



August 26, 1998

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TO: BOARD OF DIRECTORS

FROM: JULIAN BURKE 

SUBJECT: TEA-21 FEDERAL FUNDING LEGISLATION AND DRAFT
FINANCIAL IMPACTS ON LOS ANGELES COUNTY

Staff has now completed an initial draft of the funding availability resulting from the recently enacted federal legislation called the "Transportation Equity Act for the 21st Century," or TEA-21 for short. This document will be distributed at tomorrow's Board meeting, and is now being reviewed by our Booz-Allen and Hamilton consultant team for the Regional Transportation Alternatives Analysis ("RTAA").

TEA-21 has enhanced federal funding opportunities for the MTA. Based on the assumptions presented in that draft, there are some \$670 million dollars available from TEA-21 that remain uncommitted and are not programmed in our approved Restructuring Plan. These additional funds are available for a wide variety of uses, including highways, transit (including the RTAA), paratransit, bikeways and other transportation related programs. Further, it should be noted that local matching funds must be identified in order to tap into these federal funds. In the presentation, staff has noted where various federal funding sources have been programmed for projects and other activities based on legal, policy, eligibility and historical parameters.

This additional federal funding availability is only a part of the larger funding analysis contemplated in the RTAA. A Board staff briefing by Booz-Allen is being targeted for September 18 to examine the comprehensive funding position of the MTA (i.e. federal, state and local). In my memo to you of August 12, I indicated that we would plan a brief presentation of this TEA-21 piece for the EMC meeting which was to be held last week, and then to the Board at its meeting tomorrow. The EMC meeting was cancelled and *I now think it not worth the Board's time on tomorrow's otherwise long board agenda for this presentation.* As I indicated above, the referenced TEA-21 draft is now under review by our RTAA consultants and in any event it is only one part of a much more comprehensive funding picture.

In the meantime, should any of the directors' staffs desire any further information of TEA-21 funding pending the now targeted September 18 briefing, please contact Ron Smith at (213) 922-2550.




August 12, 1998

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TO: BOARD OF DIRECTORS

FROM: JULIAN BURKE 
CHIEF EXECUTIVE OFFICER

SUBJECT: PROJECTED INCREASES FOR HIGHWAY AND TRANSIT
PROGRAMS FROM TEA 21

Staff is now completing its final estimate of Transportation Equity Act of the 21st Century (TEA 21) revenues to be distributed to Los Angeles County and programmed by the MTA. The preliminary projections are showing significant increases in funding available for uses beyond the Restructuring Plan base that fully funds the North Hollywood Extension and the Federal Bus Consent Decree.

The TEA 21 increases are lower than those estimates shown on page 46 of the Restructuring Plan. This is because the Restructuring Plan compared separate House and Senate Bills with their own authorization levels, whereas the TEA 21 increases are now based on the guaranteed levels of enacted legislation, including clean-up legislation signed by the President on July 22, 1998. Regardless, the increases shown on page 46 of the Restructuring Plan were *not* included in the base projections for that Plan. Therefore, there remain significant increases over the Restructuring Plan base in Transit Capital (Section 9), Congestion Mitigation and Air Quality Improvement (CMAQ), Regional Surface Transportation Program (RSTP), and other funds. Staff believes that the increases in these funding categories can be attributed to the addition of the 4.3 cents from the federal gas tax previously used for deficit reduction to TEA 21 coffers.

Based on a preliminary analysis, TEA 21 could meet most of the MTA's capital needs for the existing transit system through FY 2003. Substantial new money also will be available for regional programs and for new transit improvements.

That's obviously good news and now that this detail is in more precise focus, we plan a brief presentation of this detail to the Executive Management Committee next week (and to the Board the following week) in partial response to Item 24 of the meeting agenda. Understanding the TEA 21 detail is important baseline information for our formula programs, the TIP Call for Projects, and, most importantly, the Regional Transit Alternatives Analysis (RTAA).

Los Angeles County
Metropolitan Transportation Authority

DRAFT

**Projected Financial Impacts
of the Federal Transportation
Equity Act for the 21st Century
(TEA-21)**

August 26, 1998

Prepared by Capital Development and Programming

Projected Financial Impact of TEA-21: Introduction

DRAFT

- This presentation will summarize the formula and key discretionary funds available for Los Angeles County from the Transportation Equity Act for the 21st Century (TEA-21).
- The presentation will identify:
 - Increased funds available overall;
 - Commitments that must be met off-the-top;
 - Uncommitted funds available; and,
 - The relationship of TEA-21 to the pending Regional Transit Alternatives Analysis (RTAA).

Projected Financial Impact of TEA-21: Introduction

- TEA-21 substantially increased funds for transportation by moving 4.3 cents of the gas tax from federal deficit reduction back to transportation.
- The Restructuring Plan compared separate House and Senate Bills, but did not include in available funds for the Plan, the increased funding contemplated by either the House or Senate Bill.
- TEA-21 covers one year less than the Restructuring Plan and accordingly, for comparison, this entire presentation has been adjusted to exclude the final year of the Plan.

Table 1

Los Angeles County Metropolitan Transportation Authority
 Comparison of Projected Federal Revenues FY's 1998 - 2003
 BESTEA (HR 2400), ISTE A II (S 1173), & MTA Assumptions (\$ millions)

	BESTEA (HR 2400)	ISTEA II (S 1173)	MTA Assumptions²
<u>Title 23 (Highway)</u>			
High Priority Projects	\$268.6	\$0.0	\$0.0
CMAQ	510.0	459.2	284.7
RSTP	1,125.9	1,038.3	443.2
Title 23 Subtotal	\$1,904.5	\$1,497.5	\$727.9
<u>Title 49 (Transit)</u>			
Transit Capital Sect. 5307 (Formerly Sect. 9)	1,268.7	1,152.4	778.6
Clean Fuel Formula Bus Grants (Section 5308)	50.0	50.0	0.0
Section 5309 (Section 3) ¹			
New Starts	600.0	600.0	531.0
Fixed Guideway Modernization	21.7	21.7	21.4
Bus Capital and Facilities	15.0	0.0	0.0
Title 49 Subtotal	1,955.4	1,824.1	1,331.0
Grand Total	\$3,859.9	\$3,321.5	\$2,058.9

(Text of footnotes not repeated here, see page 46 of Adopted Restructuring Plan.)

Projected Financial Impact of TEA-21: Increases Identified

DRAFT

- Selected* TEA-21 programs are expected to bring \$2.9 billion to Los Angeles County over the six year period of the Act (FY 1998 through FY 2003).
- Thus, \$838 million more federal funds are available to Los Angeles County than was projected for the Restructuring Plan for the same period, all as shown in Table 2.
- Most of the increase comes in the form of additional Congestion Mitigation and Air Quality Improvement (CMAQ) funds and High Priority Projects (i. e. “Federal Demonstration Projects”).

* TEA-21 funds that flow through the CTC’s 2000 STIP (SB 45 Regional 75% formula funds), and other smaller discretionary grant programs, are not included in this analysis.

Table 2
 Los Angeles County Metropolitan Transportation Authority
 Comparison of Projected Federal Revenues FY's 1998 - 2003
 TEA-21 and MTA Assumptions (\$ millions)

DRAFT

<u>Title 23 (Highway)</u>	MTA <u>Assumptions¹</u>	<u>TEA 21²</u>	<u>Difference</u>
High Priority Projects	\$0.0	\$305.9	\$305.9
CMAQ	284.7	669.8	385.1
RSTP	443.2	519.6	76.4
Title 23 Subtotal	<u>\$727.9</u>	<u>\$1,495.3</u>	<u>\$767.4</u>
<u>Title 49 (Transit)</u>			
Transit Capital Sect. 5307 (Formerly Sect. 9)	778.6	935.5	156.9
Clean Fuel Formula Bus Grants (Section 5308)	0.0	13.3 ³	13.3
Section 5309 (Section 3)			
New Starts ⁴	531.0	315.3	(215.7) ⁵
Fixed Guideway Modernization	21.4	114.9	93.5
Bus Capital and Facilities	0.0	22.6	22.6
Title 49 Subtotal	<u>1,331.0</u>	<u>1,401.6</u>	<u>70.6</u>
Grand Total	<u><u>\$2,058.9</u></u>	<u><u>\$2,896.9</u></u>	<u><u>838.0</u></u>

All footnotes are included on next slide.

Table 2 Notes

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1. *State or local matching funds ranging between 10% and 20% are required for all TEA-21 funds.* The available matching funds are being identified in a separate detailed report in connection with the Regional Transit Alternatives Analysis. That separate report will be circulated in the near future.
2. TEA-21 transit funds are guaranteed to be at least 80% of the authorized levels specified in legislation and can be used only for transit purposes. Actual annual appropriation levels could be higher.
3. Clean fuel bus funding projections based upon an estimate of the MTA's annual share of a \$35 million *minimum* national pool for urbanized areas (additional \$15 million for rural areas). Actual results could be different if Congress adds additional funds annually to the pool or if the number of national participants significantly increases or decreases.

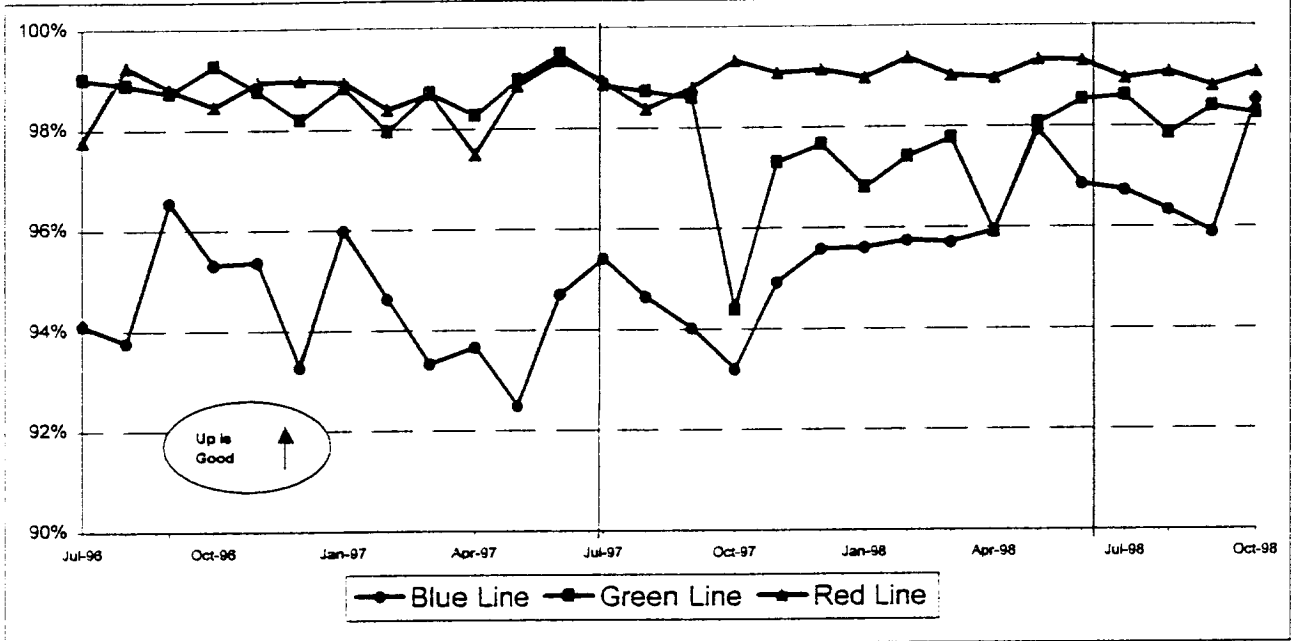
RAIL SERVICE PERFORMANCE

ON-TIME SERVICE

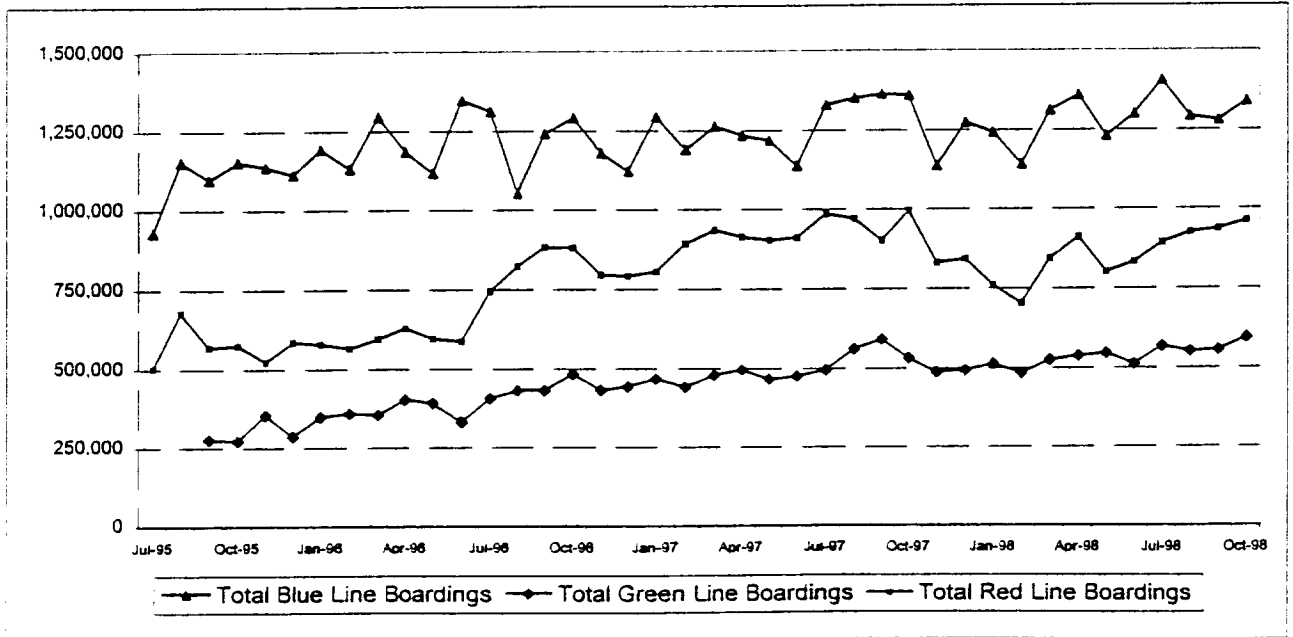
Definition: On-time Service measures the percentage of rail train trips completed and within two minutes of schedule. The higher the number, the more reliable the service.

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

Trend by Rail Line



Total Rail Boardings by Rail Line



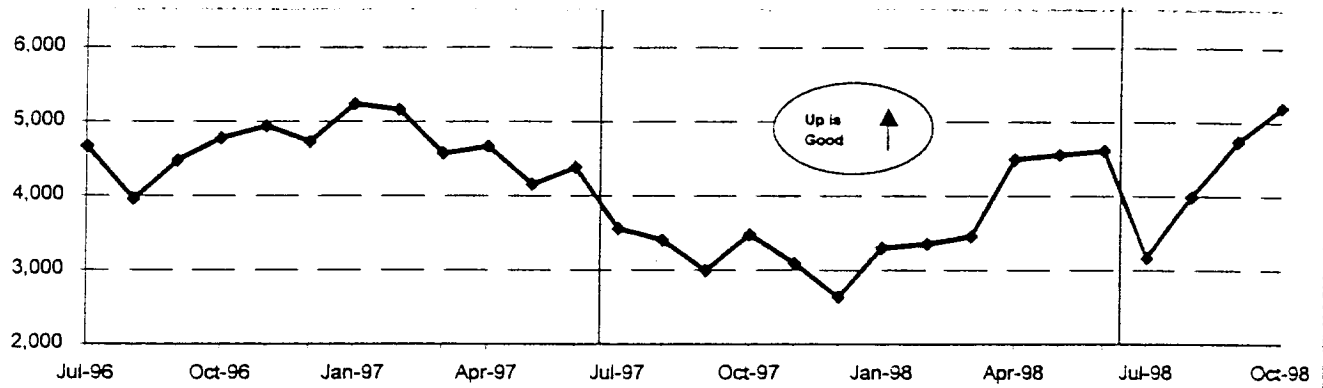
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES

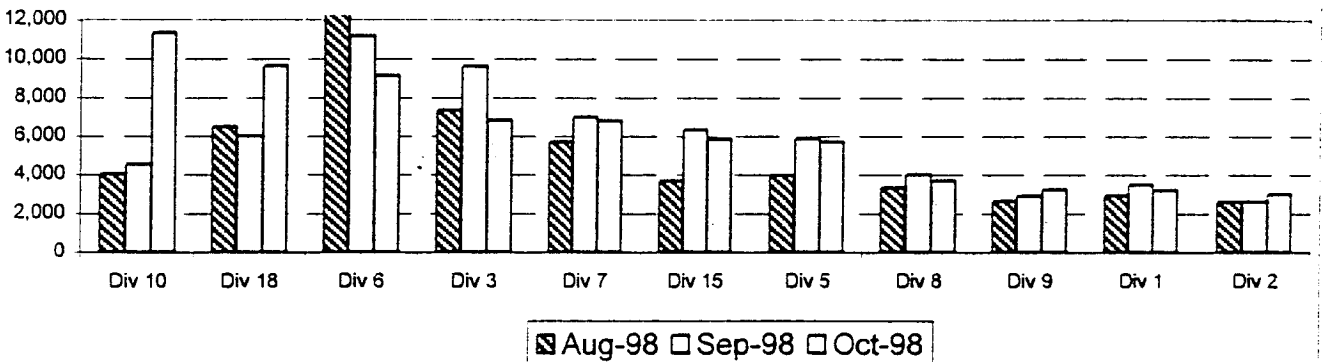
Definition: Average Hub Miles traveled between mechanical problems that result in a service disruption of greater than ten minutes.

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

Systemwide Trend

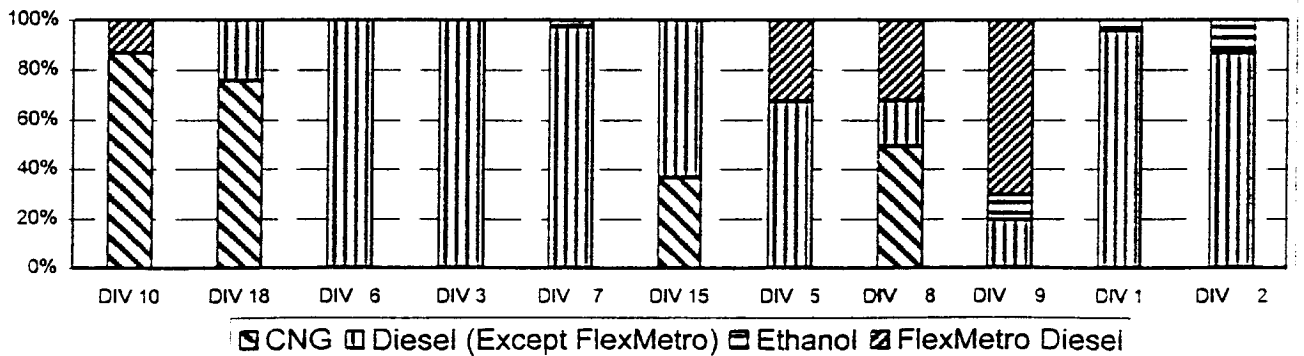


Bus Operating Divisions August 1998 - October 1998



**As a point of information, the performance numbers reported for Mean Miles Between Mechanical Failures are currently under review. Significant improvements are reported for some divisions which may have been impacted by coding errors.

Fleet Mix by Fuel Type - October 1998

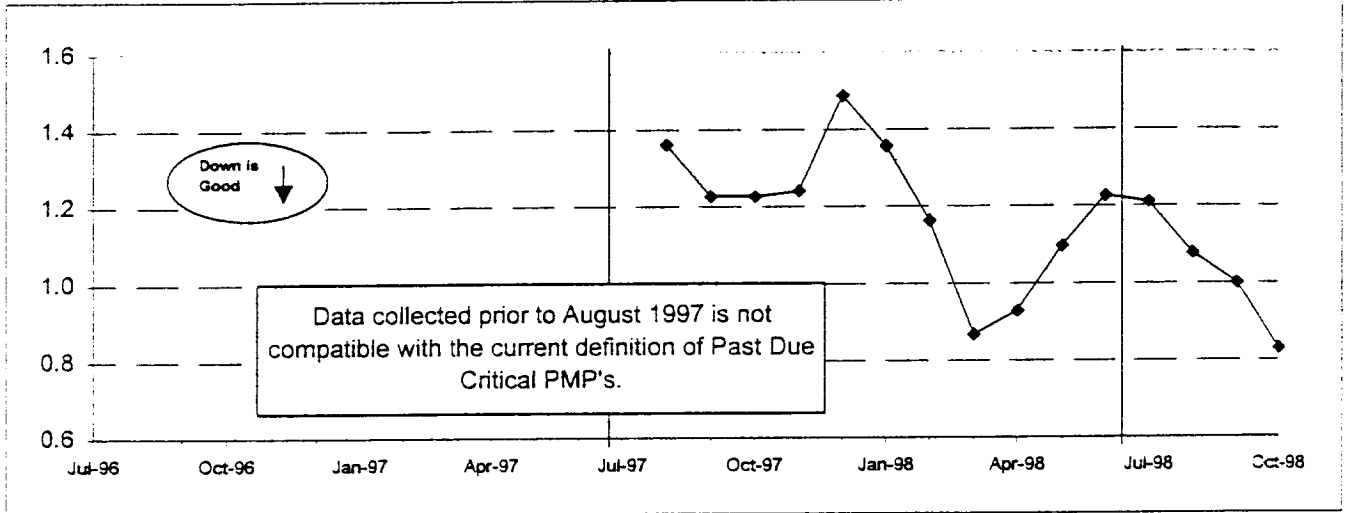


PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

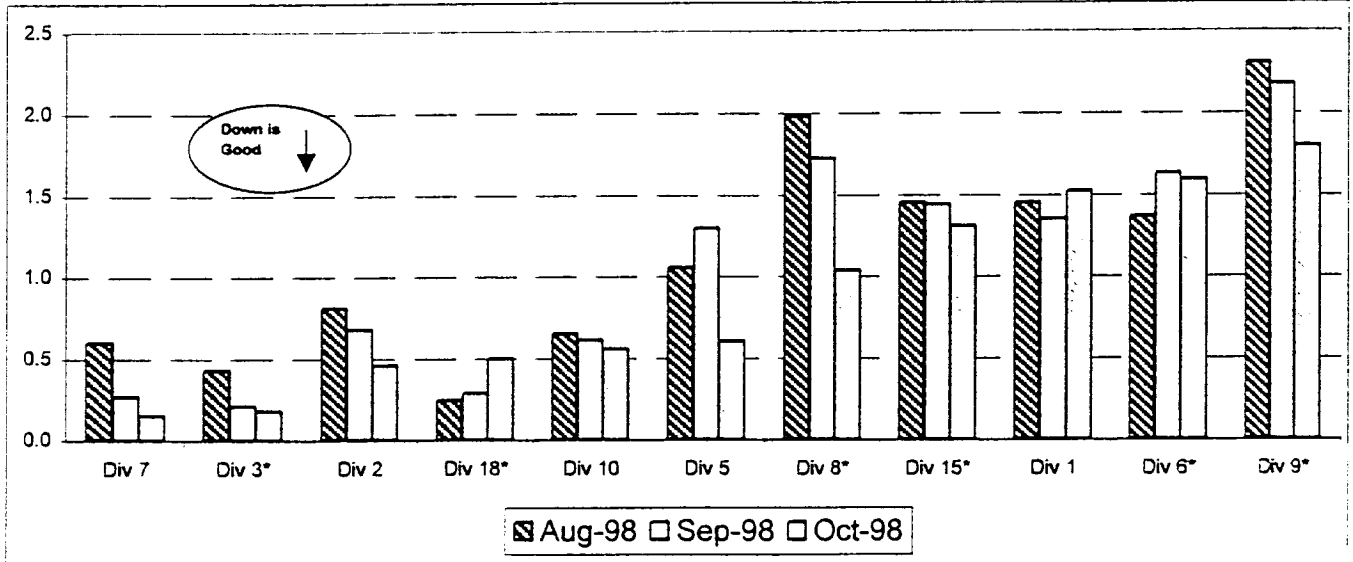
Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

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

Systemwide Trend



Bus Operating Divisions - August 1998 - October 1998



*Divisions 3, 6, 8, 9, 15 and 18 have begun a program to increase the periodicity of selected PMP's. This program inflates the number of Past Due PMP's.

FINANCIAL PERFORMANCE

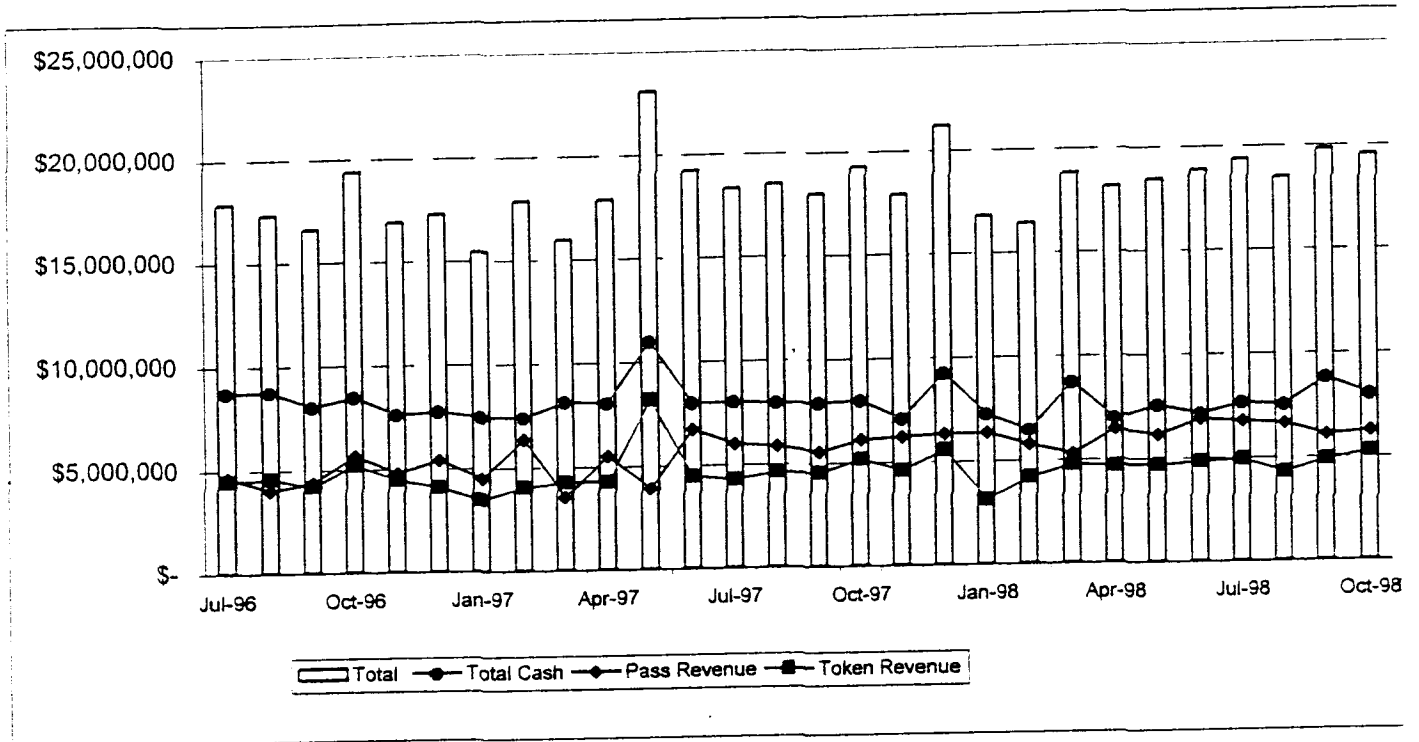
YEAR-TO-DATE BUS AND RAIL OPERATING EXPENSES

Definition: Year-to-date Bus and Rail operating expenses include all costs attributed to providing bus and rail service. A variance in Expenditures is defined as positive if actual expenditures are more than the projected expenditures.

Calculation: Est. YTD Expenditure Variance = (YTD Actual minus Estimated YTD Budget)

<i>October</i>	<i>Estimated Year-to-Date</i>			
	<i>Estimated Year-to-Date Budget</i>	<i>Year-to- Date Actuals</i>	<i>Variance</i>	<i>% Variance</i>
	<i>\$Millions</i>			
<i>Expenditures:</i>				
Salaries & Wages	82.4	86.7	4.3	5.2%
Fringe	52.0	53.5	1.5	2.8%
Services	13.4	11.2	(2.2)	-16.7%
Fuels & Utilities	7.8	5.4	(2.3)	-30.1%
Supplies	11.8	10.1	(1.7)	-14.1%
Purchased Transportation	10.1	8.1	(1.9)	-19.5%
Non-Operating Expenses	9.6	9.5	(0.1)	-1.5%
General Overhead	18.4	20.5	2.1	11.3%
Total	205.5	205.0	-0.5	-0.2%

**FARE REVENUE
TREND BY MODE**



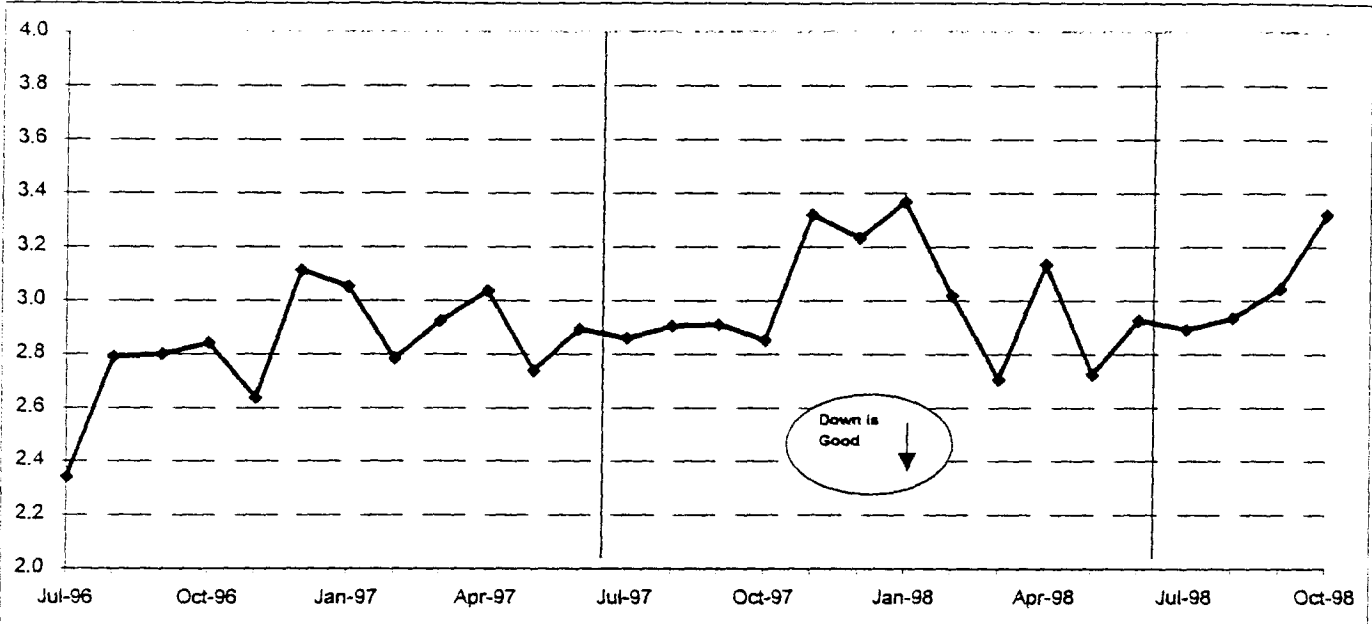
SAFETY PERFORMANCE

TRAFFIC ACCIDENTS PER 100,000 HUB MILES

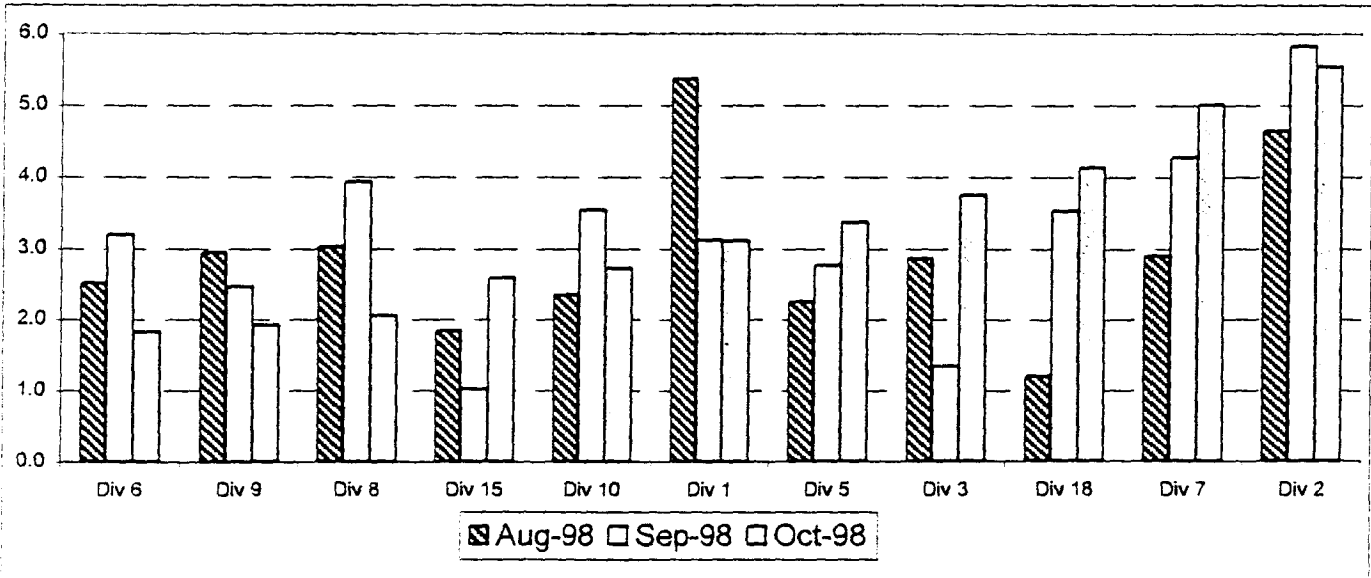
Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled . This indicator measures system safety.

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

Systemwide Trend



Bus Operating Division August 1998 - October 1998

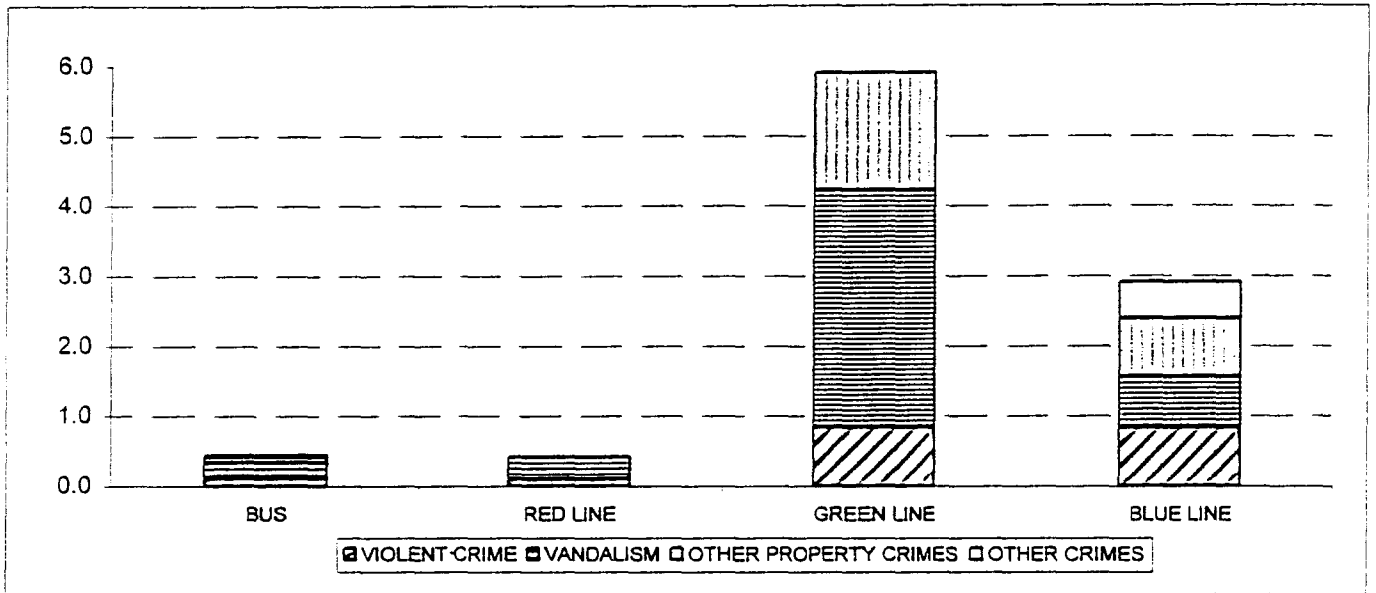


REPORTED CRIME PER 100,000 BOARDINGS

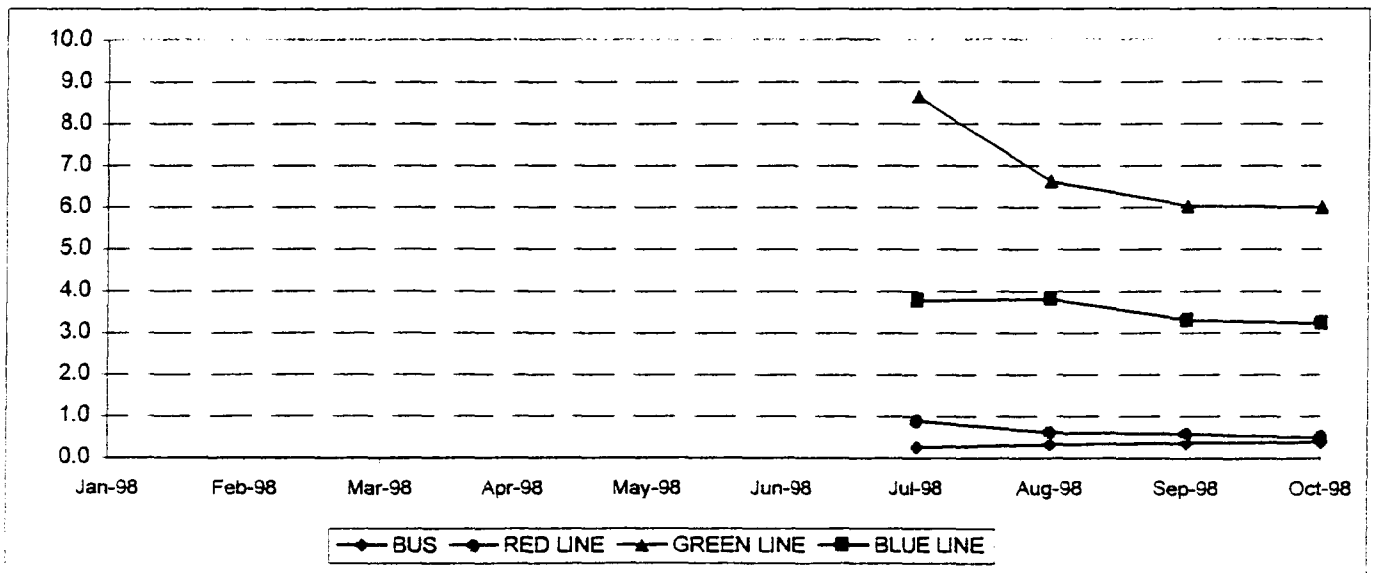
Definition: This indicator presents all crimes reported to either the LAPD or LASD. It is separated by mode and divided into major categories: *Vandalism*; *Other Property Crimes* (burglary, larceny, theft and motor vehicle theft); *Violent Crimes* (homicide, rape, robbery, assault/battery); *Other Crimes*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

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

October Reported Crime by Class and Mode



Total Crime Trend by Mode



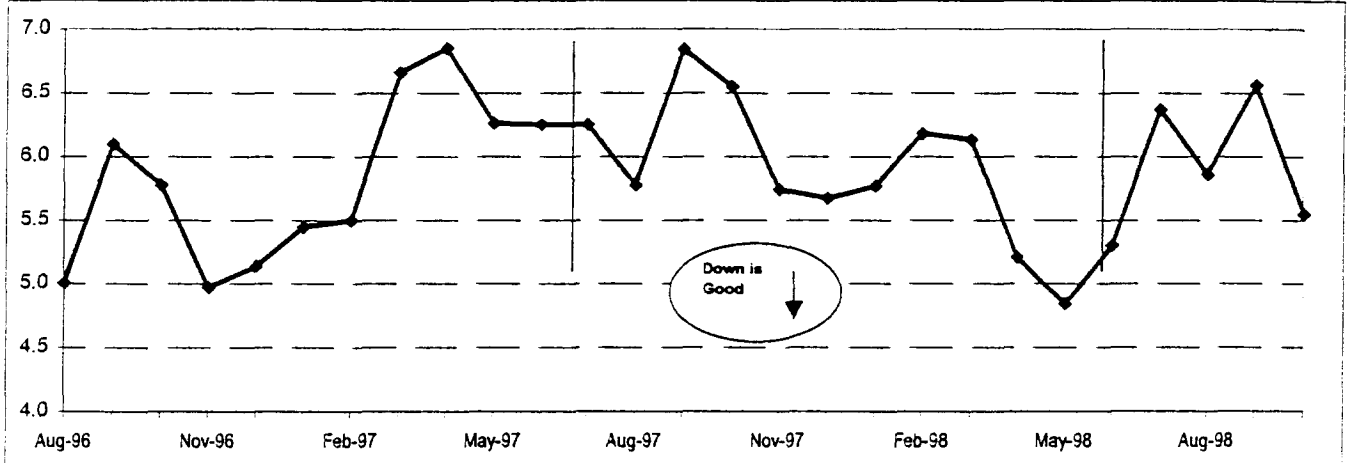
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

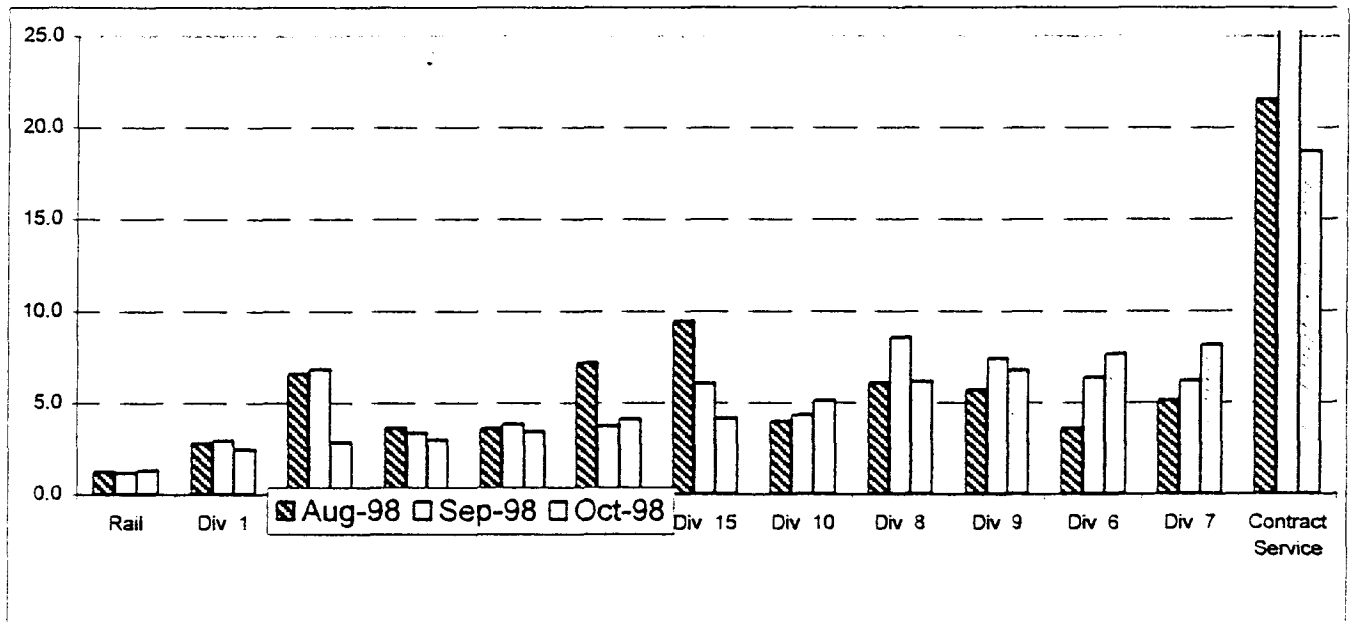
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

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

Systemwide Trend



Bus Operating Divisions August 1998 - October 1998

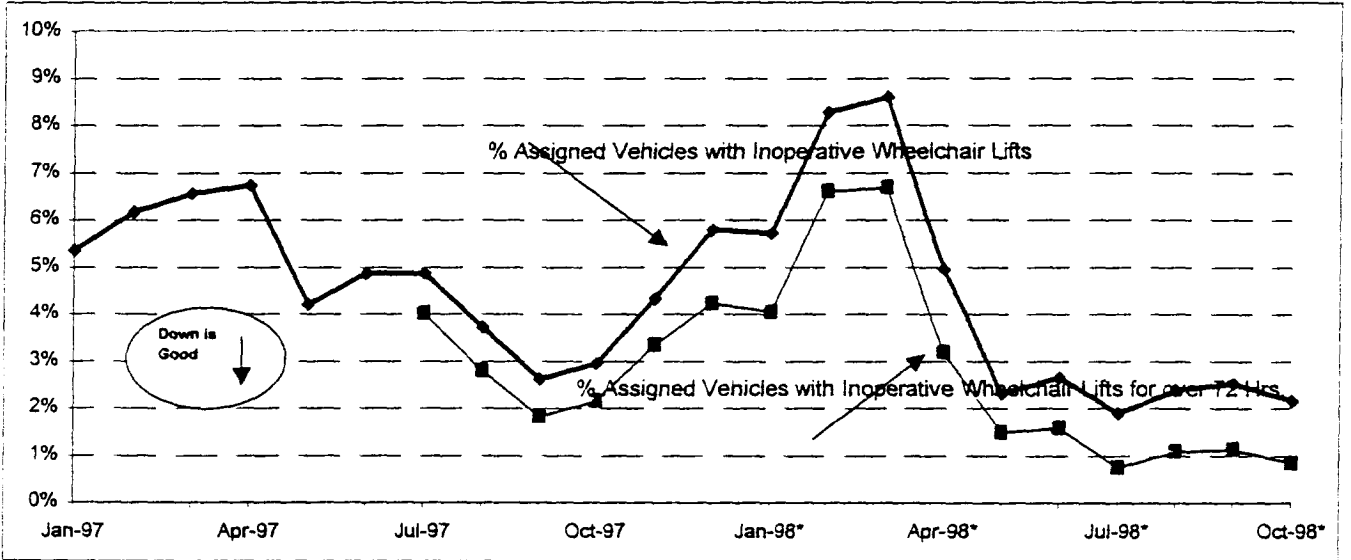


WHEELCHAIR LIFT DEFECT RATE

Definition: Wheelchair Lift Defect Rate is the number of inoperative wheelchair lifts as a percentage of the fleet.

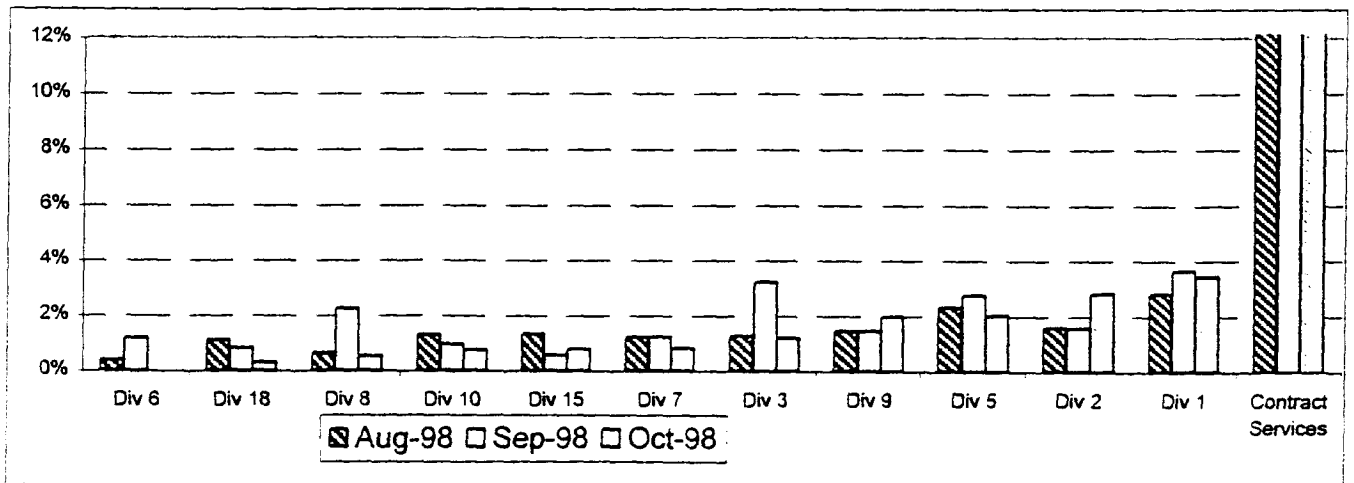
Calculation: % Assigned Buses with Wheelchair Lift Defects = Wheelchair lifts with defects divided by Total assigned buses

Systemwide Trend



*Includes Contract Services Data

**Bus Operating Divisions
August 1998 - October 1998**



WHEELCHAIR LIFT ACCESSIBILITY

Definition: Unsuccessful Wheelchair Boardings measures the rate at which Metro Wheels volunteers are unable to successfully board MTA buses.

Calculation: Number of Unsuccessful Boardings divided by Total Attempted Boardings by Metro Wheels Volunteers.

Unsuccessful Wheelchair Boardings

