



# Adopted Budget

*Los Angeles County  
Metropolitan Transportation Authority*

REFERENCE ONLY



For the Fiscal Year Ending June 30, 2002





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

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# *Budget Summary*





## MTA Board of Directors

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Supervisor, Los Angeles County*

**Richard Riordan**

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**Michael Antonovich**

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**Hal Bernson**

*Council Member, City of Los Angeles*

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**Jose Legaspi**

*Commercial Realtor*

**Gloria Molina**

*Supervisor, Los Angeles County*

**Frank C. Roberts**

*Mayor, City of Lancaster*

**Zev Yaroslavsky**

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**Jeffrey Walden**

*Asst. Deputy Mayor, City of Los Angeles*

**Beatrice Proo**

*Council Member, City of Pico Rivera*

**Tony V. Harris**

*Ex-Officio Member, Appointed by Governor*

**George Battey, Jr.**

*Ex-Officio Member, Construction Committee*

**Bill Dahl**

*Ex-Officio Member, Construction Committee*

**Robert Sassaman**

*Ex-Officio Member, Caltrans*

## MTA Profile

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

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

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

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

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

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

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

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

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

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



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

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

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

The annual budget summary and further information about departments, programs and services at the MTA can be found on the agency's website at [www.mta.net](http://www.mta.net).



## Metro Facts

### Annual Boardings:

Bus: 385,419,711

Blue Line: 20,445,000

Green Line: 8,559,000

Red Line: 37,502,000

### Revenue Service Hours:

Bus: 7,485,306

Rail: 543,697

### Vehicle Fleet:

Buses: 2,518

Heavy Rail Cars: 104

Light Rail Cars: 121

### Rail Miles:

Heavy Rail: 17

Light Rail: 43

### HOV Lanes:

Length in Miles: 182.7

Lanes Miles: 381.4

### Facilities:

Bus Stops: 18,500

Rail Stations:

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

Bus divisions: 11

Rail divisions: 3

### Freeway Service Patrol:

Number of tow trucks on patrol: 145

Number of tow truck beats: 40

Number of motorists assisted annually: 328,887

Number of miles covered: 411

### Bikeways:

Class I Bike paths: 95 miles

Class II Bike paths: 60 miles

Number of bike parking spaces: 653

### Soundwalls:

Approved Program Funding: \$93.8 million

## Message From the Chief Executive Officer

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

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

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

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

### Fiscal Year 2002 Major Initiatives

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

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

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

### **A Balanced Fiscal Year 2002 Budget**

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



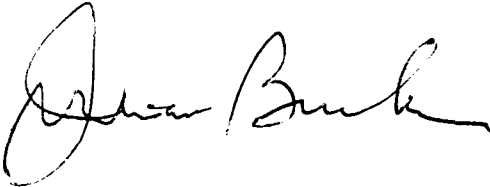
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This past spring the MTA Board adopted a Long Range Transportation Plan, a blueprint for meeting those transportation challenges for the next 25 years. The FY02 MTA budget cements

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

Sincerely,



Julian Burke  
Chief Executive Officer

## **MTA Mission**

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

### **Transit Operations**

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

### **Countywide Planning and Development**

- Planning the countywide transportation system in cooperation with other agencies

### **Engineering and Construction**

- Managing the construction and engineering of transportation system components

### **Support Services**

- Delivering timely support services to the MTA organization

## **MTA Vision**

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

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

## **MTA Goals**

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

### **Customer**

- Improve transportation services to increase customer satisfaction

### **Learning and Innovation**

- Improve and streamline business processes

### **Internal Processes**

- Increase innovation to improve performance

### **Financial Management**

- Increase effective and efficient utilization of resources

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

## FY01 Accomplishments

### Transit Operations

#### 1.4 Million Daily Boardings

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

#### Metro Rapid Bus

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

#### Metro Red Line

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

#### Implemented "How You Doin" and ADA Service Recognition Programs

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

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

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

#### New Buses

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

#### Regional Rebuild Center (RRC)

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

Painted 300 buses with the Metro Bus color scheme.

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

#### Facility Improvements

CNG fueling station was installed at Division 1.

Replaced the bus washer at Division 6.

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

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

**Performance Improvements**

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

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



## Countywide Planning & Development

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

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

### **High Occupancy Vehicle Lanes**

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

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

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

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

### **Soundwall Projects**

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

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

### **Alameda Corridor and Extensions**

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

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

### **Harbor Freeway Transitway**

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

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

Express service was restructured to serve two new stations.

### **Santa Monica Transit Parkway**

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

### **Bus Signal Priority Pilot Project**

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

### **Intelligent Transportation System Program**

Completed the system design, procured hardware and acceptance testing.

### **Joint Development Projects**

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

### **Local Return**

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

### **Service Planning/Market Research Program (SPMRP)**

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

### **ADA Paratransit**

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

### **Community-Based Transportation Services**

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

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

### **Service Transfers to Local/Municipal Operators**

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

### **Welfare to Work Transportation**

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

### **Universal Fare System (UFS)**

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

### **Call for Projects (CFP)**

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

### **Grants Management & Administration**

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

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

### **Freeway Service Patrol**

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

### **Metro Art**

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

### **Consent Decree**

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

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

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

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

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

### **Service Change Programs**

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

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

### **Pasadena Blue Line**

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

## Engineering and Construction

### Transit Corridor Projects

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

### Metro Red Line Segment 3 – North Hollywood

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

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

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

### Metro Green Line

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

### Capital Improvement Projects – Rail / Bus

Completed the following projects:

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

## Support Services

### Finance

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

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

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

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

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

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

### Administration

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

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

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

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

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

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

### Management Audit Services

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

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

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

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

### Human Resources

Hired 1,291 employees, including 537 bus operators.

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

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

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

**Los Angeles County Metropolitan Transportation Authority**  
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Reduced the average time for investigation of an Equal Employment Opportunity (EEO) complaint from 120 days to 60 days.

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

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

**Procurement**

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

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

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

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

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

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

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

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

## All Other Units

### Board Secretary

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

Upgraded Board Room Automated Voting System.

### County Counsel

Resolved fifteen cases in the first three quarters of FY01.

### Ethics Office

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

### Board Research Services

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

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

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

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

### Government Relations

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

Promoted legislative policies benefiting transportation services and projects.

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

### Labor Relations

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

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

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

### Media Relations

Produced first annual State of the Metro Bus System report.

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

### Office of System Safety & Security

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

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

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

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

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

## FY02 Budget Highlights

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

### Significant Changes In FY02

#### Salary and wages

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

#### Fringes

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

#### Insurance

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

#### Fuel and Utilities

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

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

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

#### Rail Construction

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

#### Countywide Planning

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



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

**Capital Improvement Projects**

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

- Timing issues in FY01 carry forward \$14.1 million in expenditures into FY02 for UFS
- Public-private partnerships for capitalized leases to provide CNG fueling capacity for additional bus divisions increases by \$6.4 million
- Expenses carried forward for replacement purchases of non-revenue vehicles are \$7.1 million
- Automated Passenger Counters to provide ride check data is budgeted for \$4.9 million

- Fuel tank replacement projects for bus divisions and continuance of the site remediation programs are increasing the budget by \$5.3 million
- Projects to preserve and upgrade information and system technology, including carryover expenses for vehicle and material maintenance, systems are increasing by \$11.9 million.
- Radio replacements increase by \$4.7 million
- Enhancements at Gateway and Transit Plaza increase by \$1.8 million
- Facility modifications and improvements increase the budget by \$14.2 million.
- Warehousing improvements are increasing by \$3.5 million
- Rail system improvements increase by \$2.9 million.
- Y2K system improvement requirements decreased by \$5.1 million

**Debt service**

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

## MTA Budget Process

### Budget Overview

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

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

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

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

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

carryover revenues and expenses from the prior fiscal year.

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

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

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

### Budget Workflow

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

#### Budget Formulation and Preparation:

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

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

#### **Budget Reviews:**

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

#### **Adoption Phase:**

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

#### **Budget Implementation:**

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

#### **Budget Basis**

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

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

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

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

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

### **Budget Policies and Procedures**

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

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

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

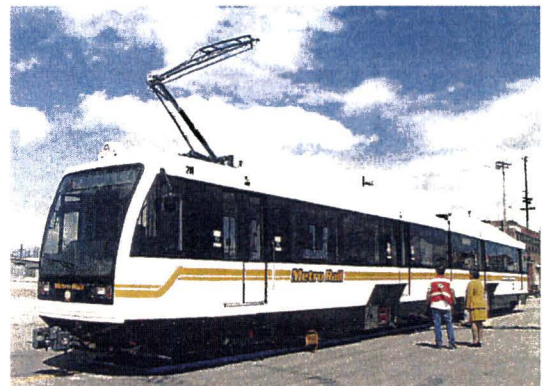
and budget expenditures are monitored by the Finance Department throughout the fiscal year.

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

### **Budget Amendments**

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

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

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

(Amounts in millions)

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

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

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

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

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

## Major Budget Assumptions

### Bus and Rail Operations Assumptions

#### FY02 Adopted Service Levels:

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

- Bus service will increase in the fourth quarter to ensure compliance with consent decree loading standard of 1.20 by June 2002
- Delivery and operation of 400 new CNG buses
- Metro Blue Line service will operate three car consist
- Metro Green Line service will operate two car consist
- Diesel fuel price increase of 14%; CNG price increase of 102%; propulsion power increase of 15% for Southern California Edison and 3% for Department of Water and Power.
- Loss Prevention Program will produce a 10% reduction in lost work days

### Capital Improvement Plan Assumptions

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

- Funds are included for preliminary engineering and support for the three approved Corridor Projects: Eastside \$39.8 million; Mid-City/Wilshire \$8.0 million; and San Fernando Valley East-West \$7.1 million

### Other Budget Assumptions

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



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Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

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

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

## Revenue Detail - FY02 Budget

Fund Type	Revenues	Assumptions	Application/
Federal CMAQ Rapid Bus Grant	\$22.3 million in new revenues.	Based on State Implementation Plan that has been approved pursuant to the Clean Air Act.	Rapid Bus operati
Interest Revenues	\$7 million in new revenues.	Based on pooled account average balance of \$67 million earning an annual yield rate of 4.9%.	P
Bus Parts/Scrap Sales	\$450,000 in new revenues.	Based on MTA's Procurement Department estimate of revenues from the sale of salvaged bus parts and revenue vehicles	
Automated Public Toilets	\$75,000 in new revenues.	Fixed annual ten year contract Outdoor	
Filming Fees	\$450,000 in new revenues.	Base R	
County Buydown of Fare Media	\$450,000 in new revenues.		
Fare Violations/Fines	\$600,000 in new revenues.		
Sales of Surplus Property	\$1 million		
Miscellaneous	\$500,000		
<b>Other Financing Sources</b>			
General Revenue Bonds			
Capital Lease			
Proceeds from Financial			
Proceeds from Refunding Bonds			

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 Article 3 - (2%)  
 Article 4 - (92.68%)  
 Article 8 - (5.32%)  
 Total TDA  
 State Transit Assistance - ST  
 Revenue Share - PUC  
 Population Share - PUC  
 Total STA  
 Total Sales Tax  
 Intergovernmental  
 Local Funds  
 Access Service Inc - ASI (RSTP)  
 City of LA.  
 SCAQMD  
 County of LA.  
 Joint Development - Grand Central Ma  
 Financing Reimbursements  
 CSDA/CTFC Sub-lease agreement  
 Kaiser Hospital  
 Local Other  
 Total local funds  
 State Funds  
 Rail Bonds - Prop 116  
 TSM Funds  
 Regional Improvement Funds  
 State STP/Traffic Congestion Relief Funds  
 Regional Improvement Funds (AB 1012)  
 State TCI  
 SB45 Administration  
 Budget Change Proposal - BCP  
 State Other  
 Total state funds  
 Federal Funds  
 Federal Section 5309 [ 3 ] Capital - New Starts  
 Federal Section 5309 [ 3 ] Fixed Guidelines  
 Federal Section 5307 [ 9 ] Bus Facilities  
 Federal Section 5313B [ 26 ]  
 Congestion Mitigation & Air Quality - CMAQ  
 FEWA - Earthquake  
 Federal Section 5307 - STP Funds  
 Federal Other  
 Total Federal funds  
 Total Intergovernmental  
 Federal Other  
 Total federal funds  
 Balance to following page

**Summary Revenues and Carryovers by Source**

\$ 160,920 \$ 1.6

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

**Summary of Revenues and Carryovers by Source**

Revenue Source	Fiscal Year 2000			Fiscal Year 2001			Fiscal Year 2002		
	Carryover	Actual	Total	Carryover	Adopted	Total	Carryover	Adopted	Total
Amounts in thousands)									
State Tax Revenues									
Proposition A									
Administration	\$ 1,343	\$ 25,218	\$ 26,561	\$ 827	\$ 25,115	\$ 25,942	\$ 1,961	26,422	\$ 28,383
Local Return (25%)	-	119,784	119,784	8,887	119,296	128,183	4,725	125,505	130,230
Fuel - Set Aside (35%)	-	167,697	167,697	14,581	167,015	181,596	21,666	175,707	197,373
Discretionary (95% of 40%)	1,098	182,071	183,169	23,844	181,330	205,174	16,063	190,768	206,831
Permitive (5% of 40%)	206	9,583	9,789	7,030	9,544	16,574	17,944	10,040	27,985
Proposition A	2,647	504,353	507,000	55,169	502,300	557,469	62,359	528,443	590,803
Proposition C									
Administration	183	7,589	7,772	382	7,538	7,920	2,916	7,925	10,841
Local Return (20%)	-	99,672	99,672	7,416	98,993	106,409	8,420	104,083	112,503
Fuel (5%)	-	24,918	24,918	-	24,748	24,748	166	26,021	26,187
Rail (10%)	18,043	49,836	67,879	27,254	49,496	76,750	43,293	52,042	95,334
Highways (25%)	100,734	124,590	225,324	152,476	123,741	276,217	172,182	130,104	302,286
Permitive (40%)	12,795	199,344	212,139	37,675	197,985	235,660	55,229	208,166	263,395
Proposition C	131,755	505,949	637,704	225,203	502,501	727,704	282,206	528,340	810,546
Development Act - TDA (Fixed)									
Administration	-	6,000	6,000	1,114	6,000	7,114	-	6,000	6,000
Fuel	51	5,005	5,056	7,187	4,954	12,141	9,471	5,217	14,688
Local Return	26,338	232,418	258,756	77,335	229,568	306,903	131,401	241,692	373,094
Permitive	129	12,812	12,941	-	13,178	13,178	(52)	13,929	13,877
Development Act - TDA (Fixed)	26,518	256,235	282,753	85,636	253,700	339,336	140,820	266,838	407,658
Proposition 13									
1993/14	-	12,731	12,731	10,422	13,381	23,803	4,420	32,057	36,477
1993/13	-	10,854	10,854	1,949	12,749	14,698	4,942	27,221	32,164
Proposition 13	-	23,585	23,585	12,371	26,130	38,501	9,363	59,278	68,641
Proposition 13	160,920	1,290,122	1,451,042	378,379	1,284,631	1,663,010	494,747	1,382,900	1,877,647
Federal Funds)									
Administration	-	36,612	36,612	-	41,554	41,554	-	44,047	44,047
Fuel	-	3,011	3,011	-	6,208	6,208	-	20,171	20,171
Local Return	-	6,901	6,901	-	9,000	9,000	-	2,000	2,000
Permitive	-	-	-	-	600	600	-	4,499	4,499
Rail	-	1,632	1,632	-	-	-	-	2,078	2,078
Highways	-	-	-	-	-	-	-	-	-
Permitive	-	1,743	1,743	-	2,424	2,424	-	2,338	2,338
Permitive	-	-	-	-	-	-	-	-	-
Permitive	-	7,666	7,666	-	2,437	2,437	-	497	497
Federal Funds)	-	57,565	57,565	-	62,223	62,223	-	75,631	75,631
Federal Funds)									
Administration	-	2,287	2,287	-	2,000	2,000	-	-	-
Fuel	-	30	30	-	-	-	-	-	-
Local Return	-	-	-	-	68,700	68,700	-	41,730	41,730
Permitive	-	-	-	-	-	-	-	62,429	62,429
Rail	-	-	-	-	-	-	-	8,000	8,000
Highways	-	-	-	-	20	20	-	-	-
Permitive	-	1,878	1,878	-	3,115	3,115	-	3,130	3,130
Permitive	-	5,209	5,209	-	3,870	3,870	-	5,400	5,400
Permitive	-	3,451	3,451	-	5,331	5,331	-	8,828	8,828
Federal Funds)	-	12,855	12,855	-	83,036	83,036	-	129,517	129,517
Federal Funds)									
Administration	-	42,413	42,413	-	49,053	49,053	-	51,045	51,045
Fuel	-	1,465	1,465	-	28,337	28,337	-	21,856	21,856
Local Return	-	-	-	-	5,700	5,700	-	7,791	7,791
Permitive	239,841	239,841	239,841	-	34,706	34,706	-	65,229	65,229
Rail	-	-	-	-	500	500	-	-	-
Highways	-	-	-	-	150,717	150,717	-	175,128	175,128
Permitive	-	-	-	-	-	-	-	-	-
Permitive	-	-	-	-	190	190	-	-	-
Permitive	1,111	1,111	1,111	-	-	-	-	-	-
Permitive	-	-	-	-	-	-	-	803	803
Permitive	116	116	116	-	13,458	13,458	-	6,589	6,589
Federal Funds)	84,946	284,946	284,946	-	282,661	282,661	-	328,442	328,442
Federal Funds)	5,366	355,366	355,366	-	427,920	427,920	-	533,589	533,589
Federal Funds)	488	1,806,408	1,806,408	378,379	1,712,551	2,090,930	494,747	1,916,489	2,411,236

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

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

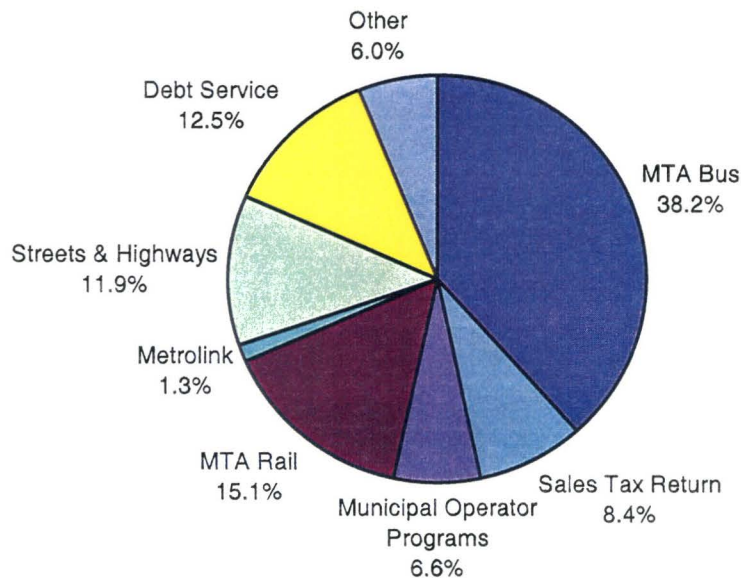
NOTES: Intergovernmental funds are on reimbursement basis therefore, no carryover balances are assumed.

## Summary of Expenditures by Program

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

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

**FY02 Adopted Budget**





# *Financials*







## Enterprise Fund

### Fund Narrative

The Enterprise Fund is used to account for bus and rail operations, which are financed and operated in a manner similar to the private sector. The transit services included within the Enterprise Fund are Metro Bus, contracted shuttle service, light rail and heavy rail service and other regional programs. Other regional programs support all transit providers in Los Angeles County, including the Gateway Transit Plaza, transitways and the 1-800-COMMUTE telephone information service.

### Revenues

The Enterprise Fund operating revenues recover approximately 30% of the cost to provide transit services. Over 90% of the operating revenues are derived from passenger fares with the remainder coming from route subsidies, interagency agreements and advertising. The other 70% of costs to provide services are funded through a combination of non-operating revenues and transfers. The main source of non-operating revenue is federal grants. The main sources of transfers are from Proposition A and C, Transportation Development Act (TDA), and State Transit Assistance Fund (STA) tax revenues.

### Expenses

Approximately 63% of Enterprise Fund expenses are for labor and fringe benefits for service delivery and maintenance of fleet and facilities. The majority of the labor costs include employees represented by UTU, ATU, TCU, and AFSCME. Fuel and materials represents another 15% of expenses with the remainder of the expenses being comprised of services 9%, security 6% and debt and other expenses 7%.

MTA Transit Security works to maintain a safe and secure transit system and provides fixed post security and patrol at Metro Rail Park and Ride lots and at MTA Metro bus and rail operating divisions and support facilities throughout the region. MTA Security also conducts certain special security programs and internal investigations. MTA contracts with local law enforcement organizations for enhanced security presence on the transit system. In FY02, for combined Metro bus and rail modes, the costs for transit-related security are \$58.8 million, a reduction of \$5.2 million or 8.1%. The cost for fixed post contract security is projected to increase by \$534,000, or 17.9% in FY02 due to identified needs for additional contract security at specific locations.

## Budget & Service Level Assumptions

### FY02 Service Assumptions

Mode		Vehicle Revenue Hours	Vehicle Revenue Miles	Unlinked Passenger Trips	Passenger Miles
<b>Bus</b>	MTA Operated	6,831,265	83,331,835	368,014,000	1,310,129,840
	Contracted Svc	654,041	8,351,476	17,405,711	61,964,331
	<b>Subtotal Bus</b>	<b>7,485,306</b>	<b>91,683,311</b>	<b>385,419,711</b>	<b>1,372,094,171</b>
<b>Rail</b>	Blue Line	198,093	4,244,472	20,445,000	142,910,550
	Green Line	86,708	2,634,415	8,559,000	59,827,410
	Red Line	258,896	5,868,060	37,502,000	112,506,000
	<b>Subtotal Rail</b>	<b>543,697</b>	<b>12,746,947</b>	<b>66,506,000</b>	<b>315,243,960</b>
<b>Totals</b>		<b>8,029,003</b>	<b>104,430,258</b>	<b>451,925,711</b>	<b>1,687,338,131</b>

### Cost Per Unit of Service

Mode		Vehicle Revenue Hours	Vehicle Revenue Miles	Unlinked Passenger Trips	Passenger Miles
<b>Bus</b>	MTA Operated *	\$101.63	\$8.33	\$1.89	\$.53
	Contracted Svc *	\$50.42	\$3.95	\$1.89	\$.53
	<b>Blended Bus **</b>	<b>\$98.44</b>	<b>\$8.04</b>	<b>\$1.91</b>	<b>\$.54</b>
<b>Rail</b>	Blue Line	\$294.79	\$12.20	\$2.89	\$.41
	Green Line	\$294.79	\$12.20	\$2.89	\$.41
	Red Line	\$242.23	\$10.69	\$1.67	\$.56
	<b>Blended Rail</b>	<b>\$269.76</b>	<b>\$11.51</b>	<b>\$2.21</b>	<b>\$.47</b>

\* Includes Interest

\*\* Excludes Interest

- Metro bus and rail fare box revenue is estimated at \$243 million
- Three-car trains on the Metro Blue Line and two-car trains on the Metro Green Line
- Additional service to achieve load factor target of 1.2 by June 2002
- Fuel prices: diesel – 89.70 cents/gallon, and CNG – 69.50 cents/therm

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## Combined Statement of Revenues, Expenses and Changes in Retained Earnings For the Years Ending June 30, 2000, 2001 and 2002

(Amounts in millions)

Enterprise Fund by Mode	Bus			Light Rail		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Revenue:						
2 Operating revenues						
3 Passenger fares	\$ 212.4	\$ 211.6	\$ 212.1	\$ 13.5	\$ 14.8	\$ 18.6
4 Route subsidies	0.2	0.4	0.4	-	-	-
5 Metrolink interagency agreement	0.7	0.3	0.3	-	-	-
6 Advertising	13.6	14.7	13.9	-	-	-
7 Total revenues	226.9	227.0	226.7	13.5	14.8	18.6
8						
9 Operating expenses:						
10 Transportation	436.2	436.6	454.1	36.6	42.6	46.6
11 Maintenance	229.3	239.3	249.1	19.2	30.1	31.1
12 General and administrative	28.0	25.2	24.2	2.5	4.8	6.2
13 Total operating expenses	693.6	701.1	727.4	58.3	77.5	83.9
14						
15 Operating income (loss)	(466.7)	(474.1)	(500.7)	(44.8)	(62.7)	(65.3)
16						
17 Non-operating revenues/(expenses):						
18 Local operating grants	1.3	-	0.5	-	-	-
19 Federal operating grants	76.7	97.4	107.2	6.9	3.4	3.4
20 Interest revenue	6.8	3.3	6.3	-	-	-
21 Debt and interest expense	(11.5)	(15.5)	(8.8)	-	-	-
22 Gain (loss) on disposition of fixed assets	(1.3)	2.1	1.0	-	-	-
23 Other	2.2	1.8	1.5	0.2	0.3	0.4
24 Total Non-operating revenues	74.2	89.1	107.5	7.1	3.7	3.8
25						
26 Other financing sources (uses):						
27 Operating transfers in						
28 Prop A	121.1	121.9	130.5	8.1	20.6	21.6
29 Prop C	117.6	98.9	97.5	18.8	25.0	20.9
30 TDA	161.6	162.9	164.3	1.1	1.3	0.9
31 STA	-	0.3	-	9.7	12.1	18.1
32 Other	5.5	1.0	0.8	-	-	-
33 Total other financing and sources (uses)	405.8	385.0	393.2	37.7	59.0	61.5
34						
35 Increase (decrease) in retained earnings	13.3	-	-	-	-	-
36						
37 Deficit - beginning of year	(89.1)	(75.8)	(75.8)	-	-	-
38						
39 Deficit - end of year	\$ (75.8)	\$ (75.8)	\$ (75.8)	\$ -	\$ -	\$ -

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

	Heavy Rail			Regional Activities and Other			Total		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1									
2									
3	\$ 5.5	\$ 10.1	\$ 12.6	\$ -	\$ -	\$ -	\$ 231.4	\$ 236.5	\$ 243.3
4	-	-	-	-	-	-	0.2	0.4	0.4
5	1.4	2.0	2.0	-	-	-	2.1	2.3	2.3
6	-	-	-	-	-	-	13.6	14.7	13.9
7	6.9	12.1	14.6	-	-	-	247.3	253.9	259.9
8									
9									
10	21.2	33.8	33.1	-	-	-	494.0	513.0	533.8
11	11.2	23.7	25.2	-	-	-	259.7	293.1	305.4
12	1.5	4.3	4.4	2.3	7.1	7.6	34.4	41.4	42.4
13	33.9	61.8	62.7	2.3	7.1	7.6	788.1	847.5	881.6
14									
15	(27.0)	(49.7)	(48.1)	(2.3)	(7.1)	(7.6)	(540.8)	(593.6)	(621.7)
16									
17									
18	-	-	-	-	-	-	1.3	-	0.5
19	1.8	1.4	1.7	-	-	-	85.4	102.2	112.2
20	-	-	-	-	-	0.7	6.8	3.3	7.0
21	-	-	-	-	-	-	(11.5)	(15.5)	(8.8)
22	-	-	-	-	-	-	(1.3)	2.1	1.0
23	0.1	0.1	0.3	-	-	-	2.5	2.2	2.1
24	1.9	1.5	1.9	-	-	0.7	83.2	94.3	114.0
25									
26									
27									
28	4.1	10.3	10.8	-	6.5	6.9	133.3	159.3	169.8
29	16.1	31.1	25.9	-	-	-	152.5	155.0	144.3
30	0.1	0.7	0.5	2.3	0.6	-	165.1	165.5	165.7
31	4.8	6.1	9.1	-	-	-	14.5	18.5	27.2
32	-	-	-	-	-	-	5.5	1.0	0.8
33	25.1	48.2	46.2	2.3	7.1	6.9	470.9	499.3	507.8
34									
35	-	-	-	-	-	-	13.3	-	-
36									
37	-	-	-	-	-	-	(89.1)	(75.8)	(75.8)
38									
39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (75.8)	\$ (75.8)	\$ (75.8)

## Internal Service Fund

### Fund Narrative

The Internal Service Fund is used to account for goods and services provided to projects and funds on a cost reimbursement basis. These expenses are allocated to the functional units of Operations, Planning and Construction, as well as the blended component units, PTSC and PRMA. Internal Service Fund departments develop and manage the budget, fiscal reporting, accounting activities, payroll, investments, debt service, general services and information services.

### Revenues

Charges for financial and administrative service functions are allocated to MTA's programs and

projects. As part of the allocation methodology, the program reimburses the MTA's overhead projects in the Internal Service Fund.

### Expenses

Internal Service Fund expenses are in support of the agency core business units. The significant expenses in FY02 include salaries and fringes for financial and administrative functions. Non-labor expenses include professional and contractual services for facility maintenance of Gateway, accounting and audit expenses, legal claims, consulting services for ITS, personnel services to support hiring, employment activities and services for training and skill enhancement.

## Statement of Revenues, Expenses and Changes in Retained Earnings For the Years Ending June 30, 2000, 2001 and 2002

(Amounts in millions)

<b>Internal Service Fund</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Operating expenses:			
2    Services	\$ -	\$ -	\$ -
3 Total operating expenses	-	-	-
4			
5 Operating income (loss)	-	-	-
6			
7 Non-operating revenues/(expenses):			
8    Charges for services	(302.4)	(322.0)	(358.1)
9    Interest revenue	3.9	-	-
10   Other	298.5	322.0	358.1
11 Total non-operating revenues	-	-	-
12			
13    Increase (decrease) in retained earnings	-	-	-
14			
15 Retained Earnings(deficit)-beg. of year	-	-	-
16			
17 Retained Earnings(deficit)-end of year	\$ -	\$ -	\$ -

Note: FY01 and FY02 expenses are adjusted to be consistent with actual CAFR reporting.

## Special Revenue Fund

### Fund Narrative

The Special Revenue fund is used to account for the proceeds of specific revenue sources (other than expendable trust or for major Capital Projects) that are legally restricted to expenditures for specified purposes. The Special Revenue fund reflects MTA's responsibility to administer special transportation programs as well as its duty to allocate transportation funds to local and regional agencies throughout Los Angeles County.

### Revenues

The primary sources of the Special Revenue fund are from Proposition A sales tax, Proposition C sales tax, TDA sales tax, STA sales tax, SAFE, Congestion Mitigation and Air Quality (CMAQ) and other funds used to account for programs with dedicated revenue sources.

### Expenditures

Laws, ordinances or grants that created these funds designate the uses of MTA Special Revenue funds. Local projects and programs include funding through the Proposition A and C sales tax returned to local jurisdictions. This funding category also includes funds allocated through the TDA Article 3 and 8 programs for transit purposes and the CFP.

Municipal operator programs include funding to the sixteen transit service providers throughout Los Angeles County. These funds are allocated through the Formula Allocation Procedure (FAP) based on service parameters.

The ADA/Accessibility funding program includes funding for ASI and paratransit operators are granted funding in the Proposition

A Incentive program, which was established in the Proposition A implementation guidelines as 5% of the discretionary 40% of total Proposition A revenues. Incentive program expenditures are for services to help the elderly and disabled with community-based transportation services. Commuter rail and inter-city rail programs fund the SCRRA-Metrolink service for Los Angeles County and provides \$25,000 for Intercity Rail support.

The CFP is a biennial process that MTA established to allocate transportation funds to regionally significant projects implemented by Caltrans, and other public agencies. The CFP meets federal and state planning and programming requirements for developing an integrated, multi-modal transportation system. The TIP process allocates revenues across all surface transportation modes based on the planning requirements of the 1998 Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21). The CFP also addresses MTA's mandated responsibilities to the California Transportation Commission (CTC) regarding the programming of the State TIP. In July 1999, the Board of Directors approved \$568.6 million for the CFP. The 2001 CFP is scheduled to be adopted by the MTA Board in late July. The preliminary funding marks of \$850 million are based on anticipated federal, state and local forecast.

Other local projects include subsidies awarded by the Board of Directors outside of the CFP process to the Immediate Needs program, Support for Homeless Re-Entry (SHORE) and General Relief.



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Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

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

(Amounts in millions)

Special Revenue Funds	Proposition A			Proposition C			Transportation Develop. Act		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Revenue:									
2 Sales tax	\$ 504.3	\$ 502.3	\$ 528.4	\$ 505.9	\$ 502.5	\$ 528.3	\$ 256.2	\$ 253.7	\$ 266.8
3 Intergovernmental grants	-	-	-	42.5	56.6	57.8	-	-	-
4 Investment income	7.2	4.2	6.0	16.9	12.3	14.0	5.9	4.0	3.5
5 Licenses and fines	-	-	-	-	-	-	-	-	-
6 Other	(1.1)	-	-	1.2	-	-	1.7	-	-
7 Total revenues	510.4	506.5	534.4	566.5	571.4	600.1	263.8	257.7	270.3
8									
9 Expenditures:									
10 Subsidies	174.5	182.2	194.4	328.6	353.8	377.1	67.4	79.9	87.0
11 Services	-	-	-	-	71.9	78.2	-	-	-
12 General and administrative	-	-	-	38.3	6.4	6.6	-	-	-
13 Total expenditures	174.5	182.2	194.4	366.9	432.1	461.9	67.4	79.9	87.0
14									
15 Excess (deficiency) of revenues									
16 over expenditures	335.9	324.3	340.0	199.6	139.3	138.2	196.4	177.8	183.3
17									
18 Other financing sources (uses):									
19 Operating transfers in									
20 Prop A	-	-	-	7.8	-	-	-	-	-
21 Prop C	-	-	-	70.3	-	38.0	-	-	-
22 TDA	-	-	-	-	-	-	1.3	-	0.9
23 Other	4.0	-	-	52.5	-	75.3	-	-	-
24 Operating transfers out									
25 Prop C	(7.8)	-	-	(70.3)	-	(38.0)	-	-	-
26 TDA	-	-	-	-	-	-	(1.3)	-	(0.9)
27 General Fund	(35.0)	(18.6)	(19.6)	(8.2)	(7.5)	(8.3)	(6.6)	(6.0)	(6.0)
28 Debt Service Fund	(156.7)	(163.5)	(151.0)	(89.9)	(114.3)	(131.7)	-	-	-
29 Capital Fund	18.6	-	-	(12.3)	(10.4)	(5.8)	(5.5)	(13.2)	(23.9)
30 Enterprise Fund	(133.3)	(159.2)	(169.8)	(152.5)	(155.0)	(144.3)	(165.1)	(165.5)	(165.7)
31 Total other financing sources (uses)	(310.2)	(341.3)	(340.4)	(202.5)	(287.2)	(214.9)	(177.2)	(184.7)	(195.6)
32									
33 Excess (deficiency) of revenue and other financing									
34 sources over expenditures/other financing uses	25.7	(17.0)	(0.4)	(2.9)	(147.9)	(76.7)	19.2	(6.9)	(12.3)
35									
36 Fund surplus balance - beginning of year*	99.9	125.6	78.7	313.5	310.5	313.9	117.1	136.3	145.5
37									
38 Fund surplus balance - end of year	\$ 125.6	\$ 108.6	\$ 78.4	\$ 310.5	\$ 162.6	\$ 237.2	\$ 136.3	\$ 129.4	\$ 133.3

\*FY02 Beginning fund balances primarily include projected FY01 favorable revenue and expenditure variances.

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

	State Transit Assistance-STA			SAFE			Other			Total		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1												
2	\$ 23.6	\$ 26.1	\$ 59.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,290.0	\$ 1,284.6	\$ 1,382.9
3	-	-	-	-	-	-	6.4	4.1	9.9	48.9	60.7	67.7
4	1.2	0.4	0.4	1.4	-	-	0.1	0.3	-	32.7	21.2	23.9
5	-	-	-	7.2	7.3	6.1	-	-	-	7.2	7.3	6.1
6	-	-	-	(0.1)	-	-	1.0	-	-	2.6	-	-
7	24.8	26.5	59.7	8.5	7.3	6.1	7.4	4.4	9.9	1,381.4	1,373.8	1,480.6
8												
9												
10	2.1	4.2	8.5	-	-	-	0.1	-	4.4	572.7	620.1	671.3
11	-	-	-	6.9	10.1	12.2	0.1	0.1	0.1	7.0	82.1	90.5
12	-	-	-	0.6	0.5	0.6	-	-	0.1	38.9	6.9	7.2
13	2.1	4.2	8.5	7.5	10.6	12.8	0.2	0.1	4.5	618.6	709.1	769.1
14												
15												
16	22.7	22.3	51.2	1.0	(3.3)	(6.7)	7.2	4.3	5.4	762.8	664.7	711.5
17												
18												
19												
20	-	-	-	-	-	-	-	-	-	7.8	-	-
21	-	-	-	-	-	-	-	-	-	70.3	-	38.0
22	-	-	-	-	-	-	-	-	-	1.3	-	0.9
23	-	-	-	-	-	-	-	-	-	56.5	-	75.3
24												
25	-	-	-	-	-	-	(5.6)	-	(5.4)	(83.7)	-	(43.4)
26	-	-	-	-	-	-	-	-	-	(1.3)	-	(0.9)
27	-	-	-	-	-	-	(0.9)	(0.3)	-	(50.7)	(32.4)	(33.9)
28	-	-	-	-	-	-	-	-	-	(246.6)	(277.8)	(282.7)
29	(5.2)	(6.0)	(20.3)	-	-	-	(5.0)	-	-	(9.5)	(29.6)	(50.0)
30	(14.5)	(18.5)	(27.2)	-	-	-	-	(1.0)	-	(465.3)	(499.2)	(507.0)
31	(19.7)	(24.5)	(47.5)	-	-	-	(11.5)	(1.3)	(5.4)	(721.2)	(839.0)	(803.8)
32												
33												
34	3.0	(2.2)	3.7	1.0	(3.3)	(6.7)	(4.3)	3.0	-	41.6	(174.3)	(92.3)
35												
36	16.1	19.1	9.7	21.1	22.1	24.7	8.6	4.2	7.2	576.3	617.9	579.8
37												
38	\$ 19.1	\$ 16.9	\$ 13.4	\$ 22.1	\$ 18.8	\$ 18.0	\$ 4.2	\$ 7.2	\$ 7.2	617.9	443.6	487.5

## Regional Programs

### Budget Assumptions

The MTA provides funding directly to projects through grants of local funds or indirectly through allocating federal or state grants. Local funds consist mainly of Proposition A and C funds which are directly disbursed by the MTA to agencies based on an approved spending plan. Federal and state grant funds are programmed or allocated by the MTA and disbursed directly by the granting agency or disbursed by MTA to the grantee, or recipient. The recipient agency is responsible for administering and managing the federal or state grant.

The FY02 budget for local funding commitments to the CFP reflect current year cash flow. Funding for all other local programs, including Municipal Operator programs, ASI, Proposition A Incentive, Local Return, Metrolink, and state and federal funding programs reflect the FY02 programmed amounts.

### FY02 Revenue Summary - Regional Programs Budget

(Amounts in thousands)	Municipal Operator Programs	ADA Funding Program	Local Projects & Programs	Other Local Projects	Commuter Rail & Intercity Rail	Total Subsidy Budget
1 Revenue						
2 Prop A - Admin 5%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Prop A - Local Return 25%			125,505			125,505
4 Prop A - Discretionary 95% of 40%	59,039					59,039
5 Prop A - Incentive 5% of 40%		6,600				6,600
6 Prop C - Local Return 20%			104,083			104,083
7 Prop C - Security 5%	4,252					4,252
8 Prop C - Commuter Rail 10%			18,616		35,207	53,823
9 Prop C - Streets & Hwys 25%			49,982			49,982
10 Prop C - Discretionary 40%	32,130	7,316	2,233	6,050		47,729
11 Prop C - Bonds			67,917			67,917
12 Other		44,048	4,355			48,403
13 TDA	66,117		19,950			86,067
14 STA Formula	8,416					8,416
15 Interest	9,423					9,423
16 Total	\$ 179,377	\$ 57,963	\$ 392,641	\$ 6,050	\$ 35,207	\$ 671,238

## Regional Programs Descriptions

### **Municipal Operator Programs**

Municipal Operator Programs provide for the equitable allocation of STA, TDA, Proposition A 40% Discretionary and Proposition A and C interest revenues to sixteen transit service providers in Los Angeles County. These funds are allocated based on formulas prescribed by State law and by the Board of Directors.

In addition, operators receive Proposition C 40% Discretionary funds under four programs approved by the Board of Directors: Foothill Mitigation Program, Transit Service Expansion, Discretionary Bus Restructuring and Bus Service Improvement Plan (BSIP) including Overcrowding Relief.

### **ADA/Accessibility Funding Programs**

MTA contracts with ASI to provide regional transit services for the disabled public. ASI is the Consolidated Transportation Services Agency (CTSA) for Los Angeles County that provides a paratransit system designed for people with disabilities who cannot ride the fixed route bus and rail system. The system is complementary to the fixed route system and enables the county to be fully compliant with ADA mandates on accessible service.

### **Paratransit Programs**

Paratransit is a component of Los Angeles County's comprehensive public transportation network that uses specially equipped vehicles to provide demand response service to transit dependent individuals with special needs. Paratransit service is usually operated by the cities of Los Angeles County. In FY02, the Proposition A Discretionary Incentive Program includes \$6 million for specific paratransit

programs throughout Los Angeles County. In addition, \$600,000 of Proposition A Incentive Funds is included in the FY02 Budget to assist paratransit operators to collect and report their operating statistics to the NTD.

### **Local Projects and Programs**

#### **Proposition A and C Local Return**

The Proposition A and C ordinances require that each of the 88 cities and of the Los Angeles County receive a direct share, based on population, of the total Propositions A and C sales tax revenues. Known as "local return" these funds must be used to support transit needs or other transportation related projects, including paratransit and fixed route service, street and road maintenance and other transit related improvements. In FY02, cities will receive over \$238 million under the Local Return program.

#### **Transportation Improvement Project (TIP) Call for Projects**

The TIP Call for Projects is a biennial process for allocating selected local, state and federal transportation funds to a variety of cities in Los Angeles County, municipal transit operators, joint powers authorities and other public and non-profit agencies. After MTA establishes funding estimates, eligible organizations submit project applications for review. MTA staff, based on a scoring system adopted by the Board of Directors, evaluates the merits of each submittal and develops a priority ranking. The Board of Directors reviews the staff recommendations and adopts a multi-year funding program. After adoption by the Board of Directors, the MTA develops project cash flow plans and secures written agreements with successful project sponsors.

**Bikeways/Transit/Streets & Roads Program**

TDA Article 3 funds are allocated to all cities and the unincorporated areas of the County based on population. TDA Article 8 funds may be used for the development, construction, and maintenance of local streets and roads after a finding by the MTA that there are no unmet transit needs in the jurisdiction. Eligible claimants for TDA Article 8 funds include the cities of Avalon, Lancaster, Palmdale, Santa Clarita, and the unincorporated areas of Los Angeles County.

**Regional Grantee**

\$5.0 million in federal funds are budgeted for the MTA to act as the grantee for federal funds on a pass-through basis. Projects included are for the Figueroa Corridor project and for projects in the cities of Bell, Cudahy, Maywood, Monrovia, Burbank, Monterey Park, and Playa Vista Corporation.

## Regional Programs Expenditure Detail

(Amounts in thousands)

Regional Fund Description	FY00 Actual	FY01 Adopted	FY02 Adopted
<b>Municipal Operator Programs</b>			
Operating funding program	\$ 103,152	\$ 128,523	\$ 149,109
Transit Security	4,544	5,300	4,252
Bus Service Improvement Program	2,501	2,501	17,572
Transit Service Expansion	5,408	5,408	5,562
Base bus restructuring	2,801	2,801	2,881
<b>Municipal Operator Programs Total</b>	<b>118,406</b>	<b>144,533</b>	<b>179,377</b>
<b>ADA/Accessibility Funding Programs</b>			
ASI - Access Services, Inc.	40,273	43,527	51,363
Proposition A Incentive programs	4,593	4,607	6,600
<b>ADA Accessibility Funding Programs Total</b>	<b>44,866</b>	<b>48,134</b>	<b>57,963</b>
<b>Local Projects and Programs</b>			
Proposition A and C Local Return	227,646	218,289	229,588
Call for Projects	133,691	149,243	143,103
TDA Bikeways/Transit/Streets & Hwys Pgms	15,905	18,132	19,950
<b>Local Projects and Programs Total</b>	<b>377,242</b>	<b>385,664</b>	<b>392,641</b>
<b>Other Local Projects</b>			
Immediate Needs	5,000	5,000	5,000
SHORE/General Relief Tokens	559	1,050	1,050
<b>Other Local Projects Total</b>	<b>5,559</b>	<b>6,050</b>	<b>6,050</b>
<b>Commuter Rail &amp; Inter-City Rail Programs</b>			
Metrolink	30,588	35,742	35,182
Intercity Rail	25	25	25
<b>Commuter Rail &amp; Intercity Rail Programs</b>	<b>30,613</b>	<b>35,767</b>	<b>35,207</b>
<b>Total MTA Funded Programs</b>	<b>\$ 576,686</b>	<b>\$ 620,148</b>	<b>\$ 671,238</b>

## Capital Fund

### Fund Narrative

The Capital Fund has three components: the Rail Construction Program, the Transit Corridor Programs and the five-year Capital Improvement Plan (CIP). The capital budget is developed concurrently and approved with the operating budget process.

The Capital Fund reflects cost estimates and implementation plans for projects based on agency priorities. Funding is allocated based on plans and schedules to provide the necessary resources for project implementation.

Capital Fund expenditures are comprised of project direct costs for acquisition-related costs as well as general/administrative costs associated with the light and heavy rail programs, transit corridor programs, bus acquisitions, rail and bus facilities and other capital programs.

### Rail Construction Program

The budget for the Rail Construction Program in FY02 reflects the costs necessary for contract close-out, claim settlement and litigation on the Metro Red Line, Blue and Green Line projects.

#### Metro Red Line Segment 3 North Hollywood

The FY02 budget reflects the costs necessary of completion of the L.A. River bridge widening, Hollywood Freeway overpass, and the Lankershim boulevard pedestrian underpass in North Hollywood and costs associated with contract close-out, claim settlement and litigation.

#### Metro Green Line

The FY02 reflects the costs necessary for system improvements, testing of the train control wayside equipment and outstanding Caltrans claims.

### Los Angeles Light Rail Vehicle Car

The FY02 budget reflects the costs necessary for delivery and acceptance of cars, payments for fabrication and testing milestones, consultant services, and administrative support.

### Transit Corridor Program

In July 2000, the State Legislature and the Governor enacted a \$6.8 billion package of transportation measures that included \$887 million in capital funds for new buses and one fixed guide way and two bus corridor project in Los Angeles. A breakdown of the \$887 million in capital funds intended for the MTA includes:

**Eastside light rail** - This extension is approximately 7 miles long and will connect the Eastside with downtown Los Angeles. The corridor will proceed east beginning at Union Station via First Street to First and Lorena, then transition to 3<sup>rd</sup> street and proceed east via 3<sup>rd</sup> Street/Beverly Boulevard to the Beverly Boulevard/Atlantic Boulevard intersection. It would operate at-grade for 5.3 miles and include a 1.7 mile tunnel through Boyle Heights due to the narrowness of the streets in that portion of the corridor.

**Mid-City bus rapid transit project** - The Wilshire Boulevard bus corridor improvements are scheduled to come on line during FY05. This project would build on the success of the Metro Rapid Bus Whittier/Wilshire Line to provide dedicated lanes for transit vehicles. This corridor is currently the most heavily traveled transit route in the Southern California Region with more than 102,000 daily boardings. Dedicated busways provide increased speeds for transit vehicles during periods of heavy automotive congestion, thus providing increased capacity to carry more people within the corridor. Additional bus transit improvements would involve large capacity buses, multiple



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door boarding and alighting, and pre-payment of fares in station areas. This alternative would extend approximately 13 miles from the Wilshire/Western Metro Red Line Station to the City of Santa Monica.

**San Fernando Valley East - West** - This project is scheduled for completion in the year 2004. It calls for the implementation of Bus Rapid Transit (BRT) service on an exclusive 14 mile, at-grade busway from the Metro Red Line North Hollywood station to Warner Center via the Burbank/Chandler right-of-way. The full busway project will consist of a 26 foot wide busway, a bikeway and a landscaped buffer on

the typically 60 to 100 foot wide exclusive right-of-way. It would parallel several major streets, including Chandler Boulevard, Oxnard Street, Victory Boulevard and Topham Street and will have thirteen stations spaced approximately one mile apart. In North Hollywood, Oxnard Street is being considered as a route alignment alternative to Chandler Boulevard. Total travel time for the full length of the corridor will be approximately thirty minutes. Park and Ride facilities at five stations will provide approximately 3,250 parking spaces plus existing parking at the North Hollywood Metro Red Line Station.

	<b>Preliminary Engineering Completed</b>	<b>Design Development Completed (Includes Design Build Specifications)</b>	<b>FTA Record of Decision (ROD) - FTA Approves EIS/EIR</b>	<b>FTA Permission to Enter Final Design/Issue Design Build RFPs</b>	<b>Full Funding Grant Agreement Approved</b>	<b>Award Design Build Contracts</b>
<b>Eastside</b>	7/31/01	11/30/01	1/15/02	2/15/02	5/15/02	8/15/02
<b>Mid-City/Wilshire</b>	7/31/01	11/30/01	2/28/02	3/30/02	6/30/02	9/30/02
<b>SFV East-West</b>	7/31/01	11/30/01	2/28/02	3/30/02	6/30/02	9/30/02

## Capital Improvement Plan

Capital projects usually require multiple year funding commitments. To plan for and program capital expenditures, projects requiring capital funding must be included in the five-year Capital Improvement Plan. The CIP is updated annually and presented to the Board of Directors for authorization.

The annual update of the CIP was conducted in November 2000. All continuing, previously approved projects were reviewed and cost and schedule estimates updated. Proposals for new capital projects to be included in the CIP were also developed. All projects were prioritized based on need, project status and available funding.

The total cost projection for the projects included in the FY02-06 CIP is \$925.1 million. The budget for capital improvement projects in FY02 is \$420.4 million, which includes \$76.8 million of carryover expenditures for scopes of work planned but not completed in FY01 due to implementation delays.

### CIP Funding Capacity

The MTA's capacity to support the requested CIP projects depends on the availability of governmental grants, local matching funds, and financing alternatives. The five-year CIP program cost of \$925.1 million is funded with Federal, State and Local funds programmed by the Board of Directors. See Appendix 5 for funds available.

The CIP projects included in the FY02-06 Plan fall into five major program elements Bus Acquisitions; Bus Facilities Improvements; Maintenance of Way; Rail Facilities; and, ITS, Communications and Other Capital Projects.

### Bus Acquisitions

The FY02 Bus Acquisition budget is \$260.0 million and represents 62% of the adopted CIP funding for the year. Bus acquisition projects include the procurement of new buses in accordance with the ABPP approved by the

Board of Directors on October 22, 1998. The acquisition plan establishes a twelve-year bus replacement schedule that will bring the average fleet age to six years by 2004.

### Projected Bus Delivery Schedule

FY01 *	553
FY02	420
FY03 **	155
FY04	85
FY05	100
FY06	100
<b>Total FY01-06 **</b>	<b>1,413</b>

\* FY01 includes 115 Clean Diesel Buses leased for Contracted Services.

\*\* The FY03 bus procurements have been reduced by 45 to reflect the purchase of 30 high capacity buses in FY02. The total number of seats remains constant.

The ABPP will be completed in FY04. Contractor leased buses are included in FY01. Two additional increments of buses are included in the FY02-06 CIP in FY05 and FY06.

### Bus Facilities Improvements

The FY02 Bus Facilities Maintenance budget is \$56.3 million. Bus Facilities Maintenance projects include construction work at bus divisions to install CNG fueling capacity to meet the influx of new CNG bus purchases. This also includes replacement, refurbishment and expansion of buildings and facilities, and storage tank remediation.

### Maintenance of Way

The FY02 Maintenance of Way budget is \$10.8 million. This project encompasses mandated upgrade of stations and operation facilities to address safety issues and to comply with ADA, station and tunnel water mitigation, installation

of gas analyzers, maintenance and refurbishment of facility, track, and equipment and systems

### **Rail Facilities Improvements**

The FY02 Rail Facilities Improvement budget is \$33.1 million. This element covers work related to preservation and upgrade of track, electric power systems, communication and signaling systems, replacement, refurbishment and expansion of building and facilities, and replacement of SCADA equipment.

### **ITS, Communications and Other Capital Projects**

The FY02 ITS and Other Capital Projects budget is \$60.2 million. The ITS projects support development of communications and information systems and replace obsolete

computer equipment. Specific efforts include upgrade of human resources and payroll systems, the FIS, the Customer Information System and PC applications, division network construction, replacement of the Transit Operating and Trends System (TOTS), Maintenance and Material Management System, and obsolete PC workstations.

Other capital projects include equipment procurement and installation, procurement of various service trucks and small purchases of equipment required for maintenance of the revenue fleet, non-revenue vehicle fleet and facilities. The following presents all the CIP projects for FY02-06.

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**CIP Project List**

Project Names	CIP	Project	Forecast Incurred	2002	2003	2004	2005	2006	Totals 2002-2006	Project Total
<b>Bus Acquisition</b>										
1 Buses Under Contract (Board Report/P.O. Issued)	2100002	200004	152,811	498	-	-	-	-	498	153,308
2 Fare Collection System	2100014	200225	2,988	44,648	33,567	-	-	-	78,215	81,203
3 Advanced Transportation Management System	2100015	200053	3,310	23,123	37,381	3,482	6,424	-	70,410	73,720
4 Contract Services - Bus Lease Program	2101021	200004	2,549	8,654	8,483	8,924	9,159	5,128	40,348	42,897
5 223 New Flyer Option (FY01)	2101022	200004	80,432	2,234	-	-	-	-	2,234	82,666
6 215 NABI Option (FY01)	2101023	200004	54,350	32,438	-	-	-	-	32,438	86,789
7 370 Bus Buy (FY02)	2101024	200004	236	127,979	-	-	-	-	127,979	128,215
8 155 Bus Buy Option (FY03) - Unplaced Order	2101025	200004	-	-	55,179	-	-	-	55,179	55,179
9 85 Bus Buy Option (FY04) - Unplaced Order	2101027	200004	-	-	-	32,260	-	-	32,260	32,260
10 200 Bus Buy (FY05) - Unplaced Order	2101028	200004	-	-	-	-	48,351	-	48,351	48,351
11 Automated Passenger Counter (APC) Equipment	2101029	200034	-	4,884	-	-	-	-	4,884	4,884
12 200 Bus Buy (FY06) - Unplaced Order	2102001	200004	-	-	-	-	-	85,074	85,074	85,074
13 30 Alternate Fuel High Capacity Buses	2102003	200004	-	15,572	-	-	-	-	15,572	15,572
<b>14 Bus Acquisition Total</b>			<b>296,675</b>	<b>260,030</b>	<b>134,610</b>	<b>44,666</b>	<b>63,934</b>	<b>90,202</b>	<b>593,442</b>	<b>890,117</b>
<b>15 Bus Facilities Maintenance</b>										
16 Div. 1 CNG Fueling Facility	2300069	200215	765	1,551	1,499	1,464	1,469	908	6,891	7,656
17 Bus Division Maintenance Equipment	2303006	200029	5,038	2,351	1,793	1,823	1,786	1,506	9,259	14,297
18 Emergency Generators Divisions	2303008	200029	-	575	605	-	-	-	1,180	1,180
19 Division 4 Facility Improvements	2303013	200031	1,033	294	-	-	-	-	294	1,327
20 Landscaping Replacement at Bus Facilities	2303014	200029	113	242	-	-	-	-	242	355
21 Division 3 - CNG Maintenance Facility Modifications	2303018	200215	310	51	-	-	-	-	51	362
22 CNG Facility Upgrades - Compressors and Fueling Posts	2303019	200215	1,107	338	247	263	229	226	1,303	2,411
23 Bus Operating Facility Improvements	2303020	200027	1,939	1,881	1,159	1,207	1,053	-	5,300	7,239
24 Division 7 - CNG Maintenance Facility Upgrades	2303022	200215	1,403	55	-	-	-	-	55	1,458
Division 6 - General Bldg Modifications/Pavement										
25 Facilities	2303028	200031	636	76	-	-	-	-	76	712
26 Division 18 - Roof Replacement	2303030	200027	776	647	-	-	-	-	647	1,424
27 ADA Compliance at Bus Operating Divisions	2303036	200032	1,566	1,456	1,915	2,135	-	-	5,506	7,071
28 ADA Compliance at Regional Rebuild Center (RRC)	2303037	200032	380	45	-	-	-	-	45	425
29 Division 1 - CNG Maintenance Facility Upgrades	2303048	200215	1,465	790	-	-	-	-	790	2,256
30 Automated Storage Carousels	2303058	200040	-	456	-	-	-	-	456	456
31 New Cash Room Facility	2303060	200212	681	1,568	1,643	-	-	-	3,211	3,892
32 Replace ASRS Modicon PLC controllers	2303071	200040	-	278	-	-	-	-	278	278
33 Replace ASRS automatic guided vehicles (AGV)	2303072	200040	-	1,365	-	-	-	-	1,365	1,365
Replace and or repair all Unit Load and Mini Load aisle										
34 rails	2303073	200040	-	252	-	-	-	-	252	252
35 Provide ladders on six (6) Mini Loads	2303075	200040	-	90	-	-	-	-	90	90
36 Bus Exhaust System	2303083	200027	-	352	-	-	-	-	352	352
37 DRANETZ-BMI Power Platform 4300	2303086	200030	-	76	-	-	-	-	76	76
38 Emergency Generators for Rail	2303096	200015	-	477	-	-	-	-	477	477
39 Div. 5 CNG Fueling Facility Lease	2303113	200215	2,455	1,276	1,214	998	778	534	4,800	7,255
40 Div. 7 CNG Fueling Facility Lease	2303114	200215	1,216	1,275	1,214	1,034	786	563	4,872	6,088
41 Div. 2 CNG Fueling Facility Lease/Purchase	2303115	200215	-	1,337	1,373	1,401	1,430	830	6,371	6,371
42 Div. 2 Maint. Facility Mandated CNG Upgrades	2303116	200215	175	1,087	-	-	-	-	1,087	1,262
43 Div. 6 CNG Fueling Facility Lease/Purchase	2303117	200215	-	38	683	697	711	725	2,854	2,854
44 Div. 6 Maint. Facility Mandated CNG Upgrades	2303118	200215	-	1,099	-	-	-	-	1,099	1,099
45 Div. 12 CNG Fueling Facility Lease/Purchase	2303119	200215	-	19	-	-	-	-	19	19
46 Div. 12 Maint. Facility Mandated CNG Upgrades	2303120	200215	-	36	-	-	-	-	36	36
47 Div. 9 CNG Fueling Facility Lease/Purchase	2303121	200215	-	1,380	1,373	1,401	1,430	830	6,414	6,414
48 Div. 9 Maint. Facility Mandated CNG Upgrades	2303122	200215	-	1,083	-	-	-	-	1,083	1,083
49 Div. 15 CNG Fueling Facility Lease/Purchase	2303123	200215	-	1,391	1,373	1,401	1,430	830	6,425	6,425
50 Div. 3 Roof Replacement	2303124	200027	343	180	-	-	-	-	180	523
51 Division 2 Maint. Bldg. Rehab. - Floor Coating	2304001	200012	258	8	-	-	-	-	8	266
52 Division Roof Repairs	2304003	200027	-	563	596	608	621	633	3,021	3,021
53 In-Ground Bus Hoist Replacement	2304004	200027	-	1,693	1,717	1,736	1,771	1,807	8,724	8,724
54 Replace Drop Ceilings at Divisions 1, 3, 5, 7, 9 and 10	2304005	200027	-	330	-	-	-	-	330	330
Refurbishment of EVAPCO Open Towers and Fluid										
55 Coolers	2304006	200030	-	166	-	-	-	-	166	166
56 Div. 3 CNG Fueling Facility Expansion Lease/Purchase	2304007	200215	-	3	467	476	486	496	1,928	1,928
57 Div. 8 CNG Fueling Facility Expansion Lease/Purchase	2304008	200215	-	10	467	476	486	496	1,935	1,935
58 Pallet Racking- Location 80	2304012	200040	-	395	-	75	-	-	470	470
59 Division 8 Vault House	2304018	200027	-	241	-	-	-	-	241	241
60 Installation Accessible Ramp OCI	2304019	200032	-	7	-	-	-	-	7	7
61 Division 1 Expansion Project	2304021	200012	-	4,072	-	-	-	-	4,072	4,072
62 Remove and upgrade underground storage tanks	2304022	200012	-	3,133	4,185	3,230	-	-	10,548	10,548
63 Rapid Bus Phase I Pilot Program	2304024	200403	4,774	2,799	-	-	-	-	2,799	7,573

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**CIP Project List, continued**

Project Names	CIP	Project	Forecast					Totals 2002-2006	Project Total	
			Incurred	2002	2003	2004	2005			2006
<b>64 Bus Facilities Maintenance (Cont.)</b>										
65 RRC Rebuild Equip	2200031	200050		2,000				2,000	2,000	
66 RRC Shop Equipment	2200044	200050		825				825	825	
67 Bus Farebox Refurbishment	2202000	200212	1,418	804	816	433	238	-	2,291	3,709
68 RTS 4400 Series Refurbishment Project	2203000	200050	-	751	1,071	-	-	-	1,822	1,822
CRT Installation on Revenue Diesel Bus Fleet (Diesel Emissions Systems Retrofit)										
69	2203001	200050	-	1,828	-	-	-	-	1,828	1,828
70 Rail TVM Communications & Components Upgrade	2203003	200212	-	438	362	84	-	-	884	884
71 Particulate Traps for MTA Leased Buses	2203004	200050	150	1,300	-	-	-	-	1,300	1,450
72 Vacuum System Upgrades and Replacement Program	2303010	200029	148	2,085	974	1,434	646	440	5,579	5,727
73 Roll-Up Doors Refurbishment all Divisions	2303012	200027	-	405	476	-	-	-	881	881
74 Replace Two CNG Compressors at Division 8	2303017	200215	-	1,160	839	-	-	-	1,999	1,999
Underground Tank Replacement at Bus Divisions 1, 8, 75 15, and Regional Rebuild Center										
75	2303038	200025	2,208	584	-	-	-	-	584	2,792
Site Remediation Project: Divisions 1, 3, 6, 7, 8, 10, 76 15, 18										
76	2303039	200026	2,588	3,559	-	-	-	-	3,559	6,147
77 Replacement of Air Compressors	2303077	200029	-	117	-	-	-	-	117	117
78 RRC Paint Lift Table and Paint Booths	2303084	200029	-	27	-	-	-	-	27	27
79 Update ASRS Test Equipment	2303090	200040	-	377	-	-	-	-	377	377
80 Update Radio Shop Test Equipment	2303091	200029	-	3	-	-	-	-	3	3
81 Wheel Boring Machine	2303094	200015	-	132	-	-	-	-	132	132
82 RRC Low Pressure CNG Fueling Facility	2304000	200215	555	33	-	-	-	-	33	588
83 Replace Uninterrupted Power Supply Units (UPS)	2304009	200027	-	395	-	-	-	-	395	395
84 Upgrade Miniloop System (RRC Inventory Facility)	2304011	200040	-	438	-	-	-	-	438	438
85 SI Guards for Bus-Pedestrian Safety	2304023	200004	-	150	397	405	-	-	952	952
<b>86 BUS FACILITIES TOTAL</b>			<b>33,501</b>	<b>56,298</b>	<b>28,458</b>	<b>22,781</b>	<b>15,350</b>	<b>10,824</b>	<b>133,711</b>	<b>167,212</b>
<b>87</b>										
<b>88 RAIL MAINTENANCE OF WAY</b>										
89 OCS - Overhead Catenary Upgrade/Refurbishment	3300004	200013	1,381	1,070	1,057	1,099	867	858	4,951	6,332
90 ARC Lights Retrofit	3306016	800089	70	84	-	-	-	-	84	154
91 Ballast Car	3306004	200013	-	-	-	-	-	-	-	-
92 Battery Replacement/Refurbishment	3300006	200013	432	451	438	457	455	464	2,265	2,698
Bridge, Tunnel, facilities Inspection services for rail system										
93	3306010	200220	6	396	238	95	80	-	809	814
94 Crossing Gate Equipment Replacement	3300009	200013	296	201	235	244	150	148	978	1,274
95 Elevator compliance upgrade for Metro Rail Line	3306000	200015	132	415	-	-	-	-	415	548
96 Four Quadrant Gates Expansion	3306017	800089	6	6	1,571	154	-	-	1,731	1,737
97 Grade Crossing Improvements	3300001	200013	519	809	1,177	1,248	1,278	678	5,190	5,708
98 Guarded Crossings Replacement	3300010	200013	73	387	-	-	-	-	387	460
99 Install Fiber Optic "TRAIN" Signs in Long Beach	3306018	800089	-	602	162	-	-	-	764	764
100 Long Beach Photo Enforcement Program	3306015	800089	-	450	137	-	-	-	587	587
101 Maintenance of Way (MOW) Building Refurbishment	3307001	800223	-	75	-	-	-	-	75	75
102 Metro Blue Line - Correct Roadbed Erosion	3306006	200013	179	272	-	-	-	-	272	451
103 MGL Shop - Blow-down pit	3306008	800223	214	2,637	42	-	-	-	2,679	2,893
104 Noise Barriers on Rosecrans Ave Bridge	3306009	200014	1,217	9	-	-	-	-	9	1,225
Photo Enforcement Installations at Six Additional										
105 Crossings in Los Angeles	3306014	800089	9	404	-	-	-	-	404	413
106 Red Line MOW Facility Expansion	3307000	200015	-	297	-	-	-	-	297	297
107 Tools and Equipment	3300002	200013	162	769	229	238	244	242	1,722	1,884
108 Track Geometry Car	3300005	200013	-	209	1,716	-	-	-	1,925	1,925
109 Blue Line Betterments	3307002	200212	-	606	-	-	-	-	606	606
110 Transformer Replacement	3300011	200015	340	669	627	26	31	32	1,385	1,725
<b>111 Maintenance of Way (MOW) Total</b>			<b>5,036</b>	<b>10,818</b>	<b>7,629</b>	<b>3,561</b>	<b>3,105</b>	<b>2,422</b>	<b>27,535</b>	<b>32,571</b>

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

**CIP Project List, continued**

Project Names	CIP	Project	Forecast	Totals					Project	
			Incurred	2002	2003	2004	2005	2006	2002-2006	Total
<b>112 Other Capital Projects</b>										
113 Acquire Revenue Processing Equipment	3907006	200212	149	214	259	265	184	179	1,101	1,251
114 Application Enhancement/Replacement	3900095	200020	1,131	792	200	220	208	213	1,633	2,764
115 Automate Bulk Storage Area	3907062	200040	-	-	-	1,234	-	-	1,234	1,234
116 Automated Pallet Replenishment System	3907058	200040	-	-	122	-	-	-	122	122
117 Automatic Guidance Vehicle (AGV) Battery Changing System	3907057	200040	-	227	-	-	-	-	227	227
118 Building Maintenance	3907242	200001	24	182	-	-	-	-	182	205
119 Bus & Rail Radio Transmitters Upgrade	3907249	200020	-	292	238	-	-	-	530	530
120 Bus and Vault Automated Reconciliation System	3907031	200212	147	144	-	-	-	-	144	291
121 Bus Cube - Enhanced Bus Stop Signage Program	3907187	200033	125	61	20	20	-	-	101	226
122 Division 4 Sandblasting Cabinet & Spray Booth	3907181	200030	10	5	-	-	-	-	5	15
123 Division Network Construction Project	3907244	200020	1,828	10,814	2,991	-	-	-	13,805	15,632
124 Dock Collars	3907064	200040	-	30	-	-	-	-	30	30
125 Dock Levelers	3908034	200040	1	94	-	-	-	-	94	95
126 Emergency Backup Power for Hill Top Radio Sites	3907088	200030	55	244	-	-	-	-	244	299
127 Enlarge Computer Room	3900110	200030	478	884	-	-	-	-	884	1,362
128 Enterprise Geographic Info System GIS	3900111	200020	476	1,093	52	-	-	-	1,145	1,621
129 Enterprise Image and Workflow System(DPMS)	3907084	200020	856	4,745	-	-	-	-	4,745	5,601
130 Enterprise-Wide Management and Security Software and Hardware	3900118	200020	45	271	152	51	-	-	474	520
131 Fare Media Barcode Scanning System	3907028	200212	89	240	125	-	-	-	365	454
132 FIS-Version Upgrade	3900048	200020	993	1,533	-	-	-	-	1,533	2,526
133 FY 03 Non Revenue Vehicles	3908038	200010	-	-	7,100	-	-	-	7,100	7,100
134 FY 04 Non Revenue Vehicles	3908039	200010	-	-	-	7,100	-	-	7,100	7,100
135 FY 05 Non Revenue Vehicles	3908040	200010	-	-	-	-	7,100	-	7,100	7,100
136 FY 06 Non Revenue Vehicles	3908041	200010	-	-	-	-	-	7,100	7,100	7,100
137 FY01 CIP SUPPORT	3907263	200015	19	1,767	-	-	-	-	1,767	1,787
138 Gateway Cooling Tower Chemical Safety Monitoring System	3908015	200030	-	35	-	-	-	-	35	35
139 Gateway Elevator Improvements	3907239	200001	66	416	-	-	-	-	416	482
140 General Services-chemical storage facility	3900038	200040	1,350	1,084	165	-	-	-	1,249	2,599
141 HR/Payroll System Upgrades	3900061	200056	736	1,284	-	-	-	-	1,284	2,021
142 Increasing Pallet Racking for Division 22	3907215	200040	-	-	-	51	-	-	51	51
143 Integrate HR, Payroll and Labor System	3907208	200020	263	1,420	2,403	601	478	-	4,902	5,165
144 Maintenance and Material Management System Replacement	3907054	200021	1,342	4,044	1,635	1,305	-	-	6,984	8,327
145 Metro Art Program - Non-Rail Projects	3907262	200029	413	263	-	-	-	-	263	676
146 Mobile Emergency Command, Control & Communications Center	3907127	200010	117	165	-	-	-	-	165	282
147 Modernize Customer Information Center	3900043	200020	83	1,103	-	-	-	-	1,103	1,185
148 Replacement/Data Congestion Relief	3900122	200020	132	1,137	108	-	-	-	1,245	1,377
149 Network Test Equipment	3907087	200056	189	54	101	103	76	73	407	596
150 Network-Based Digital CCTV System	3908023	200020	-	-	2,556	-	-	-	2,556	2,556
151 New MTA Budget System	3908021	200020	-	500	-	-	-	-	500	500
152 NEW/Expansion Non-Revenue Vehicles	3908005	200010	-	7,114	-	-	-	-	7,114	7,114
153 Operation Central Instruction Independent Learning System (ILS)	3907078	200020	134	98	-	-	-	-	98	232
154 QA Battery Room at RRC: Forklift	3908011	200010	-	24	-	-	-	-	24	24
155 Real Estate Property Management System	3900051	200020	421	1,022	-	-	-	-	1,022	1,443
156 Replacement Misc Non-Revenue and support equipment	3907255	200010	1,439	640	-	-	-	-	640	2,079
157 Replacement Non-Revenue Vehicles	3907253	200010	4,057	3,451	-	-	-	-	3,451	7,508
158 Replacement Non-Revenue Vehicles-Pickup Trucks	3907254	200010	879	1,221	-	-	-	-	1,221	2,100
159 Replacement Non-Revenue Vehicles-Large (Diesel) Trucks	3907256	200010	1,378	298	-	-	-	-	298	1,676
160 Replacement Non-Revenue Vehicles Fork Lifts	3907257	200010	984	1,000	-	-	-	-	1,000	1,984
161 Replacement Non-Revenue Vehicles-Tow Trucks	3907258	200010	-	144	-	-	-	-	144	144
162 Replacement Non-Revenue Vehicles-Rail ServicePickup Trucks	3907259	200010	766	697	-	-	-	-	697	1,463
163 Replacement Non-Revenue Vehicles-Large Utility Vehicles	3907260	200010	-	296	-	-	-	-	296	296
164 Scheduling Software Acquisition (Hastus-ATP Module)	3908002	200020	-	507	-	-	-	-	507	507

**Los Angeles County Metropolitan Transportation Authority  
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**CIP Project List, continued**

Project Names	CIP	Project	Forecast						Totals 2002-2006	Project Total
			Incurred	2002	2003	2004	2005	2006		
<b>165 Other Capital Projects (Cont.)</b>										
166 Scheduling System Enhancement Phase 2	3900131	200020	457	1,330	882	-	-	-	2,212	2,669
167 Screen Process Shop - Degreasing System	3908006	200030	-	200	-	-	-	-	200	200
168 Screen Process Shop - Sheeting & Slitting Machine	3908007	200030	-	54	-	-	-	-	54	54
169 Screen Process Shop - Thermal Inkjet Printer	3908009	200030	-	19	-	-	-	-	19	19
170										
Screen Process Shop - Vacuum Frame & Lamp System	3908008	200030	-	34	-	-	-	-	34	34
171 Gateway Headquarters	3908044	200001	-	1,514	-	-	-	-	1,514	1,514
172 Gateway Transit Center	3908045	200002	-	1,353	-	-	-	-	1,353	1,353
173 Gateway Building Repair	3907241	200001	-	26	-	-	-	-	26	26
174 Transportation Meuseum	3908043	200500	-	425	-	-	-	-	425	425
175 Security Cameras for Divisions 11, 20, 22, 61.	3907201	200040	-	232	-	-	-	-	232	232
176 Security System Improvements	3907238	200001	122	402	-	-	-	-	402	524
177 Timetable Production Attachments	3908016	200012	-	130	-	-	-	-	130	130
178 TOTS Series 1 Computer Replacement	3900135	200056	8,166	17	-	-	-	-	17	8,183
179 Upgrade and Systems Integration of Construction Division Cost Management Systems Application	3908033	200020	-	21	74	-	-	-	95	95
180 USG Copy Center Equipment	3907224	200001	23	-	2	2	2	2	8	31
181 USG Custodian Equipment	3907236	200001	6	22	24	-	-	-	46	52
182 USG Print Shop Equipment	3907228	200001	-	-	36	38	-	-	74	74
183 Wide Area Network Upgrade	3900120	200020	179	1,378	4,924	31	189	-	6,522	6,702
184 Workstation and Network Technology Refresh Program	3907082	200020	1,559	1,181	1,001	972	670	684	4,508	6,067
185 Year 2000 Upgrades	3900060	200056	4,044	250	-	-	-	-	250	4,294
<b>186 Other Capital Projects Total</b>			<b>35,734</b>	<b>60,236</b>	<b>25,170</b>	<b>11,993</b>	<b>8,907</b>	<b>8,251</b>	<b>114,557</b>	<b>150,291</b>
187										
<b>188 Rail Facilities Maintenance</b>										
189 Red Line Parking Lot Expansion	3205150	200015	352	52	-	-	-	-	52	404
190 Additional Track for MBL	3205030	800201	-	2,054	24	-	-	-	2,078	2,078
191 Amber Fuel Tank - Division 11	3205013	200012	-	-	-	66	-	-	66	66
192 Amber Fuel Tank - Division 22	3205018	200012	-	-	63	-	-	-	63	63
193 Catwalk	3206004	200013	-	65	11	-	-	-	76	76
194 Data Processing Equipment	3205108	200015	289	290	492	21	-	-	803	1,092
195 Div - 11 - Stairways and walkways between trains in storage yard.	3206009	200013	-	42	-	-	-	-	42	42
196 Div 20 - Install test loop signal	3206007	200015	-	52	-	-	-	-	52	52
197 Div 22 - Install test signal loops in yard and shop.	3206006	200014	-	52	-	-	-	-	52	52
198 Div. 20 - Train hoist	3206008	200015	-	108	-	-	-	-	108	108
199 Division 11 Expansion Program.	3205146	800223	-	431	327	347	-	-	1,105	1,105
200										
Division 11 Shower and Locker Room Modifications	3205021	200013	270	162	-	-	-	-	162	431
201 Division 22 - LRV floor hoist with body stands.	3206003	200014	-	100	113	-	-	-	213	213
202 Division 22 Self Sufficiency Program	3205145	800223	-	362	355	-	-	-	717	717
203 Elevator/Escalator Remote Monitoring System at Rail Locations	3205120	200220	-	18	-	-	-	-	18	18
204 Elevators at 1st and Hill	3205034	200015	-	62	978	13	-	-	1,053	1,053
205 Elevators at 4th and Hill	3205035	200015	-	59	699	13	-	-	771	771
206 Emergency lighting for escalators	3205087	200015	-	55	407	626	-	-	1,088	1,088
207 Enhanced signage in Metro Red Line Stations	3205131	200015	-	106	205	-	-	-	311	311
208 Fiber Optic rail communication system	3205004	200220	1,518	2,046	-	-	-	-	2,046	3,564
209 Fire Code Corrections, Metro Red Line	3205081	200220	32	1,051	32	-	-	-	1,083	1,115
210 Gas Analyzer Installation (C/O) MRL	3205050	200015	2,148	1,670	-	-	-	-	1,670	3,819
211										
Grout MRL Station Water Leaks -- Service Contract	3205007	200015	772	832	464	479	490	447	2,712	3,484
212 Grout MRL Tunnels	3205066	800095	654	541	-	-	-	-	541	1,195
213 Implement mandated safety improvements	3205067	200015	153	4	-	-	-	-	4	157
214										
Industrial Programmable Controllers for Rail Car Hoist	3205051	200015	54	55	-	-	-	-	55	109
215 Install Vehicle Retrofits.	3205122	200015	-	61	-	-	-	-	61	61
216										
Intrusion Detection System (IDS) Station Improvements	3206013	200015	-	1,116	80	-	-	-	1,196	1,196
217 LR Stations Improvements	3205097	200212	337	784	-	-	-	-	784	1,120
218 MBL Platform Extension Art Program	3205100	800201	-	115	-	-	-	-	115	115
219 MBL Facility Improvements	3205019	200013	810	826	687	492	487	-	2,492	3,302
220 MBL Platform Upgrade for 19 stations	3205086	800201	3,487	1,263	16	-	-	-	1,279	4,766
221 Metro Red Line Car Barriers	3205000	800280	13	-	-	-	-	-	-	13
222										
MGL Bidirectional Amplifiers & Associated Receivers	3205005	200014	354	1,474	-	-	-	-	1,474	1,828
223 MGL Mast signals	3205083	200014	366	36	-	-	-	-	36	402
224 MGL stations - Holding tanks and sumps	3205036	200014	853	679	16	-	-	-	695	1,548
225 MGL Stations - New Public Address Equipment	3205038	800223	-	71	-	-	-	-	71	71
226 MOS 1 Drainage Improvements	3205068	800280	-	680	-	-	-	-	680	680
227 MRL emergency walkway improvements	3205080	200015	532	540	-	-	-	-	540	1,072
228 MRL Fire Control System Upgrade	3205058	200220	9	212	-	-	-	-	212	221
229 MRL Radio System	3205059	200015	-	75	957	478	-	-	1,510	1,510
230 MRL Roll-Up Door Access Hatches	3205071	200015	128	181	-	-	-	-	181	309

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

**CIP Project List, continued**

Project Names	CIP	Project	Forecast	2002	2003	2004	2005	2006	Totals	Project
			Incurred						2002-2006	Total
<b>231 Rail Facilities Maintenance (Cont.)</b>										
232 MRL station canopies	3205075	200015	-	22	2,114	930	-	-	3,066	3,066
233 MRL Traction Power Elevator	3205037	800281	-	505	-	-	-	-	505	505
234 Outside Paving for Division 20, Hammerhead Yard	3205136	200015	-	9	150	-	-	-	159	159
235 Power Switches - MBL Stations	3205031	200013	113	649	383	-	-	-	1,032	1,145
236 Rail Divisions Water Treatment System and Air Dryer	3205056	200220	534	602	-	-	-	-	602	1,136
237 Rail Signage - ADA Compliance	3205101	200220	169	115	-	-	-	-	115	283
238 Rail Ticket Vending Machine Hardware Upgrade	3205109	200212	41	390	-	-	-	-	390	430
239 Re-tile Pershing Square Station	3205077	200015	-	-	108	1,947	-	-	2,055	2,055
240 Redesign MGL emergency trip stations	3205061	200014	89	30	-	-	-	-	30	119
241 Relocation of Wheel Truing Machine	3205042	200014	39	24	204	-	-	-	228	267
242 Retrofit emergency lighting	3205070	200015	87	337	-	-	-	-	337	424
243 ROC Reconfiguration	3205023	200220	167	1,197	-	-	-	-	1,197	1,364
244 SCADA Equipment replacement	3205045	200007	417	6,023	280	-	-	-	6,303	6,719
245 Seg. 1 Radio Retrofit	3205147	800091	1,116	-	69	-	-	-	69	1,185
246 Sewage ejector sytem refurbishment MRL	3205049	200015	-	58	122	98	122	98	498	498
247 Sidewalks in Metro Green Line Yard	3205065	800223	-	37	-	-	-	-	37	37
248 Storage Building (60FT X 100 FT) - Division 11	3205009	200040	-	325	-	-	-	-	325	325
249 Underground storage tank piping upgrade, soil remediation	3206015	200015	-	938	-	-	-	-	938	938
250 Upgrade Facilities and Appurtenances to ADA Compliance	3205001	800280	-	1,442	16	-	-	-	1,458	1,458
251 Upgrade HRT facilities	3205064	200015	218	365	629	638	574	-	2,206	2,423
252 Upgrade LRT Facilities, MGL	3205062	200014	114	897	898	957	1,013	-	3,765	3,879
253 Upgrade MGL Radio	3205032	800223	32	146	-	-	-	-	146	178
254 Upgrade of Program Logic Controls and Fire Control Panels	3205078	200220	-	-	393	1,128	-	-	1,521	1,521
255 Upgrade Rail Stations to ADA Compliance	3200071	800280	-	448	-	-	-	-	448	448
256 Ventilation for Ancillary Rooms	3205079	800280	9	46	-	-	-	-	46	54
257 Voice Data Recorders	3205025	200220	194	6	-	-	-	-	6	200
258 Walkways between storage tracks in the yard at Division 22	3205121	200014	-	69	-	-	-	-	69	69
<b>259 Rail Facilities Maintenance Total</b>			<b>16,471</b>	<b>33,057</b>	<b>11,292</b>	<b>8,233</b>	<b>2,686</b>	<b>545</b>	<b>55,813</b>	<b>72,284</b>
260										
<b>261 Grand Total</b>			<b>387,417</b>	<b>420,439</b>	<b>207,159</b>	<b>91,234</b>	<b>93,982</b>	<b>112,244</b>	<b>925,058</b>	<b>1,312,475</b>



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Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

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

(Amounts in millions)

Capital Project Funds	Light Rail			Metro Rail*		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Revenue:						
2 Intergovernmental grants	\$ 3.5	\$ 9.6	\$ 2.6	\$ 122.6	\$ 64.1	\$ 69.5
3 Investment income	-	-	-	4.1	-	-
4 Other	1.2	-	-	2.8	-	-
5 Total revenues	4.7	9.6	2.6	129.5	64.1	69.5
6						
7 Expenditures:						
8 Capital outlay						
9 Capital improvement plan-CIP						
10 Bus acquisitions	-	-	-	-	-	-
11 Bus facilities	-	-	-	-	-	-
12 Rail facilities	4.0	7.2	7.1	10.5	10.7	6.0
13 Rail MOW	-	-	-	0.7	1.1	0.5
14 Other	3.3	8.3	0.1	-	-	-
15 Subtotal CIP	7.2	15.6	7.2	11.3	11.7	6.5
16 Rail projects	28.4	68.4	56.0	205.1	179.1	124.1
17 Transit Corridors	-	-	-	-	-	-
18 Total expenditures	35.6	84.0	63.1	216.3	190.8	130.6
19						
20 Excess (deficiency) of revenues over expenditures	(30.9)	(74.4)	(60.5)	(86.8)	(126.7)	(61.1)
21						
22 Other financing sources (uses):						
23 Operating transfers in						
24 Prop A	-	-	-	(18.6)	-	-
25 Prop C	-	-	-	2.8	5.8	4.5
26 TDA	-	-	-	10.7	0.6	3.2
27 STA	-	-	1.1	-	-	3.1
28 Other	22.3	52.9	41.8	29.8	14.5	7.4
29 Operating transfers out						
30 Prop C	(41.4)	-	(69.5)	(0.5)	-	-
31 Capital Fund	(0.9)	(15.2)	(5.3)	(57.9)	(68.9)	(90.8)
32 Enterprise Fund	-	-	-	(0.1)	-	-
33 Other	(3.0)	-	-	-	-	-
34 Proceeds from financing	40.0	32.8	92.6	176.0	141.2	134.1
35 Total other financing sources (uses)	17.1	70.5	60.6	142.2	93.2	61.5
36						
37 Excess (deficiency) of revenues and other financing						
38 sources over expenditures and other financing uses	(13.8)	(3.9)	0.1	55.3	(33.5)	0.4
39						
40 Fund surplus (deficit) balance - beginning of year	14.4	0.6	(3.3)	(0.4)	55.0	21.5
41						
42 Fund surplus (deficit) balance - end of year	\$ 0.6	\$ (3.3)	\$ (3.2)	\$ 55.0	\$ 21.5	\$ 21.9

\* Note - Metro Rail includes SB 1995 Rail for the FY-00 Actuals

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

	Transit Corridors			Other Capital			Total		
	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted	FY00 Actual	FY01 Adopted	FY02 Adopted
1									
2	\$ -	\$ -	\$ 54.9	\$ 170.8	\$ 280.2	\$ 319.5	\$ 296.9	\$ 353.9	\$ 446.5
3	-	-	-	0.2	-	-	4.3	-	-
4	-	-	-	0.3	-	-	4.3	-	-
5	-	-	54.9	171.3	280.2	319.5	305.5	353.9	446.5
6									
7									
8									
9									
10	-	-	-	152.8	239.5	260.0	152.8	239.5	260.0
11	-	-	-	8.5	16.6	56.3	8.5	16.6	56.3
12	-	-	-	3.4	12.6	20.0	17.9	30.5	33.0
13	-	-	-	0.4	2.6	10.3	1.2	3.7	10.9
14	-	-	-	22.7	44.4	60.1	25.9	52.8	60.2
15	-	-	-	187.8	315.8	406.7	206.3	343.1	420.4
16	-	-	-	-	-	-	233.4	247.5	180.0
17	-	-	54.9	-	-	-	-	-	54.9
18	-	-	54.9	187.8	315.8	406.7	439.7	590.6	655.3
19									
20	-	-	-	(16.5)	(35.6)	(87.2)	(134.2)	(236.7)	(208.8)
21									
22									
23									
24	-	-	-	-	-	-	(18.6)	-	-
25	-	-	-	9.4	4.6	1.4	12.2	10.4	5.8
26	-	-	-	(5.2)	12.6	20.7	5.5	13.2	23.9
27	-	-	-	-	-	16.0	-	-	20.3
28	-	-	-	16.9	22.9	47.0	68.9	90.3	96.2
29									
30	-	-	-	-	-	-	(41.9)	-	(69.5)
31	-	-	-	-	-	-	(58.8)	(84.1)	(96.1)
32	-	-	-	-	-	-	(0.1)	-	-
33	-	-	-	-	-	-	(3.0)	-	-
34	-	-	-	-	-	-	216.0	174.0	226.7
35	-	-	-	21.1	40.1	85.1	180.3	203.8	207.2
36									
37									
38	-	-	-	4.6	4.5	(2.1)	46.2	(32.9)	(1.6)
39									
40	-	-	-	0.3	5.0	9.5	14.3	60.5	27.6
41									
42	\$ -	\$ -	\$ -	\$ 5.0	\$ 9.5	\$ 7.3	\$ 60.5	\$ 27.6	\$ 26.0

## Debt Fund

### Fund Narrative

The Debt Service Fund is used to account for the accumulation and disbursement of resources related to the payment of general long-term debt principal and interest. Debt service related to the Enterprise, Internal Service and BAD funds are budgeted in those funds. Those obligations include the 1990 Certificates of Participation, the 1992-B CTFC COP-RTD, the 1992 Benefit Assessment District A1 & A2 bonds, and the 1996-A General Revenue Refunding Bonds.

When issuing debt, MTA's objectives are to borrow at the lowest cost while minimizing risk and maintaining future flexibility for the financing program and other business matters of the MTA. Proceeds from this year's debt issuance will be used to fund the required local contribution to major capital projects, including bus, rail and highway capital equipment and facilities, including contribution to the Alameda Corridor Project.

Debt will be issued in accordance with the MTA's Debt Policy, most recently updated and adopted by the Board of Directors in November 2000. The Debt Policy sets forth guidelines for the issuance and management of the MTA's debt, sets limitations on the amount of debt that may be incurred by the MTA from each funding source and specifies other factors to be considered and documented when issuing debt.

The MTA has about \$3.95 billion of debt outstanding as of June 30, 2001. The MTA has refunded more than \$2.8 billion of its long-term debt to achieve debt service savings. Those savings exceed \$162 million on a present value basis.

### Revenues

Annual revenues budgeted for the payment of debt service consist primarily of local sales tax revenues from Propositions A and C. Other sources include federal grants, fare collections, other financing sources and other operating revenues.

### Expenses

During FY02, MTA plans to issue \$320 million of long-term bonds. \$71 million reimburse prior fiscal year expenditures. The remaining \$249 million will pay for FY02 expenditures. These amounts include legal and other costs associated with issuance of the bonds. Commercial paper will be issued to provide interim funding for these capital expenditures prior to the issuance of long-term bonds. Later in the fiscal year, long-term bonds will be issued to retire the commercial paper and provide permanent, long-term financing.

MTA's total FY02 debt service requirement is \$350.1 million and \$295.4 million is included in the Debt Service fund. The remaining \$54.7 million is budgeted in the Enterprise, Internal Service and the Benefit Assessment Districts funds. The Debt Fund revenues will be comprised of \$151 million from Prop A, \$128.9 million from Prop C and \$15.5 million from Intergovernmental financing sources. See MTA Debt Service Schedule for further detail.

### Debt Limitations/Use Restrictions

MTA manages its plans to issue additional debt the CIP, the multi-year capital plan. Revenues are allocated in accordance with the applicable ordinances, legislation and planning policies.

Although the MTA's bonds are not subject to California constitutional debt limitations, the MTA has contractual covenants as part of its bond indentures that set bounds for additional issuance. Certain of these covenants restrict the percentage amount of specific revenue sources that may be used to service debt. These covenants provide protection to bondholders and limit the amount of additional bonds that may be issued. As a result, the MTA's senior lien sales tax revenue bonds carry the high credit ratings of A+ and AA and are well regarded by investors.

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

(Amounts in millions)

<b>Debt Service Funds</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Revenue:			
2 Intergovernmental grants	\$ 3.4	\$ 2.4	\$ 4.4
3 Investment income	8.7	-	9.0
4 Total revenues	12.1	2.4	13.4
5			
6 Expenditures:			
7 Services	3.3	6.3	6.6
8 Debt and interest expenditures	252.6	273.9	288.8
9 Total expenditures	255.9	280.2	295.4
10			
11 Excess (deficiency) of revenues over expenditures	(243.8)	(277.8)	(282.0)
12			
13 Other financing sources (uses):			
14 Operating transfers in			
15 Prop A	156.7	163.5	151.0
16 Prop C	89.9	114.3	131.7
17 Operating transfers out			
18 Prop A	(0.7)	-	-
19 Proceeds from financing	166.1	-	-
20 Payment to refunding bond escrow agent	-	(365.0)	(290.9)
21 Proceeds of refunding bonds	-	365.0	290.9
22 Total other financing sources (uses)	411.9	277.8	282.7
23			
24 Excess (deficiency) of revenues and other financing 25 sources over expenditures and other financing uses	168.1	-	0.7
26			
27 Fund surplus balance - beginning of year	109.6	277.8	277.8
28			
29 Fund surplus balance - end of year	\$ 277.8	\$ 277.8	\$ 278.5

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

**MTA Debt Service Schedule**

**Budgeted Debt**

Transaction Name	Principal Adjustments							
	Initial PAR Value	Principal Balance As of 6/30/01 (1)	Interim Commercial Paper Financing	New Money	New Money Financing Cost	Commer. Paper Refunding	Principal Pmt FY02	Principal Bal as of 6/30/02
1 1986-A New Money	707,615,000	-	-	-	-	-	-	-
2 1987-A Refunding	271,550,000	-	-	-	-	-	-	-
3 1988-A Refunding	112,274,129	-	-	-	-	-	-	-
4 1989-A Refunding	174,303,858	-	-	-	-	-	-	-
5 1991-A New Money	500,000,000	-	-	-	-	-	-	-
6 1991-B Refunding	281,425,000	67,335,000	-	-	-	-	885,000	66,450,000
7 1992-A Refunding	98,700,000	98,700,000	-	-	-	-	-	98,700,000
8 1992-B Refunding	107,665,000	50,900,000	-	-	-	-	17,285,000	33,615,000
9 1993-A Refunding	560,570,000	543,160,000	-	-	-	-	3,045,000	540,115,000
10 1996-A New Money	110,580,000	16,565,000	-	-	-	-	2,030,000	14,535,000
11 1997-A Refunding	256,870,000	250,605,000	-	-	-	-	9,195,000	241,410,000
12 1999-A Refunding	160,205,000	160,205,000	-	-	-	-	-	160,205,000
13 1999-B New Money	150,340,000	135,115,000	-	-	-	-	8,135,000	126,980,000
14 1999-C Refunding	170,495,000	170,100,000	-	-	-	-	410,000	169,690,000
15 2001-A New Money	55,685,000	55,685,000	-	-	-	-	935,000	54,750,000
16 2001-B Refunding	191,215,000	191,215,000	-	-	-	-	1,202,284	190,012,716
17 2002-A New Money	55,880,000	-	-	50,800,000	5,080,000	-	226,050	55,653,950
18 1990-A Lease Rev. Bnd (CBL)	26,400,000	11,132,000	-	-	-	-	1,166,000	9,966,000
19 1990-A Yen Obligation (CBL)	6,600,000	6,411,837	-	-	-	-	1,576,850	4,834,987
20 1993-A CRA Housing	9,454,406	9,454,406	-	-	-	-	88,893	9,365,513
21 1993-A CRA Redevelopment	21,665,000	20,920,000	-	-	-	-	195,000	20,725,000
22 1996 Refunding	104,715,000	22,155,000	-	-	-	-	1,870,000	20,285,000
23 Tax-Exempt Commercial Paper	350,000,000	99,006,000	134,085,000	-	-	(134,085,000)	-	99,006,000
24 Prop A Debt Sub-Total	4,484,207,392	1,908,664,243	134,085,000	50,800,000	5,080,000	(134,085,000)	48,245,077	1,916,299,166
25								
26 1992-A New Money	516,855,000	69,690,000	-	-	-	-	9,965,000	59,725,000
27 1993-A Refunding	204,095,000	200,710,000	-	-	-	-	910,000	199,800,000
28 1993-B New Money	312,350,000	284,935,000	-	-	-	-	6,925,000	278,010,000
29 1995-A New Money	250,000,000	240,660,000	-	-	-	-	4,980,000	235,680,000
30 1998-A Refunding	219,710,000	219,710,000	-	-	-	-	-	219,710,000
31 1999-A New Money	124,805,000	120,940,000	-	-	-	-	2,140,000	118,800,000
31 2000-A New Money	161,995,000	159,520,000	-	-	-	-	2,595,000	156,925,000
32 2001-A New Money	264,190,000	-	-	240,090,000	24,100,000	-	3,058,644	261,131,356
33 Taxable Commercial Paper	150,000,000	125,597,479	92,585,000	-	-	(156,805,000)	-	61,377,479
34 Local Allocation -- City of Los Angeles	21,700,000	15,190,000	-	-	-	-	2,170,000	13,020,000
35 Prop C Debt Sub-Total	2,225,700,000	1,436,952,479	92,585,000	240,090,000	24,100,000	(156,805,000)	32,743,644	1,604,178,835
36								
37 1995-A New Money (USG)	169,500,000	-	-	-	-	-	-	-
38 Norwest Lease	71,120,005	71,120,000	-	-	-	-	2,719,795	68,400,205
39 CIBC Lease	15,240,004	15,240,000	-	-	-	-	559,605	14,680,395
40 Comerica Lease	96,520,000	96,520,000	-	-	-	-	3,655,804	92,864,196
41 Debt Overhead Costs	-	-	-	-	-	-	-	-
42 1991-G CSDA COP	19,340,000	5,155,000	-	-	-	-	1,702,500	3,452,500
43 1992-C CTFC COP - Torrance	3,390,000	870,000	-	-	-	-	290,000	580,000
44 Other Debt Sub-Total	375,110,009	188,905,000	-	-	-	-	8,927,704	179,977,296
45								
46 1992-A Worker Comp COP	(see below)	(see below)	-	-	-	-	-	(see below)
47 1992-B CTFC COP - RTD	(see below)	(see below)	-	-	-	-	-	(see below)
48 Enterprise Fund Sub-Total	(see below)	-	-	-	-	-	-	-
49								
50 1992-A Bnft Assmt. Dist. A1	(see below)	(see below)	-	-	-	-	-	(see below)
51 1992-A Bnft Assmt. Dist. A2	(see below)	(see below)	-	-	-	-	-	(see below)
52 Special Rev. Fund Sub-Total	-	-	-	-	-	-	-	-
53								
54 1996-A Refunding (USG)	185,735,000	185,735,000	-	-	-	-	-	185,735,000
55 Internal Fund Sub-Total	185,735,000	185,735,000	-	-	-	-	-	185,735,000
56								
57 Budgeted Total	7,270,752,401	3,720,256,722	226,670,000	290,890,000	29,180,000	(290,890,000)	89,916,425	3,886,190,297
58								
59 Reduction in Liabilities								
60 1992-A Bnft Assmt. Dist. A1	154,055,000	134,605,000	-	-	-	-	7,510,000	127,095,000
61 1992-A Bnft Assmt. Dist. A2	8,115,000	7,115,000	-	-	-	-	400,000	6,715,000
62 1992-A Worker Comp COP	160,000,000	108,200,000	-	-	-	-	9,400,000	98,800,000
63 1992-B CTFC COP - RTD	118,375,000	29,590,000	-	-	-	-	9,865,000	19,725,000
64 Liability Reduction Total	440,545,000	279,510,000	-	-	-	-	27,175,000	252,335,000
65								
66 Total	7,711,297,401	3,999,766,722	226,670,000	290,890,000	29,180,000	(290,890,000)	117,091,425	4,138,525,297

**Foot Notes**

- Accrual basis. Reflects 7/1/01 principal payment.
- For transactions existing since before 1999, Miscellaneous Fees are not secured from sales tax revenues and may therefore be budgeted to be paid from other available funding sources.
- Capital needs are \$50.8 million for Prop A and \$240.1 million for Prop C respectively in FY02. An additional 10 percent represents the finance cost.
- A portion of Prop A 40% Discr. is pledged to fund debt service for these bonds. The developer is expected to reimburse the MTA from net project revenues.
- Assumes a beginning balances of \$99.0 million taken at 4 percent.
- Assumes \$125.6 million balance @ 6.0%
- The MTA has issued COP's to finance the acquisition of buses and/or facilities, for which it anticipates receiving reimbursement from the user as a sublease payment.
- Only the miscellaneous fees are debt. OMB and Accounting have reprogrammed the P&I expenses to be a reduction of a liability -- which is not a debt expense. The P&I expenses are found in the section entitled "Reduction of a Liability."

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

**MTA Debt Service Schedule, continued**

	Principal	Interest	Total D/S P&I	Misc. Fees (2)	Total D/S Expense	Debt Service Fund	Enterprise Fund	Internal Service Fund	Agency Fund	Foot Notes
1	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-
6	885,000	4,368,592	5,253,592	17,500	5,271,092	5,271,092	-	-	-	-
7	-	5,783,820	5,783,820	406,677	6,190,497	6,190,497	-	-	-	-
8	17,285,000	3,032,392	20,317,392	12,500	20,329,892	20,329,892	-	-	-	-
9	3,045,000	28,682,268	31,727,268	13,500	31,740,768	31,740,768	-	-	-	-
10	2,030,000	864,712	2,894,712	11,000	2,905,712	2,905,712	-	-	-	-
11	9,195,000	13,949,252	23,144,252	9,500	23,153,752	23,153,752	-	-	-	-
12	-	8,136,412	8,136,412	9,500	8,145,912	8,145,912	-	-	-	-
13	8,135,000	6,511,272	14,646,272	9,500	14,655,772	14,655,772	-	-	-	-
14	410,000	8,386,684	8,796,684	9,500	8,806,184	8,806,184	-	-	-	-
15	935,000	2,622,784	3,557,784	9,500	3,567,284	3,567,284	-	-	-	-
16	1,202,284	9,867,975	11,070,259	9,500	11,079,759	11,079,759	-	-	-	-
17	226,050	1,269,126	1,495,176	368,000	1,863,176	1,863,176	-	-	-	3
18	1,166,000	799,898	1,965,898	9,500	1,975,398	1,975,398	-	-	-	-
19	1,576,850	-	1,576,850	9,500	1,586,350	1,586,350	-	-	-	-
20	88,893	550,132	639,025	5,000	644,025	644,025	-	-	-	4
21	195,000	1,234,280	1,429,280	5,000	1,434,280	1,434,280	-	-	-	4
22	1,870,000	1,223,508	3,093,508	9,500	3,103,008	3,103,008	-	-	-	-
23	-	5,150,400	5,150,400	1,473,997	6,624,397	6,624,397	-	-	-	5
24	48,245,077	102,433,507	150,678,584	2,398,674	153,077,257	153,077,257	-	-	-	-
25	-	-	-	-	-	-	-	-	-	-
26	9,965,000	4,355,364	14,320,364	10,000	14,330,364	14,330,364	-	-	-	-
27	910,000	10,346,600	11,256,600	805,680	12,062,280	12,062,280	-	-	-	-
28	6,925,000	14,875,004	21,800,004	8,500	21,808,504	21,808,504	-	-	-	-
29	4,980,000	12,845,292	17,825,292	8,500	17,833,792	17,833,792	-	-	-	-
30	-	11,234,876	11,234,876	8,500	11,243,376	11,243,376	-	-	-	-
31	2,140,000	5,910,188	8,050,188	8,500	8,058,688	8,058,688	-	-	-	-
31	2,595,000	8,130,724	10,725,724	8,500	10,734,224	10,734,224	-	-	-	-
32	3,058,644	17,172,350	20,230,994	367,000	20,597,994	20,597,994	-	-	-	3
33	-	8,547,821	8,547,821	920,035	9,467,856	9,467,856	-	-	-	6
34	2,170,000	626,588	2,796,588	-	2,796,588	2,796,588	-	-	-	-
35	32,743,644	94,044,806	126,788,451	2,145,215	128,933,666	128,933,666	-	-	-	-
36	-	-	-	-	-	-	-	-	-	-
37	-	-	-	-	-	-	-	-	-	-
38	2,719,795	521,003	3,240,798	-	3,240,798	3,240,798	-	-	-	-
39	559,605	113,787	673,392	-	673,392	673,392	-	-	-	-
40	3,655,804	703,423	4,359,227	-	4,359,227	4,359,227	-	-	-	-
41	-	-	-	2,752,000	2,752,000	2,752,000	-	-	-	-
42	1,702,500	276,908	1,979,408	22,500	2,001,908	2,001,908	-	-	-	7
43	290,000	51,332	341,332	24,500	365,832	365,832	-	-	-	7
44	8,927,704	1,666,453	10,594,157	2,799,000	13,393,157	13,393,157	-	-	-	-
45	-	-	-	-	-	-	-	-	-	-
46	-	6,873,000	6,873,000	107,600	6,980,600	-	6,980,600	-	-	11
47	-	1,829,645	1,829,645	9,500	1,839,145	-	1,839,145	-	-	7, 11
48	-	8,702,645	8,702,645	117,100	8,819,745	-	8,819,745	-	-	-
49	-	-	-	-	-	-	-	-	-	-
50	-	7,492,525	7,492,525	9,000	7,501,525	-	-	-	7,501,525	11, 12
51	-	423,440	423,440	9,000	432,440	-	-	-	432,440	11, 12
52	-	7,915,965	7,915,965	18,000	7,933,965	-	-	-	7,933,965	-
53	-	-	-	-	-	-	-	-	-	-
54	-	10,739,734	10,739,734	9,500	10,749,234	-	-	10,749,234	-	13
55	-	10,739,734	10,739,734	9,500	10,749,234	-	-	10,749,234	-	-
56	-	-	-	-	-	-	-	-	-	-
57	89,916,425	225,503,110	315,419,535	7,487,489	322,907,024	295,404,080	8,819,745	10,749,234	7,933,965	-
58	-	-	-	-	-	-	-	-	-	-
59	-	-	-	-	-	-	-	-	-	-
60	7,510,000	-	7,510,000	-	7,510,000	-	-	-	7,510,000	11
61	400,000	-	400,000	-	400,000	-	-	-	400,000	11
62	9,400,000	-	9,400,000	-	9,400,000	-	9,400,000	-	-	11
63	9,865,000	-	9,865,000	-	9,865,000	-	9,865,000	-	-	11
64	27,175,000	-	27,175,000	-	27,175,000	-	19,265,000	-	7,910,000	-
65	-	-	-	-	-	-	-	-	-	-
66	117,091,425	225,503,110	342,594,535	7,487,489	350,082,024	295,404,080	28,084,745	10,749,234	15,843,965	-

- 9 - The RTD's Bus JLL's lease expense payment which is forwarded to the Trustee who then makes payment to the CTFC as holder of the bonds. The CTFC then forwards the payment to MTA.
- 10 - This payment is converted into Yen through existing Yen currency swaps with Sumitomo Bank Capital Markets and with Barclays Bank and is then wire transferred to the Japanese lessor.
- 11 - Only the interest expense is debt. OMB and Accounting have reprogrammed the principal expense to be a reduction of a liability -- which is not a debt expense. The principal expense is found in the section entitled "Reduction of a Liability."
- 12 - The Benefit Assessment District debt service is solely an obligation of the respective districts and is paid from assessments received through the County Assessor's Office.
- 13 - OMB and Accounting have reprogrammed the principal and interest of this transaction to overhead administrative costs. Miscellaneous fees have remained in the D/S Fund.

Proceed to Next Page





# *Strategic Business Units*





## MTA Summary Description

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

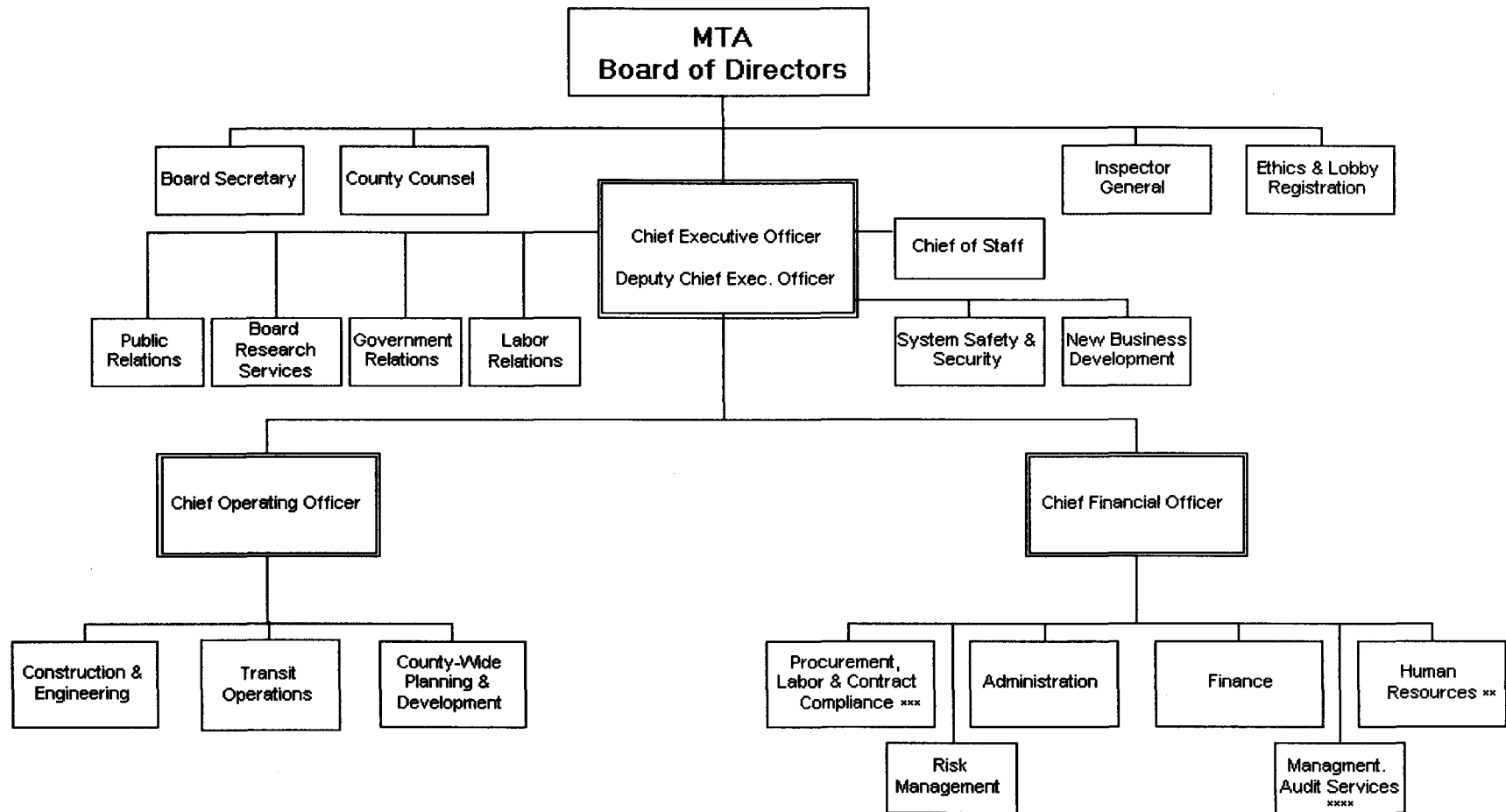
Transit Operations manages all aspects of MTA Metro Bus and Rail operations. Engineering & Construction is responsible for providing the engineering and construction oversight for major construction projects and MTA facilities improvements. Countywide Planning & Development is responsible for programming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

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

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

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

**MTA Organization Chart**



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

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



## MTA Summary Expenditure Budget

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

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

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

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

## Summary Of FY02 Budgeted FTEs By Department

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

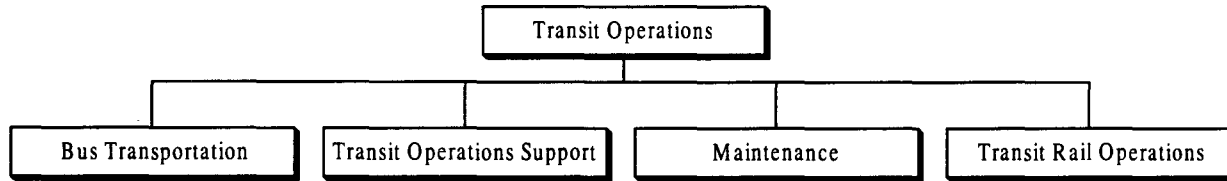
Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

**Summary Of FY02 Budgeted FTEs By Department, continued**

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

# Transit Operations

## Organization Chart



### Strategic Business Unit

Transit Operations provides clean, safe, efficient and reliable transit services to more than 1.4 million patrons per day, covering Los Angeles County's 2,200 square miles. During FY02, Transit Operations will operate, either directly or under contract, over 7.4 million bus revenue service hours, and over 540,000 rail revenue service hours.

### Department Overview

#### Bus Transportation

Bus Transportation provides service to Los Angeles County residents on approximately 200 bus lines. The department strives toward continuous improvement through performance measurement, employee recognition, community involvement and cost containment balanced against a commitment to service excellence.

#### Transit Operations Support

Transit Operations Support supports the Metro Bus and Rail Operations. The department consists of Scheduling, Quality Assurance, Stops and Zones, Operations Performance Analysis, Contract Bus Services, and Transit Operations Planning Services. These functions provide service schedules, assignment of buses, trains and operators, review of maintenance procedures, analyses and review of operational and financial statistics and management of contracted bus services.

#### Maintenance

Maintenance provides upkeep of the bus fleet, support vehicles, and the facilities and equipment infrastructure supporting transit services. The department oversees the activities of the eleven bus divisions, RRC, Facilities and Non-Revenue Maintenance, Fleet Management & Instruction, and Vehicle and Equipment Acquisition.

#### Transit Rail Operations

Rail Operations provides support to all facets of rail functions including: transportation, Wayside Systems Maintenance, Vehicle/Equipment Maintenance, and Rail Operations Control.

### Significant Changes in FY02

- Bus Service Hours increase by 3%
- Blue Line Vehicle Service Hours increase by 26%
- Increase directly operated bus fleet by 61 coaches to an all time high of 2,303 total active fleet
- Increase direct operating staff to accommodate increases in service
- Added staff to improve management oversight at the ROC to ensure safety of our passengers and employees
- Implementation of Workers Compensation Cost and Lost Time Injury program sponsored by MTA and the Labor Unions, expected to reduce lost work days by 10%



## Transit Operations Reports

### Transit Operations

<b>Department FTEs</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Executive Office, Transit Operations	2	2	2
2 Transit Operations Support	118	124	126
3 Bus Transportation	3,998	4,234	4,250
4 Maintenance	1,984	2,014	2,030
5 Transit Rail Operations	587	667	679
6 <b>Transit Operations Total</b>	<b>6,689</b>	<b>7,042</b>	<b>7,087</b>

<b>Expenditures (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
7 Non-Departmental-Operations	\$ 7,436	\$ 9,180	\$ 10,425
8 Executive Office, Transit Operations	342	471	460
9 Transit Operations Support	42,844	50,641	59,002
10 Bus Transportation	284,991	308,066	304,777
11 Maintenance	378,344	439,226	494,831
12 Transit Rail Operations	62,145	77,453	82,967
13 <b>Total Non-dept &amp; Dept</b>	<b>\$ 776,102</b>	<b>\$ 885,037</b>	<b>\$ 952,462</b>

<b>Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
14 Contract Wages	\$ 260,939	\$ 289,476	\$ 293,451
15 Non-Contract Wages	38,020	14,241	14,825
16 Fringe Benefits	175,018	187,575	210,709
17 Professional & Technical Services	2,184	7,231	8,212
18 Contract Services	4,882	14,081	16,410
19 Purchased Transportation	28,487	28,601	27,573
20 Fuels & Lubricants/Utilities	38,906	42,991	60,872
21 Materials and Supplies	70,523	78,625	65,259
22 Acquisitions	154,441	211,025	233,632
23 Other	2,702	11,191	21,519
24 <b>Total</b>	<b>\$ 776,102</b>	<b>\$ 885,037</b>	<b>\$ 952,462</b>

**Transit Operations Reports, continued**

**Transit Operations      Executive Office, Transit Operations**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 6	\$ -	\$ -
2 Non-Contract Wages	173	160	173
3 Fringe Benefits	72	69	81
4 Professional & Technical Services	27	50	-
5 Materials and Supplies	6	10	12
6 Other	58	182	194
7 <b>Total</b>	<b>\$ 342</b>	<b>\$ 471</b>	<b>\$ 460</b>
8 FTEs	2	2	2

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
9 New workers compensation claims per employee-month.	0.0239	0.0214	TBD
10 On time pullouts (system).	99.33%	99.32%	99.50%
11 Annual Ridership - MBL	20,414,112	17,381,574	20,445,000
12 Annual Ridership - MGL	9,445,446	8,613,561	8,559,000
13 Annual Ridership - MRL	27,957,650	45,763,144	37,502,000
14 Annual Ridership - Bus	354,764,725	321,292,024	385,419,711
15 Total ridership	412,581,933	393,050,303	451,925,711
16 Cost per RSH - Bus	\$99.10	\$98.30	\$98.41
17 Cost per RSH - Light Rail	\$304.54	\$318.81	\$294.74
18 Cost per RSH - Heavy Rail	\$245.62	\$237.74	\$242.21

**Transit Operations Reports, continued**

**Transit Operations                      Transit Operations Support**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 2,651	\$ 3,717	\$ 3,883
2 Non-Contract Wages	2,434	2,176	2,363
3 Fringe Benefits	2,439	3,069	3,575
4 Professional & Technical Services	1,318	1,542	1,658
5 Contract Services	336	436	425
6 Purchased Transportation	28,487	28,601	27,573
7 Fuels & Lubricants/Utilities	-	-	-
8 Materials and Supplies	4,656	4,822	4,985
9 Acquisitions	13	-	5,324
10 Other	510	6,278	9,216
11 <b>Total</b>	<b>\$ 42,844</b>	<b>\$ 50,641</b>	<b>\$ 59,002</b>
12 FTEs	118	124	126

**Non Departmental, Transit Operations**

Non Departmental Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
13 Fringe Benefits	\$ (54)	\$ -	\$ -
14 Fuels & Lubricants/Utilities	5,860	5,274	6,452
15 Materials and Supplies	(1)	-	-
16 Other	1,631	3,906	3,973
17 <b>Total</b>	<b>\$ 7,436</b>	<b>\$ 9,180</b>	<b>\$ 10,425</b>
18 FTEs	N/A	N/A	N/A

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

**Transit Operations Reports, continued**

**Transit Operations      Bus Transportation**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 162,364	\$ 176,737	\$ 177,377
2 Non-Contract Wages	15,742	3,273	3,354
3 Fringe Benefits	105,459	109,398	122,243
4 Professional & Technical Services	390	2,770	997
5 Contract Services	3	14	19
6 Fuels & Lubricants/Utilities	6	-	-
7 Materials and Supplies	959	1,349	660
8 Acquisitions	-	14,403	-
9 Other	68	122	127
10 <b>Total</b>	<b>\$ 284,991</b>	<b>\$ 308,066</b>	<b>\$ 304,777</b>
11 FTEs	3,998	4,234	4,250

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Accidents Per 100,000 hub miles.	4.15	3.98	3.50
13 Bus Transportation workers' compensation lost work days.	67,332	80,529	72,821
14 Callbacks as % of assignments.	2.84%	2.19%	1.79%
15 Complaints per 100,000 boardings.	4.39	3.10	3.00
16 In service on-time performance.	55.64%	53.59%	60%
17 Operator to assignment ratio.	1.14	1.16	1.18
18 Lost Revenue Service	1.00	1.14	1.00

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

**Transit Operations Reports, continued**

**Transit Operations      Maintenance**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Contract Wages	\$ 74,483	\$ 80,791	\$ 82,443
2 Non-Contract Wages	11,601	5,574	6,201
3 Fringe Benefits	51,488	56,687	64,660
4 Professional & Technical Services	396	2,164	4,746
5 Contract Services	3,604	11,271	13,753
6 Fuels & Lubricants/Utilities	22,837	23,632	37,153
7 Materials and Supplies	58,894	62,759	50,452
8 Acquisitions	154,497	195,681	227,500
9 Other	544	667	7,923
10 <b>Total</b>	<b>\$ 378,344</b>	<b>\$ 439,226</b>	<b>\$ 494,831</b>
11 FTEs	1,984	2,014	2,030

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
12 Bus Maintenance workers' compensation lost work days.	13,483	15,505	13,905
13 Cleanliness, graffiti, and vandalism rating (out of 10).	N/A	7.50	8.00
14 Maintain system wide critical PMP's at less than 0.25.	0.53	0.35	0.25
15 Miles between total mechanical road calls.	1,427	2,000	2,100
16 Percent of 225 non revenue vehicle PMP's completed within 1,000 miles of when due (every 6,000 miles).	N/A	94.50%	96.00%
17 Percent of facilities trouble tickets resolved within 3 days.	92.59%	93.50%	94.00%

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

### **Transportation Development and Implementation (TDI)**

TDI is responsible for project management and implementation across all modes, including Highway/Freeway, Transit Planning, TDM, Rail Planning, Signal Synchronization, Intelligent Transportation Systems, bicycle, pedestrian and other planning efforts; approves and monitors the utilization of funds by the cities and county; conducts joint development activities; is the MTA liaison to the cities on Proposition A and C Local Return and Discretionary funds, TDA Article 3 and 8; serves as the project planning lead in the Long Range Plan and CFP.

### **Capital Development & Programming**

CD&P is responsible for strategic capital planning, regional programming, and grants management and administration for all fund sources that support the MTA's mission of improving mobility and promoting innovative and comprehensive transportation systems throughout Los Angeles County. CD&P also manages the CFP, analyzes state, federal, and local programming proposals and policies,

allocates the local and municipal operator funding and provides policy development for regional planning, local programs and organizational direction.

### **Significant Changes in FY02**

- The FY02 Call budget increased \$7.4 million over the FY01 budget primarily due to Los Angeles County expediting the start of many transportation projects before the project funding expires
- The FY02 capital budget increased \$63.4 million over the FY01 budget primarily due to the additional budget for the transit corridor projects (\$51.4 million) and the Auto Passenger Counting equipment (\$5.0 million) which were added to CP&D capital projects for FY02
- The FY02 SAFE budget increased \$4.3 over the FY01 budget primarily due to upgrading the entire call box system to bring it into compliance with ADA
- The FY02 operating budget increased \$2.6 million over the FY01 budget primarily as a result of additional resources needed to drive the new projects, primarily the corridor projects

## Countywide Planning & Development Reports

### Countywide Planning & Development

<b>Department FTEs</b>	<b>FY00 Adopted</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Executive Office, CP&D	9	4	4
2 Operations Planning	56	57	57
3 Countywide Planning	33	42	42
4 Transp Dev & Implement	53	56	66
5 Capital Dev & Prog	39	49	50
6 <b>Countywide Planning &amp; Development Total</b>	<b>190</b>	<b>207</b>	<b>218</b>

<b>Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
7 Non-Departmental- CDP	\$ 502,011	\$ 620,467	\$ 674,547
8 Congestion Relief Support	(53)	-	-
9 Executive Office, CP&D	957	1,478	1,224
10 Operations Planning	6,160	8,054	12,855
11 Countywide Planning	8,432	48,399	69,887
12 Transp Dev & Implement	16,061	42,612	87,549
13 Capital Dev & Prog	24,993	34,442	38,538
14 <b>Total Non-dept &amp; Dept</b>	<b>\$ 558,561</b>	<b>\$ 755,452</b>	<b>\$ 884,600</b>

<b>Expenditures (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
15 Contract Wages	\$ 1,323	\$ 1,605	\$ 1,862
16 Non-Contract Wages	9,155	10,897	11,968
17 Fringe Benefits	4,617	5,649	6,609
18 Professional & Technical Services	13,359	52,899	101,294
19 Contract Services	23,070	29,895	30,019
20 Purchased Transportation	1,853	2,000	9,548
21 Fuels & Lubricants/Utilities	89	135	115
22 Materials and Supplies	482	774	754
23 Casualty & Liability	42	50	50
24 Acquisitions	272	30,344	49,538
25 Subsidies	504,135	620,467	671,839
26 Other	164	737	1,004
27 <b>Total</b>	<b>\$ 558,561</b>	<b>\$ 755,452</b>	<b>\$ 884,600</b>

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

**CP&D Reports, continued**

**Countywide Planning & Development**

**Executive Office**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00</b>	<b>FY01</b>	<b>FY02</b>
	<b>Actual</b>	<b>Adopted</b>	<b>Adopted</b>
1 Non-Contract Wages	\$ 579	\$ 246	\$ 253
2 Fringe Benefits	241	106	118
3 Professional & Technical Services	119	1,100	825
4 Fuels & Lubricants/Utilities	-	-	-
5 Materials and Supplies	10	8	10
6 Other	8	18	18
7 <b>Total</b>	<b>\$ 957</b>	<b>\$ 1,478</b>	<b>\$ 1,224</b>
8 FTEs	9	4	4



**CP&D Reports, continued**

**Countywide Planning & Development**

**Operations Planning**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 1,304	\$ 1,553	\$ 1,807
2 Non-Contract Wages	1,501	1,406	1,453
3 Fringe Benefits	1,083	1,261	1,414
4 Professional & Technical Services	340	3,575	3,088
5 Purchased Transportation	1,853	-	-
6 Fuels & Lubricants/Utilities	-	-	-
7 Materials and Supplies	27	114	124
8 Acquisitions	-	-	4,799
9 Other	52	145	170
10 <b>Total</b>	<b>\$ 6,160</b>	<b>\$ 8,054</b>	<b>\$ 12,855</b>
11 FTEs	56	57	57

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Percent Short Range Transit Plan (SRTP) for Los Angeles County completed.	0	10%	90%
13 Consent Decree load factor compliance plan.	1.25	1.25	1.25

**CP&D Reports, continued**

**Countywide Planning & Development**

**Countywide Planning**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 2,101	\$ 2,730	\$ 2,803
2 Fringe Benefits	1,065	1,299	1,450
3 Professional & Technical Services	1,598	10,517	14,804
4 Contract Services	1,656	1,024	1,004
5 Purchased Transportation	-	2,000	6,840
6 Materials and Supplies	29	357	187
7 Acquisitions	-	30,292	42,634
8 Subsidies	1,919	-	-
9 Other	64	180	165
10 <b>Total</b>	<b>\$ 8,432</b>	<b>\$ 48,399</b>	<b>\$ 69,887</b>
11 FTEs	33	42	42

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Percent of 2001 Call for Projects (CFP) lessons learned completed on schedule	N/A	10% of total multi-year project completed	100% of total multi-year project completed
13 Percent of 2001 Congestion Management Program (CMP) adopted on schedule.	10% of total multi-year project completed	50% of total multi-year project completed	100% of total multi-year project completed
14 Percent of Access to Jobs transportation services on schedule.	50% of total multi-year project completed	66% of total multi-year project completed	90% of total multi-year project completed
15 Percent of UFS implementation on schedule.	40% of total multi-year project completed	50% of total multi-year project completed	80% of total multi-year project completed

**CP&D Reports, continued**

**Countywide Planning & Development      Transp Dev. & Implementation**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 3,036	\$ 3,530	\$ 4,512
2 Fringe Benefits	1,332	1,544	2,155
3 Professional & Technical Services	10,938	34,813	77,086
4 Contract Services	18	2,500	1,200
5 Fuels & Lubricants/Utilities	-	2	3
6 Materials and Supplies	82	48	150
7 Acquisitions	273	-	2,070
8 Subsidies	317	-	-
9 Other	65	175	373
10 Total	\$ 16,061	\$ 42,612	\$ 87,549
11 FTEs	53	56	66

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Average schedule adherence for TDI projects.	N/A	70%	75%
13 Average adherence to cost estimates for TDI projects.	N/A	80%	85%
14 For Post-1989 Priority Soundwall Delivery by 2005 - quarterly schedule adherence, on average, of soundwall projects.	N/A	80%	80%
15 For Post-1989 Priority Soundwall Delivery by 2005 - Maximum variance, on average, of soundwall projects cost to cost estimates.	N/A	30%	30%
16 Dollars expended versus dollars budgeted in the subsidies budget for Call for Projects (CFP).	N/A	60%	70%

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

CP&D Reports, continued

**Countywide Planning & Development**

**Capital Dev & Prog**

Department Expenditure Type (Amounts in thousands)	FY00	FY01	FY02
	Actual	Adopted	Adopted
1 Contract Wages	\$ 16	\$ 52	\$ 55
2 Non-Contract Wages	1,937	2,986	2,947
3 Fringe Benefits	896	1,438	1,472
4 Professional & Technical Services	364	2,894	5,491
5 Contract Services	21,451	26,371	27,815
6 Fuels & Lubricants/Utilities	89	132	112
7 Materials and Supplies	89	247	283
8 Casualty & Liability	42	50	50
9 Acquisitions	-	52	35
10 Subsidies	11	-	-
11 Other	98	220	278
12 <b>Total</b>	<b>\$ 24,993</b>	<b>\$ 34,442</b>	<b>\$ 38,538</b>
13 FTEs	39	49	50

**Countywide Planning & Development**

**Non Departmental - CDP**

Non Departmental Expenditure Type (Amounts in thousands)	FY00	FY01	FY02
	Actual	Adopted	Adopted
14 Contract Wages	\$ 2	\$ -	\$ -
15 Professional & Technical Services	-	-	-
16 Purchased Transportation	-	-	2,708
17 Materials and Supplies	242	-	-
18 Subsidies	501,888	620,467	671,839
19 Other	(121)	-	-
20 <b>Total</b>	<b>\$ 502,011</b>	<b>\$ 620,467</b>	<b>\$ 674,547</b>
21 FTEs	N/A	N/A	N/A

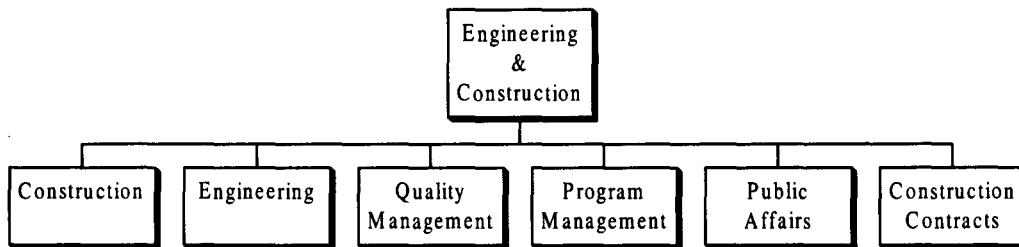
CP&D Reports, continued

**Productivity & Efficiency Performance Measures    Capital Dev & Prog**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
22 CP&D - Dollars received from benefit assessment districts.	\$14.3 million	\$14.4 million	\$14.5 million
23 CP&D - Percent of MTA federal, state and local programming requirements implemented on schedule.	100%	100%	100%
24 CP&D - Percent of federal, state and local funding targets achieved.	100%	100%	80%
25 CP&D - Percent of Transit Subsidies allocated and expensed to transit operators and 88 cities of Los Angeles County.	85%	90%	92%
26 Metro Art - Percent increase in number of tours.	N/A	0%	10%
27 Metro Art - Number of new volunteer docents trained.	20	10	10
28 Metro Art - Percent of Metro Rail art projects on schedule and on budget.	75% on schedule and on budget	60% on schedule and on budget	80% on schedule and on budget
29 SAFE - Percent of contracts awarded to private call box answering on schedule and percent on budget.	N/A	N/A	100% on schedule 100% on budget
30 SAFE - Percent of ADA improvement contract awards on schedule and percent on budget.	N/A	N/A	100% on schedule 100% on budget
31 FSP - Percent of FSP towing contract awards on schedule and percent on budget.	100% on schedule 100% on budget	100% on schedule 100% on budget	100% on schedule 100% on budget

# Engineering & Construction

## Organization Chart



### **Strategic Business Unit**

Engineering & Construction is responsible for providing engineering services and construction oversight for rail projects, transit corridors, CIP projects, and engineering service requests (ESRs). The primary focus during FY02 is the completion of the Segment 3 site restoration in addition to the preliminary engineering and final design of the three corridor projects.

### **Public Affairs**

Public Affairs is responsible for representing and building support for MTA plans, projects, construction projects and operation activities with the community, elected officials, businesses, and the general public.

### **Executive Office**

The Executive Office for Engineering & Construction is responsible for managing division and cost center activities in support of the MTA in addition to providing technical and administrative guidance and assistance.

### **Quality Management**

Quality Management is responsible for the implementation of administrative and control measures during design, procurement, construction, installation, testing, start-up, and turnover.

### **Engineering**

Engineering is responsible for the cost-effective provision of design and other engineering professional services from preliminary engineering through final design and construction of bus and rail projects. These projects range from minor updates to bus facilities to design and construction of major projects.

### **Construction**

Construction is responsible for the management and oversight for rail construction activities. It is also responsible for compliance with environmental regulations.

### **Construction Contracts**

Construction Contracts contains the budget for Engineering & Construction contracts.

### **Program Management**

Program Management is responsible for developing and managing all schedule controls, cost controls, change controls, and document controls for rail projects and CIP projects.

## Significant Changes in FY02

Engineering & Construction's FY02 budget decreased as a result of substantial completion of work on the Metro Red Line's North Hollywood segment.

- Metro Rail Red Line – Segment 3: The FY02 Budget totals \$60.3 million, a reduction of \$34 million from FY01, includes the cost of continuing construction activities for the North Hollywood Extension 101 Freeway Overcrossing and site restoration, the LA River bridge widening at Lankershim Boulevard, and the Lankershim Boulevard pedestrian underpass.
- Los Angeles Light Rail Car Project: The FY02 budget totals \$38.9 million, a reduction of \$4.7 million from FY01, to fund the last of the Siemens vehicles that are scheduled for delivery in February 2002.
- Metro Green Line: The FY02 budget totals \$7.1 million, a reduction of \$5.3 million from FY01, to fund for completion of the Automatic Train Control System; costs relating to testing and startup of new vehicles, and testing of train control wayside equipment with carbine equipment.
- Transit Corridor Projects: The FY02 budget for these new projects totals \$4.8 million for initiating preliminary engineering for the Eastside, San Fernando Valley East-West, and Mid-City/Wilshire.
- Rail Capital Projects: The FY02 budget includes design and construction of the Metro Green Line blow down pit, completion of the Metro Red Line fire alarm and gas analyzer system, Metro Green Line station drainage improvements, emergency lighting enhancements, grade crossing improvements, signage enhancements, 7th and Metro tail track expansion, upgrade of rail facilities and appurtenances to ADA compliance, installation of fiber optic rail communications system and ESR's for rail emergency projects.
- Bus Capital Projects: The FY02 budget includes Division Networking Construction Project (DNCP), upgrade bus facilities to ADA compliance, CNG compressors and associated facility upgrades, underground storage tanks upgrades, Division 1 facility expansion, bus maintenance equipment (including hoists, vacuum systems and bus washer designs), a new cash room, chemical storage facilities, and ESRs for constructability reviews, bus emergency projects, and the Universal Fare System.

## Engineering & Construction Reports

### Engineering & Construction

<b>Department FTEs</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Public Affairs	8	8	8
2	Executive Office, Const	11	9	5
3	Quality Management	15	13	16
4	Engineering	59	63	76
5	Construction	31	26	22
6	Program Management	37	35	34
7	<b>Engineering &amp; Construction Total</b>	<b>161</b>	<b>154</b>	<b>161</b>

<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
8	Public Affairs	\$ 1,353	\$ 1,107	\$ 1,133
9	Executive Office, Const	1,062	1,640	1,003
10	Quality Management	1,239	1,338	1,340
11	Engineering	5,837	6,139	7,428
12	Construction	1,792	2,565	2,070
13	Construction Contracts	249,771	228,273	177,811
14	Program Management	2,841	4,123	3,900
15	<b>Total Non-dept &amp; Dept</b>	<b>\$ 263,895</b>	<b>\$ 245,185</b>	<b>\$ 194,685</b>

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
16	Contract Wages	\$ 164	\$ -	\$ -
17	Non-Contract Wages	8,403	9,797	10,291
18	Fringe Benefits	3,620	4,343	4,913
19	Professional & Technical Services	43,924	43,376	31,901
20	Contract Services	10	20	54
21	Fuels & Lubricants/Utilities	-	-	19
22	Materials and Supplies	468	1,476	805
23	Casualty & Liability	(9)	-	-
24	Acquisitions	137,887	185,447	145,074
25	Subsidies	68,700	-	-
26	Other	728	726	1,628
27	<b>Total</b>	<b>\$ 263,895</b>	<b>\$ 245,185</b>	<b>\$ 194,685</b>



**Engineering & Construction Reports, continued**

**Engineering & Construction                      Public Affairs**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 381	\$ 390	\$ 396
2 Fringe Benefits	162	171	186
3 Professional & Technical Services	583	229	295
4 Contract Services	17	1	-
5 Fuels & Lubricants/Utilities	-	-	-
6 Materials and Supplies	104	35	35
7 Other	106	281	221
8 <b>Total</b>	<b>\$ 1,353</b>	<b>\$ 1,107</b>	<b>\$ 1,133</b>
9 FTEs	8	8	8

**Engineering & Construction Reports, continued**

**Engineering & Construction**

**Executive Office, Construction**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 513	\$ 714	\$ 413
2 Fringe Benefits	211	330	210
3 Professional & Technical Services	-	524	324
4 Materials and Supplies	13	27	10
5 Other	325	45	46
6 Total	\$ 1,062	\$ 1,640	\$ 1,003
7 FTEs	11	9	5

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
8 Capital Improvement Projects (CIP) projects on budget.	N/A	80%	85%
9 Capital Improvement Projects (CIP) projects on schedule.	N/A	65%	85%
10 Percent on budget with design development for Eastside Transit Corridor project.	N/A	100%	100%
11 Percent on budget with design development for San Fernando Valley BRT Corridor project.	N/A	100%	100%
12 Percent on budget with design development for Wilshire BRT Corridor project.	N/A	100%	100%
13 Percent on schedule with design development for Eastside Transit Corridor project.	N/A	15% planned of total design	100%
14 Percent on schedule with design development for San Fernando Valley BRT Corridor project.	N/A	15% planned of total design	100%
15 Percent on schedule with design development for Wilshire BRT Corridor project.	N/A	15% planned of total design	100%

**Engineering & Construction Reports, continued**

**Engineering & Construction      Quality Management**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 862	\$ 777	\$ 834
2 Fringe Benefits	362	344	396
3 Professional & Technical Services	-	173	58
4 Fuels & Lubricants/Utilities	-	-	19
5 Materials and Supplies	5	8	8
6 Other	10	36	25
<b>7 Total</b>	<b>\$ 1,239</b>	<b>\$ 1,338</b>	<b>\$ 1,340</b>
8 FTEs	15	13	16

**Engineering & Construction Reports, continued**

**Engineering & Construction                      Engineering**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Contract Wages	\$ 115	\$ -	\$ -
2 Non-Contract Wages	3,638	4,129	4,966
3 Fringe Benefits	1,594	1,814	2,348
4 Professional & Technical Services	53	71	22
5 Contract Services	2	-	2
6 Materials and Supplies	85	36	18
7 Acquisitions	303	-	-
8 Other	47	89	72
9 <b>Total</b>	<b>\$ 5,837</b>	<b>\$ 6,139</b>	<b>\$ 7,428</b>
10 FTEs	59	63	76

**Engineering & Construction Reports, continued**

**Engineering & Construction                      Construction**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 49	\$ -	\$ -
2 Non-Contract Wages	1,183	1,490	1,223
3 Fringe Benefits	522	654	597
4 Professional & Technical Services	-	136	31
5 Contract Services	-	14	52
6 Materials and Supplies	6	18	7
7 Other	32	253	160
8 <b>Total</b>	<b>\$ 1,792</b>	<b>\$ 2,565</b>	<b>\$ 2,070</b>
9 FTEs	31	26	22

**Engineering & Construction Reports, continued**

**Engineering & Construction**

**Construction Contract**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ -	\$ -	\$ -
2 Fringe Benefits	-	-	-
3 Professional & Technical Services	43,226	41,608	31,074
4 Contract Services	(8)	-	-
5 Materials and Supplies	81	1,218	581
6 Casualty & Liability	(9)	-	-
7 Acquisitions	137,583	185,447	145,074
8 Subsidies	68,700	-	-
9 Other	198	-	1,082
10 <b>Total</b>	<b>\$ 249,771</b>	<b>\$ 228,273</b>	<b>\$ 177,811</b>

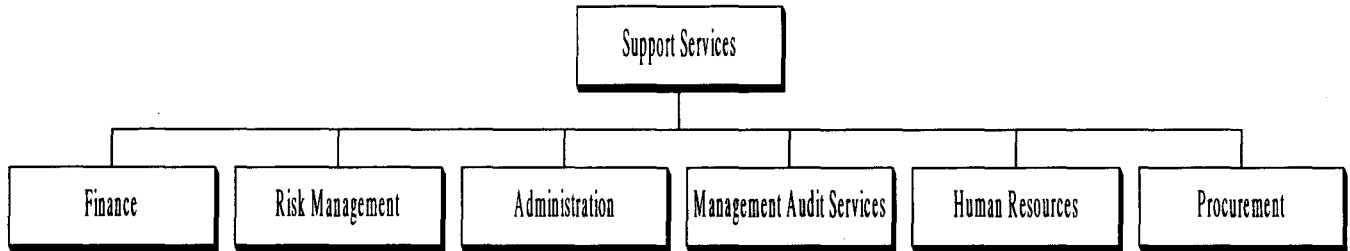
**Engineering & Construction Reports, continued**

**Engineering & Construction**

**Program Management**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 1,827	\$ 2,298	\$ 2,458
2 Fringe Benefits	769	1,030	1,175
3 Professional & Technical Services	63	634	97
4 Contract Services	-	4	-
5 Materials and Supplies	173	135	146
6 Other	9	22	24
7 <b>Total</b>	<b>\$ 2,841</b>	<b>\$ 4,123</b>	<b>\$ 3,900</b>
8 FTEs	37	35	34

## Support Services Organization Chart



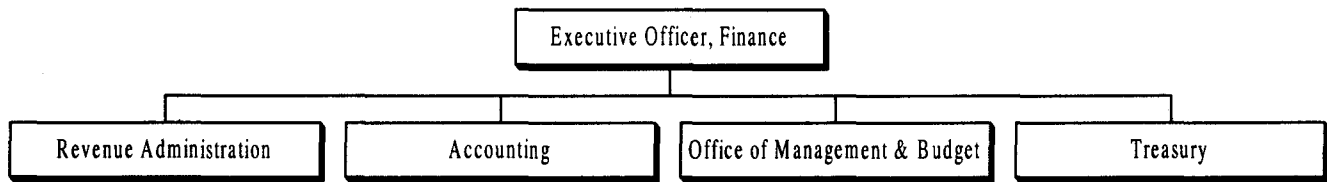
### Strategic Business Unit

Support Services provides cross-functional administrative and financial services to support the MTA's core business units. Support

Services is comprised of departments and resources that serve all operating units.



## Support Services - Finance Organization Chart



### Department Overview

#### Office of the Chief Financial Officer/Executive Office - Finance

Office of the Chief Financial Officer, along with the Executive Office-Finance, oversees Accounting, Office of Management and Budget, Treasury and Revenue departments, and provides support for the MTA's operating and capital plans.

#### Accounting

Accounting records all assets and liabilities, prepares financial statements, prepares payroll, and manages accounts payable and receivables.

#### Treasury

Treasury forecasts, monitors and manages cash requirements; oversees and directs the investment of available funds and debt proceeds; and administers debt program.

#### Office of Management & Budget

OMB develops the annual operating, capital and subsidy budgets; prepares revenue and expense projections; manages operating and capital expenditure and revenue plans; conducts special studies which analyze key business activities and processes, and coordinates strategic planning efforts.

#### Revenue Administration

Revenue Administration collects, counts, and deposits fare revenue; maintains and replaces fare collection equipment; stores, maintains and provides security for the fare media inventory; manages the vendor sales program and collects delinquent accounts receivable.

#### **Significant Changes in FY02:**

- FY02 Budget decreased \$68.3 million due to a reduction in debt servicing and contingency expenses due to the completion of FY01 labor negotiations
- Accounting is increasing \$350,000 and OMB is increasing \$600,000 due to financial system development and enhancements

## Support Services - Finance Reports

### Finance

<b>Department FTEs</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Office of the CFO	-	2	2
2	Executive Office, Finance	8	3	3
3	Accounting	71	72	72
4	Treasury	11	11	11
5	Risk Management	20	20	20
6	Revenue Administration	147	148	147
7	Office of Management & Budget	21	25	25
8	<b>Finance Total</b>	<b>278</b>	<b>281</b>	<b>280</b>

<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
9	Non-Dept. - Board Controlled Operating Contingency	\$ -	\$ 9,900	\$ 5,000
10	Non-Departmental-Treasury	274,783	679,764	613,787
11	Non-Departmental-Ops Risk Mgmt	36,714	39,085	40,391
12	Non-Departmental-Const Risk Mgmt	23,236	9,721	7,976
13	Office of the CFO	-	567	493
14	Executive Office, Finance	738	621	655
15	Accounting	5,230	6,252	7,005
16	Treasury	1,292	1,946	2,059
17	Risk Management	1,430	1,511	2,005
18	Revenue Administration	16,811	20,369	21,365
19	Office of Management & Budget	1,918	2,891	3,614
20	<b>Total Non-dept &amp; Dept</b>	<b>\$ 362,152</b>	<b>\$ 772,627</b>	<b>\$ 704,350</b>

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
21	Contract Wages	\$ 5,780	\$ 4,873	\$ 4,903
22	Non-Contract Wages	7,195	10,715	10,092
23	Fringe Benefits	1,521	8,123	8,601
24	Professional & Technical Services	4,131	27,274	21,307
25	Contract Services	6,045	6,142	6,209
26	Fuels & Lubricants/Utilities	1	1	1
27	Materials and Supplies	1,140	1,473	1,905
28	Casualty & Liability	51,324	37,594	39,421
29	Debt/Interest	283,347	668,009	607,124
30	Acquisitions	(653)	2,161	2,300
31	Subsidies	3,857	-	-
32	Other	(1,536)	6,262	2,487
33	<b>Total</b>	<b>\$ 362,152</b>	<b>\$ 772,627</b>	<b>\$ 704,350</b>

**Support Services - Finance Reports, continued**

**Finance      Office of the CFO**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ -	\$ 175	\$ 189
2 Fringe Benefits	-	76	88
3 Professional & Technical Services	-	300	200
4 Materials and Supplies	-	5	5
5 Other	-	11	11
6 <b>Total</b>	<b>\$ -</b>	<b>\$ 567</b>	<b>\$ 493</b>
7 FTEs	-	2	2

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

**Support Services - Finance Reports, continued**

**Finance            Executive Office, Finance**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Non-Contract Wages	\$ 512	\$ 212	\$ 229
2	Fringe Benefits	207	92	107
3	Professional & Technical Services	-	300	300
4	Materials and Supplies	4	5	4
5	Other	15	12	15
6	<b>Total</b>	<b>\$ 738</b>	<b>\$ 621</b>	<b>\$ 655</b>
7	FTEs	8	3	3

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

**Support Services - Finance Reports, continued**

**Finance            Accounting**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Contract Wages	\$ 674	\$ 632	\$ 660
2	Non-Contract Wages	2,213	2,598	2,692
3	Fringe Benefits	1,280	1,524	1,789
4	Professional & Technical Services	855	1,348	1,682
5	Contract Services	8	12	14
6	Fuels & Lubricants/Utilities	-	-	-
7	Materials and Supplies	100	78	93
8	Acquisitions	21	9	-
9	Other	79	51	75
10	<b>Total</b>	<b>\$ 5,230</b>	<b>\$ 6,252</b>	<b>\$ 7,005</b>
11	FTEs	71	72	72

**Finance            Non Departmental - Board Controlled Operating Contingency**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
12	Professional & Technical Services	\$ -	\$ 9,900	\$ 3,500
13	Other	-	-	1,500
14	<b>Total</b>	<b>\$ -</b>	<b>\$ 9,900</b>	<b>\$ 5,000</b>
15	FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>		<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
16	Number of days to submit grant billing from month end.	10	10	4
17	Number of days required to perform monthly hard close after month end.	9	8	7
18	Number of days required to complete quarterly report after quarter end.	45	45	42

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

**Support Services - Finance Reports, continued**

**Finance Treasury**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Contract Wages	\$ 18	\$ -	\$ -
2 Non-Contract Wages	486	541	558
3 Fringe Benefits	203	240	296
4 Professional & Technical Services	570	1,100	1,117
5 Contract Services	2	2	2
6 Materials and Supplies	5	11	18
7 Other	8	52	68
8 <b>Total</b>	<b>\$ 1,292</b>	<b>\$ 1,946</b>	<b>\$ 2,059</b>

9 FTEs 11 11 11

**Finance Non Departmental - Treasury**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
10 Contract Wages	\$ -	\$ -	\$ -
11 Non-Contract Wages	-	-	-
12 Fringe Benefits	(4,501)	-	-
13 Professional & Technical Services	(4,794)	6,369	6,599
14 Contract Services	85	20	64
15 Materials and Supplies	(3)	-	-
16 Casualty & Liability	(33)	-	-
17 Debt/Interest	283,347	668,009	607,124
18 Acquisitions	(1,140)	-	-
19 Subsidies	3,857	-	-
20 Other	(2,035)	5,366	-
21 <b>Total</b>	<b>\$ 274,783</b>	<b>\$ 679,764</b>	<b>\$ 613,787</b>

22 FTEs N/A N/A N/A

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
23 % of all fare revenue and general fund checks deposited within one day of receipt.	97%	97%	99%
24 Ratio of short-term cash to projected outflows.	-	2	2
25 Operating fund portfolios return/value weighted composite index of the 91 Day T-bill return and the Merrill Lynch 1-3yr Gov't/Corp Index return.	1.038	1.10	1.00

**Support Services - Finance Reports, continued**

**Finance Revenue Administration**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 3,687	\$ 4,241	\$ 4,244
2 Non-Contract Wages	1,472	1,372	1,449
3 Fringe Benefits	2,894	3,525	3,921
4 Professional & Technical Services	1,001	1,245	1,387
5 Contract Services	5,951	6,108	6,130
6 Fuels & Lubricants/Utilities	1	1	1
7 Materials and Supplies	949	1,294	1,712
8 Acquisitions	466	2,152	2,100
9 Other	390	431	421
10 <b>Total</b>	<b>\$ 16,811</b>	<b>\$ 20,369</b>	<b>\$ 21,365</b>
11 FTEs	147	148	147

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Farebox mean time between failures in days.	N/A	25	28
13 Percent of time ticket vending machines are operational.	94%	95%	96.5%

**Support Services - Finance Reports, continued**

**Finance Office of Management & Budget**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 1,279	\$ 1,613	\$ 1,658
2 Fringe Benefits	521	709	787
3 Professional & Technical Services	56	488	874
4 Materials and Supplies	36	37	38
5 Acquisitions	-	-	200
6 Other	26	44	57
7 Total	\$ 1,918	\$ 2,891	\$ 3,614
8 FTEs	21	25	25

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
9 Average number of working days to produce management discussion and analysis for quarterly financial reports.	10	5	4
10 Average (working days) time to process budget revisions.	7	7	6.5



## Support Services – Risk Management

### Department Overview

Risk Management is responsible for protecting the MTA's assets through the identification, management and control of insurable risks. Responsibilities include management and oversight of the following: the Owner-Controlled Insurance Program (OCIP) for construction activities, workers compensation programs, Public Liability/Property Damage (PL/PD) programs including litigation, the identification, purchase and management of appropriate insurance programs, oversight of self-insured liability reserves through risk financing techniques, and recovery of insurance proceeds for damage to MTA property.

### Significant Changes in FY02:

- An increase of \$16.2 million in Workers Compensation premium for FY02 is based on Risk Management's forecast of premium and incurred loss estimates, and increase in payroll
- A tighter insurance market is causing property casualty and liability premiums to increase by \$3.7 million

## Support Services – Risk Management Reports

### Finance Risk Management

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 961	\$ 1,022	\$ 1,317
2 Fringe Benefits	392	442	641
3 Professional & Technical Services	-	8	1
4 Contract Services	-	-	-
5 Materials and Supplies	14	20	24
6 Casualty & Liability	48	-	-
7 Other	15	19	22
8 <b>Total</b>	<b>\$ 1,430</b>	<b>\$ 1,511</b>	<b>\$ 2,005</b>
9 FTEs	20	20	20

### Finance Non Departmental - Operations Risk Management

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
10 Contract Wages	\$ 1,400	\$ -	\$ -
11 Non-Contract Wages	270	3,182	2,000
12 Fringe Benefits	526	1,516	972
13 Professional & Technical Services	5,863	5,540	4,841
14 Materials and Supplies	34	23	13
15 Casualty & Liability	28,874	28,549	32,250
16 Other	(253)	275	315
17 <b>Total</b>	<b>\$ 36,714</b>	<b>\$ 39,085</b>	<b>\$ 40,391</b>
18 FTEs	N/A	N/A	N/A

**Support Services – Risk Management**

**Finance      Non Departmental - Construction Risk Management**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
19 Professional & Technical Services	\$ 580	\$ 676	\$ 805
20 Casualty & Liability	22,435	9,045	7,171
21 Other	221	-	-
22 Total	\$ 23,236	\$ 9,721	\$ 7,976
23 FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
24 PL/PD subrogation recoveries.	\$ 874,543	\$ 688,742	\$ 550,000
25 Average Public Liability/Property Damage (PL/PD) loss per claim.	\$ 6,593	\$ 6,636	\$ 6,690
26 Number of Owner Controlled Insurance Program (OCIP) W.C. and general liability open claims.	198	230	94
27 Percentage of Transitional Duty participants to total number of individuals on occupational Long Term Leave (LTL).	11%	16%	25%
28 Average "life" of W.C. claim per closed claim (days).	615	646	580
29 Average W.C. cost per closed claim.	\$ 8,754	\$ 10,709	\$ 10,250
30 W.C. payments per employee.	\$ 5,157	\$ 5,740	\$ 5,300
31 Total number of lost work days.	96,390	114,222	103,000
32 W.C. subrogation recoveries.	\$ 252,377	\$ 100,000	\$ 100,000
33 W.C. premium per \$100 payroll.	\$ 10.62	\$ 10.62	\$ 14.87
34 Number of new workers' compensation (W.C.) claims.	3,264	3,090	2,781

## Support Services - Management Audit Services

### Department Overview

Management Audit Services' role is to strengthen internal controls and to promote the economy, efficiency and effectiveness of MTA operations. It also administers the Agency's pre-qualification program, performs control self-assessments (CSA) and coordinates MTA's tracking of outside audit recommendations.

### Significant Changes in FY02

- Increase of \$330,000 is primarily the result of labor and fringe benefit rate increases

## Support Services - MASD Reports

### Management Audit Services

<b>Department FTEs</b>		<b>FY00 Adopted</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Management Audit Services	71	72	72
2	MASD Total	71	72	72

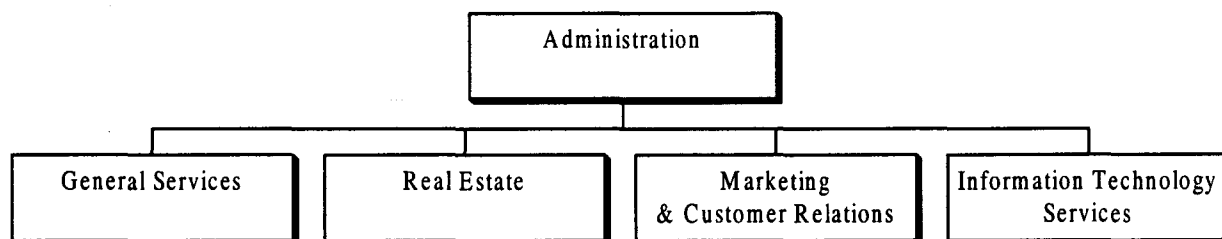
<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
3	Management Audit Services	\$ 7,669	\$ 11,343	\$ 11,696
4	Total Non-dept & Dept	\$ 7,669	\$ 11,343	\$ 11,696

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
5	Non-Contract Wages	\$ 3,606	\$ 4,317	\$ 4,404
6	Fringe Benefits	1,495	1,912	2,112
7	Professional & Technical Services	2,424	4,905	4,910
8	Materials and Supplies	47	95	89
9	Other	97	114	181
10	Total	\$ 7,669	\$ 11,343	\$ 11,696

### Productivity & Efficiency Performance Measures

<b>Performance Measure</b>		<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
11	Average days to complete pre-award audits.	31	31	28
12	Average days to complete pre-qualification reviews.	N/A	15	10
13	Percent of annual audit plan completed - Controlled Self Assessment	136%	80%	100%
14	Percent of annual audit plan completed - Internal Audit	78%	67%	100%

## Support Services - Administration Organization Chart



### Department Overview

#### Executive Office

The Executive Office provides management oversight for the provision of administration services that supports all MTA activities and projects.

#### General Services

General Services provides Gateway building management, records management, copy and mail services, graphic design and printing services.

#### Real Estate

Real Estate provides real estate services in the areas of appraisal, environmental investigations, property acquisitions, relocation, property management and dispositions.

#### Marketing & Customer Relations

Marketing creates informational materials and programs that promote and help customers understand MTA services. Customer Relations handles customer comments and requests for information received via telephone, written correspondence, e-mail, and in-person.

#### Information Technology Services

ITS is responsible for the development, implementation, operation, maintenance and technical support of MTA's computer systems and integrated communications network.

#### Significant Changes in FY02

- A budget policy change to eliminate chargebacks to user departments for printing, photocopying and graphic services increases Administration's budget by \$1.8 million
- Real Estate staffing is increasing 2.5 FTEs, to 21.5 FTEs, to support the Transit Corridor Projects
- Rent expenses are decreasing \$0.7 million primarily due to a reduction in office space
- As a result of the reduction in the average wait time, Customer Relations is able to reduce its FY02 staffing level by the equivalent of 4 FTEs
- ITS is increasing by \$7 million for technology development projects

## Support Services - Administration Reports

### Administration

<b>Department FTEs</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Executive Office, Administration	3	3	3
2	General Services	100	100	100
3	Real Estate	19	19	22
4	Mktg./Cust. Relations	146	147	143
5	Information Technology Services	156	166	166
6	<b>Administration Total</b>	<b>424</b>	<b>435</b>	<b>433</b>

<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
7	Non-Departmental-Building Services	\$ 2,020	\$ 2,127	\$ 2,142
8	Non-Departmental-Real Estate	4,773	4,637	3,664
9	Non-Departmental-I.T.S.	1,812	2,818	2,664
10	Executive Office, Administration	363	399	432
11	General Services	8,277	10,687	14,756
12	Real Estate	4,427	10,295	11,477
13	Mktg./Cust. Relations	8,571	8,681	8,755
14	Information Technology Services	27,666	40,584	47,789
15	<b>Total Non-Dept &amp; Dept</b>	<b>\$ 57,909</b>	<b>\$ 80,228</b>	<b>\$ 91,679</b>

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
16	Contract Wages	\$ 7,569	\$ 7,524	\$ 7,698
17	Non-Contract Wages	10,435	11,445	12,405
18	Fringe Benefits	8,692	9,590	10,897
19	Professional & Technical Services	8,269	16,606	20,446
20	Contract Services	4,935	4,347	4,197
21	Fuels & Lubricants/Utilities	3,338	4,523	4,611
22	Materials and Supplies	4,076	10,174	10,953
23	Acquisitions	3,676	9,092	14,443
24	Other	6,919	6,927	6,029
25	<b>Total</b>	<b>\$ 57,909</b>	<b>\$ 80,228</b>	<b>\$ 91,679</b>

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

**Support Services - Administration Reports, continued**

**Administration                      Executive Office**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Non-Contract Wages	\$ 214	\$ 205	\$ 220
2	Fringe Benefits	86	88	103
3	Professional & Technical Services	7	40	40
4	Materials and Supplies	2	5	5
5	Other	54	61	64
6	<b>Total</b>	<b>\$ 363</b>	<b>\$ 399</b>	<b>\$ 432</b>
7	FTEs	3	3	3



**Support Services - Administration Reports, continued**

**Administration            General Services**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Contract Wages	\$ 2,258	\$ 2,339	\$ 2,485
2	Non-Contract Wages	1,115	1,032	1,084
3	Fringe Benefits	1,858	1,918	2,135
4	Professional & Technical Services	(1,203)	(665)	1,334
5	Contract Services	1,108	1,389	1,465
6	Fuels & Lubricants/Utilities	-	-	-
7	Materials and Supplies	1,374	2,329	2,017
8	Acquisitions	718	937	2,583
9	Other	1,049	1,408	1,653
10	<b>Total</b>	<b>\$ 8,277</b>	<b>\$ 10,687</b>	<b>\$ 14,756</b>
11	FTEs	100	100	100

**Administration            Non Departmental - General Services**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
12	Fuels & Lubricants/Utilities	\$ 1,837	\$ 2,104	\$ 2,116
13	Other	183	23	26
14	<b>Total</b>	<b>\$ 2,020</b>	<b>\$ 2,127</b>	<b>\$ 2,142</b>
15	FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>		<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
16	Cycle time to complete relocations at Union Station Gateway Building.	N/A	15 days	12 days
17	On-time delivery of graphics, print and copy center jobs.	97%	94%	99%
18	On-time performance of mail distribution within 24 hours.	92%	94%	95%
19	Record requests responded to within ten days after receipt.	N/A	98%	100%

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

**Support Services - Administration Reports, continued**

**Administration      Real Estate**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 1,054	\$ 1,095	\$ 1,237
2 Fringe Benefits	469	507	685
3 Professional & Technical Services	11	217	254
4 Contract Services	1,893	2,056	2,062
5 Fuels & Lubricants/Utilities	33	-	-
6 Materials and Supplies	5	7	8
7 Acquisitions	675	6,130	7,202
8 Other	287	283	29
9 <b>Total</b>	<b>\$ 4,427</b>	<b>\$ 10,295</b>	<b>\$ 11,477</b>
10 FTEs	19	19	22

**Administration      Non Departmental - Real Estate**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
11 Professional & Technical Services	\$ -	\$ -	\$ -
12 Other	4,773	4,637	3,664
13 <b>Total</b>	<b>\$ 4,773</b>	<b>\$ 4,637</b>	<b>\$ 3,664</b>
14 FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
15 Revenue from fiber optics.	\$438,161	\$500,000	\$1,780,000
16 Revenue from Gateway building.	\$943,888	\$850,000	\$850,000
17 Revenue from lease of Right-of-Way.	\$11,771,271	\$10,525,740	\$10,000,000
18 Revenue from long term leases.	\$120,000	\$250,000	\$150,000
19 Revenue from Management Service	\$0	\$313,146	\$213,568
20 Revenue from property sales.	\$1,176,262	\$1,730,000	\$1,000,000
21 Revenue from sublease revenue.	\$24,810	\$194,260	\$106,260
22 <b>Total</b>	<b>\$ 14,474,392</b>	<b>\$ 14,363,146</b>	<b>\$ 14,099,828</b>

**Support Services - Administration Reports, continued**

**Administration                      Marketing & Customer Relations**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 2,934	\$ 2,877	\$ 2,972
2 Non-Contract Wages	1,672	1,778	1,836
3 Fringe Benefits	2,376	2,471	2,643
4 Professional & Technical Services	925	974	556
5 Contract Services	33	27	27
6 Fuels & Lubricants/Utilities	-	-	-
7 Materials and Supplies	93	90	178
8 Acquisitions	38	-	54
9 Other	500	464	489
10 <b>Total</b>	<b>\$ 8,571</b>	<b>\$ 8,681</b>	<b>\$ 8,755</b>
11 FTEs	146	147	143

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Total revenue generated through bus advertising	\$13,630,00	\$12,227,000	\$13,925,000
13 Amount of advertising revenue generated per peak hour bus.	\$6,932	\$6,348	\$7,230
14 Total revenue generated through film leasing.	\$411,000	\$400,000	\$450,000
15 Gross profit on film leasing.	N/A	\$257,000	\$251,000
16 Average cost per information call.	\$2.40	\$2.39	\$2.38
17 Average wait time on 1-800-COMMUTE.	5 min, 6 sec	3 min, 36 sec	3min, 0 sec

**Support Services - Administration Reports, continued**

**Administration      Information Technology Services (ITS)**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 2,378	\$ 2,308	\$ 2,241
2 Non-Contract Wages	6,380	7,334	8,028
3 Fringe Benefits	3,903	4,605	5,330
4 Professional & Technical Services	8,529	16,039	18,262
5 Contract Services	1,556	474	472
6 Fuels & Lubricants/Utilities	1	1	1
7 Materials and Supplies	2,602	7,743	8,745
8 Acquisitions	2,245	2,025	4,603
9 Other	72	55	107
10 <b>Total</b>	<b>\$ 27,666</b>	<b>\$ 40,584</b>	<b>\$ 47,789</b>

11 FTEs 156                  166                  166

**Administration      Non Departmental - ITS**

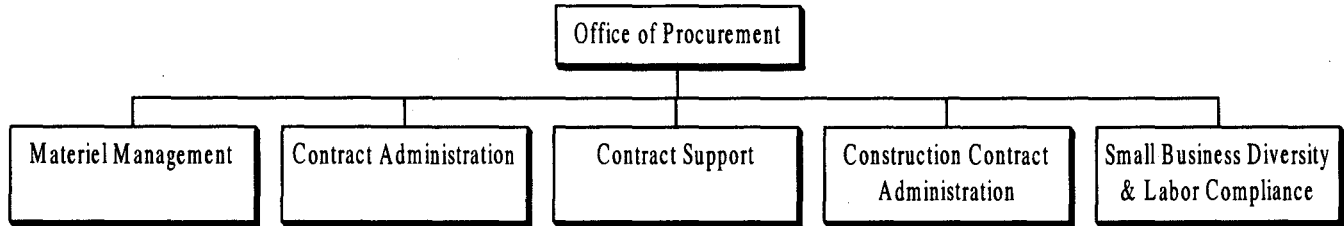
Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
12 Professional & Technical Services	\$ -	\$ -	\$ -
13 Contract Services	346	400	170
14 Fuels & Lubricants/Utilities	1,466	2,418	2,494
15 <b>Total</b>	<b>\$ 1,812</b>	<b>\$ 2,818</b>	<b>\$ 2,664</b>

16 FTEs N/A                  N/A                  N/A

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
17 Percent of Phase 1 of the Division Network Construction Project completed on schedule.	N/A	45% on schedule	100% on schedule
18 Percent of Enterprise servers and approximately 3,000 desktop computers upgraded to Windows 2000 operating system on schedule and on budget.	N/A	N/A	100% on schedule 100% on budget
19 Network availability maintained.	99.86%	99.90%	99.90%
20 Service requests completed within 30 calendar days.	N/A	80%	95%
21 Production system problems corrected within 48 hours of notification.	N/A	80%	90%
22 Capital Improvement projects schedule adherence.	N/A	69%	100%

## Support Services - Procurement Organization Chart



### Department Overview

#### Executive Office

The Executive Office provides management oversight for the purchasing and contract administration of all goods and services for the agency.

#### Materiel Management

Materiel Management is responsible for acquisition, control and distribution of materiel inventory, the administration of the Purchase Card Program, and the sale and disposal of obsolete inventory.

#### Construction Contract Administration

Construction Contract Administration performs pre and post award contract administration for construction projects.

#### Contract Administration

Contract Administration is responsible for pre and post award contract administration for professional services, goods, equipment and rolling stock.

#### Contract Support

Contract Support provides expertise in cost/price analysis, estimating, and procurement compliance.

#### Small Business Diversity & Labor Compliance

Small Business Diversity and Labor Compliance (SBD&LC) administers the MTA's Disadvantaged Business Enterprise (DBE), and Small Business Enterprise programs, manages the certification program, conducts outreach programs, and performs monitoring of prevailing wage requirements.

#### Significant Changes in FY02:

- An increase of 6.5 FTEs to support the Transit Corridors and one FTE for a Truck Driver Clerk from the Revenue department to support Store functions
- Materiel increases \$3.3 million for warehousing and system projects
- Procurement Non-Departmental decreases \$775,000 through reductions in parts obsolescence and agency advertising

## Support Services - Procurement Reports

### Office of Procurement

<b>Department FTEs</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Materiel	190	202	203
2	Contracts	42	31	30
3	Contracts-Construction	28	40	46
4	Executive Office - Procurement	5	6	7
5	Contract Support	17	27	28
6	Small Business Diversity & Labor Compliance	15	17	17
7	<b>Procurement Total</b>	<b>297</b>	<b>322</b>	<b>331</b>

<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
8	Materiel	\$ 12,812	\$ 14,702	\$ 18,019
9	Contracts	3,542	2,804	2,882
10	Contracts-Construction	2,485	3,683	4,353
11	Executive Office - Procurement	626	1,273	2,081
12	Non-Departmental Material	565	4,340	3,564
13	Contract Support	2,920	3,012	3,202
14	Small Business Diversity & Labor Compliance	1,429	1,285	1,664
15	<b>Total Non-dept &amp; Dept</b>	<b>\$ 24,379</b>	<b>\$ 31,099</b>	<b>\$ 35,765</b>

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
16	Contract Wages	\$ 4,926	\$ 5,605	\$ 5,792
17	Non-Contract Wages	9,154	9,912	10,933
18	Fringe Benefits	7,042	8,235	9,177
19	Professional & Technical Services	1,945	1,844	1,591
20	Contract Services	125	40	38
21	Fuels & Lubricants/Utilities	17	18	14
22	Materials and Supplies	292	3,870	3,754
23	Acquisitions	511	1,338	4,070
24	Other	367	237	396
25	<b>Total</b>	<b>\$ 24,379</b>	<b>\$ 31,099</b>	<b>\$ 35,765</b>

**Support Services - Procurement Reports, continued**

**Office of Procurement**

**Material**

Expenditure Type (Amounts in thousands)	FY00	FY01	FY02
	Actual	Adopted	Adopted
1 Contract Wages	\$ 4,732	\$ 5,389	\$ 5,564
2 Non-Contract Wages	2,778	2,586	2,625
3 Fringe Benefits	4,064	4,791	4,876
4 Professional & Technical Services	82	76	301
5 Contract Services	37	39	38
6 Fuels & Lubricants/Utilities	17	18	14
7 Materials and Supplies	542	431	464
8 Acquisitions	511	1,338	4,070
9 Other	49	34	67
10 Total	\$ 12,812	\$ 14,702	\$ 18,019
11 FTEs	190	202	203

**Office of Procurement**

**Non Departmental - Material**

Department Expenditure Type (Amounts in thousands)	FY00	FY01	FY02
	Actual	Adopted	Adopted
12 Professional & Technical Services	\$ 914	\$ 1,055	\$ 479
13 Materials and Supplies	(349)	3,285	3,085
14 Total	\$ 565	\$ 4,340	\$ 3,564
15 FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00	FY01	FY02
	Actual	Estimated	Measure
16 Annual rate of bus inventory turnover rate.	N/A	1.6	1.84
17 Average "inventory" purchasing cycle time.	12.5 days	16 days	13.5 days
18 Average "non-inventory" purchasing cycle time.	33 days	31 days	26 days
19 Percent acceptance rate of engine blocks and crankshafts.	N/A	95%	97%
20 Percent of active buses on no-stock hold.	1%	1%	1%
21 Percent of requested purchase orders completed monthly per buyer.	100%	87%	95%

**Support Services - Procurement Reports, continued**

**Office of Procurement      Contracts**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 193	\$ -	\$ -
2 Non-Contract Wages	1,924	1,829	1,856
3 Fringe Benefits	1,003	874	1,010
4 Professional & Technical Services	272	65	-
5 Contract Services	86	-	-
6 Materials and Supplies	59	26	7
7 Other	5	10	9
8 <b>Total</b>	<b>\$ 3,542</b>	<b>\$ 2,804</b>	<b>\$ 2,882</b>
9 FTEs	42	31	30

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
10 Based on PATS, procurements completed on schedule .	N/A	85%	90%
11 Contract Administration department's cost as a % of contract value (calculated on cost center's actual expenditures vs. contract \$'s administered).	N/A	0.495%	0.488%
12 Percent savings on negotiated procurements (calculated on proposed vs. negotiated contract value).	N/A	3.6%	10%



**Support Services - Procurement Reports, continued**

**Office of Procurement      Contracts - Construction**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 1,496	\$ 2,391	\$ 2,939
2 Fringe Benefits	673	1,044	1,392
3 Professional & Technical Services	286	206	-
4 Materials and Supplies	15	34	8
5 Other	15	8	14
6 Total	\$ 2,485	\$ 3,683	\$ 4,353
7 FTEs	28	40	46

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
8 Average number of days from receipt of a request for procurement package to award for construction.	N/A	223 days	213 days
9 Percent savings on negotiated procurements (calculated on proposed vs. negotiated contract value) for construction.	\$21 M / 36%	\$104 M / 56%	10%
10 Average number of days from receipt of a request for procurement package to award for professional services.	N/A	146 days	140 days
11 Percent savings on negotiated procurements (calculated on proposed vs. negotiated contract value) for professional services.	N/A	\$2.8 M / 8%	8%

**Support Services - Procurement Reports, continued**

**Office of Procurement                      Executive Office, Procurement**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 264	\$ 565	\$ 623
2 Fringe Benefits	106	255	357
3 Professional & Technical Services	216	330	800
4 Materials and Supplies	-	57	165
5 Other	40	66	136
6 <b>Total</b>	<b>\$ 626</b>	<b>\$ 1,273</b>	<b>\$ 2,081</b>
7 FTEs	5	6	7

**Support Services - Procurement Reports, continued**

**Office of Procurement      Contract Support**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ -	\$ 216	\$ 228
2 Non-Contract Wages	1,986	1,702	1,817
3 Fringe Benefits	898	905	1,023
4 Professional & Technical Services	-	67	11
5 Contract Services	2	2	-
6 Materials and Supplies	11	27	14
7 Other	23	93	109
8 Total	\$ 2,920	\$ 3,012	\$ 3,202
9 FTEs	17	27	28

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
10 Average number of days to process a cost analysis.	N/A	30	22
11 Average number of days to process a price analysis.	N/A	14	10
12 Average number of days to process independent estimates.	N/A	20	16

**Support Services - Procurement Reports, continued**

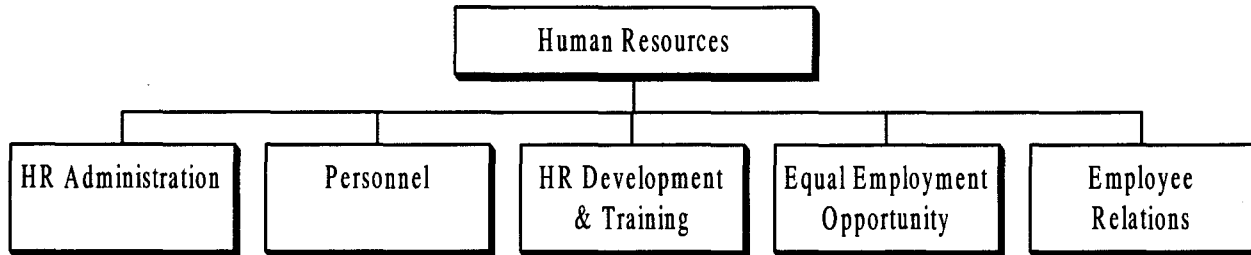
**Office of Procurement                      Small Business Diversity & Labor Compliance**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 706	\$ 839	\$ 1,073
2 Fringe Benefits	297	365	518
3 Professional & Technical Services	175	45	-
4 Materials and Supplies	13	11	12
5 Other	238	25	61
6 Total	\$ 1,429	\$ 1,285	\$ 1,664
7 FTEs	15	17	17

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
8 Certification process completed on all DBE/SBE applications received within 90 days as required by DOT and MTA policy.	30%	57%	85%
9 Compliance with minority/female employment utilization goals of 28.3% and 6.9% on construction contracts in excess of \$10,000 as required by the Federal Office of Contract Compliance Programs.	5%	20%	65%

## Support Services - Human Resources Organization Chart



### Department Overview

#### Human Resources Administration

HR Administration provides overall guidance on human resource matters. It includes the Executive Office, Administration, Pension and Benefits, Compensation, and Employee Activities.

#### Equal Employment Opportunity

EEO provides training on EEO policies and practices, investigates and provides intervention and dispute resolution on discrimination complaints.

#### Employee Relations

Employee Relations conducts grievance reviews and provides dispute resolution for non-represented employees.

#### Human Resources Development & Training (HRDT)

HRDT provides employees with training and development programs including core business skills and updates of policies and procedures.

#### Personnel

Personnel recruits and selects all staff, maintain employee records, and administers a variety of special programs related to employee wellness.

#### **Significant Changes in FY02:**

- HR increases mainly as a result of programmed increases to salary and fringe benefits. Total staff level remains unchanged at 94 FTEs.

## Support Services - Human Resources Reports

### Human Resources

<b>Department FTEs</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Employee Relations	10	3	3
2	Equal Employment Opportunity	8	8	7
3	HR Administration	41	40	24
4	Human Resources - Personnel	28	31	48
5	HR Development & Training - HRDT	12	12	12
6	<b>Human Resources Total</b>	<b>99</b>	<b>94</b>	<b>94</b>

<b>Expenditures (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
7	Employee Relations	\$ 487	\$ 276	\$ 285
8	Non Departmental - Human Resources	1,823	1,100	1,130
9	Equal Employment Opportunity	603	694	609
10	HR Administration	4,478	5,234	3,316
11	Human Resources - Personnel	2,237	2,549	5,345
12	HR Development & Training - HRDT	1,218	2,018	1,898
13	<b>Total Non-dept &amp; Dept</b>	<b>\$ 10,846</b>	<b>\$ 11,871</b>	<b>\$ 12,583</b>

<b>Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
14	Contract Wages	\$ 753	\$ 428	\$ 450
15	Non-Contract Wages	4,879	4,544	4,850
16	Fringe Benefits	3,023	3,653	4,095
17	Professional & Technical Services	1,213	2,012	1,995
18	Contract Services	4	23	33
19	Purchased Transportation	5	-	-
20	Materials and Supplies	126	275	374
21	Acquisitions	26	40	-
22	Subsidies	-	100	-
23	Other	817	796	786
24	<b>Total</b>	<b>\$ 10,846</b>	<b>\$ 11,871</b>	<b>\$ 12,583</b>

**Support Services - Human Resources Reports, continued**

**Human Resources                      Employee Relations**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 325	\$ 178	\$ 181
2 Fringe Benefits	133	78	86
3 Professional & Technical Services	8	14	10
4 Contract Services	-	-	2
5 Purchased Transportation	5	-	-
6 Materials and Supplies	7	3	2
7 Other	9	3	4
8 <b>Total</b>	<b>\$ 487</b>	<b>\$ 276</b>	<b>\$ 285</b>
9 FTEs	10	3	3

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
10 Decrease in formal complaints filed.	4	3	3
11 Cycle time to issue new policies or revisions.	N/A	8.8 months	4 months

**Support Services - Human Resources Reports, continued**

**Human Resources                      Equal Employment Opportunity**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 397	\$ 426	\$ 373
2 Fringe Benefits	196	249	208
3 Professional & Technical Services	-	6	15
4 Materials and Supplies	-	5	4
5 Other	10	8	9
6 <b>Total</b>	<b>\$ 603</b>	<b>\$ 694</b>	<b>\$ 609</b>
7 FTEs	8	8	7

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
8 Favorable determinations by government (DFEH, EEOC, etc.) review.	90%	90%	92%
9 Cycle time for the investigation process.	120 days	60 days	55 days



**Support Services - Human Resources Reports, continued**

**Human Resources            HR Administration**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Contract Wages	\$ 244	\$ 216	\$ 30
2 Non-Contract Wages	1,813	1,947	1,274
3 Fringe Benefits	979	1,003	699
4 Professional & Technical Services	972	1,287	490
5 Contract Services	9	12	3
6 Materials and Supplies	61	141	161
7 Other	400	628	659
8 <b>Total</b>	<b>\$ 4,478</b>	<b>\$ 5,234</b>	<b>\$ 3,316</b>
9 FTEs	41	40	24

**Human Resources            Non Departmental**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
10 Contract Wages	\$ 321	\$ -	\$ -
11 Non-Contract Wages	551	-	-
12 Fringe Benefits	610	1,100	1,130
13 Professional & Technical Services	8	-	-
14 Other	333	-	-
15 <b>Total</b>	<b>\$ 1,823</b>	<b>\$ 1,100</b>	<b>\$ 1,130</b>
16 FTEs	N/A	N/A	N/A

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
17 Cycle time for processing salary reviews. BVA=Business Value Added activity directly related to salary determination NVA = Non-Value Added time such as delays due to mail, waiting for approvals, etc.	N/A	BVA=11.8 days NVA=57.21 days	BVA=11.68 days NVA=41.58 days

**Support Services - Human Resources Reports, continued**

**Human Resources      Personnel**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Contract Wages	\$ 188	\$ 211	\$ 420
2 Non-Contract Wages	1,178	1,214	2,220
3 Fringe Benefits	587	651	1,331
4 Professional & Technical Services	182	264	1,189
5 Contract Services	1	4	22
6 Materials and Supplies	19	40	90
7 Acquisitions	22	40	-
8 Other	60	125	73
9 <b>Total</b>	<b>\$ 2,237</b>	<b>\$ 2,549</b>	<b>\$ 5,345</b>
10 FTEs	28	31	48

**Productivity & Efficiency Performance Measures**

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
11 Cycle time for filling hard-to-fill vacancies.	124 days	112 days	101 days
12 Employees on long-term leave of absence per month.	505	590	545
13 Percent on schedule with staffing plan for CP&D.	N/A	N/A	90%
Percent on schedule with staffing plan for Engineering and	N/A	N/A	90%
14 Construction.			
15 Percent on schedule with staffing plan for Operations.	N/A	N/A	90%
16 Percent on schedule with staffing plan for Support Services.	N/A	N/A	90%

**Support Services - Human Resources Reports, continued**

**Human Resources            HR Development & Training (HRDT)**

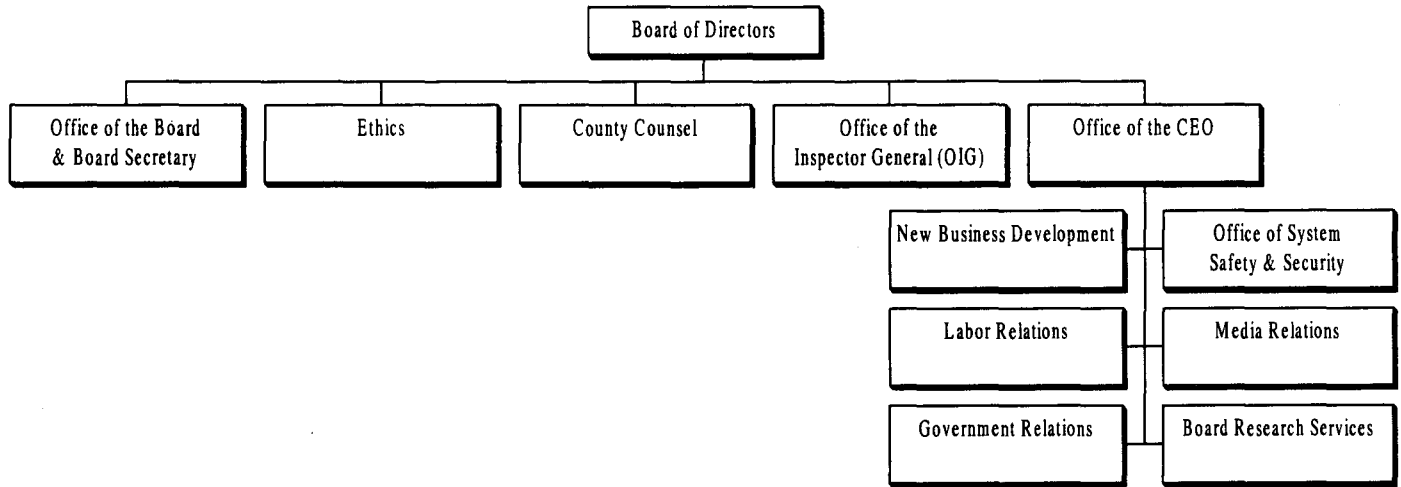
Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 615	\$ 778	\$ 804
2 Fringe Benefits	518	573	642
3 Professional & Technical Services	43	442	292
4 Contract Services	(6)	7	7
5 Materials and Supplies	39	86	117
6 Acquisitions	3	-	-
7 Subsidies	-	100	-
8 Other	6	32	36
9 Total	\$ 1,218	\$ 2,018	\$ 1,898

10 FTEs 12                      12                      12

**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
11 Cost of training per student per class (full classes).	N/A	\$62	\$54
12 Employees completing formal in-house training. (* only for computer training, TLA, FLS, and New Employee Orientation)	1,250*	3,850	4,235

# Board of Directors and CEO Organization Chart



## Overview

The Board of Directors establishes policies and authorizes appropriations of the MTA. Reporting directly to the Board of Directors are the Office of the Board Secretary, County Counsel, Ethics, and Office of Inspector General.

The Office of CEO (OCEO) is responsible for planning, formulating and implementing the MTA's long and short-term business strategies and objectives. OCEO has responsibility for ensuring that MTA's policies are implemented and that processes are integrated to achieve an efficient and effective organization.

Departments reporting to the CEO include Government Relations, Labor Relations, Board Research Services, Media Relations and New Business Development. These units support the enterprise-wide objectives and provide linkages to our stakeholders including our business partners, the unions and the community.

Also reporting to the CEO is the Office of System Safety and Security, whose role is to protect and support the safety of the public, transit riders, employees and MTA assets.

## Board/CEO/Other Reports

### Board of Directors

<b>Department FTEs</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Office Of Board Secretary	9	9	9
2 Ethics Office	6	6	6
3 County Counsel	4	6	4
4 Inspector General	42	42	42
5 <b>Total</b>	<b>61</b>	<b>63</b>	<b>61</b>

<b>Expenditures (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
6 Non-Departmental-County Counsel	\$ 639	\$ 3,000	\$ 4,695
7 Board Office	116	209	143
8 Office Of Board Secretary	481	526	595
9 Ethics Office	415	498	531
10 County Counsel	23,249	18,218	17,742
11 Inspector General	3,217	4,031	4,272
12 <b>Total Non-dept &amp; Dept</b>	<b>\$ 28,117</b>	<b>\$ 26,482</b>	<b>\$ 27,978</b>

<b>Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
13 Non-Contract Wages	\$ 2,693	\$ 3,242	\$ 3,268
14 Fringe Benefits	1,154	1,551	1,751
15 Professional & Technical Services	564	806	664
16 Contract Services	23,365	20,506	21,885
17 Fuels & Lubricants/Utilities	59	85	85
18 Materials and Supplies	54	72	80
19 Acquisitions	121	49	49
20 Other	107	171	196
21 <b>Total</b>	<b>\$ 28,117</b>	<b>\$ 26,482</b>	<b>\$ 27,978</b>

## Board Office and Office of Board Secretary

### Department Overview

The Board of Directors budget includes expenditures for the directors' activities on behalf of the MTA. The Office of Board Secretary is responsible for the Board meeting process including agendas, minutes, resolutions, and scheduling. It includes the Legal Services Department, which is responsible for the

acceptance and processing of all legal documents served on the MTA and its employees.

### Significant Changes in FY02:

- No material changes

**Board Office And Office of Board Secretary Reports**

**Board of Directors      Board Office**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Fringe Benefits	\$ 1	\$ -	\$ -
2 Professional & Technical Services	93	174	108
3 Materials and Supplies	1	5	5
4 Other	21	30	30
5 Total	\$ 116	\$ 209	\$ 143

**Board of Directors      Office of Board Secretary**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
6 Non-Contract Wages	\$ 303	\$ 359	\$ 370
7 Fringe Benefits	128	155	213
8 Professional & Technical Services	42	-	-
9 Contract Services	-	-	-
10 Materials and Supplies	7	8	8
11 Other	1	4	4
12 Total	\$ 481	\$ 526	\$ 595

13 FTEs	9	9	9
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**Productivity & Efficiency Performance Measures**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
14 Percent of Recaps distributed to the Board within one day of Board Meeting.	100%	100%	100%
15 Percent of legal documents (Subpoenas - Civil, Criminal, Workers' Compensation, Depositions, Witness to Appear, Claim for damages and Summons) processed in accordance with the California Civil Code of Procedures.	100%	100%	100%
16 Percent of Matrices distributed to staff within two days of Board Meeting.	100%	100%	100%
17 Percent of Minutes finalized within one week of Board Meeting.	100%	100%	100%
18 Percent of Public Hearings published and held in accordance with legally mandated timeframes.	100%	100%	100%

## Ethics Office

### Department Overview

The Ethics Office advises the Board of Directors, executive management, and staff on ethical, financial disclosure and conflict of interest issues. It also administers the agency lobby registration program, conducts ethics training and administers the agency lobby registration program, conducts ethics training, and researches state laws and regulations governing campaign contributions, fund raising activities, conflicts of interest and lobby regulations.

### Significant Changes in FY02:

- The Ethics Office continues to realize cost efficiencies due to new technology that reduce paper dependencies.



## Ethics Office Report

**Board of Directors      Ethics Office**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 289	\$ 319	\$ 345
2 Fringe Benefits	121	143	169
3 Professional & Technical Services	-	21	-
4 Materials and Supplies	3	3	3
5 Other	2	12	14
6 <b>Total</b>	<b>\$ 415</b>	<b>\$ 498</b>	<b>\$ 531</b>
7 FTEs	6	6	6

### Productivity & Efficiency Performance Measures

<b>Performance Measure</b>	<b>FY00 Actual</b>	<b>FY01 Estimated</b>	<b>FY02 Measure</b>
8 Percent of all annual Statements of Economic Interest (Form 700s) received by April 1, 2002, that are processed by April 10, 2002 to comply with the law, including Government Code Section 81000, et. seq.	N/A	Benchmarking 4Q	90%
9 Percent of all Lobby Registration quarterly filings processed within 15 days of receipt to comply with the law, including Public Utilities Code, Sec. 130051.18.	N/A	Benchmarking 4Q	90%
10 Percent of all monthly conflicts reports distributed within two business days after receipt of a final Board Agenda.	N/A	Benchmarking 4Q	90%
11 Percent of training provided for all new permanent employees on ethics and related laws and rules annually within 30 days after they are hired.	N/A	Benchmarking 4Q	90%

## County Counsel

### Department Overview

As General Counsel to the MTA, County Counsel provides legal representation, advice, and counsel.

County Counsel attorneys attend Board and committee meetings, and provide advice on issues of governmental law such as the Brown Act, procurement law, eminent domain, Public Records Act, conflict of interest laws, and Federal and State laws relating to transportation.

Additionally, County Counsel provides advice and representation on construction matters, employee relations and personnel matters, drafts and reviews contracts, represents the MTA in litigation and arbitration, and oversees legal services provided by outside law firms.

### Significant Changes in FY02:

- County Counsel decreases 2 FTEs in FY02
- The \$1.2 million net overall increase in legal costs is based on projected caseload

## County Counsel Report

**Board of Directors      County Counsel**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 159	\$ 265	\$ 167
2 Fringe Benefits	70	115	79
3 Professional & Technical Services	349	345	290
4 Contract Services	22,629	17,425	17,110
5 Materials and Supplies	18	12	20
6 Other	24	56	76
<b>7 Total</b>	<b>\$ 23,249</b>	<b>\$ 18,218</b>	<b>\$ 17,742</b>
8 FTEs	4	6	4

**Board of Directors      Non Departmental - County Counsel**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
9 Professional & Technical Services	\$ -	\$ -	\$ -
10 Contract Services	637	3,000	4,695
11 Other	2	-	-
<b>12 Total</b>	<b>\$ 639</b>	<b>\$ 3,000</b>	<b>\$ 4,695</b>
13 FTEs	N/A	N/A	N/A

## Office of the Inspector General

### Department Overview

The mission of the Office of Inspector General is to: (1) preserve and enhance, on behalf of the MTA Board and Directors, the integrity, efficiency, effectiveness, safety, and quality of the services provided by the MTA by conducting independent investigations, audits, inspections, and analyses; (2) provide law enforcement officials with information and evidence regarding possible criminal activities;

and (3) assist the MTA with timely recommendations to improve operations and performance.

### Significant Changes in FY02:

- The staffing level remains unchanged at 42 positions
- The OIG's proposed FY02 budget has no material increases in non-labor accounts compared to the FY01 budget

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

**Office Of The Inspector General Report**

**Board of Directors      Inspector General**

Department Expenditure Type (Amounts in thousands)		FY00 Actual	FY01 Adopted	FY02 Adopted
1	Non-Contract Wages	\$ 1,942	\$ 2,298	\$ 2,386
2	Fringe Benefits	834	1,137	1,290
3	Professional & Technical Services	80	265	266
4	Contract Services	99	81	80
5	Fuels & Lubricants/Utilities	59	85	85
6	Materials and Supplies	25	44	44
7	Acquisitions	121	49	49
8	Other	57	72	72
9	<b>Total</b>	<b>\$ 3,217</b>	<b>\$ 4,031</b>	<b>\$ 4,272</b>
10	FTEs	42	42	42

## Office of the Chief Executive Officer

### Department Overview

The Office of the Chief Executive Officer (OCEO) includes the CEO and senior officers to whom he specifically delegates certain of his responsibility and authority. These include the Deputy CEO/Chief Operating Officer, who is

responsible for oversight of day-to-day operations and a Chief of Staff who coordinates his schedule and workflow. The OCEO also includes the New Business Development department, which manages programs requiring entrepreneurial leadership.

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

Office of the CEO Reports

Chief Executive Office

Department Expenditure Type (Amounts in thousands)		FY00 Actual	FY01 Adopted	FY02 Adopted
1	Non-Contract Wages	\$ 138	\$ 133	\$ 135
2	Fringe Benefits	55	57	63
3	Materials and Supplies	-	-	-
4	Other	18	16	72
5	<b>Total</b>	<b>\$ 211</b>	<b>\$ 206</b>	<b>\$ 270</b>
6	FTEs	1	1	1

Office of the CEO Reports, continued

**Chief Executive Office      Deputy CEO/COO**

<b>Department Expenditure Type (Amounts in thousands)</b>	<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1 Non-Contract Wages	\$ 266	\$ 252	\$ 361
2 Fringe Benefits	109	113	179
3 Professional & Technical Services	487	1,208	900
4 Materials and Supplies	3	15	15
5 Other	17	26	20
6 <b>Total</b>	<b>\$ 882</b>	<b>\$ 1,614</b>	<b>\$ 1,475</b>
7 FTEs	3	3	3



Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

Office of the CEO Reports, continued

**Chief Executive Office      Chief of Staff**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 234	\$ 193	\$ 224
2 Fringe Benefits	94	84	105
3 Professional & Technical Services	511	-	-
4 Contract Services	1,347	-	-
5 Materials and Supplies	14	-	-
6 Other	11	-	4
7 <b>Total</b>	<b>\$ 2,211</b>	<b>\$ 277</b>	<b>\$ 333</b>
8 FTEs	6	3	4

Office of the CEO Reports, continued

**Chief Executive Office      New Business Development**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Non-Contract Wages	\$ 139	\$ 278	\$ 301
2	Fringe Benefits	56	120	141
3	Professional & Technical Services	-	227	225
4	Materials and Supplies	-	3	-
5	Other	-	7	9
6	<b>Total</b>	<b>\$ 195</b>	<b>\$ 635</b>	<b>\$ 676</b>
7	FTEs	2	4	4

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## Labor Relations

### Department Overview

Labor Relations is responsible for interpreting, administering, and negotiating MTA's collective bargaining agreements.

### Significant Changes in FY02

- Expenses decreased by \$336,000 primarily due to completion of negotiations of three labor contracts

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

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**Labor Relations Report**

**Chief Executive Office      Labor Relations**

Department Expenditure Type (Amounts in thousands)	FY00	FY01	FY02
	Actual	Adopted	Adopted
1 Non-Contract Wages	\$ 290	\$ 897	\$ 947
2 Fringe Benefits	117	397	460
3 Professional & Technical Services	1,010	759	288
4 Contract Services	-	1	1
5 Materials and Supplies	1	10	23
6 Other	51	16	24
7 Total	\$ 1,469	\$ 2,080	\$ 1,743
8 FTEs	2	16	16

## Board Research Services

### Department Overview

Board Research Services serves as a liaison between the MTA's Board of Directors and executive management and provides research, information and analyses on significant issues to enhance the decision-making process.

### Significant Changes in FY02

- No material change compared to the FY01 budget, staffing remains unchanged at 5 FTEs

**Board Research Services Report**

**Chief Executive Office      Board Research Services**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Non-Contract Wages	\$ 313	\$ 327	\$ 328
2	Fringe Benefits	130	143	156
3	Materials and Supplies	2	2	2
4	Other	2	7	10
5	<b>Total</b>	<b>\$ 447</b>	<b>\$ 479</b>	<b>\$ 496</b>
6	FTEs	5	5	5

## Office of System Safety & Security

### Department Overview

The Office of System Safety & Security is responsible for specialized training, accident analyses, operations safety, construction/systems safety, Occupational, Environmental, Health & Safety, internal security, and management of security and law enforcement contracts.

### Significant Changes in FY02:

- The LAPD and LASD security service contracts decrease by \$6 million
- Contract Security increases by \$534,000



**Office of System Safety & Security Report**

**Chief Executive Office**

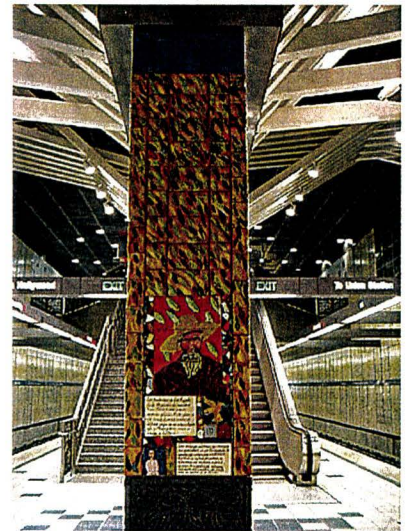
**Office of System Safety & Security**

<b>Department Expenditure Type (Amounts in thousands)</b>		<b>FY00 Actual</b>	<b>FY01 Adopted</b>	<b>FY02 Adopted</b>
1	Contract Wages	\$ 2,233	\$ 2,812	\$ 2,795
2	Non-Contract Wages	2,853	3,162	3,391
3	Fringe Benefits	2,196	2,766	3,056
4	Professional & Technical Services	985	1,837	2,455
5	Contract Services	47,597	57,890	52,526
6	Fuels & Lubricants/Utilities	43	69	-
7	Materials and Supplies	425	484	565
8	Acquisitions	352	1,224	685
9	Other	153	371	304
10	<b>Total</b>	<b>\$ 56,837</b>	<b>\$ 70,615</b>	<b>\$ 65,777</b>
11	FTEs	122	140	140

**Office of System Safety & Security Reports, continued**

Performance Measure	FY00 Actual	FY01 Estimated	FY02 Measure
12 Construction contracts reviewed for safety related issues per quarter. Systemwide	100%	100%	100%
13 Number of bus boardings - Mid-Route LAPD, Sys. Sec.	N/A	48,000	48,000
14 Number of bus boardings - Mid-Route LASD, Sys. Sec.	N/A	32,000	32,000
15 Number of Fiber Optic Train Signs in Long Beach installed. Rail Ops Safety	N/A	N/A	10
16 Number of Fire/Life Safety Bus/Rail facility (bus, rail and support) inspections conducted as scheduled. Systemwide	0	12	12
17 Number of location checks - MTA Security, Sys. Sec.	N/A	43,200	43,200
18 Number of rail fare inspections - LAPD, Sys. Sec.	N/A	7,200,000	7,200,000
19 Number of rail fare inspections - LASD, Sys. Sec.	N/A	3,600,000	3,600,000
20 Revenue from parking citations/fees collected Systemwide	\$650,643	\$1,025,000	N/A
21 OEHS program audits conducted per year. Systemwide	N/A	2	4
22 Percent bus divisions' safety assessment completed on schedule. Bus Ops. Safety	N/A	100%	100%
23 Percent Internal Rail Audit Plan on schedule for the Light and Heavy Rail Systems. Rail Ops. Safety	100%	100%	100%
24 Percent of construction sites inspected for safety compliance daily. Systemwide	100%	100%	100%
25 Percent of contractor compliance. Systemwide Safety	100%	100%	100%
26 Percent of site/division safety compliance checks completed on 1st shift on schedule. Bus Ops. Safety	N/A	N/A	100%
27 Percent of site/division safety compliance checks completed on 2nd shift on schedule. Bus Ops. Safety	N/A	N/A	100%
28 Percent of site/division safety compliance checks completed on 3rd shift on schedule. Bus Ops. Safety	N/A	N/A	100%
29 Percent of site/division safety compliance checks completed on weekend shifts on schedule. Bus Ops. Safety	N/A	N/A	100%

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## Media Relations

### Department Overview

Media Relations informs the public and MTA employees about agency activities and encourages public involvement in the agency's decision-making process. The department is the agency's liaison with the media, prepares and distributes press releases, brochures, videos and

features. It also coordinates press events, posts Internet pages for the media and community stakeholders and serves as spokespersons for the agency. The department manages the MTA Speakers Bureau and oversees employee communications.

### Significant Changes in FY02

- Staffing remains unchanged at 7 FTEs.

**Media Relations Report**

**Chief Executive Office      Media Relations**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 378	\$ 370	\$ 395
2 Fringe Benefits	161	161	185
3 Professional & Technical Services	100	105	115
4 Materials and Supplies	6	9	10
5 Other	6	10	17
6 <b>Total</b>	<b>\$ 651</b>	<b>\$ 655</b>	<b>\$ 722</b>
7 FTEs	7	7	7

## Government Relations

### Department Overview

Government Relations is the principal liaison to all federal, state and local elected officials, government agencies, commissions, and their staff. The department develops the MTA's legislative goals and objectives, obtains legislative support and monitors the legislative process for the MTA.

### Significant Changes in FY02

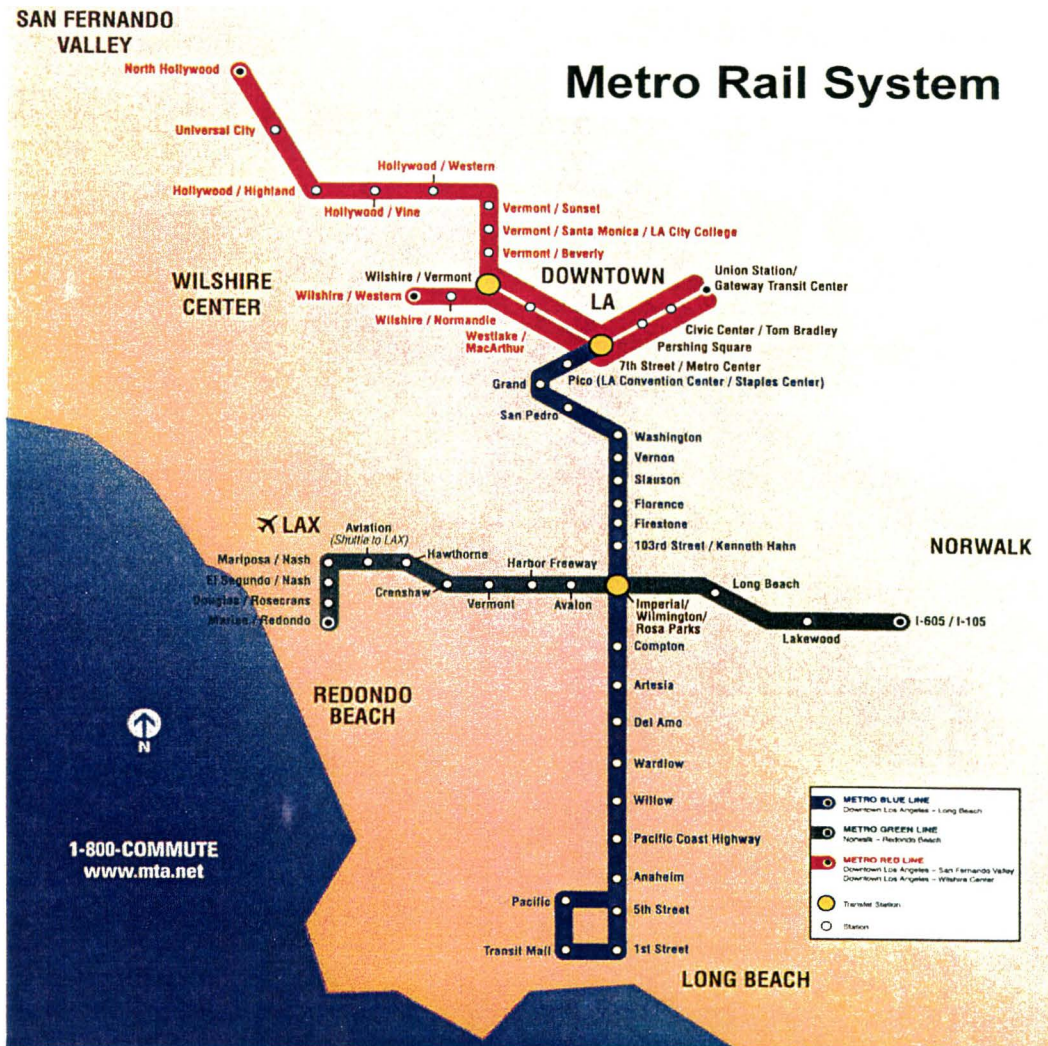
- Staffing remains unchanged at 8 FTEs

**Government Relations Report**

**Chief Executive Office      Government Relations**

Department Expenditure Type (Amounts in thousands)	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Non-Contract Wages	\$ 343	\$ 389	\$ 396
2 Fringe Benefits	147	168	186
3 Professional & Technical Services	551	607	607
4 Fuels & Lubricants/Utilities	-	-	1
5 Materials and Supplies	4	14	7
6 Other	78	109	105
7 <b>Total</b>	<b>\$ 1,123</b>	<b>\$ 1,287</b>	<b>\$ 1,302</b>
8 FTEs	8	8	8

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# *Appendices*





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

**Appendix 1: Activity Based Heavy Rail Cost Model**

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
1 TRANSPORTATION						
2 UTU WAGES & BENEFITS	\$ 3,841,923	\$ 14.84	\$ 3,671,746	\$ 14.13	\$ 0.71	5.0%
3 MATERIALS & SUPPLIES	40,000	0.15	21,600	0.08	\$ 0.07	85.9%
4 MGT & ADMIN	994,530	3.84	1,963,933	7.56	\$ (3.71)	-49.2%
5 CENTROL CONTROL	2,115,663	8.17	1,347,504	5.18	\$ 2.99	57.6%
6 SCHEDULING AND PLANNING	183,739	0.71	164,746	0.63	\$ 0.08	12.0%
7 UNIFORMS	25,875	0.10	14,300	0.06	\$ 0.04	81.7%
8 SUB-TOTAL	7,201,731	27.82	7,183,830	27.64	\$ 0.18	0.6%
9						
10 DIVISION MAINTENANCE						
11 SERVICE ATTENDANT WAGES & BENEFITS	1,512,626	5.84	1,698,793	6.54	\$ (0.69)	-10.6%
12 MECHANIC WAGES & BENEFITS	3,956,007	15.28	4,194,468	16.14	\$ (0.86)	-5.3%
13 MATERIALS & SUPPLIES	1,199,000	4.63	1,507,600	5.80	\$ (1.17)	-20.2%
14 SERVICES	164,000	0.63	89,000	0.34	\$ 0.29	85.0%
15 MGT & ADMIN	1,024,343	3.96	868,166	3.34	\$ 0.62	18.5%
16 UNIFORMS	74,000	0.29	74,000	0.28	\$ 0.00	0.4%
17 PREVENTATIVE MAINTENANCE	1,800,015	6.95	1,678,424	6.46	\$ 0.50	7.7%
18 SUB-TOTAL	9,729,990	37.58	10,110,451	38.90	\$ (1.32)	-3.4%
19						
20 OTHER MAINTENANCE						
21 INVENTORY MANAGEMENT	129,579	0.50	127,180	0.49	\$ 0.01	2.3%
22 LOGISTICS	536,863	2.07	532,950	2.05	\$ 0.02	1.1%
23 REVENUE ADMINISTRATION	1,227,571	4.74	1,193,403	4.59	\$ 0.15	3.3%
24 SUB-TOTAL	1,894,013	7.32	1,853,533	7.13	\$ 0.18	2.8%
25						
26 MAINTENANCE OF WAY						
27 ATU	3,503,188	13.53	3,288,649	12.65	\$ 0.88	6.9%
28 MATERIALS & SUPPLIES	291,850	1.13	317,000	1.22	\$ (0.09)	-7.6%
29 SERVICES	16,000	0.06	16,500	0.06	\$ (0.00)	-2.6%
30 UNIFORMS	49,290	0.19	49,555	0.19	\$ (0.00)	-0.1%
31 PROPULSION POWER	6,350,000	24.53	6,118,493	23.54	\$ 0.99	4.2%
32 MGT & ADMIN	918,499	3.55	633,886	2.44	\$ 1.11	45.5%
33 SUB-TOTAL	11,128,827	42.99	10,424,083	40.11	\$ 2.88	7.2%
34						
35 NON-REVENUE VEHICLES	520,176	2.01	499,368	1.92	\$ 0.09	4.6%
36 FACILITIES MAINTENANCE	8,483,807	32.77	8,095,368	31.15	\$ 1.62	5.2%
37 SUB-TOTAL	9,003,983	34.78	8,594,736	33.07	\$ 1.71	5.2%
38						
39 TRANSIT SECURITY	12,843,543	49.61	14,345,002	55.19	\$ (5.58)	-10.1%
40 SAFETY	416,822	1.61	279,950	1.08	\$ 0.53	49.5%
41 CASUALTY & LIABILITY	2,799,507	10.81	1,973,415	7.59	\$ 0.82	7.5%
42 WORKERS' COMP	1,654,440	6.39	1,357,625	5.22	\$ 1.17	22.3%
43 TRANSITIONAL DUTY PROGRAM	51,362	0.20	376,322	1.45	\$ (1.25)	-86.3%
44 SUB-TOTAL	17,765,675	68.62	18,332,314	70.53	\$ (1.91)	-2.7%
45						
46 TRANSIT OPERATIONS SUPPORT DEPARTMENTS						
47 DEO	446,544	1.72	342,759	1.32	\$ 0.41	30.8%
48 EO	960	0.00	892	0.00	\$ 0.00	8.1%
49 SUPPORT SERVICES	363,546	1.40	380,380	1.46	\$ (0.06)	-4.0%
50 OPERATIONS ISF CHARGES	714,466	2.76	728,000	2.80	\$ (0.04)	-1.5%
51 OTHER (BUS, RRC)	-	-	-	-	\$ -	-
52 SUB-TOTAL	1,525,516	5.89	1,452,031	5.59	\$ 0.31	5.5%
53						
54 OTHER UNITS CHARGING						
55 BOARD	704	0.00	7,346	0.03	\$ (0.03)	-90.4%
56 CEO	170,032	0.66	183,224	0.70	\$ (0.05)	-6.8%
57 MASD	106,661	0.41	105,781	0.41	\$ 0.01	1.2%
58 OTHER PROCUREMENT	496,568	1.92	466,354	1.79	\$ 0.12	6.9%
59 COUNTYWIDE P & D	158,536	0.61	105,287	0.41	\$ 0.21	51.2%
60 OTHER FINANCE	1,136,032	4.39	990,165	3.81	\$ 0.58	15.2%
61 HUMAN RESOURCES	518,599	2.00	474,000	1.82	\$ 0.18	9.8%
62 ADMINISTRATION	1,723,705	6.66	1,510,056	5.81	\$ 0.85	14.6%
63 ENGINEERING & CONSTRUCTION	152,387	0.59	1,000	0.00	\$ 0.58	15198.9%
64 SUB-TOTAL	4,463,225	17.24	3,843,213	14.79	\$ 2.45	16.6%
65					\$ -	
66 TOTAL MTA OPERATED	62,712,960	242.23	61,794,190	237.74	\$ 4.49	1.9%
67 REVENUE VEHICLE SERVICE HOURS	258,896		259,919		(1,023)	

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

## Appendix 2: Activity Based Light Rail Cost Model

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

Los Angeles County Metropolitan Transportation Authority  
Adopted Budget

## Appendix 2: Activity Based Light Rail Cost Model, continued

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

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

**Appendix 3: Activity Based Bus Cost Model**

ACTIVITY	FY02 ADOPTED		FY01 ADOPTED		FY01 to FY02	
	DOLLARS	PER RSH	DOLLARS	PER RSH	\$ Inc. \$/RSH	% Inc. \$/RSH
1 TRANSPORTATION						
2 OPERATOR WAGES & BENEFITS	\$ 235,786,095	\$ 34.52	\$ 233,831,099	\$ 35.01	\$ (0.49)	-1.4%
3 SERVICES	11,000	\$ 0.00	11,550	\$ 0.00	\$ (0.00)	-6.9%
4 DIVISION MGT & ADMIN	12,922,898	\$ 1.89	13,730,776	\$ 2.06	\$ (0.16)	-8.0%
5 TRAINING	3,888,520	\$ 0.57	4,259,199	\$ 0.64	\$ (0.07)	-10.7%
6 CONTROL CENTER	8,469,896	\$ 1.24	7,820,636	\$ 1.17	\$ 0.07	5.9%
7 SCHEDULING AND PLANNING	2,333,246	\$ 0.34	2,444,804	\$ 0.37	\$ (0.02)	-6.7%
8 UNIFORMS	1,174,783	\$ 0.17	928,903	\$ 0.14	\$ 0.03	23.7%
9 DEO	1,927,513	\$ 0.28	1,506,023	\$ 0.23	\$ 0.06	25.1%
10 SUB-TOTAL	266,513,951	\$ 39.01	264,532,989	\$ 39.61	\$ (0.59)	-1.5%
11						
12 DIVISION MAINTENANCE						
13 SERVICE ATTENDANT WAGES & BENEFITS	20,725,954	\$ 3.03	20,173,470	\$ 3.02	\$ 0.01	0.5%
14 MECHANIC WAGES & BENEFITS	53,093,397	\$ 7.77	51,309,068	\$ 7.68	\$ 0.09	1.2%
15 FUEL	37,916,317	\$ 5.55	22,314,672	\$ 3.34	\$ 2.21	66.1%
16 TIRES	4,303,242	\$ 0.63	4,135,852	\$ 0.62	\$ 0.01	1.7%
17 MATERIALS & SUPPLIES	25,829,084	\$ 3.78	34,435,685	\$ 5.16	\$ (1.37)	-26.7%
18 SERVICES	103,000	\$ 0.02	66,500	\$ 0.01	\$ 0.01	51.4%
19 DIVISION MGT & ADMIN	9,716,930	\$ 1.42	7,448,177	\$ 1.12	\$ 0.31	27.6%
20 UNIFORMS	1,227,020	\$ 0.18	1,440,128	\$ 0.22	\$ (0.04)	-16.7%
21 WINDOWS GUARDS & SEAT INSERTS	4,243,550	\$ 0.62	7,070,162	\$ 1.06	\$ (0.44)	-41.3%
22 SUB-TOTAL	157,158,496	\$ 23.01	148,393,714	\$ 22.22	\$ 0.79	3.5%
23						
24 OTHER MAINTENANCE						
25 INVENTORY MANAGEMENT	5,576,542	\$ 0.82	2,414,116	\$ 0.36	\$ 0.45	125.9%
26 LOGISTICS	6,686,840	\$ 0.98	6,574,899	\$ 0.98	\$ (0.01)	-0.6%
27 REVENUE ADMINISTRATION	14,152,369	\$ 2.07	13,953,810	\$ 2.09	\$ (0.02)	-0.8%
28 SUB-TOTAL	26,415,751	\$ 3.87	22,942,825	\$ 3.43	\$ 0.43	12.6%
29						
30 RRC REBUILD OF ROTABLE PARTS						
31 SERVICE ATTD & MECHANICS	5,251,200	\$ 0.77	5,322,776	\$ 0.80	\$ (0.03)	-3.5%
32 MATERIALS & SUPPLIES	3,492,272	\$ 0.51	4,840,415	\$ 0.72	\$ (0.21)	-29.5%
33 SERVICES	389,148	\$ 0.06	375,769	\$ 0.06	\$ 0.00	1.3%
34 RRC MGT & ADMIN	2,312,211	\$ 0.34	1,978,296	\$ 0.30	\$ 0.04	14.3%
35 SUB-TOTAL	11,444,830	\$ 1.68	12,517,256	\$ 1.87	\$ (0.20)	-10.6%
36						
37 RRC PREVENTATIVE MAINTENANCE						
38 POWER PLANT ASSEMBLY	14,761,254	\$ 2.16	19,300,890	\$ 2.89	\$ (0.73)	-25.2%
39 ACCIDENT REPAIR	747,940	\$ 0.11	1,325,723	\$ 0.20	\$ (0.09)	-44.8%
40 WHEELCHAIR LIFT RETROFIT	577,303	\$ 0.08	2,383,354	\$ 0.36	\$ (0.27)	-76.3%
41 EXTERIOR PAINTING	3,061,591	\$ 0.45	3,647,642	\$ 0.55	\$ (0.10)	-17.9%
42 WINDOW REPLACEMENT	185,803	\$ 0.03	1,035,590	\$ 0.16	\$ (0.13)	-82.5%
43 RRC MGT & ADMIN	412,611	\$ 0.06	188,329	\$ 0.03	\$ 0.03	114.2%
44 SUB-TOTAL	19,746,502	\$ 2.89	27,861,529	\$ 4.17	\$ (1.28)	-30.8%
45						
46 MAINTENANCE SUPPORT	5,003,392	\$ 0.73	4,223,425	\$ 0.63	\$ 0.10	15.8%
47 NON-REVENUE VEHICLES	3,474,149	\$ 0.51	3,385,033	\$ 0.51	\$ 0.00	0.3%
48 FACILITIES MAINTENANCE	18,051,671	\$ 2.64	15,787,282	\$ 2.36	\$ 0.28	11.8%
49 TRAINING	1,530,931	\$ 0.22	1,652,989	\$ 0.25	\$ (0.02)	-9.4%
50 DEO	2,189,136	\$ 0.32	2,654,872	\$ 0.40	\$ (0.08)	-19.4%
51 OTHER	-	\$ -	-	\$ -	\$ -	-
52 SUB-TOTAL	30,249,280	\$ 4.43	27,703,601	\$ 4.15	\$ 0.28	6.8%
53						
54 SUB-TOTAL MAINTENANCE	245,014,859	\$ 35.87	239,438,925	\$ 35.85	\$ 0.02	0.1%

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

**Appendix 3: Activity Based Bus Cost Model, continued**

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

Notes:

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

## Appendix 4: Modal Operating Statistics

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

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

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

42 Notes:

43 (1)Expenses include Transitional Duty Program

44 (2)Subsidy excludes all operating revenue

45 (3)Reflect revenue vehicle hours & miles

46 (4)FY01 Adopted restated to include shuttles

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



## Appendix 5: Capital Funds Available

Fund Description	FY02	FY03	FY04	FY05	FY06	TOTAL
1 FTA SECTION 5307	65,229	10,400	8,700	30,900	12,900	128,129
2 FTA SECTION 5308	2,700	2,700	3,000	6,800	6,800	22,000
3 FTA SECTION 5309	71,495	28,400	27,300	5,200	9,900	142,295
4 RTAA- CMAQ	175,128	65,800	59,100	0	0	0
5 STATE TRANSIT ASSISTANCE	20,589	31,600	8,800	8,800	5,900	75,689
6 REGIONAL IMPROVEMENT FUND	8,000	0	0	0	0	8,000
7 TDA ARTICLE 4	23,900	21,000	8,500	11,200	21,600	86,200
8 SCAQMD/AB2766	2,000	2,000	2,000	2,000	4,000	12,000
9 PROP A 35% BONDS	50,760	9,000	0	0	85,000	144,760
10 PROP C 25% HIGHWAY	24,319	0	0	0	0	24,319
11 PROP C 40% BONDS	87,374	6,100	3,600	1,600	0	98,674
12 GENERAL REVENUE BONDS	1,928	400	400	400	0	3,128
13 CITY OF LOS ANGELES	17,375					
14 OTHER FEDERAL	382					
15 STP	41,730					
16 TRAFFIC CONGESTION RELIEF	62,428	31,000	8,200	58,500	10,000	170,128
<b>TOTAL</b>	<b>655,336</b>	<b>208,400</b>	<b>129,600</b>	<b>125,400</b>	<b>156,100</b>	<b>1,274,836</b>

## Appendix 6: Public Transportation Services Corporation (PTSC)

In December 1996, MTA created the Public Transportation Services Corporation (PTSC), a nonprofit public benefit corporation organized under the laws of the State. PTSC was created in order to transfer certain functions, currently performed by the MTA, and the employees related to those functions, to this new corporation. The purpose of the PTSC is to conduct essential public transportation activities including but not limited to the following: (a) to coordinate multi-modal multi-jurisdictional transportation planning; (b) to program Federal, State and Local funds for transportation projects county-wide within Los Angeles County; (c) to

oversee construction; (d) to provide certain administrative services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA); (e) to provide administrative support and security services for the foregoing and to the operation of the MTA's Metro Bus and Rail system; and (f) such other activities and provide such other services as it deems necessary. One advantage of the PTSC is that it allows the employees of the corporation, including those transferred from the MTA, to participate in the California Public Employees Retirement System (PERS).

## Appendix 7: Public Transportation Services Corporation

### Statement of Revenues, Expenditures and Changes in Fund Balances

<u>PTSC Only</u>	<u>FY00</u> <u>Actual</u>	<u>FY01</u> <u>Adopted</u>	<u>FY02</u> <u>Adopted</u>
1 Revenue:			
2     Reimbursement for Support Services	\$ 133.4	\$ 151.6	\$ 157.9
3 Total revenue	<u>133.4</u>	<u>151.6</u>	<u>157.9</u>
4			
5 Operating Expenses:			
6     Salaries, Wages & Fringe	\$ 132.7	\$ 151.0	\$ 157.8
7     Services, Leases, Taxes & Misc	0.7	0.6	0.1
8 Total Expenses	<u>133.4</u>	<u>151.6</u>	<u>157.9</u>
9			
10 Increase(decrease) in retained earnings	-	-	-
11			
12 Retained earnings - beginning of year	-	-	-
13			
14 Retained earnings - end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

## Appendix 8: Benefit Assessment District (BAD)

The Benefit Assessment is a fee on properties within half a mile of certain Metro Red Line Stations. This fee is used to pay part or all of the cost of capital improvements enhancing the value of property receiving service from or located near and benefiting from the capital improvements.

The MTA's Special Benefit Assessment District was initially created pursuant to a resolution

adopted by the former Southern California Rapid Transit District's Board of Directors on July 11, 1985.

The purpose of the Benefit Assessment District Program is to ensure that assessments are levied at a rate high enough to repay the Segment 1 Assessment District's bonded indebtedness and administrative costs.

## Appendix 9: Benefit Assessment District

### Statement of Revenues, Expenditures and Changes in Fund Balances

(Amounts in millions)

Benefit Assessment District Funds	FY00 Actual	FY01 Adopted	FY02 Adopted
1 Revenue:			
2 Intergovernmental	\$ -	\$ -	\$ -
3 Investment income	1.6	-	-
4 Licenses and fines	-	-	-
5 Other	14.5	8.8	8.5
6 Total revenues	16.2	8.8	8.5
7			
8 Expenditures:			
9 Debt and interest expenditures	8.6	8.3	7.9
10 General and administrative	0.5	0.5	0.5
11 Total expenditures	9.0	8.8	8.5
12			
13 Excess (deficiency) of revenues over expenditures	7.0	-	-
14			
15 Other financing sources (uses):			
16 Operating transfers in	-	-	-
17 Operating transfers out	-	-	-
18 Total other financing sources (uses)	-	-	-
19			
20 Excess (deficiency) of revenues and other financing			
21 sources over expenditures and other financing uses	7.0	-	-
22			
23 Fund surplus balance - beginning of year	-	7.0	7.0
24			
25 Fund surplus balance - end of year	\$ 7.0	\$ 7.0	\$ 7.0

## Appendix 10: PTSC/MTA Risk Management Authority (PRMA)

PTSC/MTA Risk Management Authority (PRMA) was established in September 1998. It is a public entity, created pursuant to section 6500, et seq., of the Government Code, between the MTA and PTSC for the purposes of establishing and operating a program of cooperative self-insurance and risk management. Each of the member parties desired to join together with the other for the purpose of pooling certain self-insured claims and losses and transferring risk between the parties, as permitted under

Article XVI, section 6 of the California Constitution, and as provided in Government Code section 990.8.

The purposes of PRMA are to secure insurance on behalf of the parties, including excess insurance on a group basis; to accumulate, administer and invest funds for risk management purposes; and to effect cost savings in the administration of such self-insurance, insurance and risk management programs as may be established by PRMA in order to reduce the cost of transportation services to the public.

## Appendix 11: Service Authority for Freeway Emergencies (SAFE)

The Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is a separate legal entity created under state law and is responsible for implementing and managing the motorist aid call box system within Los Angeles County.

There are 4,471 call boxes located along the freeway system of Los Angeles County. This is the largest such program in the United States. An average of 625 calls are received everyday.

Beginning in FY02 SAFE will be upgrading the entire call box system to bring it into compliance with ADA. This three-year, \$7.5 million project (\$3.9 million in FY02) will

improve the accessibility of the call box system for all users, particularly those who are mobility impaired. These upgrades include making the call box sites larger and building ramps to make them more accessible. Previous projects have made the call boxes useable to the hearing and speech impaired.

SAFE receives its funding from a dedicated \$1 surcharge to the annual California vehicle registration fee.

## Appendix 12: Consent Decree

On October 28, 1996, a consent decree was agreed to between the MTA and the class action plaintiffs. The consent decree provides for the MTA to:

1. Reduce its load factor (i.e. the number of people who stand on a bus) to certain targets
2. Expand bus service improvements by making available a net of 102 additional buses by June 1997
3. Implement a pilot project to facilitate access to county-wide job, education and health care centers
4. Not to increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the MTA may raise fares subject to certain conditions of the consent decree
5. Introduce a weekly pass and an off-peak discount fare on selected lines

The MTA is also obligated to create a joint working group with representatives from the plaintiff's class and the MTA to implement the Consent Decree.

### Load Factor Standards

The Consent Decree contains specific targets for reducing loading standards by the year 2002. The MTA is required to reduce the target load factor on buses operating during peak periods from 1.45 (19 standees) to 1.35 (15 standees) by December 31, 1997; to 1.25 (11 standees) by June 30, 2000; and to 1.20 (9 standees) by June 30, 2002.

Pursuant to its remediation plan, the MTA added a total of 130 buses to peak hour service between June 1999 and December 1999. The peak bus fleet was increased by 96 buses between December 1998 and June 1999, with an additional 64 buses added in December 1999.

The addition of these buses is intended to enable the MTA to meet a required peak period load factor target of 1.25 (11 standees) by June 30, 2000.

The final load factor target required by the Consent Decree is a peak period load factor of 1.20 (9 standees) by June 30, 2002. It is estimated that this will require an additional 77 peak period buses, which will be placed into service in June 2002. All equipment required for these service increases has been included in the ABPP.

The MTA also placed an additional 102 buses into service by June 1997, as required by the Consent Decree. These expansion buses were included in the Accelerated Bus Procurement Plan.

### Five-Year New Service Plan

The Consent Decree requires the MTA to develop and implement a five-year plan of improvements to the bus system to improve mobility for the transit dependent community in the greater Los Angeles area. To date, both the MTA and the Bus Riders Union have submitted plans to the Special Master for review and a final determination as to the magnitude of the plan. MTA proposes to add a total of six routes designed specifically to meet the mobility needs of the transit dependent community in serving educational, employment and health care facilities and providing enhanced coordination with the regional transit network.

The six additional routes will be phased in as outlined in the five-year plan. The service will add 49 buses to peak hour service. A total of 20 buses will be operated directly by MTA, with the remaining 29 operated by private contractors. The MTA five-year plan also recommends continued operation of the Consent Decree pilot program.



## Fares

The MTA has not increased fares since the beginning of the Consent Decree in 1996. The discount fares called for in the Consent Decree

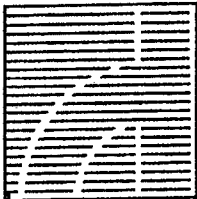
were implemented over the next year. Sale of the weekly pass began in December 1996. A base off-peak discount fare of \$0.75 was introduced on Line 40 and all lines operating late night/early morning (9PM-5AM) service over the next two-year period.

## Appendix 13: GFOA Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Los Angeles County Metropolitan Transportation Authority, California for its annual budget for the fiscal year beginning July 1, 2000. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy

document, as an operations guide, as a financial plan, and as a communications device.

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



The Government Finance Officers Association  
of the United States and Canada

presents this

**CERTIFICATE OF RECOGNITION FOR BUDGET PREPARATION**

to

**THE OFFICE OF MANAGEMENT AND BUDGET**

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, CALIFORNIA**

*The Certificate of Recognition for Budget Preparation is presented by the Government Finance Officers Association to those individuals who have been instrumental in their government unit achieving a Distinguished Budget Presentation Award. The Distinguished Budget Presentation Award, which is the highest award in governmental budgeting, is presented to those government units whose budgets are judged to adhere to program standards.*

Executive Director

Date

APRIL 24<sup>TH</sup>, 2001

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# *Glossary*





## Terms

<b>ABC</b>	Activity Based Cost. Methodology that measures the cost and performance of activities, resources, and cost objects. Resources are assigned to activities, then activities are assigned to cost objectives based on their use. ABC recognizes the causal relationships of cost drivers to activities.
<b>ABM</b>	Activity Based Management. Focuses on the management of activities as the route to improving cost performance, efficiency, effectiveness, and efficacy in the consumption of public resources.
<b>ABPP</b>	Accelerated Bus Procurement Plan
<b>ADA</b>	Americans with Disabilities Act. A comprehensive civil rights measure signed into law July 1990 to ensure persons with disabilities receive equal access to transportation and other services.
<b>AFSCME</b>	American Federation of State County and Municipal Employees. The union representing maintenance and transportation supervisors.
<b>ASI</b>	Access Services Incorporated. ASI is a private non-profit corporation, which is the Consolidated Transportation Services (CTSA) for Los Angeles County, and as such has the responsibility to improve and coordinate the paratransit services for 187 different social service and public paratransit operators.
<b>ATMS</b>	Advanced Transportation Management System
<b>ATTB</b>	Advanced Technology Transit Bus. A fuel cell powered, zero emissions, low floor, lightweight prototype transit bus that the LACMTA is helping to fund. It uses aerospace composite material for a curb weight of 10,000 lbs. below current buses.
<b>ATU</b>	Amalgamated Transit Union. The union representing mechanics and other maintenance employees.
<b>BAD</b>	Benefit Assessment District. A limited area around public transportation stations in which non-residential property owners are taxed for benefits derived from proximity to the system.

<b>BALANCED SCORECARD</b>	A management instrument that translates an organization's mission and strategy into a comprehensive set of performance measures that provides a framework for strategic measurement and management. The balanced scorecard has 4 perspectives: financial management, customer, internal processes, and innovation or learning.
<b>BIAS</b>	Budget Information Analysis System. A computerized database application designed to enable departments (cost centers) to enter their budget requests and report those requests.
<b>BOND</b>	An interest-bearing promise to pay a specified sum of money due on a specified date.
<b>BOS</b>	Bus Operations Subcommittee
<b>BRT</b>	Bus Rapid Transit – Dedicated Bus ways
<b>BSIP</b>	Bus Service Improvement Program - Additional buses on existing lines for overcrowding relief in FY97, plus that and additional bus routes in FY98.
<b>BUDGET</b>	A plan of financial operations for a given period including proposed expenditures and revenues, and authorized staffing levels.
<b>BVA</b>	Business Value Added activity directly related to salary determination.
<b>CFP</b>	Call for Projects. Primary process for the selection of transportation improvement projects for funding with discretionary federal, state, and local revenues.
<b>CALTRANS</b>	California Department of Transportation
<b>CAPITAL ASSET</b>	The acquisition of property, facility, or equipment whose cost exceeds \$2,500 per unit. Capital project costs include installation, delivery cost, sales and use taxes, and General and Administrative overhead costs.
<b>CAPITAL PROJECT</b>	Major construction, acquisition, or renovation activities which add value to a government's physical assets or significantly increase their useful life. Also called capital improvements.



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<b>CBD</b>	Central Business District
<b>CIP</b>	Capital Improvement Plan
<b>CIPS</b>	Capital Improvement Plan System
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CNG</b>	Compressed Natural Gas
<b>COMMERCIAL PAPER</b>	Short-term interest-bearing promissory note secured by pledged revenues and a liquidity/credit facility. The maturity can range from 1 to 270 days.
<b>CORRIDORS</b>	Eastside light rail lines and fixed guide way projects in mid-cities and San Fernando Valley.
<b>COTR</b>	Contracting Officer's Technical Representative
<b>COSO/CSA</b>	Committee of Sponsoring Organization/Control Self-Assessment.
<b>CPD</b>	Countywide Planning & Development
<b>CPI</b>	Consumer Price Index. A statistical description of price levels provided by the U.S. Department of Labor. The index is used as a measure of the increase in the cost of living (i.e., economic inflation).
<b>CPUC</b>	California Public Utilities Commission
<b>CTC</b>	California Transportation Commission
<b>CTSA</b>	Consolidated Transportation Services Agency. The LACMTA has been designated as the CTSA for Los Angeles County to coordinate all paratransit services to ensure compliance with the Americans with Disabilities Act (ADA).
<b>CWO</b>	Contract Work Order

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<b>DBE</b>	Disadvantaged Business Enterprise. Businesses owned and operated primarily by minorities and women.
<b>DEBT SERVICE FUND</b>	Fund, which accounts for those resources used to repay the principal and interest on long-term debt.
<b>DOT</b>	United States Department of Transportation
<b>EEO/AA</b>	Equal Employment Opportunity/Affirmative Action
<b>EIR</b>	Environmental Impact Report. A detailed statement describing and analyzing the significant environmental effects of a project, and discussing ways to mitigate or avoid those effects.
<b>EIS</b>	Environmental Impact Statement. Same as EIR, except prepared under the (federal) National Environmental Policy Act.
<b>ELT</b>	Executive Leadership Team
<b>ENCUMBRANCES</b>	Commitments related to the unperformed portion of a contract for goods or services.
<b>ENTERPRISE FUND</b>	Fund established to finance and account for the operation and maintenance of facilities and services that are entirely or predominantly self-supporting.
<b>ESR</b>	Engineering Service Request
<b>FAP</b>	Formula Allocation Program. FAP is the adopted method for allocation of federal, state, and local transit operating subsidies to Los Angeles County bus operators. The current formula allocates funds as follows: 50% based on vehicle service miles and 50% based on "fare units". Allocations are made using audited performance data.
<b>FAU</b>	Federal Aid Urban. Authorized by the enactment of the Federal Highway Act every five years. Cities and the county are eligible for FAU funds for projects such as street reconstruction and widening, and installation of lights and signals.

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<b>FFGA</b>	Full-Funding Grant Agreement from FTA.
<b>FIS</b>	Financial Information System. An automated, integrated financial accounting and control system.
<b>FISCAL YEAR</b>	The period at the end of which a governmental agency determines its financial position and results of operations. The MTA's fiscal year begins July 1 and ends June 30 of the following calendar year.
<b>FIXED ASSETS</b>	Assets of long-term character that are intended to continue to be held or used, such as land, buildings, machinery, furniture, and other equipment.
<b>FSP</b>	Metro Freeway Service Patrol - Service financed by the LACMTA, which uses roving tow trucks to remove disabled vehicles and debris from freeways.
<b>FTA</b>	Federal Transit Administration. Formerly the Urban Mass Transportation Administration (UMTA).
<b>FTE</b>	Full-Time Equivalent Position. A part-time position converted to the decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time typist working for 20 hours per week would be the equivalent to a .5 of a full-time position.
<b>FUNCTION</b>	An activity or a group of related activities for which the Reporting Unit is responsible.
<b>FUND</b>	A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources together with all related liabilities and changes in these assets and liabilities.
<b>FY</b>	Fiscal Year
<b>GOALS</b>	Target that guides an organization's efforts in moving toward a desired future state.
<b>HEAVY RAIL</b>	High-speed passenger rail cars operating singly or in trains of two or more cars on fixed rails in separate rights-of-way from which all other vehicular and foot traffic is excluded.

<b>HOV</b>	High Occupancy Vehicle lanes or Carpool lanes on freeways dedicated to us by vehicles with multiple occupants.
<b>IMMEDIATE NEEDS PROGRAM</b>	As a response to the Los Angeles uprisings, the LACMTA supports the First African Methodist Episcopal Church (FAME) and the International Institute of Los Angeles to distribute taxi vouchers and bus tokens in South Central Los Angeles.
<b>ITS</b>	Intelligent Transportation System Technologies that use computers to monitor real time traffic flow and congestion points through pavement sensors and closed circuit cameras.
<b>JOINT DEVELOPMENT</b>	Projects that combine public and private resources to build mixed use development around transit station areas.
<b>KEY PERFORMANCE INDICATOR</b>	Indicators that measure and analyze performance in terms of quantity, effectiveness or efficiency.
<b>L.A. LIGHT RAIL VEHICLE CAR</b>	Los Angeles Light Rail Vehicle Car. Patterned after the Blue Line Car, the LA Light Rail Vehicle Car will be a generic vehicle that will allow for upgrades in technology and automation.
<b>LACMTA</b>	Los Angeles County Metropolitan Transportation Authority
<b>LIGHT RAIL</b>	Lightweight passenger rail cars operating on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are driven electronically with power drawn from an overhead electric line.
<b>LOCAL RETURN</b>	Local return is a direct share, based on population, that the 88 cities and the Los Angeles County receive from the total Propositions A and C sales tax revenue. These funds are used to support transit needs or other transportation related projects, including paratransit and fixed route service, street and road maintenance and other transit related improvements.
<b>LOSSAN</b>	Los Angeles-San Diego Inter-city Railway
<b>L RTP</b>	Long Range Transportation Plan – 25 year plan for multi-modal transportation needs of Los Angeles County.

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<b>LRV</b>	Light Rail Vehicle
<b>MIS</b>	Major Investment Study
<b>MMMS</b>	Maintenance and Materiel Management System
<b>METRO BLUE LINE</b>	Long-Beach-Los Angeles Light Rail Transit Project. A 22-mile electrically powered light rail line constructed by the LACMTA. It opened for service July 14, 1990.
<b>METRO GREEN LINE</b>	Norwalk-El Segundo Light Rail Transit Project. A 20-mile electric rail line constructed by the LACMTA on the median of the I-105 freeway. It opened for service August 12, 1995.
<b>METRO RED LINE - SEGMENT I</b>	Segment I of the Metro Rail project constructed by the LACMTA from Union Station to Wilshire/Alvarado (4.4 miles). Operation began in January 1993.
<b>METRO RED LINE - SEGMENT II</b>	Segment II of the Metro Rail project includes Wilshire/Alvarado west to Wilshire/Western, which opened for service in August 1996. Wilshire/Vermont north to Hollywood/Vine opened for service in June 1999.
<b>METRO RED LINE - SEGMENT III</b>	Segment III of the Metro Rail project includes Hollywood/Vine to North Hollywood, which opened for service in June 2000.
<b>METROLINK</b>	The regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Service began in October 1992.
<b>MISSION</b>	An enduring statement of purpose, the organization's reason for existence. Describes what the organization does, whom it does it for, and how it does it.
<b>MODE</b>	A particular form of transportation identified by the vehicle or mode used i.e., bus, light rail, heavy rail, or pedestrian automated guide way, bikeways, highways, arterials.

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<b>MOU</b>	Memorandum of Understanding. A formal contractual agreement between two or more public agencies.
<b>MOW</b>	Maintenance of Way
<b>MTA</b>	Metropolitan Transportation Authority. Also known as LACMTA.
<b>MULTIMODAL</b>	Public transportation system, which employs a combination of highway, bus, rail, HOV, bikeway, pedestrian land use, and demand management systems.
<b>MUNICIPAL OPERATOR</b>	A city or county (including any non-profit corporation or other legal entity wholly-owned or controlled by the city or county) which operates a public transportation system, or which on July 1, 1972, financially supported in whole or in part a privately-owned public transportation system and which is not included within an existing transit district.
<b>NON-REVENUE VEHICLES</b>	Vehicles that do not carry fare-paying passengers.
<b>NTD</b>	National Transit Database
<b>NVA</b>	Non-Value Added time such as delays due to mail, waiting for approvals, etc.
<b>OBJECTIVE</b>	Time-phased measurable accomplishment required realizing the successful completion of a strategic goal.
<b>OVERHEAD</b>	Expenses not directly chargeable to a particular program, which support multiple programs of the LACMTA.
<b>PERFORMANCE INDICATORS</b>	Specific quantitative and qualitative measure of work performed as an objective of specific departments or programs.
<b>PERFORMANCE MEASURES</b>	Data collected to determine how effective or efficient a program is in achieving its objectives.
<b>PROGRAM</b>	A group of related activities performed by one or more organizational units for the purpose of accomplishing a function for which the government is responsible.

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<b>PROP A</b>	Proposition A. Sales tax initiative approved by Los Angeles County voters in 1980. It established one-half cent sales tax to be used for public transit.
<b>PROP C</b>	Proposition C. It established sales tax, which was approved by the Los Angeles County voters in 1990. A one half-cent sales tax to be used for public transportation purposes.
<b>PTSC</b>	Public Transportation Services Corporation. Created by the LACMTA in December 1996, the PTSC is a non-profit public benefit corporation organized under the laws of the State. It was created to transfer certain functions currently performed by LACMTA and its employees to this new corporation.
<b>RAPID BUS</b>	Demonstration Program based on CURITIBA, Brazil Public Transportation Model. Metro Rapid is a bus operating program with several attributes to improve service operating speeds including bus signal priority, level boarding and alighting with low floor buses, headway, fewer stops, far-side intersection location of stations and active management of service operation.
<b>REVENUE SERVICE HOURS (RSH)</b>	Total number of scheduled hours that a bus or train is in service. This total excludes hours spent traveling to and from storage facilities and during other non-service travel.
<b>REVENUE VEHICLE</b>	Vehicles that carry fare-paying passengers.
<b>REVENUE VEHICLE HOURS (RVSH)</b>	Total number of scheduled hours that a vehicle is in service. Excludes hours spent traveling to and from storage facilities and during other non-service travel.
<b>REVENUE VEHICLE MILES</b>	Total number of miles traveled by a vehicle operating on rails or tracks, bus, van trolley, ferry, cable car, or other vehicle used to provide public transportation for which a fare is collected. Excludes miles spent traveling to and from storage facilities and during other non-service travel.
<b>RFP</b>	Request for Proposal
<b>ROD</b>	Revenue Operations Date

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<b>ROW</b>	Right-of-Way
<b>RTAA</b>	Regional Transit Alternatives Analysis
<b>SAFE</b>	Service Authority for Freeway Emergencies, a separate legal entity. Funds generated from one dollar from each vehicle registration within Los Angeles County used to provide expanded and improved emergency call box service along the highways.
<b>SB-45</b>	Senate Bill 45. This bill revised the procedures for the development and implementation of the State Transportation Improvement Program.
<b>SBE</b>	Small Business Enterprise. Businesses in which at least 51% of the business is owned and operated primarily by socially or economically disadvantaged individuals.
<b>SBP</b>	Strategic Business Plan
<b>SBU</b>	Strategic Business Unit
<b>SCADA</b>	Supervisory Control and Data Acquisition
<b>SCAQMD</b>	South Coast Air Quality Management District
<b>SCRRA</b>	Southern California Regional Rail Authority. A joint powers agency including Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties formed to plan, construct, and operate the regional commuter rail system known as Metrolink.
<b>SHORE</b>	Support for Homeless Re-entry Program. The LACMTA provides bus tokens to Los Angeles County shelters and missions.
<b>SPECIAL REVENUE FUND</b>	Fund used to account for resources, which are legally or administratively restricted for specific purposes.
<b>S RTP</b>	Short Range Transit Plan. A five-year business plan, completed every three years, which is used for internal planning.



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STA	State Transit Assistance Fund. Used to account for the revenue from the sales tax on gasoline used for transit purposes. The STA fund was created as an amendment to the Transportation Development Act of 1976.
STIP	State Transportation Improvement Program. This program was adopted by the California Transportation Commission (CTC) and serves as the primary vehicle for programming funds for highway projects.
TCU	Transportation Communications Union. Union represents clerical workers.
TDA	Transportation Development Act. Created by state law in 1972, the TDA authorized the use of $\frac{1}{4}$ of 1% of the state sales tax for transportation purposes. 1% of this revenue is allocated to the LACMTA for its transportation planning activities.
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TEAMSTERS	Union representing security guards
TIP	Transportation Improvement Program. The programming document, which establishes allocation of funding for Los Angeles County highways and transit.
TOTS	Transit Operating and Trend System
TSM	Transportation Systems Management. A program of user incentives and disincentives to maximize capacity and usage of the existing transportation network.
TVM	Ticket Vending Machines
UFS	Universal Fare System
UTU	United Transportation Union. Union, which represents bus operators, schedule makers, and schedule checkers.

