 - Temple Beaudry**

Staff is continuing to perform due diligence to determine the environmental and geotechnical condition of the parcels for construction of a new Cash Counting Facility. The Phase II report contained recommendations and cost estimates for mitigating the identified environmental conditions. The Cost Estimating Section of Procurement has reviewed the cost estimates submitted by the Environmental Consultant and issued a revised cost estimate for mitigating the environmental conditions. The Cash Counting Project is scheduled to go forward in FY01 and capital funding in the amount of \$1,082,500 has been allocated for the project pending approval of FY01 budget.

**3. A1-300 and A2-301 - Wilshire/Crenshaw**

The MTA Board of Directors directed the CEO to proceed with the Draft Environmental Impact Study/Report of the Westside/Mid-City Corridor Study. The alternatives to be considered is an exclusive lane busways, along Wilshire Boulevard between the Wilshire/Vermont Metro Red Line Station and west to the ocean in Santa Monica, Ca. The alternative could include a transit station and public parking at Wilshire/Crenshaw. In the interim, the site is leased to the Los Angeles Unified School District on a month to month interim basis.

4. **A2-362 - Wilshire/La Brea**

The corridor study discussed above included the Wilshire/Labrea site as a potential station for the busway alternatives. FTA previously concurred with MTA's decision to issue a Request for Proposal (RFP) for joint development of this parcel. An appraisal of the site has been obtained; however we will not proceed to assign a consultant to study this site until the MTA Board take action on the Study discussed above.

5. **Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station  
C4-815 - North Hollywood Station**

The MTA contracted with Kosmont and Associates to prepare, an analyses regarding the Universal City Station and North Hollywood Station. The draft reports have been received and staff will evaluate and determine the next course of action to pursue toward development of the station areas. In its March 2000 meeting, the MTA Board directed staff to enter into non-exclusive negotiations to lease portions of the North Hollywood Station to the Grammy Foundation and the Children's Museum, and to report back to the Board by May 2000. Staff is preparing to issue an RFP for development of the balance of North Hollywood Station and the Universal City Station.

**LACMTA EXCESS REAL PROPERTY  
METRO RAIL PROJECT - MOS-1  
CA-03-0130**

**1. Parcels A1-015, A1-016, and A1-021**

Parcels A1-015 and A1-016 are still being used in support of Segment 2 and Segment 3 construction and are expected to continue to be used in support of MTA operations. The lease of Parcel A1-021 terminated on March 31, 2000 and the site has been returned to to use by MTA's Materials Department for support of transit operations. This use is expected to continue for the foreseeable future and this parcel will no longer be considered excess.

**2. Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station**

Based on the analysis and recommendation by the economic consultant, Kosmont & Associates, the MTA has released an RFP for a developer for this site. Proposals are due on June 2, 2000. After three weeks of evaluation, a recommendation for selection of a developer will be made to the Board.

The RFP is soliciting proposals for the MTA site but will also entertain larger proposals that included adjacent property so long as the proposer has obtained some letter of commitment from adjacent property owners. In either case, the development proposals must demonstrate how the development will integrate into the existing and possible future development of the site.





April 20, 2000

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

Mr. Leslie Rogers  
Regional Administrator  
Federal Transit Administration  
Region IX  
201 Mission Street, Suite 2210  
San Francisco, CA 94105

RE: WORKERS COMPENSATION QUARTERLY REPORT

Dear Mr. Rogers:

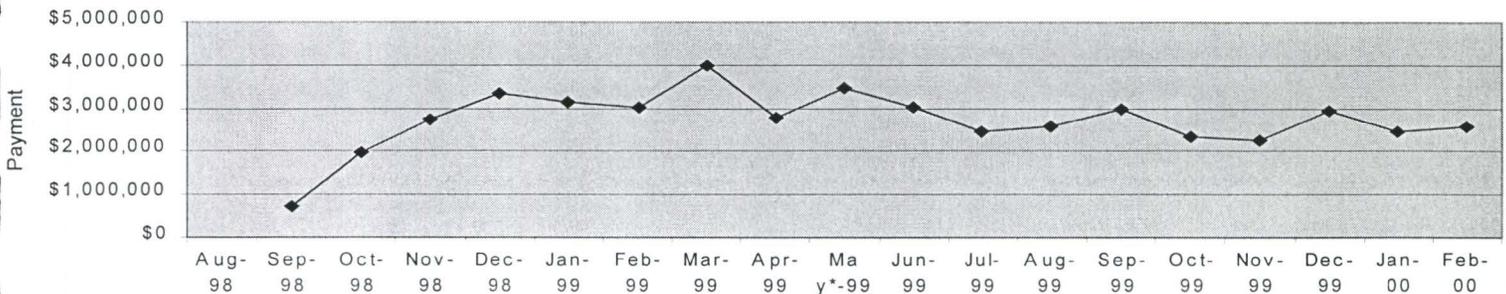
In an effort to manage and control Operations' workers' compensation costs, the following has been accomplished during the third quarter:

Self-Insured Claims

On September 1, 1998, Travelers Insurance Company received 5,013 MTA self-insured claims for administration. Of those, 3,375 still remain open. This constitutes a 33% reduction in the number of open inventory claims. 196 files have been closed since our last quarterly report.

The following chart depicts self-insured claim payments since September 1, 1998. Monthly payments continue to range between \$2 million and \$3 million. The stabilization of payments noted in last quarter's report continues.

Self-Insured Claims Payments by Month



It is important to note, however, that payments in this category do not include insured claims with injury dates after September 1, 1998. MTA's prior third party administrator expended \$3 million monthly on average for claim payments. When the average Travelers' monthly payment for insured claims is added to our self-insured payments, the total monthly payment for workers' compensation claims remains consistent with payments prior to the purchase of insurance. Thus, although MTA's monthly claim payment is reduced through transfer of claim payment to an insurer, the total monthly amount expended for MTA's workers' compensation claims has not diminished. Attempts to control some components of the workers' compensation claims have resulted in cost reductions. However, we continue to struggle with workers' compensation costs overall.

In an effort to reduce MTA's burdensome self-insured liability, Risk Management has directed Travelers to analyze claims from retired operators for possible settlement. We have identified 1,231 claims made by 702 former employees that fall within this category. These claims constitute approximately 36% of our open self-insured inventory and 51% of MTA's total outstanding self-insured claim reserve. Travelers has committed the necessary resources to this effort and will endeavor to conclude as many of these identified claims as possible. We anticipate that this project will be well underway by our next status report.

After this liability has been minimized to the extent possible, Risk Management will explore opportunities to purchase excess insurance over an acceptable threshold or to transfer the entire self-insured claim portfolio to an insurer. Future updates will provide status reports on our progress and market response to the concept.

#### Recurrence Claims

In FY98, the MTA received an average of 145 recurrence claims (those determined to involve an exacerbation of an existing injury) every month. Between September 1, 1998 and February 29, 2000, 302 claims were deemed recurrences. The average number of recurrence claims remains at 17 per month, consistent with last quarter's report. This number, and numbers reported in prior reports, includes insured as well as self-insured "re-occs". The number of recurrences has been controlled in both insured and self-insured claims. Recurrences of self-insured claims are down to an average of 16 per month.

These claims are closely monitored by the Risk Management Department to ensure that no claims that belong in the fully insured program are charged as self-insured to the MTA. Travelers provides monthly updates on claims that impact the self-insured program.

## Total Claim Costs

An analysis of the total cost of workers' compensation in calendar 1998 as compared to calendar 1999 indicates substantial increases in medical payments and expenses. Despite Travelers' cost containment efforts and medical bill reduction program, those increases are reflected on MTA's payments for workers' compensation.

	<b>Calendar <u>1998 Work Comp Payments</u> (Insured and Self-Insured)</b>	<b>Calendar <u>1999 Work Comp Payments</u> (Insured and Self-Insured)</b>
Temporary Disability	\$11,091,144	\$9,128,868
All Other Indemnity	9,183,783	12,376,806
Expenses	3,626,730	7,496,241
Medical	<u>12,150,289</u> \$36,051,947	<u>15,313,608</u> \$44,315,523

Minor increases in indemnity payments were also experienced, offset somewhat by a reduction in temporary disability payments. Temporary disability payments are the only area wherein we have experienced payment reductions, due primarily to the implementation of the return to work component in our program.

MTA is experiencing the same phenomenon as most other employers in this State. Once a claim occurs it is difficult, despite cost containment programs and returning injured workers to the job, to control escalating medical costs, involvement of legal counsel and treating physicians who fight employers' efforts to minimize claims.

With rising medical costs throughout California and an increase in statewide benefits looming ahead, the most effective cost reduction measure that we can implement is preventing claims from occurring. Thus, it is in MTA's best interests to focus our efforts on injury prevention.

We must effect cultural changes within the MTA, emphasizing safety as a major commitment and a part of everyday operations. Toward that end, we continue to implement training programs and other loss prevention measures, described below, to address our claim frequency.

## Loss Prevention Measures

The Operations Safety Department audit staff identified problems with division management's follow-through on initial reports of industrial injuries. A training workshop for division management staff is to be held in March, focusing on timely and thorough reporting of accidents, hazard investigation and resolution, and any necessary follow-up actions. Transportation management will ensure that Operations managers efforts are re-focused on this important and very costly element of the divisions' operation. Preventing a second injury from occurring can save the MTA money, while proactively dealing with issues of employee safety.

Employee slip/fall injuries continue to occur as a result of controllable behaviors such as Operators attempting to adjust exterior mirrors by standing on bumpers or other unsafe surfaces. This practice has resulted in many injuries, including one Operator losing his finger. A survey of each division was conducted to identify methods to prevent this sort of injury. Yard Safety programs have been identified and implemented as a result of that survey. As part of the pre-trip vehicle inspection process, each division has designated a mirror adjustment location in the division yard. Platforms and/or safety step-ladders to assist Operators with adjusting exterior mirrors will be provided. This will preclude the need for Operators to stand on bumpers or stretch unnaturally from a perch on the upper front stairwell to reach a mirror.

The renewed focus on Yard Safety will be kicked off with the issuance to Operators of upgraded reflective safety vests. These vests, providing more visibility in the yard and constructed of better quality material, will replace the current mesh vests issued to Operators.

Slip and fall injuries continue to be a problem for our Operators. Risk Management has identified funding for a one-year pilot safety shoe program for Operators. Subject to collective bargaining process concurrence, Operators will be issued a voucher for one pair of regulation uniform non-slip safety shoes. Injury data will be tracked and compared to determine whether the program merits continuation.

A "Safe Lifting Campaign" was initiated in the 3rd quarter. The purpose of the program is to address the top cause of lost time injuries in Bus Maintenance Operations in FY 99. The program began with training for Operations managers and supervisors. This multi-media training program focused on educating managers and supervisors about safe lifting habits. These tools will be employed by division management to train their mechanics and service attendants during division safety meetings.

The issue of assaults on operators is also to be addressed by training on confrontation avoidance, to be provided by the Office of Systems Safety and Security through our LAPD and LASD police partners.

A new safety pamphlet entitled "Practice Safe Lifting at Work" was developed and posted at all Maintenance divisions. Operations Safety staff will continue to monitor back injury lost time claims and support division management staff in the implementation of the program.

A new Bus Maintenance Safety Audit Program was initiated. A complete safety audit of all maintenance divisions, including the 2nd and 3rd shifts, was conducted. Preliminary reports were generated and Safety staff held meetings with division managers to share their findings. Reports on audit findings will be delivered to Operations' executive management. Recognition will be given to the best division for their outstanding safety program.

Operations Central Instruction is partnering with Human Resources Development & Training to assist in the creation of a wellness program to address:

- Stress Management
- Diet & healthy eating habits
- Exercise tips
- Sleep/rest/fatigue awareness
- Conflict resolution/dealing with difficult passengers
- Interactive computer-based programs highlighting ergonomics, including:
- Injury avoidance tips, including slips/trips/falls
- Proper seat and steering wheel adjustments
- Proper body positioning for turning movements
- Proper mirror adjustments for optimum visibility

These new programs are designed to make employees aware of their environment and keeping themselves and others safe and injury free. The vast majority of claims result from unsafe acts. Instruction in personal safety and enforcement of safety rules by management should result in lower occurrences of work related injuries.

Transit Operations and Risk Management staff are conducting a survey of similar transit properties to gather best practices and benchmark staffing levels, overtime assignment practices, relevant labor agreement data, and other pertinent information in an attempt to determine any correlation with these factors and MTA's high claims experience.

At the request of Transit Operations, the Office of System Safety and Security has arranged for an APTA Peer Review of the training MTA provides our bus operators. APTA has been asked to conduct a comprehensive analysis of our

overall screening, selection, training and supervision of our professional operator work force. As part of this Peer Review, APTA will be suggesting injury prevention and loss control measures that could be incorporated into our initial operator instruction or re-instruction modules.

### Recognition Program

Operations, Risk Management and Safety have partnered to reward bus operators who drive safely and are not involved in vehicular accidents, who behave safely and do not present workers' compensation claims and who professionally represent the MTA and do not receive customer complaints. The inter-departmental effort focuses on rewards for operators who perform their duties safely.

This Professional Pride program was officially kicked-off with a recognition dinner, held on March 4<sup>th</sup>. 45 operators were honored for their exceptional performance in all three of the above-mentioned categories for the past five years, receiving MTA bomber jackets embroidered with "The Best of the Best" logo and plaques commemorating their accomplishments.

This positive reinforcement campaign will be continued in a safety awards program for transportation and maintenance personnel, which will include recognition of division management with lowered incidence of vehicular accidents as well as lowered lost time days from industrial injuries. Top performing operators and maintenance personnel who do not present workers' compensation claims and work in a consistently safe manner will receive individual recognition.

### Transitional Duty Program

The Transitional Duty Program (TDP), designed to reduce claim severity by bringing injured employees back to work, began operation on January 18, 1999. As of February 29, 2000, 504 employees had participated in the TDP. Of those, 257 employees have returned to their normal duties. TDP participants are returning to normal duties 46% faster than anticipated by treating physicians. A conservative estimate of the savings associated with the Transitional Duty Program since inception is \$1,029,296 (net of salaries paid to employees enrolled in the program). As of February 29th, workers' compensation payments not made as a result of this program totaled \$1,414,019.

In July of 1998, 444 MTA employees were out on temporary disability. Last quarter we reported a decrease in that number to 324. Despite increased participation in the Transitional Duty Program during the third quarter, as of February 29, 2000, that number had increased by 22 to 346. Risk Management recently met with Division managers, who renewed their commitment to the TDP

and to bringing their injured employees back to work as soon as possible. We hope to report improvement in this number by the end of the fiscal year.

The program has now been in existence for one calendar year. We compared the temporary disability payments made during the calendar year 1998, the year prior to implementation of the return to work program, with calendar year 1999, the year during which the Transitional Duty Program was in effect. Temporary disability payments dropped 26% during the life of the Transitional Duty Program. This is an encouraging development and should serve as incentive to continue and enlarge the program to accommodate more employees. However, payments on workers' compensation in total did not decrease. This program is only one component in the overall effort to control workers' compensation costs. There remains much work to be done in order to reduce workers' compensation as a whole.

#### Fraud Control

Travelers and Risk Management continue to address the issue of fraudulent workers' compensation claims. Regular meetings are held to discuss potentially fraudulent activities and to develop strategies on addressing the problems of fraud and abuse.

As reported last quarter, the Los Angeles County District Attorney's office filed a felony complaint against a retired MTA bus operator for insurance fraud in October. That individual pled guilty and has been convicted of felony violation of Section 1871.4 (a) of the California Insurance Code, insurance fraud. He is on five years probation and has been ordered to pay restitution to the MTA for amounts paid on his fraudulent claim.

In the months of November, December and January, 47, 43 and 30 claims were referred to Travelers' Special Investigation Unit, respectively, as potentially fraudulent. In November, six suspicious cases were being prepared for referral to the District Attorney for prosecution. In January, one of those six claims was presented to the D.A. One of MTA's previously submitted claims was rejected by the D.A.'s office. We have referred this matter to the Office of the Inspector General to attempt intervention with the D.A. for reconsideration.

In January, Travelers developed a new fraud control tool, called "The Courtesy Call". Travelers' Special Investigation Unit personnel, once alerted to certain "flags" of potential fraud, are deployed to visit the home of the claimant to interview them regarding their disabilities. This has proven an effective method of confronting employees performing activities that are inconsistent with their claimed injuries. Although "The Courtesy Call" is not a substitution for subrosa, it has proven helpful in reducing claims where non-prosecutable, exaggerated injuries would otherwise have resulted in extended temporary disability payments.

We continue to stress the importance of diligent investigation and prosecution of fraud. We are working with Media Relations to explore new ways to publish our successful prosecutions and announce our "zero tolerance" to fraud.

#### Future Relationship with Insurer

We approached Travelers for an indication as to what it would cost the MTA for a fourth year of coverage. Travelers has expressed interest in a continued relationship with MTA. However, the insurer cites escalating reinsurance costs, changing benefit levels and medical inflation rates in California, and uncertainty as to the impact of MTA's union renegotiations on workers' compensation as reasons why they will not commit to a specific rating plan at this time for coverage beyond September 1, 2001.

The workers' compensation insurance market in California has not fared well recently and will probably not support continuation of the favorable rates we currently enjoy. It is quite possible that insurance will not be a viable option for the MTA after September 1, 2001.

We have begun developing our strategy in the event that we are self-insured after that date. One of the important components of that will be to reduce or eliminate the continued exposure associated with the old self-insured claims. As previously mentioned, we have a plan in place to minimize that liability for possible future transfer.

#### Agency-wide Focus

Inherent in reducing the cost of workers' compensation is keeping the agency focused on the problem and recognizing work comp as an agency-wide issue. Losses have not been significantly reduced yet. Claim frequency and cost containment continue to be the biggest challenges to controlling workers' compensation costs to the agency.

95% of all workers' compensation claims received emanate from Transit Operations. Therefore, this report will now be directed to the Board Operations Committee as well as the Finance Committee to apprise board members of our efforts to control workers' compensation at the MTA.

Sincerely,



Deborah Guy, ARM, CPCU  
Managing Director, Risk Management