



Metropolitan  
Transportation  
Authority

# A G E N D A

BUS OPERATIONS SUBCOMMITTEE  
TUESDAY, JANUARY 26, 1999 >> 9:30 - 11:30 A.M.  
WINDSOR CONFERENCE ROOM (15th FLOOR)  
MTA HEADQUARTERS  
ONE GATEWAY PLAZA  
LOS ANGELES, CA 90012

One Gateway Plaza  
Los Angeles, CA  
90012-2932

(213) 922-2000

**1. Call to Order**

**2. Action Items**

a) Goals & Objectives for 1999  
*(Attachment A, Page 1)*

David Feinberg  
*Chair*

b) Approval of Minutes  
(October 27, 1998 & November 17, 1998 Meeting)  
*(Attachment B, Page 9)*

**3. Report Items**

a) Prop C 5% Security MOU Update  
*(Oral Report)*

Larry Torres/  
Dan Cowden  
*MTA*

b) Accelerated Bus Procurement Funding Update  
*(Oral Report)*

Nalini Ahuja  
*MTA*

c) Buy America & Pre-Award Post Delivery Audits  
*(Oral Report)*

Spiro Colivaus  
*MTA*

d) Bus Signal Priority Pilot Project  
*(Oral Report)*

Shahrzad Amiri  
*MTA*

e) Metro Card Update  
*(Oral Report)*

Steve Lantz  
*MTA*

**4. Information Items**

a) Status of TDA Article IV Allocations  
*(Attachment C, Page 15)*

Larry Torres  
*MTA*

Bus Operations Subcommittee  
January 26, 1999 Meeting  
Page 2

5. New Business
6. Adjournment

*Next meeting:*

*February 23, 1999, 9:30 a.m., Windsor Conference Room, 15<sup>th</sup> Floor.*

**ATTACHMENT "A"**

**Goals & Objectives for 1999**

# **BUS OPERATIONS SUBCOMMITTEE**

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*Strategic Visioning Session*

*December 1, 1998*

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*Follow-up Packet*

# *What the Committee Does Well/ Could Do Better*

<i>Does Well</i>	<i>Could Do Better</i>
Build consensus	Attendance
Communicate our interests to MTA staff	Be more proactive
Information distribution	Communicate with the MTA board
Oversee MTA funding of programs	Deal with ongoing issues
Protect local (parochial) intentions	Develop a plan
Provide input and plans to MTA	Improve documentation
React	Meeting processes
Short-term crisis	Member involvement
Technical expertise	MTA staff follow up and support
Understand policy	Put policies on paper
Work on details	Reach consensus
	Respond versus react
	Share more information and experience
	Think regionally
	Training of new members

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# *Headlines*

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17 Operators, 1 System  
BOS Brings Unity to LA  
BOS Plans Made - Car is Obsolete!  
BOS Works to Provide Improved Regional Transit in LA County  
BOS Works With MTA to Bring Increased Federal Funds to Improve LA Service  
Bus Rail Interface Stations Operational  
Funding Enables Movement of Billions of Transit Passengers  
Group Tosses Politics Aside and Integrates Transit  
Integrating and Coordinating Transit in LA County Among 17 Operators  
LA County Operators Band Together for Universal Fare Payment  
LA Proves Operators Can Work Together  
LA Public Transit System is Model for 21<sup>st</sup> Century  
Muni / MTA Peace  
Rebirth of LA Transit  
Seamless Fares / Transit  
Seamless Transportation Across LA County

# *What Should David's Focus Be?*

- All operations issues to BOS FIRST before TAC and Board Sub-committee
- Better communications with Board
- Better cooperation among operators
- Better visibility to top MTA executives
- Early input and joint development of plans
- Improve written policies and procedures
- Make group more proactive
- More consistent communication from MTA
- Obtain Inc. funding from FTA
- Relationship between Muni's and MTA
- Solicit involvement/ support from less active members
- Sort out Prop C
- Try to keep a long-term focus
- Understand MTA budget and use of funds
- Utilize sub-committees more

*This model suggests that TAC → BOS → TAC  
or ~~TAC~~ = decisions on the TAC  
Via BOS and subcommittee*

# David Feinberg's Goals

## Draft 1

*BOS wants  
to become  
more powerful*

Clarify and document funding policies

Funding policies should be consistent and clearly reported

**Improve BOS "Clout" (power)**

Improve understanding of MTA budget and use of funds

Improve visibility with top MTA executives to obtain QUALITY staff work / response

Influence change to more efficient service delivery

More consistent communication from MTA

Seek early input on MTA / Countywide Plans

Try to keep a more long-term focus

## Draft 2

Funding (clarify / formalize policies) – do long term planning

**Improve visibility / clout of BOS with MTA board**

**Influence change on operations issues (including long-term planning)**

MTA / BOS Communications/ Relationship



# BOS Goals

## Draft 1

*BOS's vision*

BOS Guidelines for all funding sources

~~Complete BOS vision~~

~~Defined process for BOS communications with MTA board~~

~~Establish clear policies pertaining to funding~~

~~Have a "partnering" workshop conducted with BOS and MTA staff~~

~~Identify specific programs to work on~~

~~Maximize use of FTA funds~~

~~MTA Board to consider county-wide perspective in bus service~~

~~Play proactive role in MTA budget process and call for projects~~

~~Policies set for use of Prop C discretionary funds~~

~~Provide formalized training for new members~~

~~Publish "New" funding guidelines manual (red notebook updated entirely)~~

~~Work together on UFS~~

*BOS + MTA  
as partners*

*Proactive role*

*6*

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# *Vision*

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## **Draft 1**

LA System is Model for 21<sup>st</sup> Century Public Transit

Seamless Transportation Across LA County

BOS Works to Provide Improved Regional

## **Draft 2**

Create a (Seamless / Integrated / Coordinated) Transit system

In Los Angeles as a Model for the 21<sup>st</sup> Century

# *BOS Goals & Strategies*

1. **Formalize BOS Vision into a workplan**
  - Finalize vision (01/99)
  - Establish work group to finalize goals and objectives (01/99)
  - Working group brings back final recommendations (03/99)
2. "Partnering" between MTA Staff / BOS members to encourage quality staff work
  - Task list from BOS chair to GM chair and MTA executive management and staff
  - Develop calendar of on-going BOS action items (associated with MTA staff)
  - Conduct partnering workshop
3. Defined process that betters BOS communication with Board to ensure countywide perspective in bus service
  - 
  - 
  -
4. Continue proactive role in countywide transit planning
  - JB, AL, or SL to brief BOS and GMs on MTA countywide priorities and direction for 1999, including timeline and specific objectives by February 1 (annually)
  - Provide BOS with copy of MTA Board rolling agenda (monthly) and develop a BOS rolling agenda
  - BOS selects items to work on (monthly or ongoing)
5. Published/ Updated funding guidelines manual for all funding sources
  - Prop C (6/30/99)
  - Prop A (03/99)
  - TDA / STA (TPM) (03/99)
  - Local Return (done)
  - FAP/CAP (09/99)
  - TIP amendment (2000)
  - Working binder (03/99)
6. Training for new and existing members
  - Develop mentor program by 07/9/99
  - Develop a course list, lesson plan, and identify mentors
  - Red book update

# **ATTACHMENT "B"**

**Approval of Minutes  
(October 27, & November 17, 1998 Meeting)**

**BUS OPERATOR SUBCOMMITTEE MEETING MINUTES  
MEETING OF OCTOBER 27, 1998**

Meeting called to order at 9:45 a.m.

**Members Present:**

Michel Busch of Arcadia Transit  
Susan Lipman of Culver City Bus  
Christine Simmons of Foothill Transit  
Sookyung Kim of Norwalk Transit  
David Feinberg, Santa Monica Big Blue Bus

Paula Faust of La Mirada Transit  
Brynn Kernaghan of Long Beach Transit  
Kathryn Engel of Montebello Bus Lines  
Bradley Lindahl of Redondo Beach Dial-A-Ride

**1. CHAIR'S COMMENTS**

David Feinberg convened the meeting by expressing his appreciation to Bus Operations Subcommittee (BOS) members for the confidence shown in electing him chair. He noted that the Accelerated Bus Procurement Program adopted by the MTA Board contains \$40 million for Municipal Operators. This money can be spent at the discretion of each operator. He thanked Brynn Kernaghan for being successful in getting BOS opinion's considered. He also noted that \$15 million were also approved by the Board for the municipal operators' to coordinate the Universal Fare System (\$77 million total, \$62 for MTA).

*Feinberg is new chair*

Feinberg noted that BOS currently is involved in short-term goals and objectives that are handled in month-to-month meetings. One of his objectives as chair is to develop a longer term view with active participation by BOS members. He would like to develop a mission and goals for what the BOS wants to achieve in the next six months or year. Brynn Kernaghan said that it would be good because it would allow BOS to guide or anticipate things and not just react to events. Feinberg noted that this is especially important now with the Regional Transportation Alternatives Analysis (RTAA) and the money available through the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

*Feinberg's plan*

Group agreed to a brainstorming session with a consultant to Fortune 500 corporations (Mark Carneal of Innovative Resources) on Dec 1, 1998 at 9 am to help them set goals and objectives for the coming year. Participants would be BOS and MTA Staff. Bradley Lindahl of Redondo Beach asked that the November BOS meeting be moved to the week before Thanksgiving. Bradley noted that the MTA representative has been absent for two meetings in a row. Group agreed to move meeting ahead one week in November and to hold the December meeting separate from the brainstorming session. Positive article on Norwalk Transit in the Long Beach Press Telegram on Friday 10/22/98 noted by David.

*MTA staff (500) missing 2 weeks*

**2. METRO WHEELS PROGRAM**

Steve Jaffe of Transit Access gave a presentation on the Metro Wheels Program. He noted that his company is not an advocacy organization but rather a problem-solver and bridge builder. His company was contracted by Easter Seals, who is being funded through an FTA grant, to measure reliable service for wheel chair patrons. In January they will start a program for the visually impaired. The contract covers MTA and five other muni operators. Metro Wheels is a quality assurance program operated with volunteers. MTA has made some progress on the wheel chair accessibility program but more needs to be done. The company generates a scorecard of systemwide performance based on sample data after the baseline data has been established. Report cards are filled by actual patrons. Surveys can be designed around a particular muni operator issue. In MTA's case patrons report back to MTA through the MTA website. The MTA provides Internet access to volunteers and additionally the MTA provides free passes. Feedback can be given to patrons. If an operator wants to participate, the contract covers 2 days on-site training for program setup and volunteer recruitment. He noted that it would be a good idea for the muni operator to provide the same inducements the MTA offers its volunteers. Fifty volunteers are monitoring

MTA bus service. His company also offers ADA consulting services. Susan Lipman mentioned that Culver City received 20 new low floor buses and started getting complaints from blind patrons whose dogs are used to climbing steps and need to be retrained. She also noted that deaf patrons need to be considered since they do not hear the stop announcements. Another issue is that deaf patrons cannot longer seat next to the driver to request their stops in the new low floor CNG buses. Feinberg asked how many of Muni's were participating in the Metro Wheels program.

### 3. TIP AMENDMENTS

Randy Lamm of MTA provided a status report of the TIP amendments. Caltrans transferred the database to SCAG and MTA is working to make sure that the database is accurate and the software works correctly and reflects current TIP status. Updates are planned to be submitted to SCAG in early December and a March 1999 federal approval of the submittal is expected. Due to the tight time schedule Randy will be calling each individual operator to come to MTA and review the TIP sheets that were submitted to make any corrections, if necessary. He will notify BOS in November if any delays occur. He also mentioned that a letter had been sent to FTA notifying it that all the funds have all be programmed. Kathryn Engel noted that the new process will only affect Section 9 monies in the TIP sheets. Any major capital changes in Section 9 may delay the process. Brynn asked if there was still an opportunity to submit new projects. Randy replied that if would have to be given to him in one week.

### 4. PROP C 5% SECURITY FUNDS

Larry Torres briefed the group on the process of developing an MOU for the Prop C - 5% Security Funds. He noted that the municipal operators had three options: 1) distribute all the money to the security partnership (Los Angeles Police Department and Los Angeles County Sheriff's Department); 2) provide a portion to the partnership and retain a portion; and, 3) retain the entire amount. He wants to develop a three year MOU. A Sub-group was formed to address the issue with Christine Simmons of Foothill Transit, Kathryn Engel of Montebello, Brynn Kernaghan of Long Beach Transit and Larry Torres from MTA. Larry Torres indicated that he would provide the BOS with a draft MOU at the January meeting.

### 5. PROP C 40% DISCRETIONARY

Kathryn Engel briefed BOS on the Prop C-40% or consent decree issue. She indicated that there had been meetings of a task force of General Managers (GM) and BOS. Off-the-top funding for MTA consent decree requirements was the initial issue but was deferred to address the issue of how the Prop C-40% for bus capital and operating monies can be spent more effectively on a countywide basis. Task force consists of Larry Jackson and John Catoe from the GMs and Stephanie Negriff, Brynn Kernaghan and Kathryn Engel from BOS. The group is studying a formula disbursement of monies that would go to both bus capital and operating monies if not immediately, in phases over a couple of years. Prop C-40 Discretionary is over-solicited so they are looking at expenditures that might be disallowed in the future.

### 6. TDA/STA CLAIM FORMS

Nalini Ahuja of MTA spoke about the TDA/STA claim forms. She noted that payments will be made through October 1998 and no further payments will be made until the claim form is received by MTA. Brynn said that the summary page should include another line that indicates the carry-over from prior years. Currently, the form just states the capital drawdown request for FY99 monies. Group agreed that each individual operator can attach this to their claim form although Nalini noted that it was not required for payment processing. Paula Faust formally requested that these forms be posted in the MTA website. Nalini said that she would try to accomplish this, but in the meantime MTA will e-mail the forms. Nalini said she would mail the STA test results by the end of the week to operators and that those that fail would be contacted to review the numbers.

## **7. TRIENNIAL PERFORMANCE AUDIT**

Nalini also spoke about the Triennial Performance Audit for transit operators. The Muni's contract was provided to Booz-Allen & Hamilton (BAH) and MTA's contract is still being finalized. Laurie Chin of BAH gave a presentation of the Booz-Allen approach to performance audits. They have a 'no surprises' approach. It includes frequent communications, the early sharing of findings, discussion of alternatives and the provision of adequate review and response time for operators. Among the tasks that BAH will perform are reviews of the data collection process, verification of TPM sheets, and results of prior audit recommendations as to whether they were: 1) fully implemented; 2) still in progress; or 3) no longer relevant. Draft reports should be ready by early March 1999. A completed CHP form is required for each operating garage. BAH will apprise MTA of data inconsistencies. One that has arisen in the past is the number of FTE's and how they are calculated. Federal (2080 hours/year) or state (2000 hours/year) guidelines should be consistent through the audit period. Confidential information is not included. Issues that cannot be substantiated will not be included. Paula Faust noted that in the past the recommendations have been based on fixed route operators (spare ratios, etc.) and should be adjusted for dial-a-ride operators. Laurie Chin agreed. She requested that all the numerical data available (TPM, NTD, State Controllers, TDA, etc.) be provided as soon as possible as well as brochures, programs and projects from the past four years that the operator wants to highlight. The consultant will give Nalini monthly progress reports on the audit process.

## **8. ACCELERATED BUS PROCUREMENT**

David Yale of MTA gave a briefing on the Accelerated Bus Procurement Program adopted by the MTA Board. A motion providing forty million dollars for municipal operators was approved by the Board at the October meeting. Yale said that the money would be distributed by the capital formula allocation process but was not sure if it was a one time allocation or to be distributed through the five year period posted for MTA. Ms. Simmons asked when the guidelines for distributing the monies would be in place because Foothill Transit could use the funds at the earliest possible date. There was a discussion regarding the flexibility of spending the monies. Brynn said the motion noted that the money could be spent for anything that would keep the buses on the street and maintain a young fleet. The Accelerated Bus Procurement Program provides MTA \$225 million over 5 years with \$19.1 million in the first year. Kathryn asked if the \$40 million was available in FY99. Yale said it was possible that the money would be available in FY99. Ms. Engel made a motion that MTA staff allocate the entire \$40 million in a one-time appropriation. Yale said he would be back in December to advise BOS when the money would be available and provide preliminary marks. Paula requested a spreadsheet with what each operator would receive. Brynn asked what was the funding source? Yale said more than likely it would be Congestion Management and Air Quality (CMAQ) funds since they were the fund sources immediately available. CMAQ funds require an 11.4 % match. Christine seconded Kathryn's motion. Motion passed. Susan Lipman asked what the Prop C 40% bonds passed by the MTA Board were? Yale said it was the match to money in the Restructuring Plan for bus replacement acquisitions. Engel asked if it was new money to be bonded? Yale said it was the bond proceeds themselves whose payments would be spread over the life of the replaced buses. Jim McLaughlin of MTA clarified that these bonds were from the restructuring plan and not from the more recent accelerated bus procurement process.

## **9. UNIVERSAL FARE SYSTEM**

Steve Lantz briefed the group on the Universal Fare System (UFS) item on the MTA Board agenda. He said the board approved two items: 1) MTA would pursue the procurement of UFS that would support the Metro Card, the smart card and a credit card type system, and work with interested operators over the next six months in developing an RFP; and, 2) procure this equipment through "competitive negotiations" which allows an RFP rather than a bid process. In the RTAA the Muni's are allocated \$15 million. A kick-off meeting will be held November 5, 1998 with the General Managers to create a group to develop the scope of work during the next six months. Steve Lantz will report periodically to BOS on the status of

the project. The \$15 million would be sufficient to cover the electronic component for the municipal operators.

**10. MOTION TO APPROVE MINUTES**

A motion to approve the September 29, 1998 minutes was made. David Feinberg noted that an MTA representative was not present at the last meeting nor at this meeting. With that noted the motion to approve the minutes was passed. The MTA contact list attached to the agenda as well as the legislative matrix were mentioned for comment. No comment was made.

**11. NEW BUSINESS**

In new business, Cindy Terwilliger of FTA announced that the FTA is holding an Introduction to Metropolitan Transportation Planning class given by the National Transportation Institute next week. She will update the group on future classes and topics. Larry Torres advised BOS that he had received the Prop A and Prop C MOU's letters from some operators but not all. He reminded BOS members that the operators that have not submitted the MOU's letters will have their funding stopped at the end of the month. In a second item, Larry mentioned that the MTA Board had approved the Southeast Area Bus Restructuring study and that the Weslin Group was the selected consultant. A tentative meeting is being setup for Wednesday November 11, 1998 with the TAG, the Southeast cities as well as MTA and the consultant.

**12. MEETING ADJOURNED**

Meeting adjourned at noon until November 17, 1998 at 1 p.m. There will be a special meeting on Tuesday December 1, 1998 at 9 a.m.



**BUS OPERATOR SUBCOMMITTEE MEETING MINUTES  
MEETING OF NOVEMBER 17, 1998**

Meeting called to order at 1:30 p.m.

Members Present:

Ron Cunningham, Antelope Valley Transit Authority  
Michel Busch, Arcadia Transit  
George Vara, Commerce Municipal Bus Lines  
Susan Lipman, Culver CityBus  
Jim Lewis, Claremont Dial-A-Ride  
Whit Ballenger, Gardena Municipal Bus Lines  
David Rpezinski, LADOT  
Brynn Kernaghan, Long Beach Transit  
Richard Davis, MTA Operations  
Sookyung Kim, Norwalk Transit  
Nicole Kvarto, Santa Clarita Transit  
David Feinberg, Santa Monica's Big Blue Bus  
Bob Meyers, Torrance Transit

1. UNIVERSAL FARE SYSTEM

Steve Lantz provided a briefing on the Universal Fare System (UFS). He noted that the MTA Board approved \$17.5 million for the Municipal Operators as part of the UFS. As part of the \$17.5 million are \$8 million that were approved to replace ticket vending machines for Metrolink. He noted that there is no defined scope of expenditures for these monies. A task force has been created to address this issue and will be meeting every Tuesday at 10 am. There will be two phases to this process: Phase I will deal with the magnetic Metrocard while Phase II will deal with the Smartcard. The task force will develop an RFP within six months in order to take this to the Board for MTA Operations. Mike Busch asked if MTA policy had changed with respect to payment for replacement of fareboxes. Lantz replied that the MTA will not pay for the whole cost of conversion but that the local operator would have to financially contribute. Currently, there are five municipal operators on the task force. Operators interested in joining the task force need to notify S. Lantz as soon as possible.

2. RAPID BUS PROGRAM

Rex Gephardt provided a briefing on the Rapid Bus Program. A demonstration project of three Rapid Bus Lines will be implemented as part of the RTAA (Regional Transportation Alternatives Analysis) approved by the MTA Board on 11/9/98. This demonstration will be Phase I and will have different approaches to increase bus speeds such as signal synchronization, queue jumpers, etc. If the demonstration project is successful there will be a Phase II to this program. B. Kernaghan asked if the municipal operators could be included. Rex replied that they would in Phase II. D. Feinberg asked what the timeline was for this program? Rex replied that MTA will return to the Board in 90 days with a plan for Phase I. S. Kim asked what performance criteria will be used to evaluate Phase I? Rex indicated that a possible criterion would be to save at least 10% in running time and another would be an increase in demand. These criteria have not been established yet. C. Terwilliger of FTA asked how this program interfaced with the Consent Decree. Rex indicated that MTA would meet with the Bus Riders Union to see how the Rapid Bus program could meet some of the goals expressed in the Consent Decree.

3. WELFARE TO WORK AND REVERSE COMMUTE PROGRAM

D. Feinberg introduced Jim Sims from SCAG who noted that there are \$75 million available in a national competition for welfare-to-work and reverse commute programs from social services and transportation

agencies. There are several criteria for these grants that must be met: 1) 50% hard cash match; 2) program must be consistent with CalWorks plan; 3) consistent with the transportation element of the RTP welfare-to-works requirement; and, 4) FTA wants a single applicant from each urbanized area. The grant proposals are due at SCAG on 12/1/98. J. Sims indicated that chances of receiving funds were slim for this year but that we should start working on next years' grants.

#### 4. ACCELERATED BUS PROCUREMENT PROGRAM

Nalini Ahuja spoke about \$40 million that were allocated to the municipal operators through the Accelerated Bus Procurement Program. The MTA Board on 10/22/98 approved a motion that calls for \$40 million to be allocated through the capital allocation funding formula. The following issues need to be addressed prior to the allocation: 1) will the disbursement follow MTA's ( in five years) or be a one year lump sum; 2) whether to tie this allocation to the FY99 midyear reallocation or to the FY 2000 funding marks; 3) linking of these monies to the RTAA and Consent Decree objectives of regional connectivity and coordination; and, 4) administrative policies regarding the disbursements of these funds (monthly, quarterly, etc.) She noted that the Bus Procurement Plan has a technology dollar amount for MTA buses but not for municipal operator equipment. Preliminary numbers from Ron Smith of MTA's Capital Planning will be forthcoming regarding the amount that corresponds to the municipal operators for new technology. These monies will also be allocated through the capital allocation formula. They will most likely be CMAQ funds. A working group was established to look at the color of money and administrative procedures for these monies consisting of Culver City, Long Beach, Santa Monica and MTA. G. Vara of Commerce clarified that there are three new sources of money: a) \$40 million of Accelerated Bus Procurement Plan; b) \$17.5 million of UFS; and, 3) an undetermined fair share amount from the technology element of the procurement plan for MTA buses.

#### 5. RTIP DATA BASE

Randy Lamm of MTA noted that no problems were encountered in the new RTIP database and that it would be submitted to SCAG in December. Federal approval is expected by February or March 1999.

#### 6. TDA ART 4 CLAIM RECONCILIATION & PROP C 5% SECURITY MOU

Larry Torres of MTA handed out the TDA Article 4 claim reconciliation. He noted that there are several operators that have not submitted their FY 98-99 TDA Claim form. These operators will have payments on these claims stopped and are encouraged to turn these forms in as soon as possible. Larry mentioned that he is still getting comments on the Proposition C - 5% Security draft MOU and that once these are received a final product will be presented to BOS.

#### 7. NEW BUSINESS

Cindy Terwilliger of FTA noted that eight operators are scheduled for triennial reviews this year. She will give operators a copy of the worksheets for the audits and guidelines the triennial review team will use this year. Revisions were made in the areas of civil rights, DBE and others. She asked if the operators had received the CDs for the NTD system. She also noted that the Federal Register Notice on allocations for urbanized areas went out last week. Applications for allocations will be handled electronically and individual year allocations need to be noted separately.

#### 8. MEETING ADJOURNMENT

Meeting adjourned at 2:45 p.m. There will be a special meeting on Tuesday December 1, 1998, 9 a.m. at MTA.

# **ATTACHMENT “C”**

## **Status of TDA Article IV Allocations**



Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2932

(213) 922-2000

January 13, 1999

MEMO TO: BUS OPERATOR SUBCOMMITTEE

FROM: LARRY TORRES *LAT*

SUBJECT: STATUS OF TDA ART-4 ALLOCATION

Attached for your review is a copy of a spread sheet prepared by the MTA Subsidies Accounting Department (as of January 6, 1999). This spread sheet indicates the amount of excess TDA Art -4 funds that were paid to operators since the original FY 97 Allocations, and which are now to be returned to the MTA. Operators may choose to submit a check to the MTA (Attention: Mr. Charles Faulkner in Subsidies Accounting Mail Stop 99-20-3) or reduce the amount of their FY 1999 TDA claim. In either case please include a letter of transmittal and copy Andy Galindez or myself on the correspondence.

The spread sheet also identifies the status of the FY 1999 TDA Art-4 Claim forms that have been reviewed and submitted to the Accounting Department.

Should you have any questions on the figures, please phone Jessica Smith at (213) 922-2224, or Charles Faulkner at (213) 922-2115. Thank you for your cooperation.

*Includes January Claims*

LACMTA

TDA - ARTICLE 4  
 EXPANDED RECONCILIATION BETWEEN MULTIPLE MID-YEAR REALLOCATIONS AND ORIGINAL FUNDING MARKS FOR FY1997  
 As of 1/6/99

AGENCY	ORIGINAL FY97 ALLOCATIONS				3/18/97 MID YEAR ADJUSTMENT			1ST ADJUSTED - MID YEAR REALLOCATION			
	OPERATING	CAPITAL	RAIL RESERVE	TOTAL	*MID-YEAR ADJUSTMENT + OR (-)	TDA INTEREST	TOTAL ADJUSTMENT + OR (-)	OPERATING	CAPITAL	RAIL RESERVES	TOTAL
Arcadia	300,312.00	0.00	0.00	300,312.00	(7,825.00)	19,183.00	11,358.00	311,670.00	0.00	0.00	311,670.00
Claremont	74,839.00	0.00	0.00	74,839.00	(1,950.00)	4,514.00	2,564.00	77,203.00	0.00	0.00	77,203.00
Commerce	357,264.00	0.00	0.00	357,264.00	(9,282.00)	23,916.00	14,634.00	371,898.00	0.00	0.00	371,898.00
Culver City	2,117,786.00	376,526.00	0.00	2,494,312.00	(63,933.00)	153,829.00	89,896.00	2,207,782.00	0.00	0.00	2,207,782.00
Foothill	0.00	12,290,543.00	0.00	12,290,543.00	(298,416.00)	636,127.00	337,711.00	0.00	376,526.00	0.00	2,584,308.00
Gardena	2,125,449.00	478,404.00	0.00	2,603,853.00	(66,156.00)	156,448.00	90,293.00	2,215,742.00	12,268,254.00	0.00	12,268,254.00
La Mirada	135,158.00	0.00	0.00	135,158.00	(3,528.00)	9,125.00	5,597.00	140,755.00	478,404.00	0.00	2,694,146.00
Long Beach	12,090,547.00	135,898.00	0.00	12,226,445.00	(315,321.00)	765,438.00	450,115.00	12,540,662.00	0.00	0.00	140,755.00
Montebello	2,628,386.00	601,000.00	0.00	3,229,386.00	(83,146.00)	207,065.00	123,919.00	2,750,305.00	135,898.00	0.00	12,876,560.00
MTA Bus Ops	142,026,062.00	0.00	0.00	142,026,062.00	(10,629,344.00)	11,361,357.00	732,013.00	142,026,062.00	601,000.00	0.00	3,351,305.00
Norwalk	835,000.00	0.00	0.00	835,000.00	(21,377.00)	54,815.00	33,438.00	868,438.00	15,510,000.00	0.00	157,536,062.00
Redondo Beach	43,954.00	0.00	0.00	43,954.00	(1,165.00)	2,943.00	1,778.00	45,733.00	0.00	0.00	868,438.00
Santa Monica	7,851,789.00	2,977,360.00	1,000,000.00	11,829,129.00	(300,832.00)	718,368.00	417,536.00	8,269,305.00	2,977,360.00	1,000,000.00	12,246,665.00
Torrance	3,485,585.00	76,000.00	0.00	3,571,585.00	(69,203.00)	202,232.00	113,029.00	3,608,594.00	76,000.00	0.00	3,684,594.00
<b>TOTAL</b>	<b>174,079,891.00</b>	<b>16,835,731.00</b>	<b>1,000,000.00</b>	<b>192,015,622.00</b>	<b>(11,891,477.00)</b>	<b>14,315,459.00</b>	<b>2,423,981.00</b>	<b>175,434,148.00</b>	<b>3,853,360.00</b>	<b>1,000,000.00</b>	<b>288,857,591.00</b>

AGENCY	3/18/97	2/18/98	2ND ADJUSTMENT OF 2/18/98 (After FY97 Close)				FY97 ALLOCATIONS				EXCESS		OVERPAYMENT ADJUSTMENT RECEIVED	REFERENCE #
	ADJUSTED TOTAL	2nd ADJUSTMENT	OPERATING	CAPITAL	RAIL RESERVES	TOTAL	OPERATIONS ALLOCATION DRAW DOWN	CAPITAL RESERVES	DRAW DOWN FROM CAPITAL RESERVES	RAIL RESERVES	TOTAL PAYMENTS & RESERVES	(PAID/RESERVED) UNDERPAID/RESERVED		
Arcadia	311,670.00	(8,830.00)	302,840.00	0.00	0.00	302,840.00	311,670.00	0.00	0.00	0.00	311,670.00	(8,830.00)	0.00	
Claremont	77,203.00	(2,194.00)	75,009.00	0.00	0.00	75,009.00	77,203.00	0.00	0.00	0.00	77,203.00	(2,194.00)	2,194.00	L-08/98-044
Commerce	371,898.00	(10,502.00)	361,396.00	0.00	0.00	361,396.00	371,898.00	0.00	0.00	0.00	371,898.00	(10,502.00)	10,502.00	L-12/98-105
Culver City	2,584,308.00	(73,336.00)	2,510,972.00	0.00	0.00	2,510,972.00	2,584,308.00	0.00	0.00	0.00	2,584,308.00	(73,336.00)	73,336.00	L-12/98-112
Foothill	12,268,254.00	(351,657.00)	11,916,597.00	0.00	0.00	11,916,597.00	12,268,254.00	0.00	0.00	0.00	12,268,254.00	(351,657.00)	351,657.00	
Gardena *	2,694,146.00	(76,557.00)	2,617,589.00	478,404.00	0.00	3,096,000.00	2,617,589.00	1,274,659.50	0.00	0.00	12,268,254.00	0.00	0.00	
La Mirada *	140,755.00	(3,973.00)	136,782.00	0.00	0.00	136,782.00	140,755.00	0.00	0.00	0.00	2,694,146.00	(76,557.00)	0.00	
Long Beach	12,676,560.00	(359,480.00)	12,317,080.00	135,898.00	0.00	12,452,978.00	12,676,560.00	0.00	0.00	0.00	140,755.00	(3,973.00)	0.00	
Montebello	3,351,305.00	(94,893.00)	3,256,412.00	601,000.00	0.00	3,857,412.00	3,256,412.00	15,510,000.00	0.00	0.00	12,676,560.00	(359,480.00)	359,480.00	L-01/99-115
MTA Bus Ops	157,536,062.00	(5,051,349.00)	152,484,713.00	15,510,000.00	0.00	167,994,713.00	152,484,713.00	0.00	0.00	0.00	3,351,306.00	(94,893.00)	94,894.00	L-11/98-091
Norwalk	868,438.00	(24,526.00)	843,912.00	0.00	0.00	843,912.00	868,438.00	15,510,000.00	0.00	0.00	157,536,062.00	(5,051,349.00)	0.00	
Redondo Beach	45,733.00	(1,294.00)	44,439.00	0.00	0.00	44,439.00	45,733.00	0.00	0.00	0.00	868,438.00	(24,526.00)	24,526.00	L-09/98-081
Santa Monica *	12,246,665.00	(347,796.00)	11,898,869.00	2,977,360.00	1,000,000.00	15,876,229.00	12,246,665.00	0.00	0.00	0.00	45,733.00	(1,294.00)	1,294.00	L-09/98-056
Torrance	3,684,594.00	(105,012.00)	3,579,582.00	76,000.00	0.00	3,655,582.00	3,608,594.00	76,000.00	0.00	0.00	3,684,594.00	(105,012.00)	0.00	
<b>TOTAL</b>	<b>288,857,591.00</b>	<b>(6,511,399.00)</b>	<b>282,346,192.00</b>	<b>32,423,442.00</b>	<b>1,000,000.00</b>	<b>314,769,634.00</b>	<b>282,346,192.00</b>	<b>31,148,882.50</b>	<b>1,274,659.50</b>	<b>1,000,000.00</b>	<b>288,857,592.00</b>	<b>(6,159,743.00)</b>	<b>671,238.00</b>	

\*FY99 Claim not yet received

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Jan. Disbursement report  
of 1/11/99

LACMTA  
TDA ARTICLE 4 -- OPERATIONS SUMMARY  
FISCAL YEAR 1998-99

CLAIMANTS	TOTAL FY99 ALLOCATION	FY99 CAPITAL ALLOCATION	FY99 RAIL ALLOCATION	FY97 OVERPAYME NT ADJUSTMEN	FY99 OPS ALLOCATION	OPERATIONS DISBURSEMENTS													TOTAL OPERATIONS PAID @ 6/20/99	UNPAID OR UNALLOCATED BAL @ 6/30/99	
						JULY	AUGUST	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	MID- YEAR ADJUST			
ARCADIA	298,820.00	0.00	0.00		298,820.00	0.00	0.00	74,704.98	24,901.66	24,901.66	24,901.66	24,901.66								174,311.62	124,508.38
CLAREMONT <sup>1</sup>	91,981.00	72,000.00	0.00	3	19,981.00	0.00	0.00	4,995.24	1,665.08	1,665.08	1,665.08	1,665.08								11,655.56	8,325.44
COMMERCE (181,405.00 x 2)	362,810.00	0.00	0.00	10,502.00	352,308.00	0.00	0.00	90,702.48	30,234.16	0.00	57,842.84	28,921.42								207,700.80	144,607.10
CULVER CITY	2,712,910.00	812,600.00	0.00	73,336.00	1,826,974.00	0.00	0.00	678,227.49	226,075.83	0.00	230,667.67	115,333.84								1,250,304.83	576,669.17
FOOTHILL <sup>2</sup>	12,436,911.00	8,434,059.00	0.00		4,002,852.00	0.00	0.00	1,000,713.00	333,571.00	333,571.00	333,571.00	333,571.00								2,334,997.00	1,667,855.00
GARDENA	3,427,240.00	0.00	0.00		3,427,240.00	0.00	0.00	856,809.89	285,603.33	0.00	0.00	0.00								1,142,413.32	2,284,826.68
LA MIRADA	164,800.00	0.00	0.00		164,800.00	0.00	0.00	41,199.99	13,733.33	0.00	0.00	0.00								54,933.32	109,866.68
LONG BEACH	12,434,263.00	2,372,877.00	0.00	359,480.00	9,701,906.00	0.00	0.00	3,108,565.74	1,036,188.58	1,036,188.58	1,036,188.58	580,795.75								6,797,927.23	2,903,978.77
MONTEBELLO	3,210,620.00	1,541,000.00	0.00	94,894.00	1,574,726.00	0.00	0.00	802,654.98	267,551.66	63,064.92	63,064.92	63,064.92								1,259,401.40	315,324.60
MTA	163,027,718.00	7,604,718.00	0.00		155,423,000.00	0.00	25,903,833.32	12,951,916.66	12,951,916.66	12,951,916.66	12,951,916.66	12,951,916.66								90,663,416.62	64,759,583.38
NORWALK	741,376.00	0.00	0.00	4	741,376.00	0.00	0.00	185,343.99	61,781.33	61,781.33	61,781.33	61,781.33								432,469.31	308,906.69
REDONDO BEACH	52,182.00	0.00	0.00	5	52,182.00	0.00	0.00	13,045.50	4,348.50	0.00	0.00	13,045.50								30,439.50	21,742.50
SANTA MONICA	12,155,339.00	0.00	1,000,000.00		11,155,339.00	0.00	0.00	2,788,834.74	929,611.58	0.00	0.00	0.00								3,718,448.32	7,436,892.68
TORRANCE	3,377,545.00	438,662.00	0.00	105,012.00	2,833,871.00	0.00	0.00	844,386.24	281,462.08	213,502.84	213,502.84	213,502.84								1,766,358.84	1,067,514.16
<b>TOTALS:</b>	<b>214,494,515.00</b>	<b>21,275,916.00</b>	<b>1,000,000.00</b>	<b>643,224.00</b>	<b>191,575,375.00</b>	<b>0.00</b>	<b>25,903,833.32</b>	<b>23,442,101.02</b>	<b>16,448,644.78</b>	<b>14,686,592.07</b>	<b>14,975,102.58</b>	<b>14,388,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>109,844,773.77</b>	<b>81,730,601.23</b>

<sup>1</sup> Allocation will reflect \$72,000 more than Funding Mark due to TDA Capital Reserve Fund exchange with Foothill Transit.  
<sup>2</sup> Allocation will reflect \$72,000 less than Funding Mark due to TDA Capital Reserve Fund exchange with Claremont.  
<sup>3</sup> FY97 Overpayment Adjustment deducted from FY98 funds. Ref. L-08/98-041  
<sup>4</sup> FY97 Overpayment Adjustment reimbursed via check. Ref. L-09/98-81  
<sup>5</sup> FY97 Overpayment Adjustment deducted from FY98 funds. Ref. L-09/98-056

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includes January claims

LACMTA FUNDING MARKS

FY 1998-99

Claim Form Rec'd	CLAIMANT	FY99 FUND MARK	ALLOCATE TO OPERATING	ALLOCATE TO CAPITAL	ALLOCATE TO RAIL RESERVES	FY97 OVERPAYMENT ADJUSTMENTS	TOTAL PUC 99260A ARTICLE 4
Y	ARCADIA	298,820.00	298,820.00	0.00	0.00		298,820.00
Y	CLAREMONT <sup>1</sup>	19,981.00	19,981.00	72,000.00	0.00	3	91,981.00
Y	COMMERCE (2)	362,810.00	352,308.00	0.00	0.00	10,502.00	362,810.00
Y	CULVER CITY	2,712,910.00	1,826,974.00	812,600.00	0.00	73,336.00	2,712,910.00
Y	FOOTHILL TRANSIT <sup>2</sup>	12,508,911.00	4,002,852.00	8,434,059.00	0.00	-	12,436,911.00
	GARDENA	3,427,240.00	3,427,240.00	0.00	0.00		3,427,240.00
	LA MIRADA	164,800.00	164,800.00	0.00	0.00		164,800.00
Y	LONG BEACH	12,434,263.00	9,701,906.00	2,372,877.00	0.00	359,480.00	12,434,263.00
Y	MONTEBELLO	3,210,620.00	1,574,726.00	1,541,000.00	0.00	94,894.00	3,210,620.00
Y	NORWALK	741,376.00	741,376.00	0.00	0.00	4	741,376.00
Y	REDONDO BEACH	52,182.00	52,182.00	0.00	0.00	5	52,182.00
	SANTA MONICA	12,155,339.00	11,155,339.00	0.00	1,000,000.00		12,155,339.00
Y	LACMTA	163,027,718.00	155,423,000.00	7,604,718.00	0.00		163,027,718.00
Y	TORRANCE	3,377,545.00	2,833,871.00	438,662.00	0.00	105,012.00	3,377,545.00
<b>TOTAL:</b>		<b>214,494,515.00</b>	<b>191,575,375.00</b>	<b>21,275,916.00</b>	<b>1,000,000.00</b>	<b>643,224.00</b>	<b>214,494,515.00</b>

<sup>1</sup> Allocation will reflect \$72,000 more than Funding Mark due to TDA Capital Reserve Fund exchange with Foothill Transit.

<sup>2</sup> Allocation will reflect \$72,000 less than Funding Mark due to TDA Capital Reserve Fund exchange with Claremont.

<sup>3</sup> FY97 Overpayment Adjustment deducted from FY98 funds. Ref. L-08/98-041

<sup>4</sup> FY97 Overpayment Adjustment reimbursed via check. Ref. L-09/98-081

<sup>5</sup> FY97 Overpayment Adjustment deducted from FY98 funds. Ref. L-09/98-056

- CA = CAPITAL ALLOCATIONS
- NA = NOT AVAILABLE
- NCA = NO CAPITAL ALLOCATION TO BE MADE
- OA = OPERATING ALLOCATIONS
- PU = PROCESSING UNDERWAY

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Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2932

(213) 922-2000

## A G E N D A

BUS OPERATIONS SUBCOMMITTEE  
TUESDAY, DECEMBER 1, 1998 >> 9:00 - 11:30 A.M.  
WINDSOR CONFERENCE ROOM (15th FLOOR)  
MTA HEADQUARTERS  
ONE GATEWAY PLAZA  
LOS ANGELES, CA 90012

1. **Call to Order**
2. **BOS 1999 Goals & Objectives**
3. **Adjournment**

*Next meeting:*

*January 26, 1998 9:30 a.m., Windsor Conference Room, 15<sup>th</sup> Floor.*