



FISCAL YEAR 1992-1993 BUDGET

Adopted June 24, 1992



LACMTA *
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1992-93

LEADING THE WAY TO GREATER MOBILITY

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

TABLE OF CONTENTS

1.	Executive Director's Budget Message	1-1
	Introduction	
	The First Year of the 30-Year Plan	
	Special Initiatives in FY 92-93	
	Implementation of Federal and State Legislation	
	Challenges in FY 92-93	
	The Proposed Budget	
2.	The Budget	2-1
	Transportation Funding Program	
	Transportation Funding - Exhibit 2-A	
	LACTC Funding Accomplishments - Exhibit 2-B	
	FY 92-93 Revenues - Exhibit 2-C	
	Who Programs & Approves - Exhibit 2-D	
	Capital vs. Operating - Exhibit 2-E	
	By Mode - Exhibit 2-F	
	By Source - Exhibit 2-G	
	Financial Position and Staffing	
	Net Worth - Exhibit 2-H	
	Income Statement - Exhibit 2-I	
	Prop. A Receipts FY 87-88 though FY 96-97 - Exhibit 2-J	
	Cash Flow - Exhibit 2-K	
	Budget Modules - Exhibit 2-L	
	Core Staffing - Exhibit 2-M	
	Total Staffing - Exhibit 2 - N	
	Program Budget, Agency Costs and Program Staff	
	Total Program - Schedule 2-O	
	Rail Program - Schedule 2-P	
	Bus Program - Schedule 2-Q	
	Highway Program - Schedule 2-R	
	Estimated Revenues and Expenditures by Fund - Schedule II-1	
	Other Special Revenue Funds - Schedule II-2	
	General Fund Projects - Schedule II-3	
	Other General Fund Project Detail - Schedule II-4	
	General Fund - Administration Budget Comparison by Expenditure Category (With Bus/Hwy Planning) - Schedule II-5	

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

TABLE OF CONTENTS

2.	The Budget (Continued)	
	General Fund - Administration Budget Comparison by Expenditure Category (Without Bus/Hwy Planning) - Schedule II-6	
	Capital Projects Fund Budget Comparison by Expenditure Category - Schedule II-7	
3.	Introduction to LACTC	3-1
	Organization of LACTC	
	LACTC Service Deliverers - Exhibit 3-A	
	LACTC Conceptual Organizational Chart - Exhibit 3-B	
	LACTC's Customers - Exhibit 3-C	
	Divisional Responsibilities	
	Life of a Rail Project - Exhibit 3-D	
	The Budget Process	
	Sources of Funds	
	30-Year Integrated Transportation Plan	
	System Map - Exhibit 3-E	
	Highway Projects - Exhibit 3-F	
	Bus Fleet Expansion - Exhibit 3-G	
	Rail Project & Candidate Corridor Schedules- Exhibit 3-H	
	LACTC/SCRTD Reorganization	
	FY 91-92 Achievements	
	FY 92-93 Objectives	
4.	The Rail Construction Corporation Budget	4-1
5.	The Southern California Regional Rail Authority	5-1
	Capital Budget	
	Operating Budget	
6.	Appendix	6-1
	Detailed Financial Statements	
	Position Salary Bands and Titles	
	Resolution 73 - Not To Spend Proposition C Principal	

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

TABLE OF CONTENTS

6. Appendix (Continued)

TDM Pilot Programs
LACTC Committees
LACTC/SCRTD Reorganization Milestones
Glossary

7. Proposition C Module

Introduction
Prop C Revenues
FY 1991-92
FY 1992-93
Prop C Module Summary
LACTC 30-Year Integrated Transportation Plan
- Rail Project & Candidate Corridor Schedule
- Bus Fleet Expansion
- Schedule of Highway Projects
- 5 Year Funding Profile - Bus Capital
Proposition C Module Summary
Proposition C Eligible Capital Projects
Commission Budgeted Total Staffing by Department
Resolution No. 109 of the LACTC
Committee Recommendation on Budget passed by the Commission
on June 24, 1992.

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JUNE 24, 1992

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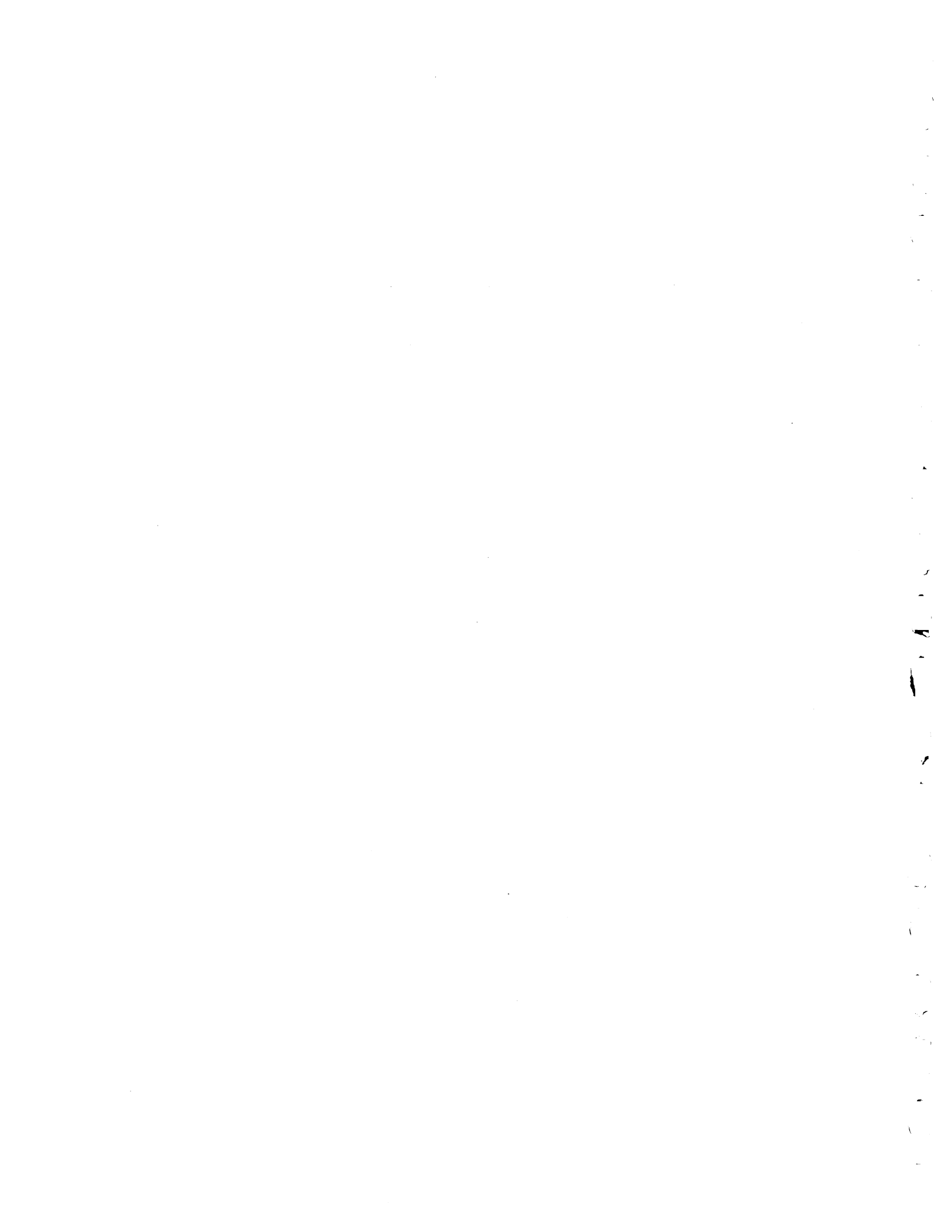
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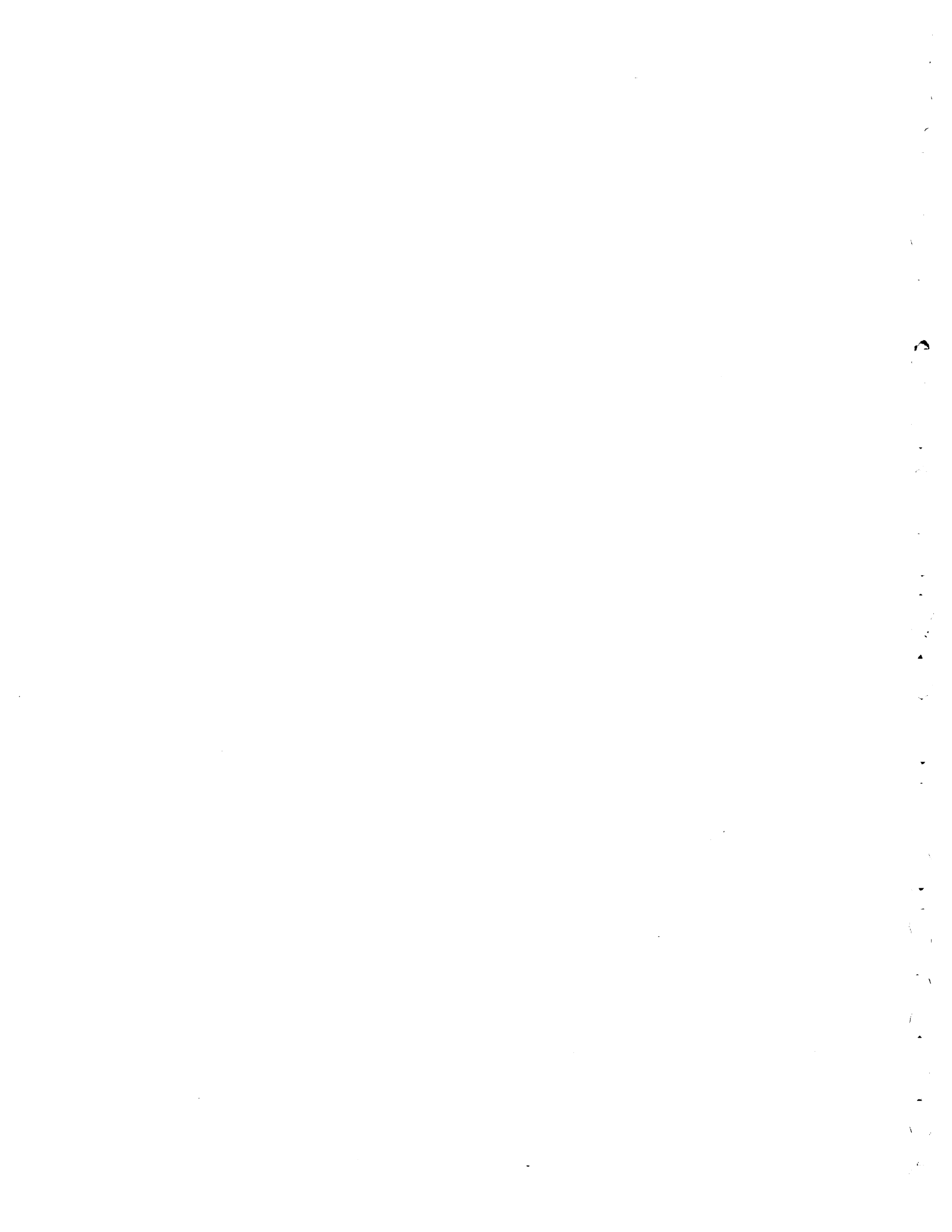
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Deputy Executive Director
Deputy Executive Director
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Jerry Givens
Edward McSpedon
Richard Stanger







**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PREFACE

Favorable Resolution of Major Revenue Source

Proposition C, a one-half percent sales tax, was approved by voters in November, 1990 to be used for transportation purposes by the Los Angeles County Transportation Commission (LACTC). A lawsuit challenging the validity of Proposition C was filed in February, 1991. Due to the uncertainty as to the final outcome of the litigation, the Commission resolved not to spend any proceeds of Proposition C until all matters were clarified.

The original FY 1992-93 Proposed Budget was prepared for presentation to the Commission in May, 1992 without proposed spending of Proposition C. After the original budget had been prepared, LACTC was notified on May 14 that all matters had been resolved in favor of Proposition C. The original budget was, therefore, presented to the Finance and Programming Committee on May 20, and to the Commission on May 27 with the understanding that a Proposition C Module would be presented in June. Action on the original budget was postponed until June so that the Commission could consider the total proposed budget for FY 1992-93.

Both the original FY 1992-93 Proposed Budget and the Prop C Module were adopted by the Commission on June 24. 47 of 52 additional proposed positions were approved.

Below is a summary of the total FY 1992-93 Budget as finally adopted.

(\$ Millions)

LACTC	Original FY 1992-93 Budget	Prop C Module	Substitutions Eliminations	Total Approved Budget
Transportation Program	3102.4	500.0	0.0	3602.4
Expenditure Budget	1681.7	1240.0	(423.3)	2498.4
Staff	543	29	(5)	567

The new section 7 of this budget document includes:

- o the Prop C Module
- o the Committee Recommendation passed by the Commission on June 24, 1992.

Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Los Angeles County

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PREFACE

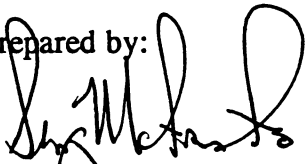
Transportation Commission, California, for its annual budget for the fiscal year beginning July 1, 1991.

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 medium.

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

This is the third consecutive year that LACTC has won the award. The award itself is mailed separately and has not been received in time for inclusion with this budget.

Prepared by:



Terry Matsumoto
Controller

1. Executive Director's Budget Message



SM

May 14, 1992

MEMO TO: LACTC MEMBERS AND ALTERNATES

FROM: NEIL PETERSON

SUBJECT: EXECUTIVE DIRECTOR'S FY 92-93 BUDGET MESSAGE

INTRODUCTION

The mission of the Los Angeles County Transportation Commission is to lead the way to greater mobility in Los Angeles county. By actively seeking and investing resources in the transportation infrastructure of Los Angeles, LACTC is building a Metro multi-modal, surface transportation network which works in concert to move people to and from their destinations while providing a dynamic way to rebuild Los Angeles through solid economic development. Thousands of jobs will be provided, confidence in community planning restored, and air quality standards improved as LACTC continues to employ creative public policy and solid land-use urban planning to encourage people to step out of the isolation of the single occupant vehicle and into carpools, vanpools, buses, light rail, subway, commuter rail, bikeways and new technologies of the near future which form the Metro public transportation network.

At LACTC, our mission is more than a dream or a far away goal. In 1992, LACTC established the 30-Year Integrated Transportation Plan (30-Year Plan), a framework of planning, policy and financial strategies which together comprise a balanced, integrated transportation system plan designed to deliver to Los Angeles a transportation system which meets the needs of its people. The 30-Year Plan provides a structure for the year-to-year decision-making efforts to ensure consistency and to enable LACTC to monitor and measure its progress.

Included in the 30-Year Plan is the 10-Year implementation program. Resource projections are based on current economic conditions and existing revenue bases. Programs and projects are identified based on existing commitments, construction schedules, and the latest planning and engineering studies. The scope and timing of programs and projects is balanced with revenue estimates to optimize the use of projected resources. It ensures that short term decisions with long range consequences are consistent with and contribute toward the achievement of long range objectives.

**LACTC MEMBERS AND ALTERNATES
EXECUTIVE DIRECTOR'S BUDGET MESSAGE**

THE FIRST YEAR OF THE 30-YEAR PLAN

This coming year, FY 92-93 is the first full year of implementation of the 30-Year Plan. The year will see the initiation of, or continued activity on, several projects aimed at delivering improved transportation services to the public. The following exhibits highlight those rail, bus, and highway projects which are planned for activity during the coming fiscal year. See Exhibits 1-A, 1-B, 1-C, and 1-D.

Specifically, the major highlights of this coming year will be:

Commuter Rail Service Begins

This October will be the grand opening of Metrolink's first routes, with service on the Moorpark, Santa Clarita and San Bernardino lines. The opening, a major transportation achievement for the region, is the culmination of two years of intense work and cooperation on the part of the five counties of the SCRRA and the local municipalities served by the commuter rail. The network ultimately will have over 400 route miles and 60 stations, and will run from Santa Clarita, Moorpark to San Bernardino and San Clemente via downtown Los Angeles.

Metro Red Line Opens

FY 92-93 will mark another historic grand opening; the opening of the first segment of the Metro Red Line subway from Union Station to Alvarado, which will link commuters from both Metrolink and the Metro Blue Line to other areas of downtown.

Exhibit 1-E shows FY 92-93 in the context of ten years of rail construction. Significant construction activity in FY 92-93 will be occurring on the Green Line and on the Red Line Segment 2. The horizontal bars show the rail projects timeline and the shading totals the cumulative investment in mobility.

Engineering Begins on Pasadena Line

During the fiscal year it is anticipated that the right of way for the Pasadena Line will be acquired, and that preliminary engineering will commence.

Planning and Engineering Efforts Begin on Extensions to the San Fernando Valley, East Los Angeles and West Los Angeles

During FY 92-93, construction will be initiated on the extension to the San Fernando Valley, final design will be completed for the Mid-City segment, the Alternatives

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

Analysis will be initiated to Westwood, and a decision on the preferred alternative for the Eastside Extension will be made and preliminary engineering will be started.

Bus Service Expansion Begins

The 30-Year Plan calls for the expansion of 100 buses county-wide.

Upgraded Call Boxes Open

As the Service Authority for Freeway Emergencies (SAFE), LACTC funds and administers the Metro Call Box system. Originally conceived by Supervisor Kenneth Hahn in 1962, the Metro Call Box system is a cooperative effort of LACTC, Caltrans, and the California Highway Patrol. Call boxes are roadside phones that allow stranded motorists access to emergency aid on freeways throughout Los Angeles County. In 1992, LACTC began complete upgrade of the system to solar-battery powered cellular phones. During FY 92-93, the LACTC will complete installation of the thousands of call boxes around the county. The system is funded through Los Angeles County vehicle registration fees.

HOV Lanes on 91, 210, 405, Harbor Freeway Transitway Open

HOV lanes on Route 91 between Routes 110 and 605, on Route 210 between Route 57 and Lake Avenue in Pasadena, and Route 405 between Route 110 and 120th Street are expected to be completed and open to traffic by the end of FY 92-93.

SPECIAL INITIATIVES IN FY 92-93

In addition to making progress on the implementation of the 30-Year Plan, as outlined above, the Commission has approved three new initiatives for the coming fiscal year.

Economic Development, Jobs Creation, and Technology Transfer

During FY 92-93, RCC will award bids for the design and development of the LA Car. Patterned after the highly successful Blue Line car, the LA Car will be a basic, non-automated vehicle built to allow "modules" to be added later, facilitating upgrade of automated technology at a later date in time. A key feature of the LA Car project is support for the creation and growth of local businesses to manufacture components of the LA Car.

LACTC will focus attention on helping to develop meaningful long term jobs in the Los Angeles area by encouraging car builders to work closely with the aerospace

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

industry and local component manufacturers to begin applying advanced technology developed for the space and defense industries in the surface transportation industry.

The modular flexibility of the standardized LA Car provides an innovative means to incorporate state-of-the-art technology. It also provides long range growth opportunities to make Los Angeles' businesses highly competitive in the transportation industry at home and abroad.

To maximize the amount of local investment and jobs creation through the implementation of the 30-Year Plan, LACTC is working closely with local business leaders and policy makers from all levels of government. The success of this work is vital because for every \$10 million in transportation investment kept in Los Angeles, 220 local jobs are supported. During FY 92-93, LACTC will implement a Local Business Enterprise program, participate in the Transportation Research and Technology Consortium, and collaborate with small aerospace firms and key leaders from aerospace and related firms. A critical goal of this effort will be to identify potential future procurement and contract opportunities with local firms. In the long term, LACTC can be instrumental in turning Los Angeles into the transportation technology resource for the world, decreasing the costs of the Metro system and aiding in the conversion to a strong, peacetime local economy.

Transportation Demand Management (TDM)

Implementation of the Clean Air Act mandate to achieve strict air quality standards in the Los Angeles basin is LACTC's top priority. LACTC will contribute to meeting those goals both by building the Metro transportation system and by controlling demand for single occupant vehicle capacity on the road system. TDM employs policies, programs and actions that are directed toward increasing the use of high occupancy vehicles (transit, carpooling and vanpooling) bicycles and walking. TDM also includes activities that encourage commuting during off-peak hours, as well as telecommuting and trip elimination strategies.

By integrating TDM strategies early on, in the front end of the policy and decision making process, LACTC will demonstrate the effectiveness of a variety of TDM strategies and implement county-wide the most effective programs. In FY 92-93 LACTC will seek to invest \$47 million local and federal funds for TDM immediate action candidate projects. Success of early TDM programs will be critical to the overall success of the Metro system and vital to contributing to Los Angeles County's share of emission reductions.

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

Traffic Signal Synchronization Support Group

In January 1992, LACTC approved the creation of the Traffic Signal Synchronization Support Group, leveraging over \$17 million Flexible Congestion Relief dollars over a three year period to develop a program to improve inter-jurisdictional coordination and operation of the more than 10,000 traffic signals. During FY 92-93, LACTC will screen and prioritize funding requests for pilot programs and projects with the goal of establishing standards for operating traffic signals in sub-regions to provide a free flow traffic.

IMPLEMENTATION OF FEDERAL AND STATE LEGISLATION

The Commission will continue to play an active role in implementing federal and state legislative initiatives through its Consolidated Transportation Services Agency (CTSA) and its Congestion Management Agency (CMA).

Services for the Disabled

The Consolidated Transportation Service Agency has the responsibility for administering Metro Access, a paratransit program for Los Angeles County to meet the requirements of the Federal 1990 Americans with Disabilities Act (ADA), which mandates provision of transportation to disabled people unable to use fixed route services. A pilot installation in the San Gabriel Valley - the first step in the county-wide program - includes linking providers of services and SCRTD bus information on a local area network which streamlines registering clients, obtaining ride requests, dispatching services, and producing billing statements and other management reports. The pilot Metro Access program also includes opening a Transit Store, a one stop shopping location in a shopping mall where people can register for a wide range of transit services.

During FY 92-93, LACTC will continue to assess the success of the pilot program and begin to apply components county-wide.

Congestion Management

LACTC, as the Congestion Management Agency is responsible for implementing the 1990 state statute calling for regional transportation planning, tying together land use, air quality, and transportation. The CMA uses state-of-the-art technology to integrate planning information from multiple sources to study congested areas and analyze comprehensive solutions. The Congestion Management Program (CMP) Draft Environmental Impact Report is scheduled for release in June 1992. During FY 92-93,

**LACTC MEMBERS AND ALTERNATES
EXECUTIVE DIRECTOR'S BUDGET MESSAGE**

LACTC will consider adoption of the CMP and final EIR and begin implementation of the program.

CHALLENGES IN FY 92-93

While the LACTC embarks on its significant mobility improvement program, the LACTC faces new strong challenges.

Rebuild L.A.

LACTC can play a helpful role in rebuilding Los Angeles and repairing strife-torn neighborhoods. Recent action by the Commission's Planning and Mobility Improvement Committee recommended that the following ideas be pursued further:

Accelerate joint development opportunities, including working with the federal government to secure bank regulatory relief to promote lending. Also, work with the federal and state government to provide reasonably priced insurance so that burned out properties can be rebuilt and expanded economic activity can take place.

Review the opportunities for accelerating federal and state funding on the Commission rail projects.

Accelerate the Crenshaw corridor study.

Establish a working group of small business representatives to develop recommendations for establishing "user friendly" procurement guidelines.

Review existing enterprise zone legislation at state and federal levels and determine whether this concept could be applied to create Transit Enterprise Zones.

Utilize the small business outreach communications to enhance involvement of small business vendors of prime contractors and minority professional associations with LACTC procurements.

Develop an aggressive apprenticeship program using all available means (contract language, RFP language, etc.) to ensure that all construction projects have apprenticeship opportunities.

Maintain the Alameda Corridor as a priority project.

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

Consider opportunities for telecommunication strategies as a key component of the Commission's economic development strategy to include use of fiber optic networks as a revenue producer, and to provide interactive communication facilities at transit facilities which can assist individuals in employment searches, information about government, as well as transit system information.

Identify ways and means of improving security for all of transit properties, rail and bus, to ensure that riders feel safe while waiting for buses and trains as well as when riding on them.

Review the Operation Food Basket program, the SCRTD shuttle and other programs directed at providing reasonable priced transportation to persons living in the area impacted by the riots to allow them to obtain food, medicine, and other vital services. Determine if this need exists, the level of ridership which the current services are getting, and the best role for the Commission in terms of providing needed financial support.

LACTC/SCRTD REORGANIZATION

On May 4, 1992, the state legislature passed and sent to the governor for his expected signature a bill (AB 152) to create a new Los Angeles County Metropolitan Transportation Authority (MTA). The MTA will replace the Los Angeles County Transportation Commission and the Southern California Rapid Transit District and will be governed by a 13-member board of directors, including the five members of the County Board of Supervisors, the Mayor of Los Angeles and three other city representatives, plus four members appointed from other cities in the county. The goals of the legislation are: to create a unified organizational structure; to increase public accountability; to eliminate conflict; and, to eliminate duplication of effort and streamline the transportation planning process. To this end, the new MTA will consist of three organizational sub-units: a planning unit, an operating unit and a rail construction unit.

MTA will become effective February 1, 1993. A summary of key milestones for the LACTC/SCRTD merger is included in the Appendix, Section 6.

Pending further direction from the LACTC board or the Ad Hoc Reorganization Committee (a committee of the board), this budget assumes a 12 month fiscal year and excludes cost savings associated with the reorganization at this time. Because MTA becomes effective February 1, 1993, and LACTC ceases to exist as of April 1, 1993, these budget assumptions provide a baseline against which the cost savings brought about by the merger can be calculated. Given the other high priority issues facing the new board, it is likely that the MTA will use a combined LACTC/SCRTD baseline

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

budget on an interim basis while it establishes the new organizational structure and develops the FY 93-94 budget.

Economic Hard Times

As the public commitment to making transportation improvements has grown, LACTC has been able to secure substantial funding commitments for transportation investment from local, state and federal sources. The public, especially, has made transportation improvement a priority in Los Angeles and throughout the state. By passing Proposition A in 1980, the public has committed one-half-of-one-percent of all their taxable purchases to transportation. Thanks to this investment, LACTC has been able to subsidize bus fares, build and operate the Blue Line, provide shuttles and mini-vans to supplement the bus and rail lines, fund rideshare programs, provide wheelchair lifts and safety equipment, and provide Dial-a-ride services for the elderly and handicapped.

Ten years later, the voters reaffirmed their commitment to building a solid transportation infrastructure by voting for Proposition C, another half cent sales tax for transportation. Together they total a one cent sales tax and will make up 35% of the potential transportation revenues to Los Angeles County in FY 92-93. Also in 1990, the California voters passed a series of Propositions which established a gas tax for transportation and the sale of bonds to finance the needed capital infrastructure. Late in 1991, the federal government followed suit by passing the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, these additional financial revenues are not arriving as hoped for. The economic recession significantly affected our sales tax receipts. The President has proposed an appropriations level for FY 92-93 which is 20% below last year's appropriations and 40% below the just recently authorized levels in the ISTEA legislation. When the reality of the reduced revenues is matched against the public's demand for mobility improvement and the aggressive program outlined in the 30-Year Plan to meet the public's demand, the transportation industry faces a year of austerity.

Proposition A Sales Tax

The primary source of revenues that the Commission relies on to fund the transportation programs throughout the county is sales tax receipts which are down 15.7% (\$69 million) from projected levels. That missing \$69 million could have paid for 10.6 million bus service miles, 862,500 bus services hours, 34 Blue line cars, or 34.5 miles of HOV lanes.

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

Prior to the recession, sales tax revenues had been expected to rise 6.3% per year on average, an increase for Proposition A alone from \$414 million in FY 1990-91 to \$440 million in FY 92-93. Instead, actual Proposition A sales tax receipts in FY 1990-91 dropped 3.5% from earlier estimates coming in at \$400 million. Currently, the FY 91-92 Proposition A sales tax receipts are estimated to come in 7.3% below FY 1990-91 actual receipts. The variation in this funding between anticipated and actual receipts is illustrated in Exhibit 1-F. Over the period FY 92-97, the cumulative loss in Proposition A sales tax will amount to nearly \$600 million below anticipated levels (see Exhibit 1-G).

For FY 92-93, we are projecting that sales tax receipts will be about equal to the dollars received in FY 91-92, representing a 20.7% shortfall from anticipated levels.

Proposition C Sales Tax

Proposition C receipts are problematic for two reasons. First, they are impacted by the same economic forces as Proposition A receipts; therefore, receipts are significantly lower than anticipated levels. Second, we may not spend the receipts because the validity of Proposition C is currently undergoing a court challenge. In May 1991, the LACTC Board resolved not to spend Proposition C principal until the litigation is clarified in order to protect LACTC in event that the validity of the tax is overturned and the Commission is forced to repay the collections to date. Before the end of FY 91-92, the California Supreme Court is expected to decide whether to hear the case. This budget is prepared assuming that Proposition C is not available during the FY 92-93 year.

Benefit Assessment Districts

The Benefit Assessment Districts, which fund \$130.3 million of the Metro Red Line Segment 1, are facing a court challenge, the outcome of which is scheduled to be determined during the coming fiscal year. Meanwhile, LACTC will continue to advance Proposition A funds to cover the interim shortfall.

State Funds

Several of the state funding sources also are impacted by the recession, most notably Transportation Development Act (TDA) and State Transit Assistance (STA) funds which are sales tax based and provide capital and operating assistance to eligible bus and rail operators. These funds are particularly critical sources of bus program revenues.

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

Other state funds, Proposition 108 dollars for example, require local matching funds and are paid on a reimbursement basis; therefore cuts in local funding which require decreases in programs have a double impact. Without Proposition C, for example, LACTC will forego \$51 million in Proposition 108 rail bond dollars in FY 92-93.

Federal Funds

Despite the passage of federal ISTEA legislation, which makes authorizes \$880 million in new revenues for transportation in Los Angeles County between FY 92-93 and FY 97-98, actual allocations of federal dollars have been lower than authorized amounts. For example, Los Angeles County's Section 3 NEW START Metro Red Line Segment 2 allocation for FY 92-93 is \$69.1 million, \$65.9 million below the authorized \$135.0 million. While these dollars do not impact LACTC's FY 92-93 budget because of fund drawdown schedules, they impact the overall funding of the rail project.

Impacts

Some of the ways these revenue shortfalls will impact LACTC's plans for FY 92-93 are profound. All bus expansion will be delayed and capital resources will be required to maintain current level operation. HOV lanes planned for implementation will be delayed, Freeway Service Patrol will be limited, and the Traffic Signal Synchronization effort will be preliminary. TDM program implementation will be less than what would be required to meet AQMD goals. Rail projects will face severe cutbacks. Without Proposition C, the long sought after purchase of the Santa Fe rights of way will be delayed along with other related rights-of-way purchases. Planned station enhancements will have to be delayed as well to preserve limited Proposition A rail dollars.

Consequently, the length and depth of the recession, combined with funding delays, will require the Commission to adhere to a bare bones budget which recognizes cash flow realities. LACTC has implemented cost savings measures and improved financial controls to stretch every transportation dollar as far as possible. The FY 92-93 budget reflects a \$4 million reduction overall from the current year's budget in discretionary line items like travel, office supplies, and automobile expenses. This represents a 38% reduction per employee. In addition, the budget presented for your consideration includes no cost of living adjustment (COLA) in FY 92-93 for Commission staff. Additionally, tighter contract monitoring procedures have been implemented to control consultant, legal and contractor costs. These actions focus all available resources on efficient implementation of transportation policy.

**LACTC MEMBERS AND ALTERNATES
EXECUTIVE DIRECTOR'S BUDGET MESSAGE**

THE PROPOSED BUDGET

This year's budget is designed to be as user friendly as possible in the context of complex governmental funding requirements. The proposed budget includes the Commission's General and Capital Funds, including both light and heavy rail, LACTC's support for the Southern California Regional Rail Authority (SCRRA) projects, the SCRRA itself, and various Special Revenue Funds including Rail Start-Up Operations for both the Metro Red and Blue Lines. Requests for increased resources are presented in modules to enable policy makers to approve levels commensurate with rapidly evolving priorities and environmental changes.

The core includes request for 23 total staffing increasing in the following special initiative areas:

- 16 Commuter Rail (7 of which are paid for by other counties)
- 2 Traffic Signal Support
- 2 TDM
- 3 Economic Development and Technology Transfer

LACTC is forecasting that the total expenditures will increase 10.5% to nearly \$1.7 billion in FY 92-93. This adjustment is due to increased capital expenditures on the four rail lines currently under construction. Agency costs are forecasted to decrease 6.4% from budgeted FY 91-92 levels.

Section 2 describes the budget revenue and expenditure plans. Its purpose is to explain how LACTC allocates resources to achieve mobility goals. It answers the questions:

- What is the basic financial position of the Commission?
- What are the sources and uses of the revenues we depend on to finance our transportation work?
- How are those revenues doing?
- What expenditures are included in the operating budget action?
- What is the plan for revenues and expenditures in FY 92-93?
- What changes in staffing will be needed to accomplish the Commission's goals?

Section 2 divides the staffing and budget requests into four parts, a core budget and three "modules," in order to clearly present the policy issues addressed in the budget. The Core Budget includes the basic requirements needed to maintain programs and priorities up to minimum standards and to advance only the critical special initiatives. If Proposition C is validated by the courts, a complete Module 1 ("Proposition C ") will be brought to the Commission for consideration and action. This module will include all increases in staffing and funding levels needed to administer Proposition C

LACTC MEMBERS AND ALTERNATES EXECUTIVE DIRECTOR'S BUDGET MESSAGE

and changes in funds programming needed to fully leverage all transportation dollars available to the Commission. Module 2 ("Pending Audit") contains currently identified positions and funding required to implement plans for improved controls and accountability. Module 3 ("Pending Merger") includes positions which have been requested by managers to meet current program requirements; however, it is recommended that these needs be reassessed later in the context of the LACTC/SCRTD reorganization. The Commission may choose to pass the Core Budget and Modules in whatever combination it deems appropriate based on the policy decisions presented.

Section 3's purpose is to describe to people who may be unfamiliar with the Commission how the LACTC is structured and what LACTC does. It answers the questions:

Who is LACTC?

Who is served by LACTC?

How does LACTC serve its customers?

What are the core projects and major objectives for FY 92-93?

What changes in that structure are pending?

What have been the major achievements of LACTC?

Sections 4 and 5 are, respectively, the budgets of the Rail Construction Corporation (LACTC's subsidiary) and the Southern California Regional Rail Authority (the joint powers authority of LACTC is a member and for which LACTC is the commuter rail administrator).

Section 6 contains useful items of a supporting or explanatory nature, like a glossary of acronyms.

Overall, the proposed budget is intended to present LACTC's first year of the 30-Year Integrated Transportation Plan clearly to enable policy-makers to decide how to most effectively invest the public's resources in the transportation infrastructure of Los Angeles.

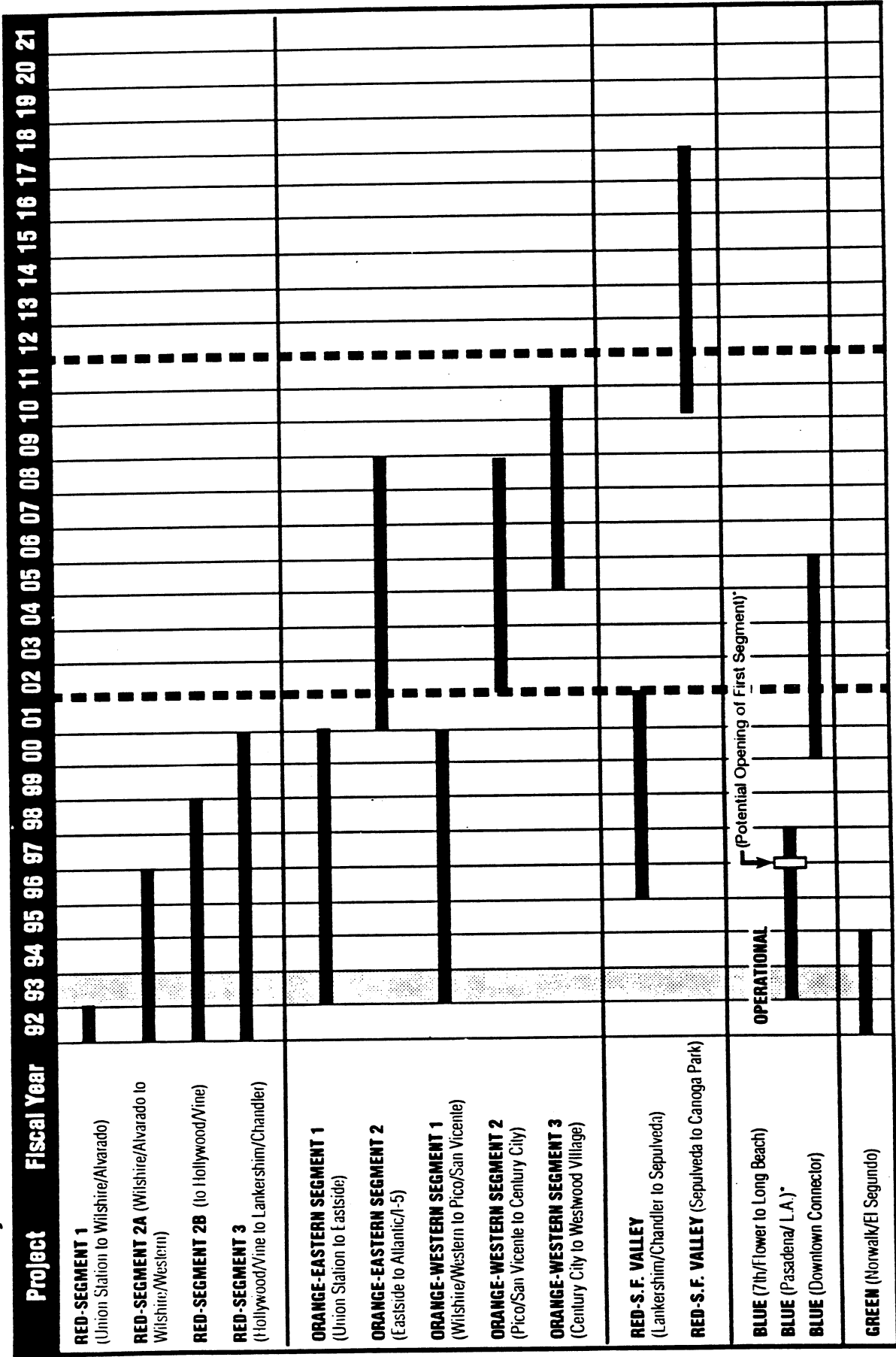
PREPARED BY: TERRY MATSUMOTO
Controller



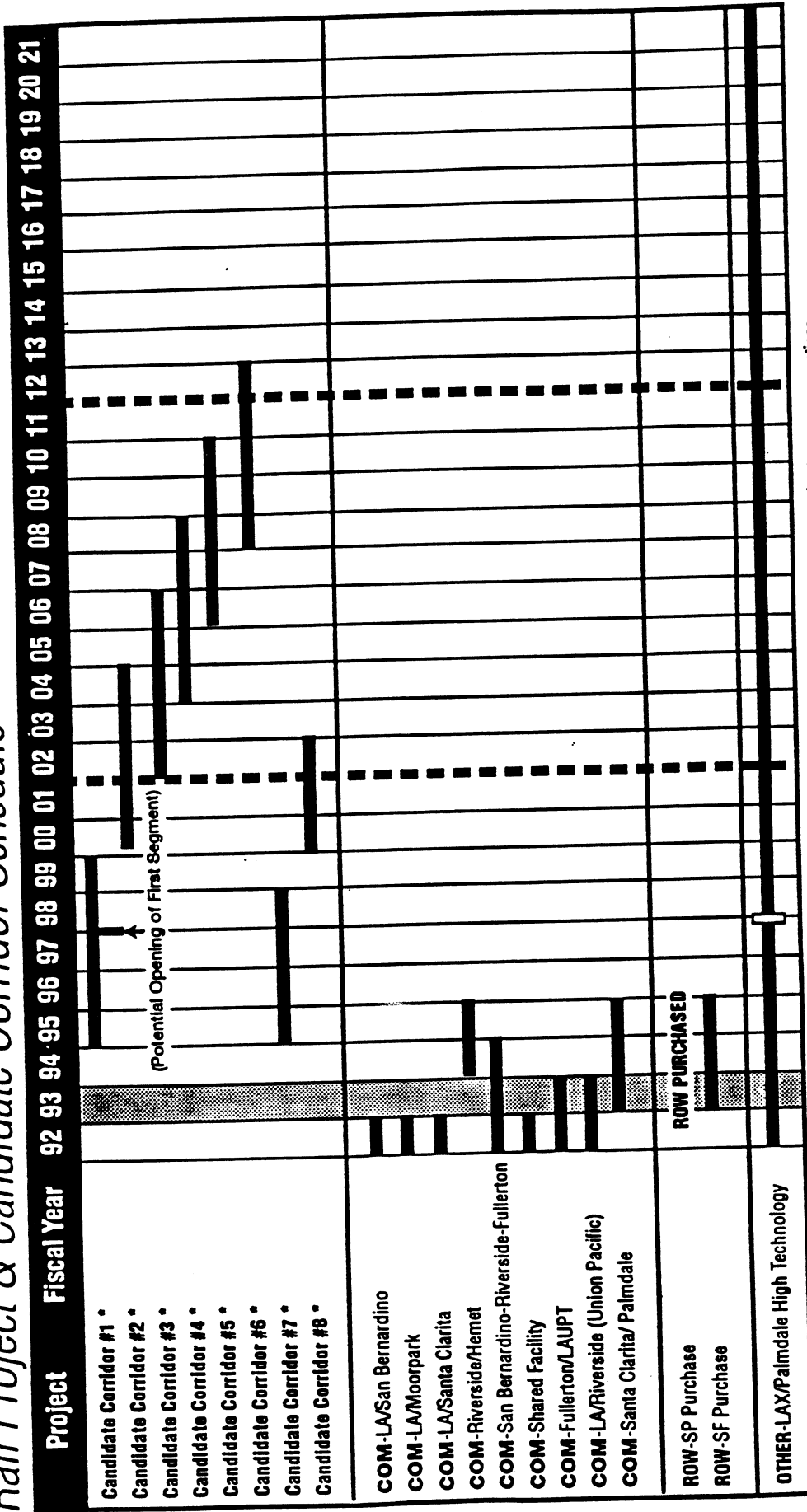
NEIL PETERSON
Executive Director

LACTC 30-Year Integrated Transportation Plan

Rail Project & Candidate Corridor Schedule



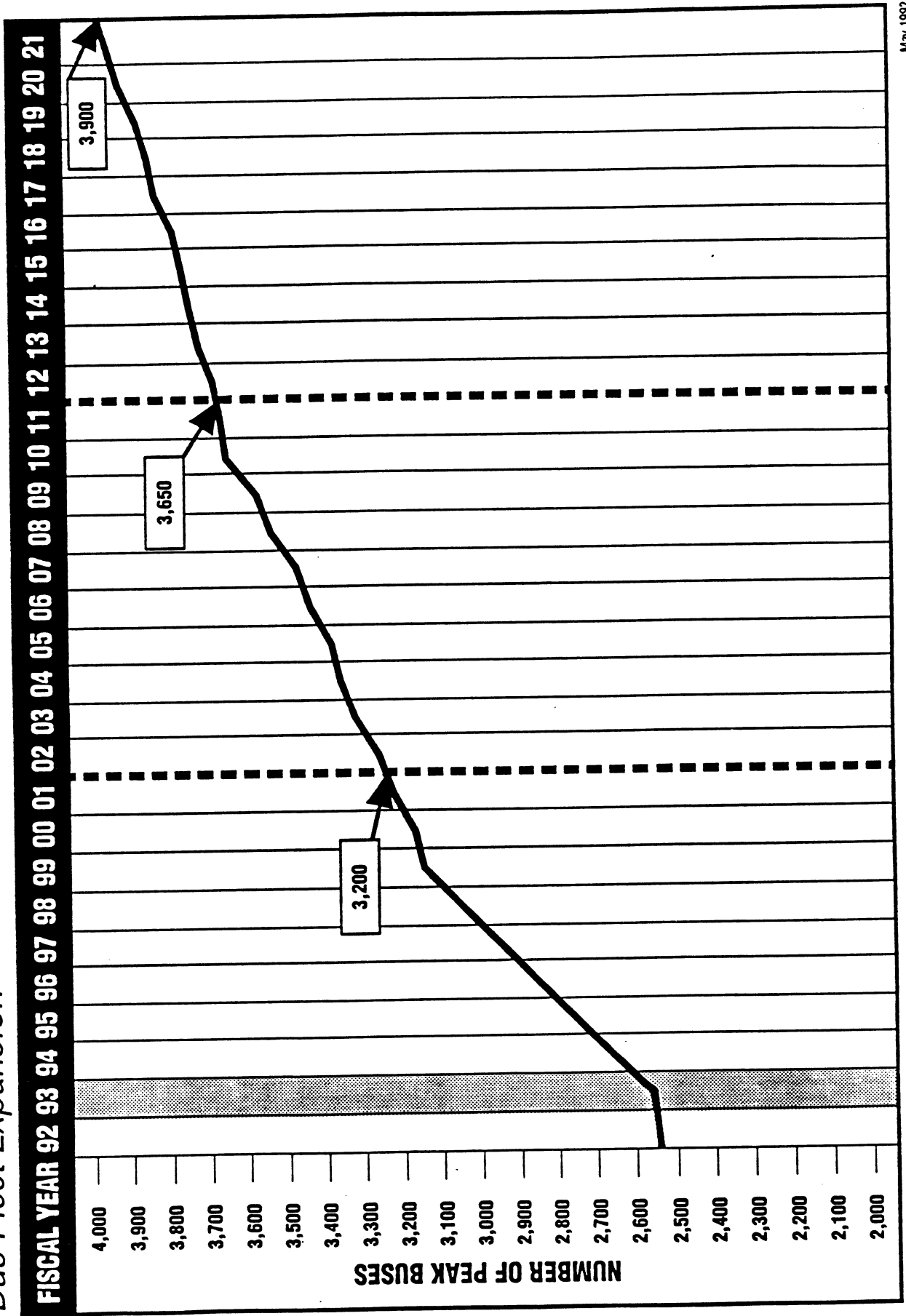
LACTC 30-Year Integrated Transportation Plan Rail Project & Candidate Corridor Schedule



* Where applicable, segments of corridor will open prior to construction of entire project to accelerate revenue operations.

LACTC 30-Year Integrated Transportation Plan

Bus Fleet Expansion



May 1992

CHART/15

LACTC 30-Year Integrated Transportation Plan

Schedule of Highway Projects

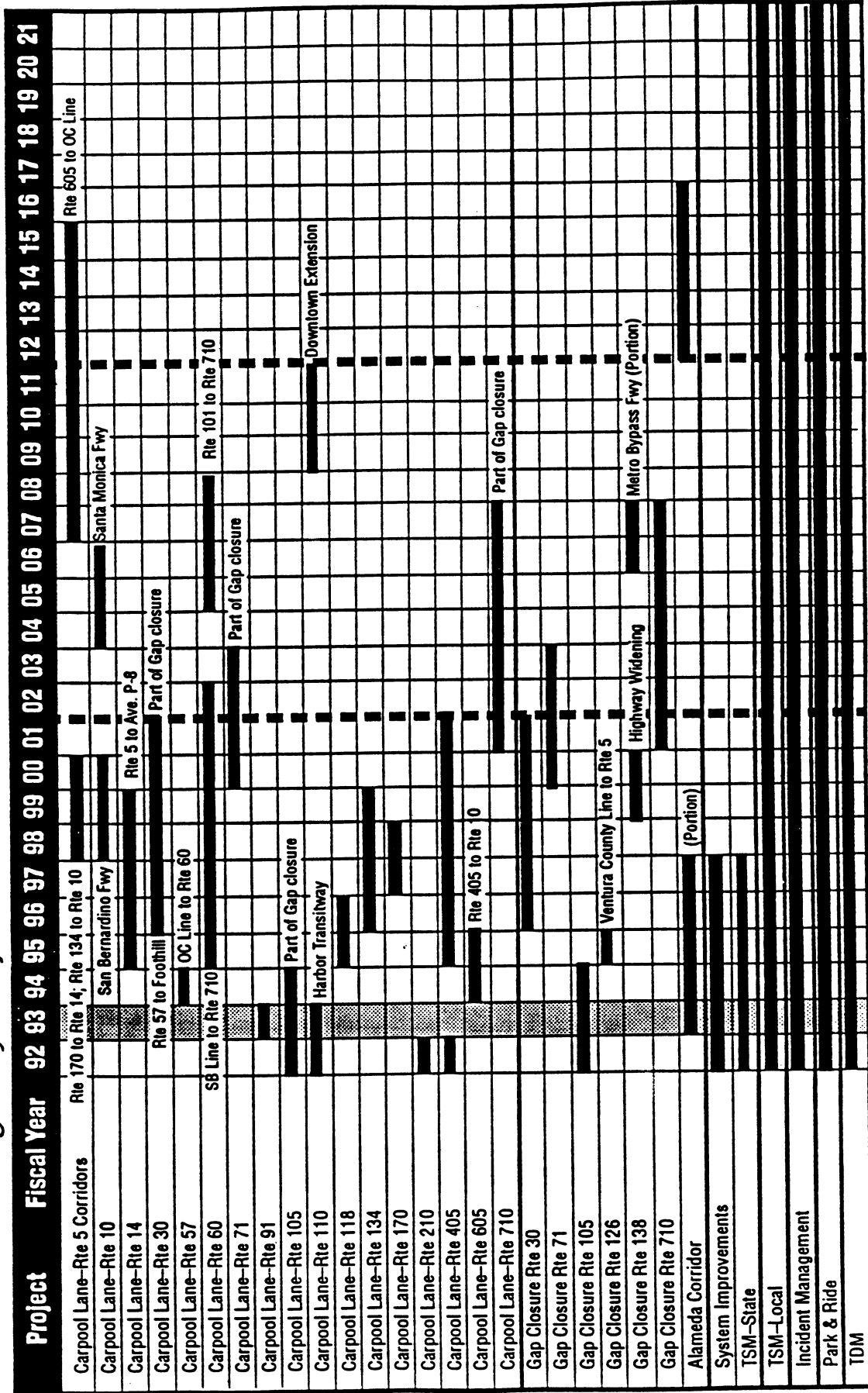
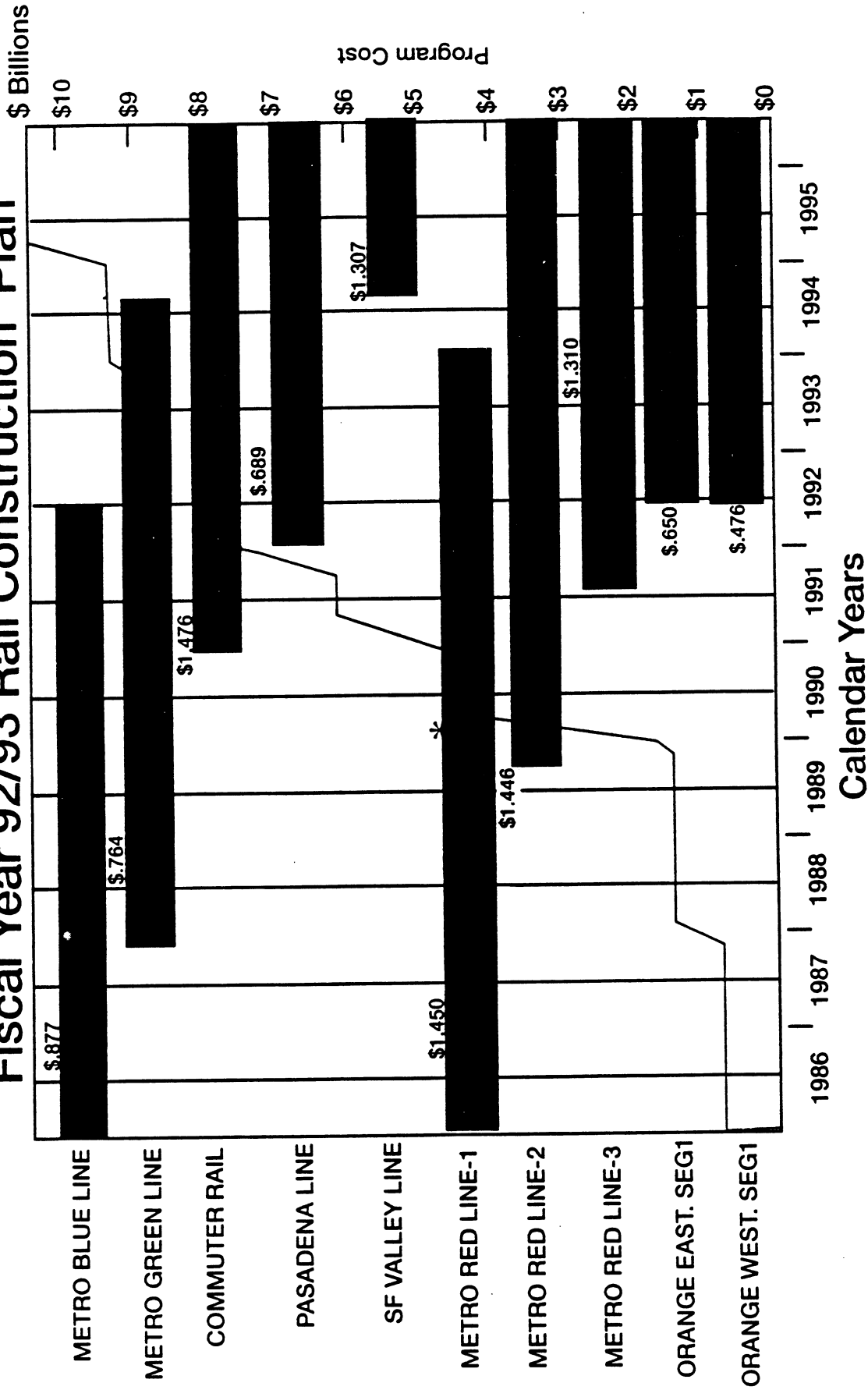


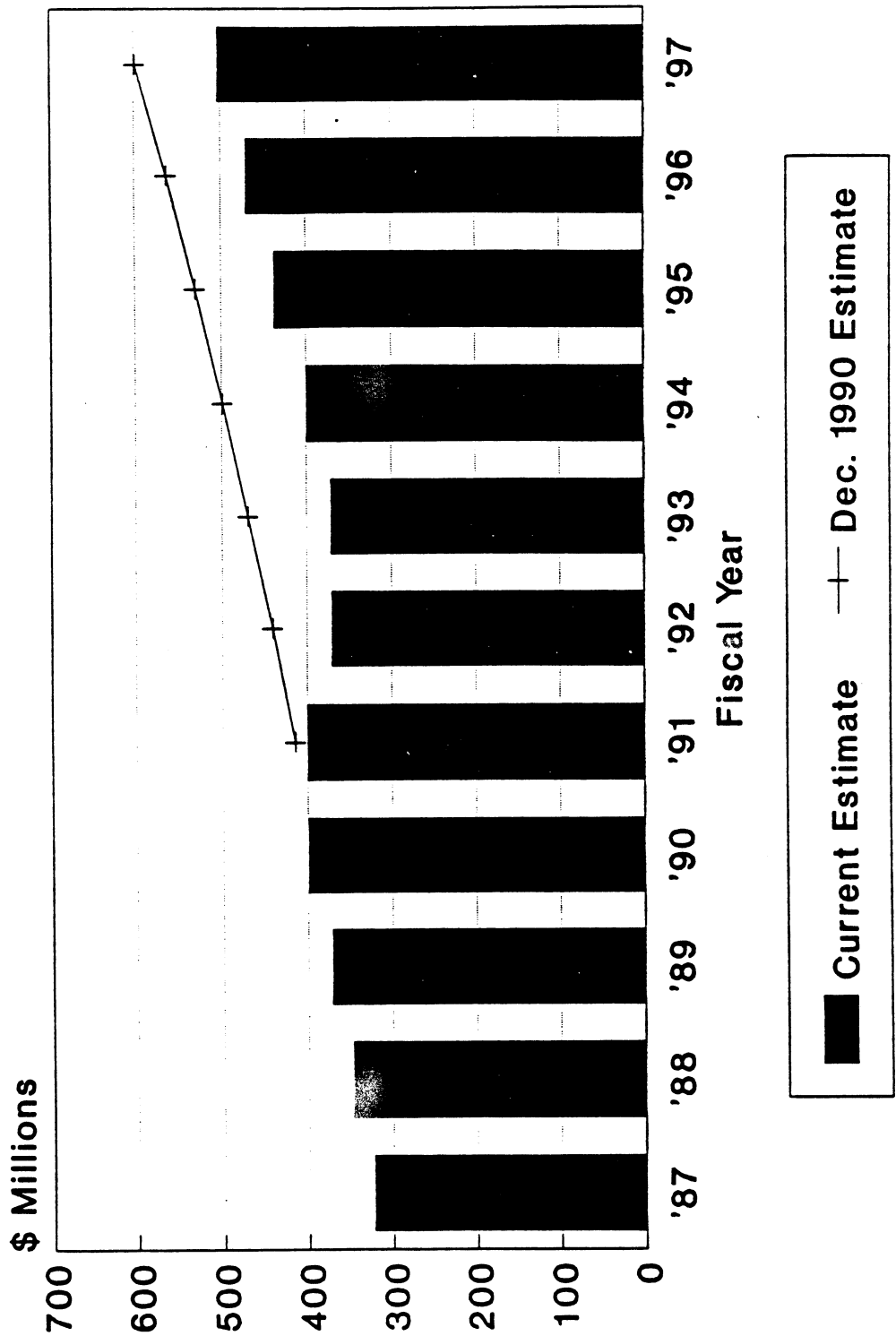
EXHIBIT 3

Los Angeles County Transportation Commission Fiscal Year 92/93 Rail Construction Plan



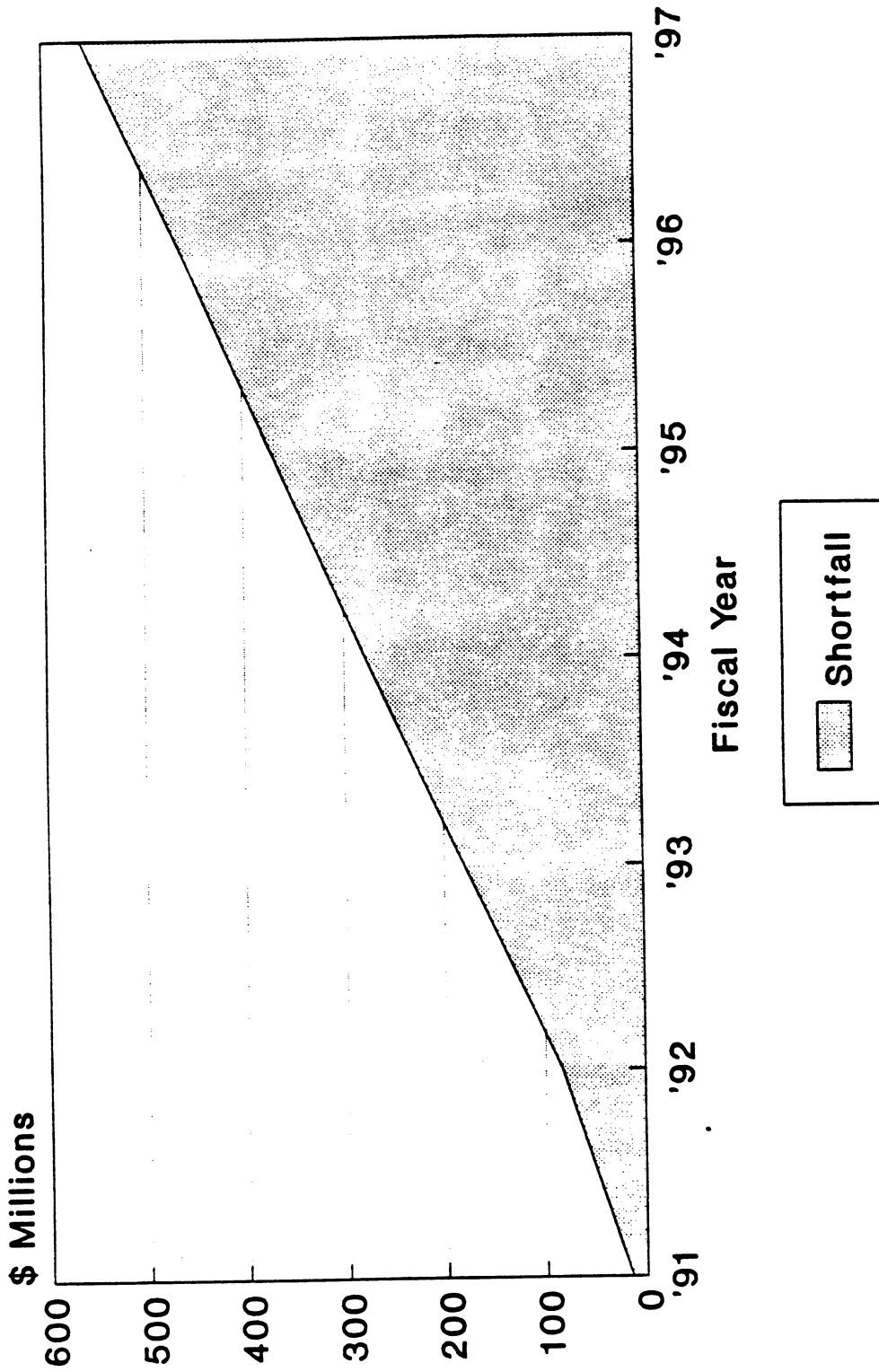
* Increase reflects transfer of Red Line in July, 1990 to LACTC

Proposition A Receipts FY 1986-87 Through FY 1996-97

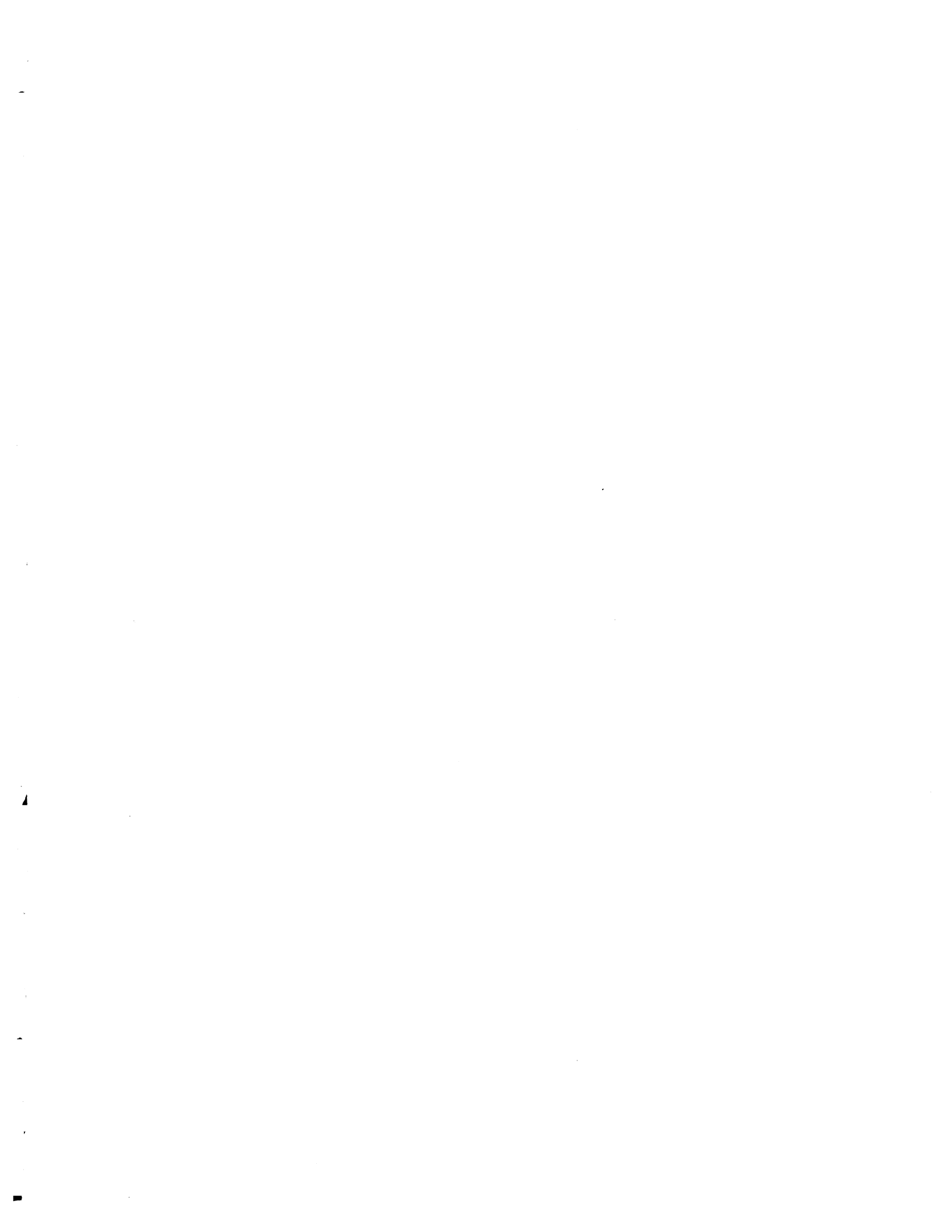


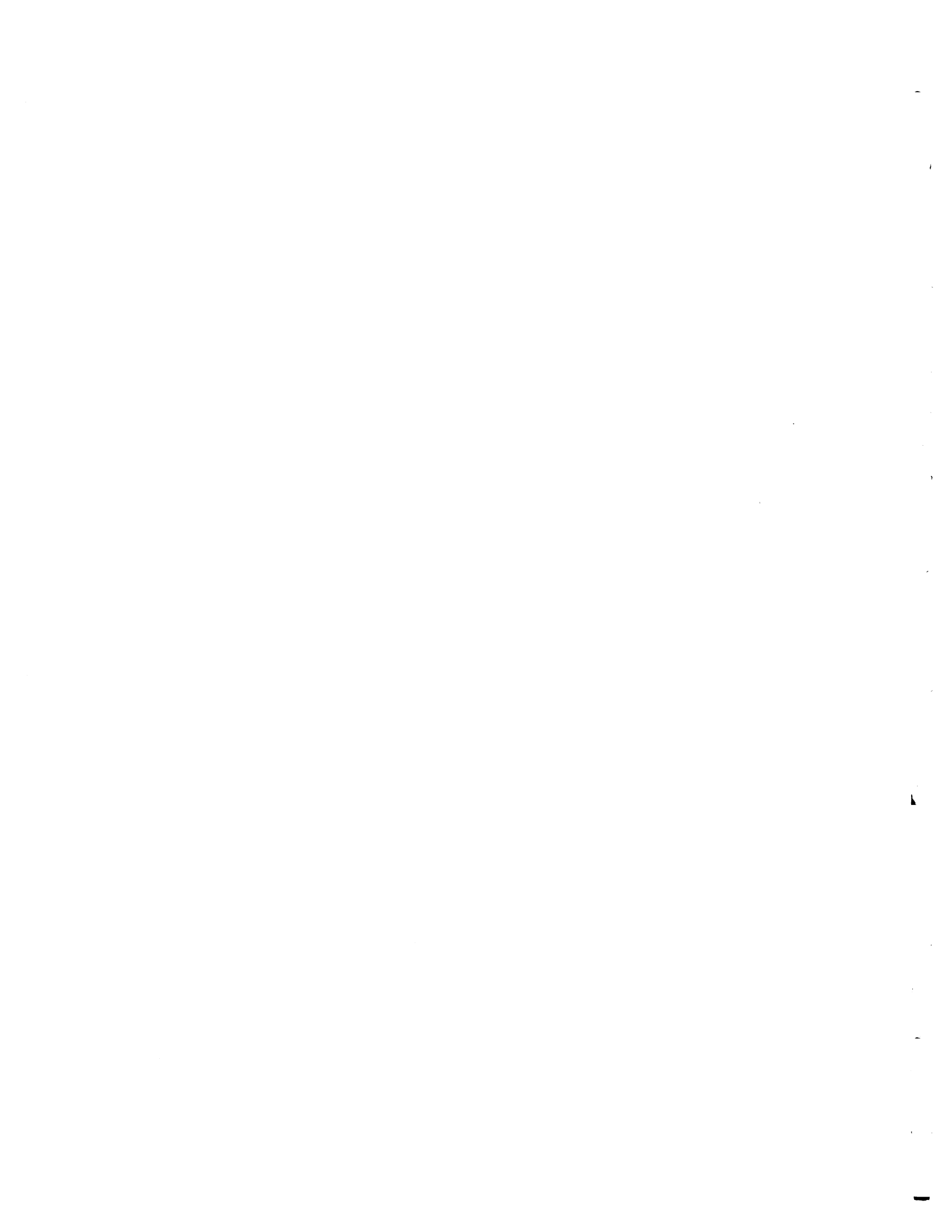
Budgeted FY '92 Estimate was \$434 M

Proposition A Receipts Cumulative Shortfall









2. The Budget



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

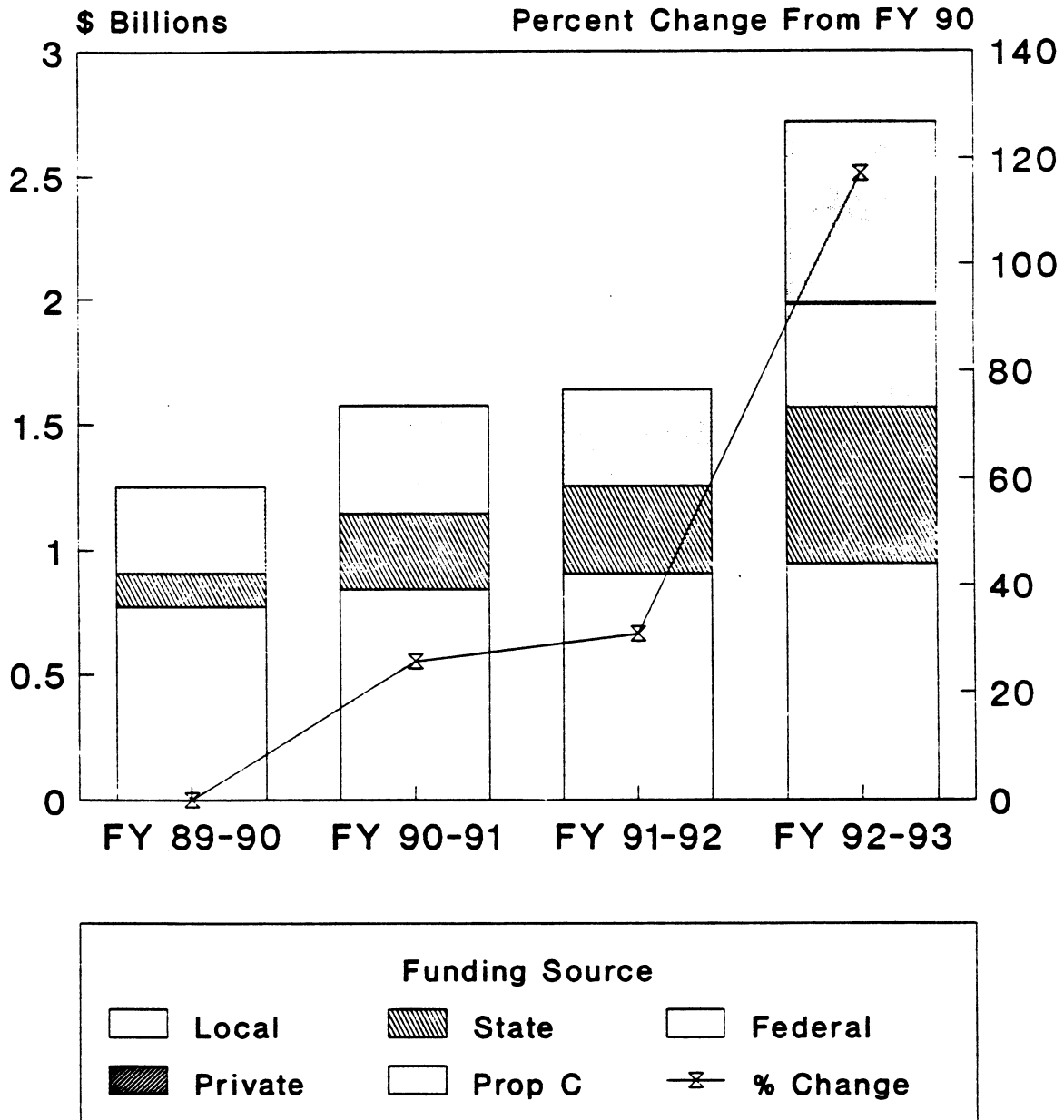
TRANSPORTATION FUNDING PROGRAM

Since FY 89-90, LACTC has increased the level of transportation funding to Los Angeles County by 117%. In terms of public willingness to fund transportation solutions, the public's commitment to transportation has more than doubled. This growth in commitment is illustrated in Exhibits 2-A and 2-B. Exhibit 2-C shows the detailed break down of the revenues by source and transportation mode which will comprise funding for the FY 92-93 program.

Over \$3.1 billion in federal, state and local funds will be programmed for the Metro transportation system in FY 92-93. Exhibit 2-D shows the level of LACTC programming and approval responsibility for the year's funding. From the \$3.1 billion, LACTC will be responsible for programming \$2.5 billion (82%) and will review and approve another \$103.6 million (3%). The remaining \$471.6 million (15%) will be programmed by both LACTC and other agencies.

Overall, 66% of the funds will be programmed for capital as shown on Exhibit 2-E and 34% for operations. These funds programmed for FY 92-93 by transportation mode and source are shown on Exhibit 2-F and 2-G respectively.

Transportation Funding Dollars Programmed by LACTC



Local revenues exclude financings

LACTC FUNDING ACCOMPLISHMENTS

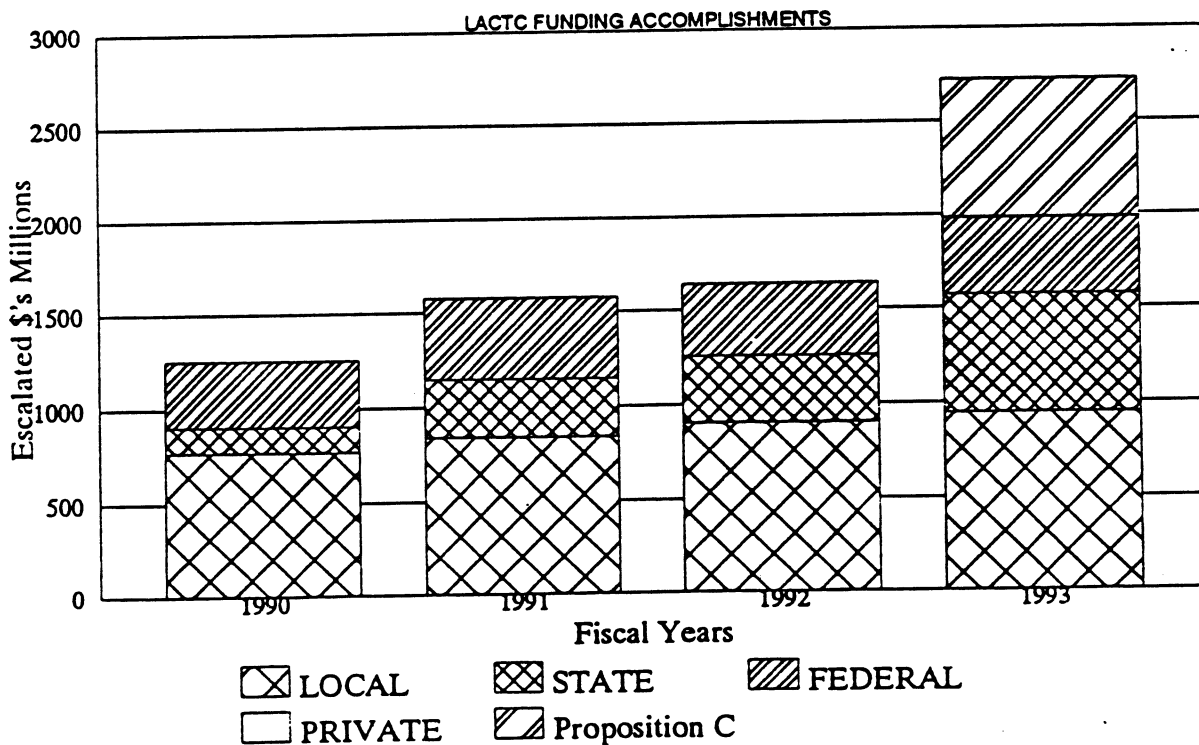
Fiscal Years 1990 to 1993

Exhibit 2-B

(ESCALATED \$'S MILLIONS)	1989 1990	1990 1991	1991 1992	1992 1993
Proposition C	n/a	n/a	n/a	736
LOCAL				
Rail	141	169	225	224
Bus	626	664	621	680
Highway & TDM	5	8	58	40
SUBTOTAL LOCAL (W/O PROP C)	771	841	903	944
STATE				
Rail	39	63	196	328
Bus	1	7	9	9
Highway & TDM	95	234	147	286
SUBTOTAL STATE	135	304	352	623
FEDERAL				
Rail	146	112	140	195
Bus	103	79	100	127
Highway & TDM	98	238	144	88
SUBTOTAL FEDERAL	347	429	383	410
SUBTOTAL PRIVATE	0	0	0	7
TOTAL SOURCES	\$1,253	\$1,575	\$1,639	2,720

NOTES:

1. Local revenues excludes LACTC financing and interest earnings.
2. Proposition C includes Local Return.



LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FY 1992 - 93 BUDGET

LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
 FY 1992 - 93 PROJECTED REVENUES (MILLIONS)

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TRANSPORTATION MODE	FEDERAL FUNDS				STATE FUNDS					LOCAL FUNDS										LOCAL GRAND TOTAL		
	FTA		FED		108/116 ART XIX		OTHER			STATE TOTAL		PROP A		PROP C		PROP A/C		FARES/SAFE/ADVERTISMENT/LOCAL AGENCY			FINANCING	
	FTA	FHWA	FTA	ISTEA	TOTAL	STAF	FCR	TCI	OTHER	STATE TOTAL	LOCAL RTN	RAIL	DISC	ADM	DIRECT	INTEREST	TDA	LOCAL AGENCY	FINANCING		TOTAL	GRAND TOTAL
BUS TRANSIT																						
Capital	47.3*		79.5	32.2*	79.5							6.9*					24.6*				41.8	121.3
Operations	47.0*		47.0	32.2*	47.0	9.3*				9.3		130.6*					145.9*				638.5	694.9
TOTAL BUS	94.3*		126.5	32.2*	126.5	9.3*				9.3		137.5*					170.5*				680.4	816.2
Rail																						
Capital	170.2*		195.2	25.0*	195.2	8.1*		18.0*	57.5*	75.5							7.7**	120.3*			524.8	795.5
Operations																					3.6***	3.6
Metrolink																						
Capital								231.8*	12.7*	244.5											16.6*	261.1
Operations						8.1*				8.1											10.0*	18.7
TOTAL RAIL	170.2*		195.2	25.0*	195.2	8.1*		249.8*	70.2*	328.1							7.7**	120.3*			555.6	1078.9
Streets & Highways & TDM																						
Capital	35.1***		64.6	29.5*	64.6			221.4*		286.0											17.7**	377.4
Operations																						
RIDESHARING & CRP Cash	23.3*		23.3		23.3																6.5*	29.8
SAFE																					6.7*	6.7
TOTAL STREETS & HIGHWAYS	35.1***		87.9	52.8*	87.9			221.4*		286.0											30.9	413.9
LACTC GENERAL FUND RESERVE																						
Capital								4.0*		4.0											35.0*	57.4
Operations																					736.0*	736.0
TOTAL	204.5*		400.6	110.0*	400.6	17.5*		471.2*	74.2*	627.5							85.9**	120.3*	137.5	16.5	420.9	3102.4
TOTAL	204.5*		400.6	110.0*	400.6	17.5*		471.2*	74.2*	627.5							85.9**	120.3*	137.5	16.5	420.9	3102.4

Refer to glossary for definition of fund acronyms.

Chart excludes carryover balances for all funds except for Prop C, which includes carryover from FY 1991 - 92. Prop C will not be programmed until litigation is clarified.

* = FUNDS PROGRAMMED BY THE LACTC

** = FUNDS PROGRAMMED BY OTHER AGENCIES AND APPROVED BY THE LACTC

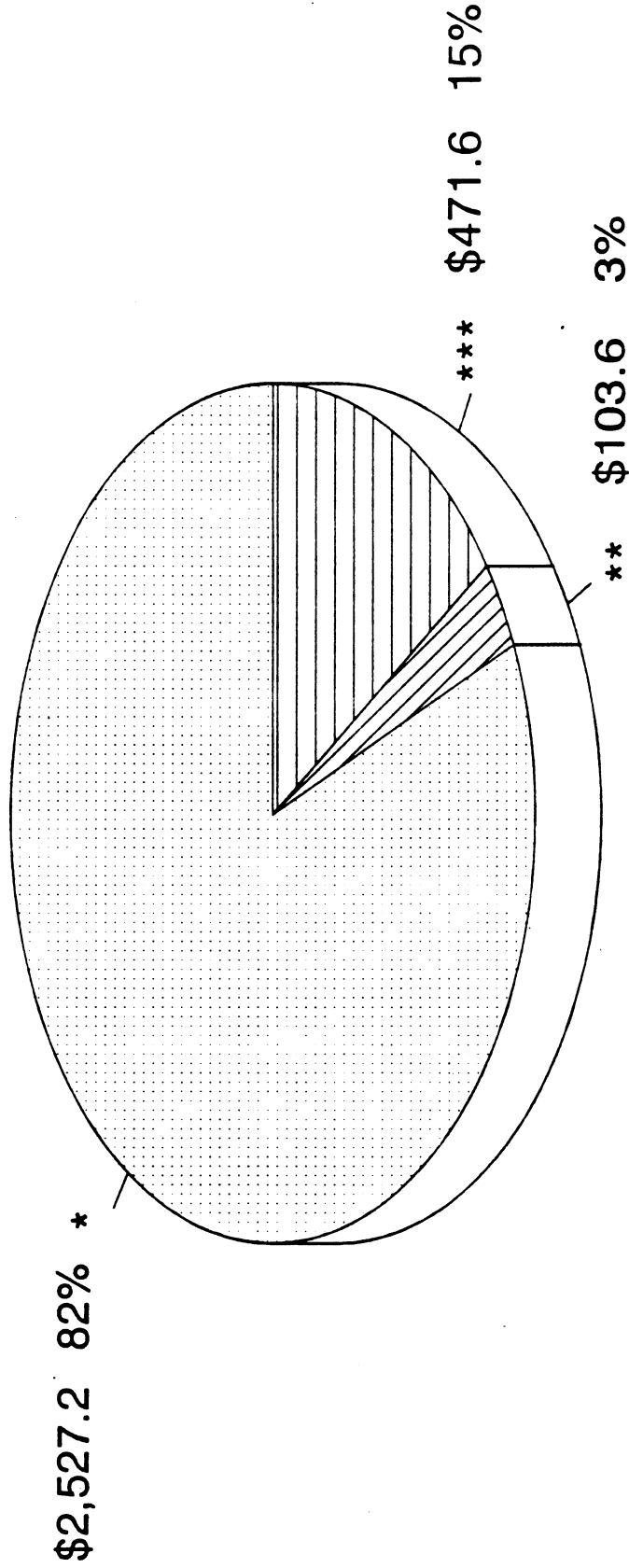
*** = FUNDS PROGRAMMED BY BOTH THE LACTC AND OTHER AGENCIES

GRAND TOTAL

Exhibit 2-C

2527.2
103.6
471.6
3102.4

LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
 FY 1992-93 PROJECTED REVENUES (IN MILLIONS)
BY WHO PROGRAMS & APPROVES



- * PROGRAMMED & APPROVED BY LACTC
- ** PROGRAMMED BY OTHER AGENCIES & APPROVED BY LACTC
- *** PROGRAMMED BY BOTH LACTC & OTHER AGENCIES. (5/11/92)

LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
FY 1992-93 PROJECTED REVENUES (IN MILLIONS)
BY CAPITAL VS. OPERATING

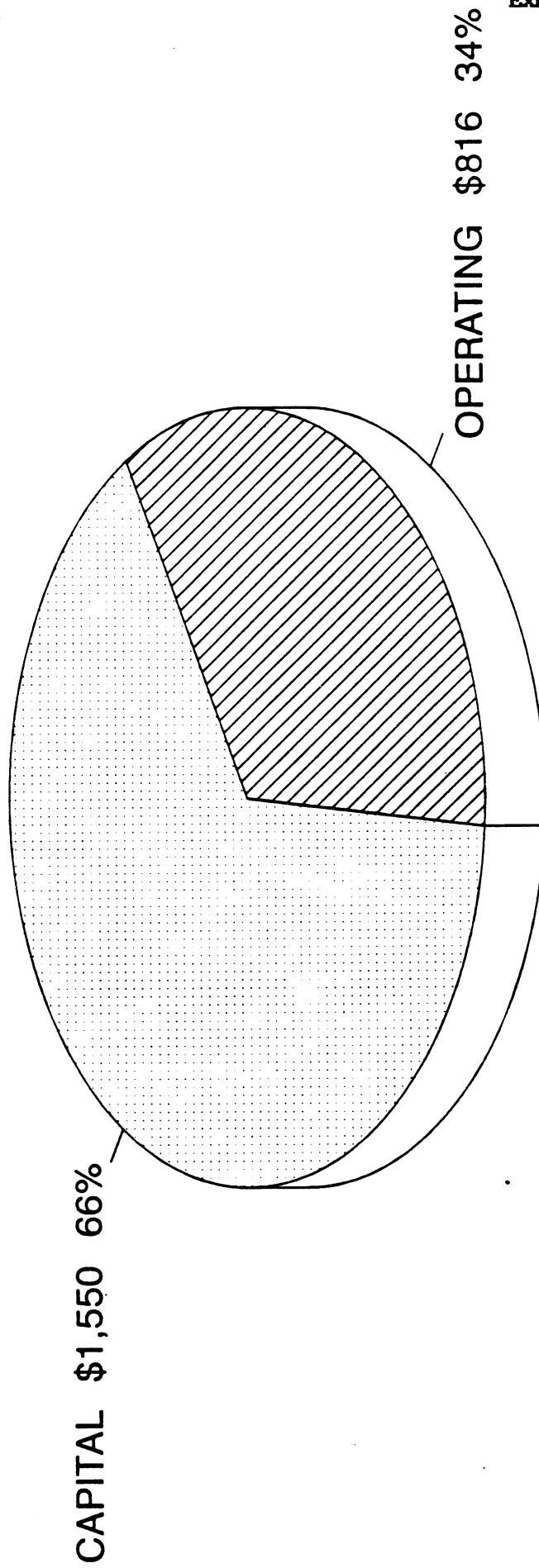


Exhibit 2-E

Prop C reserves are not included.

LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
 FY 1992-93 PROJECTED REVENUES (IN MILLIONS)
BY MODE

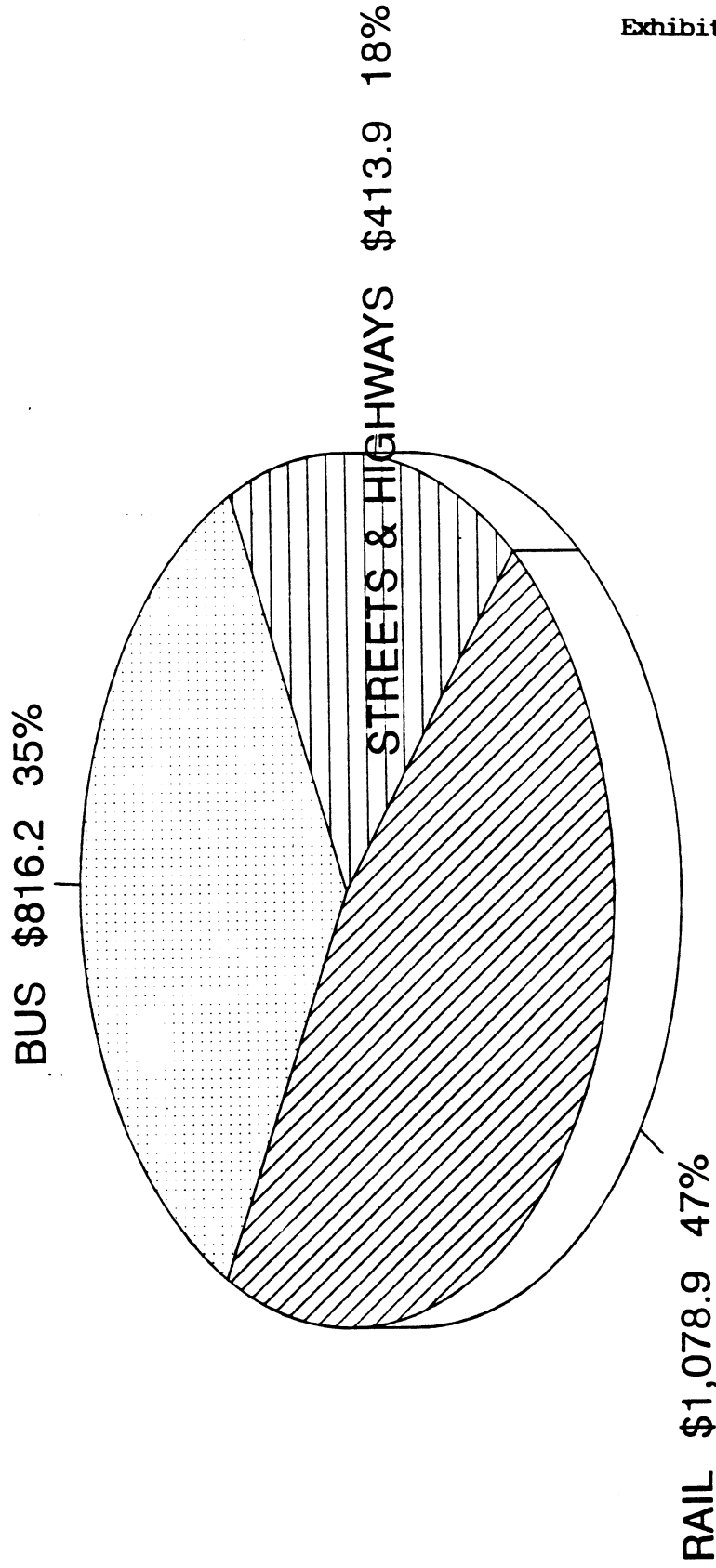


Exhibit 2-F

Prop C Reserves and LACTC General Fund are not included.

LOS ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
FY 1992-93 PROJECTED REVENUES (IN MILLIONS)
BY SOURCE

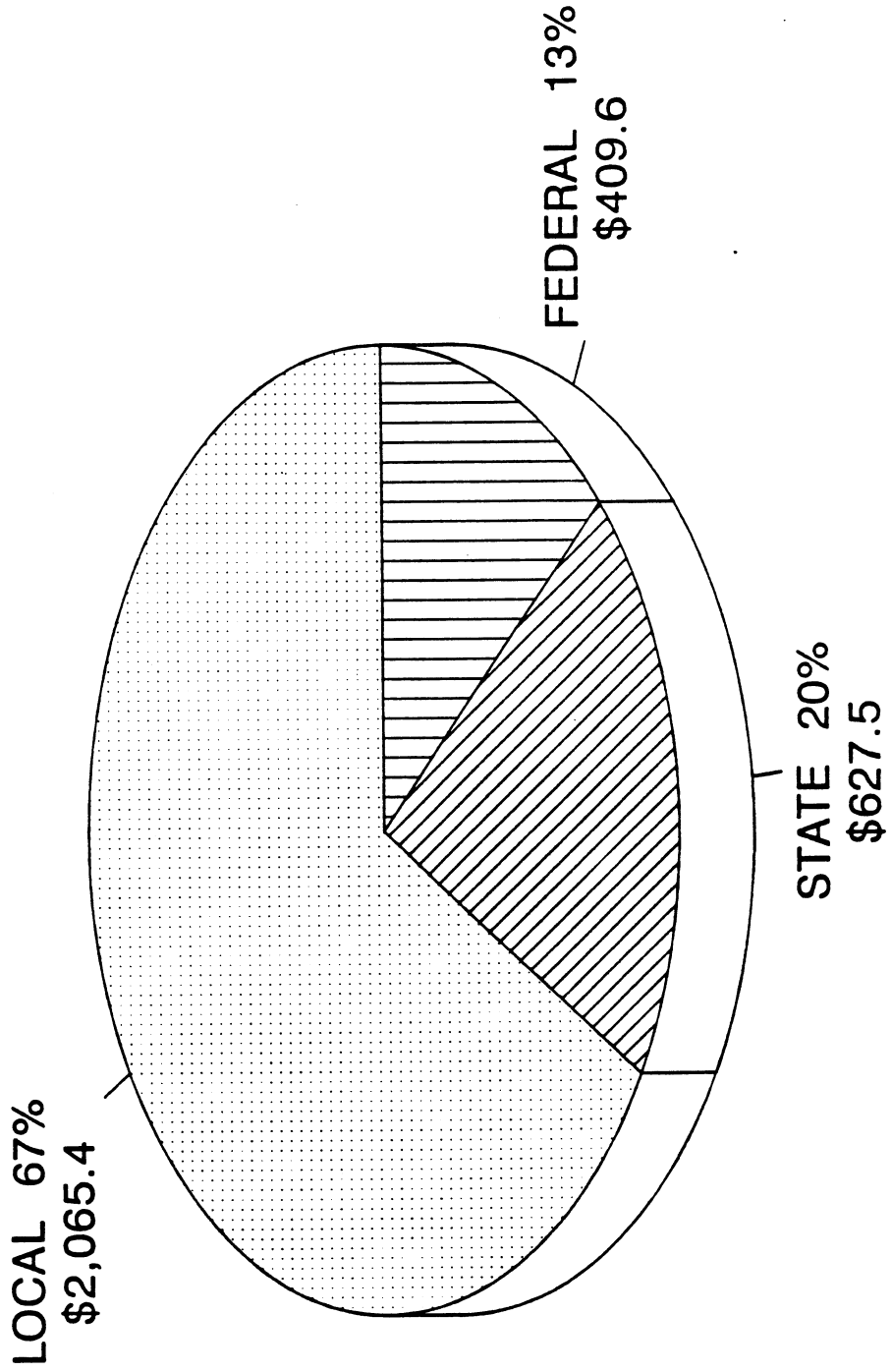


Exhibit 2-G

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

Introduction

The LACTC budget is the expenditure plan for the FY 92-93 year. In order to understand how this 12 month slice relates to the overall big picture, it is necessary to review where we have been, i.e. previous decisions and accomplishments and where we are going. Of course, being a budget, the history, the plan and the future are defined in monetary terms. A listing of accomplishments for FY 91-92, objectives for FY 92-93, and a summary of the 30 Year Plan are included in Section 3.

In order to focus on the budget year, July 1, 1992 to June 30, 1993, a combination of three traditional financial analytical tools are required. They are net worth, income/expense for the period, and cash flow.

Net Worth

The Commission's net worth is calculated in the same fashion as an individual's net worth, i.e. assets minus liabilities. However, like many individuals, a major portion of the Commission's \$1.5 billion of net worth is represented by fixed assets such as investments in land and rail assets which are not liquid, i.e. expendable. Also, the long term portion of debt which reduces net worth is not a demand on current resources since it will be repaid over time. Exhibit 2-H shows the Commission's estimated net worth and fund balances at June 30, 1992 and 1993 in a simplified fashion.

In budgetary terms, the expendable equity is referred to as "fund balance." Therefore, the Commission's annual budget focuses on current expendable resources. Although not technically precise, fund balance as described correlates to cash on hand. "Carryover" and "reserves" are other closely synonymous terms.

As shown on Schedule II-1, aggregate fund balances total \$857 million at the beginning of the year, July 1, 1992. The concept of "fund accounting" seeks to segregate those monies upon which similar use restrictions apply. Accordingly, the fund balances are shown under generic fund titles on Schedule II-1 to indicate that the monies are in some fashion restricted, i.e. cannot be arbitrarily shifted from one use to another. Propositions A and C are special revenue funds but are shown separately from the rest for emphasis.

The *Metrolink* column is shown for memorandum purposes only. The *Metrolink* budget proposal is included in Section 5 of this document.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

Fund Balances

The Debt Service Fund balance of nearly \$201 million consists of monies which are earmarked for the repayment of prior borrowings (\$55 million) and proceeds of debt issued pending transfer to appropriate capital projects funds. Debt service expenditures on the Commission's outstanding debt of \$1.8 billion will account for nearly 7% of all expenditures.

Special Revenue Funds other than Propositions A & C are further detailed on Schedule II-2. Being "special" revenues, these funds have various use restrictions imposed by the revenue source, i.e. SAFE revenues, \$1 per car registered in Los Angeles County, can only be used for the purposes allowed under the State legislation which created the Service Authority for Freeway Emergencies. For further detailed descriptions of source based restrictions, see the descriptions of fund sources in Section 3.

LACTC Capital Projects, rail line construction, are detailed on Schedule II-7 and actual construction activities are described in the RCC budget, Section 4. The amounts shown on Schedule II-7 include pre-construction activities on rail development and the Commission's share of *Metrolink* in addition to the construction costs by rail line described in the RCC budget.

The Proposition C Fund balance is the accumulation of Proposition C revenues from the inception of collections beginning in June 1991. By Commission resolution, the principal amounts and Local Return interest have been held in reserve pending the outcome of a lawsuit challenging its validity. Other prior interest earnings have been programmed and spent.

The Proposition A Fund balance represents still to be disbursed allocations to transit operators under the 40% Discretionary program. These funds by Commission policy are dedicated to bus operations within the County. The 25% Local Return and the 35% Rail monies are disbursed/transferred from the special revenue fund immediately upon receipt.

The General Fund, by definition, accounts for the funds not required to be shown elsewhere. These monies have historically been used to fund Commission administration, as well as demonstration and new initiative programs such as the Freeway Service Patrol, Zero Emission Vehicles, the Congestion Management Agency, Transportation Demand Management, and Consolidated Transportation Services Agency (CTSA). The beginning fund balance of \$1 million is working capital.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

Income/Expenditures During the Period

The second factor in analyzing the Commission's financial health is the current revenue picture described in the upper half of Schedule II-1. A simplified income statement is presented in Exhibit 2-I.

Revenues

Proposition A sales tax revenues of \$364 are approximately 16% less than the FY 91-92 budget (\$434 million) estimate. Exhibit 2-J shows Proposition A revenue data for the period FY 87-97. The UCLA projections shown were made prior to the civil unrest events of May 1992. The impact of those events cannot be quantified at this time. The line shown on the chart is the projection of future revenues made a year ago. The difference in the projections is attributed to the national and local recession throughout the period shown and the impact of the State court's aerospace industry sales tax relief decision in 1991 which negatively impacts FY 91-92 and FY 92-93.

Federal, state and other local funds total \$490 million, 31% of inflows for the year. Funds are allocated to the Commission based on formulas and project specific grant applications.

It is important to note the extent of borrowing estimated to be required during the year: \$339 million, 21%, of the \$1.5 billion of total inflows for the year. While \$158 million is available through the existing commercial paper program, \$181 million more will have to be borrowed through non-traditional techniques, i.e. not senior lien tax exempt bonds.

Expenditures

Planned uses of funds, the lower section of Schedule II-1, during the year include rail development projects, including the Commission's commitment to commuter rail (\$879 million), transportation subsidies totaling \$221 million consisting of the 40% Discretionary Proposition A (\$136 million) to bus operators and the 25% Proposition A Local Return Program (\$85 million) for cities and debt service (\$118 million) on prior borrowings. On Schedules II-2, 3 and 4, rail start-up operations for Blue Line and Red Line Segment 1 total \$74 million and other projects such as the Freeway Service Patrol, TRIP and other similar projects total \$152 million, including Commission administration. For further detail, see the Commission Objectives on page 3-40 for major projects on which funds will be expended in FY 92-93.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

Schedule II-6 compares General Fund Administration with comparable values from the FY 91-92 forecast. In order to improve management visibility and control of these costs, they have been shown separately this year. The Administration costs in the FY 91-92 budget also included bus and highway planning as well as fund administration activities directly associated with the overall management of the transportation improvement program. General Fund Administration for FY 92-93 (i.e. without bus/highway planning) shows a decrease of 3.8% from FY 91-92. This decrease represents the continued impacts of the cost cutting measures implemented during FY 91-92 and improved accountability for staff time to more accurately reflect work done. The Administration total of \$8.8 million is less than 1% of the total transportation improvement program (\$3.1 billion) managed by the Commission.

On a basis comparable with the published FY 91-92 budget, Schedule II-5, the FY 92-93 amount of \$20.6 million is approximately 6% less than the FY 91-92 budget of \$22.0 million. As a result of cost cutting measures implemented during FY 91-92, the FY 91-92 forecast of \$17.3 million represents a cost savings of 23% from the FY 91-92 budget.

Cash Flow

The third element of financial analysis is cash flow. Exhibit 2-K depicts the Commission's simplified cash flow for the year. In correlation with the income statement, the year will show an increase in cash balances of \$125 million.

Budget Modules

In response to the changing environment in which LACTC policy-makers are required to allocate limited resources, this budget presents three modules above the core budget for consideration. Exhibit 2-L summarizes the contents of each module.

Core Budget. High priority programs are maintained.

The core budget contains increases in debt issuance, as well as expenditure decreases from the FY 91-92 budget. Non-critical expenses have been cut dramatically and resources have been focused on the Commission's highest priority projects. These include: SCRRRA staffing (7 of which are paid for by other counties), Traffic Signal Support, TDM, and Economic Development and Technology Transfer. Staffing levels increase slightly to meet these high priority needs.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

In past years, LACTC has adopted a COLA slightly below the CPI of the previous calendar years; however, no COLA is included in this year's budget. This is in keeping with the austerity being required of the agencies and municipal transportation programs LACTC funds.

Exhibit 2-M shows the break out of core staffing level requests by division and section. Exhibit 2-N shows each of the additional modules. Exhibits 2-O, 2-P, 2-Q and 2-R illustrate commitment of staff time by transportation mode and project. Staffing levels are maintained at a rate of less than four percent of overall program budgets for the current year.

Module 1: Prop C litigation is resolved favorably.

Module 1 will require subsequent Commission action.

Module 2: Increased resources to improve accountability is dependent upon the results of the external audit. (20 Staff, \$2.4 Million)

The management of LACTC has increased the focus on and attention to responsible fiscal and operational management. In order to implement tighter procedures for improved accountability, increased staffing and resources are needed immediately in support areas. This module will provide the resources to enhance internal and contract audit capabilities, improve financial and performance management information systems, and develop and maintain efficient policies, systems and procedures.

Also included is funding for an expanded Triennial Performance Audit which includes three parts: 1) state mandated performance audit requirements for the period FY 89-91; 2) enhanced management performance audit, emphasizing statutory compliance, organizational/management structure, use of resources, policy effectiveness, and analysis of costs versus achievements; and, 3) an internal control review to examine existing processes including the revenue cycle, payroll process, payment of expenses, control over assets, recording of liabilities, treasury activity and control over contract accounting. The Audit would be completed by December 31, 1992.

The policy options contained in this module are whether:

- 1) To include both Audit Module staffing and funding in the FY 92-93 Budget to expand internal controls and accountability immediately, contract for an expanded Triennial Performance Audit and dedicate the resources necessary to follow up on audit recommendations. Or,

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FINANCIAL POSITION AND STAFFING

- 2) To include only the Audit Module funding in the FY 92-93 budget to contract for an expanded Triennial Performance Audit and dedicate the resources necessary to follow up on audit recommendations. Revisit proposed staffing increases after audit results are available. Or,
- 3) To meet the need for increased controls with existing resources.

Module 3. Current needs may be met in the context of the merger with SCRTD. (32 Staff, \$3.2 Million) Over the next year, special efforts will be made to ensure that duplication of efforts between LACTC and SCRTD will be eliminated and that an orderly and efficient merging of the two agencies occurs. Resources requested in Module 3 are for current and anticipated needs which will be met through increased overtime and temporary help. It is possible that the work requirements could be met through the combining of LACTC and SCRTD jobs, or may be filled by staff members whose jobs might be eliminated during the combining of positions (resulting in no net increases to the staff of the combined agencies.)

Because these needs may be met through the merger, it is recommended that action on these requests be delayed and reevaluated when the analysis of the LACTC/SCRTD reorganization needs is complete.

EXHIBIT 2-H

NET WORTH/FUND BALANCES
 (\$ MILLIONS)

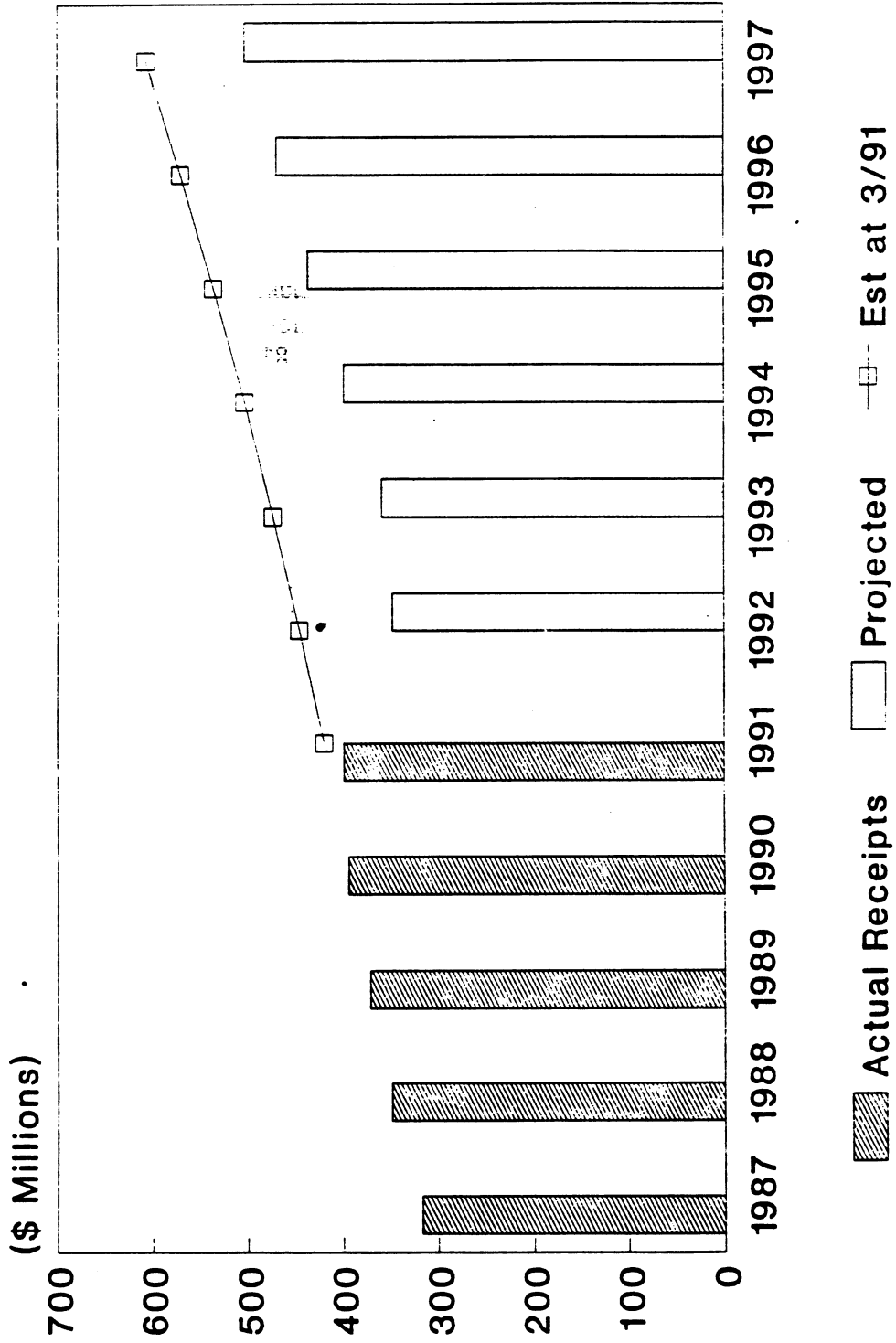
	ESTIMATED <u>6/30/92</u>	ESTIMATED <u>6/30/93</u>
<u>Assets</u>		
Cash	\$875	\$1,000
Receivables	150	150
Land/ROW	600	625
Rail Assets	1,825	2,679
Other Assets	57	38
	<hr/>	<hr/>
Total Assets	\$3,507	\$4,492
	<hr/> <hr/>	<hr/> <hr/>
<u>Liabilities</u>		
Current Payables	\$175	\$150
Bonds	1,775	2,114
Other Liabilities	50	50
	<hr/>	<hr/>
Total Liabilities	2,000	2,314
	<hr/>	<hr/>
<u>Net Worth</u>	1,507	2,178
	<hr/>	<hr/>
Total Liabilities and Net Worth	\$3,507	\$4,492
	<hr/> <hr/>	<hr/> <hr/>
Net Worth	\$1,507	\$2,178
Land/ROW	(600)	(625)
Rail Assets	(1,825)	(2,679)
Bonds	1,775	2,114
	<hr/>	<hr/>
Fund Balances	\$857	\$988
	<hr/> <hr/>	<hr/> <hr/>

EXHIBIT 2-1

INCOME STATEMENT
BUDGET YEAR ENDING JUNE 30, 1993
(\$ MILLIONS)

	PROPOSED BUDGET
Revenues	
Proposition A	\$364
Proposition C	346
State/Other Local	272
Federal	218
Interest	32
Other	4
	<hr/>
Total Revenues	1,236
New Debt	339
	<hr/>
Total Available	1,575
Expenditures	1,444
	<hr/>
Net Operations	<u>\$131</u>

PROPOSITION A REVENUES



Projection - UCLA forecast, 10/91

EXHIBIT 2-K

CASH FLOW

BUDGET YEAR ENDING JUNE 30, 1993

(\$ MILLIONS)

	PROPOSED BUDGET
Sources	
Proposition A	\$364
Proposition C	346
State/Other Local	272
Federal	218
Interest	32
Other	<u>4</u>
Revenues	1,236
New Debt	339
Decrease in Other Assets	<u>19</u>
Total Sources	1,594
Uses	
Land	25
Rail Assets	854
Rail Operations	74
Transportation Subsidies	221
Debt Service	118
Transportation Programs	152
Decrease in Current Payables	<u>25</u>
Total Uses	<u>1,469</u>
Increase in Cash	125
Beginning Cash	<u>875</u>
Ending Cash	<u><u>\$1,000</u></u>

PROPOSITION C MODULE COST	
(Will require subsequent Commission Action)	
AUDIT MODULE COST	(\$ Millions)
	TOTAL COST
20 Employees	\$2.0
Audit Contract	\$0.4
Total Audit Cost	\$2.4
MERGER MODULE COST	(\$ Millions)
	TOTAL COST
32 Employees	\$3.2
Total Merger Cost	\$3.2
Total All Modules	\$5.6

COMMISSION BUDGETED CORE STAFFING BY DEPARTMENT

	Authorized 1991-92	Proposed Core Staffing	New Positions	IMMEDIATE ACTION REQUESTED			
				FOR NEW INITIATIVES			
				COMM RAIL	TRAFFIC	R & D	TDM
DIVISION - STRATEGIC							
EXECUTIVE	9	9	0				
LEGAL	2	2	0				
POLICY ANALYSIS	6	6	0				
ECONOMIC DEV/TEC TRANS	3	6	3			3	
PUBLIC INFORMATION	9	9	0				
ART PROGRAM	6	6	0				
GRAPHICS	7	7	0				
MARKETING	5	5	0				
INTERGOVERNMENTAL	7	7	0				
AUDIT	21	21	0				
TOTAL STRATEGIC	75	78	3	0	0	3	0

DIVISION - ADMINISTRATIVE SUPPORT TEAMS

CONTRACT COMPLIANCE	20	20	0				
HUMAN RESOURCES	17	17	0				
ADMINISTRATIVE SVCS	1	1	0				
FACILITIES	12	12	0				
POLICY AND PROCEDURES	4	4	0				
MIS	1	1	0				
RECORDS MANAGEMENT	7	7	0				
PROCUREMENT	16	16	0				
RISK MANAGEMENT	3	3	0				
JOINT DEVELOPMENT	6	6	0				
REAL ESTATE	24	24	0				
TOTAL ADMINISTRATIVE	111	111	0	0	0	0	0

DIVISION - AREA TEAMS

AREA TEAM ADMIN	6	8	2				2
CONGESTION MGMT	9	9	0				
CENTRAL AREA TEAM	9	9	0				
SAN GABRIEL AREA TEAM	9	9	0				
SOUTHEAST AREA TEAM	10	12	2		2		
SOUTHBAY AREA TEAM	10	10	0				
WESTSIDE AREA TEAM	8	8	0				
SAN FERNANDO AREA TEAM	8	8	0				
CTSA/ADA AREA TEAM	6	6	0				
TOTAL AREA TEAMS	75	79	4	0	2	0	2

DIVISION - FINANCIAL SUPPORT TEAMS

FINANCE & INVESTMENTS	5	5	0				
TREASURY	4	4	0				
CONTROLLER'S OFFICE	43	44	1	1			
MANAGEMENT SERVICES	4	4	0				
CAPITAL PLANNING	14	15	1	1			
TOTAL FAST	70	72	2	2	0	0	0

COMMISSION BUDGETED CORE STAFFING BY DEPARTMENT

	Authorized 1991-92	Proposed Core Staffing	New Positions	IMMEDIATE ACTION REQUESTED FOR NEW INITIATIVES			
				COMM RAIL	TRAFFIC	R & D	TDM
DIVISION - COMMUTER RAIL							
EXECUTIVE	4	4	0	0			
ENGINEERING AND CONS	7	11	4	4			
PASSENGER FAC/COORD	2	7	5	5			
OPERATIONS	1	4	3	3			
EQUIPMENT	0	2	2	2			
TOTAL COMMUTER RAIL	14	28	14	14	0	0	0

DIVISION - RCC

RCC PRESIDENT	4	4	0				
PROJECT MANAGERS	8	8	0				
PROJECT OPERATIONS	4	4	0				
ENGINEERING ADMIN	2	2	0				
FACILITIES ENGINEERING	12	12	0				
SYSTEMS ENGINEERING	14	14	0				
THIRD PARTY COORD	10	10	0				
OPERATIONS & MAINT	6	6	0				
SYSTEM OPERATIONS	7	7	0				
CONSTRUCTION	15	15	0				
ENVIRONMENTAL SVCS	5	5	0				
CONTRACTS	29	29	0				
PROGRAM CONTROL	28	28	0				
SAFETY/RISK MANAGEMENT	3	3	0				
QUALITY ASSURANCE	4	4	0				
EXTERNAL AFFAIRS	0	0	0				
COMMUNITY RELATIONS	24	24	0				
THIRD PARTY COORD	0	0	0				
PROJECT ASST COORD	0	0	0				
TOTAL RCC	175	175	0	0	0	0	0

COMMISSION SUB-TOTAL	520	543	23	16	2	3	2
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COMMISSION BUDGETED TOTAL STAFFING BY DEPARTMENT

	Proposed Core Staffing	Proposed Total Staffing	New Positions	MODULE 1 PENDING PROP C	MODULE 2 PENDING AUDIT	MODULE 3 PENDING MERGER
<u>DIVISION - STRATEGIC</u>						
EXECUTIVE	9	9	0			
LEGAL	2	4	2			2
POLICY ANALYSIS	6	6	0			
ECONOMIC DEV/TEC TRANS	6	6	0			
PUBLIC INFORMATION	9	11	2			2
ART PROGRAM	6	6	0			
GRAPHICS	7	8	1			1
MARKETING	5	12	7			7
INTERGOVERNMENTAL AUDIT	7 21	8 22	1 1		1	1
TOTAL STRATEGIC	78	92	14	TBD	1	13

DIVISION - ADMINISTRATIVE SUPPORT TEAMS

CONTRACT COMPLIANCE	20	22	2			2
HUMAN RESOURCES	17	20	3		2	1
ADMINISTRATIVE SVCS	1	1	0			
FACILITIES	12	15	3			3
POLICY AND PROCEDURES	4	8	4		4	
MIS	1	3	2		2	
RECORDS MANAGEMENT	7	10	3		3	
PROCUREMENT	16	22	6			6
RISK MANAGEMENT	3	4	1			1
JOINT DEVELOPMENT	6	6	0			
REAL ESTATE	24	24	0			
TOTAL ADMINISTRATIVE	111	135	24	TBD	11	13

DIVISION - AREA TEAMS

AREA TEAM ADMIN	8	8	0			
CONGESTION MGMT	9	10	1			1
CENTRAL AREA TEAM	9	10	1			1
SAN GABRIEL AREA TEAM	9	9	0			
SOUTHEAST AREA TEAM	12	12	0			
SOUTHBAY AREA TEAM	10	11	1			1
WESTSIDE AREA TEAM	8	9	1			1
SAN FERNANDO AREA TEAM	8	9	1			1
CTSA/ADA AREA TEAM	6	6	0			
TOTAL AREA TEAMS	79	84	5	TBD	0	5

DIVISION - FINANCIAL SUPPORT TEAMS

FINANCE & INVESTMENTS	5	5	0			
TREASURY	4	4	0			
CONTROLLER'S OFFICE	44	46	2		2	
MANAGEMENT SERVICES	4	10	6		6	
CAPITAL PLANNING	15	16	1			1
TOTAL FAST	72	81	9	TBD	8	1

COMMISSION BUDGETED TOTAL STAFFING BY DEPARTMENT

				MODULE 1	MODULE 2	MODULE 3
	Proposed Core <u>Staffing</u>	Proposed Total <u>Staffing</u>	New <u>Positions</u>	PENDING PROP C	PENDING AUDIT	PENDING MERGER
DIVISION - COMMUTER RAIL						
EXECUTIVE	4	4	0			
ENGINEERING AND CONS	11	11	0			
PASSENGER FAC/COORD	7	7	0			
OPERATIONS	4	4	0			
EQUIPMENT	2	2	0			
TOTAL COMMUTER RAIL	28	28	0	TBD	0	0

DIVISION - RCC

RCC PRESIDENT	4	4	0			
PROJECT MANAGERS	8	0	0			
PROJECT OPERATIONS	4	4	0			
ENGINEERING ADMIN	2	2	0			
FACILITIES ENGINEERING	12	12	0			
SYSTEMS ENGINEERING	14	14	0			
THIRD PARTY COORD	10	10	0			
OPERATIONS & MAINT	6	6	0			
SYSTEM OPERATIONS	7	7	0			
CONSTRUCTION	15	15	0			
ENVIRONMENTAL SVCS	5	5	0			
CONTRACTS	29	29	0			
PROGRAM CONTROL	28	28	0			
SAFETY/RISK MANAGEMENT	3	3	0			
QUALITY ASSURANCE	4	4	0			
EXTERNAL AFFAIRS	0	0	0			
COMMUNITY RELATIONS	24	24	0			
THIRD PARTY COORD	0	0	0			
PROJECT ASST COORD	0	0	0			
TOTAL RCC	175	175	0	TBD	0	0

COMMISSION TOTAL	543	595	52	TBD	20	32
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FY 1991-92 and Proposed FY 1992-93

Program Budget, Agency Costs and Program Staff

(\$ Millions)

Program Mode	FY 1991-92 Program Budget	Agency Cost	Staff (1) Estimate	Staff (2) Actual	FY 1992-93 Program Budget	Agency Cost	Staff (1) Estimate	Staff (2) Proposed
(3) Rail	990.9	39.6	396	351	1078.9	43.2	432	368
(4) Bus	864.3	34.6	346	112	816.2	32.6	326	113
(5) Highway SAFE	331.7	13.3	133	51	376.5	15.1	151	54
(6) TDM	12.0	0.5	5	2	6.7	0.3	3	2
	10.0	0.4	4	4	37.4	1.5	15	6
Total Requirements	\$2 208.9	\$88.4	884	520	\$2 315.7	\$92.6	926	543

(1) Agency Cost is 20% of 20% (4% of Program Budget)

(2) @ \$100,000

(3) Includes Commuter Rail and Joint Development

(4) Includes Para-Transit, ADA, TDA, PVEA

(5) Includes FAU, Tow Service Patrol, Traffic Signal Sec. and CMA

(6) Includes TRIP

FY 1991-92 and Proposed 1992-93
 Rail Program Budget, Agency Costs and Program Staff
 (\$ Millions)

Major Rail Activities	FY 1991-92 Program Budget	FY 1992-93 Program Budget	20% Program Admin	4% Agency Costs	Staff Estimate
Blue Line	33.6	9.1	1.8	0.4	
Pasadena Line	38.2	52.2	10.4	2.1	
Green Line	142.5	189.7	37.9	7.6	
Red Line Segment 1	206.6	128.2	25.6	5.1	
Red Line Segment 2	118.3	229.7	45.9	9.2	
Red Line Segment 3	29.3	65.5	13.1	2.6	
Commuter Rail *	256.6	217.0	43.4	8.7	
Projects in Pre-Design Phase	165.8	187.5	37.5	7.5	
Total Rail Requirements	990.9	1,078.9	215.8	43.2	432

Total Requested 368

* Includes All SCRRRA Costs

FY 1991-92 and Proposed FY 1992-93

Bus Program Budget, Agency Costs and Program Staff

(\$ Millions)

FY 1992-93 Major Bus Activities		FY 1991-92			
		Program Budget	Agency Cost	Staff Estimate	Staff Actual
Zero Emissions Vehicles R&D CTSA	Canoga and Chandler East R-O-W Use Plan	\$864.3	\$34.6	346	112
Preparation for Prop C (Bus Portion)	Revise Bus Replacement Policy				
Employees' Transit Guide	Preparation of Plan to Achieve 30-Year Plan				
Transit Information System Improvement	Cost Efficiencies				
BOS and GM Meeting	Prop A Incentive Funds				
Preparation/Follow Up	Restructuring				
Congested Corridor Action Plan (Bus Portion)	San Fernando Bus Service Restructuring				
Culver City Maintenance Yard EIS	Market Analysis Approach to Transit Completion				
Norwalk Transit Restructuring	S RTP				
SB 1402 Inter-County Bus Study	Bus Funds Tracking and Administration				
Fare Debit Card	Monitoring of Potential Trades and Loans				
Revised Regional Mobility Plan	Bus Grant Management and Project Monitoring				
		FY 1992-93 Program Budget	Agency Cost	Staff Estimate	Staff Proposed
		\$816.2	\$32.6	326	113

FY 1991-92 and Proposed FY 1992-93
 Highway Program Budget, Agency Costs and Program Staff
 (\$ Millions)

		FY 1991-92			FY 1992-93				
		Program Budget	Agency Cost	Staff Estimate	Staff Actual	Program Budget	Agency Cost	Staff Estimate	Staff Proposed
FY 1992-93									
Major Highway Activities									
Freeway Tow Service Patrol	I-5 Study Participation								
Traffic Signal Synchron.	L.A. River Study								
Support Group	10/60 Corridor Study								
Congestion Management Agency	Marina Frwy Realignment Study								
HOV Masterplan, Coordination and Implementation	CalTrans Project Monitoring System								
SMART Implementation	Rt. 138 High Desert Corridor Study								
Congested Corridor Action Plan	1994 STIP								
Glendale Corridor Study	Securing of Federal Grant for IVHS								
Alameda Corridor Funding Strategy	Preparation for Prop C (Hwy Portion)								
LAX Ground Access Project	Hwy Funds Tracking								
Improved Port Access Plan (Hwy Portion)	Monitoring of Potential Trades and Loans								
Truck Incident Response Program	ISTEA (Hwy) and Revised FAU Administration								
30 Year Plan Candidate	FAU Administration								
Corridor Process (Hwy)	Hwy Grant Management and Project Monitoring								
		\$331.7	\$13.3	133	51				
		\$376.5	\$15.1	151	54				

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1992-1993 BUDGET

SCHEDULE II - 1

ESTIMATED REVENUES AND EXPENDITURES BY FUND

(\$ 000)

	SPECIAL REVENUE				CAPITAL PROJECTS	DEBT SERVICE	TOTAL LACTC	METROLINK	TOTAL
	PROP A	PROP C	OTHER	GENERAL					
ESTIMATED									
BEGINNING FUND BALANCE, 7/01/92	\$90,770.4	\$390,338.0	\$122,937.2	\$1,101.0	\$51,539.0	\$200,771.0	\$857,454.6	\$0.0	\$857,454.6
ESTIMATED REVENUES AND OTHER FINANCING SOURCES									
Revenues									
Interest Revenues	4,000.0	23,000.0	5,494.0	0.0	0.0	0.0	32,494.0	0.0	32,494.0
Tax Receipts	384,340.5	346,123.5	0.0	0.0	0.0	0.0	710,464.0	0.0	710,464.0
Lease/Operating Revenues	0.0	0.0	0.0	0.0	4,250.0	0.0	4,250.0	3,194.0	7,444.0
Operating Transfers - In/(Out)									
Prop A Interest	(11,262.4)	0.0	0.0	11,262.4	0.0	0.0	0.0	0.0	0.0
Prop C Interest	0.0	(23,000.0)	0.0	23,000.0	0.0	0.0	0.0	0.0	0.0
Prop A	(133,243.3)	0.0	0.0	16,537.0	0.0	116,706.3	(0.0)	0.0	(0.0)
Intergovernmental									
City/County (Including SB1995)	0.0	0.0	6,630.0	0.0	60,702.0	0.0	67,332.0	0.0	67,332.0
STA Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Counties	0.0	0.0	6,500.0	0.0	0.0	0.0	6,500.0	24,120.2	30,620.2
STA Rail	0.0	0.0	17,450.2	0.0	0.0	0.0	17,450.2	0.0	17,450.2
State	0.0	0.0	0.0	4,000.0	57,500.0	0.0	61,500.0	12,700.0	74,200.0
108/116	0.0	0.0	0.0	0.0	116,371.0	0.0	116,371.0	133,400.0	249,771.0
TDA	0.0	0.0	719.9	1,951.0	0.0	0.0	2,570.9	0.0	2,570.9
Federal	0.0	0.0	0.0	0.0	168,190.0	0.0	168,190.0	0.0	168,190.0
ISTEA	0.0	0.0	23,300.0	0.0	25,000.0	0.0	48,300.0	0.0	48,300.0
Financing									
Oper. Transfer - Debt Service	0.0	0.0	73,858.4	0.0	409,627.7	(483,486.1)	0.0	0.0	0.0
New Financing	0.0	0.0	0.0	0.0	0.0	180,906.8	180,906.8	0.0	180,906.8
Commercial Paper	0.0	0.0	0.0	0.0	0.0	158,000.0	158,000.0	0.0	158,000.0
Capital Cont./Operating Subsidy	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64,289.8	64,289.8
Total	223,834.8	346,123.5	133,952.5	56,650.4	841,640.7	(27,873.0)	1,574,328.9	237,704.0	1,812,032.9
ESTIMATED									
TOTAL FUNDS AVAILABLE	314,605.2	736,459.5	256,869.7	57,751.4	893,179.7	172,898.0	2,431,783.5	237,704.0	2,669,487.5
BUDGETED EXPENDITURES:									
Personnel	400.0	0.0	979.0	8,981.7	31,106.0	0.0	41,766.7	2,134.0	43,900.7
Operating	4,239.4	0.0	72,221.1	46,417.0	36,024.5	0.0	163,141.4	22,892.5	186,033.9
Capital	0.0	0.0	0.0	734.1	2,104.0	0.0	2,838.1	0.0	2,838.1
Transportation Subsidies/Other	221,432.9	0.0	72,725.5	617.5	3,016.3	0.0	297,792.2	24.0	297,816.2
Construction	0.0	0.0	0.0	0.0	755,740.0	0.0	755,740.0	212,653.5	968,393.5
Debt Service	0.0	0.0	0.0	0.0	0.0	118,456.0	118,456.0	0.0	118,456.0
Capital Cont./Operating Subsidy	5,789.8	0.0	7,500.0	0.0	51,000.0	0.0	64,289.8	0.0	64,289.8
Total	231,862.1	0.0	153,425.6	56,650.4	878,990.7	118,456.0	1,444,024.2	237,704.0	1,681,728.2
ESTIMATED									
ENDING FUND BALANCE, 6/30/93	\$82,743.1	\$736,459.5	\$103,464.1	\$1,101.0	\$14,189.0	\$54,442.0	\$987,759.3	\$0.0	\$987,759.3

II - 7

II - 7

II - 3

II - 2

See Schedule:

SCHEDULE II - 2
 OTHER SPECIAL REVENUE FUNDS

(\$ 000)

	RIDESHARE	SAFE	TDA ADMIN	PVEA	STA	FAU	HOV	PHIM	BLUE LINE RAIL START-UP OPERS.	RED LINE RAIL START-UP OPERS.	OTHER SPECIAL REVENUE
ESTIMATED											
BEGINNING FUND BALANCE, 7/01/92	\$22,792.0	\$13,767.1	\$294.1	\$3,101.1	\$45,611.0	\$28,847.6	\$68.3	\$8,456.0	\$0.0	\$0.0	\$122,937.2
ESTIMATED REVENUES AND OTHER FINANCING SOURCES											
Revenues											
Interest Income	950.0	758.0	30.0	0.0	1,555.0	1,770.0	6.0	425.0	0.0	0.0	5,494.0
Receipts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lease/Operating Revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating Transfers - In/Out											
Prop A Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop A Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intergovernmental											
City/County (Including SB1985)	0.0	6,630.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6,630.0
STA Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Counties	0.0	0.0	0.0	0.0	0.0	6,500.0	0.0	0.0	0.0	0.0	6,500.0
STA Rail/Bus	0.0	0.0	0.0	0.0	17,450.2	0.0	0.0	0.0	0.0	0.0	17,450.2
State	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
108/116	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA	0.0	0.0	719.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	719.9
Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA	23,300.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23,300.0
Financing											
Oper. Transfer - Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48,508.4	25,350.0	73,858.4
New Financing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital Contribution	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	24,250.0	7,388.0	749.9	0.0	19,005.2	9,270.0	6.0	425.0	48,508.4	25,350.0	133,952.5
ESTIMATED											
TOTAL FUNDS AVAILABLE	47,042.0	21,155.1	1,044.0	3,101.1	64,616.2	37,117.6	74.3	8,881.0	48,508.4	25,350.0	256,889.7
BUDGETED EXPENDITURES:											
Personnel	506.1	149.2	151.1	0.0	0.0	14.2	0.0	0.0	158.4	0.0	979.0
Operating	46,539.1	11,752.5	337.6	1,030.9	0.0	10,014.9	121.0	0.0	2,475.0	0.0	72,271.0
Capital	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Subsidies/Other	0.0	1,500.0	0.5	0.0	0.0	0.0	0.0	0.0	45,875.0	25,350.0	72,725.5
Construction	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital Contribution	0.0	0.0	0.0	0.0	7,500.0	0.0	0.0	0.0	0.0	0.0	7,500.0
Total	47,045.2	13,401.7	489.2	1,030.9	7,500.0	10,029.1	121.0	0.0	48,508.4	25,350.0	153,475.5
ESTIMATED											
ENDING FUND BALANCE, 6/30/93	(\$3.2)	\$7,753.4	\$554.8	\$2,070.2	\$57,116.2	\$27,088.5	(\$16.7)	\$8,881.0	\$0.0	\$0.0	\$103,414.2

SCHEDULE II - 3

GENERAL FUND PROJECTS

(\$ 000)

	ADMIN.	BUS-HIGHWAY PLANNING	TRIP MANAGEMENT	CONGESTION MANAGEMENT	TOW SERVICE PATROL	BUS ELECTRIFI CATION	OTHER GEN FUND PROJECTS	TOTAL
ESTIMATED								
BEGINNING FUND BALANCE, 7/01/92	\$1,101.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,101.0
ESTIMATED REVENUES & OTHER FINANCING SOURCES:								
Prop A Interest	0.0	4,056.6	2,005.3	5.2	0.0	557.4	4,637.9	11,262.4
Prop C Interest	0.0	0.0	0.0	0.0	8,335.4	0.0	14,064.6	23,000.0
STA Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA fund	0.0	0.0	0.0	1,851.0	0.0	0.0	0.0	1,851.0
Prop A Fund	8,840.7	7,666.3	0.0	0.0	0.0	0.0	0.0	16,537.0
Prop C Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State	0.0	0.0	0.0	0.0	0.0	4,000.0	0.0	4,000.0
Other/Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	8,840.7	11,752.9	2,005.3	1,856.2	8,335.4	4,557.4	19,302.5	56,650.4
ESTIMATED								
TOTAL FUNDS AVAILABLE	9,941.7	11,752.9	2,005.3	1,856.2	8,335.4	4,557.4	19,302.5	57,751.4
BUDGETED EXPENDITURES:								
Personnel	2,573.4	3,895.5	153.9	770.7	151.2	57.4	1,279.6	8,881.7
Operating	5,020.7	7,844.6	1,811.4	1,053.1	8,184.2	4,500.0	18,003.0	46,417.0
Capital outlay	631.5	11.3	40.0	31.4	0.0	0.0	19.9	734.1
Other	615.0	1.5	0.0	1.0	0.0	0.0	0.0	617.5
Total	8,840.7	11,752.9	2,005.3	1,856.2	8,335.4	4,557.4	19,302.5	56,650.4
ESTIMATED								
ENDING FUND BALANCE, 6/30/93	\$1,101.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,101.0

See Schedule:
II - 5,6

II - 4 II - 1

(\$ 000)

SCHEDULE II - 4

OTHER GENERAL FUND PROJECT DETAIL
AND PROP A FUND: ADA COMPLIANCE

	SIGNAL SYNCHRO	CUSTOMER OUTREACH	SPECIAL PROJECTS	PROP A INTEREST	PROP C INTEREST	TOTAL OTHER GEN FUND	PROP A FUND ADA COMPLIANCE
ESTIMATED BEGINNING FUND BALANCE, 7/01/92	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ESTIMATED REVENUES & OTHER FINANCING SOURCES:							
Prop A Interest	0.0	0.0	0.0	0.0	4,637.9	4,637.9	0.0
Prop C Interest	206.8	1,008.1	293.5	7,774.3	5,381.9	14,664.6	0.0
STA Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop A Fund	0.0	0.0	0.0	0.0	0.0	0.0	4,639.4
Prop C Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other/Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	206.8	1,008.1	293.5	7,774.3	10,019.8	19,302.5	4,639.4
ESTIMATED TOTAL FUNDS AVAILABLE	206.8	1,008.1	293.5	7,774.3	10,019.8	19,302.5	4,639.4
BUDGETED EXPENDITURES:							
Personnel	67.6	913.8	271.1	7.3	19.8	1,279.6	400.0
Operating	125.0	88.6	22.4	7,767.0	10,000.0	18,003.0	4,239.4
Capital outlay	14.2	5.7	0.0	0.0	0.0	19.9	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	206.8	1,008.1	293.5	7,774.3	10,019.8	19,302.5	4,639.4
ESTIMATED ENDING FUND BALANCE, 6/30/93	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

SCHEDULE II - 5

GENERAL FUND - ADMINISTRATION
 BUDGET COMPARISON BY EXPENDITURE CATEGORY
 (WITH BUS/HIGHWAY PLANNING)

(\$ 000)

	FY 91-92 BUDGET	FY 91-92 FORECAST	FY 92-93 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT CHANGE
ESTIMATED					
BEGINNING FUND BALANCE, 7/01/92	\$1,023.9	\$1,101.0	\$1,101.0	\$0.0	0.0%
ESTIMATED REVENUES & OTHER FINANCING SOURCES:					
Prop A Interest	0.0	154.7	4,056.6	3,901.9	2522.2%
Prop C Interest	0.0	0.0	0.0	0.0	0.0%
STA Interest Balance	0.0	248.2	0.0	(248.2)	-100.0%
TDA fund	0.0	1,015.1	0.0	(1,015.1)	-100.0%
Prop A Fund	21,857.7	15,924.6	16,537.0	612.5	3.8%
Prop C Fund	0.0	0.0	0.0	0.0	0.0%
Prop A Interest Balance	0.0	0.0	0.0	0.0	0.0%
Other/Miscellaneous	150.2	0.0	0.0	0.0	0.0%
Total	22,007.9	17,342.5	20,593.6	3,251.0	18.7%
ESTIMATED					
TOTAL FUNDS AVAILABLE	23,031.8	18,443.6	21,694.6	3,251.0	17.6%
BUDGETED EXPENDITURES:					
Personnel	6,569.2	6,042.7	6,468.9	426.2	7.1%
Operating	14,148.3	10,302.3	12,865.3	2,563.0	24.9%
Capital outlay	1,274.9	507.6	642.8	135.3	26.7%
Other	15.5	490.0	616.5	126.5	25.8%
Total	22,007.9	17,342.5	20,593.6	3,251.0	18.7%
ESTIMATED					
ENDING FUND BALANCE, 6/30/93	\$1,023.9	\$1,101.0	\$1,101.0	\$0.0	0.0%

SCHEDULE II - 6

(\$ 000)

GENERAL FUND - ADMINISTRATION
 BUDGET COMPARISON BY EXPENDITURE CATEGORY
 (WITHOUT BUS/HIGHWAY PLANNING)

	FY 91-92 FORECAST	FY 92-93 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT CHANGE
ESTIMATED BEGINNING FUND BALANCE, 7/01/92	\$1,101.0	\$1,101.0	\$0.0	0.0%
ESTIMATED REVENUES & OTHER FINANCING SOURCES:				
Prop A Interest	0.0	0.0	0.0	0.0%
Prop C Interest	0.0	0.0	0.0	0.0%
STA Interest	0.0	0.0	0.0	0.0%
TDA fund	0.0	0.0	0.0	0.0%
Prop A Fund	9,187.1	8,840.7	(346.5)	-3.8%
Prop C Fund	0.0	0.0	0.0	0.0%
State	0.0	0.0	0.0	0.0%
Other/Miscellaneous	0.0	0.0	0.0	0.0%
Total	9,187.1	8,840.7	(346.5)	-3.8%
ESTIMATED TOTAL FUNDS AVAILABLE	10,288.1	9,941.7	(346.5)	-3.4%
BUDGETED EXPENDITURES:				
Personnel	3,228.6	2,573.4	(653.2)	-20.2%
Operating	4,979.9	5,020.7	40.8	0.8%
Capital outlay	492.3	631.5	139.2	28.3%
Other	488.3	615.0	126.7	26.0%
Total	9,187.1	8,840.7	(346.5)	-3.8%
ESTIMATED ENDING FUND BALANCE, 6/30/93	\$1,101.0	\$1,101.0	\$0.0	0.0%

(\$ 000)

SCHEDULE II - 7

CAPITAL PROJECTS FUND (INCLUDING METROLINK)
BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 91-92 BUDGET	FY 91-92 FORECAST	FY 92-93 (1) PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT CHANGE
ESTIMATED					
BEGINNING FUND BALANCE, 6/30/92	\$116,833.8	\$288,155.0	\$51,539.0	(\$236,616.0)	n/a
ESTIMATED REVENUES AND OTHER FINANCING SOURCES					
Lease/Operating Revenues	0.0	4,000.0	7,444.0	3,444.0	86.1%
City/County (Including SB1995)	72,229.5	37,322.0	60,702.0	23,380.0	62.8%
Other Counties	0.0	31,733.3	24,120.2	(7,613.1)	-24.0%
State	218,373.8	55,786.0	70,200.0	14,414.0	25.8%
108/116	0.0	187,800.0	249,771.0	61,971.0	33.0%
Federal	138,509.6	135,125.0	188,190.0	33,065.0	24.5%
ISTEA	0.0	0.0	25,000.0	25,000.0	n/a
Oper. Transfer - Debt Service	408,872.7	157,311.3	408,827.7	252,316.5	100.4%
Other/Miscellaneous	4,922.8	0.0	0.0	0.0	n/a
Capital Contribution 2)	0.0	50,100.0	64,289.8	14,189.8	28.3%
Total	836,708.4	659,177.6	1,079,344.7	420,167.2	63.7%
ESTIMATED					
TOTAL FUNDS AVAILABLE	955,542.2	947,332.6	1,130,883.7	183,551.2	19.4%
BUDGETED EXPENDITURES:					
Personnel	30,441.3	29,871.5	33,240.0	6,368.5	23.7%
Operating (1)	22,817.2	24,058.0	58,917.0	34,859.0	144.9%
Capital	6,393.2	1,854.0	2,104.0	250.0	13.5%
Other	76.7	8,404.5	3,040.3	(5,364.2)	-63.8%
Construction	821,847.6	784,505.6	968,393.5	183,887.9	23.4%
Project Reserve	73,966.2	50,100.0	51,000.0	900.0	1.8%
Total	955,542.2	895,793.6	1,116,694.7	220,901.2	24.7%
ESTIMATED					
ENDING FUND BALANCE, 6/30/93	\$0.0	\$51,539.0	\$14,189.0	(\$37,350.0)	-72.5%

Note: 1) FY 1992-93 Proposed Budget includes Metrolink Operating Budget.
2) Includes \$7.5 M Capital Contribution from STA Fund.

3. Introduction to LACTC



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

ORGANIZATION OF THE LACTC

The Los Angeles County Transportation Commission (LACTC) was created by the California Legislature in 1976 to function as the principal transportation authority in Los Angeles County. The Commission is responsible for planning, setting policies, establishing priorities, and coordinating activity among county transportation operators and entities, as well as coordinating transportation activities among the 89 cities within Los Angeles County. As such, it administers the allocation of federal, state, and local surface transportation funds for Los Angeles County.

The Commission is governed by an 11-member board composed of:

- o The five Los Angeles County Supervisors;
- o The Mayor of Los Angeles;
- o Two Mayor-appointed members -- a member of the L.A. City Council and, traditionally, a private citizen;
- o A member of the Long Beach City Council;
- o Two city council members from among the other 87 cities in the county;
- o non-voting member: a Governor-appointed member from the California Department of Transportation

Each year the Commissioners elect a vice-chair among themselves who becomes the chair the following year. The board meets monthly in the Los Angeles County Hall of Administration and meetings are open to the public.

Three major committees, composed of commissioners appointed by the chairperson, oversee the staff's efforts and present recommendations directly to the board:

- o Legislative and Intergovernmental Services Committee
- o Finance and Programming Committee
- o Planning and Mobility Improvement Committee

A complete list of all LACTC committees is included in the Appendix.

Internally, the LACTC consists of a professional staff that handles the Commission's financial, strategic, administrative and communications functions. Core planning, programming, and project management efforts are carried out by six area teams which have been set up to help improve the region's mobility and develop an overall county-wide plan for putting multimodal congestion solutions into effect. The teams are divided along geographic lines within Los Angeles County.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

ORGANIZATION OF THE LACTC

In 1989, the Commission established a subsidiary, the Rail Construction Corporation (RCC), to manage the design and construction of the Metro Rail System. A seven-member board composed of citizens appointed by the LACTC and the Southern California Rapid Transit District (the major operator of the bus and rail systems), presides over the RCC.

In July, 1991 the LACTC entered into a joint powers agreement with the counties of Ventura, Riverside, San Bernardino, and Orange to create the Southern California Regional Rail Authority (SCRRA). The SCRRA is responsible for the planning, design, construction, operation, and administration of regional commuter rail lines serving the five counties.

LACTC acts as staff to the SCRRA. The annual SCRRA administrative, operating and capital budgets must be approved by both the Governing Board and by respective member agencies.

The Authority is governed by a board composed of:

- o The LACTC (4 votes)
- o Orange County Transportation Authority (2 votes)
- o Riverside County Transportation Commission (2 votes)
- o San Bernardino Associated Governments (2 votes)
- o Ventura County Transportation Commission(1 vote)

The San Diego Association of Governments (SANDAG), the State of California, and the Southern California Association of Governments (SCAG) may also appoint ex-officio members to the Governing Board.

LACTC develops and carries out transportation policy in close cooperation with local elected officials, as well as transportation-related agencies, such as:

- o The Southern California Rapid Transit District (SCRTD), and 16 other public bus operators
- o The South Coast Air Quality Management District (SCAQMD)
- o The State Department of Transportation (Caltrans)
- o The departments of transportation of the county's 89 cities
- o The California Transportation Commission (CTC)
- o The Southern California Association of Governments (SCAG)
- o Commuter Transportation Services (CTS)
- o The Federal Transportation Administration (FTA)
- o The Federal Highway Administration (FHWA), and
- o The California Highway Patrol (CHP)

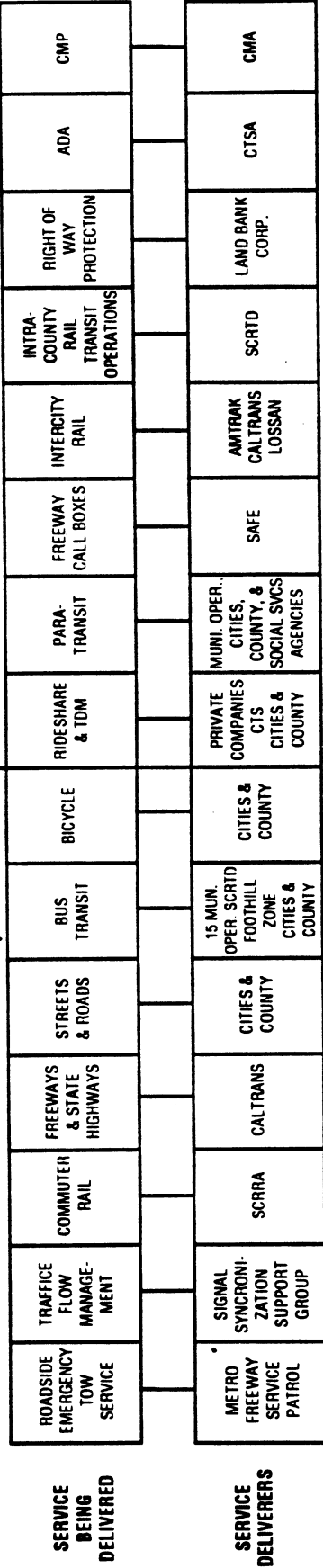
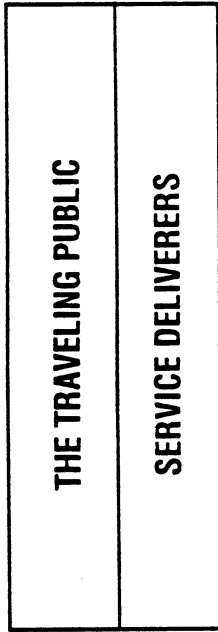
**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

ORGANIZATION OF THE LACTC

Exhibits 3-A, 3-B and 3-C show how LACTC serves the traveling public by working closely with service deliverers to fund and coordinate the entire Metro system.

In 1992, the LACTC approved the 30-Year Integrated Transportation Plan as the framework for a major program to greatly improve mobility in the county and surrounding Southern California area. The program -- an integrated transportation network called Metro System -- coordinates rail, bus, and highway improvements that are designed to make getting around Los Angeles County easier and more economical. At the same time, it substantially reduces air pollution and strengthens the local economy. The entire system will be implemented over a 30 year period with the core of the system completed by the year 2002.

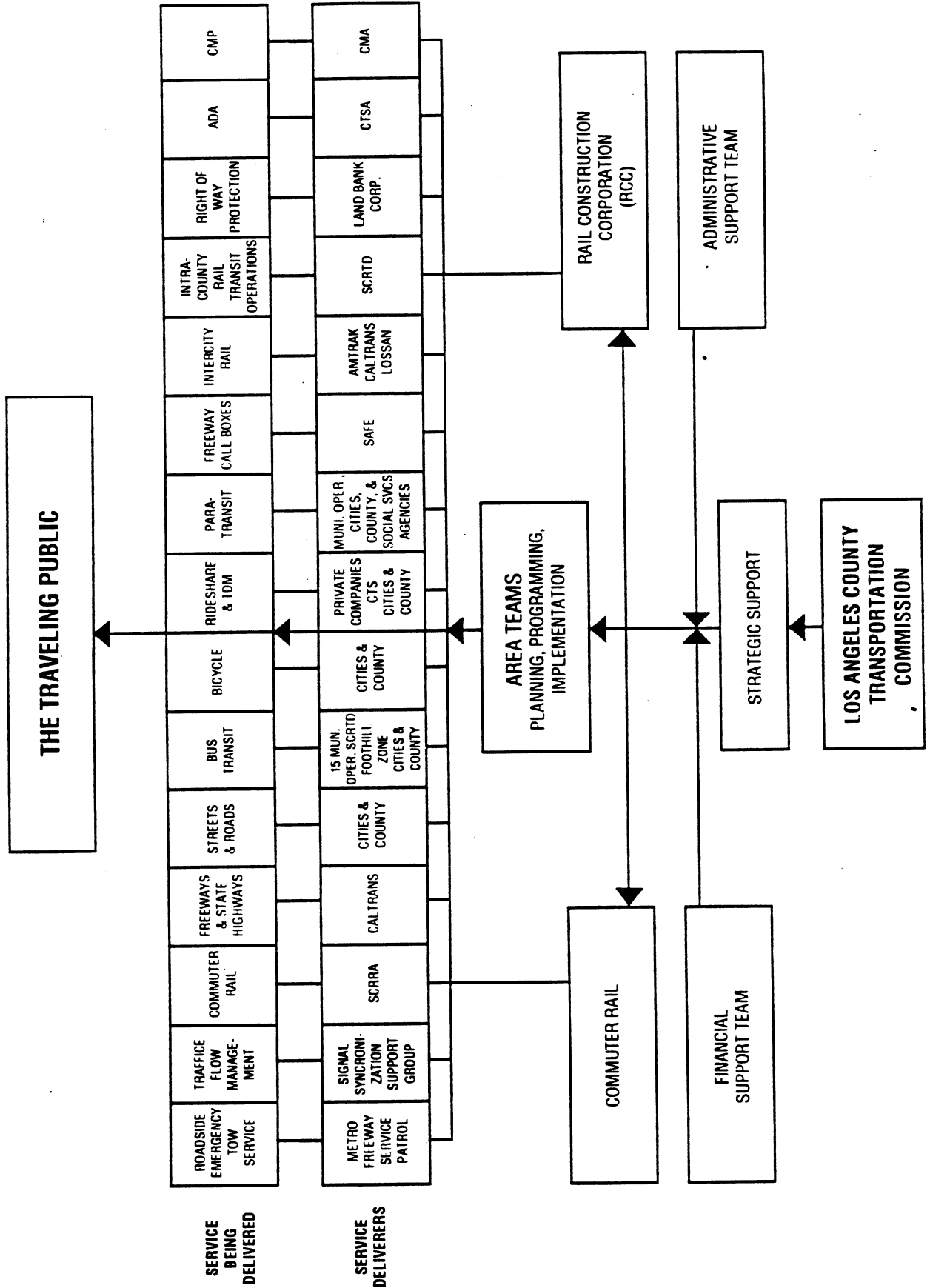
SERVICE DELIVERERS



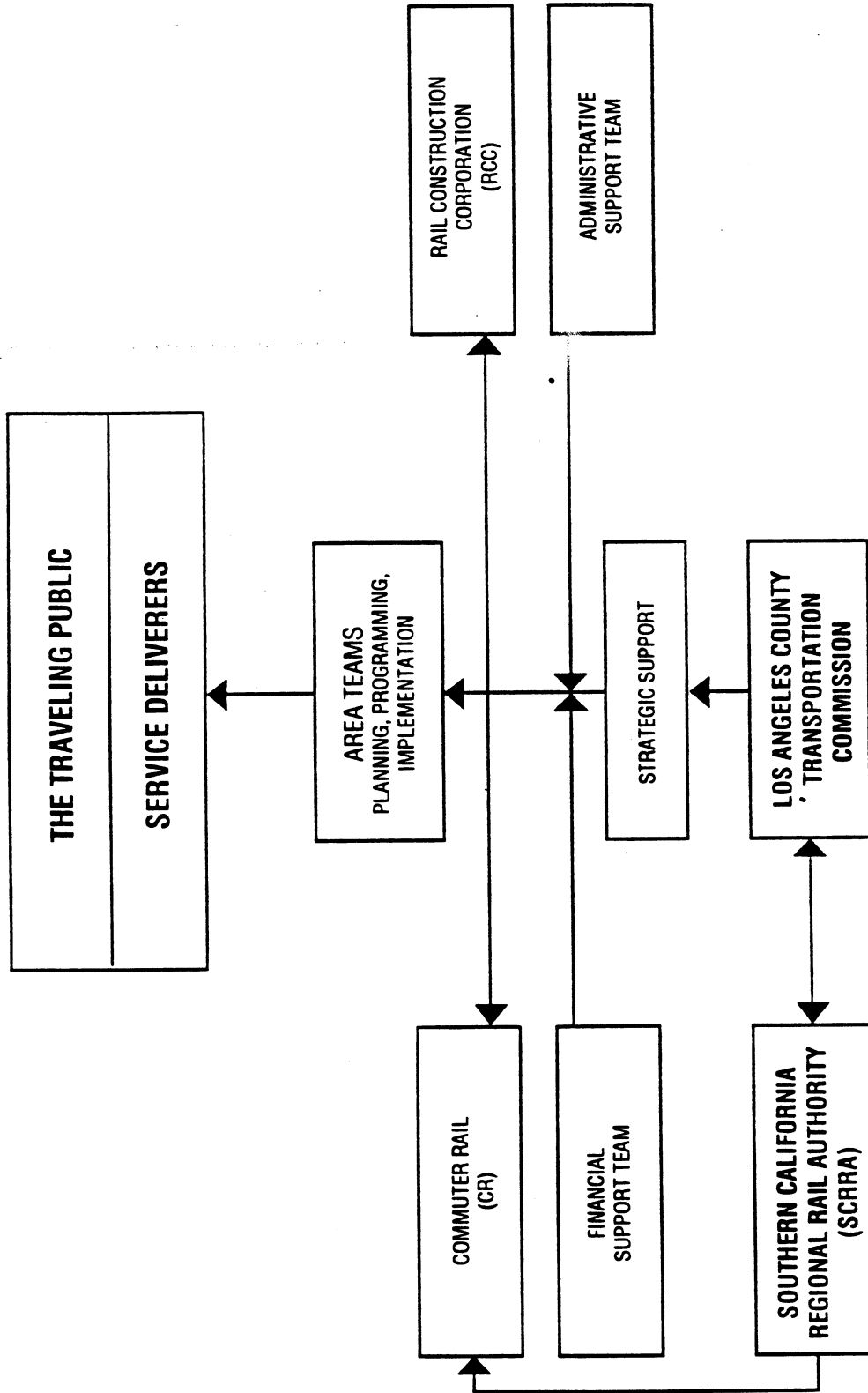
SERVICE BEING DELIVERED

SERVICE DELIVERERS

LACTC'S CUSTOMERS



LACTC CONCEPTUAL ORGANIZATIONAL CHART



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

DIVISIONAL RESPONSIBILITIES

The LACTC is organized to support the goal of bringing mobility to Los Angeles in a cost effective manner. Accordingly, the Commission has three divisions that directly support our customers;

- o Area Teams -- responsible for planning, programming, and coordinating transportation policies and projects among the 89 cities in Los Angeles County.
- o Commuter Rail -- responsible for planning, designing, constructing, and operating the commuter rail system called *Metrolink* for five counties in the Southern California area.
- o Rail Construction Corporation (RCC) -- responsible for designing and constructing both light rail (e.g., the Blue and Green Lines) and heavy rail (e.g., the Red and Orange Lines) and technical support for *Metrolink*.

and three divisions of internal support;

- o Strategic Support Team -- responsible for supporting the three divisions above in areas such as Legal, Economic Development and Technology Transfer, Intergovernmental Affairs, Policy Development, Commission Administration, Public Information, Marketing, Media Relations and Audit.
- o Financial Support Team -- responsible for Treasury, Controller's Office, Capital Planning and Management Services.
- o Administrative Support Team -- responsible for, Human Resources, Real Estate and Joint Development, Contract Compliance, Risk Management, Procurement, Administrative Services, and MIS.

Exhibit 3-D is an example of how the LACTC teams work together throughout the life of a rail project. From the birth of a project in the Area Teams until the project is turned over to the operator for revenue service, each division has specific roles and responsibilities as part of the larger team effort.

Below are more in-depth descriptions of each of the divisions. The achievements of each division are detailed later in this section.

Area Teams

The Area Teams are the planning and programming staff for the Commission. Six geographically-based teams (San Gabriel Valley, Central, Westside, San Fernando

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

DIVISIONAL RESPONSIBILITIES

Valley/North County, South Bay, Southeast) do multi-modal planning to promote mobility in Los Angeles County.

Each of the six teams includes rail planners, bus transit planners, highway engineers, and public affairs specialists who work with their assigned local jurisdictions and transit operators on a variety of plans and projects. The Area Teams do the basic evaluation of all highway projects which compete for Flexible Congestion Relief Funds through the State Transportation Improvement Program (STIP). The teams also work with the transit operators in meeting the requirements of federal and state statutes for the allocation of transit funds, and provide technical assistance to cities in the development of Transportation Demand Management (TDM) projects and in managing the transportation resources available from the local sales tax initiatives. The teams also oversee all rail planning projects through the environmental clearance stage before construction activities are transferred to the Rail Construction Corporation. The teams endeavor to use all modes of transportation to provide mobility relief to the congested corridors of Los Angeles County.

In addition to the six Area Teams, there are three organization units which provide technical and administrative support. These include: Area Team Administration which provides overall management for the teams and specific expertise in TDM and Transit Systems Planning; the Congestion Management Program (CMP) which is implementing a complex new state statute calling for regional transportation planning, tying together land use, air quality, and transportation; and the Consolidated Transportation Services Agency (CTSA), which is responsible for the County's implementation of new federal requirements mandated by the Americans with Disabilities Act.

Commuter Rail

Commuter Rail operates, under contract, as staff for the SCRRA and takes its guidance from the SCRRA Board. The SCRRA Board approves annual operating and capital budgets (included in Section 5). Because the SCRRA budgets are funded through contributions by the five participating counties, the SCRRA budgets must be approved by those counties. LACTC contributes 49% of SCRRA's capital budget and 66% of SCRRA's operating budget.

Substantial support from other divisions is given the Commuter Rail staff, including Real Estate (real estate acquisition and property management), Office of the Controller (general and contract accounting, as well as budget and financial planning), Capital Planning (grants administration), and RCC (technical assistance). Costs identified in the SCRRA capital and operating budgets which are incurred by non-Commuter Rail staff working on SCRRA projects are reimbursed to LACTC by the SCRRA.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

DIVISIONAL RESPONSIBILITIES

Rail Construction Corporation (RCC)

The RCC is dedicated to achieving the goals of the LACTC and establishing the Rail Construction Corporation as a model of excellence in public works design and construction. In FY 1993, the RCC focuses on quality, cost effectiveness, schedule adherence, community involvement and construction safety.

RCC's major departments include:

- o Project management for each of the major projects approved by the Commission for design and construction (i.e., the Blue Line and the Pasadena Line, the Green Line, and the three segments of the Metro Red Line),
- o Operations and Maintenance,
- o Facilities, Systems, and Construction Engineering,
- o Environmental, Safety, and Quality Assurance,
- o Construction Contracts and Program Control,
- o Third Party Coordination (i.e., with cities and utilities) and Community Relations.

Strategic Support Team

The Strategic Support Team is composed of departments that support the entire Commission divisional activities, as well as proposing and monitoring LACTC compliance with goals and objectives set by the Commission. Below are brief descriptions of the departments.

- o Legal provides counsel to LACTC members and staff and utilizes both County and independent counsel.
- o Policy is responsible for: Commission administration support; local, state and federal intergovernmental relations; economic development and technology transfer activities; LACTC/SCRTD reorganization support; external business affairs; and LACTC policy development and performance monitoring.
- o Internal Audit is responsible for internal audits of policies as well as compliance and audit of the LACTC's construction and service contracts.
- o Public Information is responsible for communicating with the public and media. It includes: media relations, the Art-for-Rail-Transit (A-R-T) program, graphics and marketing.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

DIVISIONAL RESPONSIBILITIES

Financial Support Team

Financial Support is responsible for all areas of accounting and budgeting for the Commission.

- o Capital Planning develops the 30 year master plan of the Commission and is also responsible for grants administration.
- o Office of the Controller has four major departments: General Accounting, Contract Accounting, Management Services, and Budgets and Financial Planning.
- o Finance and Investments includes the Treasurer's Office and is responsible for the cash and debt management of the Commission.

Administrative Support Team

Administrative Support is responsible for the procurement of services, material, and property, and the other necessary staff functions.

- o Human Resources is responsible for assisting management in administering personnel policies, including: recruiting new employees, managing employee benefits, and staff training and development.
- o Real Estate appraises, acquires and manages the property necessary to construct the light, heavy, and commuter rail systems being built in Los Angeles and the surrounding counties.
- o Joint Development works with private investors to enhance Los Angeles' transit systems by jointly developing property acquired for construction and station access. LACTC ownership of the developed property will generate ground lease payments in future years that will help defray capital and operating costs of the County's transportation system.
- o Contract Compliance is responsible for the continued Commission goal of encouraging minority and women owned businesses in Los Angeles to work with LACTC in building the Metro system.
- o Risk Management manages the Commission's substantial construction and liability insurance requirements.
- o Procurement is responsible for all non-construction contracts supporting the Area Teams, the Financial, Strategic and Administrative Support Teams.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

DIVISIONAL RESPONSIBILITIES

- o General Administration supplies LACTC with facilities, reproduction, records, and policy and procedure development.
- o Management Information Systems is responsible for implementing a comprehensive plan which was developed with LACTC managers and includes system development for each division. Besides maintaining computer operations, key areas of emphasis include graphical information systems, paratransit, Freeway Service Patrol, budget and RCC Program/Construction management.

LIFE OF A RAIL PROJECT: HOW WE WORK TOGETHER AS A TEAM TO DEVELOP RAIL TRANSIT PROJECTS

Project Life		Birth	Maturity			
STAGES	Route Refinement	Environmental Clearance	Adopt Project Scope & Budget	Design	Construction	Operations
TEAM ROLES						
Area Teams	Develop Alternatives Perform Preliminary Assessment	Conceptual Engineering & Environmental Analysis of Selected Alternatives, Public Review, Preliminary Engineering	Confirm Project and Budget	Advise on Project History, EIR Issues, and Mitigation Monitoring Programs		Monitor
Finance and Administrative Support Teams			CONTRACT AND BUDGET ADMINISTRATION (ONGOING.)			
Strategic	Advise	Review Financial Plan and Funding Viability	Acquire Financing	Provide Real Estate Services To RCC		Monitor
RCC	Review and Advise	Provide Cost and Schedule Estimates and Engineering Support	Confirm Estimates	Perform Design	Construct	Monitor
Operator •RTD		Provide Input on Operations, Transit Interface, and Patronage		Coordinate Operations Planning		Operate

Sh: Area Denotes Lead Responsibility.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

THE BUDGET PROCESS

State law requires the Commission to establish a budget system and to adopt an annual operating budget. The Commission's budgetary process complies with the State statutes and is based on the modified accrual basis of accounting.

At the beginning of the budget process, the Executive Director establishes the assumptions and goals which are used by the division and cost center managers to form a consistent budget foundation. Detailed review of budget submissions precede final drafting of the budget at the fund level. In accordance with the Commission's administrative code, the Executive Director submits a final budget by the last meeting in June. A public hearing is held prior to the adoption of the budget. Throughout the fiscal year, division and cost center managers are appraised of their budget performance monthly and quarterly reviews are held with the Executive Director.

Annual budgets are adopted at the fund level and include the :

- o General Fund
- o Capital Projects Fund
- o Special Revenue Funds directly expended, rather than allocated, by the Commission, including PVEA, SAFE, and TDA Administration.

Comprehensive multi-year estimate-at-complete construction budgets, called Program Plans, are established for each rail construction project. When the board approves a project for design and construction, they also approve the program plan and schedule for that project. Subsequent changes to the program plan, if required, are approved individually by the board. Only the portions of costs expected to be incurred on each project during the fiscal year are included in the annual operating budget.

The Commission has moved from being a small, primarily one rail project (Blue Line) planning and construction agency to a billion dollar, multi-modal, multi-project planning and construction organization. As such, the Commission has moved to a matrix management approach where all significant work is now considered a separate "project" that "buys" its resources from the functional departments within the Commission.

Project managers have been assigned for all projects. The managers must identify the specific goals and objectives they plan on meeting for the year. Likewise, functional departments must identify the projects they are supporting and assist the projects in reaching their goals and objectives.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

THE BUDGET PROCESS

Budgets are developed by each functional cost center working with the division director and assisted by the Budget section staff. The budget is prepared and controlled by line item within each project/organizational interface. After review and consolidation by the Controller's Office, completed cost center budgets are reviewed with their originators and divisional management. Each division's management meets directly with the Executive Director to discuss their proposals and to ensure they meet both their own, division, and commission-wide goals and objectives.

A draft budget is submitted to the Commission in May and a public meeting is held. A final budget is then prepared by staff, incorporating revisions arising from this process. The final document is submitted to the Commission for adoption in June.

A simplified flowchart of how the budget is prepared is presented below:

Activity	Jan	Feb	Mar	Apr	May	Jun
o Update Planning Model	>-----	----->				
o Conduct Preliminary Analyses	>----->					
o Set Schedule	>--->					
o Prepare Kickoff Package	>----->					
o Hold Kickoff Meeting	>					
o Departmental/Project Information Due		>				
o Department Reviews			> -->			
o Project Reviews			> -->			
o Divisional Reviews			>---			
o Ex. Director Review				>----->		
o Preliminary Presentation to Finance Committee					>	
o Final Preparation/ Review					>----->	
o Prepare Presentation Material					>----->	
o Budget Made Available to Commission and Public						>
o Budget Approval by Commission						>

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET

SOURCES OF FUNDS

HIGHWAY AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

Federal Highway Demonstration Funds. Federal Highway Demonstration Funds are for projects specifically designated by Congress in the Federal Surface Transportation Acts.

Proposition 116. Represents revenue generated from the State sale of \$1.99 Billion in General Obligation Bonds. Los Angeles County will receive \$80 million for the Alameda Consolidated Transportation Corridor Project, plus \$379 million for urban and commuter rail projects.

Environmental Enhancement Mitigation Program. The Environmental Enhancement and Mitigation (EEM) Program was established to fund environmental enhancement and mitigation projects over and above what would be deemed to be normal mitigation. The Program is funded from the Proposition 111 gas tax.

SMART Streets/Intelligent Vehicle Highway Systems (IVHS) Funds. Discretionary grants will be available from the federal government for IVHS projects beginning in FY 1993. According to the Federal Highway Administration, these new federal IVHS funds can be used in Los Angeles County for the expansion and refinement of SMART corridor technologies.

Service Authority for Freeway Emergencies (SAFE). The Service Authority for Freeway Emergencies receives \$1 from each vehicle registration in the county from the Department of Motor Vehicles (DMV).

The State and Local Partnership Program. A new, competitive, state program providing \$200 million annually statewide of new state gas tax funds. The state funding share for eligible rail and highway capital projects is a function of the total value of all projects selected for the program, with a one-to-one required local match to state dollars.

Flexible Congestion Relief (FCR). The Flexible Congestion Relief program is for highway and fixed guideway capacity improvements to reduce or avoid congestion. Funding for this program is composed of state and federal gas tax revenues. These funds are programmed through the State Transportation Improvement Program (STIP) process.

Interregional Road System Program. The Interregional Road System program was set up to make improvements for interregional traffic on state highways outside urban limit lines. Funding for this program comes from state and federal gas tax revenues. The statute specifies about 100 sections of state highways that are eligible for funding through the program. Caltrans nominates these projects for the STIP. These funds count toward meeting county minimums in counties where they are programmed.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

SOURCES OF FUNDS

Traffic Systems Management Program (TSM). TSM Projects are projects designated to make better use of transportation rights-of-way. The programming procedures for the TSM program were placed in law by the Transportation Blueprint legislation of 1989. Each annual TSM plan is a single-year priority list of projects eligible for funding under the TSM program. Each individual TSM plan is not restricted to a particular level of funding, but the Legislature did place a 10-year statewide funding target for the TSM program of \$1.0 billion in the Blueprint legislation.

Freeway Maintenance (HSOPP). Capital program used for state highway rehabilitation, operation and safety improvements by Caltrans. Revenues used to support this program are comprised of state and federal gas taxes.

Proposition A Proposition A funds are revenues generated from a 1/2 cent sales tax approved by Los Angeles County Voters in 1980. Funds are apportioned as follows:

<u>Fund Category</u>	<u>Apportionment</u>
Local Return Program	25.0%
Rail Development Program	35.0%
Discretionary	<u>40.0%</u>
Total	100.0%

Proposition C In November 1990, the voters of Los Angeles County approved an additional half cent sales tax for transportation. The ballot guidelines and programming of Proposition C funds are as follows:

<u>Fund Category</u>	<u>Apportionment</u>
Discretionary	40.0%
Security	5.0%
Commuter Rail & Transit Centers	10.0%
Local Return	20.0%
Transit-Related Highway Improvements	<u>25.0%</u>
Total	100.0%

ISTEA. The Intermodal Surface Transportation Efficiency Act of 1991, signed by the President in November 1991 includes an additional \$880 million in new revenues for transportation pursuant to proposed state legislation (SB1435, Kopp) to implement the ISTEA. Of this amount \$210 million is earmarked to continue the FY90-91 levels of the flexible formula funds for Los Angeles County local Federal-Aid Urban (FAU) program. The remaining \$670 million in the Surface Transportation Program and Congestion Mitigation and

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

SOURCES OF FUNDS

Air Quality flexible funds for all modes of transportation will be available to the County, at LACTC discretion during the FY 1992-93 through FY 1997-98 authorization period. These funds are programmed through the LACTC Transportation Improvement Program (TIP) process.

FAU (Federal Aid Urban) Funds. FAU funds were apportioned in the 1986 Surface Transportation Assistance Act (STAA) to local jurisdictions and Caltrans for the construction and maintenance of urban transportation systems and for air quality mitigation purposes. This program has been abolished in the Federal 1991 ISTEA Reauthorization Act. FAU funds are to be replaced in FY 1991-92 with a new funding level guarantee from the new ISTEA formula funds. Local agencies will receive funding equivalent to 110% of their FY 1990-91 FY program levels.

FAU (Federal Aid Urban) Cash Account. The funds in this account are committed to local system improvements and local TSM projects by existing LACTC action. These revenues were derived from an exchange of Regional Federal-Aid Urban apportionment with the cities of San Jose and Irvine.

Proposition A Rideshare Account. The funds in this account are committed by LACTC action to fund transportation air quality control measures such as TDM. The revenues are derived from exchanges of Proposition A local return funds for Regional Federal-Aid Urban funds.

Retrofit Soundwall Funds. Retrofit soundwall funds are a subset of Flexible Congestion Relief (FCR) revenues. At the time of STIP adoption, the California Transportation Commission determines how much FCR funds will be made available for soundwalls based on statutory requirements and statewide need.

TDA Article 3. The State Transportation Development Act is a 1/4 cent sales tax-based revenue source that provides capital and operating assistance to eligible transit operators. Article 3 of the Act dedicates 2% of the funds for bicycle and pedestrian facilities.

BUS AND RAIL

TDA Article 4. The State Transportation Development Act (TDA) provides state funding to eligible operators for operating and capital purposes. Annual apportionments are provided to the Southern California Association of Governments and LACTC by Caltrans. Revenues are derived from 1/4 cent of the six cent retail sales tax collected state-wide. The 1/4 cent is

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

SOURCES OF FUNDS

returned to the State Board of Equalization to each county according to the amount of tax collected in that county.

TDA Article 8. Funds are used for transit and paratransit programs to fulfill unmet transit needs in areas not serviced by the SCRTD.

FTA Section 3 New Rail Starts. This is a discretionary source of federal funds reauthorized every five years. These funds are generated by one-cent of the nine-cent Federal Gas Tax and are used for Rail Transit Capital improvements. In Los Angeles County these funds are earmarked by Congress to the Metro Rail Project.

FTA Section 9. These federal formula-based transit operating and capital funds are based on population and transit operating statistics.

Farebox. The LACTC requires transit operators to meet a farebox recovery ratio of 38% to be eligible for regional subsidies. This ratio may be met with a combination of cash fares and Proposition A Local Return funds, and other local sources of funds, excluding charter revenues.

STA Population Share. The State Transit Assistance fund, created by an amendment to the Transportation Development Act, provides funding for transit capital and operating purposes. The population share of STA (PUC section 99313) is allocated by the State Controller to LACTC based on the ratio of the population of the county to the total population of the state. LACTC policy requires the population share to be put in a rail set-aside account, for commuter rail purposes on a project-by-project basis.

STA-Revenue Share. The revenue share of the STA (PUC section 99314) is allocated by the State Controller to LACTC based on the ratio of the total revenue of operators under LACTC's jurisdiction during the prior fiscal year. LACTC includes STA revenue funds in the Formula Allocation Procedure to be claimed by operators for transit operating purposes only.

Benefit Assessments. The Southern California Rapid Transit District has special state legislation that allows the formation of benefit assessment districts for transportation projects. Benefit Assessment Districts have been established around Segment 1 and Segment 2 of the Metro Red Line. The LACTC depends on these funds for rail construction.

Public/Private (Joint Development). Revenues generated from public/private participation in joint development of rail lines and rail stations.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

SOURCES OF FUNDS

TP&D/STA. TP&D/STA funds are derived from the sales tax on gasoline & diesel fuel. These funds are allocated to counties based on population and bus operator revenues. LACTC allocates these funds to bus operators by formula.

Article XIX. Article XIX (of the State Constitution) Rail Guideway Funds allow state gas tax funds to be used for rail capital projects in those counties such as Los Angeles whose voters passed Proposition 5, which allows those counties to use the state gas tax for rail capital purposes, in addition to highway purposes. The statutory authorization for an Article XIX Guideway Program was discontinued after FY 1992-93 and was succeeded by a new state gas tax program called Flexible Congestion Relief (Proposition 111). The California Transportation Commission has committed \$420 million of Article XIX funds and \$95 million of Proposition 108 bonds, for a total of \$515 million to the Metro Red Line Project.

TP&D/TCI. TCI is an annual state program funded with TP&D and Article XIX funds. These funds are programmed at the discretion of the California Transportation Commission based upon a statewide competition.

Flexible Congestion Relief. The Flexible Congestion Relief program is for highway and fixed guideway capacity improvement to reduce or avoid congestion. Funding for this program is composed of state and federal gas tax revenues. These funds are programmed through the State Transportation Improvement Program (STIP) process.

Proposition 108. Proposition 108, passed by the voters in June 1990, authorized the state to sell \$1 billion of state General Obligation Bonds in 1990. Identical \$1 billion rail bond proposals will be presented to state voters in November 1992 and again in November 1994 for a total rail bond package of \$3 billion. The California Transportation Commission has programmed \$1.5 billion of Proposition 108 funds to LACTC urban and commuter rail projects in the STIP.

The State and Local Partnership Program. A new, competitive, state program providing \$200 million annually statewide of new state gas tax funds. The state funding share for eligible rail and highway capital projects is a function of the total value of all projects selected for the program with a one-to-one required local match to state dollars.

Proposition 116. Revenues generated from the state sale of \$1.99 billion in General Obligation Bonds. This is the primary source of commuter rail funding. The initiative earmarks \$379 million for urban and commuter rail projects and \$80 million for the Alameda Consolidated Corridor project.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

30-YEAR INTEGRATED TRANSPORTATION PLAN

In April 1992, the LACTC adopted the 30-Year Integrated Transportation Plan which provides a long-range strategy for investing \$183 billion in mobility improvements throughout Los Angeles County. The 30-Year Plan presents a framework of planning, policy, and financial strategies to provide an integrated transportation system for Los Angeles County in a cost-effective manner. Exhibit 3-E is a map which includes all of the major system components in the 30-Year Plan.

The 30-Year Plan:

- o Establishes a framework of highway, bus, rail, and transportation demand management strategies to address current and projected mobility needs in Los Angeles County.
- o Shows how a combination of federal, state, local, and private sector funds can be invested in transportation improvements over the next 30 years.
- o Provides a guiding vision for Commission decision making to ensure consistency with LACTC's overall strategy for improving mobility.
- o Offers a framework for assessing the viability and impact of new strategies for improving mobility.
- o Is a building block for the Regional Mobility Plan, Transportation Improvement Program, Short Range Transit Plan, and other planning/programming documents.

The 30-Year Plan is a flexible document and is designed to be updated as the Commission moves forward and as programs, projects, and policies evolve. Updates will occur annually and on an ongoing basis to reflect Commission actions. In addition, a complete review will be undertaken every two years. This flexibility allows the 30-Year Plan to incorporate changes in economic forecasts, technological innovation, political climate, and other factors.

There are four principal components of the 30-Year Integrated Transportation Plan: Highway, Bus, Rail, and Demand Management. None of the components alone offers a sufficient stand-alone transportation solution for Los Angeles County. The 30-Year Plan proposes an integrated transportation system in which the various components work in concert to deliver the greatest benefit to the residents of Los Angeles County.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

30-YEAR INTEGRATED TRANSPORTATION PLAN

Highway Component

The Highway Component (Exhibit 3-F) of the 30-Year Plan focuses on six strategies for improving mobility in Los Angeles County:

1. Incident Management - Expansion of the Metro Freeway Service Patrol (FSP) to all freeways in Los Angeles County.
2. Carpool Lanes - Build approximately 300 miles of carpool lanes on major freeways.
3. Transportation Systems Management - Both freeway and arterial treatments are proposed which will reduce congestion by means of improved communications, surveillance, synchronization, and control systems.
4. Freeway Gap Closures - Close freeway gaps on Routes 30, 71, 105, 126, and 710.
5. State Highway System Improvements - Implement capacity enhancements on state highways such as passing lanes, extensions of existing freeways, arterial widenings, freeway connector improvements, and interchange improvements.
6. Bikeway Improvements - Expand Class I bikeways (grade-separated paths) from approximately 150 miles to over 200 miles, and expand Class II bikeways (on-street lanes and signs) from approximately 80 miles to 2,500 miles.

Bus Component

The Bus Component (Exhibit 3-6) of the 30-Year Plan proposes a 55% expansion in bus service. Today's 2,500-bus peak fleet is projected to grow to about 3,900 buses by the end of the Plan.

In Phase 1 of this expansion, over 100 new buses are added each year for the first six years of the Plan. This rapid expansion is designed to provide necessary transportation capacity while higher-capacity facilities such as the rail system are being built. In Phase 2, the rate of expansion is slowed to keep pace with the anticipated growth in demand in Los Angeles County, about 1% to 2% per year.

All buses purchased in the 30-Year Plan are assumed to be clean fueled: either methanol (or comparably-fueled) low-emission buses, or zero-emission vehicles (of which one option would be electrically-powered buses.)

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

30-YEAR INTEGRATED TRANSPORTATION PLAN

Rail Component

Over 400 miles of urban rail, commuter rail, and similar high-capacity transportation improvements are proposed in the 30-Year Plan (see Exhibit 3-H). These projects include:

- o Red Line Segments 1, 2, and 3
- o Orange Line Eastern and Western extensions
- o San Fernando Valley East-West Transit Project
- o Pasadena Line
- o Green Line (Norwalk - El Segundo)
- o Commuter Rail Lines (serving downtown Los Angeles and San Bernardino, Moorpark, Santa Clarita, and the San Gabriel Valley; Riverside and Hemet; and San Bernardino, Riverside, and Fullerton).
- o Blue Line Downtown Connector
- o Public-Private Partnership Projects (including LAX-Palmdale, the Burbank Monorail, an Automated Guideway Transit Connector to Dodger Stadium, and a Witmer and/or Bixel Station on Red Line Segment 1).
- o Right-of-Way Protection Program (including Southern Pacific, Union Pacific and Santa Fe rights-of-way).

In addition, the Plan identifies eight Candidate Corridors which have sufficient existing and projected travel demand to warrant some form of high-capacity transportation improvement. These improvements could range anywhere from an all-bus solution to a rail facility supported by a feeder bus system serving the stations. The improvements for each corridor will be identified in a planning and community review process.

These Candidate Corridors correspond to the alignments described below:

- o Sierra Madre Villa to Azusa in the San Gabriel Valley.
- o Downtown Los Angeles to USC.
- o USC to Santa Monica.
- o Downtown Los Angeles to the Burbank-Glendale-Pasadena Airport area.
- o Green Line to Orange County Rail Connection.
- o Green Line Multi-Modal Transportation Center to Westchester Parkway.
- o Route 60 corridor in the San Gabriel Valley.
- o El Segundo to Torrance.

The 30-Year Plan establishes sufficient financial capacity to build two Candidate Corridor projects in the first decade, five can be completed in the second decade, and the final project can be completed early in the third decade of the Plan. LACTC staff are currently developing

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

30-YEAR INTEGRATED TRANSPORTATION PLAN

selection criteria to be used in determining which of these candidate corridor projects will be built first.

Transportation Demand Management Component

The Transportation Demand Management Component of the 30-Year Plan targets the demand for transportation by creating incentives to reduce single-occupant auto trips and trip-making overall by:

- o Enhancing the attractiveness of ridesharing as an alternative to single occupant automobile travel;
- o Maximizing ridership on the evolving bus and rail systems and carpool lane network; and
- o Reducing overall trips and vehicle miles traveled.

The TDM program in the 30-Year Plan calls for an aggressive vanpool program, large-scale alternative work hour implementation, bicycle and pedestrian enhancements in commercial facilities, major park- and-ride programs, area-wide trip reduction programs, market incentives, and parking management programs.

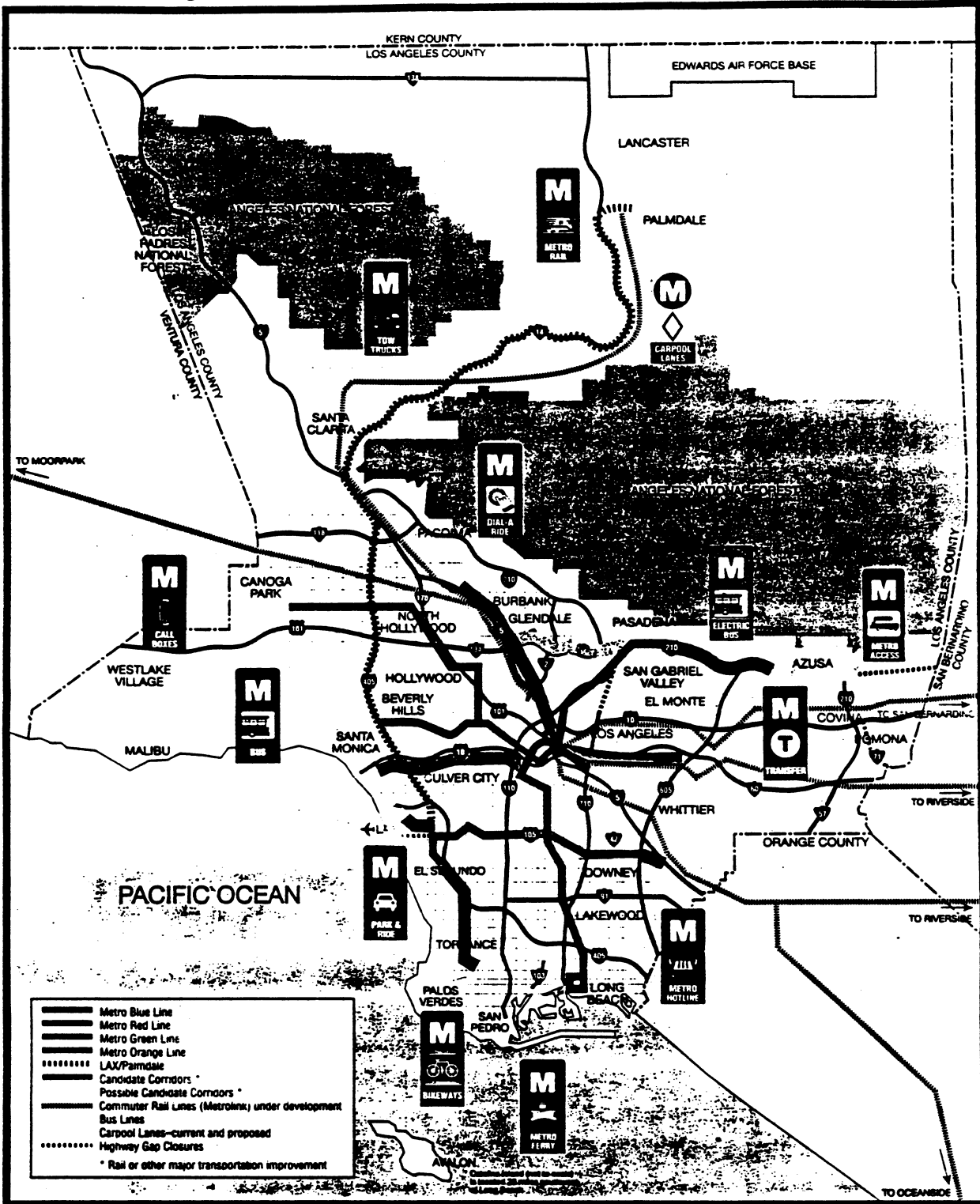


SM



METRO

An Integrated Transportation System



METRO SERVICES

Metro Rail

400-mile system of light rail, subway, commuter rail and similar transportation improvements by 2010.

Metro Bus System

Includes all 14 Los Angeles County Bus Systems with 2,500 peak hour buses today. System will be expanded to 3,900 peak hour buses.

Metro Hotline

A telephone line that receives service improvement recommendations from the public and also provides transit information.

Metro Freeway Service Patrol

Tow trucks that patrol County freeways during commuter hours providing free highway vehicle services.

Metro Dial-A-Ride

Transportation for the elderly and persons with disabilities.

Metro Call Buses

Hearing-aid compatible emergency cellular call boxes located on Los Angeles area freeways.

Metro Carpool Lanes

Over 300 miles of new Carpool Lanes on the Freeway System.

Metro Bikeways

500 miles of bikeways that encourage biking as a smog-free form of transportation.

Metro Fares/Transfer

A Fare-Payment Card allows riders to use the same card to transfer between all the Metro bus and rail services.

Metro Electric Buses

Bus electrification is part of a program that will provide a 100% clean-fuel bus fleet.

Metro Park & Ride

Public parking lots provided to motorists who wish to use public transportation or ride-share.

Metro Access

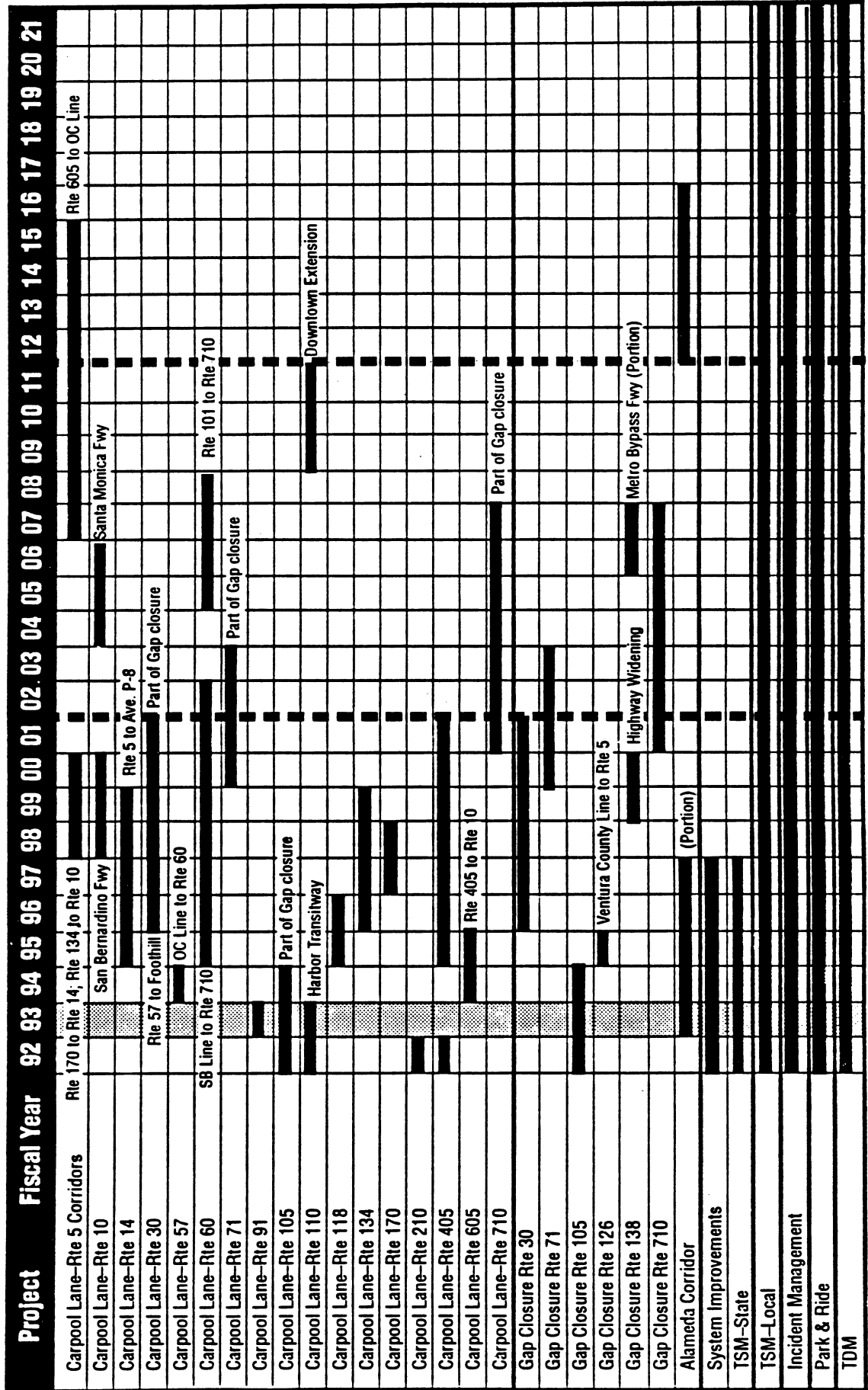
Countywide curb-to-curb service that provides longer-distance transportation for those people who are incapable of using fixed route bus and rail service.



SM

LACTC 30-Year Integrated Transportation Plan

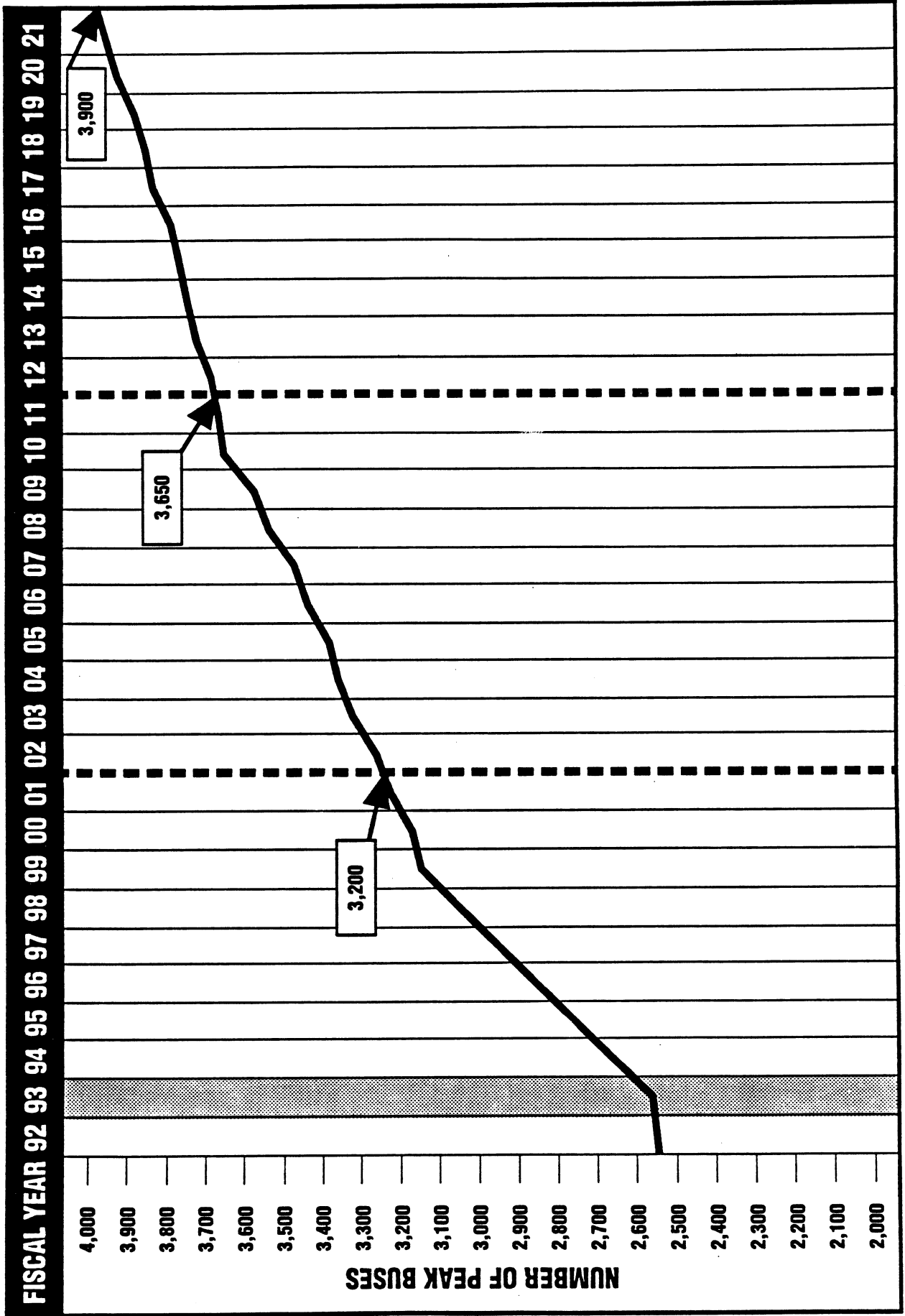
Schedule of Highway Projects



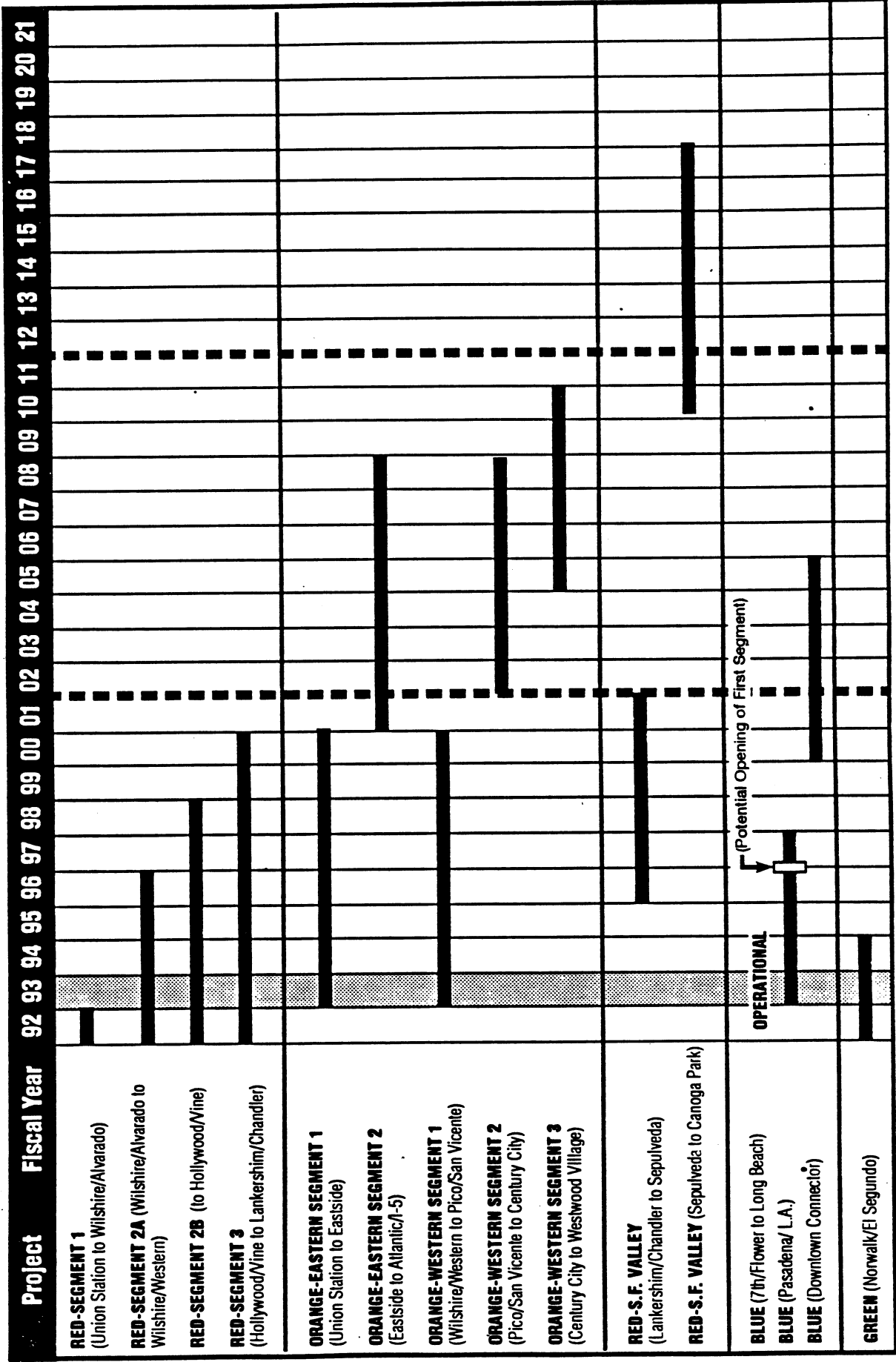
GANTT CHART/6

LACTC 30-Year Integrated Transportation Plan

Bus Fleet Expansion

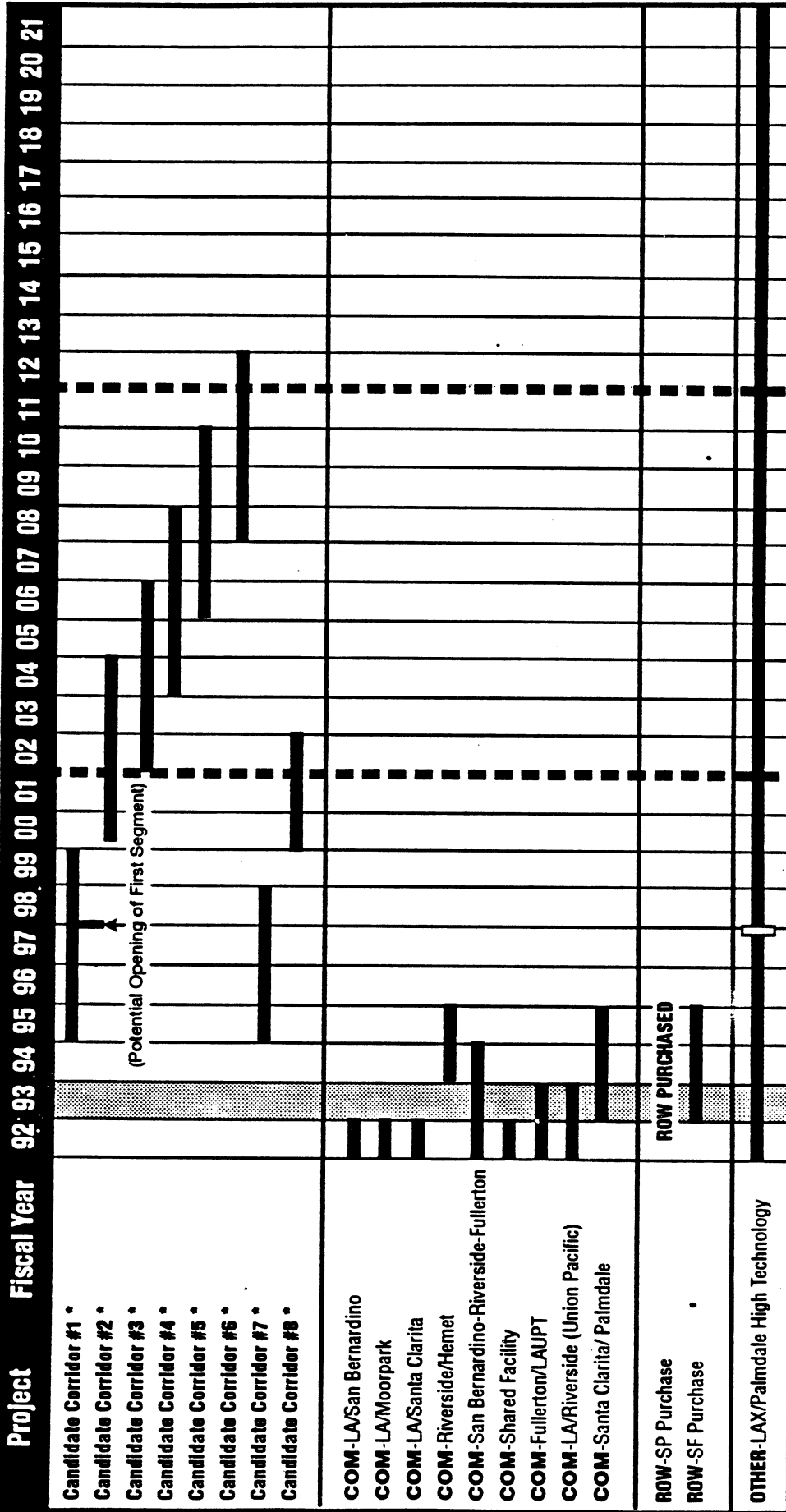


LACTC 30-Year Integrated Transportation Plan Rail Project & Candidate Corridor Schedule



GANTT CHART/7

LACTC 30-Year Integrated Transportation Plan Rail Project & Candidate Corridor Schedule



* Where applicable, segments of corridor will open prior to construction of entire project to accelerate revenue operations.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

AREA TEAMS

SOUTHEAST:

- o Completion of Green Line Draft EIR easterly extension to Norwalk
- o Commission approved Los Angeles County 1991 State Transportation Improvement Program Recommendations: allocating \$431.7 million in FCR funds
- o Commission approved policy on Private Sector Involvement Process
- o Awarded Paratransit Subregional Incentive Project
- o Established Highway/freeway Subcommittee of TAC
- o Awarded Section 9 funding for Montebello Bus Line
- o Commission approved Urban Greenways demonstration landscaping Project on Blue Line excess right-of-way
- o Commission approved strategy for county-wide coordination of traffic signals (Signals Support Group)
- o Preparation of Highway Program for 1992 STIP resulting in \$309 million in projects

CENTRAL:

- o Approval to move forward on Pico/San Vicente Red Line extension
- o Approval to initiate EIR for Blue Line extension to USC/Coliseum
- o Approved designation of LADOT as Included Municipal Operator for its Downtown DASH, Harbor Shuttle and BSCP services and to allocate up to \$2,330,000 for their transit operations
- o Executed Blue Line Operating Agreement with SCRTD to expand service
- o Achieved highest State Resource Agency scoring for Environmental Enhancement
- o Added 20 buses to SCRTD, Gardena, and Culver City to relieve overcrowding

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Approved initiation of EIR Addendum to Pasadena-Los Angeles Rail to conduct further analysis of a light rail maintenance facility with Taylor Yard

SFV/NORTH COUNTY:

- o Commission approved for Antelope Valley and Santa Clarita to become Included Municipal Operators
- o Initiated work on Burbank-Glendale-L.A. Rail project EIR
- o Initiated Route 14 Van/Buspool project
- o Conducted meeting to discuss implication of LAX-Palmdale Private Sector Initiative, with Antelope Valley elected officials, city managers, and business leaders
- o Completed bus procurement suburb to suburb and North County service expansion projects
- o In conjunction with the joint development staff, executed joint development and funding agreement with the City of Los Angeles for the Chatsworth commuter rail station
- o Commission approved rescope Route 14 HOV project and submitted to California Transportation Commission
- o Formation of the Antelope Valley Transit Authority (JPA) completed
- o Preparation of Final EIR for East West Valley Rail Project

SOUTH BAY:

- o Expanded Metro Freeway Service Patrol into full service level/Adjusted M-FSP hours to accommodate holiday demand
- o Executed funding agreement between the CHP and the LACTC for M-FSP
- o Commission approved station location and funding for San Bernardino-Los Angeles commuter rail
- o Awarded \$9 million in Proposition C interest to implement FSP

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Awarded \$1.5 million in Proposition A interest and earned CTC allocation of \$1.5 million to the City of Avalon, Cabrillo Mole ferry terminal improvements
- o Commission approved Blue Line Park and Ride project
- o Completed MAX maintenance audit
- o Approval of SAFE contract
- o Completed installation of 360 call boxes on the 405 and 10 Freeways
- o Served 13,000 additional motorists with the Metro Freeway Service Patrol (FSP), bringing total to over 80,000
- o Approved Prop. A Local Return projects for South Bay cities

SAN GABRIEL:

- o Received AQMD grant for commuter rail station construction at California State University, Los Angeles
- o Commission approved station location and funding for San Bernardino-Los Angeles commuter rail
- o Initiated EIR Addendum for the Pasadena-Los Angeles Rail Transit Project
- o Approved operating rights to Union Pacific line from Riverside to Los Angeles
- o Obtained approval to initiate preliminary engineering for portion of Pasadena-Los Angeles Rail Transit Project
- o Completion of Northern San Gabriel Valley preliminary analysis (Pasadena to Azusa)

WESTSIDE:

- o Commission approved Proposition 116 Bicycle funding recommendations
- o Completed feasibility study to modify design of Vermont/Sunset station for improved access and joint development potential
- o Commission obtained \$1 million State Petroleum Violation Escrow Account Grant

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o SMART design and funding complete
- o Commission approved acquisition of Southern Pacific right-of-ways, adjacent to Santa Monica Boulevard
- o Obtained funding for Bus Overcrowding Service for Culver City
- o Obtained Federal Highways Administration (FHWA) grant for SMART Corridor Demonstration project
- o Completed and distributed 1992 L.A. County Bikeway Map

CONSOLIDATED TRANSPORTATION SERVICES AGENCY

- o Paratransit Network Demonstration Project in East San Gabriel Valley in operation
- o Commission approved the establishment of the Specialized Transportation Advisory Committee and its 22 members
- o Staff worked with Braille Institute to develop ADA-related materials
- o Began promotion of Metro Access project with social service agencies in the East San Gabriel Valley
- o Began installation and Testing of Network Computer System in the East San Gabriel Valley
- o Process for certification of the ADA Paratransit Eligible individuals underway
- o Prepared and distributed over 400 copies of the preliminary draft of the Paratransit Plan to city managers, transit administrators, the Specialized Transportation Advisory Committee, PAROS, BOS, E&D, TAC, CAC members, and other interested persons

CONGESTION MANAGEMENT PROGRAM

- o Commission approved final CMP Network
- o Presented CMP to UMTA as part of SCAG Regional Review
- o Commission authorized development of EIR for CMP

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Convened CMP Highway Working Group to review highway Monitoring criteria, LOS methodology, and criteria for adding routes to the CMP Network
- o Final Draft CMP published (Initial distribution over 1600)
- o Presented criteria for adding routes to the CMP Network and list of possible additions to the CMP Technical Forum and Policy Advisory Committee
- o Conducted Commission CMP workshop and initiated new approach to Deficiency Plan through the Congestion Gap Study
- o Distributed the TDM ordinance to local jurisdictions for review and comment.

SYSTEMS PLANNING UNIT

TRANSPORTATION DEMAND MANAGEMENT (TDM)

- o Continued mediation between CTS and RTD on sharing of transit information
- o Met with 45 representatives of the business community and cities to discuss model ordinance and comprehensive TDM program
- o Met with Mayor's Office to discuss issues of common concern including City Trip Reduction Ordinance and Trucking Program
- o Revised proposed TDM program paper to reflect comments from CTS and others
- o Represented LACTC on conformity issues related to proposed rule-making by U.S. EPA, and implementation issues related to proposed TDM program
- o Represented LACTC at organization meeting of Statewide Market Incentive Task Force for Transportation Control Measures

TRANSPORTATION SYSTEMS PLANNING (TSP)

- o Hosted meeting with representatives of the Bus Operations Subcommittee and Private Sector Forum to discuss regional bus transit issues as mandated by SB 1402
- o Formed with Orange, Riverside and San Bernardino counties, a working group to respond to regional bus transit issues mandated by SB 1402

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Developed alternatives for additional coordinated commuter bus service with Santa Clarita, LADOT and the Antelope Valley Transit Authority
- o In conjunction with the Controller, prepared recommendations for the Economic Recovery Program and to address SCRTD's Revenue Shortfall
- o Completion of Union Station Bus/Rail Interface Study

STRATEGIC SUPPORT TEAM

- o Commission approved SCRTD and LACTC Reorganization Plan
- o Obtained Joint Board approval of LACTC/SCRTD reorganization principles; and submitted draft legislation to Assembly and Senate
- o Obtained majority of LACTC objectives in Senate version of Federal Transportation Reauthorization Bill
- o Approval of Economic Development Program
- o Commission approval of Local Business Enterprises Preference Policy
- o Adoption of Proposition A 40% Discretionary Guidelines
- o Adoption of Proposition C Guidelines
- o Designed LACTC's Comprehensive Rail Transit and Highway Capital Program
- o Authorized RFP for Private Sector Initiative Program (including LAX-Palmdale and East-West Valley Rail Line)
- o Conducted AQMP Board briefings
- o Obtained approval for Bus Electrification Study and Demonstration project
- o Obtained approval for Fare Debit Card Demonstration project
- o Reduced Commission expenses for travel, automobile and entertainment
- o Implemented Commission Cost Reduction Measures

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Implemented a Cost Recovery Project
- o Coordinated Blue Line Anniversary Event
- o Promoted Metro Freeway Service Patrol
- o Developed and Issued monthly Executive Director's Report

RAIL CONSTRUCTION CORPORATION

- o Completed laying of rail for Metro Red Line Segment 1
- o Began construction of Red Line Segment 1 Wilshire/Western Station
- o Energized yards and shop areas for Metro Red Line Segment
- o Completed pre-final design documents for Hollywood/Western Station contract
- o Received first pair of test vehicles at Pueblo Test Center
- o Awarded contract for Specialized Trackwork Procurement and approved award of contract for Hawthorne Yard and Shops
- o Awarded Green Line Specialization Trackwork contract
- o Commenced tunneling at Mac Arthur Park for the Metro Red Line Segment 2
- o Issued a Notice-To-Proceed for the Wilshire/Vermont Station, Stage 1 for Metro Red Line Segment 2
- o Metro Red Line Segment 1. Energized entire rail system. Received Initial Delivery of Rail Vehicles

METROLINK

- o Established Joint Powers Authority (SCRRA)
- o Completed purchase of all major Southern Pacific right- of-way segments
- o Established Regional Rail Electrification Task Force

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Selected Amtrak as operator
- o Executed shared use agreement with Union Pacific
- o Construction Underway on Northern and Eastern lines
- o Construction ground breaking on San Bernardino-Los Angeles Line
- o All major construction contracts for internal services awarded or out to bid
- o Approved budget and funding plan for Riverside-Los Angeles Line on Union Pacific
- o Awarded contract for Fare Ticket Vending Machines
- o Released Regional Rail Electrification study

FINANCIAL AND ADMINISTRATION SUPPORT TEAMS

- o Completed and gained Commission approval of the 30-Year Integrated Transportation Plan
- o Formulated and implemented the Economic Recovery Program and provided expertise and resources to help SCRTD address its revenue shortfall.
- o Consolidated all funds tracking in the financial sections
- o Identified over \$3.8 million in cost savings through contract audits
- o Gained CTC adoption of the STIP, TCI projects and the master agreement for the State and Local Partnership Program
- o Formed and chaired statewide committee on rail funding under the auspices of the California Transportation Association
- o Published Official Statements for two debt issues and conducted investor meetings reaching over 75 major investors
- o Sold \$281.5 million in Sales Tax Revenue Refunding bonds at a 6.78% TIC

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Issued \$19.3 million on Certificates of Participation (COP's) to finance bus purchases by LA County, LA City and Santa Clarita. Sold the COPs at a True Interest Cost (TIC) of 6.02% at a term of 12 years.
- o Completed annual consolidated audit
- o Met and exceeded property acquisition schedules for Metro Red and Green Lines and completed Saugus and Coast Mainline Southern Pacific right-of-way acquisitions
- o Completed acquisition of rail right-of-ways to Riverside from the Union Pacific Railway Company
- o Continued strong vendor relations by paying rail related contract invoices within 21 days
- o Developed and arrived at agreement with the CRA on how we will jointly develop master plan assessments for the Hollywood Blvd. stations
- o Achieved state sign off on environmental clean up of rights-of way
- o Managed nearly 200 miles of rights-of-way
- o Consolidated funds tracking responsibility and reconciliation of all LACTC funds
- o Developed/Implemented a Cash Receipts/Disbursements Tracking System
- o Distributed an Environmental Risk Management Manual to senior staff to provide a knowledgeable framework for decision-making
- o Completed a Regional Transportation Plan (RTP) that conforms with the AQMP
- o Established Owner Controlled Insurance Program for Commuter Rail
- o Completed Financial Management Information needs analysis for LACTC and RCC
- o Exceeded 24% goal for participation by women and minority owned banking firms (achieved 30.4%). Established ground breaking bond marketing rules that increase ability of under-utilized firms to obtain and market term bonds as well as serial bonds
- o Reaffirmed LACTC's A1/A+ credit rating by Moody's and Standard and Poors despite recession and revenue shortfalls

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1991-92 ACHIEVEMENTS

- o Established first joint development partnership with Children's Hospital, Kaiser Foundation and Starbright Foundation for the Vermont/Sunset Station
- o Published funding matrix and guide
- o Established Internal Audit program and issued guidelines and handbook
- o Published risk management, real estate, audit and accounting policies and procedures
- o Automated property management records

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1992-93 OBJECTIVES

At the beginning of each fiscal year, the Commission adopts goals and objectives to lay the foundation for Commission action, direction and focus for the new year. The LACTC has a lot to be proud of in reviewing the accomplishments for the last year. Summarized below are the proposed Commission goals and objectives for FY 92-93.

1. Mobility Improvement

- o Implement the Commuter Rail start-up on schedule.
- o Complete the Santa Fe Negotiations.
- o Select 30-Year Integrated Transportation Plan candidate corridors through a criteria-based selection process.
- o Select immediate action TDM program projects.
- o Gain consensus with municipalities on the implementation of the Congestion Management Program.
- o Implement regular transportation system mobility reporting through the Transportation Reporting Improvement Program.
- o Preserve transportation corridor right-of-way through implementation of such programs as the Land Bank Corporation and purchase of the Santa Fe Right-of-Way.
- o Begin the Fare Debit Card Demonstration project, to be completed in FY 93-94.
- o Consider and utilize new technology in fuels, telecommunications, ATISAC, advanced rail and other fields which may shed new light on mobility improvement.
- o Fulfill the requirements of the Americans with Disability Act.
- o Complete the project engineering of the bus electrification demonstration lines on schedule and select 1 or 2 lines for construction.
- o Expand the Tow Service Patrol Program.
- o Implement the HOV Master Plan.
- o Implement the Park and Ride Master Plan.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1992-93 OBJECTIVES

- o Complete Orange Line AA/EIS and continue development of ongoing rail projects.
- o Implement the design phase of the Pasadena extension of the Metro Blue Line.
- o Keep all rail construction activities on schedule and within established budgets.

2. Constituent Satisfaction

- o Increase communication and improve public and business sectors knowledge of transportation issues and efforts.
- o Develop public ownership of an integrated multimodal transportation system.
- o Explore and utilize new bus and rail to enhance customer satisfaction.
- o Improve Area Team outreach to local communities and jurisdictions to increase the understanding and meeting of constituent mobility needs.
- o Establish effective measures of service delivery and constituent satisfaction.

3. Quality of Life Improvement

- o Implement an Air Quality Plan consistent with state and federal mandates.
- o Continue to take a leadership role in the activities of the Disadvantaged Business Enterprises Coordinating Council. Continue efforts in establishing a countywide DBE certification program.
- o Continue to take a leadership role in the activities of educating students on the benefits of public transportation.
- o Continue to expand the Art in Rail Transit Program to include projects throughout the rail system.
- o Implement Greenways Program.
- o Implement the Rebuild L.A. Program as outlined by the Commission and Community representatives.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1992-93 OBJECTIVES

- o Maximize the number of local jobs created by the 30 Year Plan through the Commission's Economic Development Program.

4. Mobility Delivered Per Dollar Expended

- o Award bids for the design and development of the LA Car.
- o Establish implementation plans and performance measurements for the 10-Year and 30-Year Plans.
- o Implement the Proposition C funding allocation ordinance.
- o Implement the Private Sector Initiatives Program to seek innovative techniques to finance the system plan.
- o Fully implement the Joint Development Program to establish stations as community transportation centers and provide ongoing revenues for future transportation development.
- o Obtain Metro Red Line Segment-3 funding level specified in the federal reauthorization of the Surface Transportation Act through the appropriate process.
- o Increase outreach to Disadvantaged Business Enterprises to enable the Commission to meet its FY 92-93 DBE goals.
- o Work with the state to ensure full appropriation of gas tax and transportation bond funds.

5. Organizational Effectiveness

- o Coordinate and cooperate the organizational mandates set forth in AB152 on schedule.
- o Implement Commission Performance Audit recommendations.
- o Work with SCRTD on immediate reorganization issues.
- o Continue development and monitoring of performance measures and goals.
- o Develop an intergovernmental strategy cooperatively with other agencies and municipalities which identifies Commissioners' roles in resource allocation.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

FY 1992-93 OBJECTIVES

- o Develop an External Business Affairs plan.
- o Continue to develop an action-oriented agency environment which rewards staff commitment and performance.



Edward McSpedon, P.E.
President/CEO

May 8, 1992

MEMO TO: RCC BOARD MEMBERS - 5/18 MEETING
FROM: EDWARD MCSPEDON
SUBJECT: FISCAL YEAR 1992-93 ANNUAL BUDGET

ISSUE

The Commission will implement a Fiscal Year 1993 Annual Budget in July 1992.

RECOMMENDATION

Staff recommends that the RCC Board adopt the Fiscal Year 1993 budgets for RCC Division administrative costs and capital expenditures, as shown in the attachments and that these budgets be recommended for adoption by the Los Angeles County Transportation Commission.

BACKGROUND

On January 23, 1992, the LACTC initiated the Fiscal Year 1993 Budget Process. In conjunction with other LACTC Divisions, the RCC provides input for inclusion in the Fiscal Year 1993 Annual Budget.

RCC's Fiscal Year 1993 Budget supports LACTC's strategic goal #3. (Mobility delivered per dollar expended.) The Fiscal Year 1993 Budget also supports RCC's overall goal of establishing the Rail Construction Corporation as a model of excellence in public works design and construction. Preparation of the FY 1993 budget focused on quality, cost effectiveness, schedule adherence, community involvement and construction safety.

STAFFING

The Rail Construction Corporation reduced authorized staffing levels below the original Fiscal Year 1992 authorized level of 188 positions to 175 positions through a combination of internal and external reorganizations and reallocation of staff within the Division. The requested staffing level for Fiscal Year 1993 remains at the reduced level of 175 positions which represents a five percent reduction in staff.



**Rail
Construction
Corporation**

818 West Seventh Street
Suite 1100
Los Angeles, CA 90017
Tel 213 623-1194
Fax 213 236-4905

FISCAL YEAR 1993 PROGRAM GOALS

The Rail Construction Corporation Fiscal Year 1992-93 program includes funding for the following activities:

Completing construction of the Metro Red Line Segment 1; delivery of all project vehicles; completing systemwide installations, integrated testing, and pre-revenue operations. The revenue operating date is scheduled for June 1993.

Continuing tunneling and construction on three (3) Metro Red Line Segment 2 stations (Wilshire/Normandie, Wilshire/Western, Wilshire/Vermont); awarding one (1) tunnel contract on the Vermont/Hollywood Line; completing final design and advertising five (5) station contracts (Vermont/Hollywood, Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine) are also scheduled in Fiscal Year 1993.

Incorporating Transit Enhancements into the Metro Red Line Segment 2 status at Vermont/Beverly and Vermont/Sunset to include additional entrance capabilities and rearrangement of ancillary areas to increase accessibility.

Starting Metro Red Line Segment 3 tunnel construction from the Hollywood/Vine Station to the Santa Monica Mountains, and initiating final design activities.

Completing Metro Green Line El Segundo Segment guideway construction; awarding all freeway station contracts, systems contracts, and automatic train control systems contracts. Significant milestones attained will include laying the first rail on the Century Freeway, completing the Rosecrans Bridge, and starting installation of the overhead catenary system.

Completing preliminary engineering and initiating final design of the Metro Pasadena Project. Utilities contracts will be awarded for the first segment of the Project.

Completing preliminary engineering and initiating final design activities on the Metro Orange Line Mid-Cities Segment.

Supporting Blue Line System Enhancements by completing final design and reconstruction of Metro Blue Line Station park and ride lots as follows: Del Amo and Wardlow Stations - 50 new parking spaces each; Willow Station - 100 new parking spaces.

Awarding the Los Angeles Rail Car contract and initiating a prototype vehicle program to serve as a catalyst for

development of a local rail transit industry.

Supporting Rail Development Planning in estimating, cashflow and revenue projections, route alignment selections, environmental studies and other advanced planning for future potential rail lines including the Eastern Extension to the Metro Orange Line.

Managing vehicle and locomotive procurement for the Commuter Rail Start-up activities; providing support for Commuter Rail which includes Metro Red Line Segment 1 project team reconstruction of Union Station platforms and pre-award and post-award contract administration on construction procurements for materials and services.

Conducting school safety program and community outreach meetings.

Attachments

Prepared by:



WAYNE MOORE
Director, Financial Administration



JEFFREY C. CHRISTIANSEN
Vice President, Program Mgmt.



EDWARD McSPEDON, P.E.
President/CEO

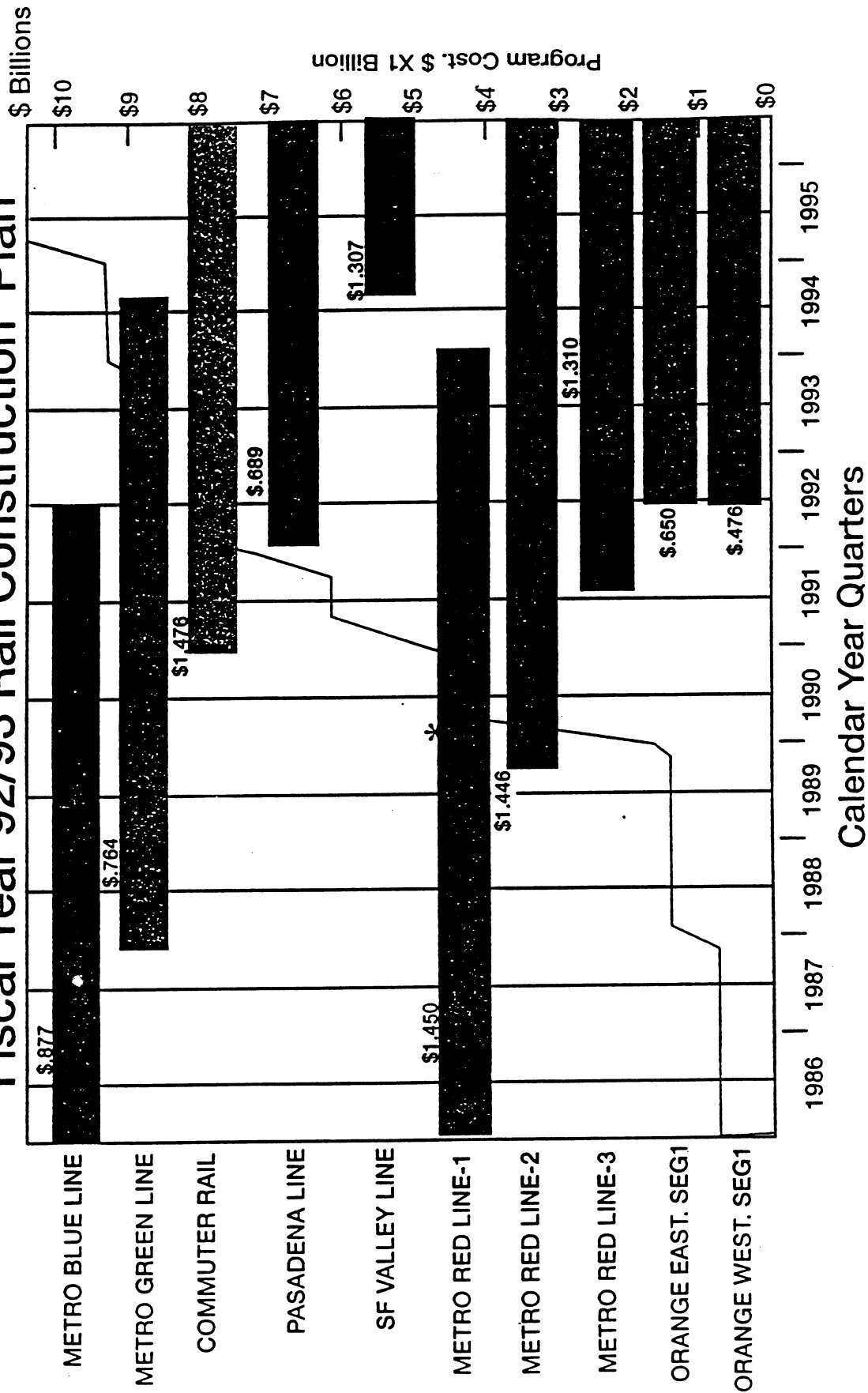
NEIL PETERSON
Executive Director
Los Angeles County
Transportation Commission

RAIL CONSTRUCTION CORPORATION FISCAL YEAR 1992-93 BUDGET PROPOSED STAFFING

COST CENTER NO.	DEPARTMENT NAME	APPROVED FY1992 BUDGET	MID-YR ADJUST	FY 1992 MID-YR BUDGET	FY1993 RECOMMEND BUDGET
8100	PRESIDENT	3.00	1.00	4.00	4.00
8300	PROJECT MANAGERS	8.00	0.00	8.00	8.00
8500	EXECUTIVE VP - OPERATIONS	2.00	2.00	4.00	4.00
8520	ENGINEERING MANAGEMENT	2.00	0.00	2.00	2.00
8521	FACILITIES ENGINEERING	15.00	(2.00)	13.00	12.00
8522	SYSTEMS ENGINEERING	17.00	(2.00)	15.00	14.00
8523	THIRD PARTY COORDINATION	12.00	(2.00)	10.00	10.00
8524	OPERATIONS & MAINTENANCE	6.00	0.00	6.00	6.00
8530	SYSTEMS SECURITY & SAFETY	8.00	(1.00)	7.00	7.00
8540	CONSTRUCTION	18.00	(2.00)	16.00	15.00
8541	ENVIRONMENTAL SERVICES	3.00	2.00	5.00	5.00
8550	CONTRACTS	26.00	3.00	29.00	29.00
8560	PROGRAM MANAGEMENT	31.00	(2.00)	29.00	28.00
8570	CONSTRUCTION SAFETY	3.00	0.00	3.00	3.00
8580	QUALITY ASSURANCE/CONTROL	4.00	0.00	4.00	4.00
8700	EVP - EXTERNAL AFFAIRS	3.00	(3.00)		
8710	PUBLIC AFFAIRS	23.00	1.00	24.00	24.00
8730	PROJECT ASS'T COORDINATORS	4.00	(4.00)		
TOTAL		188.00	(9.00)	179.00	175.00

NOTE: 4 Positions on hold pending Proposition C approval.

Los Angeles County Transportation Commission Fiscal Year 92/93 Rail Construction Plan



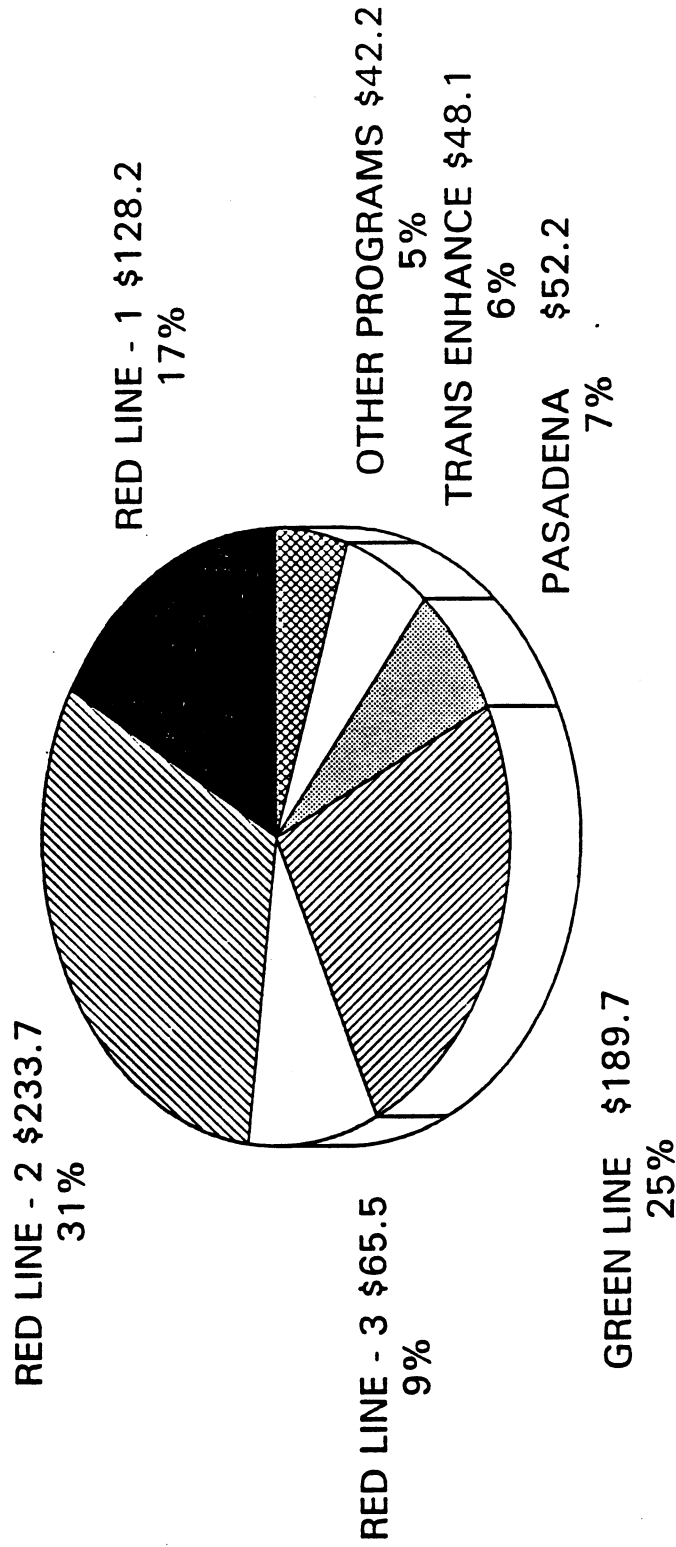
* Increase reflects transfer of Red Line in July, 1990 to LACTC

**RAIL CONSTRUCTION CORPORATION
FISCAL YEAR 1992-93
PROJECT BUDGETS (\$ MILLIONS)**

PROJECT	FY 92 ORIGINAL	FY 92 ADJUSTED	FY 93 FORECAST	FY 93 PROPOSED
* RED LINE SEG - 1	\$203.4	\$217.2	\$105.6	\$128.2
* RED LINE SEG - 2	\$118.1	\$164.4	\$245.2	\$233.7
* RED LINE SEG - 3	\$29.1	\$2.8	\$65.9	\$65.5
* ORANGE LINE WEST	0.0	0.5	\$0.0	\$9.6
* PASADENA LINE	\$41.4	\$13.4	\$0.0	\$52.2
* GREEN LINE	\$147.2	\$136.3	\$193.3	\$189.7
MAJOR PROJECTS	\$539.2	\$534.6	\$610.0	\$678.9
TRANSIT ENHANCEMENTS	\$0.0	\$0.0	\$0.0	\$48.1
RAIL ADA COMPLIANCE	\$0.0	\$0.0	\$0.0	\$1.2
RCC SYSTEMWIDE	\$0.5	\$1.7	\$0.0	\$5.2
LA CAR DESIGN & PROC.	\$0.0	\$0.0	\$0.0	\$12.7
OTHER	\$5.5	\$6.7	\$0.0	\$13.5
CONTINGENCY RESERVE	\$46.8	\$0.0	\$0.0	\$0.0
TOTAL BUDGET	\$592.0	\$543.0	\$610.0	\$759.6
* INCLUDES ALL DIVISION EXPENDITURES				

FISCAL YEAR 1992-93 BUDGETS

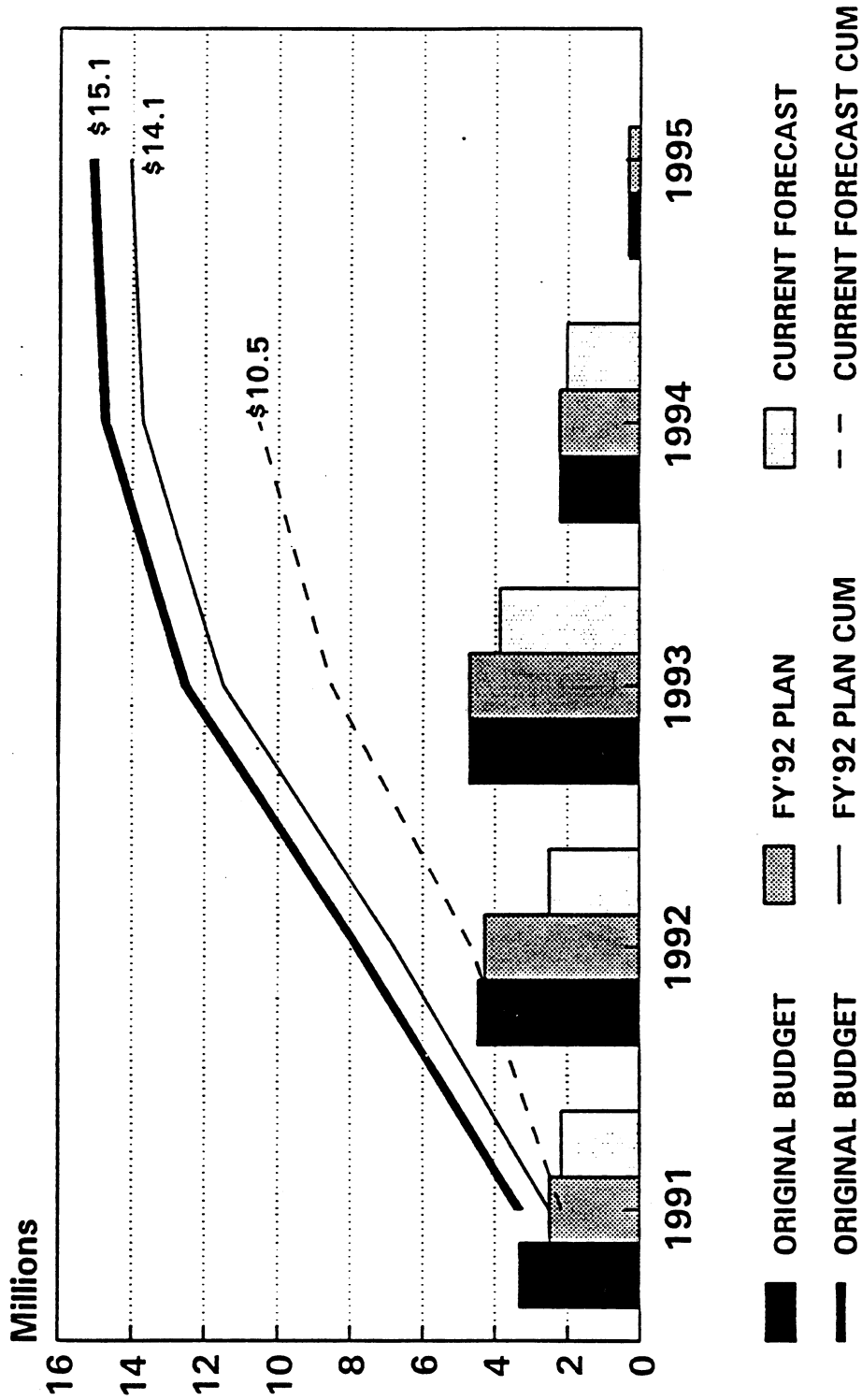
(\$ IN MILLIONS)



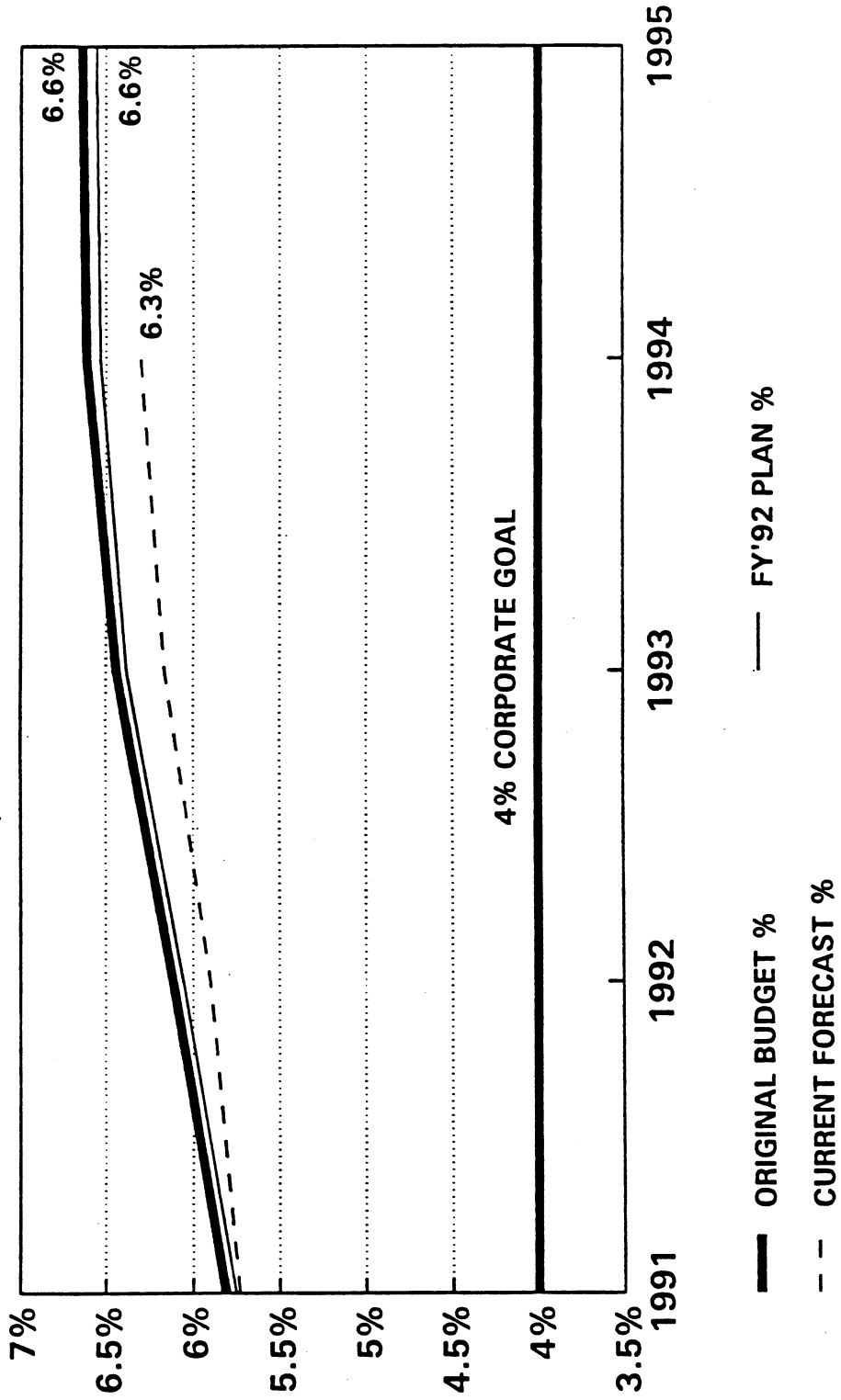
TOTAL RCC PROJECT BUDGETS - \$759.6

METRO RED LINE MOS-1

AGENCY COSTS

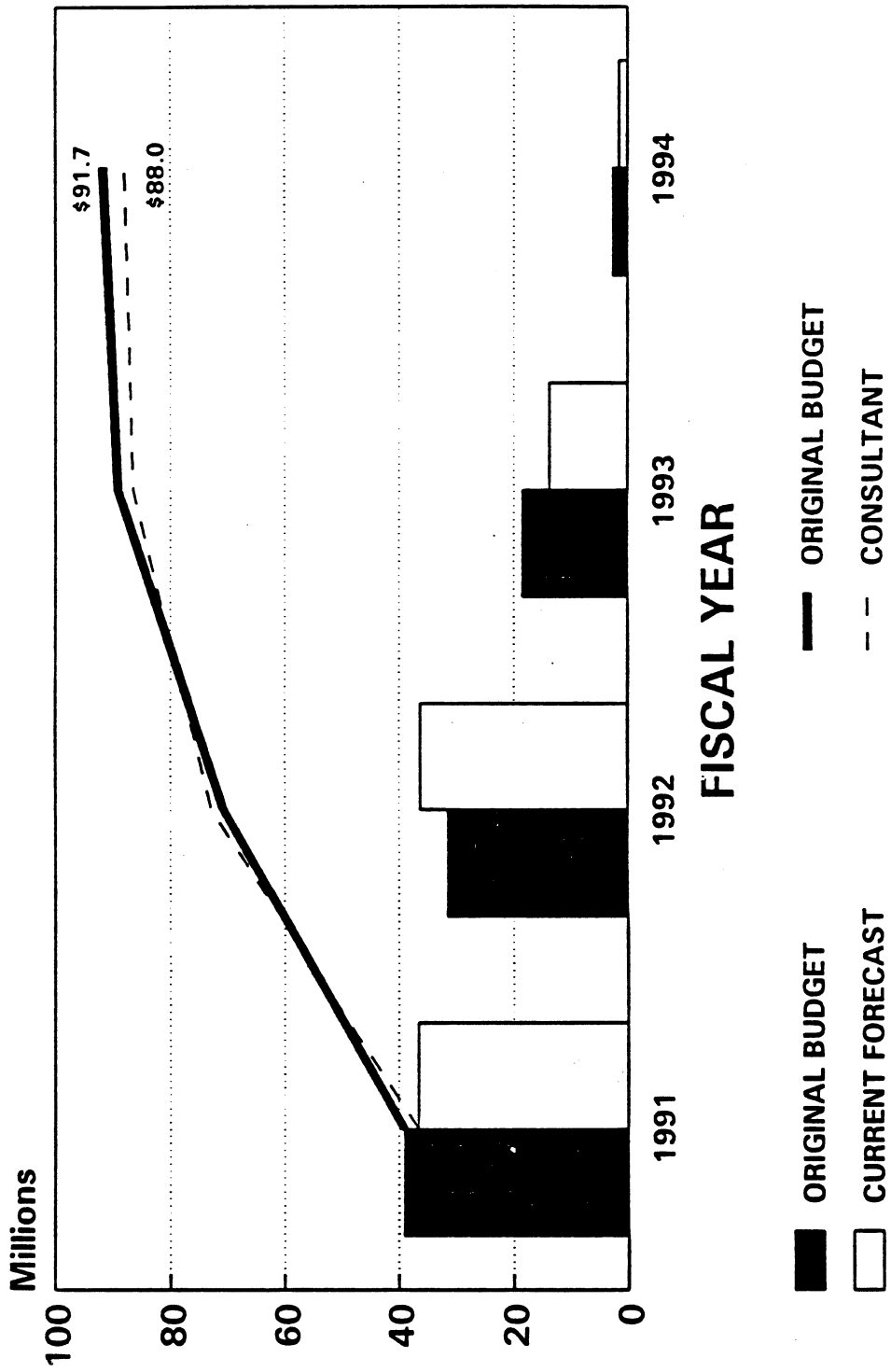


METRO RED LINE MOS-1 AGENCY COSTS

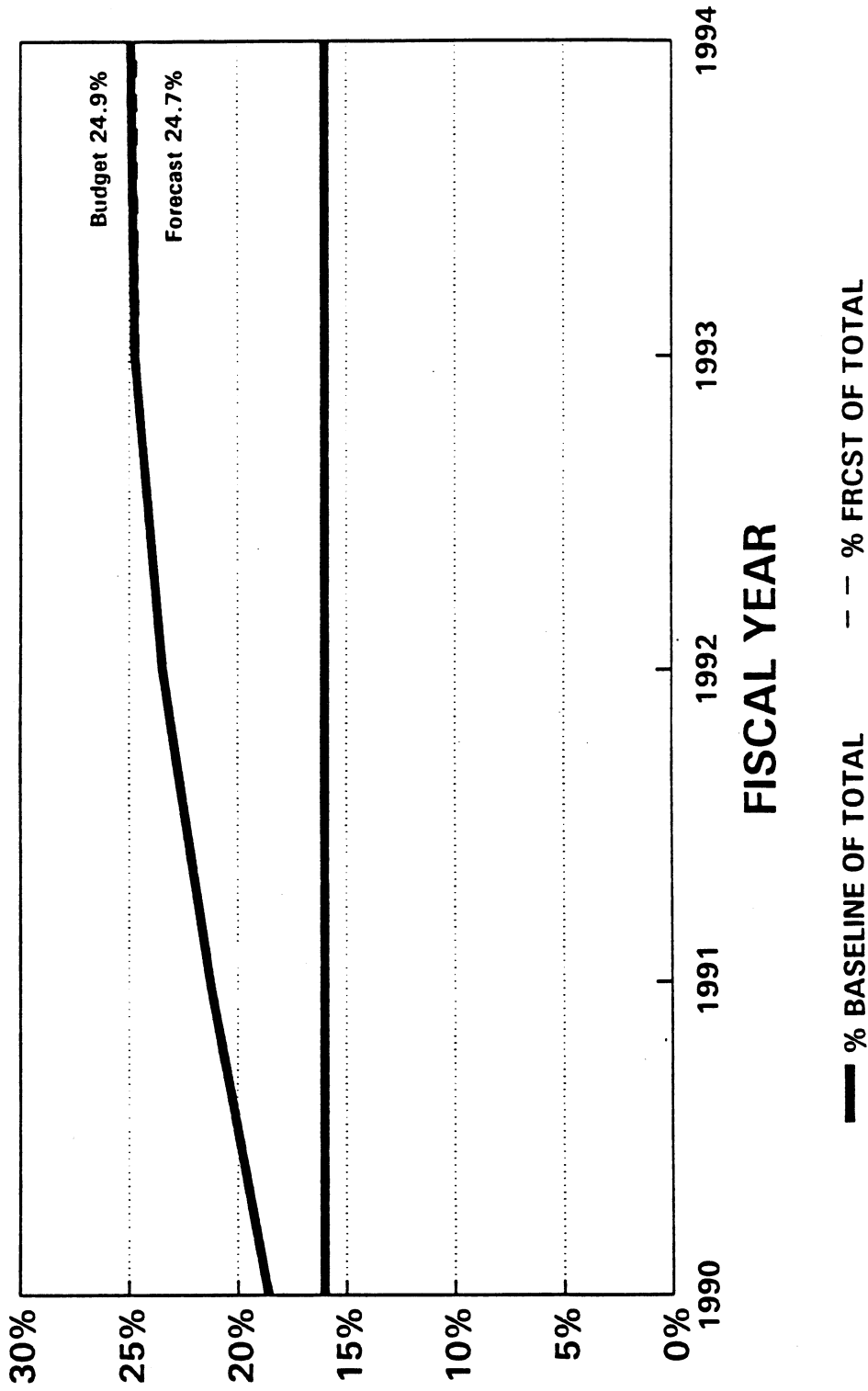


CONSULTANT SERVICES

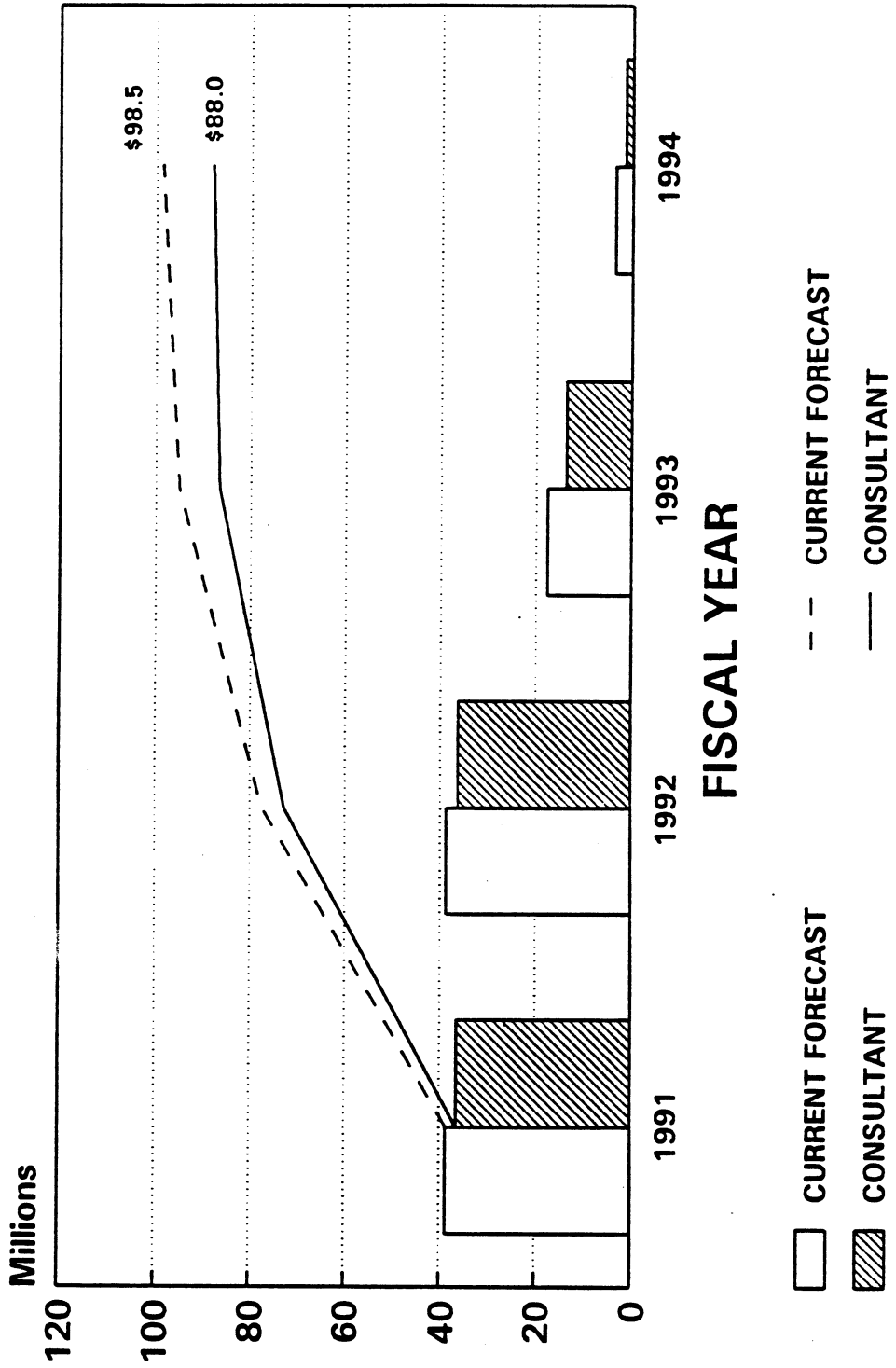
RED LINE SEGMENT 1



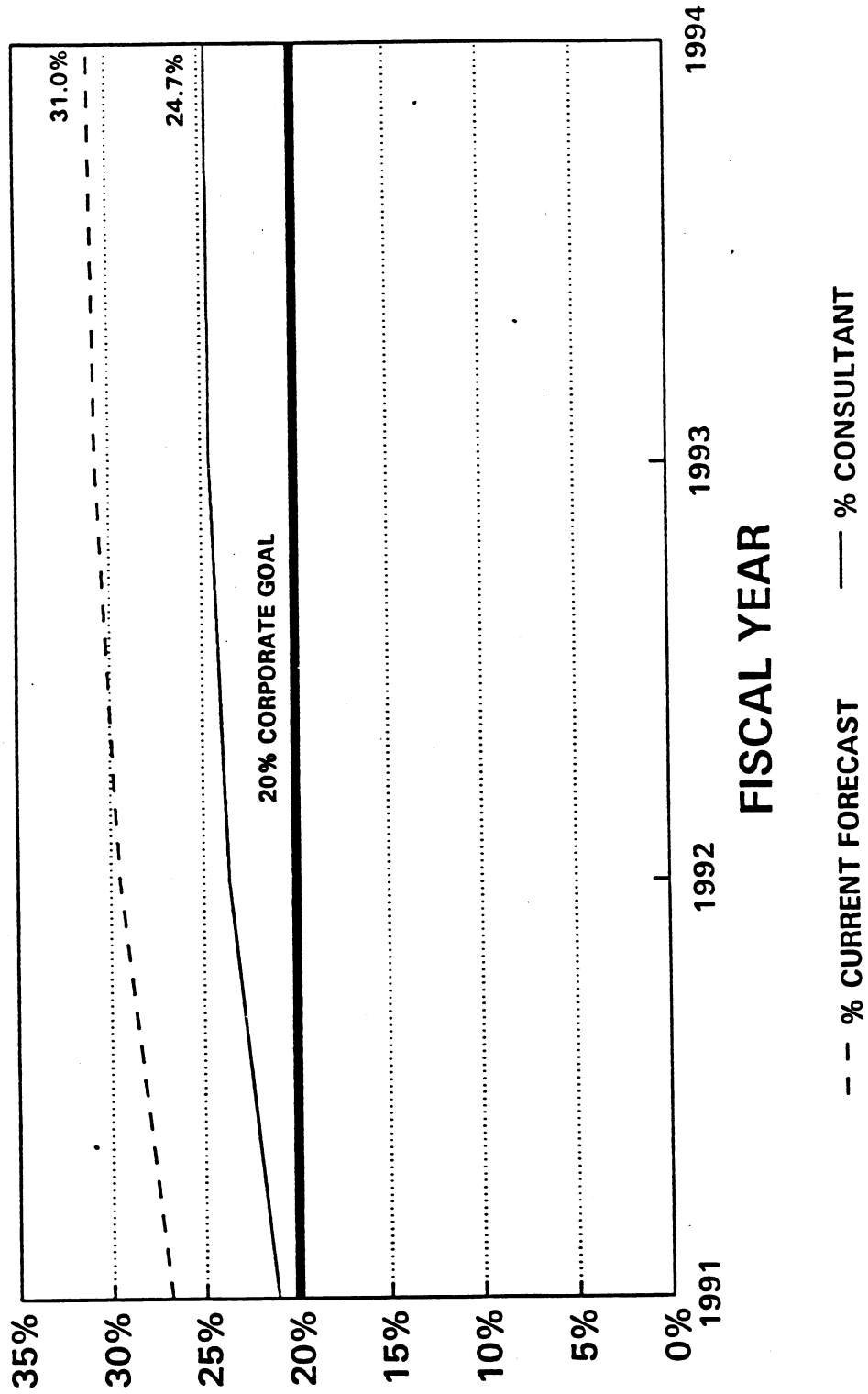
CONSULTANT SERVICES RED LINE SEGMENT 1



PROFESSIONAL SERVICES RED LINE SEGMENT 1

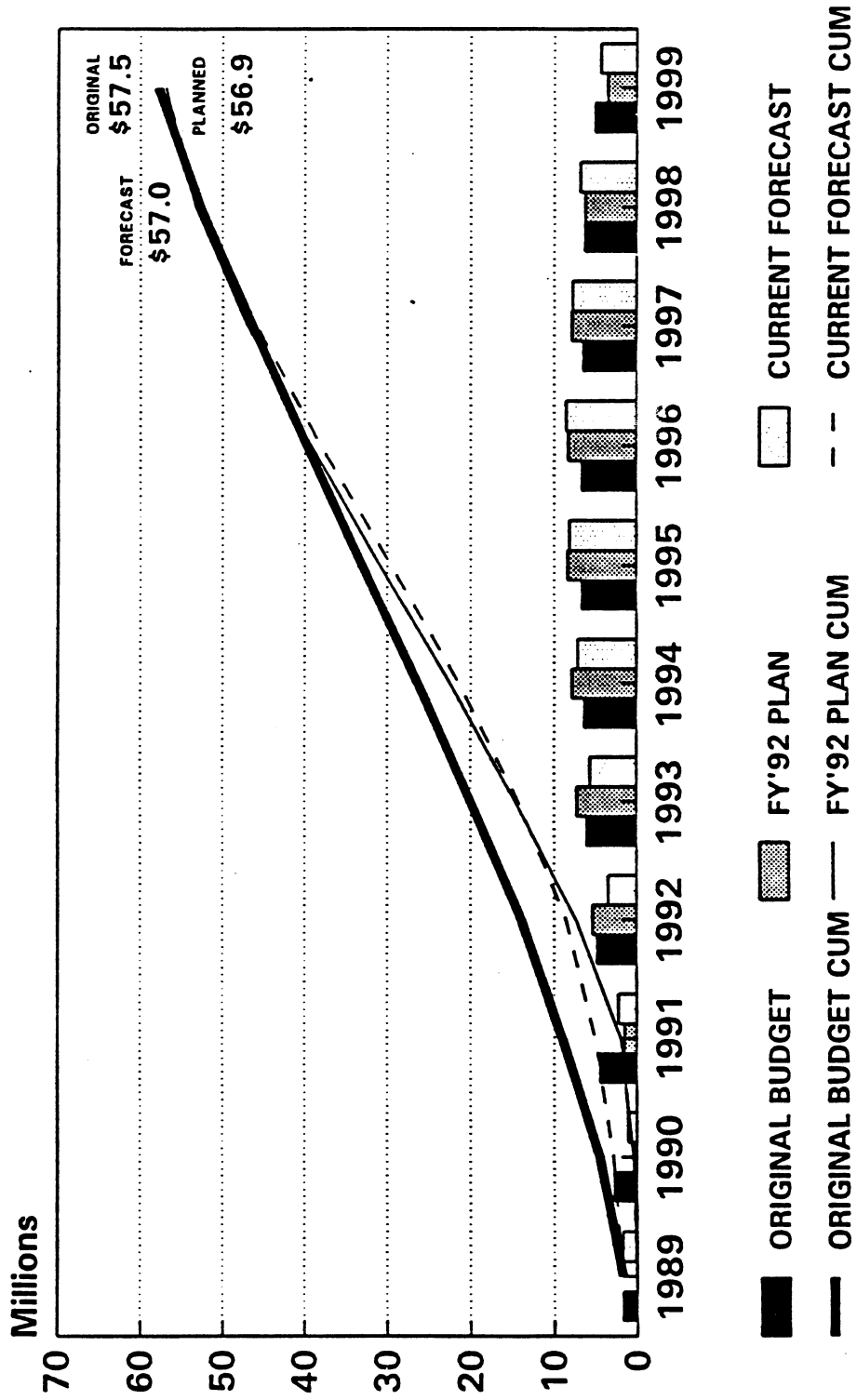


PROFESSIONAL SERVICES RED LINE SEGMENT 1

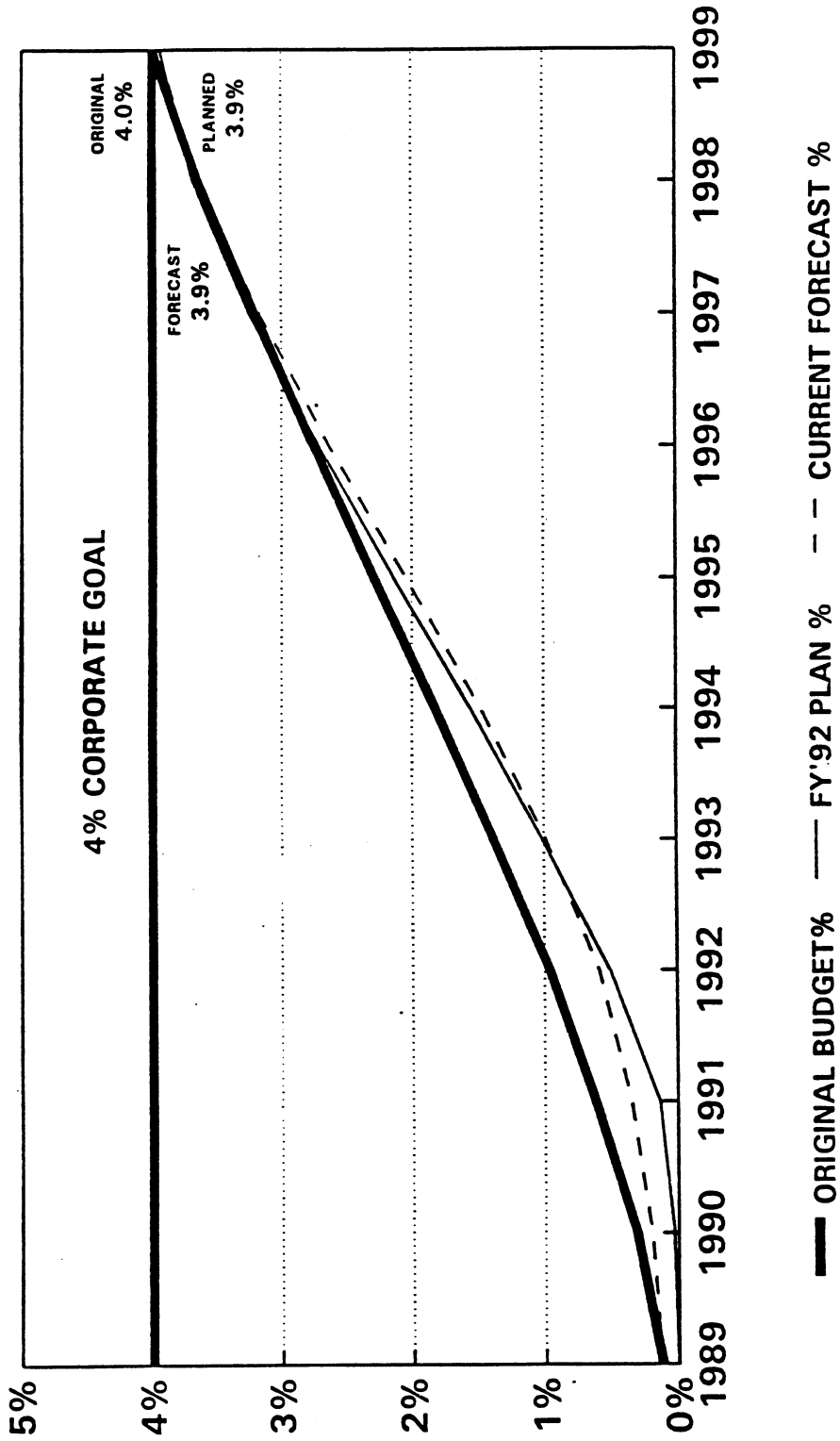


METRO RED LINE MOS-2

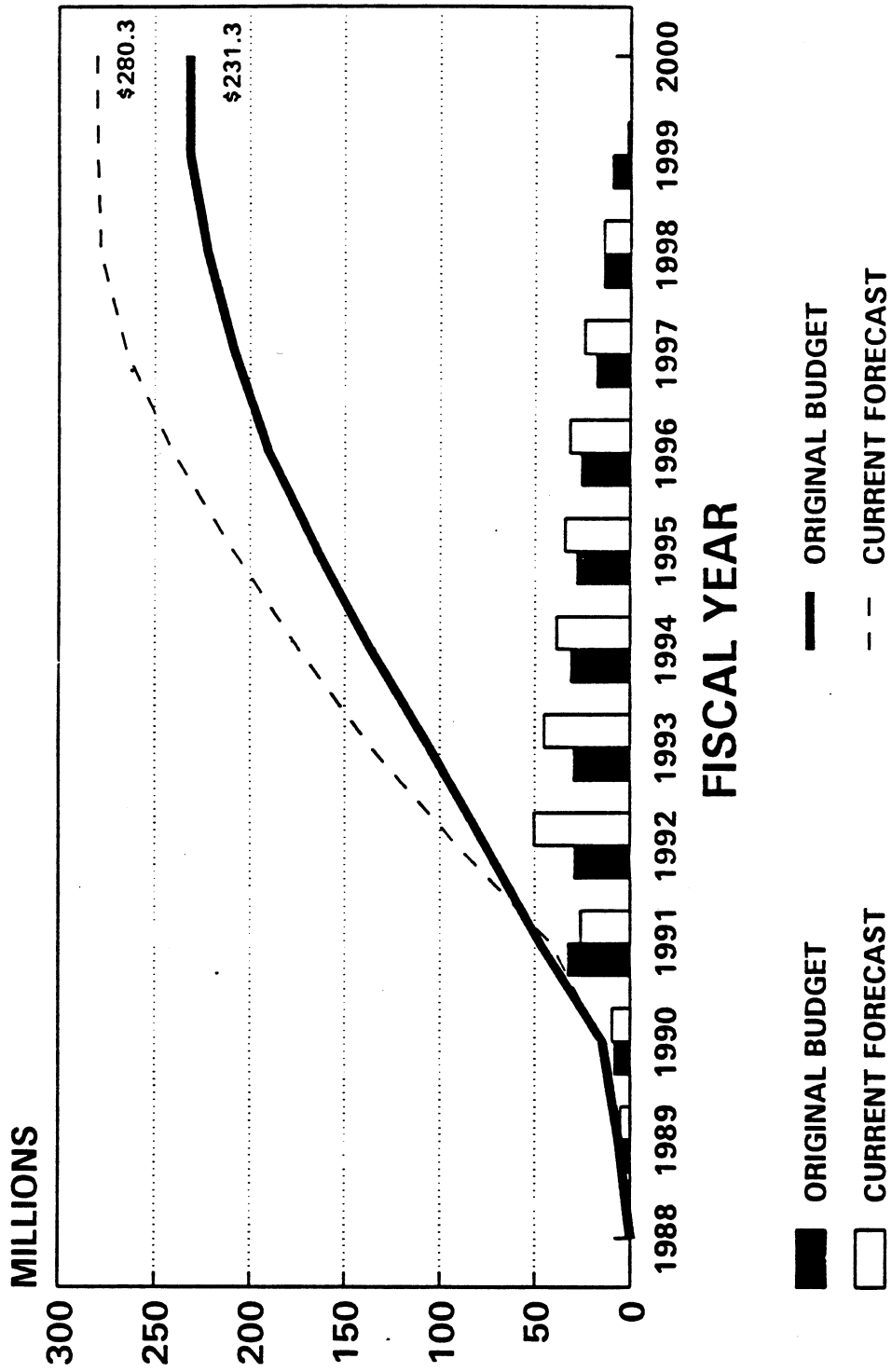
AGENCY COSTS



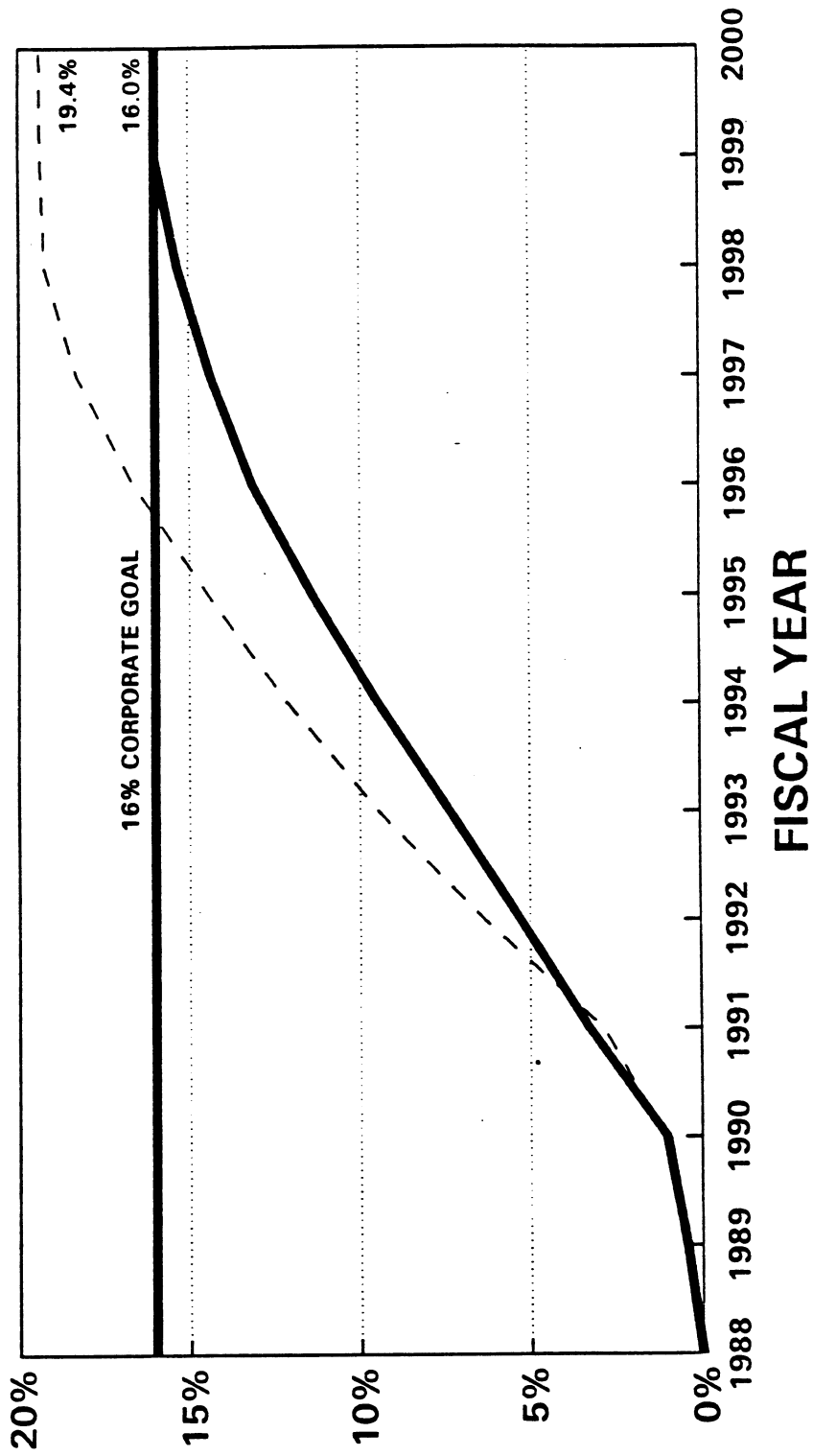
METRO RED LINE MOS-2 AGENCY COSTS



CONSULTANT SERVICES RED LINE SEGMENT 2

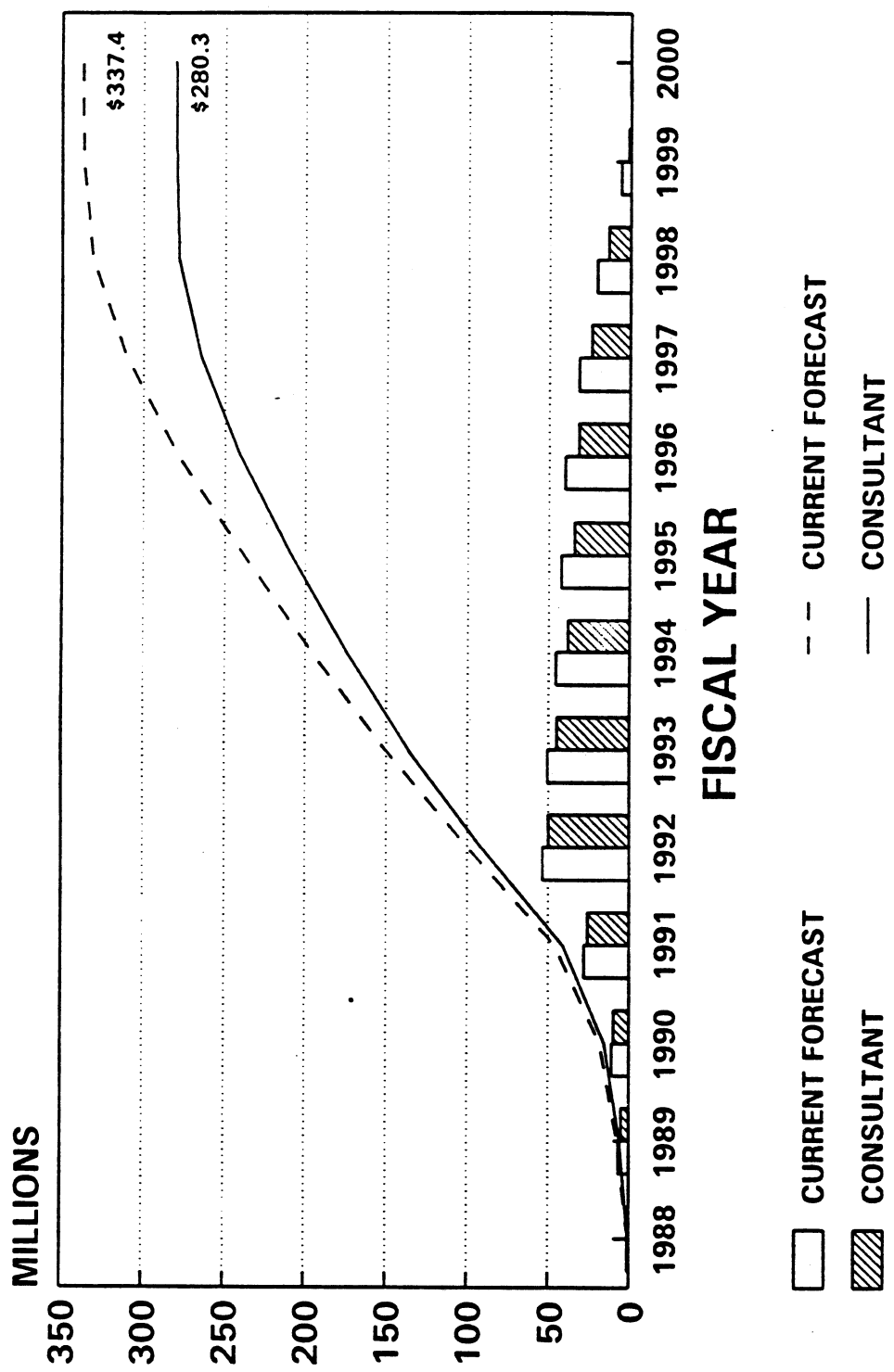


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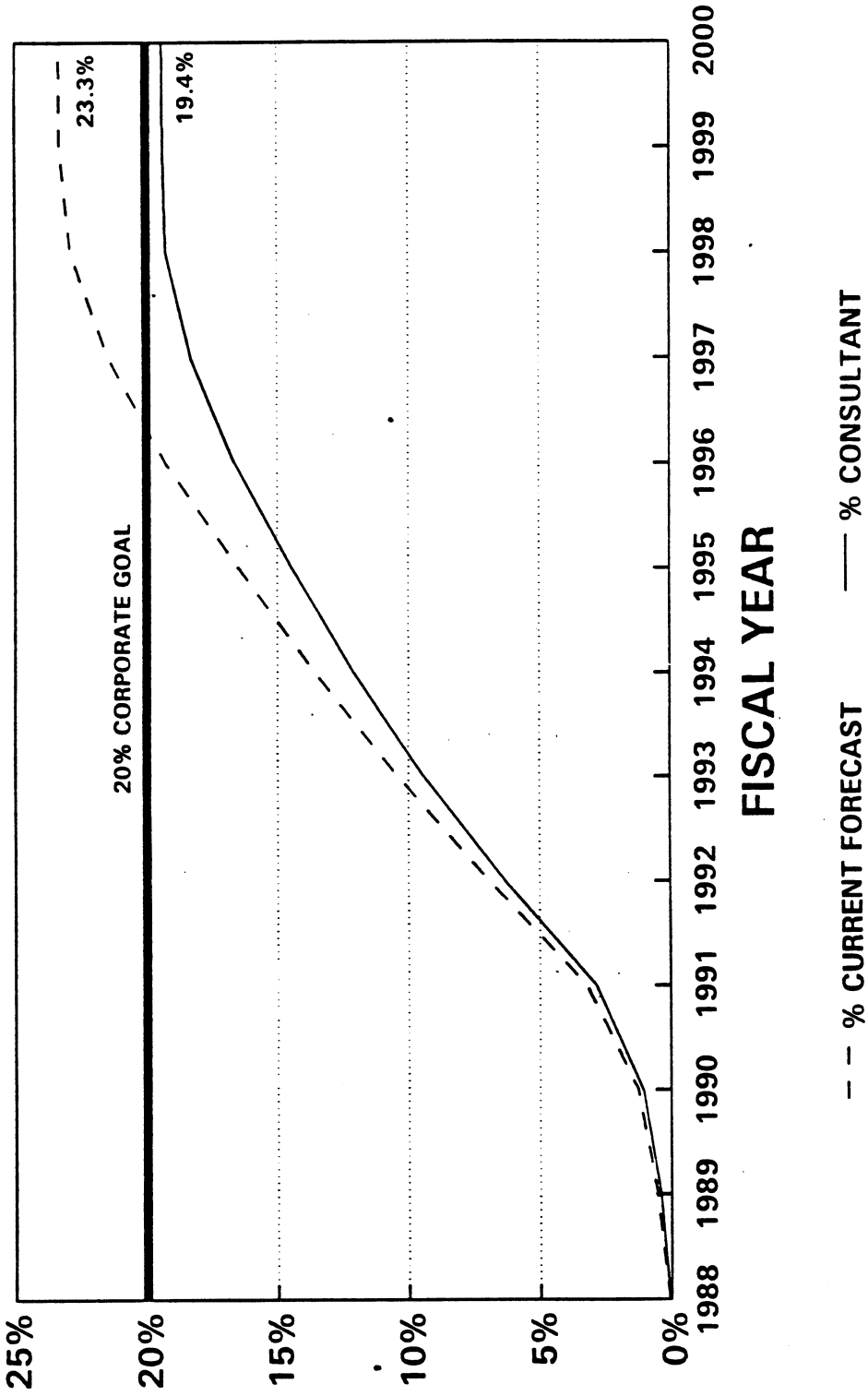


— % BASELINE OF TOTAL - - % FRCST OF TOTAL

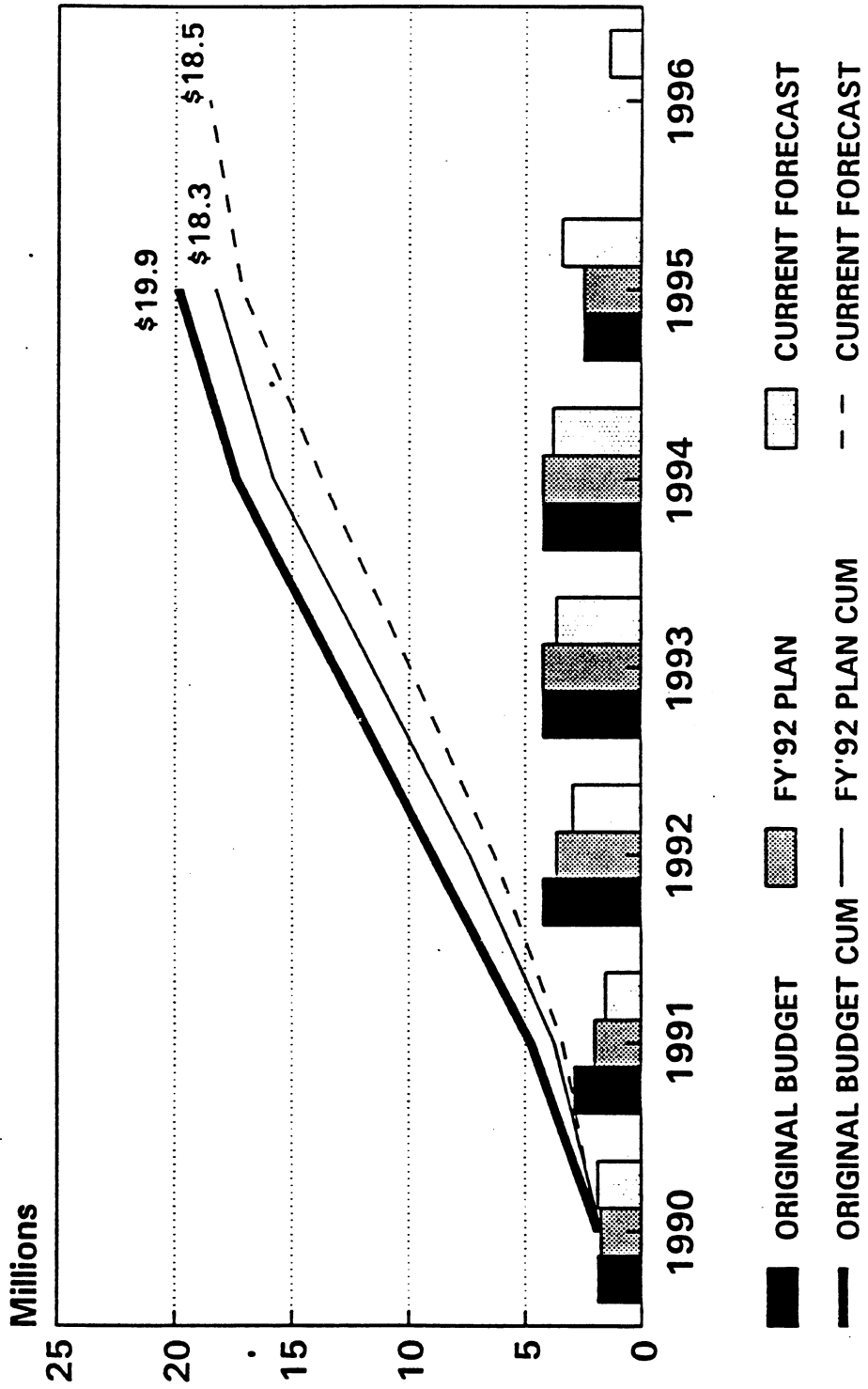
PROFESSIONAL SERVICES RED LINE SEGMENT 2



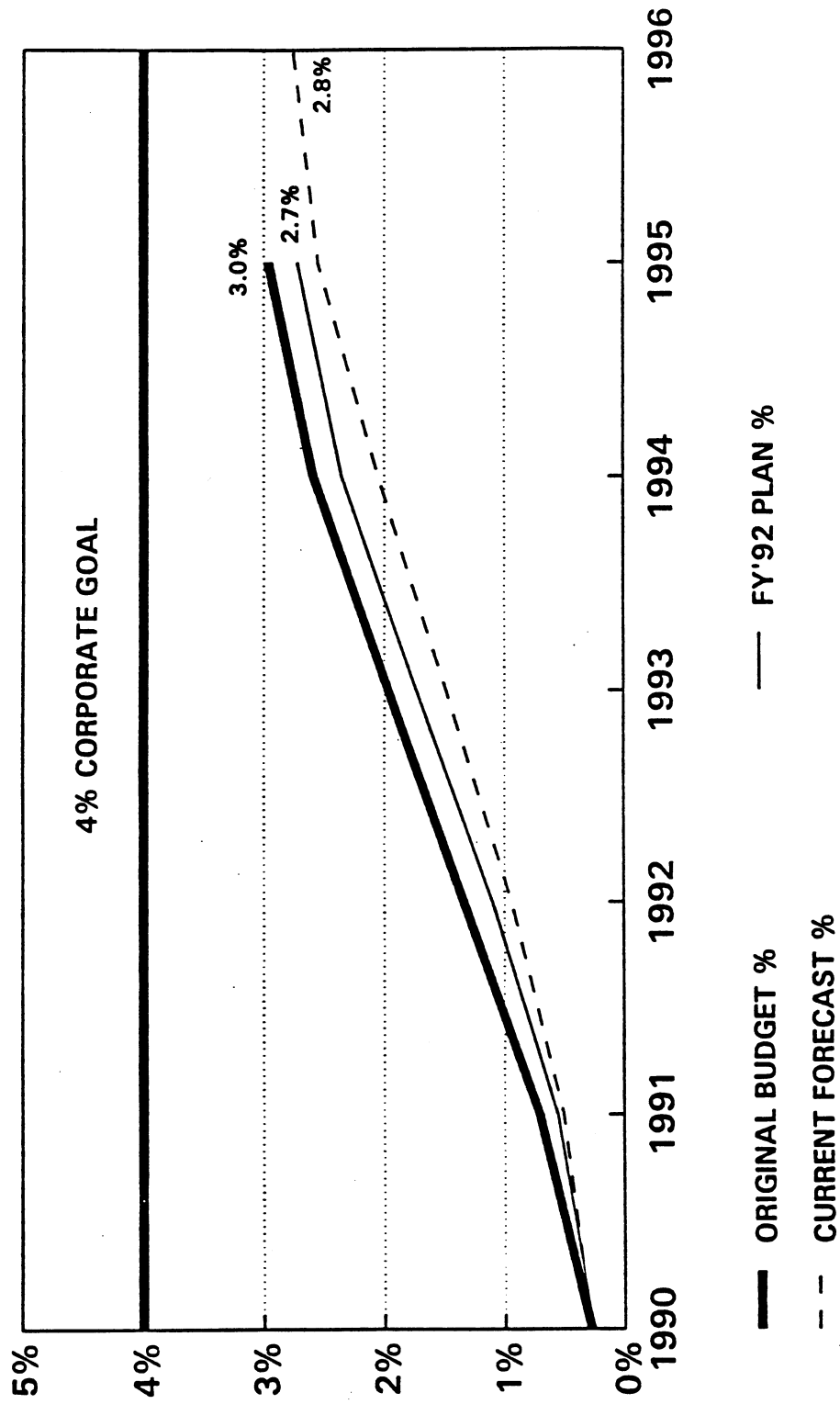
PROFESSIONAL SERVICES RED LINE SEGMENT 2



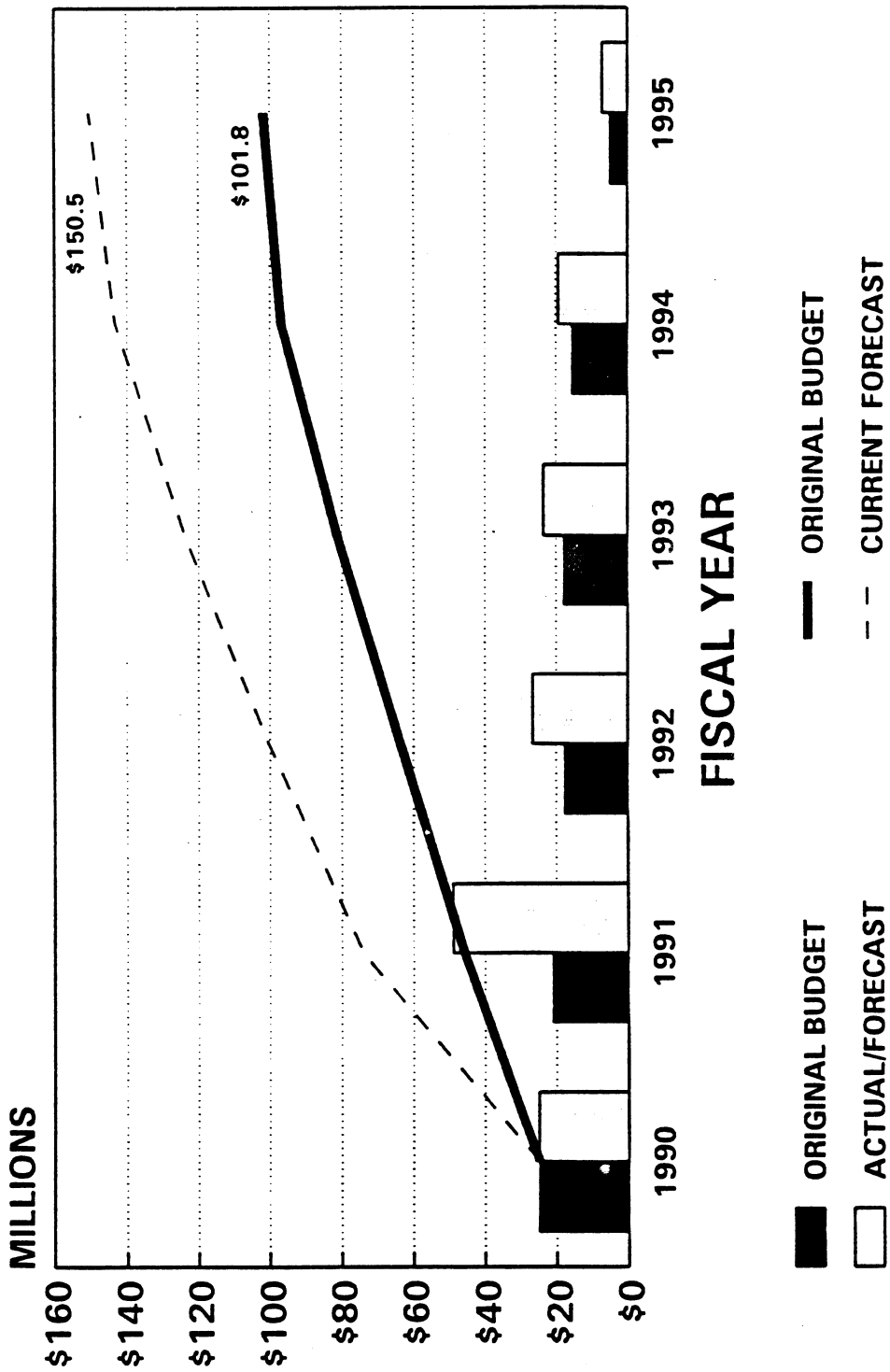
METRO GREEN LINE AGENCY COSTS



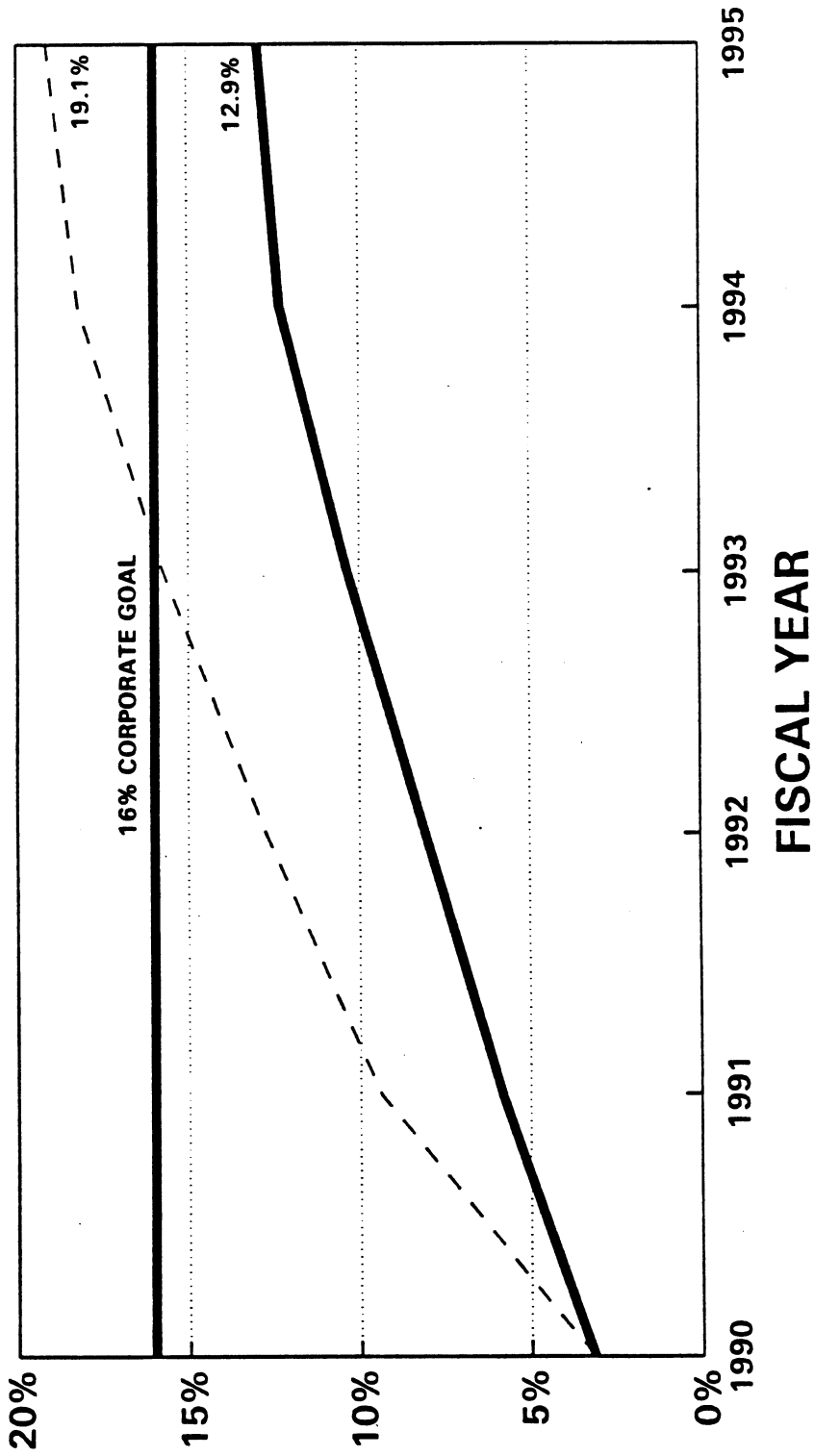
METRO GREEN LINE AGENCY COSTS



CONSULTANT SERVICES GREEN LINE

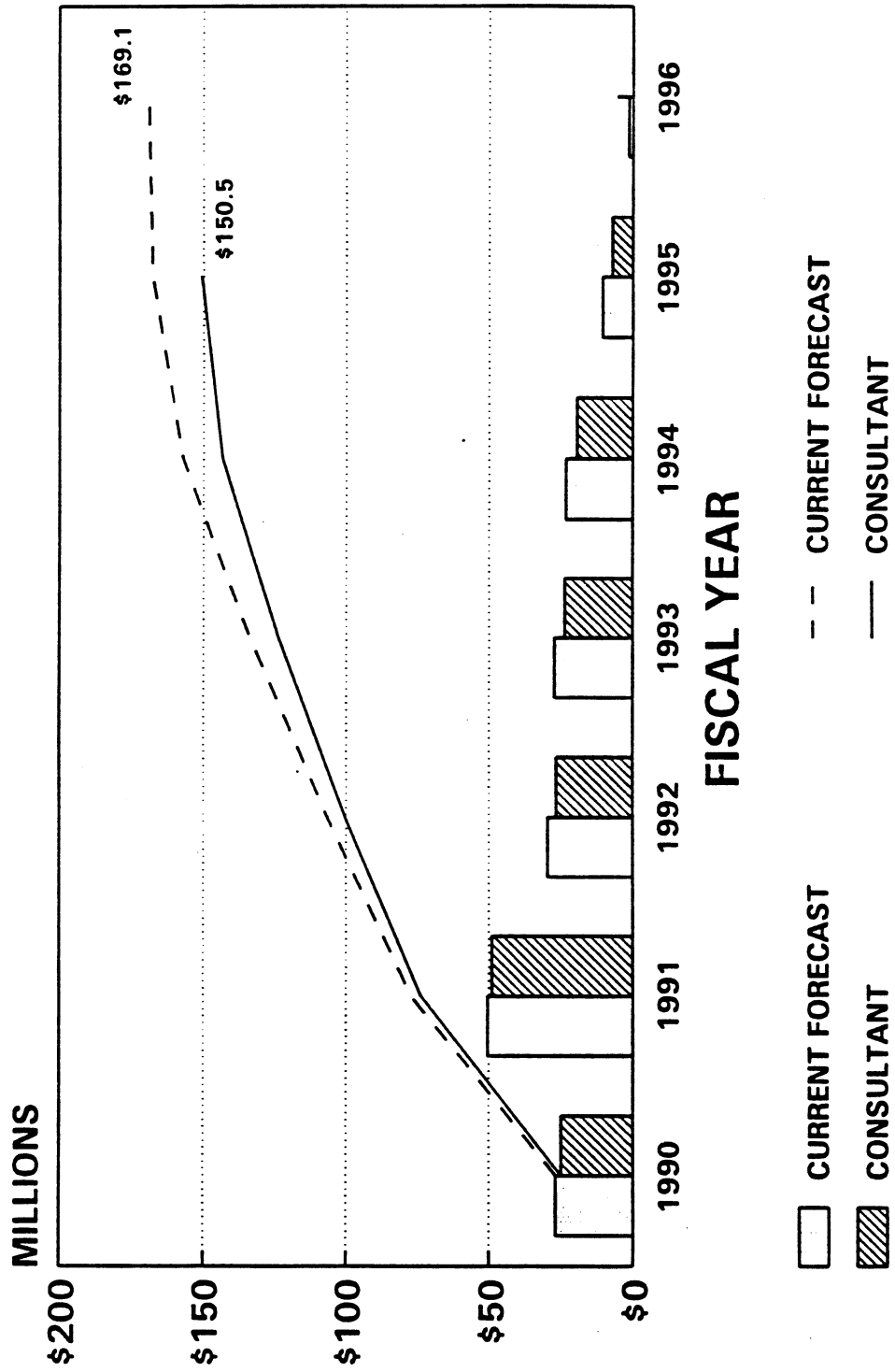


CONSULTANT SERVICES GREEN LINE

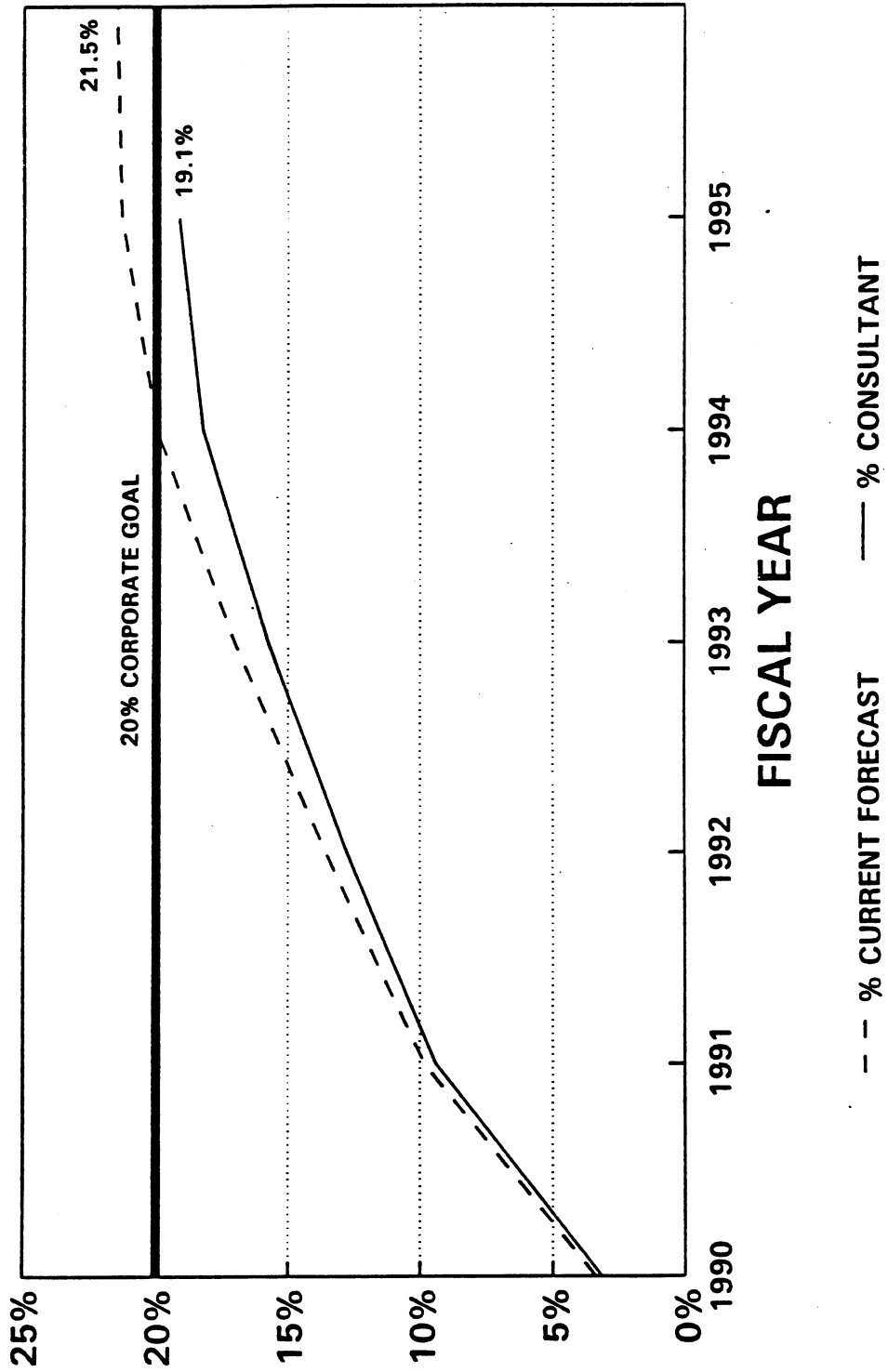


— BUDGET % OF PROJECT - - FCST % OF PROJECT

PROFESSIONAL SERVICES GREEN LINE



PROFESSIONAL SERVICES GREEN LINE







4. The Rail Construction Corporation Budget



**5. The Southern California
Regional Rail Authority**



Southern
California
Regional
Rail Authority

**Fiscal Year
1992-93
Budget**

Proposed April 10, 1992



Los Angeles County Transportation Commission

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission





Los Angeles County
Transportation Commission
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex-Officio Members:
Southern California
Association of Governments
San Diego Association
of Governments
State of California

April 9, 1992

TO: SCRRRA MEMBERS AND ALTERNATES - 4/10 MEETING
FROM: EXECUTIVE DIRECTOR
SUBJECT: PROPOSED PRELIMINARY FY 1992/93 CAPITAL BUDGET

ISSUE

The Joint exercise of Powers Agreement which established the SCRRRA requires that the SCRRRA approve a preliminary budget no later than May 1 of each year. This proposed preliminary budget, which includes only capital costs projected for FY 92/93, is submitted for approval and referral to the member agencies.

RECOMMENDATION

It is recommended that the SCRRRA approve the proposed preliminary FY 92/93 capital budget shown in Exhibit 1, attached, and refer it to member agencies for approval and funding. It is also recommended that the SCRRRA defer action on the operating budget until its meeting May 8.

BACKGROUND

The JPA agreement requires approval of an annual budget each year, including administration, capital costs, and operating costs. A preliminary budget is to be approved by May 1, then approved by each Member Agency, and approved in final form by the SCRRRA no later than June 30. Accordingly, staff developed, and reviewed with the Technical Advisory Committee and the Finance Committee, a preliminary budget. A draft of this budget was presented to the SCRRRA as an information item in March. During late March and early April the draft was continually reviewed and discussed at regular TAC meetings. The capital budget attached is the result of this process. Several open items remain on the operating budget, and staff requests that action on these components be deferred pending



further review and discussion by the TAC and the Finance Committee.

Introduction

In April, 1991, the IJPA approved the Southern California Commuter Rail 1991 Regional Rail System Plan (SB-1402 report) capital program for the five-county Metrolink service. Since then, a new line from Riverside using the Union Pacific mainline was added to the system and is already underway toward operation in Spring, 1993. Of this total approved capital program of \$823 million, work totaling \$208 million will have been done by the end of the current fiscal year.

The year began with the rail vehicles on order and the engineering underway. In August, the SCRRA was officially formed, and the system name chosen: METROLINK.

This past autumn track, bridge and signal construction started on over \$150 million of work. bids on the largest four of the contracts totalling \$98 million were 13% under the engineer's estimates. In spite of difficulties with the weather and other concerns, all contractors are working very hard to see their effort completed on time.

The vehicles and locomotives are in full production; the first car has arrived, and the first locomotive will arrive in June. Station construction has begun in earnest in preparation for the October start-up. Finally, the Metrolink operator, Amtrak, was chosen and given its notice-to-proceed.

Fiscal Year 1992/93

In short, next year's program will complete and start operations of the first four lines of METROLINK, and begin implementation of the next two lines.

The first part of the year will focus on completing, testing and start-up of the Moorpark - L.A., the Santa Clarita - L.A., and the San Bernardino (Pomona) - L.A. lines. Assuming the protracted negotiations with the Santa Fe railroad are finalized, the completion of the San Bernardino Line will be next, in addition to the start-up of the Riverside (UP) - L.A. Line. Initial work will also begin on the Oceanside - L.A. Line and the Riverside (SF) - L.A. Line.

The proposed preliminary capital budget for FY 92/93 of \$265.6

million represents the portion of the adopted capital program scheduled for the fiscal year. Exhibit 1 summarizes the budget by line and by county share. The county shares are based on agreements between the participating counties. It is also based on the funding plan for each project (shown as Chart A in the attachments) that was approved as part of the SB 1402 report. Certain items, specifically the split on locomotives for the Riverside (UP) - L.A. Line, and the initial force account work on the Riverside (SF) - L.A. Line are under discussion by the involved counties, and may be adjusted in the final budget. Amounts budgeted for work on Santa Fe rights-of-way are preliminary estimates and assume an agreement is reached for acquisition of SF rights-of-way.

Exhibit 2 shows the preliminary budget by expenditure category. All staff and other administrative costs not directly assigned to operations are included in the capital budget. Staff and associated costs (labeled 'agency costs') make up 1% of the total.

This budget requests two additional staff positions: one to check all work and invoices done by the railroads themselves, and an accounting technician to help with the budgets, grants, and other financial requirements of Metrolink. An additional position - a senior accountant - is presently on loan from LACTC, but the need will be permanent. It is requested that that position be so designated. Approval of this positions raises the total Metrolink authorized staff by two to 35. Of these, five are temporary and will be phased out by the next fiscal year.

Exhibit 3 summarizes the budget by line and by cost category within each line. Project management costs, labeled 'construction support', are shown within each line, rather than as a separate project.

Included as attachments are, for each line:

Detail listing of contracts making up the preliminary FY 92/93 budget for the line;

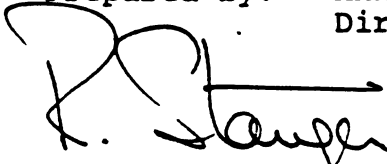
Chart A, showing the project plan approved in the SB 1402 report, the shares by county and funding sources;

The Capital Plan in relation to the fiscal year budget for the line. This shows the original SB 1402 plan approved in 1991 by the IJPA for the line, actual and forecasted costs through the end of this fiscal year, the proposed budget for FY 92/93, and any future work forecast. The estimate at completion and

SCRRRA MEMBERS AND ALTERNATES
April 9, 1991
Page Four

variance represent current forecasts and are regularly updated
as part of the project control process.

Prepared by: Annette Colfax
Director of Passenger Facilities and Coordination

A handwritten signature in black ink, appearing to read "R. Stanger". The signature is written in a cursive style with a large initial "R" and a horizontal line extending from the middle of the signature.

RICHARD STANGER
Executive Director

EXHIBIT 1

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/09/92
 BFF

	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SUMMARY: CAPITAL *						
CAPITAL						
SAN BERNARDINO - LOS ANGELES	95,566	51,978	0	0	43,587	0
VENTURA - LOS ANGELES	28,432	23,823	0	0	0	4,609
SANTA CLARITA - LOS ANGELES	10,436	10,436	0	0	0	0
LOS ANGELES - RIVERSIDE VIA ONTARIO	47,676	19,235	0	19,372	9,069	0
LOS ANGELES - FULLERTON (SEGMENT)	20,169	20,169	0	0	0	0
OCEANSIDE - FULLERTON (SEGMENT)	33,386	0	33,386	0	0	0
SHARED FACILITIES	29,964	11,986	7,491	3,596	6,292	599
SAN BERNARDINO/RIVERSIDE - FULLERTON **	27,000	TBD	TBD	TBD	TBD	
TOTAL CAPITAL	252,629	137,628	40,877	22,968	58,949	5,208
* PROJECT MANAGEMENT COSTS, INCLUDING STAFF, ARE IN CLUDED IN EACH LINE'S BUDGET.						
** COUNTY SHARES AND FUNDING PLAN FOR THIS WORK ARE UNDER DISCUSSION.						

EXHIBIT 2

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/09/92
 BFF

	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
CATEGORY SUMMARY						
RIGHT OF WAY IMPROVEMENTS						
SAN BERNARDINO - LOS ANGELES	78,128	41,408	0	0	36,720	0
VENTURA - LOS ANGELES	19,064	16,967	0	0	0	2,097
SANTA CLARITA - LOS ANGELES	4,129	4,129	0	0	0	0
SHARED FACILITIES (MAINT. FACIL. & OTHER IMPROV.)	28,970	11,588	7,243	3,476	6,084	579
LOS ANGELES - RIVERSIDE VIA ONTARIO	25,328	15,896	0	3,364	6,068	0
LOS ANGELES - FULLERTON (SEGMENT)	16,874	16,874	0	0	0	0
OCEANSIDE - FULLERTON (SEGMENT)	13,560	0	13,560	0	0	0
SAN BERNARDINO/RIVERSIDE - FULLERTON *	27,000	TBD	TBD	TBD	TBD	0
TOTAL RIGHT OF WAY IMPROVEMENTS	213,053	106,862	20,803	6,840	48,872	2,676
ROLLING STOCK						
CR002	16,471	3,302	6,861	4,573	1,452	282
CR001	56,502	23,634	12,500	11,322	6,907	2,139
CR014	224	163	0	0	42	18
TOTAL ROLLING STOCK	73,197	27,099	19,361	15,895	8,401	2,440
CONSTRUCTION SUPPORT						
AGENCY COSTS	2,663	1,531	298	97	699	38
PROFESSIONAL SERVICES	3,716	2,135	416	135	976	53
TOTAL CONSTRUCTION SUPPORT	6,379	3,666	714	232	1,675	92
TOTAL CAPITAL PLAN	292,629	137,628	40,877	22,968	58,949	5,208

* COUNTY SHARES AND FUNDING PLAN FOR THIS WORK ARE UNDER DISCUSSION.

EXHIBIT 3

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$ = THOUSANDS)

04/09/92
 BFF

LINE SUMMARY BY LINE AND COUNTY SHARE	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	78,128	41,408	0	0	36,720	0
ROLLING STOCK	14,761	9,152	0	0	5,609	0
CONSTRUCTION SUPPORT	2,677	1,419	0	0	1,258	0
TOTAL SAN BERNARDINO - LOS ANGELES	95,566	51,978	0	0	43,587	0
VENTURA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	19,064	16,967	0	0	0	2,097
ROLLING STOCK	8,714	6,274	0	0	0	2,440
CONSTRUCTION SUPPORT	654	582	0	0	0	72
TOTAL VENTURA - LOS ANGELES	28,432	23,823	0	0	0	4,609
SANTA CLARITA - LOS ANGELES						
RIGHT-OF-WAY IMPROVEMENTS	4,129	4,129	0	0	0	0
ROLLING STOCK	6,165	6,165	0	0	0	0
CONSTRUCTION SUPPORT	142	142	0	0	0	0
TOTAL SANTA CLARITA - LOS ANGELES	10,436	10,436	0	0	0	0
LOS ANGELES - RIVERSIDE VIA ONTARIO						
RIGHT-OF-WAY IMPROVEMENTS (INCL EQUIP, ACTIV)	25,328	15,896	0	3,364	6,068	0
ROLLING STOCK	21,480	2,792	0	15,895	2,792	0
CONSTRUCTION SUPPORT	868	547	0	113	208	0
TOTAL LOS ANGELES - RIVERSIDE VIA ONTARIO	47,676	19,235	0	19,372	9,069	0
LOS ANGELES - FULLERTON						
RIGHT-OF-WAY IMPROVEMENTS	16,874	16,874	0	0	0	0
ROLLING STOCK	2,716	2,716	0	0	0	0
CONSTRUCTION SUPPORT	579	579	0	0	0	0
TOTAL LOS ANGELES - FULLERTON	20,169	20,169	0	0	0	0

CONTINUED ON NEXT PAGE

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/09/92
 BFF

LINE SUMMARY (CONTINUED)	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
OCEANSIDE - FULLERTON (SEGMENT)						
RIGHT-OF-WAY IMPROVEMENTS	13,560	0	13,560	0	0	0
ROLLING STOCK	19,361	0	19,361	0	0	0
CONSTRUCTION SUPPORT	465	0	465	0	0	0
TOTAL OCEANSIDE - FULLERTON (SEGMENT)	33,386	0	33,386	0	0	0
SHARED FACILITIES						
RIGHT-OF-WAY IMPROVEMENTS	22,152	8,861	5,538	2,658	4,652	443
OTHER IMPROVEMENTS	6,818	2,727	1,705	818	1,432	136
CONSTRUCTION SUPPORT	994	398	249	119	209	20
TOTAL SHARED FACILITIES	29,964	11,986	7,491	3,596	6,292	599
SAN BERNARDINO/RIVERSIDE - FULLERTON*						
RIGHT-OF-WAY IMPROVEMENTS	27,000	TBD	TBD	TBD	TBD	0
TOTAL SHARED FACILITIES	27,000	0	0	0	0	0
TOTAL CAPITAL PLAN	292,629	137,628	40,877	22,968	58,949	5,208

* COUNTY SHARES AND FUNDING PLAN FOR THIS WORK ARE UNDER DISCUSSION.

ATTACHMENT

SAN BERNARDINO - LOS ANGELES LINE

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92 - 93 BUDGET (\$ = THOUSANDS)

14/08/92
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	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SAN BERNARDINO - LOS ANGELES						
RIGHT OF WAY IMPROVEMENTS						
C6120	180	95			85	
	545	289			256	
C6120	13,677	7,249			6,428	
	9,440	5,003			4,437	
C6010	4,161	2,205			1,955	
	34,500	18,285			16,215	
C6010	600	318			282	
	1,900	1,007			893	
C6140	3,000	1,590			1,410	
	4,500	2,385			2,115	
C6160	2,040	1,081			959	
H2060	776	411			365	
CR022	1,200	636			564	
MR00X	1,609	853			756	
CR009	78,128	41,408	0	0	36,720	0
ROLLING STOCK						
CR002	1,708	1,059			649	
CR001	12,941	8,023			4,918	
CR014	112	69			42	
	14,761	9,152	0	0	5,609	0
CONSTRUCTION SUPPORT						
	1,117	592			525	
	1,560	827			733	
	2,677	1,419	0	0	1,258	0
TOTAL SAN BERNARDINO - LOS ANGELES	95,566	51,978	0	0	43,587	0

- Construction east of Pomona is assumed to be on Southern Pacific's Baldwin Park branch to Rialto at a cost of \$40 million. If construction is done on the Santa Fe, the estimated cost is significantly (\$10 million) less.

3/25/92

**CHART A
FINANCIAL PLAN: SAN BERNARDINO--LOS ANGELES COMMUTER RAIL PROJECT (\$MILLIONS)
LACTC/SANBAG/RCTC/OCTA/VCTC**

	LOS ANGELES COUNTY			SAN BERNARDINO COUNTY			RIVERSIDE COUNTY			ORANGE COUNTY			VENTURA COUNTY			TOTALS			TOTAL FOR PROJECT		
	Prop A	Prop 106	TC/Other State	Local	Prop 106	Prop 116	TC/Other State	Local	Prop 106	Prop 116	TC/Other State	Local	Prop 106	Prop 116	TC/Other State	Local	Prop 106	Prop 116		TC/Other State	
Right-of Way																	\$0.0	\$0.0	\$0.0	\$0.0	
Capital	\$15.0	\$15.0	\$34.0	\$10.1	\$10.0	\$36.3											\$25.1	\$25.0	\$70.3	\$0.0	\$120.5
Rolling Stock	\$12.5	\$12.5	\$0.0	\$7.5		\$7.5											\$20.0	\$12.5	\$13.0	\$7.5	\$53.5
TOTAL	\$27.5	\$27.5	\$43.0	\$17.6	\$10.0	\$41.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.1	\$37.5	\$83.9	\$7.5	\$174.0

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

06 - Apr - 92
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METROLINK LINES	BUDGET			EXPENDITURES			ESTIMATE AT COMPLETE		
	SP-1402 BUDGET	ACTUAL THRU DEC 91	FORECAST 1/92-6/92	PROPOSED FY02/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE		
SAN BERNARDINO - LOS ANGELES									
RIGHT-OF-WAY IMPROVEMENTS									
UPGRADE CTC MISSION TOWER - EL MONTE	2,384	0	0	180	0	180	2,204		
UPGRADE TRK MISSION TOWER - EL MONTE	2,116	0	0	545	0	545	1,571		
EL MONTE-BASSETT FLYOVER	41,920	1	10,770	13,677	0	24,446	17,472		
UPGRADE TRK BASSETT - LA VERNE	16,344	2,036	13,635	9,440	0	23,131	(8,547)		
SIGNALS/CTC BASSETT - LA VERNE	10,354	60	6,072	4,161	0	10,259	61		
UPGRADE TRK LA VERNE - SAN BERNARDINO	26,375	0	0	34,500	0	34,500	(8,125)		
UPGRADE SIGNALS LA VERNE - SAN BERNARDINO	572	0	0	600	0	600	(28)		
PASADENA CONNECTION	1,732	0	0	1,900	0	1,900	(168)		
SAN BERNARDINO LAYOVER FACILITY	2,734	0	0	3,000	0	3,000	(266)		
SEISMIC RETROFIT RIO HONDA	0	0	500	4,500	0	5,000	(5,000)		
COMMUNICATIONS	0	0	1,496	2,040	0	3,536	(3,536)		
SOILS TESTING	0	0	368	776	0	1,164	(1,164)		
INSURANCE (OCIP)	0	1,974	1,337	1,200	0	4,511	(4,511)		
DESIGN & CONSTRUCTION MANAGEMENT	13,716	4,177	2,855	1,609	0	8,641	7,075		
TOTAL RIGHT-OF-WAY IMPROVEMENTS	120,487	8,248	37,073	78,128	0	123,449	(2,962)		
ROLLING STOCK									
LOCOMOTIVES	13,453	6,877	4,868	1,708	0	13,453	0		
CARS & TRAILERS	39,475	12,168	14,390	12,941	0	39,499	(24)		
SPECS - CARS & TRAILERS	571	291	167	112	0	570	1		
TOTAL ROLLING STOCK	53,500	19,336	19,425	14,761	0	53,522	(22)		
CONSTRUCTION SUPPORT									
AGENCY COSTS	0	359	438	1,117	0	1,914	(1,914)		
PROFESSIONAL SERVICES	0	559	801	1,560	0	2,920	(2,920)		
TOTAL CONSTRUCTION SUPPORT	0	918	1,239	2,677	0	4,834	(4,834)		
TOTAL SAN BERNARDINO - LOS ANGELES	173,966	28,502	57,737	95,566	0	181,803	(7,819)		

● Forecasted variance is due to \$40 million of work on SP east of Pomona. If work is on SF instead, forecast to complete remains within budget.

ATTACHMENT

VENTURA - LOS ANGELES LINE

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHE CALIFORNIA REGIONAL RAIL AUTHORITY
DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/08/92
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	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
VENTURA - LOS ANGELES						
RIGHT OF WAY IMPROVEMENTS						
SPTC	2,208	1,965				243
REV SIG/CTC DAYTON TWR - BUR JCT	6,835	6,083				752
TRK IMPROVEMENTS LAUPT - BUR JCT	455	405				50
SIG IMPROVEMENTS LAUPT - BUR JCT	87	77				10
DISPATCHER'S CONTROL MACHINE	5,003	4,453				550
2nd TRK & OVERS BUR JCT - RAYMER	710	632				78
CTC BURBANK JCT - RAYMER	0	0				0
CTC RAYMER - MOORPARK	0	0				0
UPGRADE CHATSWORTH SIDING	118	105				13
UPGRADE SIDING AT MOORPARK - TRACK	1,035	921				114
UPGRADE SIDING AT MOORPARK - SIGNAL	0	0				0
RELOCATE & UPGRADE SIDING AT SIMI VALLEY	302	269				33
LAYOVER FACILITY AT MOORPARK	0	0				0
CTC, MOORPARK TO GOLETA *	0	0				0
UPGRADE SIDING AT CAMARILLO *	0	0				0
UPGRADE SIDING AT CARPINTERIA *	490	436				54
LIVE TRACK TIE-INS	342	304				38
COMMUNICATIONS	168	150				18
SOILS TESTING	0	0				0
INSURANCE (OCIP)	1,310	1,166				144
DESIGN AND CONSTRUCTION MANAGEMENT	19,064	16,967				2,097
TOTAL RIGHT OF WAY IMPROVEMENTS			0	0	0	
ROLLING STOCK						
CR002	1,008	726				282
CR001	7,640	5,501				2,139
CR014	66	47				18
TOTAL ROLLING STOCK	8,714	6,274				2,440
CONSTRUCTION SUPPORT						
AGENCY COSTS	273	243				30
PROFESSIONAL SERVICES	381	339				42
TOTAL CONSTRUCTION SUPPORT	654	582				72
TOTAL VENTURA - LOS ANGELES	28,432	23,823	0	0	0	4,609

- Future work represents projects scheduled to start after FY92/93.
- *Indicates intercity work.
- Increase from March draft is due to an earlier start (September 1992) scheduled for track and signal improvements from LAUPT to Burbank junction.

CHART A

3/25/92

FINANCIAL PLAN: VENTURA-LOS ANGELES COMMUTER AND INTERCITY RAIL PROJECT (\$MILLIONS)
LACTC/SANBAG/RCTC/OCTAVCTC

	LOS ANGELES COUNTY			SAN BERNARDINO COUNTY			RIVERSIDE COUNTY			ORANGE COUNTY			VENTURA COUNTY			TOTALS			TOTAL FOR PROJECT	
	Prop A	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State		
Right-of Way																\$0.0	\$0.0	\$0.0	\$0.0	
Capital	\$17.3	\$12.1	\$4.0													\$17.3	\$15.3	\$20.0	\$4.0	\$64.6
Rolling Stock	\$5.7	\$5.7	\$11.3													\$5.7	\$5.7	\$20.2	\$0.0	\$31.6
TOTAL	\$23.0	\$17.8	\$35.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.2	\$12.8	\$23.0	\$21.0	\$48.2	\$4.0	\$98.2

- (1) Includes \$2.3 million Santa Barbara Proposition 116 funds.
- (2) Ventura County Proposition 108 funds are from the Intercity Program and require no match.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

06-Apr-92
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METROLINK LINES	BUDGET		EXPENDITURES			ESTIMATE AT COMPLETE	
	SD-1402 BUDGET	ACTUAL THRU DEC 91	FORECAST 1/92-6/92	PROPOSED FY02/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
VENTURA - LOS ANGELES							
RIGHT-OF-WAY IMPROVEMENTS							
REV SIG/CTC DAYTON TWR - BUR JCT	3,189	1,122	184	2,208	0	3,514	(325)
TRK IMPROVEMENTS LAUFT - BUR JCT	13,669	0	0	6,835	6,835	13,669	0
SIG IMPROVEMENTS LAUFT - BUR JCT	911	0	42	455	414	911	0
DISPATCHER'S CONTROL MACHINE	91	0	0	87	0	87	4
2nd TRK & XOVERS BUR JCT - RAYMER	14,216	0	6,684	5,003	0	11,687	2,529
CTC BURBANK JCT - RAYMER	2,096	1,148	426	710	0	2,284	(186)
CTC RAYMER - MOORPARK	5,194	0	0	0	5,194	5,194	0
UP GRADE CHATSWORTH SIDING	1,276	0	0	0	1,276	1,276	(0)
UP GRADE SIDING AT MOORPARK - TRACK	2,005	0	157	118	0	275	1,730
UP GRADE SIDING AT MOORPARK - SIGNAL	1,549	35	621	1,035	0	1,691	(142)
RELOCATE & UP GRADE SIDING AT SIMI VALLEY	1,367	0	0	0	1,367	1,367	(0)
LAYOVER FACILITY AT MOORPARK	2,734	0	402	302	0	704	2,030
CTC MOORPARK TO GOLETA	4,522	0	0	0	4,522	4,522	0
UP GRADE SIDING AT CAMARILLO	1,478	0	0	0	1,478	1,478	0
UP GRADE SIDING AT CARPENTERIA	2,000	0	0	0	2,000	2,000	0
LIVE TRACK TIE - IN'S	0	0	294	490	0	784	(784)
COMMUNICATIONS	0	0	228	342	0	570	(570)
SOILS TESTING	0	447	84	168	0	232	(232)
INSURANCE (OICP)	8,445	1,382	303	0	0	750	(750)
DESIGN AND CONSTRUCTION MANAGEMENT	64,744	4,134	10,487	19,063	23,086	56,769	7,975
TOTAL RIGHT-OF-WAY IMPROVEMENTS							
ROLLING STOCK							
LOCOMOTIVES	11,435	7,555	2,874	1,008	0	11,435	0
CABS & TRAILERS	19,828	4,311	7,877	7,640	0	19,828	0
SPECS - CABS & TRAILERS	337	152	217	66	0	435	(98)
TOTAL ROLLING STOCK	31,600	12,016	10,968	8,714	0	31,698	(98)
CONSTRUCTION SUPPORT							
AGENCY COSTS	0	194	271	273	0	738	(738)
PROFESSIONAL SERVICES	0	301	431	361	0	1,113	(1,113)
TOTAL CONSTRUCTION SUPPORT	0	495	702	634	0	1,851	(1,851)
TOTAL VENTURA - LOS ANGELES	96,345	16,645	22,157	28,431	23,086	90,318	6,027

● Future work is forecast at SB-1402 budget amounts. Estimates will be refined when engineering estimates are available.

ATTACHMENT

SANTA CLARITA - LOS ANGELES LINE

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/08/92
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	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SANTA CLARITA - LOS ANGELES						
RIGHT OF WAY IMPROVEMENTS						
C6100 SIDING/2nd MAIN N FROM BUR JCT	775	775				
SPTC POWER SWITCH TO MAIN LINE AT SAUGUS	405	405				
FUTURE CTC BURBANK JCT - SAUGUS	0	0				
FUTURE UPGRADE & EXTEND SIDING AT SYLMAR	0	0				
FUTURE UPGRADE SIDING AT SAUGUS	0	0				
C6100 LAYOVER FACILITY AT SAUGUS	581	581				
SPTC TRACK/SIGNAL UPGRADE BUR JCT - SAN FERNANDO	1,755	1,755				
H2060 COMMUNICATIONS	270	270				
CR022 SOILS TESTING	40	40				
MR00X INSURANCE (OCIP)	0	0				
CR009 DESIGN & CONSTRUCTION MANAGEMENT	303	303				
TOTAL RIGHT OF WAY IMPROVEMENT	4,129	4,129	0	0	0	0
ROLLING STOCK						
CR002 LOCOMOTIVES	713	713				
CR001 CABS & TRAILERS	5,405	5,405				
CR014 SPECS AND TESTING CABS & TRAILERS	47	47				
TOTAL ROLLING STOCK	6,165	6,165	0	0	0	0
CONSTRUCTION SUPPORT						
AGENCY COSTS	60	60				
PROFESSIONAL SERVICES	82	82				
TOTAL CONSTRUCTION SUPPORT	142	142	0	0	0	0
TOTAL SANTA CLARITA - LOS ANGELES	10,436	10,436	0	0	0	0

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

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METROLINK LINES	BUDGET		EXPENDITURES			ESTIMATE AT COMPLETE	
	SB-1402 BUDGET	THRU DEC 91	FORECAST 1/92-6/92	PROPOSED FY92/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
SANTA CLARITA - LOS ANGELES							
RIGHT-OF-WAY IMPROVEMENTS	2,825	0	1,030	775	0	1,805	1,020
SIDING/2nd MAIN N FROM BUR JCT	638	0	324	405	0	729	(91)
POWER SWITCH TO MAIN LINE AT SAUGUS	3,554	0	0	0	3,554	3,554	0
CTC BURBANK JCT - SAUGUS	1,640	0	0	0	1,640	1,640	0
UPGRADE & EXTEND SIDING AT SYLMAR	1,640	0	0	0	1,640	1,640	0
UPGRADE SIDING AT SAUGUS	2,734	0	773	581	0	1,354	1,380
LAYOVER FACILITY AT SAUGUS	0	0	3,963	1,755	0	5,718	(5,718)
TRACKSIGNAL UPGRADE BUR JCT - SAN FERNANDO	0	0	180	270	0	450	(450)
COMMUNICATIONS	0	0	0	40	0	60	(60)
SOILS TESTING	0	92	62	0	0	154	(154)
INSURANCE (OCIP)	1,955	353	263	303	0	921	1,034
DESIGN & CONSTRUCTION MANAGEMENT	14,986	445	6,617	4,129	6,834	18,025	(3,039)
TOTAL RIGHT-OF-WAY IMPROVEMENT							
ROLLING STOCK							
LOCOMOTIVES	9,417	6,671	2,033	713	0	9,417	0
CABS & TRAILERS	12,644	1,666	5,573	5,405	0	12,644	0
SPECS - CABS & TRAILERS	239	107	70	47	0	224	15
TOTAL ROLLING STOCK	22,300	8,444	7,676	6,165	0	22,285	15
CONSTRUCTION SUPPORT							
AGENCY COSTS	0	46	109	60	0	215	(215)
PROFESSIONAL SERVICES	0	71	100	82	0	253	(253)
TOTAL CONSTRUCTION SUPPORT	0	117	209	142	0	468	(468)
TOTAL SANTA CLARITA - LOS ANGELES	37,286	9,006	14,502	10,436	6,834	40,778	(3,492)

- Projected variance at completion is due to track and signal rehabilitation work from Burbank junction to San Fernando that is needed to improve running times but was not anticipated in SB-1402 plan.

ATTACHMENT

LOS ANGELES - RIVERSIDE VIA ONTARIO LINE

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

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	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
LOS ANGELES - RIVERSIDE VIA ONTARIO						
RIGHT OF WAY IMPROVEMENTS						
U.P. FORCE ACCOUNT - TRACK/SIGNAL/BRIDGES	18,232	11,486		2,370	4,376	
LAYOVER FACILITY - RIVERSIDE	2,860	1,802		372	686	
MISSION TOWER TO SOTO ST.	2,280	1,436		296	547	
INSURANCE (OCIP)	376	237		49	90	
DESIGN & CONSTRUCTION MANAGEMENT	1,040	655		135	250	
TOTAL RIGHT OF WAY IMPROVEMENTS	24,788	15,616	0	3,222	5,949	0
ROLLING STOCK						
LOCOMOTIVES	6,180	803		4,573	803	
CABS & TRAILERS	15,300	1,989		11,322	1,989	
SPECS AND TESTING CABS & TRAILERS	0	0		0	0	
TOTAL ROLLING STOCK	21,480	2,792	0	15,895	2,792	0
EQUIPMENT	240	120		60	60	
ACTIVATION	300	160		82	59	
CONSTRUCTION SUPPORT						
AGENCY COSTS	362	228		47	87	
PROFESSIONAL SERVICES	506	319		66	121	
TOTAL CONSTRUCTION SUPPORT	868	547	0	113	208	0
TOTAL LOS ANGELES - RIVERSIDE VIA ONTARIO	47,676	19,235	0	19,372	9,069	0

- County shares and funding plan for locomotives are under discussion. Locomotives were excluded from the project plan approved by SCRRA due to electrification issues.

3/13/92

CHART A
 FINANCIAL PLAN: RIVERSIDE--LOS ANGELES VIA UP COMMUTER RAIL PROJECT (\$MILLIONS)
 LACTC/SANBAG/RCTC/OCTAVCTC

	LOS ANGELES COUNTY			SAN BERNARDINO COUNTY			RIVERSIDE COUNTY			ORANGE COUNTY			VENTURA COUNTY			TOTALS			TOTAL FOR PROJECT
	Prop A	Prop 106	TC/Other State	Local	Prop 106	TC/Other State	Local	Prop 106	TC/Other State	Local	Prop 106	TC/Other State	Local	Prop 106	TC/Other State	Local	Prop 106	TC/Other State	
Right-of Way	\$14.3			\$1.3			\$1.3									\$17.0	\$0.0	\$0.0	\$17.0
Capital	\$10.6	\$25.0		\$6.2	\$7.6		\$3.0	\$4.3								\$19.7	\$36.9	\$0.0	\$56.6
Rolling Stock *	\$1.7	\$1.6		\$1.7	\$1.6		\$11.6		\$7.0							\$15.0	\$3.2	\$0.0	\$25.2
TOTAL	\$26.6	\$26.6	\$0.0	\$9.2	\$9.2	\$0.0	\$15.9	\$4.3	\$7.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$51.7	\$40.1	\$0.0	\$98.8

* Rolling Stock expenditures reflect action taken by Riverside County Transportation Commission on March 11, 1992 to expend \$4.6 million for acquisition of locomotives.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

08 - Apr - 92
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METROLINK LINES	BUDGET		EXPENDITURES			ESTIMATE AT COMPLETE	
	SB-1402 BUDGET	ACTUAL THRU DEC 91	FORECAST 1/92-8/92	PROPOSED FY92/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
LOS ANGELES - RIVERSIDE VIA ONTARIO							
RIGHT-OF-WAY IMPROVEMENTS	33,000	0	14,766	16,232	0	33,000	0
U.P. FORCE ACCOUNT - TRACKS/SIGNAL/BRIDGES	3,360	0	500	2,660	0	3,360	0
LAYOVER FACILITY - RIVERSIDE	2,240	0	0	2,240	0	2,280	0
MISSION TOWER TO SOTO ST.	376	0	0	376	0	376	0
INSURANCE (OCIP)	1,440	0	400	1,040	0	1,440	0
DESIGN & CONSTRUCTION MANAGEMENT	40,456	0	15,668	24,788	0	40,456	0
TOTAL RIGHT-OF-WAY IMPROVEMENTS							
ROLLING STOCK	0	0	0	6,180	0	6,180	(6,180)
LOCOMOTIVES	20,600	0	3,714	15,300	0	19,014	1,586
CARS & TRAILERS	0	0	0	0	0	0	0
SPECS - CARS & TRAILERS	20,600	0	3,714	21,480	0	25,194	(4,594)
TOTAL ROLLING STOCK							
EQUIPMENT	1,200	0	960	240	0	1,200	0
ACTIVATION	600	0	300	300	0	600	0
CONSTRUCTION SUPPORT	502	0	170	362	0	532	(30)
AGENCY COST	862	0	266	506	0	772	90
PROFESSIONAL SERVICES	1,364	0	436	868	0	1,304	60
TOTAL CONSTRUCTION SUPPORT							
TOTAL LOS ANGELES - RIVERSIDE VIA ONTARIO	64,220	0	21,078	47,676	0	68,754	(4,534)

- SB-1402 budget column is project plan approved by SCRRA in December, 1991.
- Variance at completion is due to forecasted costs for three locomotives. Locomotives were not included in the approved project plan due to electrification issues. RCTC acted in March 1992 to authorize \$4.6 million for locomotive acquisition.

ATTACHMENT

LOS ANGELES - FULLERTON (SEGMENT)

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHE CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$= THOUSANDS)

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	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
LOS ANGELES - FULLERTON (SEGMENT)						
RIGHT-OF WAY IMPROVEMENTS						
A136 LAUPT STATION IMPROVEMENTS	3,119	3,119				
TRACK/SIGNAL IMPROVEMENTS	13,100	13,100				
INSURANCE (OCIP)	0	0				
MRTC DESIGN & CONSTRUCTION MANAGEMENT	655	655				0
TOTAL RIGHT OF WAY IMPROVEMENTS	16,874	16,874	0	0	0	0
ROLLING STOCK						
CR002 LOCOMOTIVES	0	0				
CR001 CABS & TRAILERS	2,716	2,716				
CR014 SPECS AND TESTING CABS & TRAILERS	0	0				0
TOTAL ROLLING STOCK	2,716	2,716	0	0	0	0
CONSTRUCTION SUPPORT						
AGENCY COSTS	242	242				
PROFESSIONAL SERVICES	337	337				
TOTAL CONSTRUCTION SUPPORT	579	579	0	0	0	0
TOTAL LOS ANGELES - FULLERTON (SEGMENT)	20,169	20,169	0	0	0	0

- Track and signal improvements include \$5.6 million for construction of a third track at Fullerton and immediate commencement of SF force account work upon purchase of Santa Fe rights of way. The latter work is contingent upon an agreement with SF for acquisition of rights of way.

CHART A

FINANCIAL PLAN: FULLERTON-LAUGHT COMMUTER RAIL PROJECT (\$MILLIONS)
 LACTC/SANBAG/RCTC/OCTA/VCTC

3/12/92

	LOS ANGELES COUNTY			SAN BERNARDINO COUNTY			RIVERSIDE COUNTY			ORANGE COUNTY			VENTURA COUNTY			TOTALS			TOTAL FOR PROJECT	
	Prop A	Prop 108	Prop 118	Local	Prop 108	Prop 118	Local	Prop 108	Prop 118	Local	Prop 108	Prop 118	Local	Prop 108	Prop 118	Local	Prop 108	Prop 118		TC/Other State
Right-of-Way																	90.0	90.0	90.0	90.0
Capital			\$56.3														90.0	90.0	\$56.3	90.0
Rolling Stock			\$18.7														90.0	90.0	\$18.7	90.0
TOTAL	90.0	90.0	\$75.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	90.0	\$75.0	90.0

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

08-Apr-92
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METROLINK LINES	BUDGET		EXPENDITURES			ESTIMATE AT COMPLETE		
	SB-1402 BUDGET	THRU DEC 91	1/92-6/92 FORECAST	FY92/93 PROPOSED BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE	
LOS ANGELES - FULLERTON (SEGMENT)								
RIGHT OF WAY IMPROVEMENTS								
LAUPT STATION IMPROVEMENTS	7435	462	3366	3119	0	6,947	506	
TRACK/SIGNAL IMPROVEMENTS	14,055	0	0	13,100	0	13,100	955	
FUTURE TRACK/SIGNAL IMPROVEMENTS	33,788	0	0	0	31,492	31,492	2,296	
DESIGN & CONSTRUCTION MANAGEMENT	2640	68	780	655	1,492	2,995	(355)	
TOTAL RIGHT OF WAY IMPROVEMENTS	57956	530	4146	16874	32984	54534	3402	
ROLLING STOCK								
LOCOMOTIVES	9314	1,200	0	0	7500	8,700	634	
CABS & TRAILERS	10729	6,288	0	2716	996	10,000	729	
SPECS - CABS & TRAILERS	0	0	0	0	0	0	0	
TOTAL ROLLING STOCK	20063	7488	0	2716	8496	18700	1363	
CONSTRUCTION SUPPORT								
AGENCY COST	0	36	55	242	0	353	(353)	
PROFESSIONAL SERVICES	0	88	124	337	0	549	(549)	
TOTAL CONSTRUCTION SUPPORT	0	144	179	579	0	902	(902)	
TOTAL LOS ANGELES - FULLERTON (SEGMENT)	77999	8182	4325	20169	41480	74136	3,863	

ATTACHMENT

OCEANSIDE - FULLERTON (SEGMENT)

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

08 - Apr - 92
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METROLINK LINES	BUDGET		EXPENDITURES			ESTIMATE AT COMPLETE	
	SB - 1402 BUDGET	THRU DEC 91	1/92-6/92 FORECAST	FY92/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
OCEANSIDE - FULLERTON (SEGMENT)							
RIGHT OF WAY IMPROVEMENTS	12,000	0	0	12,000	0	12,000	0
TRACK/SIGNAL IMPROVEMENTS	47,900	0	0	0	47,900	47,900	0
FUTURE TRACK/SIGNAL IMPROVEMENTS	960	0	0	960	0	960	0
INSURANCE (OCIP)	2,400	0	0	600	1,800	2,400	0
DESIGN & CONSTRUCTION MANAGEMENT	63,400	0	0	13,560	49,840	63,400	0
TOTAL RIGHT OF WAY IMPROVEMENTS							
ROLLING STOCK	20,583	0	0	6,661	13,722	20,583	0
LOCOMOTIVES	28,817	0	0	12,500	16,317	28,817	0
CARS & TRAILERS	0	0	0	0	0	0	0
SPECS - CARS & TRAILERS	49,400	0	0	19,561	30,039	49,400	0
TOTAL ROLLING STOCK							
CONSTRUCTION SUPPORT	0	0	0	194	0	194	(194)
AGENCY COSTS	0	0	0	271	0	271	(271)
PROFESSIONAL SERVICES	0	0	0	465	0	465	-465
TOTAL CONSTRUCTION SUPPORT							
TOTAL OCEANSIDE - FULLERTON (SEGMENT)	112,600	0	0	33,366	79,879	113,265	-465

- Project budget exclude \$9.1 million for stations included in SB-1402 report and shown in Chart A. Station work is assumed to be an individual county item.

ATTACHMENT

SHARED FACILITIES

- Preliminary FY 92/93 Budget Contract Details
- Chart A - Financial Plan
- Capital Plan in Relation to Capital Budgets

SOUTHE CALIFORNIA REGIONAL RAIL AUTHORITY
DRAFT PROPOSED FY92-93 BUDGET (\$= THOUSANDS)

	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SHARED FACILITIES						
RIGHT - OF - WAY IMPROVEMENTS	21,096	8,438	5,274	2,532	4,430	422
C6000 MAINTENANCE FACILITY AT TAYLOR YARD	432	173	108	52	91	9
CR022 SOILS TESTING	0	0	0	0	0	0
MR00X INSURANCE (OCIP)	624	250	156	75	131	12
CR010 DESIGN & CONSTRUCTION MANAGEMENT	22,152	8,861	5,538	2,658	4,652	443
TOTAL MAINTENANCE FACILITY						
OTHER IMPROVEMENTS	1,351	540	338	162	284	27
PASSENGER INFORMATION (SIGNAGE)	2,876	1,150	719	345	604	58
H2040 FARE COLLECTION SYSTEM	2,107	843	527	253	442	42
VARIOUS START - UP COSTS	484	194	121	58	102	10
CR001,CR002 ROLLING STOCK SPARE PARTS	6,818	2,727	1,705	818	1,432	136
TOTAL OTHER IMPROVEMENTS						
CONSTRUCTION SUPPORT	415	166	104	50	87	8
AGENCY COSTS	579	232	145	69	122	12
PROFESSIONAL SERVICES	994	398	249	119	209	20
TOTAL CONSTRUCTION SUPPORT						
TOTAL SHARED FACILITIES	29,964	11,986	7,491	3,596	6,292	599

- Start-up costs include mid-way yard vehicle commissioning, Amtrak mobilization, facility leases, marketing (including advertising, printing, etc. up through initial launch) and school safety program.
- Construction support includes staff costs for operating personnel prior to start of service.

3/13/92

CHART A
FINANCIAL PLAN: SHARED FACILITIES (\$MILLIONS)
LACTC/SANBAG/RCTC/OCTA/VCTC

	LOS ANGELES COUNTY			SAN BERNARDINO COUNTY			RIVERSIDE COUNTY			ORANGE COUNTY			VENTURA COUNTY			TOTALS			TOTAL FOR PROJECT
	Prop A	Prop 108	TC/Other State (U)	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	Local	Prop 108	TC/Other State	
Right-of-Way																\$0.0	\$0.0	\$0.0	\$0.0
Capital	\$10.5	\$10.8		\$4.8	\$4.8	\$1.3			\$6.3			\$13.2			\$1.3	\$15.3	\$22.1	\$0.0	\$52.7
Rolling Stock																\$0.0	\$0.0	\$0.0	\$0.0
TOTAL	\$10.5	\$10.8	\$0.0	\$4.8	\$4.8	\$1.3	\$0.0	\$0.0	\$6.3	\$0.0	\$0.0	\$13.2	\$0.0	\$0.0	\$1.3	\$15.3	\$22.1	\$0.0	\$52.7

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FY 92/93 DRAFT BUDGET
 CAPITAL PLAN IN RELATION TO CAPITAL BUDGETS
 (\$ = THOUSANDS)

08-Apr-92
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METROLINK LINES	BUDGET 88-1402 BUDGET	EXPENDITURES			ESTIMATE AT COMPLETE		
		ACTUAL THRU DEC 91	FORECAST 1/92-8/92	PROPOSED FY92/93 BUDGET	FUTURE WORK FORECAST	EAC	VARIANCE
SHARED FACILITIES							
RIGHT-OF-WAY IMPROVEMENTS	34,605	0	14,316	21,096	0	35,412	(804)
MAINTENANCE FACILITY AT TAYLOR YARD	0	0	288	432	0	720	(720)
SOILS TESTING	0	1,221	87	0	0	2,048	(2,048)
INSURANCE (OCIP)	5,191	1,766	624	624	0	3,014	2,177
DESIGN & CONSTRUCTION MANAGEMENT	39,799	2,987	16,055	22,152	0	41,194	(1,395)
TOTAL RIGHT-OF-WAY IMPROVEMENTS							
OTHER IMPROVEMENTS	2,151	0	800	1,351	0	2,151	0
PASSENGER INFORMATION (SIGNAGE)	5,378	0	2,502	2,876	0	5,378	0
FARE COLLECTION SYSTEM	4,303	156	2,040	2,107	0	4,303	(0)
START-UP COSTS	968	0	484	484	0	968	0
ROLLING STOCK SPARE PARTS	12,800	156	5,826	6,818	0	12,800	0
TOTAL OTHER IMPROVEMENTS							
CONSTRUCTION SUPPORT	0	157	181	415	0	753	(753)
AGENCY COSTS	0	198	264	579	0	1,041	(1,041)
PROFESSIONAL SERVICES	0	355	445	994	0	1,794	(1,794)
TOTAL CONSTRUCTION SUPPORT							
TOTAL SHARED FACILITIES	57,600	3,498	22,326	29,964	0	55,788	(3,188)

- The SB-1402 plan included \$10.8 million in the Oceanside-Fullerton project for a share of the maintenance facility at Taylor Yard. Orange County is reprogramming these funds. The projected variance at completion is due to excluding these funds from the project plan.



Southern
California
Regional
Rail Authority

**Fiscal Year
1992-93
Operating
Budget**

Proposed May 8, 1992



Los Angeles County Transportation Commission

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino Associated Governments

Ventura County Transportation Commission





Los Angeles County
Transportation Commission
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission
Ex-Officio Members
Southern California
Association of Governments
San Diego Association
of Governments
State of California

May 4, 1992

TO: SCRRA MEMBERS AND ALTERNATES - 5/8 MEETING
FROM: EXECUTIVE DIRECTOR
SUBJECT: PROPOSED PRELIMINARY FY 1992/93 OPERATING BUDGET

ISSUE

At its April meeting, the SCRRA deferred action on the operating portion of the preliminary FY 92/93 annual budget to May. The proposed preliminary operating budget for FY 92/93 is submitted for approval and referral to member agencies.

RECOMMENDATION

It is recommended that the SCRRA approve the proposed preliminary FY 92/93 operating budget shown in Exhibit 1, and the funding plan in Exhibit 2, attached, and refer it to member agencies for approval and funding.

BACKGROUND

The JPA agreement requires approval of an annual budget each year, including administration, capital cost, and operating costs. The SCRRA approved the preliminary capital budget at the April 10 board meeting, and deferred action on the preliminary operating budget until May 8. A final operating budget will be presented in early July.

INTRODUCTION

A draft preliminary operating budget was submitted at the March 13 Board meeting. At the Technical Advisory Committee's (TAC) request, staff prepared a forecast for fiscal years 93/94 and 94/95, which is included in the presentation for information. Chart 1 shows that positive trends occur as ridership increases, service is added, and the number of trains increase. By the first full year of operations FY 93/94, Metrolink is forecast to achieve a cost per train mile of \$44.40 and a farebox recovery ratio of 36.9%, comparable to more established systems. Appendix 3 shows projected Metrolink costs per train-mile compared with other systems.

* Copies of the Appendices have not been included in the mailed out agendas.

SCCRA MEMBERS AND ALTERNATES

May 4, 1992

Page 2

The proposed budget for the first eight months of operation includes farebox revenues of \$2.9 million, revenues from freight railroads of \$.7 million, and operating costs of \$17.0 million, resulting in a projected \$13.8 million subsidy. In addition, a reserve for the self-insured retention (used to fund the lowest level of injury claims) must be funded; this is shown in Exhibit 2.

FISCAL YEAR 1992/93

Operating costs begin after start-up in October 1992, and are therefore only for an eight month period in FY 92/93. The costs associated with start-up and mobilization, occurring in the interim, are reflected in the preliminary capital budget.

Service on the three base routes, Moorpark-to-Los Angeles, Santa Clarita-to-Los Angeles, and to Pomona on the San Bernardino-to-Los Angeles Line begins in October 1992 with full service extending to San Bernardino assumed to begin two months later. Service from Riverside-to-Los Angeles along the Union Pacific mainline, begins in Spring '93. Service assumptions are detailed in Appendix 1.

Revenue was projected by Booz-Allen & Hamilton assuming that an average of 50% of the daily SB 1402 Report patronage forecasts is achieved in the FY 92/93, using a \$2 base fare and a \$1 zone surcharge. The revenue for each line was developed separately. During FY 92/93, a 17.2% farebox recovery is achieved (excluding freight revenue and including all costs), higher than the 10% forecast for the first year in the SB 1402 Report. By FY 94/95, farebox recovery increases to 40.6%. Assumptions used for the revenue forecasts are shown in Appendix 2. Freight revenue, based on freight miles operating on Metrolink lines, was also added.

Amtrak operating costs, estimated at \$8.5 million (49.7%), are the primary driver in the budget. These costs were developed, line specific, using the detail contained in the August 91 Amtrak Operations Proposal. The final Amtrak budget is being negotiated and will come before the Board in June. LAUPT station maintenance and LAUPT maintenance cost are also included in the Amtrak section.

Fuel, dispatching, and rail agreements have been refined to reflect the new service assumptions. The other SCRRRA train services costs were forecasted for the system and allocated to lines based on train-miles.

The SCRRRA-charged operations staff is limited to 8 people with an additional 3 full-time equivalents from the LACTC for support. Services include revenue collection, marketing, advertising, LAUPT passenger services, supplemental fare inspection, audits (service and financial) and telephone customer information.

The \$2.5 million self insurance reserve account was removed from the draft preliminary operating budget and is now carried as an off-line budget item funded by all counties, as shown in Exhibit 2. After additional discussions with LACTC's Risk Management Department the liability and property insurance premium costs were reduced from \$3.3 million to \$2.1 million. The award of insurance coverage will come before the SCRRA in July, and exact costs will be known then.

BUDGET REVIEW

The detail budget, Appendix 5, was reviewed extensively at TAC and Finance Committee meetings during March and April. In addition, Alan Dustin, the former President of the Boston Main and prior to that the Vice-President and General Manager of the New Jersey Transit Rail Operations Inc., conducted a review and commented directly to the TAC. Mr. Dustin noted that in general the Amtrak contract was well-negotiated, with better terms than other existing commuter rail operating contracts. He recommended areas of focus in the final negotiations with Amtrak, and additional focus on the security plan, which is currently being reviewed by the TAC. He also identified dispatching and maintenance-of-way near LAUPT as potential areas for cost recovery from other railroads. Mr. Dustin noted that projected costs fell within the range of existing systems, but cautioned against relying too heavily on comparisons with the other commuter systems because of the uniqueness and complexities of each system.

SUBSIDY ALLOCATION

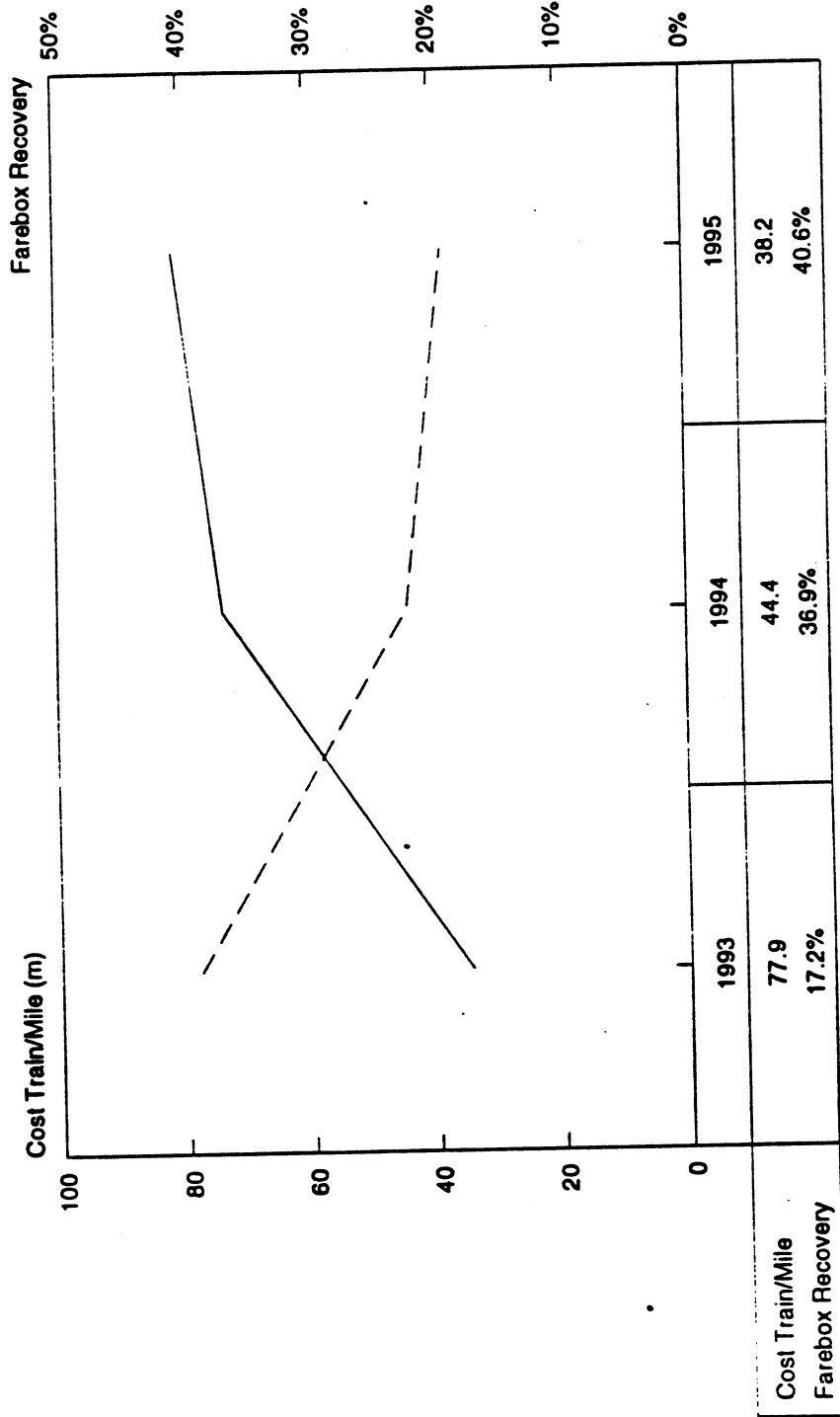
The TAC and Finance Committee have recommended that train-miles be used as the subsidy allocation method, as shown in Exhibit 2, during the first two years of operations. Other methods investigated included: boardings, alightings, passenger miles and blends of each. The TAC and Finance Committee recognized that each of these might be relevant factors in measuring benefit or service provided, but concluded that operating experience is needed before a formula can be derived. Train-miles are the most objective and predictable method available at this early date and are generally reflective of the amount of service provided. Ventura County dissents from this arrangement, and its representatives are scheduled to meet with LACTC representatives during the week of May 5 to discuss the situation. All TAC members were agreed that the issue should be revisited in two years when historical data is available.

Prepared by: Annette Colfax
Director of Passenger Facilities and Coordination

RICHARD STANGER
Executive Director

SCRRA Operating Cost Projections

Chart 1



4/27/93

24

SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SUMMARY			
ASSUMPTIONS			
Number of Trains	13.1	17.9	29.4
Train Miles (TM) (thousands)	218.4	836.5	1,269.3
Share of Total Train Miles	100.0%	100.0%	100.0%
Average Cost per Train	1,943.3	2,075.2	1,647.0
Average Cost per Train Mile (TM)	77.9	44.4	38.2
Farebox Recovery	17.2%	36.9%	40.6%
REVENUE			
Farebox Revenue	2,927.0	13,701.6	19,675.0
Freight Revenue	266.7	400.0	350.0
TOTAL REVENUE	3,193.7	14,101.6	20,025.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Track Train Operations	8,455.0	20,855.1	28,338.0
SCRRA Train Services	3,104.3	7,761.3	10,432.6
Maintenance of Way Contingency	550.0	1,195.7	1,243.5
TOTAL TRAIN OPERATIONS SERVICES	12,109.3	29,812.1	40,014.1
GENERAL & ADMINISTRATIVE			
SCRRA Staff	745.3	1,713.3	1,781.8
Services	1,945.0	2,822.6	3,191.1
TOTAL GENERAL AND ADMINISTRATIVE	2,690.4	4,535.8	4,972.9
INSURANCE	2,204.0	2,833.2	3,462.5
TOTAL OPERATING BUDGET	17,003.7	37,181.1	48,449.5
NET SUBSIDY	13,810.0	23,079.5	28,424.5

NOTE: FY 93/94 & FY 94/95 are forecast included for information only.

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SAN BERNARDINO - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	5.0	5.0	5.0
Train Miles (TM) (thousands)	99.3	246.3	264.4
Share of Total Train Miles	45.5%	29.4%	20.8%
Average Cost per Train	2,274.5	2,120.4	1,954.5
Average Cost per Train Mile (TM)	76.4	43.0	37.0
Farebox Recovery	15.9%	41.0%	48.9%
REVENUE			
Farebox Revenue	1,207.0	4,343.0	4,777.0
Freight Revenue	266.7	400.0	350.0
TOTAL REVENUE	1,473.7	4,743.0	5,127.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Amtrak Train Operations	3,882.1	6,344.1	6,156.9
SCRRA Train Services	1,224.1	1,736.1	1,599.5
Maintenance of Way Contingency	250.1	352.1	259.0
TOTAL TRAIN OPERATIONS SERVICES	5,356.3	8,432.3	8,015.5
GENERAL & ADMINISTRATIVE			
SCRRA Staff	338.9	504.5	371.2
Services	884.3	831.1	664.7
TOTAL GENERAL AND ADMINISTRATIVE	1,223.2	1,335.5	1,035.9
INSURANCE	1,002.1	834.2	721.2
TOTAL OPERATING BUDGET	7,581.6	10,602.0	9,772.6
NET SUBSIDY	6,107.9	5,859.0	4,645.6

SCRRA

OPERATING BUDGET (K\$) PRIMARY THREE YEAR FORECAST

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
VENTURA - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	4.0	4.0	4.0
Train Miles (TM) (thousands)	65.5	179.7	194.7
Share of Total Train Miles	30.0%	21.5%	15.3%
Average Cost per Train	1,791.3	1,820.4	1,677.7
Average Cost per Train Mile (TM)	72.9	40.5	34.5
Farebox Recovery	15.2%	29.9%	35.7%
REVENUE			
Farebox Revenue	727.0	2,180.0	2,397.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	727.0	2,180.0	2,397.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
ak Train Operations	2,182.8	4,015.4	3,882.0
SCRRA Train Services	961.1	1,426.4	1,344.0
Maintenance of Way Contingency	164.9	256.9	190.7
TOTAL TRAIN OPERATIONS SERVICES	3,308.9	5,698.7	5,416.8
GENERAL & ADMINISTRATIVE			
SCRRA Staff	223.5	368.0	273.3
Services	583.3	606.4	489.5
TOTAL GENERAL AND ADMINISTRATIVE	806.9	974.4	762.8
INSURANCE	661.0	608.6	531.1
TOTAL OPERATING BUDGET	4,776.7	7,281.8	6,710.7
NET SUBSIDY	4,049.7	5,101.8	4,313.7

**SCRRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SANTA CLARITA - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	3.0	3.0	3.0
Train Miles (TM) (thousands)	31.0	97.9	107.4
Share of Total Train Miles	14.2%	11.7%	8.5%
Average Cost per Train	1,285.0	1,494.8	1,375.6
Average Cost per Train Mile (TM)	82.9	45.8	38.4
Farebox Recovery	19.1%	32.9%	39.4%
REVENUE			
Farebox Revenue	492.0	1,476.0	1,624.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	492.0	1,476.0	1,624.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Amtrak Train Operations	1,299.8	2,672.2	2,533.5
SCRRRA Train Services	497.4	809.9	774.4
Maintenance of Way Contingency	78.1	139.9	105.2
TOTAL TRAIN OPERATIONS SERVICES	1,875.2	3,622.0	3,413.1
GENERAL & ADMINISTRATIVE			
SCRRRA Staff	105.8	200.5	150.8
Services	276.1	330.3	270.0
TOTAL GENERAL AND ADMINISTRATIVE	381.9	530.9	420.8
INSURANCE	312.8	331.6	293.0
TOTAL OPERATING BUDGET	2,569.9	4,484.5	4,126.9
NET SUBSIDY	2,077.9	3,008.5	2,502.9

SCRRA**OPERATING BUDGET (K\$)****P. PRELIMINARY THREE YEAR FORECAST**29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
LA - RIVERSIDE VIA ONTARIO (UP)			
ASSUMPTIONS			
Number of Trains	1.1	3.0	3.0
Train Miles (TM) (thousands)	22.6	192.6	211.1
Share of Total Train Miles	10.3%	23.0%	16.6%
Average Cost per Train	2,767.2	2,774.2	2,619.5
Average Cost per Train Mile (TM)	91.8	43.2	37.2
Farebox Recovery	24.1%	48.1%	56.1%
REVENUE			
Farebox Revenue	501.0	4,007.0	4,408.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	501.0	4,007.0	4,408.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
PacifiC Train Operations	1,090.3	3,775.0	3,636.3
SCRRA Train Services	421.7	2,575.5	2,612.4
Maintenance of Way Contingency	56.9	275.3	206.8
TOTAL TRAIN OPERATIONS SERVICES	1,568.9	6,625.8	6,455.5
GENERAL & ADMINISTRATIVE			
SCRRA Staff	77.1	394.5	296.3
Services	201.3	649.9	530.7
TOTAL GENERAL AND ADMINISTRATIVE	278.4	1,044.4	827.1
INSURANCE	228.1	652.3	575.9
TOTAL OPERATING BUDGET	2,075.4	8,322.5	7,858.4
NET SUBSIDY	1,574.4	4,315.5	3,450.4

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:45 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
RIVERSIDE - LA VIA FULLERTON (SF)			
ASSUMPTIONS			
Number of Trains	0.0	1.2	4.3
Train Miles (TM) (thousands)	0.0	38.9	65.3
Share of Total Train Miles	0.0%	4.7%	5.1%
Average Cost per Train	0.0	1,720.8	745.3
Average Cost per Train Mile (TM)	0.0	51.6	49.5
Farebox Recovery	0.0%	25.8%	55.0%
REVENUE			
Farebox Revenue	0.0	518.0	1,777.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	0.0	518.0	1,777.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Amtrak Train Operations	0.0	1,101.0	1,944.0
SCRRA Train Services	0.0	508.3	787.7
Maintenance of Way Contingency	0.0	55.6	64.0
TOTAL TRAIN OPERATIONS SERVICES	0.0	1,664.9	2,795.7
GENERAL & ADMINISTRATIVE			
SCRRA Staff	0.0	79.7	91.7
Services	0.0	131.3	164.2
TOTAL GENERAL AND ADMINISTRATIVE	0.0	210.9	255.8
INSURANCE	0.0	131.8	178.1
TOTAL OPERATING BUDGET	0.0	2,007.6	3,229.7
NET SUBSIDY	0.0	1,489.6	1,452.7

SOUTHE. CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/08/92
 BFF

	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
OCEANSIDE - FULLERTON (SEGMENT)						
RIGHT OF WAY IMPROVEMENTS						
TRACK/SIGNAL IMPROVEMENTS	12,000		12,000			
INSURANCE (OCIP)	960		960			
DESIGN & CONSTRUCTION MANAGEMENT	600		600			
TOTAL RIGHT OF WAY IMPROVEMENTS	13,560	0	13,560	0	0	0
ROLLING STOCK						
LOCOMOTIVES	6,861		6,861			
CABS & TRAILERS	12,500		12,500			
SPECS AND TESTING CABS & TRAILERS	0		0			
TOTAL ROLLING STOCK	19,361	0	19,361	0	0	0
CONSTRUCTION SUPPORT						
AGENCY COSTS	194		194			
PROFESSIONAL SERVICES	271		271			
TOTAL CONSTRUCTION SUPPORT	465	0	465	0	0	0
TOTAL OCEANSIDE - FULLERTON (SEGMENT)	33,386	0	33,386	0	0	0

- Track/signal improvements are for early mobilization and procurement costs for SF force account work. Work is contingent on approval of an agreement with SF.

**PRELIMINARY OPERATING BUDGET
SERVICE ASSUMPTIONS**

<u>FY 92/93</u>	<u>START DATE</u>
Three Start-Up Lines (SB Line Only to Pomona)	10/26/92
San Bernardino Extension (5RTs)	01/01/93
Riverside Service (UP) - LA (3RTs)	04/01/93
 <u>FY 93/94</u>	
Shoulder Turnbacks - 4 Lines	09/01/93
Mid-day Service & Sweeper Trains - 4 Lines	09/01/93
3 Oceanside RTs	12/01/93
Riverside (SF) - LA	12/01/93
 <u>FY 93/94</u>	
3 Additional Oceanside RTs (Peak)	07/01/94
Riverside - Irvine (4 RTs)	12/01/94
Oceanside (1 RT Peak)	12/01/94
Oceanside Off-Peak - 2 RTs	12/01/94
 4 Lines=SB, SC, MP & Riverside (UP)	

4/29/92

FY93 - FY95 METROLINK OPERATING ASSUMPTIONS

	MONTHS OF OPERATION	% OF 1402 RIDERSHIP (1)
FISCAL YEAR 1993		
VENTURA	8	50%
SANTA CLARITA	8	50%
SAN BERNARDINO (Pomona)	2	50% (2)
SAN BERNARDINO (full line)	6	50%
RIVERSIDE (UP)	3	50%
OCEANSIDE	0	0%
RIVERSIDE (SF)	0	0%
RIVERSIDE/IRVINE	0	0%
FISCAL YEAR 1994		
VENTURA	12	100%
SANTA CLARITA	12	100%
SAN BERNARDINO	12	100%
RIVERSIDE (UP)	12	100% (3)
OCEANSIDE (3 peak roundtrips)	7	70% (4)
RIVERSIDE (SF)	7	50%
RIVERSIDE/IRVINE	0	0%
FISCAL YEAR 1995		
VENTURA	12	110%
SANTA CLARITA	12	110%
SAN BERNARDINO	12	110%
OCEANSIDE (3 peak roundtrips)	5	75% (4)
OCEANSIDE (3 off-peak roundtrips)	5	100% (4)
OCEANSIDE (4 peak roundtrips)	7	80% (4)
OCEANSIDE (5 off-peak roundtrips)	7	110% (4)
RIVERSIDE (UP)	12	110%
RIVERSIDE (SF)	12	100%
RIVERSIDE/IRVINE	7	50%

NOTES:

- (1) Percentage of total ridership projected in 1402 Report.
- (2) Initial ridership from Pomona assumed to include some riders from outlying stations.
- (3) Ridership data provided by Metrolink staff.
- (4) 1402 Report data adjusted to consider peak and off-peak trips independently.

**COMPARISON OF METROLINK
Forecasted Operating Costs with Other Systems**

	<u>Route Mile</u>	<u>Cost per Train Mile</u>
Cal Train Peninsula Commute Service	46.9	\$38.75 (FY90/91)
New Jersey Transit	375.7	\$40.67 (FY90/91)
Burlington Northern	38.0	\$54.90 (FY87/88)
Boston MBTA	238.8	\$37.70 (FY90/91)
Tri-Rail (Miami)	66.0	\$33.4 (FY90/91)
Metrolink	339.2	\$44.4 (FY93/94)
Metrolink	398.2	\$38.1 (FY94/95)

COSTS

Operating costs assumptions for each line item included in the three year forecast are listed below. Additional schedules are included to provide detail on AMTRAK contract costs, and the assumptions behind these are also explained. All costs which may escalate have been by 4% per year, including FY 92/93.

AMTRAK TRAIN OPERATIONS

AMTRAK - BASE Includes direct costs allocated common costs, and G&A overhead described below.

DIRECT COSTS (Allocated based on Amtrak estimate for each route).

- o Train Operation: Train and engine crews.
- o Maintenance of Equipment: Layover facility direct costs, including that of sub-contractor.
- o Maintenance of Way: Right-of-way inspection and normal periodic maintenance of way labor and materials.

COMMON COSTS

- o Train Operations: Transportation management and train crew training. Allocated to routes by percent of direct train operations costs.
- o Maintenance and equipment: Taylor Yard - labor and materials - Based on rolling stock fleet size. Allocated by percent of car and locomotive miles.
- o Maintenance of Way: Taylor Yard M.O.W. labor and materials, system M.O.W. equipment and management. Allocated by percent of direct maintenance of way costs.
- o Materials Management: Materials purchasing, handling, and storage. Allocated by percent of car and locomotive miles.
- o General Management: Management (other than transportation), training and office supplies. Allocated by percent of all direct costs.
- o Switching: Operations costs for switching at LAUPT and Taylor Yard. Allocated by percent of route train operations costs.
- o General Administration and Overhead: Amtrak Corporate G&A.*

- * Management fees, G&A and other overheads are "capped" by the Amtrak Agreement

OTHER

- o Police: Included under SCRRA security costs.
- o Dispatching: Shown under SCRRA dispatching.
- o General & Administration Overhead: Based upon contract rate for under \$10 million.
- o Management Fee: Based upon contract rate of 5.7% for under \$10 million.
- o Performance Incentives: Assumed to be at the level to reach the 10% cap of Management Fee plus incentives relative to budget.
- o Contingency: 10% of AMTRAK - BASE

SCRRA TRAIN SERVICES (All SCRRA costs allocated by train miles unless otherwise noted).

- o Fuel: Based on estimate from SCRRA and G.M.
- o Dispatching: Assumes S.P. to dispatch west and north lines,, U.P. to dispatch U.P. line between L.A. River and Riverside and Santa Fe to dispatch San Bernardino subdivision. The dispatch cost are included in the Rail Agreement. SCRRA to dispatch remaining lines. All costs shown. SCRRA costs allocated based on Amtrak estimate.
- o Security: Security and for SCRRA facilities (layover facilities and Taylor Yard) and police services along routes and on-board. Security and police services at stations are assumed to be the responsibility of the local jurisdictions or individual county, and no funds are included.
- o Santa Fe Agreement: Operating Agreement for use of San Bernardino subdivision, including maintenance of way, and dispatching.
- o Southern Pacific Agreement: Operating Agreement for west and north lines, including maintenance of way and dispatching.
- o Union Pacific Agreement: Operating Agreement for Union Pacific Line between L.A. River and Riverside, including maintenance of way and dispatching.
- o LAUPT Rail Yard Maintenance: SCRRA share of LAUPT.

Yard maintenance costs - will vary in direct proportion to SCRRA share of total LAUPT train movements.

- o LAUPT Station: SCRRA share of LAUPT station maintenance costs.
- o Utilities: Estimated cost of utilities, including telephone, water and power for maintenance, layover, and ticketing facilities.
- o Special trains: Assumes nine trains per month in 92/93, declining to one per month in 94/95.

MAINTENANCE OF WAY CONTINGENCY

- o Maintenance of way costs for SCRRA-owned lines in excess of AMTRAK contract requirements - generally for major maintenance/damage control (derailments, flood damage, etc.).

GENERAL AND ADMINISTRATIVE

- o Personnel: SCRRA operating staff (8 positions) and 3 full-time equivalent to LACTC support staff salaries and fringes. Costs are escalated by inflation. FY 92/93 includes costs for eight months; future year costs are 12 months.
- o Direct Costs: Includes related costs for dues and subscriptions, public notices, in-house printing and graphics, travel, community outreach, and office expenses. Note: No costs are included for LACTC administrative functions such as personnel, accounting, purchasing, MIS, etc. Costs are escalated by inflation, FY 92/93 costs are for eight months; future years are annualized.
- o Revenue Collection: Servicing and maintenance contract for ticket vending machines, financial clearinghouse functions (bank card transactions, money counting, etc.), ticket supplies, and ticket-by-mail program.
- o Marketing: Estimated cost for advertising, printing of informational material, research, (including customer surveys), maps and train schedule production costs, and promotional activities. FY 92/93 costs are proportionally higher than future years as four lines are in their first year of operation and extensive customer survey, map printing, schedule revision, advertising,

etc. may be needed. Future years' costs are based on those budgeted for Caltran and Tri-Rail: \$685,000 and \$740,000 annually respectively.

- o LAUPT Station: SCRRA share of LAUPT ticket window, and customer assistance. Assumes two full-time equivalents for eight months in FY 92/93 and for full years thereafter. Escalated by inflation.
- o Fare Inspection: Part-time help to augment use of extra board for fare inspection. Assumes a relatively heavy effort initially, then increase based in train miles.
- o Audits: Estimated cost of financial and performance audits of SCRRA and its contractors. Assumes more intensive effort in the first year, thereafter increases with inflation.
- o Customer Information: Cost of telephone information line. First year cost is for eight months, future years are annualized and increase with inflation. Estimate is comparable to amounts budgeted by Tri-Rail and Caltran.
- o Legal and Other: Provision for professional services for legal, planning studies, and general consulting assistance. Increased to annual in FY 93/94 and by inflation.

INSURANCE

- o Liability and Property: Estimated annual premiums for public liability policy and property insurance on rolling stock, SCRRA structures and other equipment. Assumes that the first \$2.5 million of liability exposure is self-insured.
- o Self-Insurance Reserve: Initial deposit into \$5 million self-insurance pool (shared equally with SCRTD Blue Line) in FY 92/93. Cost in future years is an estimate of Metrolink claims paid from pool. Assumes that cost will be low initially due to time involved between receipt of claims and settlement.
- o Claims Administration: Services for review and administration of claims.

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SUMMARY			
ASSUMPTIONS			
Number of Trains	13.1	17.9	29.4
Train Miles (TM) (thousands)	218.4	836.5	1,289.3
Share of Total Train Miles	100.0%	100.0%	100.0%
Average Cost per Train	1,943.3	2,075.2	1,647.0
Average Cost per Train Mile (TM)	77.9	44.4	38.2
Farebox Recovery	17.2%	36.9%	40.6%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	2,927.0	13,701.6	19,675.0
Freight Revenue	266.7	400.0	350.0
Other Revenue	0.0	0.0	0.0
Net Revenue	3,193.7	14,101.6	20,025.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	6,959.2	16,435.1	22,299.0
MOW Track Surrounding LAUPT	104.0	162.2	168.7
MOW Fullerton - Oceanside	0.0	797.5	829.4
Management Fee	396.7	934.5	1,267.3
Incentives	299.2	886.6	1,550.4
Contingency	696.0	1,639.2	2,223.3
TOTAL AMTRAK TRAIN OPERATIONS	8,455.0	20,855.1	28,338.0
SCRRA TRAIN SERVICES			
Fuel	447.2	1,781.2	2,811.0
Dispatching	386.9	593.1	616.9
Security	941.0	1,848.0	2,229.0
Santa Fe Agreement	0.0	334.1	1,025.1
Southern Pacific Agreement	244.4	254.2	264.3
Union Pacific Agreement	130.1	1,107.2	1,213.9
LAUPT Rail Yard Maintenance	324.5	594.9	703.0
LAUPT Station Routine Maintenance	208.0	324.5	337.5
Utilities/Lesses	140.1	218.5	283.5
SUBTOTAL SCRRA TRAIN SERVICES	2,822.1	7,055.7	9,484.2
Contingency (non-AMTRAK) 10%	282.2	705.6	948.4
TOTAL SCRRA TRAIN SERVICES	3,104.3	7,761.3	10,432.6
MAINTENANCE OF WAY CONTINGENCY	550.0	1,195.7	1,243.5
TOTAL TRAIN OPERATIONS SERVICES	12,109.3	29,812.1	40,014.1
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	547.0	1,168.1	1,214.9
Direct Costs	130.5	389.4	405.0
Total SCRRA Support & Directs	677.6	1,557.5	1,619.9
Services			
Revenue Collection	417.0	943.6	1,180.0
Marketing, Printing, Advertising, Research	700.0	757.1	787.4
LAUPT Passenger Services	120.0	173.1	180.0
Fare Inspection - Supplemental	31.2	64.9	101.2
Audits (service & financial)	250.0	270.4	281.2
Telephone - Customer Information	150.0	216.3	225.0
Legal & Other	100.0	140.6	146.2
Total Services	1,788.2	2,566.0	2,901.0
SUBTOTAL GENERAL AND ADMINISTRATIVE	2,445.8	4,123.5	4,520.8
G & A Contingency @ 10%	244.6	412.3	452.1
TOTAL GENERAL AND ADMINISTRATIVE	2,690.4	4,535.8	4,972.9
INSURANCE			
Liability and Property	2,100.0	2,100.0	2,100.0
Self - Insurance Reserve	0.0	625.0	1,250.0
Claims Administration	104.0	108.2	112.5
TOTAL INSURANCE	2,204.0	2,833.2	3,462.5
TOTAL OPERATING BUDGET	17,003.7	37,181.1	48,449.5
NET SUBSIDY	13,810.0	23,079.5	28,424.5

*Represents annual premium cost.

21

**SCRRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SAN BERNARDINO - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	5.0	5.0	5.0
Train Miles (TM) (thousands)	99.3	246.3	264.4
Share of Total Train Miles	45.5%	29.4%	20.8%
Average Cost per Train	2,274.5	2,120.4	1,954.5
Average Cost per Train Mile (TM)	76.4	43.0	37.0
Farebox Recovery	15.9%	41.0%	48.9%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	1,207.0	4,343.0	4,777.0
Freight Revenue	266.7	400.0	350.0
Other Revenue	0.0	0.0	0.0
Net Revenue	1,473.7	4,743.0	5,127.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	3,195.7	5,204.5	5,000.0
MOW Track Surrounding LAUPT	47.3	47.8	35.1
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	182.1	295.9	284.3
Incentives	137.4	276.7	338.8
Contingency	319.6	519.2	498.7
TOTAL AMTRAK TRAIN OPERATIONS	3,882.1	6,344.1	6,156.9
SCRRRA TRAIN SERVICES			
Fuel	203.3	524.5	585.5
Dispatching	175.9	174.6	128.5
Security	427.8	544.1	464.3
Service Agreement	0.0	0.0	0.0
Service Agreement	0.0	0.0	0.0
Service Agreement	0.0	0.0	0.0
LAUPT Rail Yard Maintenance	147.5	175.2	146.4
LAUPT Station Routine Maintenance	94.6	95.5	70.3
Utilities/Leases	63.7	64.3	59.1
SUBTOTAL SCRRRA TRAIN SERVICES	1,112.9	1,578.3	1,454.1
Contingency (non-AMTRAK) 10%	111.3	157.8	145.4
TOTAL SCRRRA TRAIN SERVICES	1,224.1	1,736.1	1,599.5
MAINTENANCE OF WAY CONTINGENCY	250.1	352.1	259.0
TOTAL TRAIN OPERATIONS SERVICES	5,356.3	8,432.3	8,015.5
GENERAL & ADMINISTRATIVE			
SCRRRA Staff			
Personnel	248.7	343.9	253.1
Direct Costs	59.4	114.6	84.4
Total SCRRRA Support & Directs	308.1	458.5	337.4
Services			
Revenue Collection	189.6	277.8	245.8
Marketing, Printing, Advertising, Research	318.3	222.9	164.0
LAUPT Passenger Services	54.6	51.0	37.5
Fare Inspection - Supplemental	14.2	19.1	21.1
Audits (service & financial)	113.7	79.6	58.6
Telephone - Customer Information	68.2	63.7	46.9
Legal & Other	45.5	41.4	30.5
Total Services	803.9	755.5	604.3
SUBTOTAL GENERAL AND ADMINISTRATIVE	1,112.0	1,214.1	941.7
G & A Contingency @ 10%	111.2	121.4	94.2
TOTAL GENERAL AND ADMINISTRATIVE	1,223.2	1,335.5	1,035.9
INSURANCE			
Liability and Property	954.8	618.3	437.4
Insurance Reserve	0.0	184.0	260.4
Administration	47.3	31.8	23.4
TOTAL INSURANCE	1,002.1	834.2	721.2
TOTAL OPERATING BUDGET	7,581.6	10,602.0	9,772.6
NET SUBSIDY	6,107.9	5,859.0	4,645.6

**SCRRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-82
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	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
VENTURA - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	4.0	4.0	4.0
Train Miles (TM) (thousands)	65.5	179.7	194.7
Share of Total Train Miles	30.0%	21.5%	15.3%
Average Cost per Train	1,791.3	1,820.4	1,677.7
Average Cost per Train Mile (TM)	72.9	40.5	34.5
Farebox Recovery	15.2%	29.9%	35.7%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	727.0	2,180.0	2,397.0
Freight Revenue			
Other Revenue			
Net Revenue	727.0	2,180.0	2,397.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	1,793.1	3,286.1	3,138.8
MOW Track Surrounding LAUPT	31.2	34.9	25.9
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	102.2	186.8	178.3
Incentives	77.1	180.0	226.2
Contingency	179.3	327.7	312.8
TOTAL AMTRAK TRAIN OPERATIONS	2,182.8	4,015.4	3,882.0
SCRRRA TRAIN SERVICES			
Fuel	134.1	382.7	431.2
Dispatching	116.0	127.4	94.6
Security	282.2	397.0	341.9
Santa Fe Agreement	0.0	0.0	0.0
Southern Pacific Agreement	139.7	145.2	151.1
Union Pacific Agreement	0.0	0.0	0.0
LAUPT Rail Yard Maintenance	97.3	127.8	107.8
LAUPT Station Routine Maintenance	62.4	69.7	51.8
Utilities/Leases	42.0	46.9	43.5
SUBTOTAL SCRRRA TRAIN SERVICES	873.7	1,296.8	1,221.9
Contingency (non-AMTRAK) 10%	87.4	129.7	122.2
TOTAL SCRRRA TRAIN SERVICES	961.1	1,426.4	1,344.0
MAINTENANCE OF WAY CONTINGENCY	164.9	256.9	190.7
TOTAL TRAIN OPERATIONS SERVICES	3,308.9	5,698.7	5,416.8
GENERAL & ADMINISTRATIVE			
SCRRRA Staff			
Personnel	164.1	250.9	186.3
Direct Costs	39.2	83.6	62.1
Total SCRRRA Support & Directs	203.2	334.6	248.5
Services			
Revenue Collection	125.1	202.7	181.0
Marketing, Printing, Advertising, Research	209.9	162.6	120.8
LAUPT Passenger Services	36.0	37.2	27.6
Fare Inspection - Supplemental	9.4	13.9	15.5
Audits (service & financial)	75.0	58.1	43.1
Telephone - Customer Information	45.0	46.5	34.5
Legal & Other	30.0	30.2	22.4
Total Services	530.3	551.2	445.0
SUBTOTAL GENERAL AND ADMINISTRATIVE	733.5	885.8	693.5
G & A Contingency @ 10%	73.4	88.6	69.3
TOTAL GENERAL AND ADMINISTRATIVE	806.9	974.4	762.8
INSURANCE			
Liability and Property	629.8	451.1	322.1
Self - Insurance Reserve	0.0	134.3	191.7
Claims Administration	31.2	23.2	17.3
TOTAL INSURANCE	661.0	608.6	531.1
TOTAL OPERATING BUDGET	4,776.7	7,281.8	6,710.7
NET SUBSIDY	4,049.7	5,101.8	4,313.7

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:59 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SANTA CLARITA - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	3.0	3.0	3.0
Train Miles (TM) (thousands)	31.0	97.9	107.4
Share of Total Train Miles	14.2%	11.7%	8.5%
Average Cost per Train	1,285.0	1,494.8	1,375.6
Average Cost per Train Mile (TM)	82.9	45.8	38.4
Farebox Recovery	19.1%	32.9%	39.4%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	492.0	1,476.0	1,624.0
Freight Revenue			
Other Revenue			
Net Revenue	492.0	1,476.0	1,624.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	1,070.8	2,194.1	2,058.1
MOW Track Surrounding LAUPT	14.8	19.0	14.3
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	61.0	124.8	117.0
Incentives	46.1	115.4	138.8
Contingency	107.1	218.9	205.3
TOTAL AMTRAK TRAIN OPERATIONS	1,299.8	2,672.2	2,533.5
SCRRA TRAIN SERVICES			
Fuel	63.5	208.5	237.8
Dispatching	54.9	69.4	52.2
Security	133.6	216.3	188.6
Service Agreement	0.0	0.0	0.0
Union Pacific Agreement	104.7	108.9	113.3
Union Pacific Agreement	0.0	0.0	0.0
LAUPT Rail Yard Maintenance	46.1	69.6	59.5
LAUPT Station Routine Maintenance	29.5	38.0	28.6
Utilities/Leases	19.9	25.6	24.0
SUBTOTAL SCRRA TRAIN SERVICES	452.2	736.3	704.0
Contingency (non-AMTRAK) 10%	45.2	73.6	70.4
TOTAL SCRRA TRAIN SERVICES	497.4	809.9	774.4
MAINTENANCE OF WAY CONTINGENCY	78.1	139.9	105.2
TOTAL TRAIN OPERATIONS SERVICES	1,875.2	3,622.0	3,413.1
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	77.6	136.7	102.8
Direct Costs	18.5	45.6	34.3
Total SCRRA Support & Directs	96.2	182.3	137.1
Services			
Revenue Collection	59.2	110.4	99.8
Marketing, Printing, Advertising, Research	99.4	88.6	66.6
LAUPT Passenger Services	17.0	20.3	15.2
Fare Inspection - Supplemental	4.4	7.6	8.6
Audits (service & financial)	35.5	31.6	23.8
Telephone - Customer Information	21.3	25.3	19.0
Legal & Other	14.2	16.5	12.4
Total Services	251.0	300.3	245.5
SUBTOTAL GENERAL AND ADMINISTRATIVE	347.2	482.6	382.5
G & A Contingency @ 10%	34.7	48.3	38.3
TOTAL GENERAL AND ADMINISTRATIVE	381.9	530.9	420.8
INSURANCE			
Liability and Property	298.1	245.8	177.7
Insurance Reserve	0.0	73.1	105.8
Administration	14.8	12.7	9.5
TOTAL INSURANCE	312.8	331.6	293.0
TOTAL OPERATING BUDGET	2,569.9	4,484.5	4,128.9
NET SUBSIDY	2,077.9	3,006.5	2,502.9

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:59 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
RIVERSIDE - LA VIA FULLERTON (SF)			
ASSUMPTIONS			
Number of Trains	0.0	1.2	4.3
Train Miles (TM) (thousands)	0.0	38.9	65.3
Share of Total Train Miles	0.0%	4.7%	5.1%
Average Cost per Train	0.0	1,720.8	745.3
Average Cost per Train Mile (TM)	0.0	51.6	49.5
Farebox Recovery	0.0%	25.8%	55.0%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	0.0	518.0	1,777.0
Freight Revenue			
Other Revenue			
Net Revenue	0.0	518.0	1,777.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	0.0	904.5	1,590.1
MOW Track Surrounding LAUPT	0.0	7.5	8.7
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	0.0	51.5	90.4
Incentives	0.0	47.3	96.1
Contingency	0.0	90.2	158.7
TOTAL AMTRAK TRAIN OPERATIONS	0.0	1,101.0	1,944.0
SCRRA TRAIN SERVICES			
Fuel	0.0	82.8	144.6
Dispatching	0.0	27.6	31.7
Security	0.0	85.9	114.7
Santa Fe Agreement	0.0	212.8	357.0
Southern Pacific Agreement	0.0	0.0	0.0
Union Pacific Agreement	0.0	0.0	0.0
LAUPT Rail Yard Maintenance	0.0	27.7	36.2
LAUPT Station Routine Maintenance	0.0	15.1	17.4
Utilities/Leases	0.0	10.2	14.6
SUBTOTAL SCRRA TRAIN SERVICES	0.0	462.1	716.1
Contingency (non-AMTRAK) 10%	0.0	46.2	71.6
TOTAL SCRRA TRAIN SERVICES	0.0	508.3	787.7
MAINTENANCE OF WAY CONTINGENCY	0.0	55.6	64.0
TOTAL TRAIN OPERATIONS SERVICES	0.0	1,664.9	2,795.7
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	0.0	54.3	62.5
Direct Costs	0.0	18.1	20.8
Total SCRRA Support & Directs	0.0	72.4	83.3
Services			
Revenue Collection	0.0	43.9	60.7
Marketing, Printing, Advertising, Research	0.0	35.2	40.5
LAUPT Passenger Services	0.0	8.0	9.3
Fare Inspection - Supplemental	0.0	3.0	5.2
Audits (service & financial)	0.0	12.6	14.5
Telephone - Customer Information	0.0	10.1	11.6
Legal & Other	0.0	6.5	7.5
Total Services	0.0	119.3	149.2
SUBTOTAL GENERAL AND ADMINISTRATIVE	0.0	191.8	232.6
G & A Contingency @ 10%	0.0	19.2	23.3
TOTAL GENERAL AND ADMINISTRATIVE	0.0	210.9	255.8
INSURANCE			
Liability and Property	0.0	97.7	108.0
Self - Insurance Reserve	0.0	29.1	64.3
Claims Administration	0.0	5.0	5.8
TOTAL INSURANCE	0.0	131.8	178.1
TOTAL OPERATING BUDGET	0.0	2,007.6	3,229.7
NET SUBSIDY	0.0	1,489.6	1,452.7

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**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:59 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
EA - RIVERSIDE VIA ONTARIO (UP)			
ASSUMPTIONS			
Number of Trains	1.1	3.0	3.0
Train Miles (TM) (thousands)	22.6	192.6	211.1
Share of Total Train Miles	10.3%	23.0%	16.6%
Average Cost per Train	2,767.2	2,774.2	2,619.5
Average Cost per Train Mile (TM)	91.8	43.2	37.2
Farebox Recovery	24.1%	48.1%	56.1%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	501.0	4,007.0	4,408.0
Freight Revenue			
Other Revenue			
Net Revenue	501.0	4,007.0	4,408.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	899.6	3,081.5	2,926.0
MOW Track Surrounding LAUPT	10.8	37.4	28.1
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	51.3	175.1	166.1
Incentives	38.7	173.9	224.6
Contingency	90.0	307.2	291.5
TOTAL AMTRAK TRAIN OPERATIONS	1,090.3	3,775.0	3,636.3
SCRRA TRAIN SERVICES			
Fuel	46.3	410.1	467.5
Dispatching	40.0	136.6	102.6
Security	97.4	425.5	370.7
Service Agreement	0.0	0.0	0.0
Service Pacific Agreement	0.0	0.0	0.0
Union Pacific Agreement	130.1	1,107.2	1,213.9
LAUPT Rail Yard Maintenance	33.6	137.0	116.9
LAUPT Station Routine Maintenance	21.5	74.7	56.1
Utilities/Leases	14.5	50.3	47.1
SUBTOTAL SCRRA TRAIN SERVICES	383.4	2,341.4	2,374.9
Contingency (non-AMTRAK) 10%	38.3	234.1	237.5
TOTAL SCRRA TRAIN SERVICES	421.7	2,575.5	2,612.4
MAINTENANCE OF WAY CONTINGENCY	56.9	275.3	206.8
TOTAL TRAIN OPERATIONS SERVICES	1,568.9	6,625.8	6,455.5
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	56.6	269.0	202.0
Direct Costs	13.5	89.7	67.3
Total SCRRA Support & Directs	70.1	358.6	269.4
Services			
Revenue Collection	43.2	217.3	196.2
Marketing, Printing, Advertising, Research	72.4	174.3	131.0
LAUPT Passenger Services	12.4	36.8	29.9
Fare Inspection - Supplemental	3.2	14.9	16.8
Audits (service & financial)	25.9	62.3	46.8
Telephone - Customer Information	15.5	49.8	37.4
Legal & Other	10.3	32.4	24.3
Total Services	183.0	590.8	482.5
SUBTOTAL GENERAL AND ADMINISTRATIVE	253.1	949.4	751.9
G & A Contingency @ 10%	25.3	94.9	75.2
TOTAL GENERAL AND ADMINISTRATIVE	278.4	1,044.4	827.1
INSURANCE			
Liability and Property	217.3	483.5	349.3
Insurance Reserve	0.0	143.9	207.9
Administration	10.8	24.9	18.7
TOTAL INSURANCE	228.1	652.3	575.9
TOTAL OPERATING BUDGET	2,075.4	8,322.5	7,858.4
NET SUBSIDY	1,574.4	4,315.5	3,450.4

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:59 PM

	FY 92/93 6mo	FY 93/94 12mo	FY 94/95 12mo
OCEANSIDE - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	0.0	1.8	7.8
Train Miles (TM) (thousands)	0.0	81.1	353.2
Share of Total Train Miles	0.0%	9.7%	27.8%
Average Cost per Train	0.0	2,561.5	1,757.9
Average Cost per Train Mile (TM)	0.0	55.3	38.6
Farebox Recovery	0.0%	26.3%	30.1%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue	0.0	1,177.8	4,107.0
Freight Revenue			
Other Revenue			
Net Revenue	0.0	1,177.8	4,107.0
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	0.0	1,764.4	6,053.5
MOW Track Surrounding LAUPT	0.0	15.7	47.0
MOW Fullerton - Oceanside	0.0	797.5	829.4
Management Fee	0.0	100.4	344.0
Incentives	0.0	93.3	425.7
Contingency	0.0	176.0	603.5
TOTAL AMTRAK TRAIN OPERATIONS	0.0	2,947.3	8,303.0
SCRRA TRAIN SERVICES			
Fuel	0.0	172.7	782.2
Dispatching	0.0	57.5	171.7
Security	0.0	179.2	620.2
Santa Fe Agreement	0.0	121.3	446.4
Southern Pacific Agreement	0.0	0.0	0.0
Union Pacific Agreement	0.0	0.0	0.0
LAUPT Rail Yard Maintenance	0.0	57.7	195.6
LAUPT Station Routine Maintenance	0.0	31.5	93.9
Utilities/Lesses	0.0	21.2	78.9
SUBTOTAL SCRRA TRAIN SERVICES	0.0	641.0	2,388.9
Contingency (non-AMTRAK) 10%	0.0	64.1	238.9
TOTAL SCRRA TRAIN SERVICES	0.0	705.1	2,627.8
MAINTENANCE OF WAY CONTINGENCY	0.0	115.9	346.0
TOTAL TRAIN OPERATIONS SERVICES	0.0	3,768.3	11,276.8
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	0.0	113.3	338.0
Direct Costs	0.0	37.8	112.7
Total SCRRA Support & Directs	0.0	151.0	450.7
Services			
Revenue Collection	0.0	91.5	328.3
Marketing, Printing, Advertising, Research	0.0	73.4	219.1
LAUPT Passenger Services	0.0	16.8	50.1
Fare Inspection - Supplemental	0.0	6.3	26.2
Audits (service & financial)	0.0	26.2	78.3
Telephone - Customer Information	0.0	21.0	62.6
Legal & Other	0.0	13.6	40.7
Total Services	0.0	248.8	807.2
SUBTOTAL GENERAL AND ADMINISTRATIVE	0.0	399.8	1,258.0
G & A Contingency @ 10%	0.0	40.0	125.8
TOTAL GENERAL AND ADMINISTRATIVE	0.0	439.8	1,383.8
INSURANCE			
Liability and Property	0.0	203.6	584.4
Self - Insurance Reserve	0.0	60.6	347.8
Claims Administration	0.0	10.5	31.3
TOTAL INSURANCE	0.0	274.7	963.5
TOTAL OPERATING BUDGET	0.0	4,482.7	13,624.0
NET SUBSIDY	0.0	3,305.1	9,517.0

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:59 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SAN BERNARDINO - RIV - IRVINE			
ASSUMPTIONS			
Number of Trains	0.0	0.0	23
Train Miles (TM) (thousands)	0.0	0.0	73.2
Share of Total Train Miles	0.0%	0.0%	5.8%
Average Cost per Train	0.0	0.0	1,340.3
Average Cost per Train Mile (TM)	0.0	0.0	42.7
Farebox Recovery	0.0%	0.0%	18.7%
Inflation	104.0%	108.2%	112.5%
REVENUE CATEGORY			
Farebox Revenue			585.0
Freight Revenue			
Other Revenue	0.0	0.0	585.0
Net Revenue			
EXPENDITURE CATEGORY			
TRAIN OPERATIONS & SERVICES			
AMTRAK TRAIN OPERATIONS			
AMTRAK - Base	0.0	0.0	1,532.5
MOW Track Surrounding LAUPT	0.0	0.0	9.7
MOW Fullerton - Oceanside	0.0	0.0	0.0
Management Fee	0.0	0.0	87.2
Incentives	0.0	0.0	100.1
Contingency	0.0	0.0	152.9
TOTAL AMTRAK TRAIN OPERATIONS	0.0	0.0	1,862.4
SCRRA TRAIN SERVICES			
Fuel	0.0	0.0	162.1
Dispatching	0.0	0.0	35.6
Security	0.0	0.0	128.5
Self Agreement	0.0	0.0	221.7
Pacific Agreement	0.0	0.0	0.0
Pacific Agreement	0.0	0.0	0.0
Rail Yard Maintenance	0.0	0.0	40.5
LAUPT Station Routine Maintenance	0.0	0.0	18.5
Utilities/Leases	0.0	0.0	16.3
SUBTOTAL SCRRA TRAIN SERVICES	0.0	0.0	624.3
Contingency (non-AMTRAK) 10%	0.0	0.0	62.4
TOTAL SCRRA TRAIN SERVICES	0.0	0.0	686.7
MAINTENANCE OF WAY CONTINGENCY	0.0	0.0	71.7
TOTAL TRAIN OPERATIONS SERVICES	0.0	0.0	2,640.8
GENERAL & ADMINISTRATIVE			
SCRRA Staff			
Personnel	0.0	0.0	70.1
Direct Costs	0.0	0.0	23.4
Total SCRRA Support & Directs	0.0	0.0	93.4
Services			
Revenue Collection	0.0	0.0	68.0
Marketing, Printing, Advertising, Research	0.0	0.0	45.4
LAUPT Passenger Services	0.0	0.0	10.4
Fare Inspection - Supplemental	0.0	0.0	5.8
Audits (service & financial)	0.0	0.0	16.2
Telephone - Customer Information	0.0	0.0	13.0
Legal & Other	0.0	0.0	8.4
Total Services	0.0	0.0	167.3
SUBTOTAL GENERAL AND ADMINISTRATIVE	0.0	0.0	260.7
G & A Contingency @ 10%	0.0	0.0	26.1
TOTAL GENERAL AND ADMINISTRATIVE	0.0	0.0	286.8
INSURANCE			
Liability and Property	0.0	0.0	121.1
Self Insurance Reserve	0.0	0.0	72.1
Administration	0.0	0.0	6.5
TOTAL INSURANCE	0.0	0.0	199.7
TOTAL OPERATING BUDGET	0.0	0.0	3,127.3
NET SUBSIDY	0.0	0.0	2,542.3

25



SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST

29-Apr-92
02:45 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
OCEANSIDE - LOS ANGELES			
ASSUMPTIONS			
Number of Trains	0.0	1.8	7.8
Train Miles (TM) (thousands)	0.0	81.1	353.2
Share of Total Train Miles	0.0%	9.7%	27.8%
Average Cost per Train	0.0	2,561.5	1,757.9
Average Cost per Train Mile (TM)	0.0	55.3	38.6
Farebox Recovery	0.0%	26.3%	30.1%
REVENUE			
Farebox Revenue	0.0	1,177.6	4,107.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	0.0	1,177.6	4,107.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Metrolink Train Operations	0.0	2,947.3	8,303.0
SCRRA Train Services	0.0	705.1	2,627.8
Maintenance of Way Contingency	0.0	115.9	346.0
TOTAL TRAIN OPERATIONS SERVICES	0.0	3,768.3	11,276.8
GENERAL & ADMINISTRATIVE			
SCRRA Staff	0.0	166.1	495.8
Services	0.0	273.7	888.0
TOTAL GENERAL AND ADMINISTRATIVE	0.0	439.8	1,383.8
INSURANCE	0.0	274.7	963.5
TOTAL OPERATING BUDGET	0.0	4,482.7	13,624.0
NET SUBSIDY	0.0	3,305.1	9,517.0

**SCRRA
OPERATING BUDGET (K\$)
PRELIMINARY THREE YEAR FORECAST**

29-Apr-92
02:45 PM

	FY 92/93 8mo	FY 93/94 12mo	FY 94/95 12mo
SAN BERNARDINO - RIV - IRVINE			
ASSUMPTIONS			
Number of Trains	0.0	0.0	2.3
Train Miles (TM) (thousands)	0.0	0.0	73.2
Share of Total Train Miles	0.0%	0.0%	5.8%
Average Cost per Train	0.0	0.0	1,340.3
Average Cost per Train Mile (TM)	0.0	0.0	42.7
Farebox Recovery	0.0%	0.0%	18.7%
REVENUE			
Farebox Revenue	0.0	0.0	585.0
Freight Revenue	0.0	0.0	0.0
TOTAL REVENUE	0.0	0.0	585.0
EXPENDITURES			
TRAIN OPERATIONS & SERVICES			
Amtrak Train Operations	0.0	0.0	1,882.4
SCRRA Train Services	0.0	0.0	686.7
Maintenance of Way Contingency	0.0	0.0	71.7
TOTAL TRAIN OPERATIONS SERVICES	0.0	0.0	2,640.8
GENERAL & ADMINISTRATIVE			
SCRRA Staff	0.0	0.0	102.8
Services	0.0	0.0	184.0
TOTAL GENERAL AND ADMINISTRATIVE	0.0	0.0	286.8
INSURANCE	0.0	0.0	199.7
TOTAL OPERATING BUDGET	0.0	0.0	3,127.3
NET SUBSIDY	0.0	0.0	2,542.3

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 DRAFT PROPOSED FY92-93 BUDGET (\$=THOUSANDS)

04/24/92
 BFF

	TOTAL FY 92/93 PLAN	LACTC SHARE	OCTA SHARE	RCTC SHARE	SANBAG SHARE	VCTC SHARE
SUMMARY: OPERATIONS						
OPERATING SUBSIDY (SPLIT BASED ON TRAIN MILES)						
SAN BERNARDINO - LOS ANGELES						
SPLIT	6,107.9	65.9%	0.0%	0.0%	34.1%	0.0%
COST	4,025.1	4,025.1	0.0	0.0	2,082.8	0.0
VENTURA - LOS ANGELES						
SPLIT	4,049.7	68.2%	0.0%	0.0%	0.0%	31.8%
COST	2,761.9	2,761.9	0.0	0.0	0.0	1,287.8
SANTA CLARITA - LOS ANGELES						
SPLIT	2,077.9	100.0%	0.0%	0.0%	0.0%	0.0%
COST	2,077.9	2,077.9	0.0	0.0	0.0	0.0
LOS ANGELES - RIVERSIDE VIA ONTARIO						
SPLIT	1,574.4	59.5%	0.0%	24.1%	16.4%	0.0%
COST	936.8	936.8	0.0	379.4	258.2	0.0
TOTAL OPERATING SUBSIDY	13,809.9	71.0%	0.0%	2.7%	17.0%	9.3%
SPLIT	9,801.7	9,801.7	0.0	379.4	2,341.0	1,287.8
COST	2,500	1,000	625	300	450	125
INITIAL SETUP OF THE SELF INSURANCE RESERVE						
OPERATIONS TOTAL	16,310	10,802	625	679	2,791	1,413

Exhibit 2



**Los Angeles County Transportation Commission
Positions/Salary Bands
1992 - 1993**

Band	Budget Titles	Annual Salary Range (Monthly Salary)		
		Minimum	Mid	Maximum
O	Assistant Executive Director Director, Real Estate & Joint Development (New Class) Executive Vice President of Technical Operations Vice President, Construction Vice President, Engineering Vice President, Project Management Vice President, Systems Operations, Assurance	\$94,095 (\$7,841)	\$108,211 (\$9,017)	\$122,325 (\$10,194)
P	Deputy Executive Director President/CEO, Rail Construction Corporation	\$98,425 (\$8,202)	\$119,543 (\$9,961)	\$140,660 (\$11,722)
Q	Executive Director	No Range		



SM

RESOLUTION NO. 73

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
POLICY CONCERNING EXPENDITURE OF PROPOSITION C SALES TAX REVENUES

On November 6, 1990, the voters of Los Angeles County approved Proposition C, a measure which provides for an increase in the County of the retail transactions and use tax. Proceeds of the Proposition C Sales Tax are to be used by the Commission for transportation purposes.

A lawsuit has been filed challenging the validity of the Proposition C Sales Tax. The Commission is vigorously defending this lawsuit, and was victorious in Superior Court. The plaintiffs in the lawsuit have given notice of their appeal of the decision to the Court of Appeals. The Commission believes its legal arguments are strong and persuasive, and that the Proposition C Sales Tax will be upheld.

Because no one can guarantee the results of litigation, however, prudence dictates that the proceeds of the Proposition C Sales Tax not be spent until issues relating to the validity of the Proposition C Sales Tax are further clarified. Accordingly, the Commission hereby acknowledges that it has no intention of spending the proceeds of the Proposition C Sales Tax (other than interest earnings thereon) until circumstances indicate that it would be prudent to do so. Such circumstances may include, for example, a final resolution of the lawsuit confirming the validity of the Proposition C Sales Tax or authorizing the expenditure by the Commission of the proceeds of the Proposition C Sales Tax previously collected or the rendering of an opinion or opinions of the Commission's bond counsel to the effect that the lawsuit challenging the Proposition C Sales Tax is without merit.

It is the Commission's policy that under no circumstances will it expend such proceeds to such an extent as to adversely affect the Commission's bondholders or the holders of other debt or lease obligations of the Commission.

CCR183P:BDPOLICY:052291

I hereby certify that, at its meeting of May 22, 1991, the foregoing Resolution was adopted by the Los Angeles County Transportation Commission.

LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

By


Executive Director

Approved as to Form:

De Witt W. Clinton,
County Counsel

By


Assistant County Counsel

RESOLUTION OF THE LOS ANGELES COUNTY TRANSPORTATION
COMMISSION ADOPTING A POLICY WITH RESPECT TO THE
EXPENDITURE OF SALES TAX REVENUES DERIVED
FROM PROPOSITION C.

After consideration of the matters set forth in the attached statement NOW, THEREFORE, BE IT RESOLVED BY THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION (the "Commission") that the Commission hereby adopts the Statement attached to this Resolution as the policy of the Commission with respect to the expenditure of sales tax revenues derived from Proposition C.

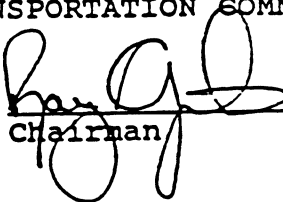
This Resolution shall be effective upon adoption.

PRESENTED, PASSED AND ADOPTED by the Los Angeles County Transportation Commission this 22nd day of May, 1991 by the following vote:

AYES: Eleven
NOES: None
ABSENT: None
ABSTAIN: None


LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

By


Chairman

Attest:

LOS ANGELES COUNTY
TRANSPORTATION COMMISSION


Executive Director





1992 LACTC POLICY COMMITTEE ASSIGNMENTS

LEGISLATIVE & INTERGOVERNMENTAL SERVICES COMMITTEE

Tom Bradley/Ray Remy (Chair)
Deane Dana/Don Knabe
Judy Hathaway-Francis/Robert J. Arthur
Mike Antonovich/Nick Patsaouras
Ray Grabinski/Clarence Smith

FINANCE & PROGRAMMING COMMITTEE

Ray Grabinski (Chair)
Kenneth Hahn/Mas Fukai
Jacki Bacharach/Harold Croys
Jim Tolbert
Ed Edelman/Marvin Holen
Jerry Baxter, Ex-Officio

PLANNING & MOBILITY COMMITTEE

Jacki Bacharach/Harold Croys (Chair)
Tom Bradley/Ray Remy
Mike Antonovich/Nick Patsaouras
Richard Alatorre/Michael Woo
Gloria Molina/Gerry Hertzberg
Jerry Baxter, Ex-Officio

LACTC/SCRTD REORGANIZATION AD HOC COMMITTEE

Mike Antonovich/Nick Patsaouras (Chair)
Ray Grabinski/Clarence Smith
Tom Bradley/Ray Remy
Jacki Bacharach/Harold Croys
Ed Edelman/Marvin Holen



JOINT DEVELOPMENT AD HOC COMMITTEE

Deane Dana/Don Knabe (Chair)
Tom Bradley/Ray Remy
Gloria Molina/Gerry Hertzberg
Mike Antonovich/Nick Patsaouras
Judith Hopkinson
Don McIntyre

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Jacki Bacharach/Jan Heidt, Councilmember, City of Santa Clarita
Deane Dana/Mike Mendez, Councilmember, City of Norwalk
Jim Tolbert
Mike Antonovich/Judy Wright, Councilmember, City of Claremont

AD HOC COMMITTEE FOR COMMISSION CONDUCT OF BUSINESS

Ray Remy
Jacki Bacharach
Judy Hathaway-Francis
Ray Grabinski

LA CAR AD HOC COMMITTEE

Mike Antonovich/Nick Patsaouras (Chair)
Gloria Molina/Gerry Hertzberg
Kenneth Hahn/Mas Fukai
Ed Edelman/Marvin Holen
Deane Dana/Don Knabe
Tom Bradley/Ray Remy
Richard Alatorre/Michael Woo
Ray Grabinski/Clarence Smith
Jacki Bacharach/Harold Croyts
Judy Hathaway-Francis/Robert J. Arthur
Jim Tolbert
Jerry Baxter, Ex-Officio
Ernie Camacho
Robert Kruse
Lilly Lee
Bill Robertson/Kelly Candaele

**AB 152 - LACTC/SCRTD REORGANIZATION
PRELIMINARY MTA IMPLEMENTATION PLAN
SUMMARY OF MILESTONES**

The following schedule assumes implementation of AB 152 in accordance with the current dates in the bill (legislation effective January 1, 1993; SCRTD and LACTC abolished effective April 1, 1993.)

1992

- March 1992 - Reorganization Ad Hoc Committee recommends organizational
December 1992 structure.
- August 1992 - City Selection Committee approves sectors and
November 1992 election/nomination process.
- November 1992 City Selection Committee holds meeting with Sectors.
- December 1992 City Selection Committee holds elections; City of LA makes
mayoral appointments; Board of Supervisors appoint
alternates.

1993

- January 1993 League elections for members/alternates; LA City Council
consent for mayoral appointments; notification of elected
League representatives/appointments.
- February 1993 LACTC/SCRTD organizational meeting: Acting Chair selected;
advised of legal requirements; interim procedures adopted; set
schedule for meeting to adopt rules and regulations and officer
elections; delegate powers and responsibilities to
LACTC/SCRTD between February and March.
- March 1993 MTA Board Meeting:
- Adopt Rules & Regulations
- Elect officers
- Consider designation of Acting Chief Executive Officer
- Approve organizational structure
- Make Committee assignments
- Adopt ethics ordinance
- DBE/WBE requirements/Advisory Council
- Procurement policies
- Affirmative action plan for management

March 1993

Adopt and Approve Powers

- Exclusive to MTA
- Chief Executive Officer
- Organization Sub-units
- Interim personnel policies
- Compensation plan effective April, 1993

April 1993

SCRTD, LACTC abolished

- Appoint Chief Executive Officer
- Conduct business affairs of LACTC and SCRTD governing bodies (contracts, programs, plans, grants, other actions.)

MTA Approval of Staffing Plan:

- Composition of staff
- Employment of staff other than Executive Director
- Personnel and Benefits Plan adopted

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement.
ADA	Americans with Disabilities Act. A comprehensive civil rights measure signed into law July, 1990, which works to ensure equal access for persons with disabilities to transportation and other services.
AMTRAK	Rail service operator for Metrolink.
AQMD	Air Quality Management District. See SCAQMD.
A-R-T	Art for Rail Transit. One-half percent of local rail funds allocated to art projects commissioned by LACTC.
BASIS OF ACCOUNTING	Refers to that point in time when revenues, expenditures or expenses (as appropriate), and related assets and liabilities are recognized in the accounts and reported in the financial statement.
BAD	Benefit Assessment District. A limited area around public transportation stations that are taxed for benefits received from public transportation.
BOND	An interest bearing promise to pay a specified sum of money - the principal - due on a specified date.
BUDGET	A government's plan of financial operations for a given period including proposed expenditures and a proposed means of financing them.
CALTRANS	California Department of Transportation.
CAPITAL PROJECTS FUNDS	Funds used to account for resources restricted for major capital outlays.
CHP	California Highway Patrol.
CMA	Congestion Management Agency. In response to a state initiative, LACTC has been designated as the CMA for Los Angeles County.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

CMP	Congestion Management Program. A new, countywide program enacted by the state to improve traffic congestion in California's urbanized areas.
COLA	Cost-of-Living Adjustment
COMMERCIAL PAPER	Short-term, interest-bearing promissory note secured by pledged revenues and a liquidity/credit facility. The maturity can range from 1 to 270 days.
COP	Certificates of Participation. A debt obligation used to finance large lease obligations.
CPI	Consumer Price Index. A measurement of inflation of goods and services used by consumers.
CPUC	California Public Utilities Commission.
CRP	Combined Road Plan. A FAU program to assist localities in road and highway projects. FAU has been replaced by ISTEAD and the CRP program is currently under review.
CTC	California Transportation Commission. The state commission responsible for approving highway related improvements.
CTS	Commuter Transportation Services. Also known as "Commuter Computer". Matches commuters for ridesharing.
CTSA	Consolidated Transportation Services Agency. LACTC has been designated as the CTSA for L.A. County to coordinate all paratransit services to ensure compliance with the Americans with Disabilities Act.
DAR	Dial-a-Ride.
DBE	Disadvantaged Business Enterprise. Businesses owned and operated primarily by minorities and women, etc.
DEBT SERVICE FUNDS	Funds used to account for resources used to repay the principal and interest on general purpose long-term debt.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

EIR	Environmental Impact Report. A detailed statement prepared under the California Environmental Quality Act (CEQuA) describing and analyzing the significant environmental effects of a project and discussing ways to avoid or mitigate the effects.
EIS	Environmental Impact Statement. The same as an EIR except prepared under the (federal) National Environmental Policy Act.
ENCUMBRANCES	Commitments related to unperformed contracts for goods or services. A purchase order is the most common encumbrance.
EXPENDITURES	Decreases in net financial resources. Expenditures include current operating expenses which require the current use of net current assets.
FAP	Formula Allocation Procedure. Reviewed by LACTC, the FAP is the adopted method for allocation of transit subsidies to L. A. County bus operators. The current formula allocated funds based on 50% vehicle service miles and 50% on "fare units" based on federally audited data.
FAU	Federal Aid Urban. Authorized by the enactment of the Federal Highways Act every five years. Cities and the county are eligible for FAU funds for projects, such as street reconstructions, widening and installation of lights and signals.
FCR	Flexible Congestion Relief. A federal program of capital improvements to relieve congestion by building/enhancing highways.
FFGA	Full-funding grant agreement - the grant agreement with FTA (UMTA) for Metro Rail phases.
FHWA	Federal Highway Administration.
FISCAL YEAR	The period at the end of which a governmental agency determines its financial position or results of operations. The LACTC fiscal year beings July 1 and ends June 30.
FORCE ACCOUNT	Work done by other government agencies.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

FPC	Finance and Programming Committee. One of three committees of the LACTC. Responsible for budget, funding, contract disputes, and financing.
FTA	Federal Transportation Administration. The new name for Urban Mass Transit Administration (UMTA).
FUND	A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and changes in these assets and liabilities.
FY	Fiscal Year.
GENERAL FUND	The fund used to account for all resources not required to be accounted for in another fund.
GFOA	Government Finance Officers Association.
HOV LANES	High Occupancy Vehicles lanes - "carpool" lanes.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 is a federal program that includes funds to continue the FAU program and additional funds for congestion mitigation and air quality improvement.
JPA	Joint Powers Authority.
LA CAR	Los Angeles Car. Patterned after the highly successful Blue Line Car, the LA Car will be a generic vehicle that will allow for upgrades in technology and automation.
LACBD	Los Angeles Central Business District.
LACTC	Los Angeles County Transportation Commission.
LAND BANK CORP.	A subsidiary of LACTC which reserves land and financial commitments for future rail and transportation projects.
LISC	Legislative and Internal Services Committee. One of three committees of the LACTC. Responsible for reviewing impact of

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

	programs on other agencies and LACTC's legislative program,
LOS	Level of Service. A measurement monitor based on traffic counts. Used by the CMP to assign ratings at specific corridor locations ranging from "A" (Best) to "F" (Worst).
LOSSAN	Los Angeles - San Diego intercity railway.
LRT	Light Rail Transit.
LTF	Local Transportation Fund. Created by the Transportation Development Act (TDA). A one-fourth percent state sales tax allocated to transit operators for operating and capital purposes.
LRV	Light Rail Vehicle.
METRO BLUE LINE	Long Beach - Los Angeles Rail Transit Project. A 22 mile electrically powered light rail line constructed and opened for service on July 14, 1990 (final link to the Seventh & Flower Street Station opened February 15, 1990).
METRO GREEN LINE	Norwalk-El Segundo Rail Transit Project. A 20 mile electric rail line to be constructed by LACTC on the median of the I-105 freeway. Operation is scheduled to commence in 1993.
METRO RED LINE-SEGMENT-1	Phase I of the Metro Rail project under construction by LACTC from Union Station to Wilshire/Alvarado (4.4 miles).
METRO RED LINE-SEGMENT-2	Phase II of the Metro Rail project under construction by LACTC from Wilshire/Alvarado north to Hollywood/Vine and west to Wilshire/Western (6.7 miles).
MIS	Management Information Systems. The name of the computer services section at LACTC.
METROLINK	A regional commuter rail system connecting five counties, opening in Fall, 1992.
MODIFIED ACCRUAL BASIS	The accrual basis of accounting adapted to the governmental fund type spending measurement focus. Under it, revenues are

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

recognized when they become both "measurable" and "available to finance expenditures of the current period." Expenditures normally are recognized when the related fund liability is incurred.

MOS	Minimal Operating Segment. Original name for the three Metro Red Line project modules.
MOU	Memorandum of Understanding. A formal contractual agreement between two or more public agencies.
PHIM	Ports Highway Improvement Match. The Commission acts as an escrow agent to accumulate in this fund matching money which are to be contributed by certain local agencies, for a Federal Demonstration Grant.
PMIC	Planning and Mobility Improvement Committee. The third committee of the LACTC that is responsible for the overall transportation planning and strategy
PMOC	Project Management Oversight Consultant
PROPOSITION A	Proposition A sales tax initiative approved by Los Angeles County voters in 1980. It established a 1/2 of 1% sales tax to be used for public transit. Proposition A revenues are accounted for in a Special Revenue Fund. A portion of revenues are used to partially finance General Fund activities.
PROPOSITION C	Proposition C, another half-cent sales tax, was approved by county voters in 1990 for public transportation purposes. Effective April 1991, this tax raises an additional \$400 million per year for the Metro transportation system and transit related highway improvements. Currently under litigation, it is expected to be available in January, 1993.
PVEA	Petroleum Violation Escrow Account. Resources are accounted for in a Special Revenue Fund and will be used for the "SMART Corridor" project on the Santa Monica Freeway which includes signal synchronization and use of alternative routes to improve traffic flow.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

RCC	Rail Construction Corporation. A subsidiary of LACTC responsible for designing and constructing the non-commuter rail network in Los Angeles County.
RIDESHARING	This fund is used to account for ridesharing contributions from various local governments. Resources are currently used to fund Commuter Computer and Transportation Demand Management projects.
RMC	Records Management Center. The group within the Administrative Services section of the Commission which maintains critical records in accordance with the Commission's records retention policy.
ROW	Right of Way. Land purchased for rail transit system.
RTD	Southern California Rapid Transit District. Also referred to as SCRTD.
SAFE	Service Authority for Freeway Emergencies. Created by the Commission as permitted by state law to receive one dollar from each vehicle registration within the County. Funds are used to provide expanded and improved emergency call box service along the freeways. The activities are accounted for in a Special Revenue Fund.
SCAG	Southern California Association of Governments. The regional planning agency for the counties of Ventura, Orange, Los Angeles, Riverside, San Bernardino, and Imperial.
SCAQMD	The South Coast Air Quality Management District. Also known as AQMD.
SCRRA	Southern California Regional Rail Authority. A Joint Powers Agency including Los Angeles, Ventura, Riverside, San Bernardino, and Orange Counties that formed to plan, construct, and operate a regional commuter rail system, known as Metrolink.
SCRTD	Southern California Rapid Transit District.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

SGV	San Gabriel Valley.
SPECIAL REVENUE FUNDS	Funds used to account for resources which are legally or administratively restricted for specific purposes.
SRTP	Short Range Transit Plan. Program of all state and federal transit revenues and includes those projects in the Transportation Improvement Program.
SST	Strategic Support Team
STAFF	State Transit Assistance (STAY) Fund. A Special Revenue Fund used to account for the revenue received by LACTC from the sales tax on gasoline for transit purposes. The STAY fund was created as an amendment to the Transportation Development Act of 1976.
STIP	State Transportation Improvement Program is adopted by the CTC.
TDA	Transportation Development Act. Created by state law in 1972, the TAD authorizes the use of one quarter of one percent of the state sales tax for transit. A Special Revenue Fund is used to account for the funds programmed by LACTC. One percent of these revenues are received by the General Fund for its transportation planning activities.
TDM	Transportation Demand Management. A series of programs to encourage ridesharing, reduction of air pollution, etc.
TIC	True Interest Cost. The interest cost of debt to borrowers based on the interest rate, compounded semi-annually, that is necessary to discount cash payments of interest and principal to the purchase price of the bonds received. Similar to the Annualized Percentage Rate (APR) used in commercial and personal banking.
TIP	Transportation Improvement Program - the programming document which establishes allocation of funding for Los Angeles County highways and transit.

6. Appendix



Los Angeles County Transportation Commission
Positions/Salary Bands
1992 - 1993

Band	Budget Titles	Annual Salary Range (Monthly Salary)		
		Minimum	Mid	Maximum
A	Office Assistant I	\$20,340 (\$1,695)	\$22,903 (\$1,909)	\$25,465 (\$2,122)
B	Mail and Supply Assistant Office Assistant II	\$22,375 (\$1,865)	\$25,173 (\$2,097)	\$27,970 (\$2,331)
C	Administrative Assistant I Secretary I Secretary/Receptionist	\$26,860 (\$2,238)	\$30,223 (\$2,518)	\$33,585 (\$2,799)
D	Accounting Technician Administrative Assistant II Secretary II	\$28,205 (\$2,350)	\$33,411 (\$2,784)	\$38,615 (\$3,218)
E	Administrative Assistant III Secretary III	\$30,890 (\$2,574)	\$35,723 (\$2,977)	\$40,555 (\$3,380)
F	Accountant I Administrative Analyst I Auditor I Contract Compliance Analyst I Human Resources Analyst I Information Systems Analyst I Public Affairs Officer I Real Estate Officer I Transportation Analyst I	\$32,440 (\$2,703)	\$38,531 (\$3,210)	\$44,620 (\$3,718)
G	Accountant II Administrative Analyst II Administrative Assistant IV Contract Analyst I Contract Compliance Analyst II Cost Engineering Analyst I General Services Coordinator I	\$36,355 (\$3,030)	\$42,721 (\$3,560)	\$49,085 (\$4,090)

The salary bands, position classifications and pay rates are all currently under review as part of the Classification/Compensation Study. Results from Peat Marwick's analysis and recommendations may require amendments to this entire chart.

Please note: Minimum range rounded down to the nearest \$5; maximum range rounded up to the nearest \$5.

Los Angeles County Transportation Commission
Positions/Salary Bands
1992 - 1993

Band	Budget Titles	Annual Salary Range (Monthly Salary)		
		Minimum	Mid	Maximum
G	Graphic Artist I Human Resources Analyst II Information Systems Analyst II Project Assistant Coordinator Public Affairs Officer II Rail Facilities Coordinator I Secretary IV (Upgrade from F Band)			
H	Auditor II Budget Analyst Configuration Management Specialist I Coordinator, Agencies I Coordinator, Utilities I Cost Engineering Analyst II Graphic Artist II Rail Facilities Coordinator II Real Estate Officer II Records Manager Scheduling Analyst Special Assistant to Executive Director (New Class) Transportation Analyst II	\$39,085 (\$3,257)	\$45,929 (\$3,826)	\$52,770 (\$4,398)
I	Accountant III Administrative Analyst III Configuration Management Specialist II (New Class) Contract Analyst II General Services Coordinator II Human Resources Analyst III Information Systems Analyst III Public Affairs Officer III Transportation Analyst III	\$45,155 (\$3,763)	\$53,061 (\$4,422)	\$60,965 (\$5,080)
J	Accountant IV Auditor III Contract Compliance Analyst III (New Class/Upgrade from I Band) Contract Analyst III Coordinator, Agencies II Coordinator, Utilities II Program Control Reporting Administrator Public Affairs Officer IV	\$53,145 (\$4,429)	\$62,451 (\$5,204)	\$71,755 (\$5,980)

Los Angeles County Transportation Commission
Positions/Salary Bands
1992 - 1993

Band	Budget Titles	Annual Salary Range (Monthly Salary)		
		Minimum	Mid	Maximum
J	Real Estate Officer III Senior Air Quality Transportation Analyst Senior Cost Engineering Administrator Senior Cost Estimator Senior Program Control Systems Administrator Senior Rail Development Planner Senior Scheduling Administrator			
K	Air Quality Transportation Administrator Analyst IV Construction Manager Contract Analyst IV Contract Compliance Analyst IV (Upgrade from J Band) Electrical Engineering Manager Engineering Integration Manager (New Class) Facilities Engineering Manager Human Resources Analyst IV Lead Rail Facilities Coordinator, Agencies Lead Rail Facilities Coordinator, Utilities Manager, Real Estate Mechanical Engineering Manager Operations Planning Manager Operations Systems Safety Manager Project Manager I-CMRL Public Affairs Officer V Quality Assurance Manager (Facilities/Systems) Rail Activation Manager Rail Maintenance Manager Real Estate Officer IV Safety Certification Manager Security Program Manager Supervisor, Configuration Management Systems Engineering Manager Systems Safety Manager Systems Security Manager Transportation Analyst IV	\$58,465 (\$4,872)	\$68,701 (\$5,725)	\$78,935 (\$6,578)
L	Accountant V (New Class/Upgrade from K Band) Auditor IV Construction Safety Manager Director, Budget & Financial Administration (New Class)	\$59,875 (\$4,990)	\$73,351 (\$6,113)	\$86,825 (\$7,235)

Los Angeles County Transportation Commission
Positions/Salary Bands
1992 - 1993

Band	Budget Titles	Annual Salary Range (Monthly Salary)		
		Minimum	Mid	Maximum
L	Director, Communications (New Class) Director, Operations/Maintenance, Start-Up Director, Quality Assurance Director, Systems Safety & Security Information Systems Analyst IV Lead Project Control Engineer (Upgrade from K Band) Manager, Third Party Coordination Project Manager II-CMRL Supervisor, Facilities Engineering Management Supervisor, Systems Engineering Management			
M	Analyst V Auditor V Budget Director (New Class) Contract Analyst V Contract Compliance Analyst V (Upgrade from K Band) Director, Construction Safety Director, Program Control (New Class) Director, Technical Services (New Class/Upgrade) Human Resources Analyst V Information Systems Analyst V Manager, Commuter Rail Project Manager III Real Estate Officer V Risk Manager Transportation Analyst V Treasurer	\$62,870 (\$5,239)	\$77,019 (\$6,417)	\$91,165 (\$7,597)
N	Controller Director Director, Capital Planning & Programming Director, Construction I & II (Upgrade from M Band) Director, Engineering Integration (Upgrade from L Band) Director, Facilities Engineering Director, Systems Engineering Director, Transportation Policy Executive Vice President of External Affairs Project Manager IV Transportation Development Specialist (New Class) Vice President, Programs Management	\$76,075 (\$6,340)	\$93,193 (\$7,765)	\$110,310 (\$9,193)

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-1993 BUDGET**

GLOSSARY

- TOP** The Transportation Occupations Program jointly sponsored by LACTC, local businesses and school districts through which the light rail lines pass. The program prepares young people for careers in transportation.
- TOW** Freeway service patrol program of tow trucks on major freeways during morning and evening commute hours.
- TPM** Transportation Performance Measurement. A program adopted by LACTC in 1981 in accordance with state law, to monitor system performance of transit operators who receive state and federal formula driven funds (such as STAY, TAD, Section 9).
- TRIP** Transportation Reporting and Improvement Program. A mobility performance program that focuses on opportunities for more efficient automobile transportation, public transit, and ridesharing.
- TSM** Transportation Systems Management. A program of user incentives and disincentives, such as improved communications, surveillance, synchronization, and control systems, to maximize capacity and usage of the existing transportation network.
- UMTA** The old Urban Mass Transit Administration of the United States Department of Transportation. Now called Federal Transportation Administration (FTA).



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

Introduction

In November 1990, the voters of Los Angeles County passed Proposition C, "Prop C," a county-wide one half of one percent sales tax completely dedicated to improving transportation. In May 1992, the courts confirmed that citizen commitment with the validation of Prop C. Now it is possible for LACTC to fulfill the promise of increased mobility, acclaimed by the voters in 1990, by allocating the resources to build the projects envisioned in the 30-Year Integrated Transportation Plan.

The 30-Year Plan provides a structure for the year-to-year decision-making efforts to ensure consistency and to enable LACTC to monitor and measure its progress. Some specific milestones which will be reached in FY 92-93 include:

- o *Metrolink* Grand Opening - October 1992
- o Metro Red Line Segment 1 Grand Opening ahead of schedule - June 1993
- o Continuing construction of the Metro Red Line Segment 2
- o Ground breaking of Metro Red Line Segment 3 tunnel construction
- o Continued construction of the Metro Green Line, including starting installation of the overhead cantenary system
- o Completing preliminary engineering of the Metro Pasadena Line and Metro Orange Line Mid-Cities Segment
- o Building Park and Ride lots for the Metro Blue Line
- o Awarding the LA Car contract and initiating a local business program to spur development of a local surface transportation industry
- o Acquisition of the Santa Fe Rights-of-Way
- o Identification of candidate corridor rail projects
- o Expansion of 100 peak fleet buses county-wide
- o Completing installation of 4000 SAFE upgraded solar powered cellular call boxes on the county's freeways
- o Opening of HOV Lanes on 91, 210, 405 freeways and Harbor Freeway Transitway
- o Implementation of the Clean Air Act mandate to achieve strict air quality standards in the Los Angeles basin by kicking off the TDM program
- o Initiation of the Traffic Signal Synchronization Support Group to improve inter-jurisdictional operation of the more than 10,000 traffic signals
- o Application of successful Consolidated Transportation Service Agency (CTSA) components county-wide to meet the goals of the Federal 1990 Americans with Disabilities Act (ADA)
- o Adoption of the Congestion Management Program (CMP) and final EIR
- o Expansion of the Metro Freeway Service Patrol

Attached are the 30-Year Plan implementation charts which show FY 92-93 in the entire 30-year context. During the first ten years of the 30-Year Plan (the 10-Year

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

Implementation Plan), resource projections are based on current economic conditions and existing revenue bases. Programs and projects are identified based on existing commitments, construction schedules, and the latest planning and engineering studies. The scope and timing of programs and projects is balanced with revenue estimates to optimize the use of projected resources. This balance ensures that short term decisions with long range consequences are consistent with and contribute toward the achievement of long range objectives.

Prop C plays a key role in the 30-Year Plan, providing more than 18% of the resources for the total program. Long range considerations have been integral to the identification of Prop C uses in the 30-Year Plan. Three key tools are integral to long term planning: carryover balances, debt financing, and the leveraging of state and federal funds with local dollars.

Planned carryover balances are key tools used to smooth the year-to-year funding variances and fast track critical programs. Balances are not surpluses, they are resources with specific uses anticipated during the following years. Through long range planning, LACTC is able to preserve funding for ongoing needs.

Another tool for long term planning is the use of sales tax revenue bonds and other debt instruments. By issuing bonds for rail, bus and highway capital programs, LACTC is able to maintain an aggressive schedule of construction and bus purchases while preserving cash for operations. Without the use of bonds, the Commission would be forced to choose between supporting operations and maintaining the construction schedule. By accelerating resources through borrowing, the 30-Year Plan delivers increased mobility to the travelling public sooner.

The mix of federal, state and local funds, shown as an example in the 5-Year Funding Profile chart for bus capital, illustrates how Prop C and other local funds are carefully programmed to maximize the level of state and federal funding for which LACTC is eligible. The 30-Year Plan takes into consideration local, state and federal funding cycles, guidelines and required matching ratios to accomplish this optimum mix over the long run. Examples of this are the Metro Red Line Segments 1 and 2. Agreements with the state, federal and other local agencies specify overall ratios of funding sources for the entire multi-year projects. Because the Prop C funds are not permitted to support the construction budgets of these projects, Prop A rail dollars must be preserved to match state and federal dollars. The 30-Year Plan and the budget work together to use carryover balances, bonding and financial planning to ensure the availability of Prop A dollars for Metro Red Line Segments 1 and 2. (These "color of money" issues make long range planning critical.)

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

Part of long range planning is making informed assumptions about how economic trends will develop and setting achievable goals for funding, construction and operations. While LACTC has no control over economic trends, LACTC can play, in cooperation with the transportation industry nationwide, a significant role in the realization of funding, construction and operations goals.

Vigorous cost containment is critical to the success of the 30-Year Transportation Plan. The attached chart of bus capital over five years illustrates this point.

Prop C Revenues

This Prop C Budget Module paves the way for the success of the 30-Year Plan. It is consistent with the 30-Year Plan and is the first step the Commission takes in implementing the Prop C portion of the 30-Year Plan. The programming of Prop C funds is guided by the 30-Year Plan to ensure that long term objectives are maintained and ordinance requirements for the allocation of Prop C are met.

The Prop C Ordinance established specific uses for Prop C funds and requires that the funds be allocated according to the following percentages:

1.5% Administration

To pay for expenses related to administration of Prop C. The Administrative 1.5% is deducted before applying the ordinance allocation percentages.

20.0% Local Return

To be returned to the Los Angeles County jurisdictions on a per capita basis to be used for public transit, para-transit and related services and also to increase safety and improve road conditions by repairing and maintaining streets heavily used by public transit.

40.0% Discretionary

To improve and expand rail and bus transit County-wide, to provide fare subsidies, increase graffiti prevention and removal, and increase energy-efficient, low-polluting public transit services.

25.0% Streets and Highways

To provide essential County-wide transit related improvements to freeways and state highways, increased incident management, signal synchronization and "Smart Street" corridors, TDM programs and HOV lanes.

10.0% Commuter Rail

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

To increase mobility and reduce congestion by providing additional funds for commuter rail and the construction of transit centers, park-and-ride lots, and freeway bus stops.

5.0% Security

To improve and expand rail and bus security county-wide.

The 30-Year Plan takes into consideration that three times the ongoing annual level of Prop C funds is available in FY 92-93. \$390.3 million extra is available because Prop C receipts have been collected but not spent during FY 91-92 pending resolution of the litigation challenging Prop C's validity. \$500 million extra is provided by issuing a sales tax revenue bond to pay for Prop C eligible rail capital expenses. While this will obligate approximately \$55-60 million per year of the discretionary funds for debt service over the life of the bonds, it enables the Commission to free up cash for bus transit while keeping the rail construction on schedule. Future year Prop C collections are estimated to be in the \$400 million range. All of these funds have been assumed in the 30-Year Plan; therefore the one-time surge in funding is not a windfall, but a planned resource for the existing program.

The table below shows the amount of Prop C expected to be available for allocation during FY 92-93:

I. Total Prop C Resources Available During FY 92-93 (\$ millions)

<u>Ordinance Category</u>	<u>FY 91-92⁽¹⁾</u>	<u>FY 92-93</u>	<u>Total</u>
1.5% Administration ⁽²⁾	\$6.1	\$5.5	\$11.5
20.0% Local Return	76.7	68.8	145.5
40.0% Discretionary	153.8	138.1	291.9
25.0% Streets and Highways	96.1	86.3	182.4
10.0% Commuter Rail	38.4	34.5	73.0
5.0% Security	19.2	17.3	36.5
Prop C Receipts	390.3	350.5 ⁽³⁾	740.8
Bond	0.0	500.0	500.0
Total Available	\$390.3	\$850.5	\$1,240.8

(1) 13 months of receipts

(2) This also includes 0.3% Local Return administration costs.

(3) This is \$4.4 million higher than presented in the Core Budget due to updated forecasting information.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

FY 1991-92

FY 91-92 Reimbursements include disbursement of Local Return receipts and repayment of administration and program costs incurred during FY 92-93 which are attributable to Prop C. The Commission approved these advance expenditures provided that the interim funding which made them possible would not put the Commission in jeopardy if Prop C were declared invalid by the courts.

After jurisdictions have documented their planned adherence to Prop C guidelines and ordinance requirements, LACTC will begin disbursement of the Local Return portion of Prop C on a monthly basis. The first of those payments is a lump sum allocation which includes accrued interest.

Administrative costs, payment for which was advanced from the General Fund, include expenditures for the administration of Prop C in preparation of its validation by the courts. Legal costs were incurred to support and to assess the Prop C court case. Election costs were paid to Los Angeles County for ballot fees and the administration of the election. Prop C guideline development in advance of court validation of Prop C has put the Commission in a position to disburse Prop C funds without delay. Also, revenue, cash and debt management staff work was required to keep Commission projects on schedule while the Prop C funds were held up in court. The costs of these items are reimbursable from Prop C 1.5% administration dollars collected during FY 91-92.

Also included are the re-establishment of cash reserves and reimbursements of listed FY 91-92 program expenditures advanced with interim funding. The Commission has had an ongoing policy of maintaining capital reserves of at least \$100 million (5-10% of the overall program) for contingencies or emergencies, as well as to improve Commission access to less expensive credit. During the wait for Prop C, these reserves have been used to maintain construction schedules. By reestablishing these capital reserves, LACTC saves money over the long term through reduced interest costs. Similarly, by reimbursing the Prop C interest fund for the Metro Freeway Service Patrol, a cushion is created to protect Los Angeles' transportation program from future economic shock. The interest fund created by the delay in Prop C's availability is a one time accrual because future years will see the rapid allocation and disbursements of Prop C discretionary accounts, leaving only minimal balances to accrue interest.

Moreover, increases in Prop A rail bonds will not be available for several years and the Red Line construction budget, from Union Station to Hollywood, is not eligible for Prop C funds according to the Prop C ordinance. By reimbursing Prop A and STA rail dollars spent on SCRRRA Capital, Metro Green Line and Southern San Gabriel

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

Valley/Riverside (UP) rights-of-way, LACTC is able to preserve funds which are allowed to be used to match federal dollars to support the Metro Red Line Segments 1 & 2.

FY 91-92 carryover balances total \$100.5 million. This carryover is added to the funds which are available for FY 92-93 allocations.

II. FY 91-92 Prop C Uses (\$000)

Local Return	\$76,700
Administration	
Legal	\$65
Election Costs	1,500
Guideline Development (staff time and materials)	350
Revenue, Cash and Debt Management (staff time and materials)	<u>200</u>
	\$2,115
Program	
Capital Reserve Reestablishment	\$100,000
SCRRA Capital	\$38,400
Metro Green Line	46,600
Southern San Gabriel Valley/Riverside ROW	17,000
Metro Freeway Service Patrol	<u>9,000</u>
	\$211,000
FY 91-92 Total	\$289,815

FY 1992-93

During FY 92-93, only \$1.25 million (0.3%) is budgeted to administer Prop C programs. This amount is well below the \$5.5 million (1.5%) allowed by the ordinance. Future years' expenditures are expected to be slightly higher because they will include project monitoring and audit costs; however, because Prop C projects will not be underway until after the application process, these costs will be minimal this year.

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

In the FY 92-93 Core Operating Budget, high priority Commission projects were kept on schedule through interim funding mechanisms even though they were intended in the 30-Year Plan to be funded by Prop C. High priority projects include those projects which are legislatively mandated (e.g. ADA compliance) or are subject to current contractual commitments or agreements (rail projects under construction, Metro Freeway Service Patrol, Bus Transit Police). Budget action on these projects is necessary to maintain project schedules and preserve more flexible funds (enabling the Commission to leverage more state and federal funds). Several projects listed (the Santa Fe Rights-of-Way Purchase, scheduled Joint Development work, and the early opening of the Metro Red Line Segment 1) would not have been possible without Prop C.

Concurrent with the passage of the Budget, LACTC is kicking off the county-wide Prop C application process. Projects submitted by agencies, operators and jurisdictions throughout the county will compete for funding in these project areas over the next few months as part of the Prop C/ISTEA application process. LACTC anticipates that many of its own programs will compete for funding as well. Some of those projects include expanding the TDM, Traffic Signal Support Group and Metro Freeway Service Patrol, in addition to implementing Rebuild LA programs. The available funding is broken out according to the transportation modal mix assumed in the 30-Year Plan.

III. FY 1992-93 Planned Expenditures (\$000)

Local Return	\$68,800
Administration	
Application Review (includes 5 FTEs)	\$600
Application Material and Training Costs	50
Accounting, Reporting and Administration (includes 2 FTEs)	240
Revenue, Cash and Debt Management (includes 1 FTEs)	120
Cost Containment Program (includes 2 FTEs) (To ensure savings assumed in 30-Year Plan)	<u>240</u>
	\$1,250
Program	
ADA Compliance Mandate (includes 1 FTE) ^(a)	\$4,820
ADA Compliance - Rail Retrofits	7,200
Prop C Eligible Rail Costs ^(a)	174,500
Debt Issuance Costs	\$58,800
Santa Fe Purchase (includes 14 FTEs)	\$193,880

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
FY 1992-93 BUDGET**

PROPOSITION C MODULE

Joint Development (includes 4 FTEs)	480
Blue Line Operations	48,508
Red Line Segment 1 Start-Up/Operations	25,350
<i>Metrolink</i> Operations	12,100
Metro Freeway Service Patrol	8,335
FAU Match	10,029
Transit Police Subsidy	<u>11,000</u>
	\$555,002

(1) Increased from \$4.6 million in Core Budget to include county-wide certification.
(2) A project by project break out of these costs is attached.

Subsidies and Grants (1):

Park & Ride	6,500
Bus Service Expansion	138,400
HOV Lanes	19,600
TSM	88,200
Highway System Improvements	6,300
Regional Bikeways	6,100
TDM	<u>13,200</u>
	\$278,300

(1) Allocated through the omnibus application process.

Reserve for future Years \$47,633

FY 92-93 Planned Expenditures Total \$950,985

Prop C Module Summary

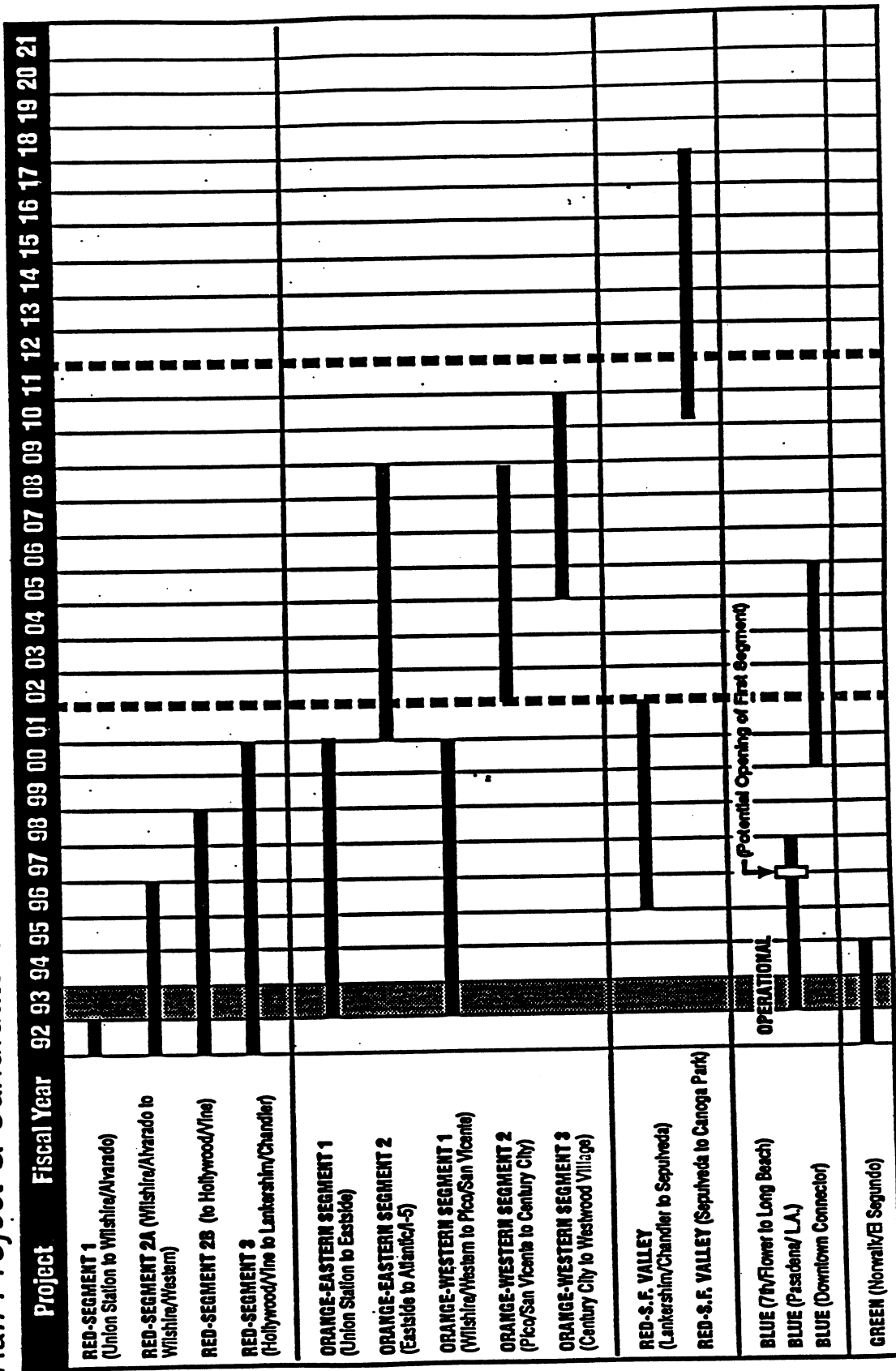
Total Prop C Uses = \$1,240,800

Total LACTC FY 92-93 Budget
Expenditure Incremental Increase = \$685,571,000

Total LACTC FY 92-93 Budget
Staffing Incremental Increase = 29 Full Time Equivalents

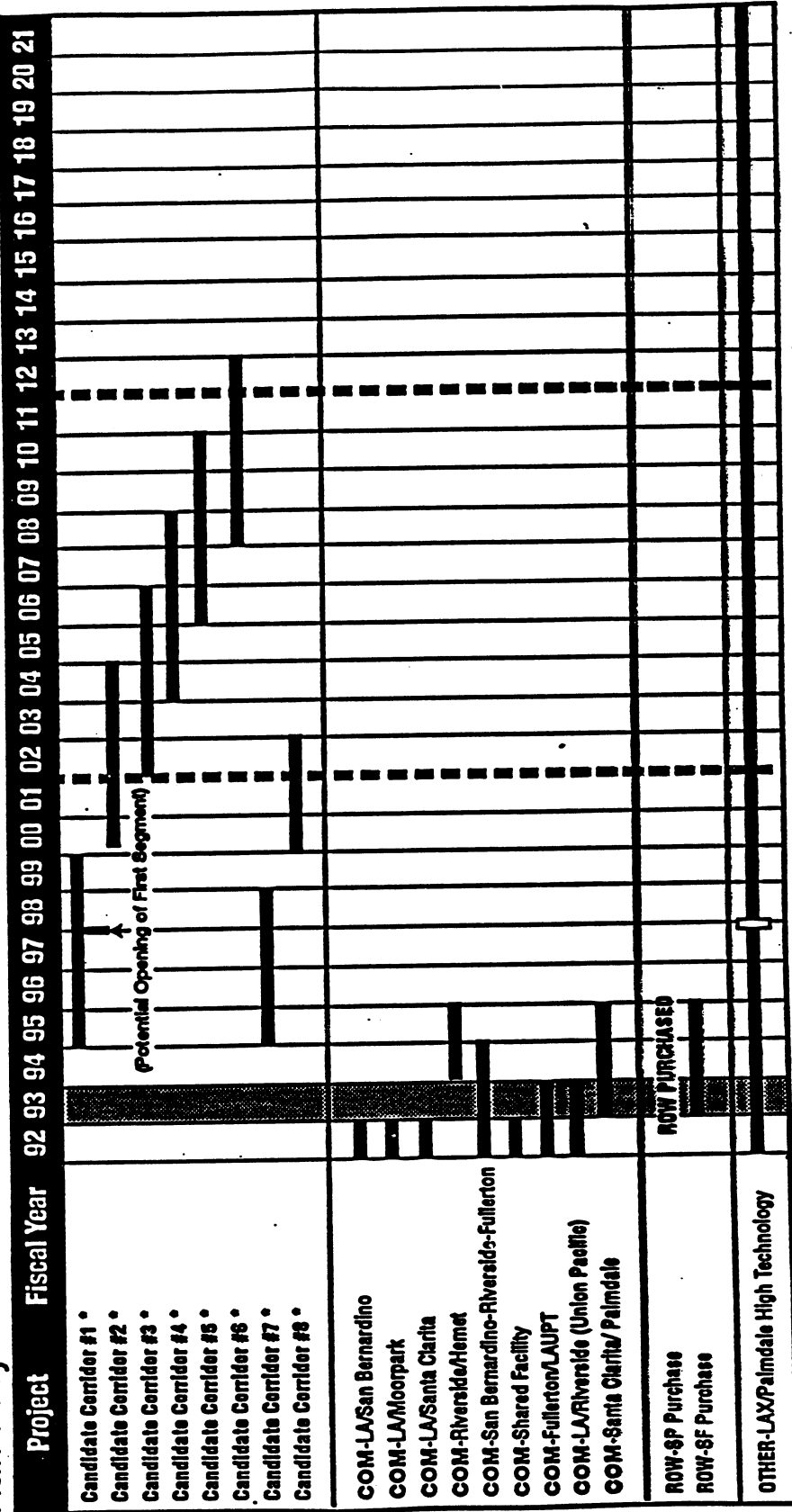
(Funding and Staffing Summary Charts are attached.)

LACTC 30-Year Integrated Transportation Plan Rail Project & Candidate Corridor Schedule



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LACTC 30-Year Integrated Transportation Plan Rail Project & Candidate Corridor Schedule

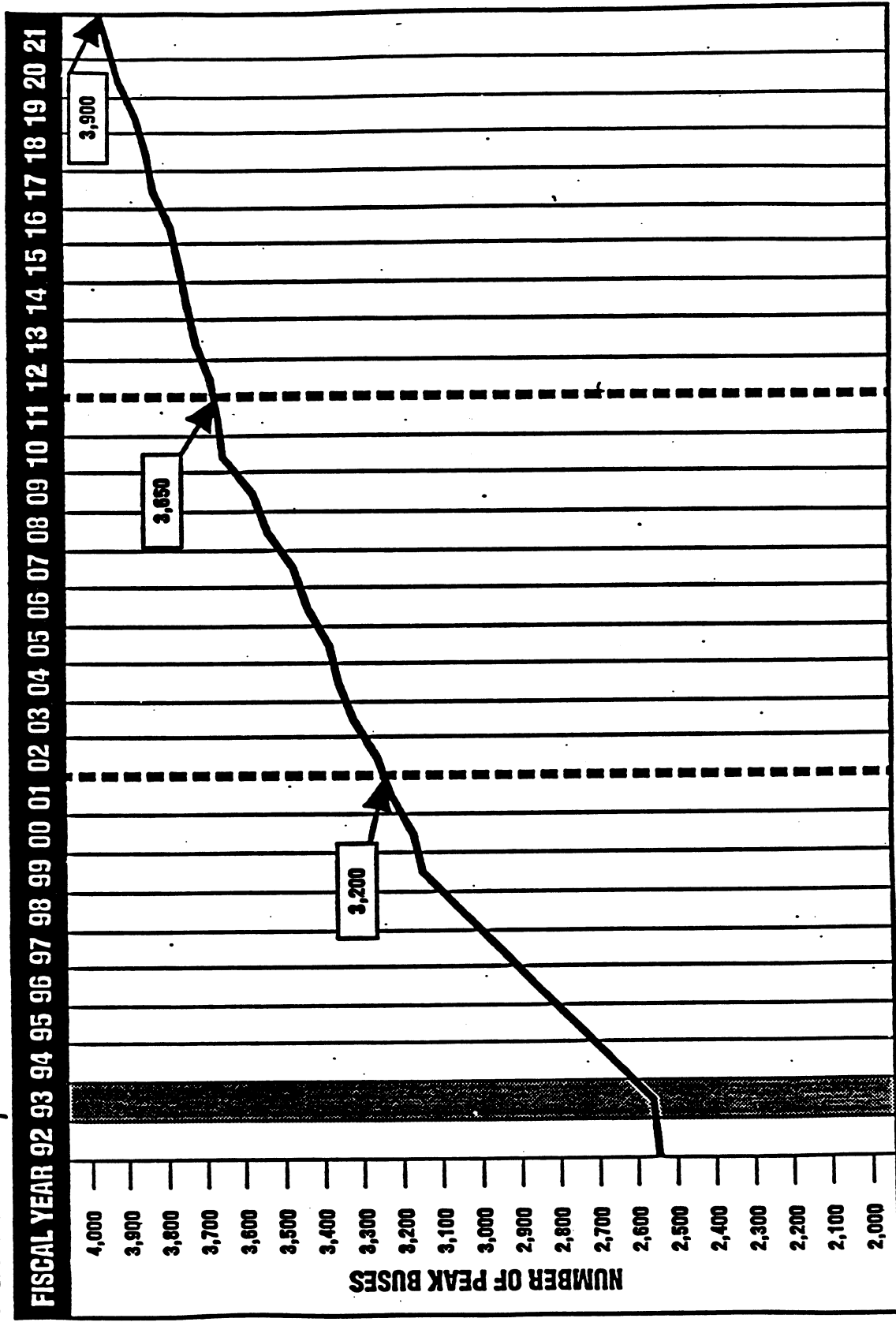


* Where applicable, segments of corridor will open prior to construction of entire project to accelerate revenue operations.

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LACTC 30-Year Integrated Transportation Plan

Bus Fleet Expansion

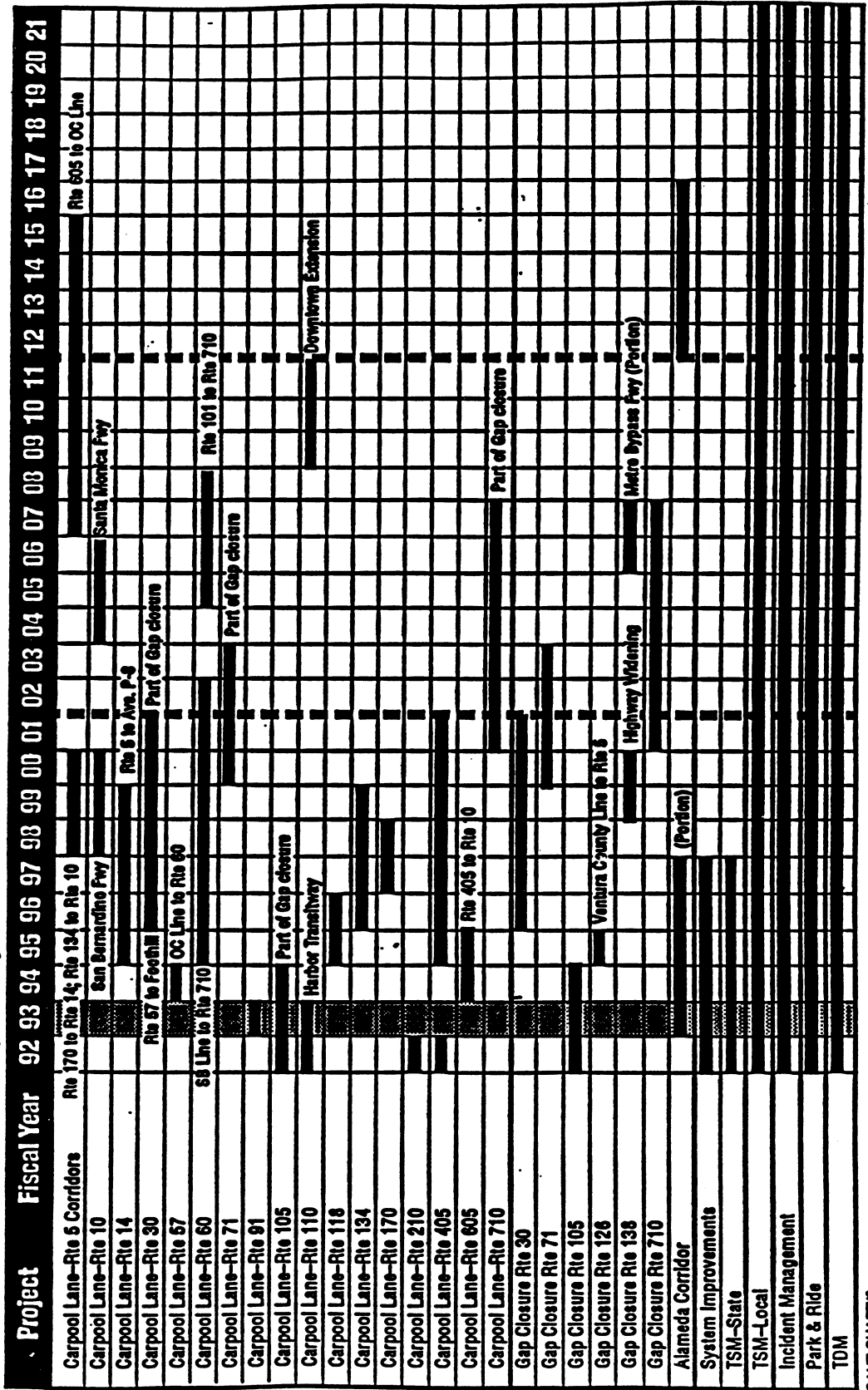


May 1992

CHARTS

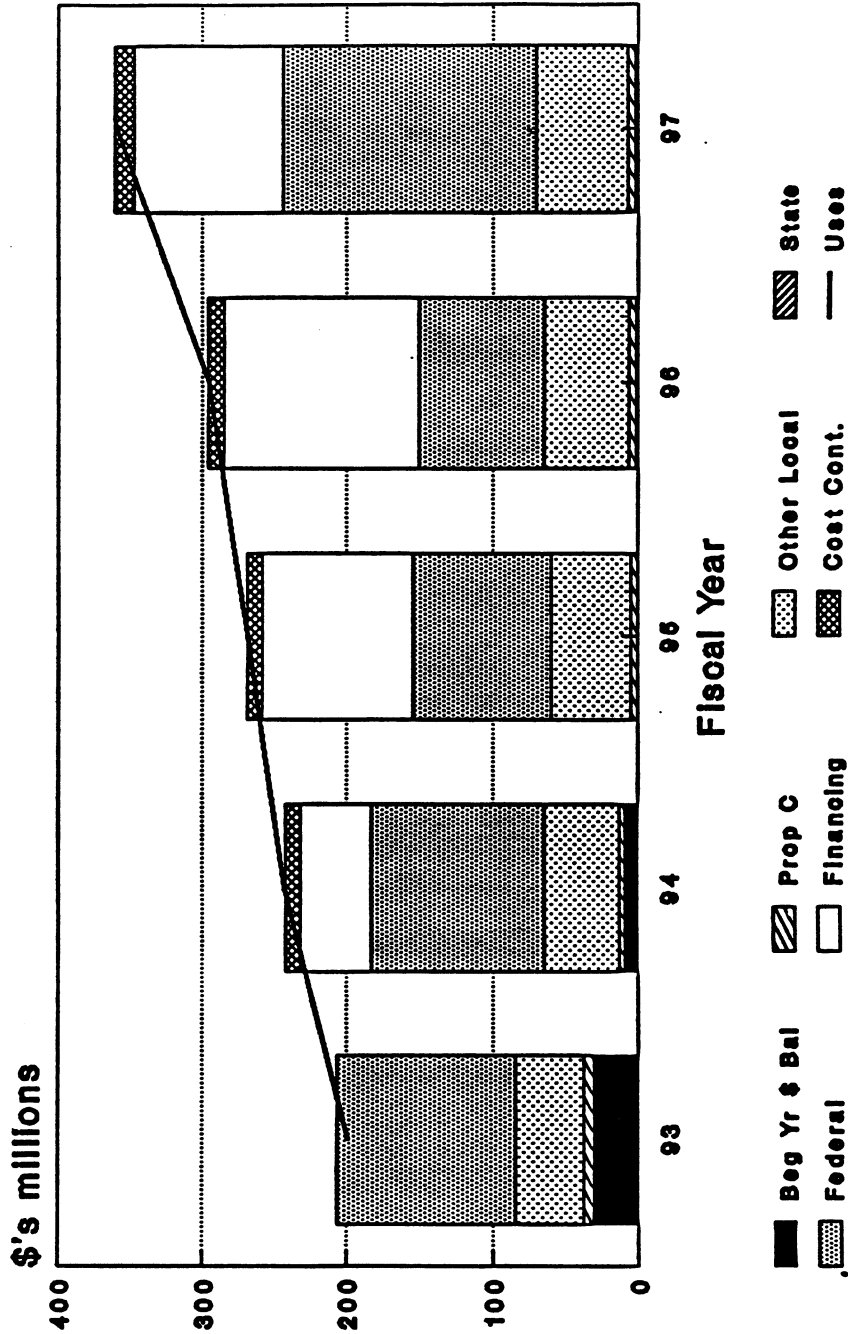
LACTC 30-Year Integrated Transportation Plan

Schedule of Highway Projects



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LACTC 30-Year Plan 5 Year Funding Profile - Bus Capital



FY 92-93 Budget Proposition C Module Summary

(\$ thousands)

<u>Resources Available by Ordinance Categories</u>	<u>Adm</u>	<u>Hwy</u>	<u>Bus</u>	<u>Rail</u>	<u>TDM</u>	<u>Loc Rtn</u>	<u>Total</u>
1.5% Administration	11,500						11,500
5% Security			18,250	18,250			36,500
10% Commuter Rail				73,000			73,000
20% Local Return						145,500	145,500
25% Highways		169,200			13,200		182,400
40% Discretionary Bonds			138,400	153,500			291,900
				600,000			600,000
Total Resources	11,500	169,200	156,650	744,750	13,200	145,500	1,240,800
<u>Proposed Uses</u>							
FY91-92 Admin	2,115						2,115
FY91-92 SCRRA Capital				38,400			38,400
FY91-92 Green Line				46,800			46,800
FY91-92 Rail Cash Reserve				100,000			100,000
FY92-93 Admin	1,250						1,250
Debt Issuance Costs				58,800			58,800
ADA Compliance			4,820	7,200			12,020
Prop C Eligible Rail Costs				174,500			174,500
Blue Line Operations				48,508			48,508
Red Line Segment 1 Start Up				25,350			25,350
Metrolink Operations				12,100			12,100
Transit Police Subsidy			11,000				11,000
Santa Fe Purchase				193,880			193,880
Joint Development				480			480
Southern San Gabriel/Riverside				17,000			17,000
Freeway Service Patrol		17,335					17,335
FAU Match		10,029					10,029
Local Return						145,500	145,500
Total Uses	3,365	27,364	15,820	722,818		145,500	914,867
Available for Allocation	8,135	141,836	140,830	21,932	13,200	0	325,933
<u>Programs</u>							
HOV Lanes		19,600					19,600
TSM		88,200					88,200
Highway System Improvements		6,300					6,300
Park & Ride		6,500					6,500
Regional Bikeways		6,100					6,100
Bus Service Expansion			138,400				138,400
TDM					13,200		13,200
		126,700	138,400		13,200		278,300
Reserved for Future Years	8,135	15,136	2,430	21,932			47,633
Programs	8,135	141,836	140,830	21,932	13,200	0	325,933

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Proposition C Eligible Capital Projects

(\$ Millions)

Project	FY 93 Budget	Non-Prop C Funding						Total	Prop C
		Prop A	Federal ISTEA	City 88/1995	State	108/116	Counties Operating		
Blue	9.1						0.0	9.1	
Commuter Rail	217.0				12.7	133.4	67.7	217.0	
Green	189.7							189.7	
Pasadena	52.3					17.9		17.9	
Red-1	128.2	85.5	28.8	13.9				128.2	
Red-2	229.7	29.0	133.6	9.6	57.5			229.7	
Red-3	65.5		3.5	37.2				40.7	
Projects In Pre-design Phase	225.2	0.0	2.3	0.0	0.0	20.7	0.0	23.0	
	1116.7	114.5	168.2	60.7	70.2	151.3	88.4	3.2	
Commercial Paper Borrowing Available Funding		158.0	25.0 A			98.5 B		4.2	
Capital Projects	1116.7	272.5 C	193.2	60.7	70.2	249.8	88.4	7.4	
								158.0	
								127.7	
								174.5	

A - Project(s) to be applied for.
 B - Reimbursement of prior year ROW expenditures.
 C - Included in beginning balances.

COMMISSION BUDGETED TOTAL STAFFING BY DEPARTMENT

	(1) Authorized 1991-1992 Staffing	(2) Proposed Core Increase	(3) Proposed PROP C Increase	(4) Total New Positions	(5) Total Proposed Staffing
DIVISION - STRATEGIC					
EXECUTIVE	9				9
LEGAL	2				2
POLICY ANALYSIS	6				6
ECONOMIC DEV/TEC TRANS	3	3		3	6
PUBLIC INFORMATION	9				9
ART PROGRAM	6				6
GRAPHICS	7				7
MARKETING	5				5
INTERGOVERNMENTAL	7				7
AUDIT	21				21
TOTAL STRATEGIC	75	3	0	3	78

DIVISION - ADMINISTRATIVE SUPPORT TEAMS

CONTRACT COMPLIANCE	21				21
HUMAN RESOURCES	17		1	1	18
ADMINISTRATIVE SVCS	1				1
FACILITIES	12				12
POLICY AND PROCEDURES	4				4
MIS	1				1
RECORDS MANAGEMENT	7				7
PROCUREMENT	16				16
RISK MANAGEMENT	3				3
JOINT DEVELOPMENT	6		4	4	10
REAL ESTATE	24		7	7	31
TOTAL ADMINISTRATIVE	112	0	12	12	124

DIVISION - AREA TEAMS

AREA TEAM ADMIN	6	2	6	8	14
CONGESTION MGMT	9				9
CENTRAL AREA TEAM	9				9
SAN GABRIEL AREA TEAM	9				9
SOUTHEAST AREA TEAM	10	2		2	12
SOUTHBAY AREA TEAM	10				10
WESTSIDE AREA TEAM	8				8
SAN FERNANDO AREA TEAM	8				8
CTSA/ADA AREA TEAM	6		1	1	7
TOTAL AREA TEAMS	75	4	7	11	86

COMMISSION BUDGETED TOTAL STAFFING BY DEPARTMENT

	(1) Authorized 1991-1992 Staffing	(2) Proposed Core Increase	(3) Proposed PROP C Increase	(4) Total New Positions	(5) Total Proposed Staffing
DIVISION - FINANCIAL SUPPORT TEAMS					
FINANCE & INVESTMENTS	4				4
TREASURY	4		2	2	6
CONTROLLER'S OFFICE	43	1	2	3	46
MANAGEMENT SERVICES	4				4
CAPITAL PLANNING	14	1	2	3	17
TOTAL FAST	69	2	4	6	71
DIVISION - COMMUTER RAIL					
EXECUTIVE	4				4
ENGINEERING AND CONS	7	4		4	11
PASSENGER FAC/COORD	3	4		4	7
OPERATIONS		4		4	4
EQUIPMENT		2		2	2
TOTAL COMMUTER RAIL	14	10	0	10	24
DIVISION - RCC					
RCC PRESIDENT	4				4
PROJECT MANAGERS	8				4
PROJECT OPERATIONS	4				2
ENGINEERING ADMIN	2				13
FACILITIES ENGINEERING	12		1	1	15
SYSTEMS ENGINEERING	14		1	1	10
THIRD PARTY COORD	10				6
OPERATIONS & MAINT	6				7
SYSTEM OPERATIONS	7				16
CONSTRUCTION	15		1	1	5
ENVIRONMENTAL SVCS	5				29
CONTRACTS	29				29
PROGRAM CONTROL	28		1	1	3
SAFETY/RISK MANAGEMENT	3				4
QUALITY ASSURANCE	4				24
COMMUNITY RELATIONS	24				
TOTAL RCC	175	0	3	2	179
COMMISSION TOTAL	520	23	29	52	572

RESOLUTION NO. 109
OF THE
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
Adopted June 24, 1992

WHEREAS, the Los Angeles County Transportation Commission (the "Commission") desires and intends to acquire, construct, and install the Countywide Rail Rapid Transit System, including, but not limited to, those components commonly referred to as the Metro Green Line, the Commuter Rail, and the improvements to the Metro Blue Line needed in conjunction with the Metro Green Line (the "Project"), as defined in more detail in the Official Statement, dated December 1, 1991, attached hereto.

WHEREAS, no funds of Commission or of the controlled group of which the Commission is a member (the "controlled group") are, or are reasonably expected to be, allocated, reserved, or otherwise set aside in the Commission's budget or the controlled group's budget on a long-term basis to pay the cost of the Project.

WHEREAS, the Commission expects to issue debt to finance the cost of the Project on a permanent basis ("Debt").

WHEREAS, the Commission expects to incur certain expenditures of a type which are properly chargeable to a capital account under general federal income tax principles in connection with the Project prior to issuing Debt.

WHEREAS, the Commission reasonably expects to reimburse such capital expenditures with the Debt proceeds.

WHEREAS, the Commission expects that the maximum amount of Debt which will be used to reimburse such capital expenditures will be \$150,000,000.

WHEREAS, after the issuance of Debt, the Commission will: (1) evidence the reimbursement allocation with an entry in the books or records which it maintains with respect to the Debt, (2) identify in such entry the actual prior expenditure being reimbursed or the fund from which the expenditure was paid, and (3) be relieved of any restrictions under the relevant legal documents and applicable state law with respect to the amount received as reimbursement as a result of the reimbursement allocation.

WHEREAS, this Resolution will be reasonably available for public inspection within a reasonable period of time after its date of declaration and in the same manner governing the public availability of records of other official acts.

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.103-18 of the Treasury Regulations.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with Section 1.103-18 of the Treasury Regulations, the Commission declares its intention to make a \$150,000,000 maximum reimbursement for capital expenditures paid for the Countywide Rail Rapid Transit System (including, but not limited to, the Metro Green Line, the Commuter Rail, and certain improvements to the Metro Blue Line).





Committee Recommendations

At the June 17, 1992 Committee Meeting and Workshop of the Finance and Programming Committee, the Committee recommended the following actions:

1. Adopted the fund balances presented in the proposed FY 1992-93 Operating Budget including the Proposition C Module.
2. Adopted a resolution stating the Commission's intent to reimburse capital costs from the proceeds of a future bond issue (Res. 109).
3. Found that the conditions referred to in Res. 73, with respect to the validity of Proposition C, have been met and that the expenditure of the proceeds will not adversely affect the Commission's Bondholders of other debt or lease obligations of the Commission.
4. Adopt as a policy of the Commission the maintenance of a cash reserve equivalent to two to three months of capital expenditures.
5. Approve staffing levels presented in the proposed FY 1992-93 Operating Budget including the Proposition C Module with the following conditions:
 - a) the two Cost Containment positions will be held in abeyance pending additional information;
 - b) while the Committee is in agreement with the need for two out of three of the Economic and Technology Development Positions, further discussion is required;
 - c) Positions associated with the purchase of the Santa Fe rights-of-way will not be filled until the acquisition is complete;
 - d) the process for filling new positions with either permanent or temporary employees will be referred to the Merger Steering Committee with particular attention to be paid to providing that these employment opportunities be available to both LACTC and SCRTD staff members.



