



April 6, 1999

Metropolitan
Transportation
Authority

One Gateway Plaza
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TO: BOARD OF DIRECTORS

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER
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SUBJECT: ONGOING SHUTTLE PERFORMANCE

ISSUE

In response to Board Member inquiries, MTA staff committed to report on the subsidy-per-boarding of shuttle projects during April, so that the data would be available during deliberations on the Call for Projects and FY00 budget. Staff has reviewed the subsidy-per-boarding performance of 19 ongoing shuttle projects that are being considered for inclusion in the FY00 MTA budget or have applied for ongoing funding in the 1999 Call for Projects. Their performance is summarized in Attachment A.

BACKGROUND

Performance objectives and measures have not been uniformly applied in MTA shuttle programs. The projects listed on the attachment have previously been funded through one or more of the following programs:

Mobility Allowance program - Authorized in October 1996 to provide more flexible alternative service options on low productivity MTA lines to achieve MTA operating cost savings. Performance measures: reduction in MTA's hourly revenue service cost. Funding source: MTA budget savings resulting from restructured low- productivity MTA services. Funded projects:

Carson Line 646 - City Nightline
Redondo Beach / Hermosa Beach Wave

Green Line Shuttle program - Initiated in June 1995 to implement essential elements of Green Line Bus/Rail Interface Plan for the opening of the Green Line. Performance measures: none. Projects were funded with Federal CMAQ funds for two years and with Call funds for two years. Projects include:

- Norwalk Line 4
- Inglewood Line 213
- MTA Aviation - Line 625
- MTA Lakewood - Line 631
- MTA El Segundo - Lines 626, 627

Call for Projects - Shuttle projects were initially funded in the TDM category of the 1995 Call for Projects. New and ongoing shuttles were funded in the 1997 Call. Performance measures: \$5 subsidy per boarding for fixed route shuttles; \$12 subsidy per boarding for demand-responsive services, such as dial-a-ride. Projects include:

- L. A. Smart Shuttle - West San Fernando Valley
- L. A. Smart Shuttle - Northeast San Fernando Valley
- L. A. Smart Shuttle - Southside Shuttle
- L. A. Smart Shuttle - Westlake / McArthur Park Shuttle
- Santa Fe Springs Express
- Carson Harbor Transitway Shuttle
- Avalon Jitney
- Baldwin Park Metrolink Shuttle

Project-Specific Board Actions - Two shuttle projects were funded by specific board action. Performance measures: none, although Line 608 has been evaluated with the Green Line shuttles. Projects include:

- MTA Hollywood Bowl Park and Ride Shuttles
- MTA Crenshaw Connection - Line 608

Each of the shuttle projects needs continued subsidy to continue operations. FY2000 funding would be provided through inclusion in the FY2000 MTA budget or an award of Call for Projects funding. Consistent with the FY 1999 Call for Projects Guidelines, MTA shuttle projects are ineligible for Call funding.

Subsidy per boarding is calculated as the total project cost minus fare revenues divided by the total boardings. In addition, the 1999 Call for Projects Guidelines limit the total FY 1999 Call funding of all ongoing TDM projects, including shuttles, to a maximum of 30% of the TDM category (up to \$4.2 million is available for ongoing TDM projects over 2 years).

The Board has adopted the subsidy-per-boarding performance measure only for Call funded projects; however, since the Board may choose to apply the subsidy threshold to projects that are funded through the budget, subsidy-per-boarding calculations have been projected for all projects listed in the appendix based on each project's requested FY 2000 budget, projected fare revenues and boardings.

For the projects that staff anticipates will fail the \$5 per boarding subsidy threshold, we need to provide 60-days notice to the contractors of the potential project termination as of June 30, 1999. This written notification will be sent by April 30, 1999 and will include a contingency that recognizes the Board's authority approve ongoing funding in FY00.

To assure uninterrupted service for those ongoing shuttles that meet the policy threshold, MOU amendments will need to be executed before June 30, 1999 with current contractors to extend their service terms by six months. Once the funding priorities are known, staff will issue new RFPs or will work with ongoing operators to reconfigure their services to cover cost effective portions of the cancelled routes or service areas.

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Attachment A - Shuttle Subsidy per Boarding

Fy 2000 Subsidy per boarding

Line	FY 2000 PROPOSAL			Potential FY 2000 Fund Source
	Subsidy	Boardings	Subsidy/ Boarding	
LA Shuttle West SFV	\$1,220,000	1,389,750	\$0.88	Call
LA Shuttle Westlake	\$450,000	370,000	\$1.22	Call
Baldwin Park ML Shuttle	\$262,144	208,128	\$1.26	Call
Norwalk Line 4	\$769,000	387,042	\$1.99	Call
Inglewood Line 213	\$505,000	248,248	\$2.03	Call
Crenshaw Conn. APT 608	\$300,000	108,000	\$2.78	Budget
LA Shuttle Northeast SFV	\$1,020,000	357,000	\$2.86	Call
Avalon Jitney	\$340,000	115,000	\$2.96	Call
Carson Harbor Transitway	\$166,000.00	46,460	\$3.57	Call
LA Shuttle Southside	\$960,000	244,829	\$3.92	Call
MTA Lakewood 631	\$315,000	79,200	\$3.98	Budget
Hollywood Bowl	\$750,000	175,000	\$4.29	Budget
Santa Fe Springs Express	\$37,000	7,800	\$4.74	Call
El Segundo Greenline 626	\$185,550	37,791	\$4.91	Budget
ATE 2 Line 625	\$500,000	88,800	\$5.63	Budget
El Segundo Greenline 627	\$188,550	15,000	\$12.57	Budget

Mobility Allowance Projects

Carson 646 City Nightline	\$88,000	8,700	\$10.11	Budget
Redondo Beach Wave	\$40,000	3,100	\$13.00	Budget