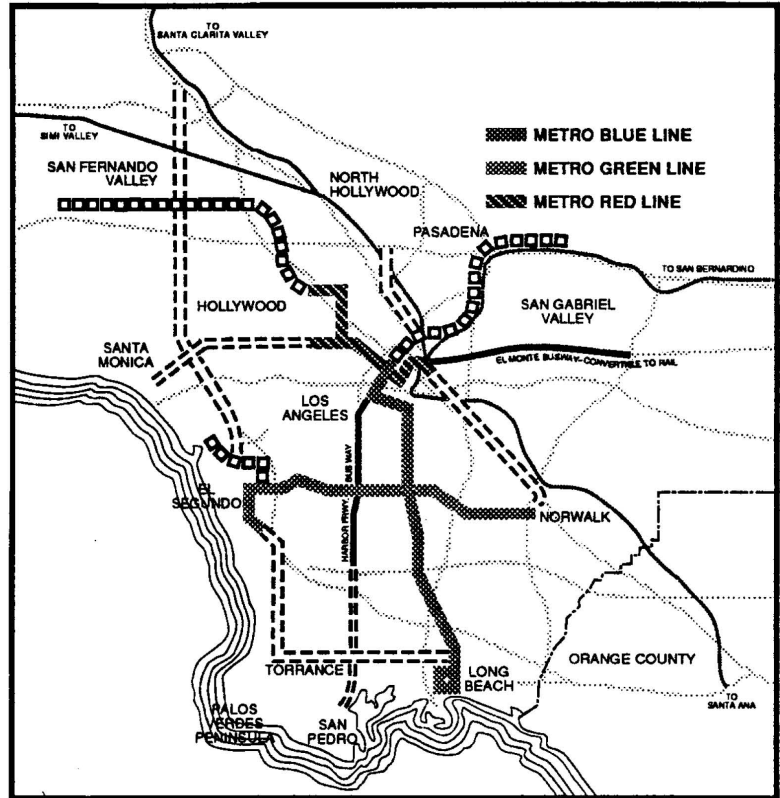
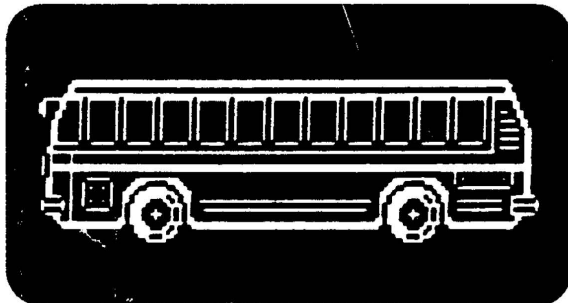


FISCAL YEAR 1990-91 BUDGET

Proposed June 27, 1990



**LEADING THE WAY
TO GREATER
MOBILITY**



HE
4351
.L6
F59
1990-91



**LACTC
LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

COMMISSIONERS AND PRINCIPAL OFFICIALS

JUNE 30, 1990

COMMISSIONERS

MEMBERS

Edmund D. Edelman, Chair
Ray Grabinski, Vice Chair
Peter F. Schabarum
Kenneth Hahn
Deane Dana
Michael D. Antonovich
Tom Bradley
Richard Alatorre
Christine E. Reed
Jacki Bacharach
Carole Stevens
Jerry B. Baxter (Ex-Officio
representing State of California)

ALTERNATES

Richard Callahan
Clarence Smith
Mike Lewis
Walter H. King
Barna Szabo
Bill Korek
Ray Remy
Michael Woo
Robert White
Harold Croyts
Eduardo Bermudez

RAIL CONSTRUCTION CORPORATION

BOARD OF DIRECTORS

David E. Anderson, Chair
Ernie Camacho
Herbert L. Carter
Judith Hopkinson
Robert E. Kruse
Don McIntyre
James T. Pott

PRINCIPAL OFFICIALS

TITLE

Executive Director
Deputy Executive Director
Deputy Executive Director
Acting President and CEO of RCC

NAME

Neil Peterson
Judy Weiss
Leslie Porter
Edward McSpedon

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1 THE COMMISSION

SECTION 1 -- THE COMMISSION

THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION

The Commission

The Los Angeles County Transportation Commission (Commission) was created by state law in 1976 to oversee the operation of all public transportation services within Los Angeles County. Its mission is to improve mobility and maximize the cost effectiveness of transportation dollars in the county. The Commission is responsible for setting policies, establishing priorities, and coordinating activities between the various transportation operators and agencies. The Commission programs and/or reviews the allocation of federal, state and local funds for highway, transit, rail, bike and other transportation activities.

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

The five Los Angeles County supervisors;

The Mayor of Los Angeles;

Two members appointed by the Mayor - A member of the Los Angeles City Council, and, traditionally, a private citizen;

A member of the Los Beach City Council; and,

Two city council members appointed by the Los Angeles County City Selection Committee of the League of California Cities to represent the other 86 cities in the county.

The 7th District Director of Caltrans also sits on the board as a non-voting member.

Each year the Commissioners elect a vice-chair among themselves who becomes the chair in the following year. The board meets monthly in the Los Angeles civic center. Meetings are open to the public.

Three committees, composed of Commissioners appointed by the chair-person, oversee the staff's efforts and present recommendations directly to the Board: The Legislative and Administrative Services Committee, the Finance and Programming Committee, and the Planning and Mobility Improvement Committee.

The Commission, through its subsidiary, the Rail Construction Corporation ("RCC"), is responsible for building the rail system in Los Angeles County. The RCC is controlled by a seven member Board of Directors.

Additionally, the Commission has designated itself as the local Service Authority for Freeway Emergencies (SAFE), a State-sponsored program to provide emergency call box service for motorists.

Transportation Funding

In 1980, county voters approved Proposition A. This ballot measure authorized an additional one-half cent sales tax to fund improvements to public transit. The tax began to be collected in mid-1982 and will bring in about \$419.7 million during fiscal year 1990-91. Along with the tax increase, Proposition A mandated the construction of a 150-mile rail transit system.

The table below page shows historical sales tax revenues generated by Proposition A and projections of future revenues.

Proposition A Revenues

<u>Fiscal Year</u>	<u>Sales Tax Revenues (1)</u> (\$ Millions)
1983	\$172.5 (2)
1984	257.5
1985	291.2
1986	306.0
1987	323.0
1988	348.2
1989	372.0
1990 est.	396.9
1991 est.	419.7
1992 est.	443.8
1993 est.	469.3

- (1) less administrative fee paid to the California State Board of Equalization.
- (2) reflects only 10 months of receipts in the initial year of implementation.

The Commission is responsible for programming Proposition A revenues, and for designing and building the rail system.

Proposition A generates over half of all funds utilized for rail and bus transit in Los Angeles County at this time. Specifically, it provides 55% of all funds needed for rail projects now under construction, and 30% of all capital and operating funds for bus transit. Adding other local and state funds to the Proposition A dollars results in non-federal dollars equaling 87% of current bus and rail expenditures within Los Angeles County.

Under Proposition A, 35% of the funds are used to build and operate the 150-mile county-wide rail transit system (see attached map); 25% of the revenues are returned to cities and the county for local transit projects; and, 40% is allocated at the discretion of the Commission. To date this discretionary account has been used to increase ridership by helping to keep bus fares down and funding innovative cost-saving mass transit projects.

Currently, Los Angeles has the largest bus-only transit system in the nation. Bus service is provided by a variety of operators, including the Southern California Rapid Transit District; 12 municipal operators; and private operators contracting through the San Gabriel Valley Transit Zone and Bus Service Continuation Project. In addition, over 80 cities and the county provide paratransit and other local transit services.

Funding for the Commission's transportation planning and programming activities, and its general support functions, comes from two sources. The Commission receives 1% of regional Transportation Development Act funding (\$2.1 million in FY 1990-91), for these functions, and finances the balance from Prop A revenues.

The Commission approves over \$2.5 billion to improve mobility in the region, including almost \$900 million for construction of the rail system mandated by Los Angeles County voters. Other projects enhance bus and highway systems, including the innovative Smart Streets demonstration project along with Santa Monica freeway corridor. Approximately \$400 million of funding will be programmed by other agencies with Commission review and approval. The exhibits on the following pages show the transportation funding program for the region and the Commission's programming role.

LOS ANGELES TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 1990-91
(\$ MILLIONS)

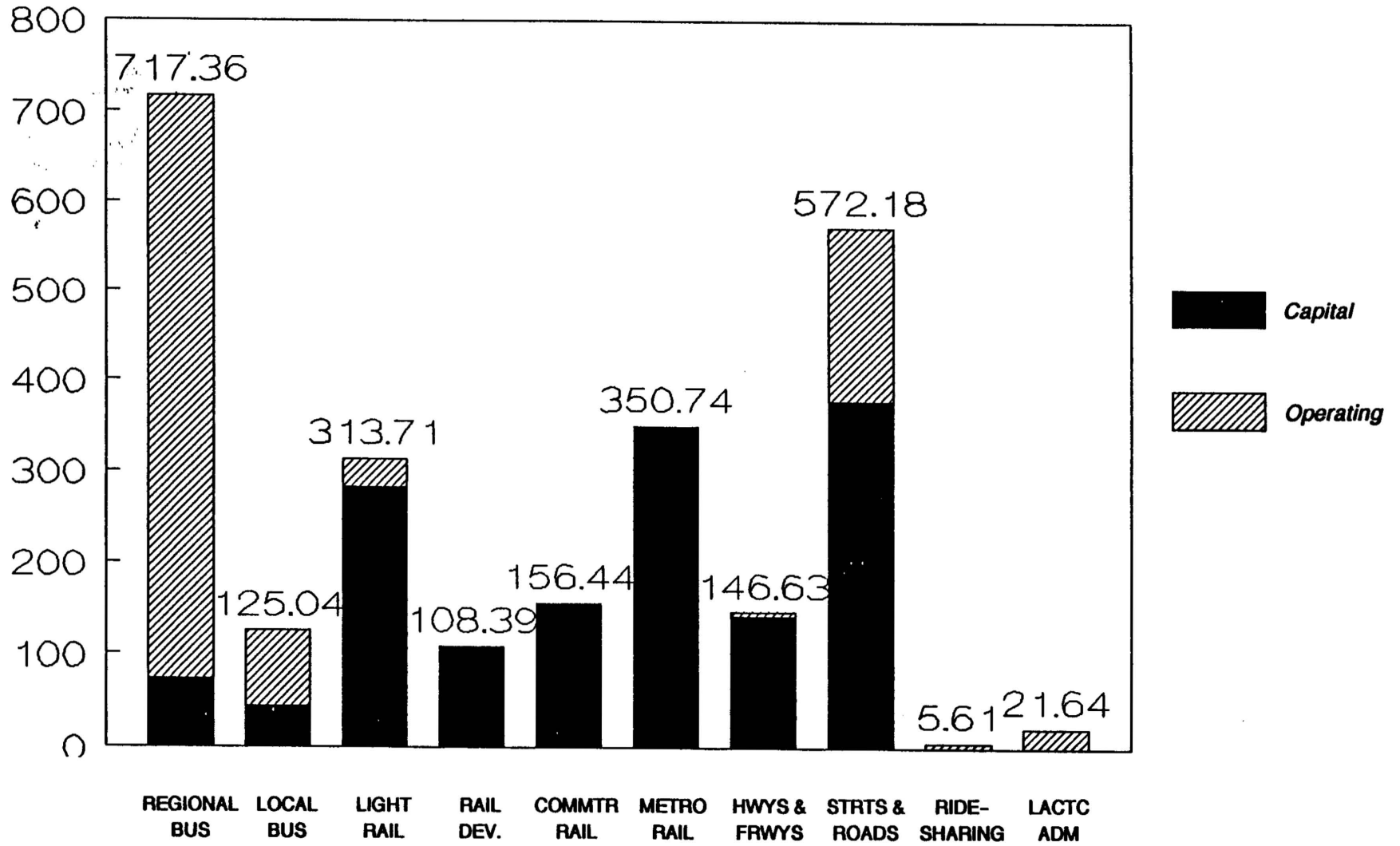
TRANSPORTATION MODE	PROGRAMMED BY LACTC		PROGRAMMED BY OTHERS/ APPROVED BY LACTC		TOTALS	
	CAPITAL	OPERATIONS	CAPITAL	OPERATIONS	CAPITAL	OPERATIONS
BUS TRANSIT						
Regional	\$73.22	\$360.61	\$0.00	\$283.53	\$73.22	\$644.14
Local	12.35 ¹	7.08	32.00	73.61	\$44.35	\$80.69
Sub-Total	\$85.57	\$367.69	\$32.00	\$357.14	\$117.57	\$724.83
RAIL TRANSIT						
Light Rail	\$282.91	\$29.70	\$0.00	\$1.10	\$282.91	\$30.80
Rail Development	108.39	0.00	0.00	0.00	\$108.39	\$0.00
Commuter Rail	156.44 ²	0.00	0.00	0.00	\$156.44	\$0.00
Metro Rail	350.74	0.00	0.00	0.00	\$350.74	\$0.00
Sub-Total	\$898.48	\$29.70	\$0.00	\$1.10	\$898.48	\$30.80
STREETS & HIGHWAYS						
Highways & Freeways	\$142.52	\$4.11	\$0.00	\$0.00	\$142.52	\$4.11
Local Streets & Roads	94.34	2.84	285.00 ³	190.00 ³	\$379.34	\$192.84
Sub-Total	\$236.86	\$6.95	\$285.00	\$190.00	\$521.86	\$196.95
RIDESHARING	\$0.00	\$3.17	\$0.00	\$2.44	\$0.00	\$5.61
TOTAL PROGRAMMED	\$1,220.91	\$407.51	\$317.00	\$550.68	\$1,537.91	\$958.19
LACTC ADMINISTRATION	\$0.00	\$21.64	\$0.00	\$0.00	\$0.00	\$21.64
TOTAL	\$1,220.91	\$429.15	\$317.00	\$550.68	\$1,537.91	\$979.83

1 Includes \$0.9 million in UMTA Section 16(b)(2) funds that others program.

2 Includes \$22.51 million from other government agencies.

3 Gas tax funds not programmed or approved by LACTC.

LOS ANGELES TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEAR 1990-91
 (\$ MILLIONS)



LOS ANGELES TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 1990-91

(\$ Millions)

TRANSPORTATION MODE	FEDERAL FUNDS		STATE FUNDS				LOCAL FUNDS							TOTAL	
	UMTA	FHWA	STAF/PVEA*	TCI	Prop. 108/116	GAS TAX	PROPOSITION A				TDA	FARES	SAFE		OTHER SOURCES
							LOCAL RTN	RAIL	DISC.	ADM					
BUS TRANSIT															
Regional	▶ \$92.84		▶ \$0.77							▶ \$200.00	▶ \$260.51		▶ \$15.29		\$717.30
Local	▶ 10.27						▶ 103.25		▶ 8.26			▶ 2.36			124.10
Local	◊ 0.90														0.90
RAIL TRANSIT															
Light Rail								▶ \$312.61				▶ 1.10			313.71
Rail Development					▶ 60.00			▶ 48.39							108.39
Commuter Rail					▶ 88.22			▶ 45.71						▶ 22.51	156.42
Metro Rail	▶ 124.32			▶ 69.58			▶ 18.92	▶ 101.95						▶ 35.97	350.74
STREETS & HIGHWAYS															
Highways & Freeways		▶ 134.72											▶ \$11.80	▶ 0.11	146.63
Local Streets & Roads		▶ 81.58	▶ 2.50*			175.00				▶ 13.10				300.00	572.18
RIDESHARING							▶ 3.17								2.44
LACTC ADMINISTRATION										▶ \$19.30	▶ 2.34				21.64
TOTAL	\$228.33	\$216.30	\$3.27	\$69.58	\$148.22	\$175.00	\$125.34	\$508.66	\$156.21	\$19.30	\$215.44	\$263.97	\$11.80	\$376.32	\$2,517.74
GRAND TOTAL	\$444.63		\$396.07				\$1,677.04								\$2,517.74

▶	FUNDS PROGRAMMED BY THE LACTC	TOTAL	\$1,615.46
▷	FUNDS PROGRAMMED BY OTHER AGENCIES AND APPROVED BY LACTC	TOTAL	\$401.43
◊	FUNDS PROGRAMMED BY BOTH LACTC AND OTHER AGENCIES	TOTAL	\$23.41
□	FUNDS PROGRAMMED BY OTHER AGENCIES	TOTAL	\$477.44
	GRAND TOTAL	TOTAL	\$2,517.74

Note: Ridesharing "Other Sources" funds are state (Caltrans) funds. Prop. A Rail funds for Light Rail include \$29.7 million for Blue Line start-up operations and \$1.1 million estimate from farebox revenues. Commuter Rail "Other Sources" funds from other government agencies.

Rail Financing and Debt Management

Transit Financial Plan

The Commission was faced this year with making decisions regarding the sequencing of the next rail construction projects. To assist it in making these decisions, the LACTC engaged a team of consultants led by Deloitte & Touche to prepare a 30-year Transit Financial Plan.

The LACTC Transit Financial Plan analyzes the LACTC's capacity to finance a comprehensive transit network for Los Angeles County and provides recommendations as to how such a network can be financed using new and existing revenue sources.

In March 1990, Commission staff completed the rail capital portion of this plan. Based on this plan, the LACTC endorsed Scenario #2 and adopted its next sequencing of rail transit projects through Year 2001. These projects are the North Coast extension of the Metro Green Line, the Pasadena Light Rail Line and the Valley extension of the Metro Red Line.

The Commission also directed staff to seek additional local funds and/or project cost reductions, working with the City of Los Angeles and the City of Pasadena, to cover the anticipated funding shortfall. This plan continues to be a financial planning management tool for the Commission.

The following exhibits outline the project sequencing approved by the Commission in March with a estimate of the timeframe for project implementation, as well as the sources and uses of cash expected over that period. The plan shows that the Commission can cover its planned \$9.6 billion rail construction program through Year 2001 except for approximately a \$309 million funding shortfall in present value terms. Also included is the map depicting the Rail Transit System Plan itself and another detailing the Metro Red Line.

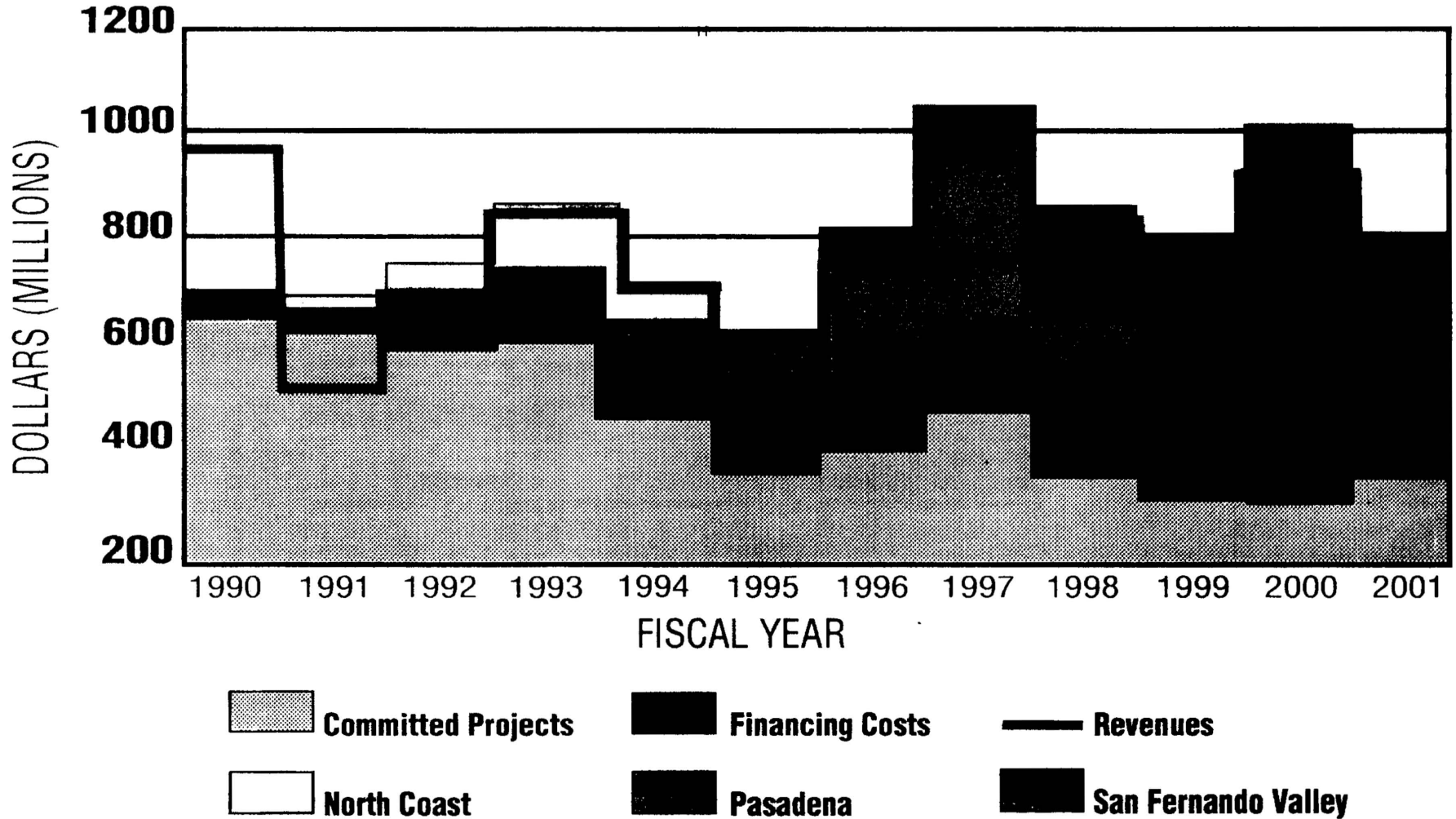
LACTC Transit Financial Plan

Scenario 2: North Coast, Pasadena & Valley

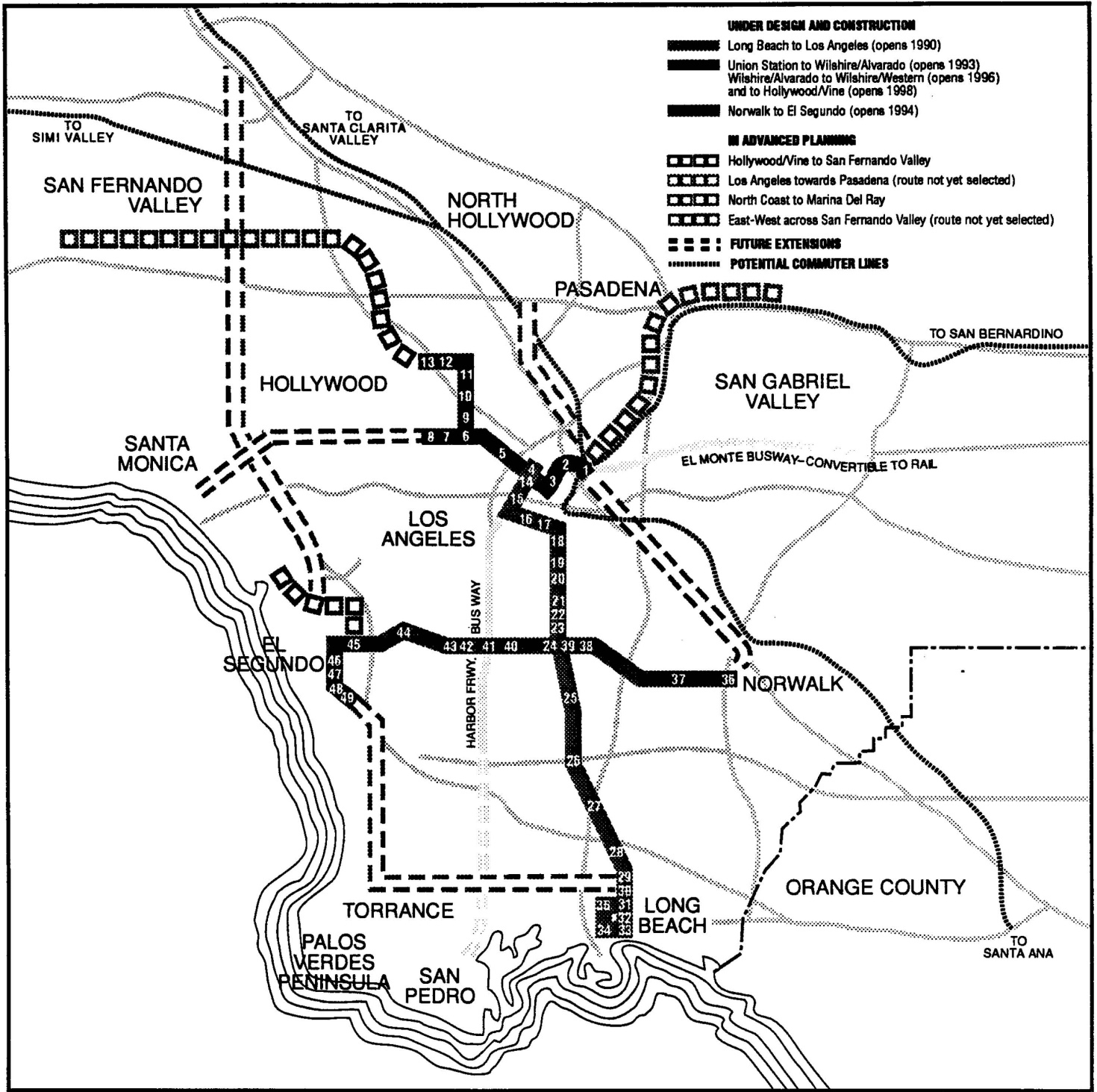
Line	Start (Cal Yr)	Start Ops (CY)	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2009	2010	2011
			1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2010	2011	2012
Metro Rail MOS-1	1987	1994	[Redacted]																			
Metro Rail MOS-2	1988	1996,1998	[Redacted]																			
Metro Rail MOS-3	1992	2001	[Redacted]																			
Metro Rail Phase III	1997	2003, 2011	[Redacted]																			
Long Bch/L.A. Lgt. Rail	1985	1990	[Redacted]																			
Norwalk/El Segundo Lgt Rail	1988	1994	[Redacted]																			
SF Valley-No. Holl. to Sepulv.	1996	2001	[Redacted]																			
Pasadena/L.A. Union Sta. to Sierra Madre	1995	1998	[Redacted]																			
No. Coast to Westchester via LAX	1991	1994	[Redacted]																			
SP/SF ROW Purchase	1990		[Redacted]																			
Commuter Rail-L.A.-San Bernadino	1990	1992	[Redacted]																			
Commuter Rail-L.A.-Ventura	1990	1992	[Redacted]																			

SOURCES AND USES OF CASH

Project Sequence: Committed, North Coast (94), Pasadena (98), and Valley (2001)



LOS ANGELES METRO RAIL PLAN



STATION LOCATIONS

Metro Red Line-Union Station to Hollywood/Vine

1. Union Station
2. 1st St./Hill St. (Civic Center)
3. 5th St./Hill St.
4. 7th St./Flower St.
5. Wilshire Blvd./Alvarado St.
6. Wilshire Blvd./Vermont Ave.
7. Wilshire Blvd./Normandie Ave.
8. Wilshire Blvd./Western Ave.
9. Vermont Ave./Beverly Blvd.
10. Vermont Ave./Santa Monica Blvd.

11. Vermont Ave./Sunset Blvd.
12. Hollywood Blvd./Western Ave.
13. Hollywood Blvd./Vine St.

Metro Blue Line-Long Beach to Los Angeles

14. 7th St./Flower St.
15. Pico Blvd./Flower St.
16. Grand Ave./Washington Blvd.
17. San Pedro St./Washington Blvd.
18. Washington Blvd./Long Beach Ave.
19. Vernon Ave./Long Beach Ave.
20. Slauson Ave./Long Beach Ave.
21. Florence Ave./Graham Ave.

22. Firestone Blvd./Graham Ave.
23. 103rd St./Graham Ave.
24. Imperial Hwy./Wilmington Ave.
25. Compton Blvd./Willowbrook Ave.
26. Artesia Blvd./Acacia Ave.
27. Del Amo Blvd./Santa Fe Ave.
28. Wardlow Rd./Pacific Ave.
29. Willow St./Long Beach Blvd.
30. Pacific Coast Hwy./Long Beach Blvd.
31. Anaheim St./Long Beach Blvd.
32. 5th St./Long Beach Blvd.
33. 1st St./Long Beach Blvd.
34. 1st St./Pine Ave.
35. 5th St./Pacific Ave.

Metro Green Line-Norwalk to El Segundo

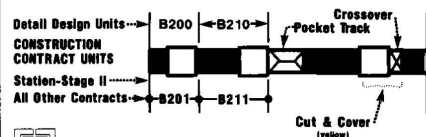
36. Studebaker Rd./605 Fwy.
37. Lakewood Blvd./Imperial Hwy.
38. Long Beach Blvd./Imperial Hwy.
39. Imperial Hwy./Wilmington Ave.
40. Avalon Blvd./117th St.
41. 110 Fwy./117th St.
42. Vermont Blvd./117th St.
43. Crenshaw Blvd./119th St.
44. Hawthorne Blvd./111th St.
45. Aviation Blvd./Imperial Hwy.
46. Mariposa Ave./Nash St.
47. El Segundo Ave./Nash St.
48. Douglas St.
49. Freeman Ave.



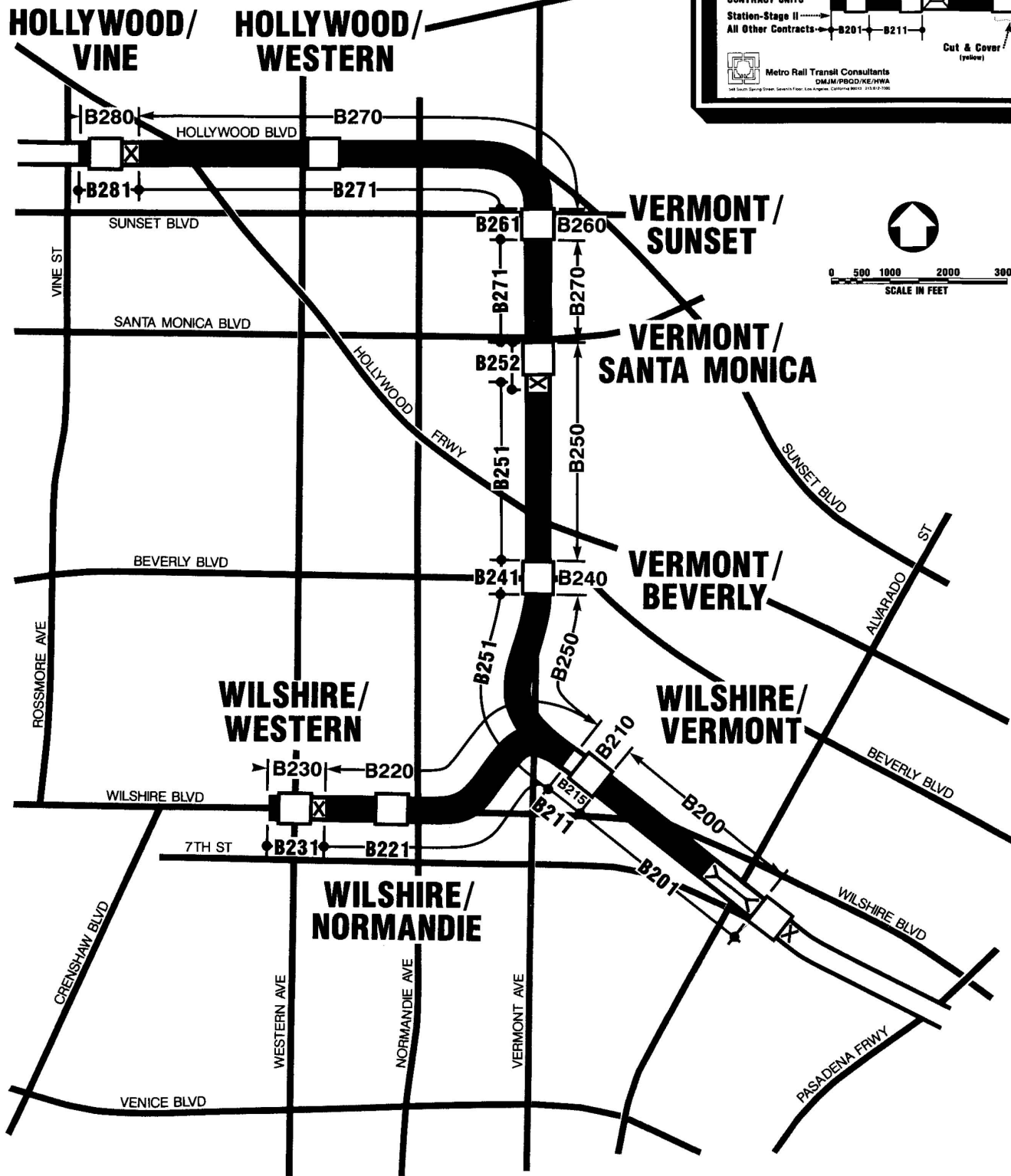
Rail Construction Corporation a Subsidiary of the Los Angeles County Transportation Commission

METRO RED LINE PROJECT

MOS-2 PROJECT UNIT INDEX


 Metro Rail Transit Consultants
 DMJM/PBDD/KE/HWA
344 South Spring Street, Seventh Floor, Los Angeles, California 90012-3118-0100



Debt Management for Rail Projects

Rail projects are funded in large part from the 35% rail portion of Proposition A revenues. In 1986 the Commission issued \$707.6 million of sales tax revenue bonds to provide additional financing to deliver rail services sooner. The debt service is paid from these Proposition A revenues.

In 1987 \$260 million of the 1986 bonds were refunded; in 1988 \$111.5 million were refunded. As a result of the refundings and subsequent redemptions, \$371 million of the 1986 bonds have been redeemed. In FY 1988-89 the Commission issued \$174.3 million in additional refunding bonds to take advantage of market conditions at the time and fix rates on a portion of its remaining variable rate 1986 debt. Funds have been deposited into an escrow account sufficient to redeem the last 1986 Series, resulting in the availability to the Commission of \$91.7 million in bonds proceeds in July of 1989 and \$72.2 million in July, 1990.

Annual debt service on all outstanding bonds increases to approximately \$62.4 million by FY 1991-92 and remains roughly level thereafter, with the maximum annual amount of \$62.7 million occurring in FY 2014-15. Adopted Commission policy precludes incurring debt service payments for rail in excess of 30% of Proposition A revenues, leaving 5% available for rail operations or other rail projects.

The current debt service coverage ratio is 2.8, leaving the Commission with substantial additional borrowing capacity.

Over the next decade significant additional borrowing is anticipated to meet the Rail Financial Plan's needs. The Plan calls for expenditures of \$9.6 billion over the 1990-2001 period a significant fraction of which will come from bonds. The estimate is that slightly over \$1.8 billion will come from financing revenues from Prop A bonds. This is in addition to potential State bond revenue which would come to LACTC.

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 State statutes and is based on the modified accrual basis of accounting.

The Commission's administrative code requires the Executive Director to submit a final budget by the last meeting in June. A public hearing must be held prior to adoption of the budget.

Annual budgets are adopted for the General Fund, the Capital Projects Fund, and special revenue funds directly expended (rather than allocated) by the Commission. These are: PVEA, SAFE, and TDA administration.

Budgets are not adopted for other special revenue funds, or the Debt Service Fund. These funds' activities for FY 1990-91 are shown in Exhibit 5 within Section III of the budget to give a more complete picture of the Commission's operations and financial position.

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

Budgets are developed by each section manager, working with the division director and assisted by the Finance section staff. The budget is prepared and controlled by line item within each organizational unit.

Personnel requests are submitted to the Personnel section for review and comment and to Administrative Services for determination of office space and supplies expense. Computer needs are submitted to the MIS section for inclusion in a centralized MIS budget. These steps help insure that personnel and computer requests are appropriate, and consistent with Commission policies, and that all related costs are included.

After review and consolidation by the Finance section, completed section budgets are redistributed to their originators. The managers and directors then meet individually with the Executive Director and budget staff to discuss their requests, in light of the goals and objectives for their section.

Concurrently, budget drafts are submitted to the Commission in April and May, and a public hearing is held.

A final budget is then prepared by staff, incorporating revisions arising from this process, and submitted to the Commission for adoption in June.

While the budget is adopted in a summarized form, day-by-day administration and control is done at the same detailed level at which it was developed.

A mid-year budget amendment, prepared through a similar process, is presented to the Commission for approval by the last meeting in February.

The Strategic Planning Process

Recently our key constituents have expressed a desire that the Commission take a leadership role in solving the mobility problems in Los Angeles County. At the same time, while they saw the Commission as a reliable source of information, they wanted that information more accessible, with the staff doing more outreach to cities, community groups and other customers.

With these concerns in mind, we embarked on a strategic planning process to become a more effective agency. Our goal was to create a plan and an organization structure which facilitated a multi-modal approach to mobility and ensured better communication with our customers. The first task was to discuss in depth with representatives of our constituents their view of the Commission's proper role and how we can best accomplish our responsibilities. We then engaged an organizational design consultant who assisted us in crystallizing our objectives and the way we were going to do business. We also developed a structure to best accomplish our objectives, and a method to implement that structure.

Our agency mission is to continue Leading the Way to Greater Mobility in Los Angeles County. That mission statement is now an integral part of our activities, to ensure that all Commission staff keep that goal in mind no matter the current task.

In order to determine our progress toward our mission, goals have been developed by which we can measure our performance. The Commission's strategic goals and objectives for 1990-91 follow.

The agency's organizational structure is shown in the following charts. Our customers are our highest priority. The Area Teams will be divided along geographic lines to interface with customers and more effectively deal with the region's specific mobility problems in the areas they serve. In turn, Administrative and Strategic Support Systems will provide top-quality technical and financial assistance to the Area Teams. The Rail Construction Corporation will continue to build the rail system, and will also be supported by the Administrative and Strategic Support Systems.

June 11, 1990
aec

STRATEGIC GOALS AND OBJECTIVES FOR FY 90-91

o STRATEGIC GOAL #1 - CONSTITUENT SATISFACTION

To provide quality transportation services to the traveling public and to assist service providers in meeting this objective.

o STRATEGIC GOAL #2 - MOBILITY IMPROVEMENT

To develop multimodal area action plans and an overall county-wide plan to improve mobility for all.

o STRATEGIC GOAL #3 - MOBILITY DELIVERED PER DOLLAR EXPENDED

To focus LACTC planning and funding actions to produce maximum mobility for each dollar expended.

o STRATEGIC GOAL #4 - QUALITY OF LIFE IMPROVEMENT

To develop transportation strategies to enhance the quality of life for Los Angeles area residents, addressing such issues as air quality; productivity; reliance on foreign oil and economic competitiveness in the world economy.

o STRATEGIC GOAL #5 - ORGANIZATIONAL EFFECTIVENESS

To create an action-oriented agency team with the focus on mobility improvement for the region and a healthy, vibrant staff environment which rewards team commitment and performance.

STRATEGIC GOALS AND OBJECTIVES FOR FY 90-91

STRATEGIC GOAL #1 - CONSTITUENT SATISFACTION

To provide quality transportation services to the traveling public and to assist service providers in meeting this objective.

Objectives

- o To be more accessible to LACTC's constituencies in order to better identify issues and to provide information about LACTC activities;
- o To adopt standards of service whereby constituent satisfaction can be measured;
- o To develop performance measurements for constituent satisfaction;
- o To develop assessment tools for use by constituents in order to provide feedback to LACTC on its programs and services.

STRATEGIC GOAL #2 - MOBILITY IMPROVEMENT

To develop multimodal area action plans and an overall county-wide plan to improve mobility for all.

Objectives

- o To identify and understand the congestion problems throughout the county and in each mobility area and to identify the key agencies and actors involved in resolving issues;
- o To measure mobility in each area through the use of performance tools;
- o To prepare congestion management plans, develop multimodal action strategies for improvement, transportation improvement programs and other mandated studies with a strong strategic direction and action orientation;
- o To develop a framework for addressing and resolving issues by the area teams, identifying the appropriate roles of LACTC, the local jurisdictions, service providers and other agencies.
- o To develop innovative solutions to mobility problems through new networks established with private and public sectors.

STRATEGIC GOAL #3 - MOBILITY DELIVERED PER DOLLAR EXPENDED

To focus LACTC planning and funding actions to produce maximum mobility for each dollar expended.

Objectives

- o To effectively implement the Rail Construction Corporation Capital program to ensure that rail projects are on schedule and within established budget parameters;
- o To examine current funding programs in order to maximize potential for creating additional mobility (for example, Local Return, transit discretionary funds, FAU funds);
- o To develop action plans and programs in conjunction with local jurisdictions and other agencies, focused on leveraging public and private funding sources;
- o To develop additional policies and programs of incentives to increase city, external agencies and private sector expenditures on mobility enhancements identified.

STRATEGIC GOAL #4 - QUALITY OF LIFE IMPROVEMENT

To develop transportation strategies to enhance the quality of life for Los Angeles area residents, addressing such issues as air quality ; productivity; reliance on foreign oil and economic competitiveness in the world economy.

Objectives

- o To seek out, identify and measure the transportation improvements which will enhance air quality by working jointly with AQMD and SCAG;
- o To seek out, identify and measure transportation improvements which will enhance regional economic productivity by reducing time spent in congestion;
- o To seek out, identify and measure transportation improvements which will save energy and reduce our reliance on foreign oil;
- o To address the needs of the mobility-impaired population;
- o To provide safe and attractive transportation options for people who don't drive, including children, the elderly and low-income people;
- o To provide transportation options and improvements for trips to recreational centers and entertainment centers, as well as to employment centers.

STRATEGIC GOAL #5 - ORGANIZATIONAL EFFECTIVENESS

To create an action-oriented agency team with the focus on mobility improvement for the region and a healthy, vibrant staff environment which rewards team commitment and performance.

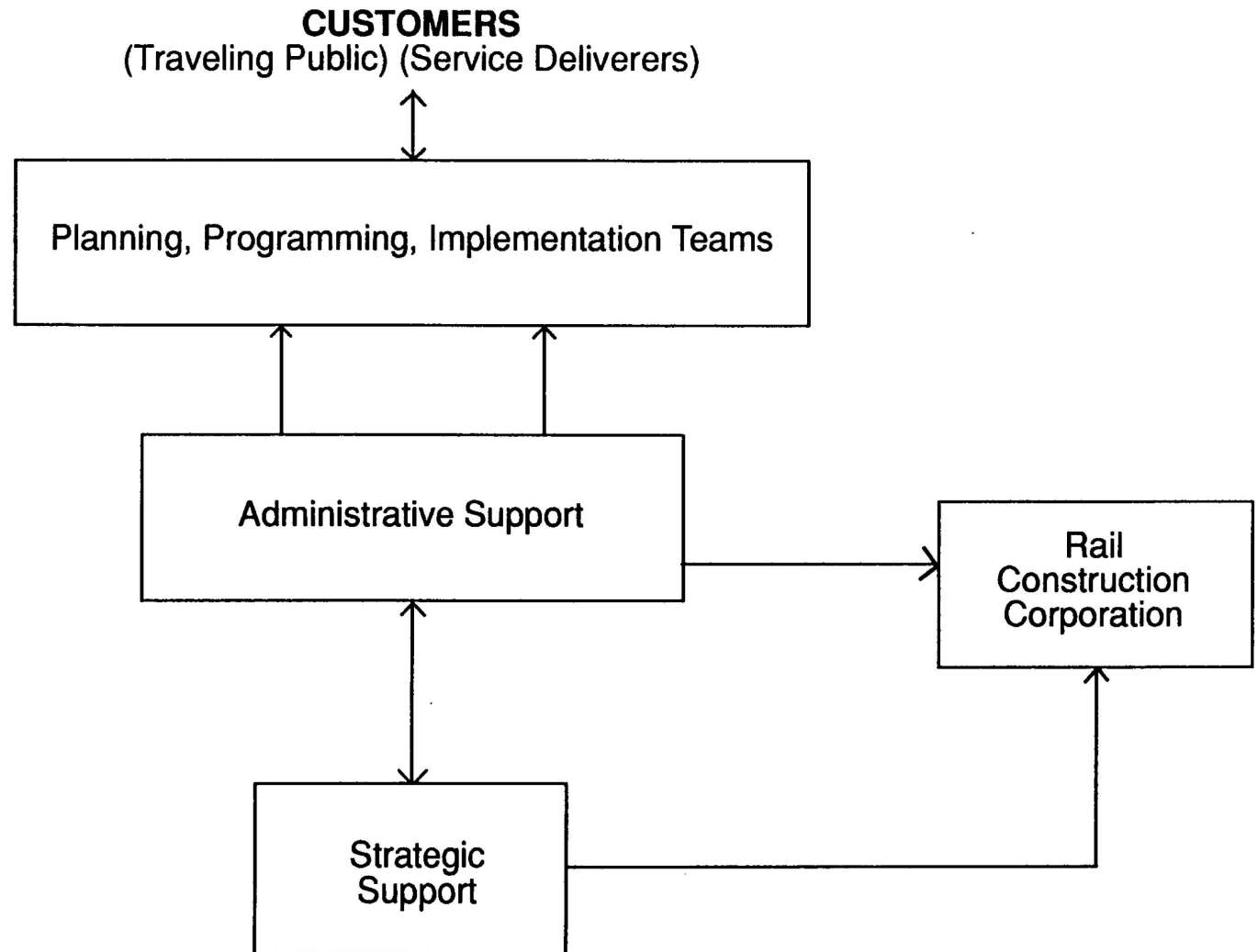
Objectives

- o To create a team environment with a multimodal mandate;
- o To develop a strong esprit among LACTC staff and a reward system which recognizes team work, innovation, risk-taking and problem solving;
- o To develop orientation, selection and training programs which enhance the development of staff skills and contribute to staff personal and professional growth.
- o To measure the performance of staff and service providers, as well as to constantly assess the internal environment's health and vibrancy;
- o To develop communications tools to enhance external and internal sharing of information.

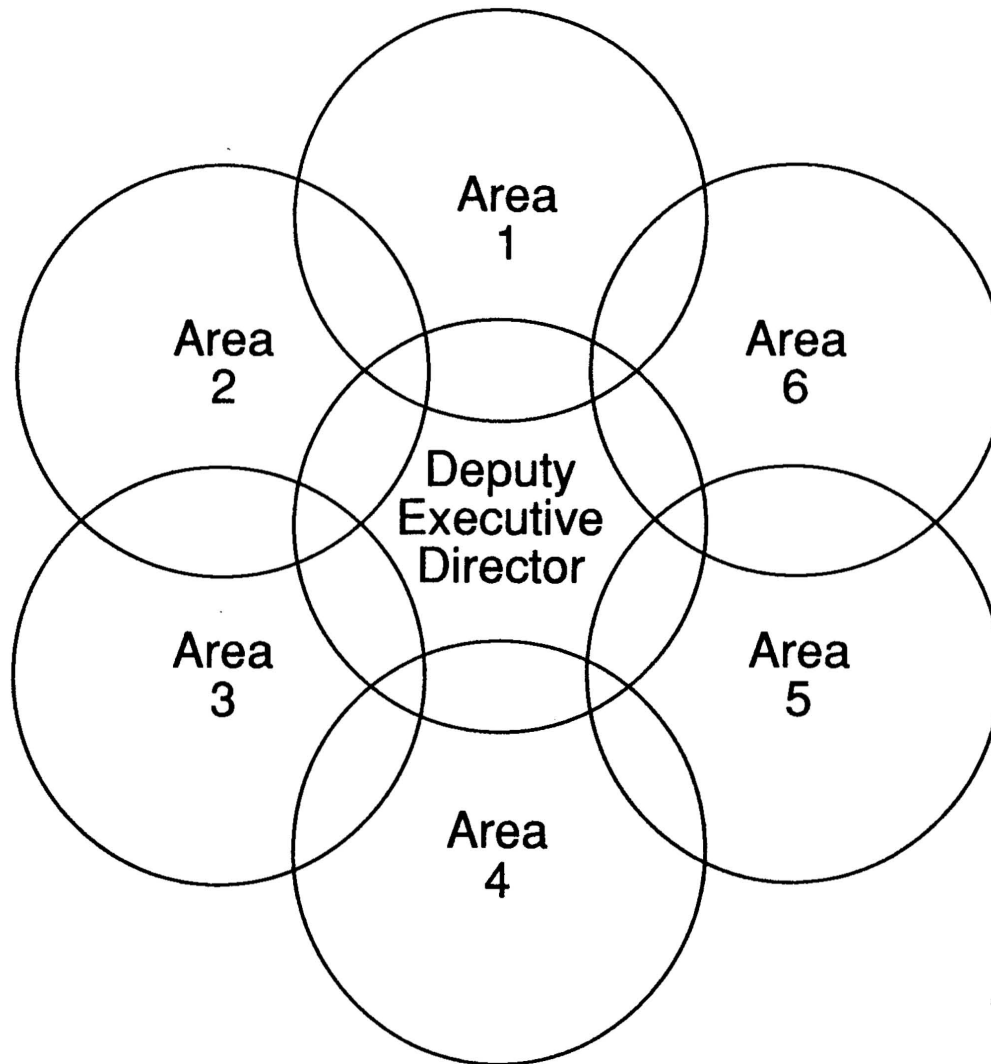
LACTC

Conceptual Organization Chart

Mission:
Leading the Way
to Greater
Mobility

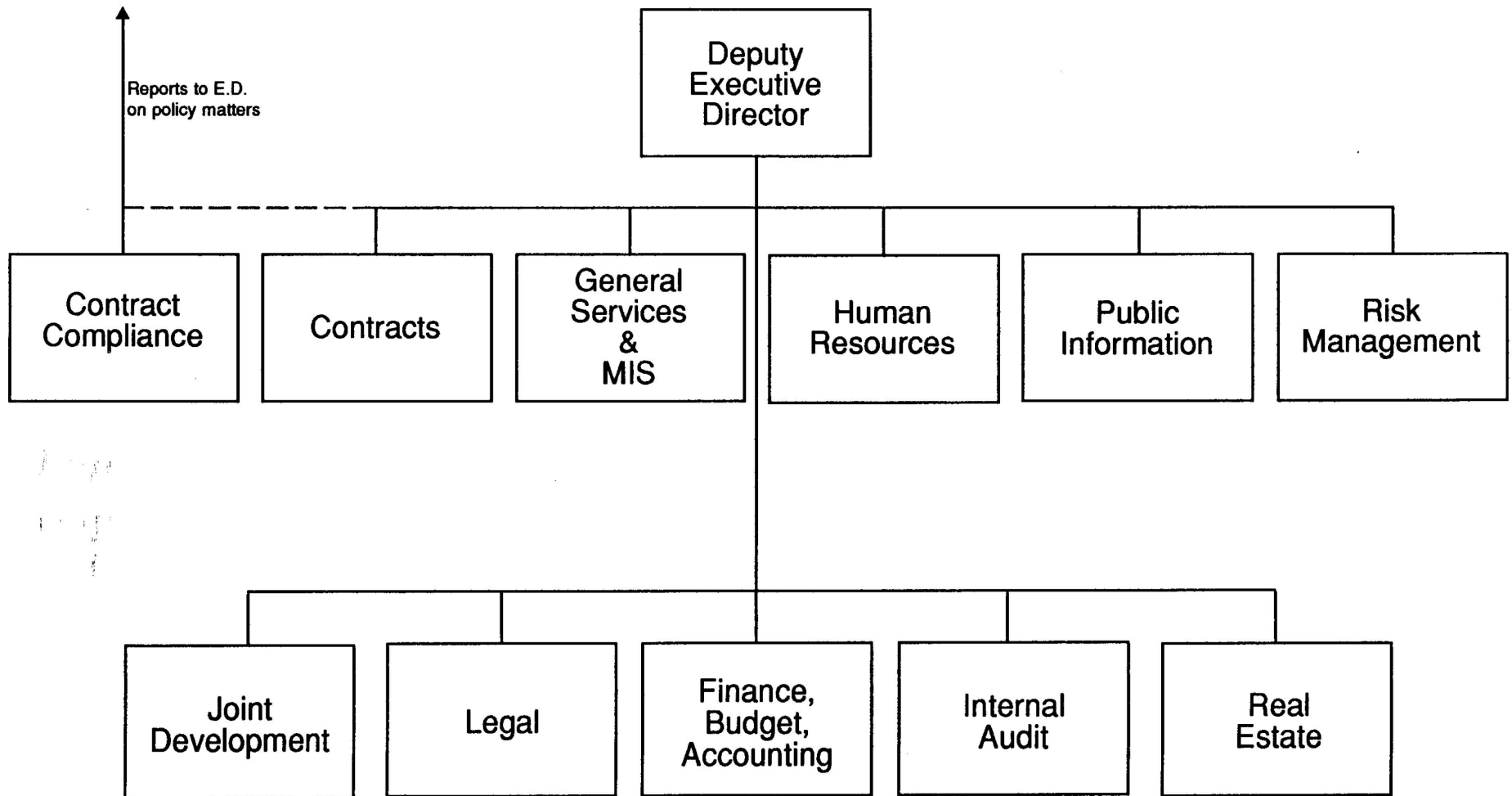


Planning, Programming, and Implementation Teams

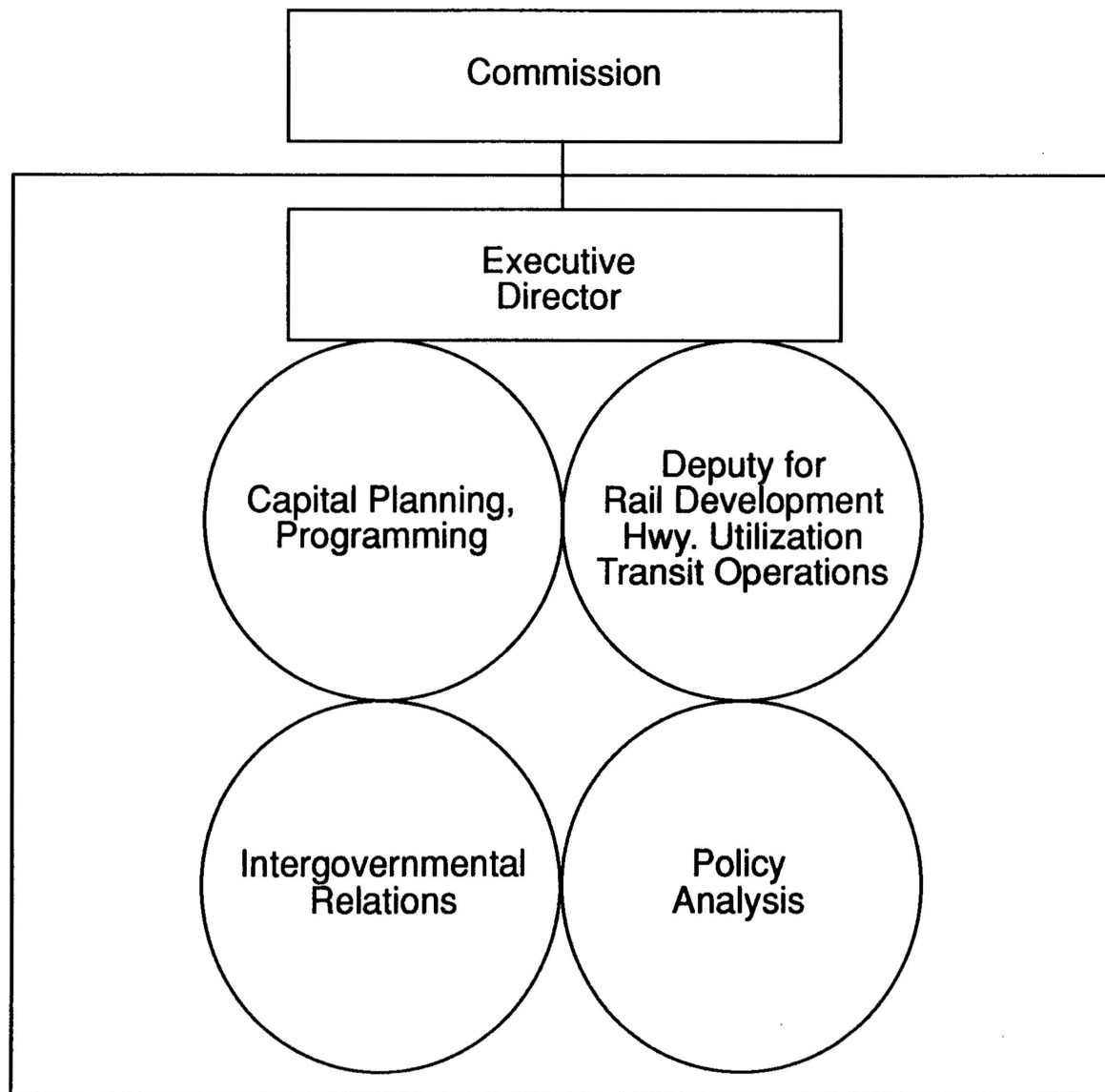


Each Team=
7 Professionals
1 Clerical
8 Total

Finance and Administrative Support Team



Strategic Support System



2 THE BUDGET MESSAGE

SECTION 2 -- THE BUDGET MESSAGE



June 11, 1990

MEMO TO: LEGISLATIVE AND ADMINISTRATIVE SERVICES COMMITTEE - 6/15
MEETING

FROM: NEIL PETERSON

SUBJECT: PROPOSED FY 1990-91 ANNUAL OPERATING BUDGET

Introduction

I am pleased to submit for your consideration a proposed operating budget for the fiscal year 1990-91 for the Los Angeles County Transportation Commission.

The proposed budget includes the Commission's General Fund, the Capital Projects Fund, the Service Authority for Freeway Emergencies (SAFE), the Transit Development Act (TDA) Administration Fund, the Smart Corridor demonstration project funded by the State from the Petroleum Violation Escrow Account (PVEA), and the Rail Start-Up Operations Fund for the Blue Line operations subsidy.

Programs relating to certain funding sources, such as the Discretionary Program of Proposition A, and the Ridesharing Fund through which we fund Commuter Computer, have individual planning and approval processes and so are included here as informational exhibits only.

This "budget message" highlights the significant changes and additions in the proposed budget as compared to the adopted current year budget.

Program Highlights

- o Funding is included for the opening and first year of operations of the Metro Blue Line, from the rail operations account of Proposition A (5% of the 35% dedicated to rail).
- o During fiscal year 1989-90, the Rail Construction Corporation (RCC) assumed responsibility for all rail construction in Los Angeles County. This included completion of the Minimum

Operable Segments (MOS) 1 and 2 of the Metro Red Line, as well as the Metro Blue Line and Metro Green Line. We will begin work on the North Coast extension of the Green Line to the Los Angeles International Airport. We also will begin to acquire right-of-way for the San Fernando Valley extension of the Red Line and the Pasadena light rail line.

- o A rail program staffing plan is included to fully achieve the transition of all rail construction management to the RCC. It reflects the adopted policy of allocating 20% of that cost to agency costs. The plan effects a significant savings in staff numbers compared to the pre-consolidation program. After a twenty-five year hiatus for Los Angeles rail transit, the Metro Blue Line will start revenue operations in July 1990. The Metro Blue Line is the first completed segment along the corridors funded by Proposition A, which was passed in 1980.
- o Substantial progress will be made toward implementing a commuter rail system. Funds budgeted for this effort will be of joint benefit to intercity rail, which operates on the same lines and facilities. We plan to begin procurement of rail vehicles, and initiate design and engineering for all required facilities. Steps have also been taken toward forming a joint powers agreement with the surrounding counties.
- o Staffing for a sixth area team to better serve the region is included. The area teams, in conjunction with the Strategic Group, will program and/or approve the programming of over \$2 billion for transportation improvement in Los Angeles County during the year.
- o Also included is staffing for specific new programs including joint development, development of the mandated Congestion Management Program and four transit specialists to carry out the action plan required under SB826.

Budget Highlights

The passage on June 5, 1990 of state ballot measures Propositions 108 (rail bonds), 111 (gas tax increase) and 116 (PCL rail bonds initiative) is projected (along with the expected passage of two future rail bond measures) to generate \$4.5 billion over the next ten years for Los Angeles County transportation projects. Among the projects to receive funding are the Metro Red Line (Minimum Operable Segments "MOS" 2 and 3), the Century Freeway, the Santa Monica Freeway Smart corridor project, San Diego Freeway bus and carpool lane, and other highway projects.

In addition to improvements on the San Diegan Intercity Rail system, the following new rail transit projects will compete for new rail bond funds in the 1990 State Transportation Improvement Program:

The Commission's right-of-way protection program
Commuter Rail to San Bernardino, Ventura and Santa Clarita
North Coast Extension of the Metro Green Line
Pasadena Light Rail Line Extension of the Metro Blue Line
San Fernando Valley Extension of the Metro Red Line

The budget incorporates the fiscal year portion of these and other projects as included in the Commission's 30-year Transit Financial Plan, which is described in Section 1 - The Commission. The rail construction program alone totals \$8.2 billion for the ten year period ending in FY 95/96, and \$9.7 billion by the year 2001. Exhibit I, which immediately follows this discussion, depicts the timing and magnitude of the projects being undertaken.

As shown in charts in Section 1, the Commission will program and/or approve over \$2 billion in transportation capital and operating funding for transportation in the County. The charts graphically show the breakdown by mode, operating versus capital, and funding source, for the region.

The budget provides the staff and other resources needed by the Commission to plan and manage these programming and construction functions. The total proposed budget is \$964.3 million. Ninety-three percent (93%) is in the Capital Projects Fund, which accounts for rail development, Commuter Rail, and RCC rail construction programs. Three percent (3%) is dedicated to rail operations: funding the first year of operation of the Metro Blue Line. Two percent (2%) is for General Fund activities: administering non-rail transportation programs and providing general support and strategic functions for the organization. The remaining 2% relates to specific programs with dedicated revenue sources: TDA administration, the Service Authority for Freeway Emergencies (SAFE), and PVEA (Smart Streets).

The total budget is \$504 million higher than the revised FY 89/90 budget, with 92% of this increase due to the increased responsibility for construction activity in the rail program.

Revenues

The Capital Projects and General funds are primarily funded by sales tax revenues, accumulated fund balances, and proceeds from sales tax revenue bonds. Federal funding for the Metro Red Line is estimated to supply 12.9% of all sources, and State grants (including rail bond funds) supply almost 23%.

Expenditures in the SAFE, TDA and PVEA funds are supported by the revenues specifically targeted for those funds. The Rail Start-Up Operations Fund, funded by Proposition A revenues (the 5% reserve portion of the 35% rail set-aside), is expected to subsidize the first year of Blue Line operations at a cost of \$29.7 million. Table 1, attached, shows the total estimated revenues and expenditures for all budgeted funds.

Sales tax revenues in the County are projected to increase 6.25% over current year receipts. The Proposition A portion (1/2 of 1 cent) is expected to grow to \$419.7 million. Of this, \$19.3 million is to be allocated to finance General Fund activities.

The remainder is to be allocated as follows:

<u>\$ Million</u>	<u>Percent</u>	<u>Fund Use</u>
\$100.1	25%	Local return. Allocated to cities in Los Angeles County by formula, based on population, for use on transit projects.
160.2	40%	Discretionary. The Commission allocates this to transit operators, including the Southern California Rapid Transit District and municipal operators, to increase ridership by reducing bus fares and funding innovative transit projects.
140.1	35%	Rail. Used to pay \$50.9 million in debt service on outstanding revenue bonds, balance deposited in the rail account.

The 1% planning portion of Transportation Development Act revenues (1/4 of one cent of the sales tax) is projected to grow to \$2.1 million. This provides the balance of revenues to the General Fund.

Capital Projects Fund expenditures are expected to be financed first from a draw on bond proceeds from the Debt Service Fund in the amount of \$72.2 million, with the balance to be obtained from the rail account of the Proposition A Fund, \$420.2 million, from federal grants from the Urban Mass Transportation Administration, from the City of Los Angeles fund, from intergovernmental transfers, and from the State of California (including rail bond funds).

The General Fund, which is used to account for non-rail transit programs, as well as support functions, including programming, planning or approving over two billion dollars of transportation related funding for the county, comprises about 2.2% of the combined budget.

Personnel

We will need additional staff to meet some specific requirements. A staffing summary is attached as Exhibit V. After a detailed review process, staff is requesting a total of 81 new positions, two less than in the May budget draft. Fifty-four (54) are in RCC or direct support positions, 4 in Commuter Rail, 13 in the Programming, or "Area" Teams, and 10 in general or strategic support roles.

Planning, Programming and Implementation Teams

The "Area" Teams will develop innovative and cost-effective solutions to meet the needs of the local communities within Los Angeles County. The Commission has adopted a map of area boundaries, designating six geographic service areas: San Fernando Valley/North county, San Gabriel Valley, Central, Westside, South Bay, and Southeast. Six (6) teams, and a small core of specialized staff shared among the teams, will serve these areas.

We propose a "generic" team consisting of a director, a public process specialist, 4 project managers representing modal expertise, an administrative analyst, and clerical support. An area's staffing may vary slightly from this to accommodate specific requirements and differing workloads.

To achieve this staff level, we propose 6 additional staff in the administrative analyst classification.

In addition, two new mandates require staffing, which would serve all the teams:

- o SB826: SB826 of 1988 directed the Commission to develop an action plan to coordinate the 350 Social Service transportation providers in Los Angeles County and to create a Consolidated Transportation Service Agency. The Specialized Transportation Action Plan, adopted by the Commission on May 23, 1990 calls for designating the Commission as the Consolidated Transportation Service Agency and for creation of 4 new positions, as recommended by a Booz Allen study completed shortly after SB826 passage. Although the Commission has approved the positions as part of the Plan, we show them as proposed to present a comprehensive staffing budget. When the Federal Americans with Disabilities Act is signed into law, we expect that the Commission will be required to undertake additional efforts in specialized transportation.
- o SCA 1: Proposition 111 (SCA 1), which was approved by the voters June 5, requires that the Commission create a Congestion Management Agency. Three staff are requested to perform

the complex analysis and modelling work required, and \$800,000 in contracts to develop model standards, an integrated CMP database, service standards, and CMP special plans. It is anticipated that funding for this program will be provided by the State, although we have not incorporated this future revenue into the budget.

Rail Program

We expect that we will be able to complete consolidation of rail construction activities with the Southern California Rapid Transit District (SCRTD) with a total of 235 authorized full-time equivalent positions including proposed new staff. This total is significantly lower than our policy limit of 359, for the amount of construction we are completing in the fiscal year, as shown in Exhibits II and III.

To manage multiple on-going rail projects, we will need a core of knowledgeable project managers and engineers in specific areas of expertise. We plan to add 43 positions in RCC, 4 in Commuter Rail, and 11 other staff in finance and administrative support functions. This is one more position in RCC than shown in the May draft, and one less in support areas.

Included in the support area is the staffing of a Treasury and Joint Development Section. This section will provide improved internal control, through the segregation of cash management functions, develop financing programs for the Commission's rail projects, and be responsible for completing agreements with outside parties to develop new funding sources for the rail program. A recent example of this kind of activity is the cross border lease agreement for rail vehicles.

Also included is an additional position for the A-R-T program.

Finance and Administrative Support Teams

Under the proposed budget Finance and Administrative Support Teams shows a net addition of 9 positions, or 5 fewer than shown in the May draft.

Three (3) positions are requested to enhance training, recruitment and labor relations functions in Human Resources, which supports both the RCC and LACTC. Under the new organization structure, training takes on added importance. Three (3) accounting and accounting clerical staff are proposed for the Finance Section, to ensure prompt and accurate processing of payroll, fixed asset management, and grant reimbursements. One (1) administrative analyst position is transferred to the Capital Projects Fund, to more accurately reflect costs of supporting the rail program.

Three (3) new positions in media relations and public communications are proposed for the Public Information Section, and one additional graphic artist. This group will be responsible for getting our message out to our constituency.

Personnel expenditures represent 3.1% of the total budget. This is an increase from 2.9% of expense in Fiscal Year 1990. This is primarily due to full-year salaries for positions authorized at mid-year.

A cost-of-living adjustment (COLA) of 5.2% has been included for all employees other than the Executive Director, effective July 1. This reflects the actual increase in the CPI for calendar year 1989 for urban consumers in the Los Angeles-Anaheim-Riverside area, as reported by the U.S. Department of Labor.

Operating Expenditures

Our operating expenditures in the General Fund and for Capital Projects reflect the needs of proposed staff and employees added midway through the 1990 fiscal year. Line items affected include office supplies and computer related costs, agency vehicles and mileage, travel related costs, books and periodicals, telephone, postage and reproduction. Line items with increases attributable to other reasons are listed below:

Office Space: We completed our move to the Barker Brothers Building in April. We believe the new space will greatly improve our productivity.

Contracts: The proposed contracts budget includes amounts for the Congestion Management Program, a service audit of the Metro Blue Line, a park and ride study, a review of Foothill Transit Zone effectiveness, legal assistance, community relations outreach and performance monitoring of transit operations.

Insurance: Our insurance line item in the General Fund reflects an estimate for property and liability insurance, should the Commission wish to pursue that possibility.

While approval of this budget provides funding for these items, expenditures for over \$50,000 must be brought to the Commission individually for approval.

Special Revenue Fund Operating Expenditures

The SAFE fund budget includes \$3.9 million for CHP dispatching and telephone charges and maintenance.

The PVEA budget provides \$2.5 million for contracts to develop a computer system to implement the Smart Streets demonstration project along the Santa Monica Freeway corridor. The majority of the original 1989-90 \$6.5 million Commission allocation is being spent by Caltrans and the City of Los Angeles. We expect to begin the demonstration in 1993.

The Rail Start-up Operations Fund reflects the Commission's commitment of 5% of the 35% rail account of Proposition A, accumulated to support the first two years of new rail line operations.

Capital Outlay

Capital outlay will, in general, be reduced from levels in FY 89/90. A large increase is provided in the SAFE fund, to \$7.8 million, to install new call boxes. The increase in computer hardware and software costs from the May proposal reflects a roll-over of amounts budgeted but unspent in FY 89/90. The increase has no net impact on total spending when both years are considered. Computer purchases have been postponed to enable the Commission to review the purchases at its June 27 meeting.

Construction Expenditures

The final total cost of construction of the Blue Line is expected to be within 5% of our planned budget of \$836 million at completion. Our 1990-91 budget reflects our increased responsibilities noted above. This includes \$240.2 million for MOS-1 and \$110.6 million for MOS-2 (including agency costs). Expenditures reflect the signing of the Full Funding Grant Agreement for MOS-2.

On the Metro Green Line, we expect to complete design, and start the rail construction effort, including purchase of automated rail cars. Funds are budgeted for the North Coast extension, in anticipation of approval for that project.

Funding is provided for the fiscal year for purchase of right-of-way, equipment and construction of facilities on the three proposed commuter lines from Los Angeles to San Bernardino, Santa Clarita, and Moorpark. Also included are improvements to Union Station. Many of the improvements will jointly benefit intercity rail, which operates on the same lines and facilities. Exhibit II shows total fiscal year project costs, including management contingency, and agency costs.

A contingency reserve of 10% of construction expenditures is provided.

Award for Distinguished Budget Presentation

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award for Distinguished Budget Presentation to the Commission for its annual budget for the fiscal year beginning July 1, 1989.

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.

PREPARED BY: ANNETTE COLFAX
Manager of Finance

A handwritten signature in black ink, appearing to read 'N. Peterson', is written over the typed name.

NEIL PETERSON
Executive Director



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

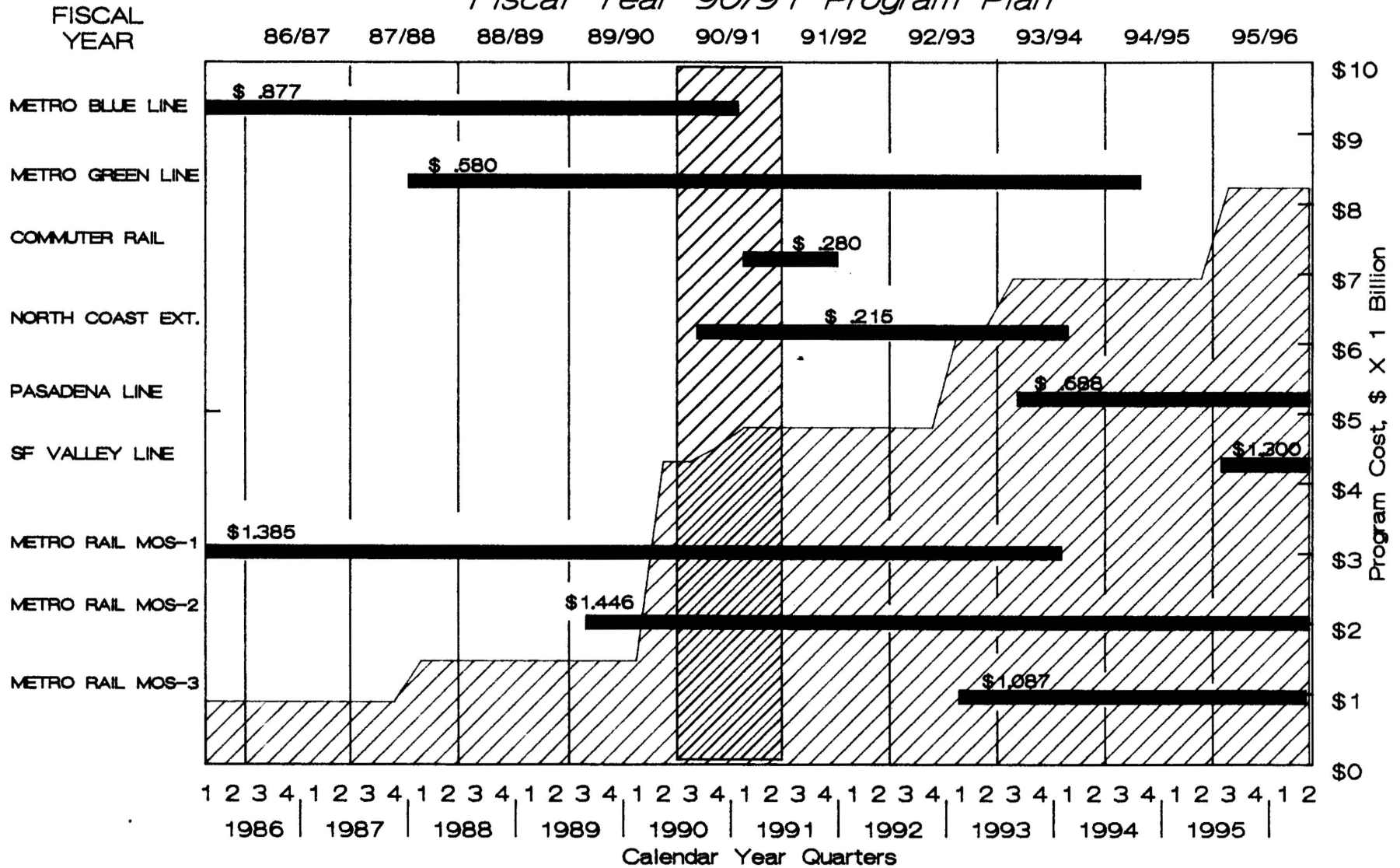
**Los Angeles County Transportation Commission
California**

**For the Fiscal Year Beginning
July 1, 1989**

President

Executive Director

EXHIBIT I
 Rail Construction Corp.
Fiscal Year 90/91 Program Plan



ALL DOLLAR VALUES EXPRESSED IN BILLIONS.

FILE FY90/91

June 11, 1990
aec

EXHIBIT II

RAIL CONSTRUCTION CORPORATION PROGRAM
AND
COMMUTER RAIL

FY 90/91 PROPOSED CAPITAL AND AGENCY COSTS
AND
STAFF REQUIREMENTS

2-12

METRO LINE	TOTAL CAPITAL COST (\$ MILLIONS)	20% PROJECT ADMIN.	20% AGENCY COSTS	STAFF ESTIMATE @ \$100,000
BLUE	\$153.7	\$ 30.7	\$ 6.1	
GREEN	117.8	23.6	4.7	
NORTH COAST	11.4	2.3	.5	
OTHERS	108.4	21.7	4.3	
RED MOS-1	240.2	48.0	9.6	
RED MOS-2	110.6	22.1	4.4	
COMMUTER RAIL	<u>156.4</u>	<u>31.3</u>	<u>6.3</u>	
TOTAL	<u>\$898.5</u>	<u>\$179.7</u>	<u>\$35.9</u>	<u>359</u>

June 11, 1990
aec

EXHIBIT III

RAIL CONSTRUCTION PROGRAM STAFFING
(EXCLUDING COMMUTER RAIL)

STAFFING COMPARISON

	ORIGINAL FY 89/90 BUDGET	CURRENT STAFFING	PROPOSED FY 90/91 (12/31)	EST. STAFFING REQUIREMENTS PER EXH. II
RCC, AND LACTC SUPPORT	83	166 auth.	220	
SCRTD	<u>241</u>	<u>125</u> (est. act.)	<u>15</u> (1)	
TOTAL	<u>324</u>	<u>281</u>	<u>235</u>	<u>359</u>
STAFF SAVINGS COMPARED WITH ORIGINAL 89/90 AUTHORIZATION		<u>46</u>	<u>89</u>	

(1) Estimated. RTD operations staff and limited support activities.

June 11, 1990
aec

EXHIBIT IV

RAIL CONSTRUCTION PROGRAM STAFFING
ANNUAL SAVINGS

	STAFF REDUCTION	ESTIMATED SAVINGS @ \$100,000
BASED ON:		
CURRENT STAFFING:	46	\$4,600,000
PROPOSED (BY 12/31/90)	89	\$8,900,000

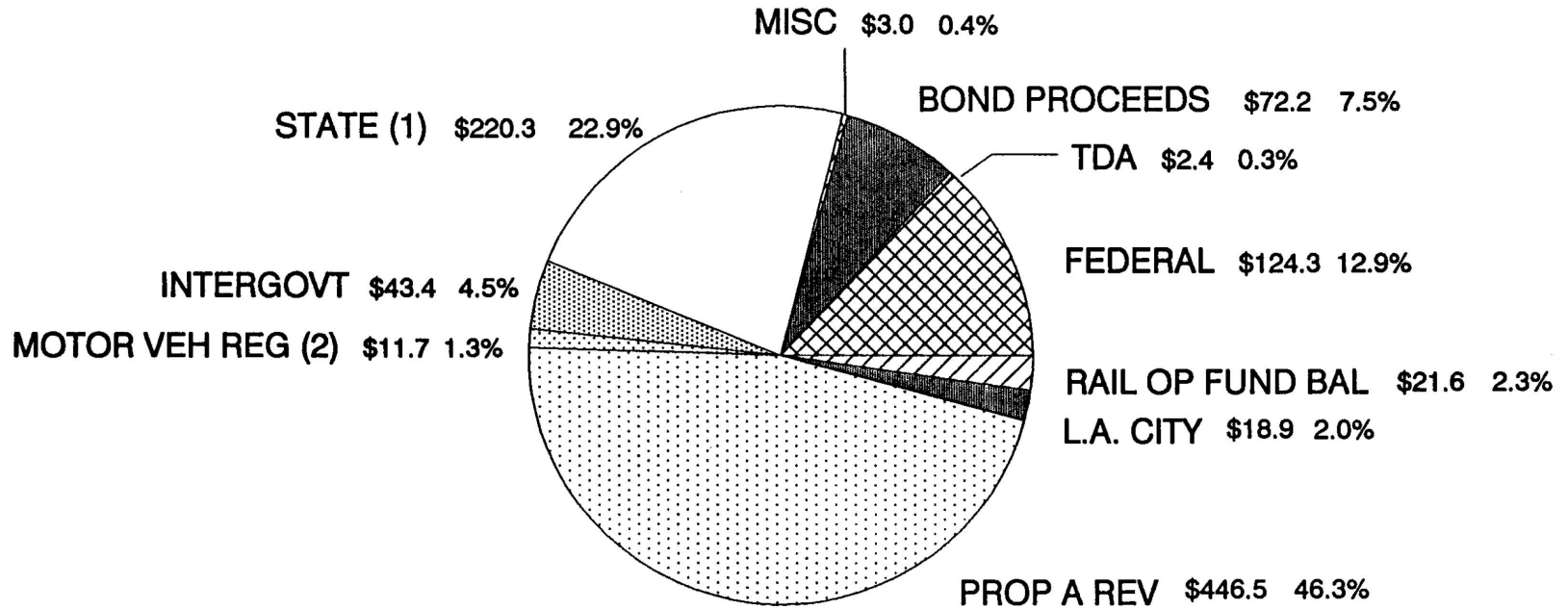
June 11, 1990
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EXHIBIT V
LACTC STAFF SUMMARY

	CURRENT AUTHORIZED STAFFING (1)	PROPOSED INCREASES FY 91	TOTAL
TOTAL RCC/LACTC RAIL PROGRAMS	166	54	220
COMMUTER RAIL	4	4	8
AREA TEAMS	48	13	61
STRATEGIC GROUP	30	1	31
FINANCE & ADMINISTRATIVE SUPPORT (2)	<u>60</u>	<u>9</u>	<u>69</u>
	<u>308</u>	<u>81</u>	<u>389</u>

- (1) Assumes existing authorized positions restructured.
(2) Exclusive of staff charged directly to the rail program.

**PROPOSED FY 90/91 BUDGET
FUNDING SOURCES FOR OPERATING EXPENDITURES
(IN MILLIONS)**



TOTAL SOURCES - \$ 964.3

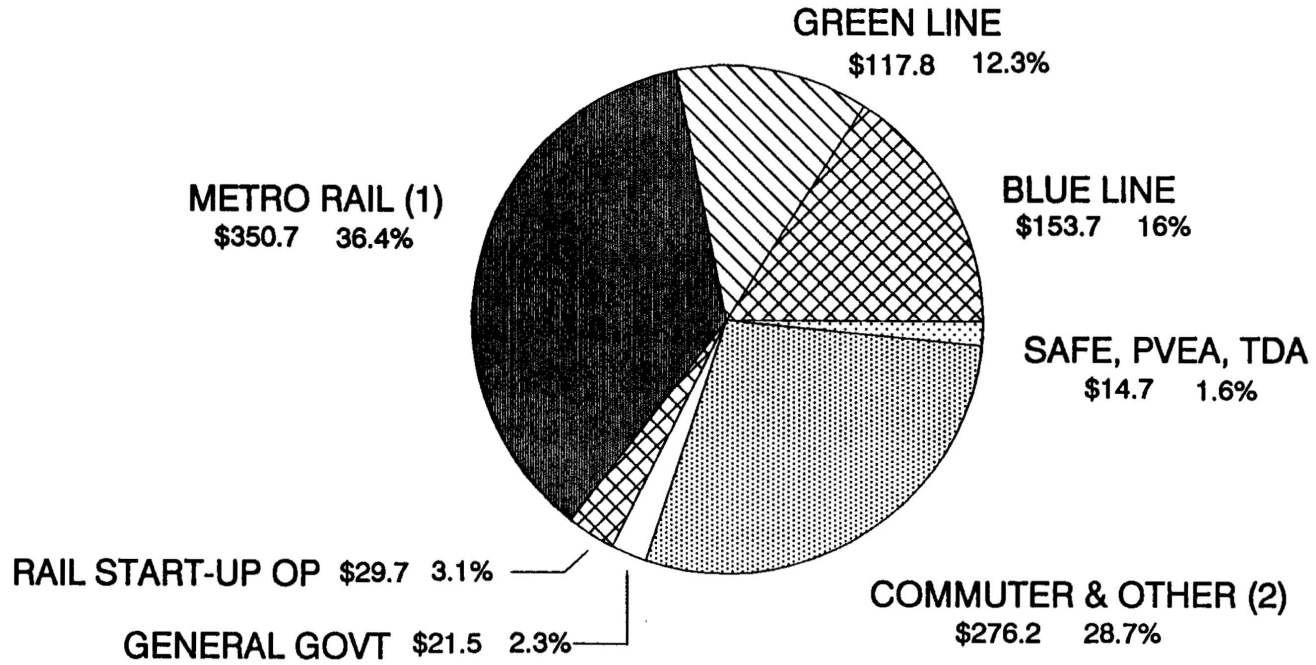
NOTES:

(1) STATE DETAIL:

	(IN MILLIONS)	PERCENT
GUIDEWAY	\$69.58	7.2
PROP. 108	68.22	7.1
PROP. 116	80.00	8.3
PVEA	2.50	0.3
	<u>220.30</u>	<u>22.9</u>

(2) INCLUDES OPENING FUND BALANCE

**PROPOSED FY 90/91 BUDGET
BY PROGRAM
(IN MILLIONS)**



TOTAL BUDGET - \$ 964.3

NOTES:

- (1) INCLUDES \$240.2 FOR MOS-1 AND 110.6 FOR MOS-2.
- (2) INCLUDES NORTH COAST LINE, RAIL DEVELOPMENT FOR OTHER LINES, COMMUTER RAIL, AND RIGHT-OF-WAY PROTECTION.

3 THE BUDGET

SECTION 3 -- THE BUDGET

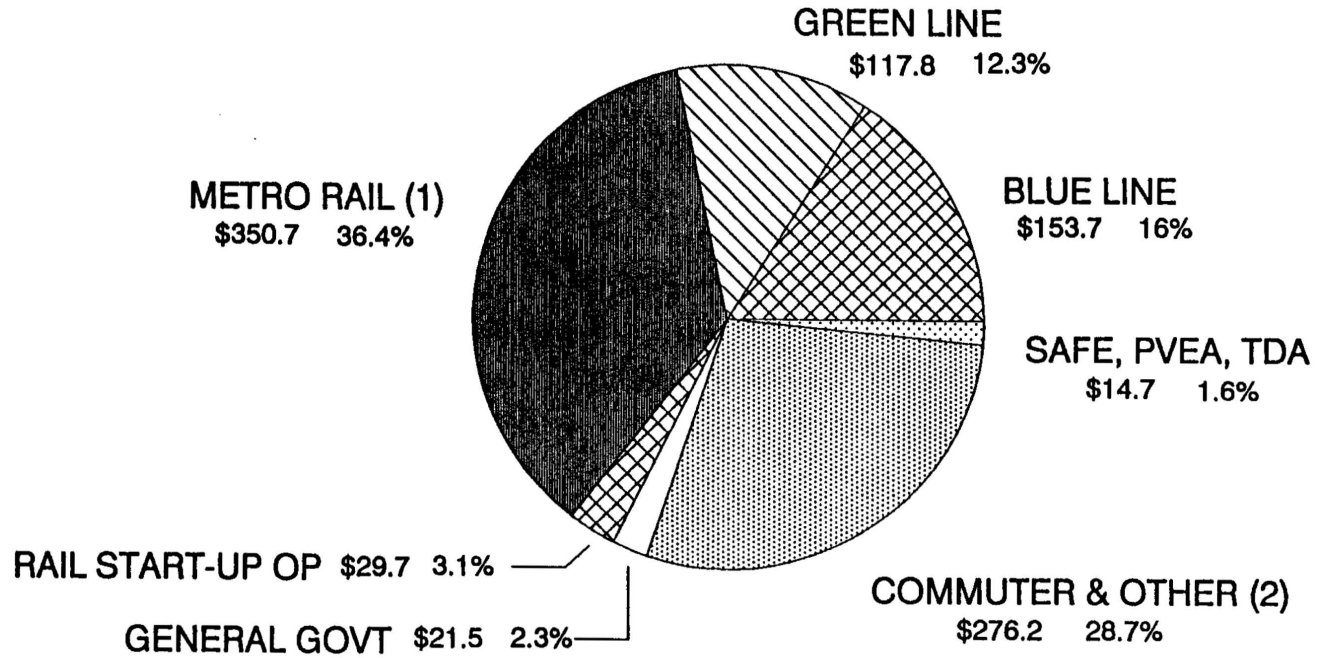
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

TABLE 1

ESTIMATED REVENUES AND EXPENDITURES BY FUND

	GENERAL	CAPITAL PROJECTS	RAIL START- UP OPERS.	SPECIAL REVENUE FUNDS			T O T A L FY 1990-91 BUDGET
				S A F E	T D A ADMIN	P V E A	
ESTIMATED BEGINNING BALANCE	\$1,235,800	\$0	\$21,675,900	\$6,294,460	\$63,970	\$0	\$29,270,130
ESTIMATED REVENUES:							
TDA funds	2,103,300	0	0	0	314,000	0	2,417,300
Proposition A funds	19,257,800	420,202,520	7,008,000	0	0	0	446,468,320
Bond proceeds	0	72,200,000	0	0	0	0	72,200,000
Motor vehicle registration	0	0	0	6,053,990	0	0	6,053,990
L.A. City	0	18,920,000	0	0	0	0	18,920,000
Intergovernmental	0	43,370,000	0	0	0	0	43,370,000
Federal grants	0	124,320,000	0	0	0	0	124,320,000
State grants	0	217,800,000	0	0	0	2,500,000	220,300,000
Interest	113,800	577,600	992,000	234,000	10,000	0	1,927,400
Miscellaneous	15,000	1,124,800	0	0	0	0	1,139,800
T o t a l	21,489,900	898,514,920	8,000,000	6,287,990	324,000	2,500,000	937,116,810
ESTIMATED FUNDS AVAILABLE	22,725,700	898,514,920	29,675,900	12,582,450	387,970	2,500,000	966,386,940
BUDGETED EXPENDITURES:							
Personnel	9,369,200	20,614,200	0	48,100	135,200	0	30,166,700
Operating	11,030,650	6,225,920	29,675,900	4,002,170	175,000	2,500,000	53,609,640
Capital outlay	1,141,300	1,752,000	0	7,800,000	3,800	0	10,697,100
Construction	0	790,838,800	0	0	0	0	790,838,800
Project reserve	0	79,084,000	0	0	0	0	79,084,000
T o t a l	21,541,150	898,514,920	29,675,900	11,850,270	314,000	2,500,000	964,396,240
ESTIMATED ENDING BALANCE	\$1,184,550	\$0	\$0	\$732,180	\$73,970	\$0	\$1,990,700

**PROPOSED FY 90/91 BUDGET
BY PROGRAM
(IN MILLIONS)**

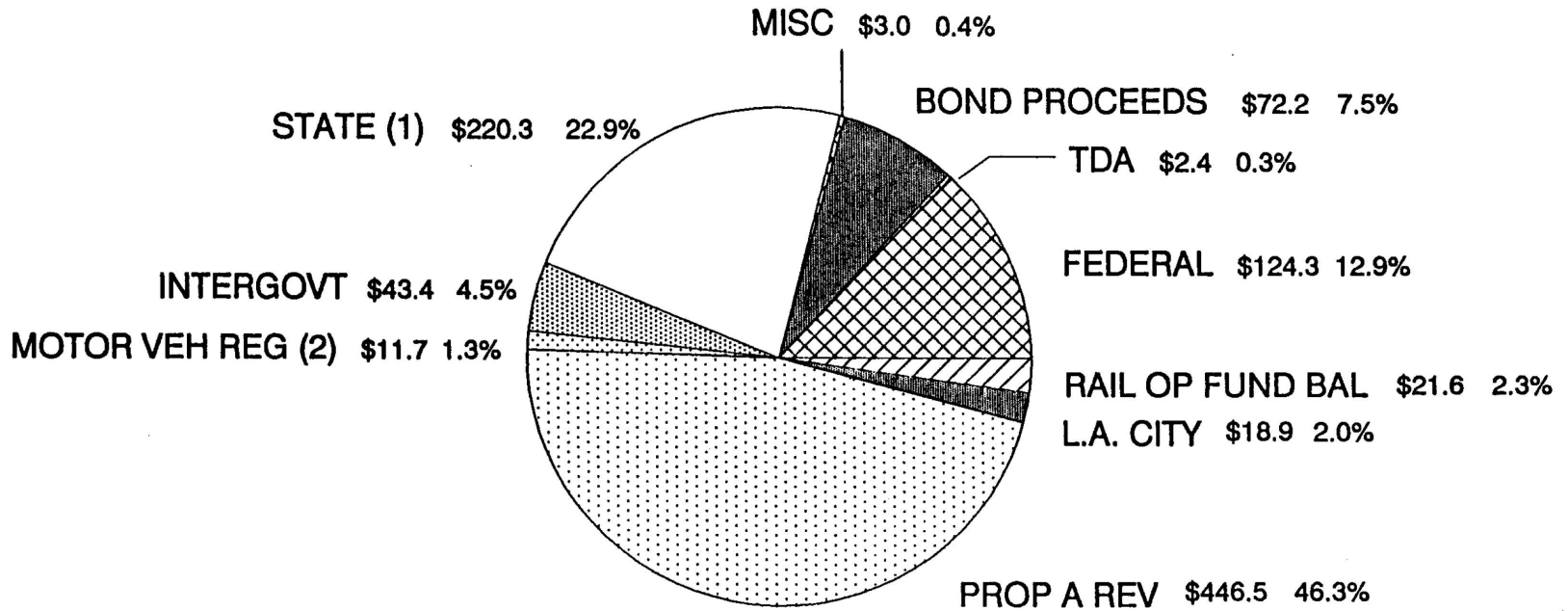


TOTAL BUDGET - \$ 964.3

NOTES:

- (1) INCLUDES \$240.2 FOR MOS-1 AND 110.6 FOR MOS-2.
- (2) INCLUDES NORTH COAST LINE, RAIL DEVELOPMENT FOR OTHER LINES, COMMUTER RAIL, AND RIGHT-OF-WAY PROTECTION.

PROPOSED FY 90/91 BUDGET
FUNDING SOURCES FOR OPERATING EXPENDITURES
(IN MILLIONS)



TOTAL SOURCES - \$ 964.3

NOTES:

(1) STATE DETAIL:

	(IN MILLIONS)	PERCENT
GUIDEWAY	\$69.58	7.2
PROP. 108	68.22	7.1
PROP. 116	80.00	8.3
PVEA	2.50	0.3
	<u>220.30</u>	<u>22.9</u>

(2) INCLUDES OPENING FUND BALANCE

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

TABLE 2

GENERAL AND CAPITAL PROJECTS FUNDS BUDGET SUMMARY

	GENERAL	CAPITAL PROJECTS	T O T A L
	-----	-----	-----
ESTIMATED BEGINNING BALANCE	\$1,235,800	\$0	\$1,235,800
ESTIMATED REVENUES:			

TDA fund	2,103,300	0	2,103,300
Proposition A fund	19,257,800	420,202,520	439,460,320
Bond proceeds	0	72,200,000	72,200,000
L.A. City	0	18,920,000	18,920,000
Intergovernmental	0	43,370,000	43,370,000
Federal grants	0	124,320,000	124,320,000
State grants	0	217,800,000	217,800,000
Interest	113,800	577,600	691,400
Miscellaneous	15,000	1,124,800	1,139,800
T O T A L	21,489,900	898,514,920	920,004,820
ESTIMATED TOTAL FUNDS AVAILABLE	22,725,700	898,514,920	921,240,620
BUDGETED EXPENDITURES:			

Personnel	9,369,200	20,614,200	29,983,400
Operating	11,030,650	6,225,920	17,256,570
Capital outlay	1,141,300	1,752,000	2,893,300
Construction	0	790,838,800	790,838,800
Project reserve	0	79,084,000	79,084,000
T O T A L	21,541,150	898,514,920	920,056,070
ESTIMATED ENDING BALANCE	\$1,184,550	\$0	\$1,184,550
	=====	=====	=====

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

SCHEDULE 1

GENERAL FUND

BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
BEGINNING FUND BALANCE	\$1,611,484	\$2,003,390	\$2,003,390	\$2,003,390	\$1,235,800	(\$767,590)	-38.3%
REVENUES:							
TDA fund	1,907,000	1,975,000	1,975,000	2,080,700	2,103,300	128,300	6.5%
Prop. A fund reimbursement	3,595,845	7,892,240	3,760,002	6,779,179	19,257,800	11,365,560	144.0%
UMTA grant	145,025	120,000	0	120,000	0	(120,000)	-100.0%
Interest	147,716	200,000	101,537	148,600	113,800	(86,200)	-43.1%
Miscellaneous	501,518	15,000	24,028	15,000	15,000	0	0.0%
Total revenues	6,297,104	10,202,240	5,860,567	9,143,479	21,489,900	11,287,660	110.6%
TOTAL FUNDS AVAILABLE	7,908,588	12,205,630	7,863,957	11,146,869	22,725,700	10,520,070	86.2%
EXPENDITURES:							
Personnel	3,003,626	5,197,550	2,888,503	4,301,170	9,369,200	4,171,650	80.3%
Operating	2,479,242	5,272,440	2,563,836	4,264,632	11,030,650	5,758,210	109.2%
Capital outlay	422,330	1,118,350	309,520	1,345,278	1,141,300	22,950	2.1%
Total expenditures	5,905,198	11,588,340	5,761,858	9,911,080	21,541,150	9,952,810	85.9%
ENDING FUND BALANCE	\$2,003,390	\$617,290	\$2,102,099	\$1,235,789	\$1,184,550	\$567,260	91.9%

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

SCHEDULE 2

CAPITAL PROJECTS FUND
 BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
BEGINNING FUND BALANCE	\$93,155,407	\$62,255,000	\$62,255,254	\$62,255,000	\$0	(\$62,255,000)	-100.0%
REVENUES:							
Proposition A fund:							
Rail account	49,681,451	263,823,390	94,565,302	128,856,228	419,872,520	156,049,130	59.1%
Interest on Discretionary	0	4,770,930	0	4,770,930	330,000	(4,440,930)	-93.1%
Bond proceeds	195,858,763	96,859,850	96,859,850	96,859,850	72,200,000	(24,659,850)	-25.5%
STA fund	1,790,000	1,317,000	0	843,500	0	(1,317,000)	-100.0%
L.A. City	0	0	0	0	18,920,000	18,920,000	0.0%
Intergovernmental	0	0	0	0	43,370,000	43,370,000	0.0%
Federal grants	0	0	0	0	124,320,000	124,320,000	0.0%
State grants	0	0	0	0	217,800,000	217,800,000	0.0%
Interest	10,896,343	5,000,000	5,036,168	6,621,500	577,600	(4,422,400)	-88.4%
Miscellaneous	1,437,478	360,000	2,001,089	2,154,070	1,124,800	764,800	212.4%
Total revenues	259,664,035	372,131,170	198,462,409	240,106,078	898,514,920	526,383,750	141.5%
TOTAL FUNDS AVAILABLE	352,819,442	434,386,170	260,717,663	302,361,078	898,514,920	464,128,750	106.8%
EXPENDITURES:							
Personnel	3,920,799	7,551,790	3,114,417	6,361,620	20,614,200	13,062,410	173.0%
Operating	1,898,526	3,541,170	1,497,292	3,041,659	6,225,920	2,684,750	75.8%
Capital outlay	194,796	1,376,900	301,573	1,617,799	1,752,000	375,100	27.2%
Construction	284,550,067	405,038,310	203,989,855	291,340,000	790,838,800	385,800,490	95.3%
Project reserve	0	16,878,000	0	0	79,084,000	62,206,000	368.6%
Total expenditures	290,564,188	434,386,170	208,903,137	302,361,078	898,514,920	464,128,750	106.8%
ENDING FUND BALANCE	\$62,255,254	\$0	\$51,814,526	\$0	\$0	\$0	0.0%

SCHEDULE 3

TDA ADMINISTRATION FUND
 BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
BEGINNING FUND BALANCE	\$0	\$143,140	\$143,143	\$143,140	\$63,970	(79,170)	-55.3%
REVENUES:							
TDA fund	367,300	300,000	0	300,000	314,000	14,000	4.7%
Interest	0	0	8,641	9,000	10,000	10,000	0.0%
Total revenues	367,300	300,000	8,641	309,000	324,000	24,000	8.0%
TOTAL FUNDS AVAILABLE	367,300	443,140	151,784	452,140	387,970	(55,170)	-12.4%
EXPENDITURES:							
Personnel	39,335	125,840	85,330	125,840	135,200	9,360	7.4%
Operating	182,119	254,220	154,033	254,220	175,000	(79,220)	-31.2%
Capital outlay	2,703	8,110	0	8,110	3,800	(4,310)	-53.1%
Total expenditures	224,157	388,170	239,363	388,170	314,000	(74,170)	-19.1%
ENDING FUND BALANCE	\$143,143	\$54,970	(\$87,579)	\$63,970	\$73,970	\$19,000	34.6%

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

SCHEDULE 4

SAFE FUND

BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
BEGINNING FUND BALANCE	\$0	\$3,640,460	\$3,640,463	\$3,640,460	\$6,294,460	\$2,654,000	72.9%
REVENUES:							
Licences-motor vehicles	4,851,388	6,018,000	3,634,256	5,740,000	6,053,990	35,990	0.6%
Interest	169,985	121,000	806,489	976,000	234,000	113,000	93.4%
Total revenues	5,021,373	6,139,000	4,440,745	6,716,000	6,287,990	148,990	2.4%
TOTAL FUNDS AVAILABLE	5,021,373	9,779,460	8,081,208	10,356,460	12,582,450	2,802,990	28.7%
EXPENDITURES:							
Personnel	13,287	58,630	26,731	36,000	48,100	(10,530)	-18.0%
Operating	1,367,623	3,961,000	1,256,379	3,961,000	4,002,170	41,170	1.0%
Capital outlay	0	1,505,000	0	65,000	7,800,000	6,295,000	418.3%
Project reserve	0	100,000	0	0	0	(100,000)	-100.0%
Total expenditures	1,380,910	5,624,630	1,283,109	4,062,000	11,850,270	6,225,640	110.7%
ENDING FUND BALANCE	\$3,640,463	\$4,154,830	\$6,798,099	\$6,294,460	\$732,180	(\$3,422,650)	-82.4%

SCHEDULE 5

 PVEA FUND
 BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
	-----	-----	-----	-----	-----	-----	-----
BEGINNING FUND BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
REVENUES:							
PVEA funds	0	6,537,000	0	0	2,500,000	(4,037,000)	-61.8%
Total revenues	0	6,537,000	0	0	2,500,000	(4,037,000)	-61.8%
TOTAL FUNDS AVAILABLE	0	6,537,000	0	0	2,500,000	(4,037,000)	-61.8%
EXPENDITURES:							
Operating	0	6,537,000	0	0	2,500,000	(4,037,000)	-61.8%
Total expenditures	0	6,537,000	0	0	2,500,000	(4,037,000)	-61.8%
ENDING FUND BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
	=====	=====	=====	=====	=====	=====	=====

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

SCHEDULE 6

RAIL START-UP OPERATIONS FUND
 BUDGET COMPARISON BY EXPENDITURE CATEGORY

	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 2/28/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
BEGINNING FUND BALANCE	\$0	\$0	\$0	\$0	\$21,675,900	\$21,675,900	0.0%
REVENUES:							
Transfer from Prop. A:							
5% rail set-aside account	0	3,374,660	0	24,933,600	7,008,000	3,633,340	107.7%
Interest revenue	0	43,000	0	160,000	992,000	949,000	2207.0%
Total revenues	0	3,417,660	0	25,093,600	8,000,000	4,582,340	134.1%
TOTAL FUNDS AVAILABLE	0	3,417,660	0	25,093,600	29,675,900	26,258,240	768.3%
EXPENDITURES:							
Operating	0	3,417,660	0	3,417,660	29,675,900	26,258,240	768.3%
Total expenditures	0	3,417,660	0	3,417,660	29,675,900	26,258,240	768.3%
ENDING FUND BALANCE	\$0	\$0	\$0	\$21,675,940	\$0	\$0	0.0%

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

EXHIBIT 1

GENERAL FUND LINE ITEM COMPARISON

LINE ITEM DESCRIPTION	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
PERSONNEL:							
Salaries and wages	\$2,391,861	\$4,028,200	\$2,328,711	\$3,501,370	\$7,291,700	\$3,263,500	81.0%
Fringe benefits	611,765	1,169,350	559,791	799,800	2,077,500	908,150	77.7%
Total Personnel	3,003,626	5,197,550	2,888,503	4,301,170	9,369,200	4,171,650	80.3%
OPERATING:							
Commission attendance	26,075	37,800	20,530	37,730	52,800	15,000	39.7%
Office space	304,617	417,300	280,227	405,407	671,200	253,900	60.8%
Computer related costs	138,488	227,080	58,714	197,275	428,000	200,920	88.5%
Equip/fac rental/maint	34,085	53,550	16,345	20,271	54,000	450	0.8%
Office supplies	56,830	68,000	42,937	68,000	171,700	103,700	152.5%
Graphics related costs	121,932	283,740	177,104	284,010	443,000	159,260	56.1%
Visual communications	0	0	0	0	238,600	238,600	0.0%
Advertising	18,072	174,100	101,254	154,267	120,900	(53,200)	-30.6%
Books/periodicals	15,649	21,440	15,081	20,531	25,700	4,260	19.9%
Telephone related costs	43,523	67,200	48,410	76,000	124,200	57,000	84.8%
Postage/messenger	38,136	79,000	39,651	74,000	89,800	10,800	13.7%
Agendas/reproductions	149,145	241,500	142,573	228,000	306,600	65,100	27.0%
Agency vehicles/mileage	40,248	51,580	33,507	54,691	143,000	91,420	177.2%
Travel related costs	135,500	189,590	100,767	152,782	266,150	76,560	40.4%
Career dev/training costs	63,299	227,040	70,821	103,921	186,700	(40,340)	-17.8%
Contracts	1,136,819	3,005,620	1,367,476	2,297,500	7,494,300	4,488,680	149.3%
Miscellaneous	4,607	17,000	6,359	17,000	33,000	16,000	94.1%
Insurance	0	20,000	7,000	7,000	125,000	105,000	525.0%
Recruitment related costs	152,217	90,900	35,077	66,247	56,000	(34,900)	-38.4%
Total Operating	2,479,242	5,272,440	2,563,836	4,264,632	11,030,650	5,758,210	109.2%
CAPITAL OUTLAY:							
Leasehold improvements	0	20,000	79,732	113,934	0	(20,000)	-100.0%
Office equip/fixtures	81,151	287,250	36,310	456,264	301,300	14,050	4.9%
Computer hardware	341,179	811,100	193,478	775,080	840,000	28,900	3.6%
Total Capital Outlay	422,330	1,118,350	309,520	1,345,278	1,141,300	22,950	2.1%
TOTAL EXPENDITURES	\$5,905,198	\$11,588,340	\$5,761,858	\$9,911,080	\$21,541,150	\$9,952,810	85.9%

EXHIBIT 2

CAPITAL PROJECTS LINE ITEM COMPARISON

LINE ITEM DESCRIPTION	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
PERSONNEL:							
Salaries and wages	\$3,213,036	\$6,131,280	\$2,532,354	\$5,081,120	\$16,340,300	\$10,209,020	166.5%
Fringe benefits	707,763	1,420,510	582,063	1,280,500	4,273,900	2,853,390	200.9%
Total Personnel	3,920,799	7,551,790	3,114,417	6,361,620	20,614,200	13,062,410	173.0%
OPERATING:							
Commission attendance	5,775	15,000	6,400	11,200	16,800	1,800	12.0%
Office space	549,203	705,000	503,438	692,777	1,302,800	597,800	84.8%
Computer related costs	11,157	281,240	23,193	233,537	566,000	284,760	101.3%
Equip/fac rental/maint	21,676	36,900	15,872	24,807	133,100	96,200	260.7%
Office supplies	82,780	130,300	69,264	102,000	333,300	203,000	155.8%
Graphics related costs	288,244	623,760	192,170	623,760	833,600	209,840	33.6%
Visual communications	0	0	0	0	257,000	257,000	0.0%
Advertising	61,632	134,100	74,659	146,471	224,700	90,600	67.6%
Books/periodicals	5,595	10,270	3,982	7,294	12,100	1,830	17.8%
Telephone related costs	103,001	139,300	70,282	114,000	241,100	101,800	73.1%
Postage/messenger	80,595	115,000	44,978	111,000	174,200	59,200	51.5%
Agendas/reproductions	115,157	337,500	87,695	228,000	595,200	257,700	76.4%
Agency vehicles/mileage	35,472	116,700	44,499	116,700	427,800	311,100	266.6%
Travel related costs	136,229	209,100	72,300	153,740	430,320	221,220	105.8%
Career dev/training costs	34,459	108,800	30,951	62,734	192,400	83,600	76.8%
Miscellaneous	80,525	70,600	15,026	22,538	8,500	(62,100)	-88.0%
TOP expenses	62,773	158,600	64,603	158,600	230,000	71,400	45.0%
Recruitment related costs	0	199,000	59,572	114,093	182,000	(17,000)	-8.5%
Financing costs	224,253	150,000	118,408	118,408	65,000	(85,000)	-56.7%
Total Operating	1,898,526	3,541,170	1,497,292	3,041,659	6,225,920	2,684,750	75.8%
CAPITAL OUTLAY:							
Leasehold improvements	0	31,000	92,717	170,901	0	(31,000)	-100.0%
Office equip/fixtures	59,245	207,600	35,354	684,396	585,000	377,400	181.8%
Computer hardware	135,551	1,138,300	173,502	762,502	1,167,000	28,700	2.5%
Total Capital Outlay	194,796	1,376,900	301,573	1,617,799	1,752,000	375,100	27.2%

EXHIBIT 2

CAPITAL PROJECTS LINE ITEM COMPARISON

LINE ITEM DESCRIPTION	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
CONSTRUCTION:							
Insurance	9,003,334	7,900,000	2,439,506	2,970,000	24,000,000	16,100,000	203.8%
Construction	185,459,372	196,200,000	104,885,673	147,000,000	313,600,000	117,400,000	59.8%
Rail vehicles/equipment	5,794,978	54,000,000	25,491,663	37,950,000	86,700,000	32,700,000	60.6%
Contract retainage	5,463,713	6,320,000	4,363,476	6,340,000	14,800,000	8,480,000	134.2%
Land/rights of way	5,244,599	77,000,000	26,543,097	32,010,000	191,500,000	114,500,000	148.7%
Art program	0	644,000	3,480	10,000	2,300,000	1,656,000	257.1%
Professional services	52,721,762	51,974,310	29,679,128	46,650,000	127,438,800	75,464,490	145.2%
Force account	20,862,309	11,000,000	10,583,832	18,410,000	30,500,000	19,500,000	177.3%
Total Construction	284,550,067	405,038,310	203,989,855	291,340,000	790,838,800	385,800,490	95.3%
CONTINGENCY RESERVES:							
Contingency reserve	0	16,878,000	0	0	79,084,000	62,206,000	368.6%
TOTAL EXPENDITURES	\$290,564,188	\$434,386,170	\$208,903,137	\$302,361,078	\$898,514,920	\$464,128,750	106.8%

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

EXHIBIT 3

TDA ADMINISTRATION FUND LINE ITEM COMPARISON

LINE ITEM DESCRIPTION	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
PERSONNEL:							
Salaries and wages	\$32,121	\$98,300	\$68,330	\$98,300	\$106,800	\$8,500	8.6%
Fringe benefits	7,214	27,540	17,000	27,540	28,400	860	3.1%
Total Personnel	39,335	125,840	85,330	125,840	135,200	9,360	7.4%
OPERATING:							
Office supplies	53	0	0	0	200	200	0.0%
Books/periodicals	150	170	165	170	300	130	76.5%
Automobile/mileage	0	50	0	50	300	250	500.0%
Travel related costs	331	450	0	450	2,100	1,650	366.7%
Career dev/training costs	0	2,150	0	2,150	3,100	950	44.2%
Contracts	181,585	250,400	153,868	250,400	168,000	(82,400)	-32.9%
Miscellaneous	0	1,000	0	1,000	1,000	0	0.0%
Total Operating	182,119	254,220	154,033	254,220	175,000	(79,220)	-31.2%
CAPITAL OUTLAY:							
Office equip/fixtures	2,703	910	0	910	0	(910)	-100.0%
Computer hardware	0	7,200	0	7,200	3,800	(3,400)	-47.2%
Total Capital Outlay	2,703	8,110	0	8,110	3,800	(4,310)	-53.1%
TOTAL EXPENDITURES	\$224,157	\$388,170	\$239,363	\$388,170	\$314,000	(\$74,170)	-19.1%

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)

EXHIBIT 4

SAFE FUND LINE ITEM COMPARISON

LINE ITEM DESCRIPTION	FY 88-89 ACTUAL	REVISED FY 89-90 BUDGET	ACTUAL THRU 3/31/90	FY 89-90 ESTIMATED ACTUAL	FY 90-91 PROPOSED BUDGET	INCREASE/ (DECREASE)	PERCENT
PERSONNEL:							
Salaries and wages	\$13,287	\$45,700	\$24,176	\$31,800	\$37,000	(\$8,700)	-19.0%
Fringe benefits	0	12,930	2,555	4,200	11,100	(1,830)	-14.2%
Total Personnel	13,287	58,630	26,731	36,000	48,100	(10,530)	-18.0%
OPERATING:							
Office supplies	200	200	0	200	200	0	0.0%
Graphics related costs	500	0	0	0	10,000	10,000	0.0%
Books/periodicals	50	0	0	0	0	0	0.0%
Postage/messenger	200	200	0	200	200	0	0.0%
Reproductions	200	200	0	200	200	0	0.0%
Automobile/mileage	96	500	0	500	800	300	60.0%
Travel related costs	804	2,200	0	2,200	2,200	0	0.0%
Contracts	1,348,809	3,957,700	1,256,379	3,957,700	3,968,570	10,870	0.3%
Miscellaneous	16,764	0	0	0	20,000	20,000	0.0%
Total Operating	1,367,623	3,961,000	1,256,379	3,961,000	4,002,170	41,170	1.0%
CAPITAL OUTLAY:							
Equipment-call boxes	0	1,505,000	0	65,000	7,800,000	6,295,000	418.3%
PROJECT RESERVE:							
Self-insurance reserve	0	100,000	0	0	0	(100,000)	-100.0%
TOTAL EXPENDITURES	\$1,380,910	\$5,624,630	\$1,283,109	\$4,062,000	\$11,850,270	\$6,225,640	110.7%

EXHIBIT 5

 FUNDS FLOW STATEMENT

	+-----+ SPECIAL REVENUE FUNDS -----+						DEBT SERVICE FUND Exh 5-D	G R A N D T O T A L
	GENERAL FUND Table 1	CAPITAL PROJECTS Table 1	RAIL START- UP OPERS. Table 1	PROP. A Exh 5-A	S T A F Exh 5-B	OTHERS Exh 5-C		
STIMATED BALANCE, 7/01/90	\$1,235,800		\$0 \$21,675,900	\$462,781,000	\$13,436,100	\$48,674,590	\$92,789,700	\$640,593,090
STIMATED RECEIPTS:								
Sales taxes - Prop. A:								
Administration				19,257,800				19,257,800
Discretionary - 40%				160,176,880				160,176,880
Local return - 25%				100,110,550				100,110,550
Rail development - 35%				140,154,770				140,154,770
Total Proposition A				419,700,000				419,700,000
TDA funds	2,103,300	0	0	0	0	314,000	0	2,417,300
Intergovernmental	0	43,370,000	0	0	0	11,795,000	0	55,165,000
Motor veh. registration	0	0	0	0	0	6,053,990	0	6,053,990
Bond proceeds	0	0	0	0	0	0	72,200,000	72,200,000
L.A. City	0	18,920,000	0	0	0	0	0	18,920,000
Federal grants	0	124,320,000	0	0	0	0	0	124,320,000
State grants	0	217,800,000	0	0	0	2,500,000	0	220,300,000
Transfer from Prop. A	19,257,800	420,202,520	7,008,000	0	0	0	49,800,000	496,268,320
Transfer from Debt Service	0	72,200,000	0	0	0	0	0	72,200,000
Interest	113,800	577,600	992,000	23,051,200	1,074,900	3,629,320	6,681,600	36,120,420
Other revenues	15,000	1,124,800	0	0	0	50,000	0	1,189,800
T O T A L	21,489,900	898,514,920	8,000,000	442,751,200	1,074,900	24,342,310	128,681,600	1,524,854,830
STIMATED DISBURSEMENTS:								
Administration	21,541,150	28,592,120	29,675,900	0	0	395,700	0	80,204,870
Rail development	0	869,922,800	0	0	0	0	0	869,922,800
Transfer to other funds	0	0	0	418,284,320	0	0	72,200,000	490,484,320
Other prog. disbursements	0	0	0	255,610,550	0	17,944,570	0	273,555,120
Debt service	0	0	0	0	0	0	50,900,000	50,900,000
T O T A L	21,541,150	898,514,920	29,675,900	673,894,870	0	18,340,270	123,100,000	1,765,067,110
STIMATED BALANCE, 6/30/90	1,184,550	0	0	231,637,330	14,511,000	54,676,630	98,371,300	400,380,810
Less: Committed/restricted	0	0	0	209,677,370	1,443,000	54,676,630	98,371,300	364,168,300
UNRESERVED EST. BALANCE	\$1,184,550	\$0	\$0	\$21,959,960	\$13,068,000	\$0	\$0	\$36,212,510

EXHIBIT 5-A

SALES TAXES - PROPOSITION A FUND

	REVENUE	+--- DISCRETIONARY SALES TAXES	-- INTEREST	LOCAL RETURN	R A I L SET-ASIDE	METRORAIL RESERVE	SB 1995	PROP. A T O T A L
ESTIMATED BALANCE, 7/1/90	\$3,525,000	\$78,499,000	\$14,002,000	\$88,000	\$313,779,000	\$21,846,000	\$31,041,000	\$462,781,000
ESTIMATED RECEIPTS:								
Prop. A - sales tax	19,257,800	160,176,880	0	100,110,550	140,154,770	0	0	419,700,000
Interest	6,400,000	0	0	0	12,551,200	1,950,000	2,150,000	23,051,200
Intrafund transfer	0	0	0	0	6,900,000	0	13,400,000	20,300,000
Interest allocation	(3,525,000)	0	3,517,960	7,040	0	0	0	0
Total	22,132,800	160,176,880	3,517,960	100,117,590	159,605,970	1,950,000	15,550,000	463,051,200
ESTIMATED DISBURSEMENTS:								
General fund reimbursement	19,257,800	0	0	0	0	0	0	19,257,800
Transfer to Capital Proj.	0	0	1,961,000	0	339,157,520 (a)	0	0	341,118,520
Transfer to Rail Start-up:								
Current year allocation	0	0	0	0	7,008,000	0	0	7,008,000
Transfer to Debt Service	0	0	0	0	50,900,000	0	0	50,900,000
Intrafund transfer	0	0	0	0	13,400,000	6,900,000	0	20,300,000
Program disbursements	0	155,500,000	0	100,110,550	0	0	0	255,610,550
Total	19,257,800	155,500,000	1,961,000	100,110,550	410,465,520	6,900,000	0	694,194,870
ESTIMATED BALANCE, 6/30/91	6,400,000	83,175,880	15,558,960	95,040	62,919,450	16,896,000	46,591,000	231,637,330
Less: Committed/restricted	0	83,175,880	0	95,040	62,919,450	16,896,000	46,591,000	209,677,370
ESTIMATED UNRESERVED BALANCE	\$6,400,000	\$0	\$15,558,960	\$0	\$0	\$0	\$0	\$21,959,960

(a) Does not include \$79,084,000 project reserve.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)
 SPECIAL REVENUE FUND

EXHIBIT 5-B

STATE TRANSIT ASSISTANCE FUND (STAF)

	UNCOMMITTED	RAIL SET-ASIDE	COMMUTER RAIL	STAF TOTAL
ESTIMATED BALANCE, 7/1/90	\$12,099,900	\$537,600	\$798,500	\$13,436,100
ESTIMATED RECEIPTS:				
Interest	968,000	43,000	63,900	1,074,900
Total	968,000	43,000	63,900	1,074,900
ESTIMATED DISBURSEMENTS:				
Transfer to Capital Projects	0	0	0	0
Program disbursements	0	0	0	0
Total	0	0	0	0
ESTIMATED BALANCE, 6/30/91	13,067,900	580,600	862,400	14,511,000
Less: Committed/restricted	0	580,600	862,400	1,443,000
ESTIMATED UNRESERVED BALANCE	\$13,067,900	\$0	\$0	\$13,068,000

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)
 SPECIAL REVENUE FUND

EXHIBIT 5-C

 OTHER SPECIAL REVENUE FUNDS

	RIDE- SHARING	F A U INTEREST	HOV LANE VIOLATION	T D A ADMIN.	S A F E	P V E A	T O T A L
	-----	-----	-----	-----	-----	-----	-----
ESTIMATED BALANCE, 7/1/90	\$16,472,130	\$25,793,850	\$50,180	\$63,970	\$6,294,460	\$0	\$48,674,590
ESTIMATED RECEIPTS:							
Intergovernmental	11,795,000	0	0	0	0	0	11,795,000
TDA funds	0	0	0	314,000	0	0	314,000
Motor vehicle registration	0	0	0	0	6,053,990	0	6,053,990
Fines	0	0	50,000	0	0	0	50,000
State grants	0	0	0	0	0	2,500,000	2,500,000
Interest	1,317,800	2,063,510	4,010	10,000	234,000	0	3,629,320
Total	13,112,800	2,063,510	54,010	324,000	6,287,990	2,500,000	24,342,310
ESTIMATED DISBURSEMENTS:							
Administration	0	0	0	314,000	81,700	0	395,700
Program disbursements	3,676,000	0	0	0	11,768,570	2,500,000	17,944,570
Total	3,676,000	0	0	314,000	11,850,270	2,500,000	18,340,270
ESTIMATED BALANCE, 6/30/91	25,908,930	27,857,360	104,190	73,970	732,180	0	54,676,630
Less: Comitted/restricted	25,908,930	27,857,360	104,190	73,970	732,180	0	54,676,630
ESTIMATED UNRESERVED BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	=====	=====	=====	=====	=====	=====	=====

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
 FISCAL YEAR 1990-91 BUDGET (JUNE)
 SPECIAL REVENUE FUND

EXHIBIT 5-D

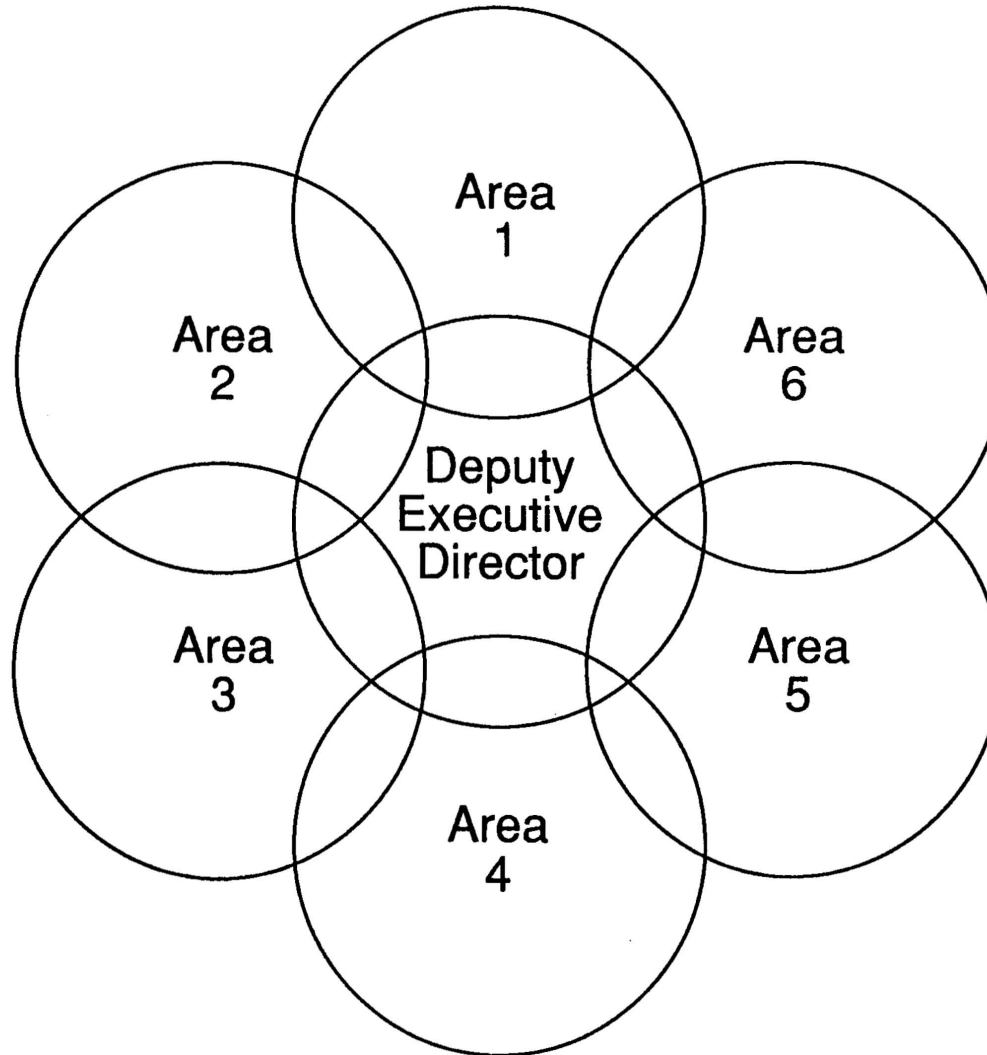
 DEBT SERVICE FUND

	FUND			
	CONSTRUCTION	INTEREST	RESERVES	TOTAL
	-----	-----	-----	-----
BEGINNING BALANCE, 7/1/90	\$994,600	\$18,539,800	\$73,255,300	\$92,789,700
	-----	-----	-----	-----
ESTIMATED RECEIPTS:				
Transfer from Prop. A	0	49,800,000	0	49,800,000
Proceeds from escrow	72,200,000	0	0	72,200,000
Interest income	79,600	741,600	5,860,400	6,681,600
	-----	-----	-----	-----
Total	72,279,600	50,541,600	5,860,400	128,681,600
	-----	-----	-----	-----
ESTIMATED DISBURSEMENTS:				
Interest payments	0	50,900,000	0	50,900,000
Transfer to Capital Projects	72,200,000	0	0	72,200,000
	-----	-----	-----	-----
Total	72,200,000	50,900,000	0	123,100,000
	-----	-----	-----	-----
ESTIMATED BALANCE, 6/30/91	1,074,200	18,181,400	79,115,700	98,371,300
Less: Committed/restricted	1,074,200	18,181,400	79,115,700	98,371,300
	-----	-----	-----	-----
ESTIMATED UNRESERVED BALANCE	\$0	\$0	\$0	\$0
	=====	=====	=====	=====

4 DIVISION BUDGETS

SECTION 4 -- DIVISION SUMMARIES

Planning, Programming, and Implementation Teams



Each Team=
7 Professionals
1 Clerical
8 Total

DIVISION: PLANNING, PROGRAMMING, & IMPLEMENTATION
TEAMS

- SECTIONS: o Administration
 o San Fernando Valley/
 North County
 o San Gabriel Valley
 o Central
 o Westside
 o South Bay
 o Southeast

DIVISION RESPONSIBILITIES

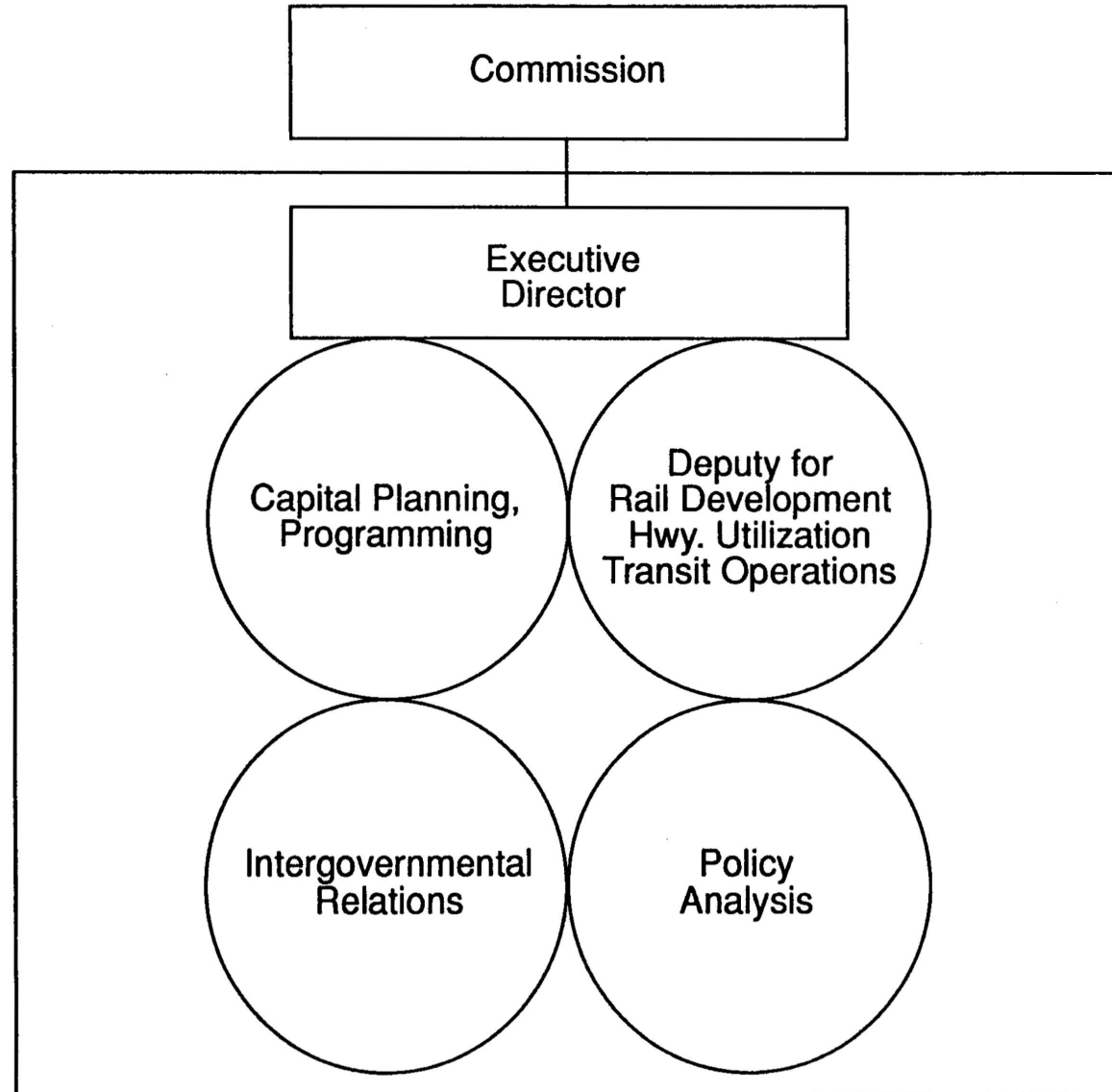
The "Area" Teams each serve a geographic region of Los Angeles County. They are responsible for developing multi-modal transportation solutions, reflecting the constituent needs in their regions. Activities include administering local return, highway, ridesharing, rail planning, and bikeway funding programs, and creating a Consolidated Transportation Service Agency and a Congestion Management Agency.

DIVISION BUDGET

	<u>COMBINED FUNDS</u>		<u>PROPOSED FY 1990-91</u>		
	<u>FY 88-89</u>	<u>FY 89-90</u>	<u>GENERAL</u>	<u>CAPITAL</u>	<u>COMBINED</u>
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>FUND</u>	<u>PROJECTS</u>	<u>FUNDS</u>
Authorized positions	37.5	48	45	16	61
EXPENDITURES:					
Personnel	\$ 279,779	\$2,519,460	\$3,443,200	\$1,143,050	\$ 4,586,250
Operating	691,364	1,731,170	2,488,600	76,300	2,564,900
Capital	13,467	20,950	0	0	0
Prof Services*	<u>2,050,767</u>	<u>\$4,697,000</u>	<u>0</u>	<u>3,993,000</u>	<u>3,993,000</u>
TOTAL	<u>\$3,035,377</u>	<u>\$8,968,580</u>	<u>\$5,931,800</u>	<u>\$5,212,350</u>	<u>\$11,144,150</u>

*Includes 10% contingency reserve.

Strategic Support System



DIVISION: STRATEGIC SUPPORT SYSTEM

- SECTIONS: o Executive
 o Deputy
 o Policy Analysis
 o Intergovernmental
 o Capital Planning

DIVISION RESPONSIBILITIES

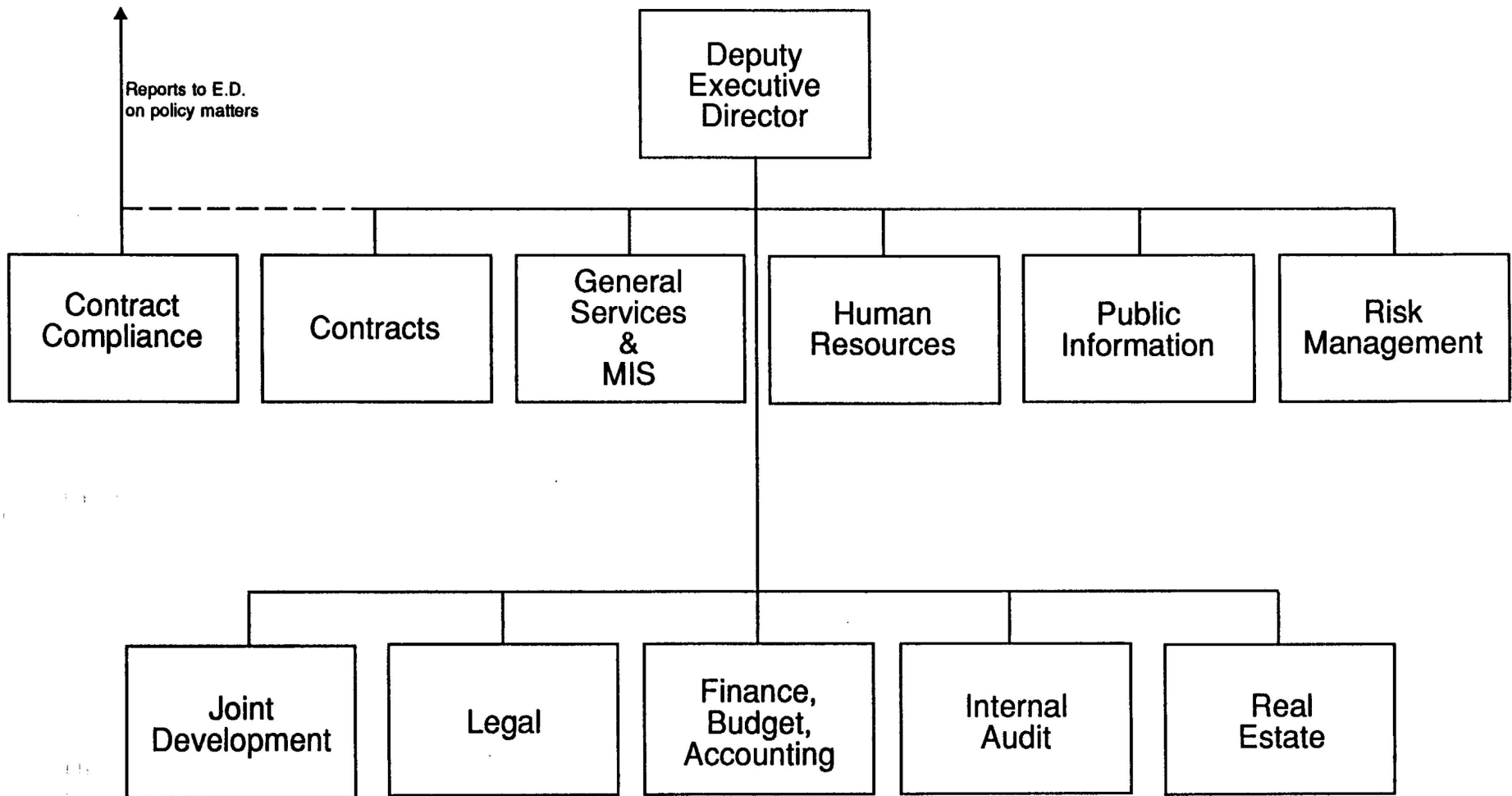
The Strategic Support System will guide the rest of the Commission staff by developing forecasts for future planning and analyzing current and potential policy initiatives, and maintaining relationships with other government entities.

DIVISION BUDGET

	<u>COMBINED FUNDS</u>		<u>PROPOSED FY 1990-91</u>		
	<u>FY 88-89 ACTUAL</u>	<u>FY 89-90 BUDGET</u>	<u>GENERAL FUND</u>	<u>CAPITAL PROJECTS</u>	<u>COMBINED FUNDS</u>
Authorized positions	18	30	20	11	31
EXPENDITURES:					
Personnel	\$144,224	\$1,082,270	\$1,557,700	\$ 883,325	\$2,441,025
Operating	226,915	660,520	1,980,700	93,100	2,073,800
Capital	34,897	16,500	0	0	0
Prof Services*	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,728,000</u>	<u>2,728,000</u>
TOTAL	<u>\$406,036</u>	<u>\$1,759,290</u>	<u>\$3,538,400</u>	<u>\$3,704,425</u>	<u>\$7,242,825</u>

*Includes 10% contingency reserve. Rail-related services are shown in divisional budgets for this budget year to better reflect management responsibilities.

Finance and Administrative Support Team



DIVISION: FINANCE & ADMINISTRATIVE SUPPORT TEAM

- SECTIONS:**
- o Administration
 - o Human Resources
 - o Finance
 - o Internal Audit
 - o General Services
 - o Risk Management
 - o Public Information
 - o Contracts
 - o Joint Development
 - o Real Estate
 - o Contract Compliance

DIVISION RESPONSIBILITIES

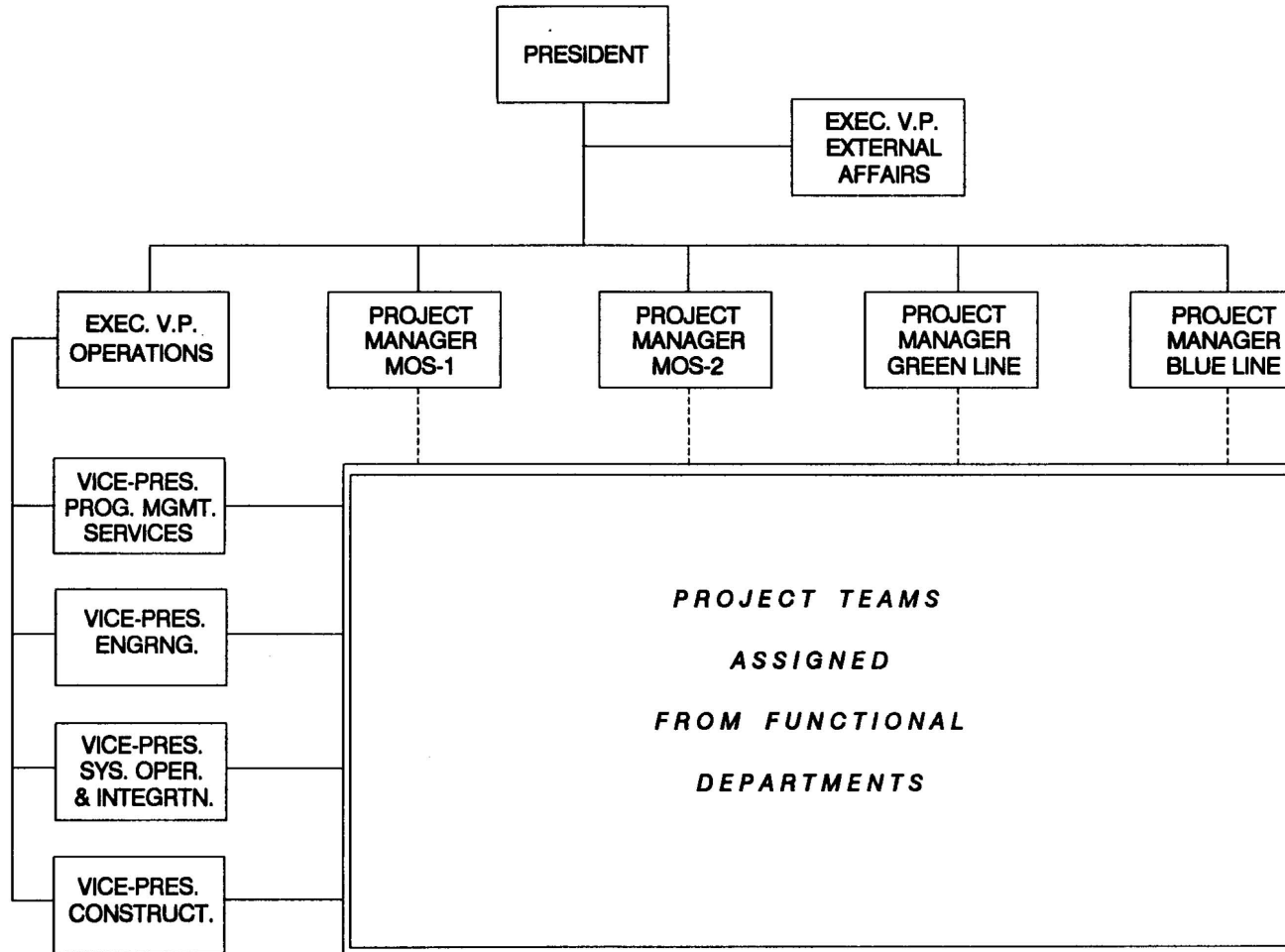
The Finance & Administrative Support Team provides technical and administrative support to the Area Teams, the Rail Construction Corporation, Commuter Rail and the Strategic Support System.

DIVISION BUDGET

	<u>COMBINED FUNDS</u>		<u>PROPOSED FY 1990-91</u>		
	<u>FY 88-89 ACTUAL</u>	<u>FY 89-90 BUDGET</u>	<u>GENERAL FUND</u>	<u>CAPITAL PROJECTS</u>	<u>COMBINED FUNDS</u>
Authorized positions	47	142	69	93	162
EXPENDITURES:					
Personnel	\$4,329,445	\$ 4,912,370	\$ 4,368,300	\$ 6,156,300	\$10,524,600
Operating	2,685,215	5,146,270	6,561,350	3,971,800	10,533,150
Capital	554,258	2,302,200	1,141,300	1,752,000	2,893,300
Prof Services*	<u>0</u>	<u>0</u>	<u>0</u>	<u>7,182,780</u>	<u>7,182,780</u>
TOTAL	<u>\$7,568,918</u>	<u>\$12,360,840</u>	<u>\$12,070,950</u>	<u>\$19,062,880</u>	<u>\$31,133,830</u>

*Includes 10% contingency reserve. Rail-related services are shown in divisional budgets for this budget year to better reflect management responsibilities.

LACTC/RCC STAFF ORGANIZATION



SUBSIDIARY: RAIL CONSTRUCTION CORPORATION

- SECTIONS:
- o President
 - o Project Managers
 - o Exec VP-Operations
 - o Project Mgt Services
 - o Engineering
 - o Systems Opers/Integr
 - o Construction
 - o Exec VP-Coordination
 - o Community Relations
 - o Third Party Coordination
 - o Proj Assist Coordinator

RCC RESPONSIBILITIES

Responsible for carrying out the mandate of the voters of Los Angeles County to design and construct a 150-mile regional rail system.

RCC BUDGET

	<u>COMBINED FUNDS</u>		<u>PROPOSED FY 1990-91</u>		
	<u>FY 88-89</u>	<u>FY 89-90</u>	<u>GENERAL</u>	<u>CAPITAL</u>	<u>COMBINED</u>
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>FUND</u>	<u>PROJECTS</u>	<u>FUNDS</u>
Authorized positions	23	84	0	127	127
EXPENDITURES:**					
Personnel	\$ 2,170,976	\$ 4,058,050	\$ 0	\$ 11,753,300	\$ 11,753,300
Operating	774,273	1,262,950	0	2,023,900	2,023,900
Capital	14,504	147,600	0	0	0
Construction*	<u>280,709,302</u>	<u>348,559,310</u>	<u>0</u>	<u>703,998,900</u>	<u>703,998,900</u>
TOTAL	<u>\$283,669,055</u>	<u>\$354,027,910</u>	<u>\$ 0</u>	<u>\$717,776,100</u>	<u>\$717,776,100</u>

*Includes 10% contingency reserve.

**Includes rail projects managed by RCC. Excludes rail-related agency costs incurred by other departments.

DIVISION: COMMUTER RAIL

SECTIONS: o Administration

DIVISION RESPONSIBILITIES

The Commuter Rail section is charged with creating an intercity rail system primarily using current railroad right-of-way.

DIVISION BUDGET

	<u>COMBINED FUNDS</u>		<u>PROPOSED FY 1990-91</u>		
	<u>FY 88-89</u> <u>ACTUAL</u>	<u>FY 89-90</u> <u>BUDGET</u>	<u>GENERAL</u> <u>FUND</u>	<u>CAPITAL</u> <u>PROJECTS</u>	<u>COMBINED</u> <u>FUNDS</u>
Authorized positions	4	4	0	8	8
EXPENDITURES:					
Personnel	\$ 0	\$ 177,190	\$ 0	\$ 678,225	\$ 678,225
Operating	0	12,900	0	60,820	60,820
Capital	0	8,000	0	0	0
Construction*	<u>1,790,000</u>	<u>68,660,000</u>	<u>0</u>	<u>152,020,000</u> (1)	<u>152,020,000</u>
TOTAL	<u>\$1,790,000</u>	<u>\$68,888,090</u>	<u>\$ 0</u>	<u>\$152,759,045</u>	<u>\$152,759,045</u>

*Includes 10% contingency reserve.

(1)Includes \$100,000 for LOSSAN intercity rail.

5 APPENDICES

SECTION 5 -- APPENDICES

PERSONNEL REQUEST SUMMARY BY SECTION

DIVISION	+--- AUTHORIZED FY 1989-90 ---+				+---- PROPOSED FY 1990-91 -----+			
	GENERAL FUND	CAPITAL PROJECTS	SAFE FUND	TOTAL	GENERAL FUND	CAPITAL PROJECTS	SAFE FUND	TOTAL
Area Teams (AT)								
Administration	2	0	0	2	9	0	0	9
Teams 1-6	37	8	1	46	35	16	1	52
	---	---	---	---	---	---	---	---
Division Total	39	8	1	48	44	16	1	61
	---	---	---	---	---	---	---	---
Strategic Group (SG)								
Executive	7	0	0	7	8	0	0	8
Deputy	3	1	0	4	3	1	0	4
Policy Analysis	3	3	0	6	3	3	0	6
Intergovernmental	6	0	0	6	6	0	0	6
Capital Planning	0	7	0	7	0	7	0	7
	---	---	---	---	---	---	---	---
Division Total	19	11	0	30	20	11	0	31
	---	---	---	---	---	---	---	---
Finance & Administration								
Support Teams (FAST)								
Administration	3	0	0	3	3	2	0	5
Human Resources	8	0	0	8	11	0	0	11
Finance, Accounting & Budget	17	8	0	25	20	16	0	36
Internal Audit	0	7	0	7	0	7	0	7
General Services	18	0	0	18	17	0	0	17
Risk Management	2	0	0	2	2	0	0	2
Media Relations	12	4	0	16	16	5	0	21
Contracts	0	27	0	27	0	28	0	28
Joint Development	0	0	0	0	0	3	0	3
Real Estate	0	22	0	22	0	20	0	20
Contract Compliance	0	14	0	14	0	12	0	12
	---	---	---	---	---	---	---	---
Division Total	60	82	0	142	69	93	0	162
	---	---	---	---	---	---	---	---

PERSONNEL REQUEST SUMMARY BY SECTION

DIVISION -----	+--- AUTHORIZED FY 1989-90 ---+				+---- PROPOSED FY 1990-91 -----+			
	GENERAL FUND	CAPITAL PROJECTS	SAFE FUND	TOTAL	GENERAL FUND	CAPITAL PROJECTS	SAFE FUND	TOTAL
-----	-----	-----	-----	-----	-----	-----	-----	-----
Rail Construction Corp (RCC)								
President	0	3	0	3	0	3	0	3
Project Managers	0	4	0	4	0	6	0	6
Proj Opers Admin	0	1	0	1	0	2	0	2
Program Mgt	0	21	0	21	0	25	0	25
Engineering	0	17	0	17	0	27	0	27
Systems Op/Intgr	0	4	0	4	0	18	0	18
Construction	0	9	0	9	0	15	0	15
External Affairs Adm	0	2	0	2	0	3	0	3
Community Relations	0	15	0	15	0	19	0	19
Third-Party Coord	0	8	0	8	0	8	0	8
Proj Assist Coord	0	0	0	0	0	1	0	1
	---	---	---	---	---	---	---	---
Division Total	0	84	0	84	0	127	0	127
	---	---	---	---	---	---	---	---
Commuter Rail (CR)								
Commuter Rail	0	4	0	4	0	8	0	8
	---	---	---	---	---	---	---	---
GRAND TOTAL	118	189	1	308	133	255	1	389
	===	===	===	===	===	===	===	===

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
POSITION/SALARY BANDS - REGULAR POSITIONS

FISCAL YEAR 1990-91

SALARY
BAND

A	Office Assistant I	Bi-weekly Annual	\$746.50 - \$933.12 \$19,409 - \$24,261
B	Mail and Supply Assistant Office Assistant II		\$821.20 - \$1,026.47 \$21,351 - \$26,688
C	*Administrative Assistant I (Records Management Assistant) Secretary I Secretary/Receptionist		\$985.92 - \$1,232.42 \$25,634 - \$32,043
D	Accounting Technician Administrative Assistant II Secretary II (Administrative Secretary)		\$1,128.12 - \$1,417.12 \$29,331 - \$36,845
E	Administrative Assistant III Secretary III (Senior Administrative Secretary)		\$1,133.70 - \$1,488.39 \$29,476 - \$38,698
F	Accountant I Analyst I (Telecommunications Analyst) Auditor I Contract Compliance Analyst I Secretary IV (Executive Secretary) Human Resources Analyst I Information Systems Analyst I Public Affairs Officer I (Public Process Specialist- Area Team, Program Manager - Capital) Real Estate Officer I Transportation Analyst I (Project Manager I - Area Team)		\$1,190.70 - \$1,637.47 \$30,958 - \$42,574
G	Accountant II Administrative Assistant IV Analyst II Contract Analyst I Contract Compliance Analyst II Cost Engineering Analyst I		\$1,334.31 - \$1,801.31 \$34,692 - \$46,834

*Administrative Assistant classification incorporates Human Resources, Area Teams and Contracts.

Position/Salary Bands
Regular Positions 1990 - 1991
Page 2

SALARY
BAND

G Continued

General Services Coordinator I
Graphic Artist I
Human Resources Analyst II
Information Systems Analyst II
Public Affairs Officer II (Public
Process Specialist - Area Team,
Project Manager - Capital)
Project Assistant Coordinator
Rail Facilities Coordinator I

H	Agencies Coordinator I	\$1,434.58 - \$1,936.66
	Auditor II	\$37,299 - \$50,353
	Budget Analyst	
	Configuration Management Specialist	
	Cost Engineering Analyst II	
	Graphic Artist II	
	Rail Facilities Coordinator II	
	Real Estate Officer II	
	Records Manager	
	Scheduling Analyst	
	Transportation Analyst II (Project Manager - Area Team, Project Manager - Capital)	
	Utilities Coordinator I	

I	Accountant III	\$1,657.31 - \$2,237.35
	Analyst III (Senior Budget Analyst)	\$43,090 - \$58,171
	Contract Analyst II	
	Contract Compliance Analyst III (Contract Compliance Administrator - DBE)	
	EEO Coordinator	
	General Services Coordinator II	
	Human Resources Analyst III	
	Information Systems Coordinator	
	Public Affairs Officer III (Public Process Specialist III - Area Team)	
	Transportation Analyst III (Rail Development Planner, Project Manager - Area Team, Project Manager - Capital)	

Position/Salary Bands
 Regular Positions 1990 - 1991
 Page 3

SALARY
 BAND

J	Accountant IV	\$1,950.58 - \$2,633.27
	Auditor III	\$50,715 - \$68,465
	Budget Manager	
	Contract Analyst III (Chief Contract Engineer and Senior Contract Administrator)	
	Contract Compliance Analyst IV	
	Coordinator Agencies II	
	Coordinator Utilities II	
	Manager of Information Systems	
	Program Control Reporting Administrator	
	Public Affairs Officer IV	
	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	\$2,145.81 - \$2,896.85
	Analyst IV	\$55,791 - \$75,318
	Construction Manager	
	Electrical Engineering Manager	
	Facilities Engineering Manager	
	Human Resources Analyst IV (Manager of Human Resources)	
	Lead Coordinator of Agencies	
	Lead Coordinator of Utilities	
	Maintenance Planning Manager	
	Manager of Contract Compliance	
	Manager of Contracts	
	Manager of General Services	
	Manager of Real Estate	
	Mechanical Engineering Manager	
	Operations Planning Manager	
	Project Manager I - Commuter Rail	
	Public Affairs Officer V (Manager of Media Relations, Public Process Specialist IV - Area Team)	
	Quality Assurance/Quality Control Specialist	
	Rail Activation Manager	
	Rail Systems Safety Coordinator	

Position/Salary Bands
 Regular Positions 1990 - 1991
 Page 4

SALARY
 BAND

K Continued

Safety Certification Manager
 Security Coordinator
 Senior Rail Facilities Coordinator
 Senior Transportation Engineer
 Supervisor of Configuration Management
 Supervisor of Cost Engineering
 Supervisor of Estimating
 Supervisor of Program Control Reporting
 Supervisor of Scheduling Management
 Systems Engineering Manager
 Systems Safety Manager
 Systems Security Manager
 Transportation Analyst IV (Manager of
 Transportation Policy, Project Manager
 - Area Team, Program Manager - Capital)

L	Contract Analyst IV	\$2,197.50 - \$3,186.39
	Director of Engineering Integration	\$57,135 - \$82,846
	Director of Operations/Maintenance/Start-up	
	Director of Program Control	
	Director of Systems Safety/Security	
	Director of Third Party Coordination	
	Manager of Finance	
	Manager of Quality Assurance	
	Project Manager II (Commuter Rail)	
	Real Estate Officer IV	
	Supervisor of Construction	
	Supervisor of Construction Safety	
	Supervisor of Facilities Engineering Management	
	Supervisor of Systems Engineering Management	

M	Analyst V	\$2,307.35 - \$3,345.65
	Auditor IV (Director of Internal Audit)	\$59,991 - \$86,987
	Contract Analyst V	
	Contract Compliance Analyst V	
	Director of Construction (I and II)	
	Director of Safety	
	Human Resources Analyst V	
	Manager of Commuter Rail	
	Real Estate Officer V	
	Risk Manager	
	Transportation Analysis V	

Position/Salary Bands
 Regular Positions 1990 - 1991
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SALARY
 BAND

N	Deputy for Highway Utilization	\$2,791.96 - \$4,048.39
	Deputy for Rail Development	\$72,591 - \$105,258
	Deputy for Transit Operations	
	Director of Capital Planning and Programming	
	Director of Facilities Engineering, RCC	
	Director of Policy	
	Director of Systems Engineering, RCC	
	Director of Transportation Policy	
	Executive Vice President of External Affairs, RCC	
	Vice President of Programs Management Services	
	Vice President of Project Management (MOS-1, MOS-2)	
Vice President of Systems Operations/Integration		
O	Executive Vice President of RCC	\$3,453.31 - \$4,489.35
	Vice President of Construction	\$89,786 - \$116,723
	Vice President of Engineering	
	Vice President of Project Management (MOS-1, MOS-2)	
P	Deputy Executive Director	\$3,613.54 - \$5,162.19
	President/CEO, Rail Construction Corporation	\$93,952 - \$134,217
Q	Executive Director	No Range

GLOSSARY

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement.
AQMD	Air Quality Management District.
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.
BUDGET	A government's plan of financial operations for a given period including proposed expenditures and a proposed means of financing them.
CAPITAL PROJECTS FUNDS	Funds used to account for resources restricted for major capital outlays.
CM	Construction management.
CTC	California Transportation Commission.
CPUC	California Public Utilities Commission.
DBE	Disadvantaged business enterprise. Includes burnishes owned and operated 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.
DF & I	Design, furnish, and install.
EIR	Environmental impact report.
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.
FAU	Federal Aid Urban program is authorized by the enactment of the Federal Highways Act every five years. The current FAU apportionments were enacted in 1987 and run through Fiscal Year 1990-91. Cities and the county are eligible for FAU funds for projects, such as street reconstructions, widening and installation of lights and signals.

FFGA Full-funding grant agreement - the grant agreement with UMTA for Metro Rail phases.

FISCAL YEAR The period at the end of which a government determines its financial position or results of operations. The LACTC fiscal year begins July 1 and ends June 30.

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.

GENERAL FUND The fund used to account for all resources not required to be accounted for in another fund.

HOV LANES High occupancy vehicles lanes - "carpool" lanes.

JPA Joint power authority.

LACBD Los Angeles Central Business District.

LACTC Los Angeles County Transportation Commission.

LB/LA Long Beach - Los Angeles Rail Transit Project. A 21.5 mile electrically powered light rail line currently under construction by LACTC. The project broke ground in October, 1985 and is scheduled to open in 1990.

LOSSAN Los Angeles - San Diego intercity railway.

LRT Light Rail Transit.

LRV Light rail vehicle.

MIS Management information systems. The name of the computer services section at LACTC.

MODIFIED ACCRUAL BASIS The accrual basis of accounting adapted to the governmental fund type spending measurement focus. Under it, revenues are 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-1 Minimum operable segment. Refers to Phase I of the Metro Rail project under construction by SCRTD from Union Station to Wilshire/Alvarado.

MOS-2 Minimum operable segment. Refers to Phase II of the Metro Rail project under construction by SCRTD from Wilshire/Alvarado north to Hollywood/Vine and west to Wilshire Western.

NES 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.

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.

PVEA Petroleum violation escrow account. Resources are accounted for in a Special Revenue Fund and will be used for the "SMART Corridor" project which includes signal synchronization and use of alternative routes to improve traffic flow.

RIDESHARING This fund is used to account for ridesharing contributions from various local governments. Resources are currently used to fund Commuter Computer.

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 for a rail transit system.

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 will be 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.

SCRTD Southern California Rapid Transit District.

SGV San Gabriel Valley.

SPECIAL REVENUE FUNDS Funds used to account for resources which are legally or administratively restricted for specific purposes.

STAF State Transportation Assistance (STA) Fund. A Special Revenue Fund used to account for the revenue received by LACTC from the sales tax on gasoline.

STIP State Transportation Improvement Program.

TCM Transportation control measures.

TDA Transportation Development Act. Created by state law in 1972, the TDA 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.

TIP Transportation Improvement Program - the planning document which establishes allocation of funding for Los Angeles County highways and transit.

TOP The Transportation Occupations Program jointly sponsored by LACTC, local burnishes and school districts through which the light rail lines pass. The program prepares young people for careers in transportation.

TPM Transportation Performance Measurement.

TSM Transportation Systems Management.

UMTA The Urban Mass Transit Administration of the United States Department of Transportation.



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