Southern California Association of Governments

2007 RTP Update

County Transit Performance Between FY2000 and FY2004

Los Angeles, CA
September 20, 2006

System Metrics Group, Inc.

Data Sources

- **Population - California Department of Finance Demographic Forecasting Unit**
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- **Transit Trips and Revenue Service Hours**
  - FY00 and FY04 National Transit Database (NTD) total unlinked passenger trips for all modes
  - Revenue Hours for Trains and Vehicles from NTD
- **Productivity - Utilization Rates**
  - Passenger Miles divided by Seat Miles for each mode
  - Seat Miles is the weighted average number of seats on vehicles operating during the year vehicles multiplied by the number of revenue vehicle (or train car) miles from the NTD
- **Cost Effectiveness - Transit Cost and Subsidy**
  - Operating funding is from the FY00 and FY04 NTD total funding received during the fiscal year
  - Total subsidy is the total funding received less the directly generated funding received during the fiscal year

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Transit utilization rate trends varied by mode and county

FY 2000

County	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Bus
Los Angeles	35%	11%	36%	59%	35%
Orange		13%	n/a		27%
Riverside		9%			25%
San Bernardino		12%			33%
Ventura		16%			22%

FY 2004

County	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Bus
Los Angeles	38%	10%	48%	41%	35%
Orange		7%	n/a		30%
Riverside		7%			24%
San Bernardino		12%			25%
Ventura		12%			20%

Utilization Rates varied by mode…

- **Commuter Rail and Light Rail experienced the greatest declines in utilization**
  - Commuter rail utilization increased to 38% from 35%
  - Light rail experienced a drop from 59% to 41%
  - **Heavy rail utilization increased from 36% to 48% in FY2004**
- **San Bernardino County experienced a significant decline in bus utilization between the two time periods, declining from 33% to 25%**

Regional Transit Performance in FY2000

County	Population (millions)	Total Annual Transit Trips (millions)	Annual Transit Trips Per Capita	Total Vehicle or Train Revenue Miles (millions)	Directly Generated Funds (millions $)	Total Annual Public Subsidy (millions $)	Total Annual Operating Funding (millions $)	Farebox Recovery	Subsidy per Transit Trip	Subsidy per Capita
LOS ANGELES	9.6	533.8	55.7	158.0	$ 406.9	$ 800.4	$ 1,207.3	34%	$1.50	$83.58
ORANGE	2.9	57.4	20.0	23.3	$ 65.3	$ 84.3	$ 149.5	44%	$1.47	$29.42
RIVERSIDE	1.5	11.3	7.4	10.0	$ 8.2	$ 34.1	$ 42.4	19%	$3.03	$22.38
SAN BERNARDINO	1.7	16.1	9.5	11.2	$ 12.1	$ 30.7	$ 42.7	28%	$1.90	$18.07
VENTURA	0.8	4.8	6.3	3.9	$ 3.0	$ 13.2	$ 16.2	19%	$2.77	$17.38
TOTAL SCAG REGION FY2000	**16.4**	**623.3**	**38.0**	**206.3**	**$ 495.5**	**$ 962.7**	**$ 1,458.2**	**34%**	**$1.54**	**$58.62**

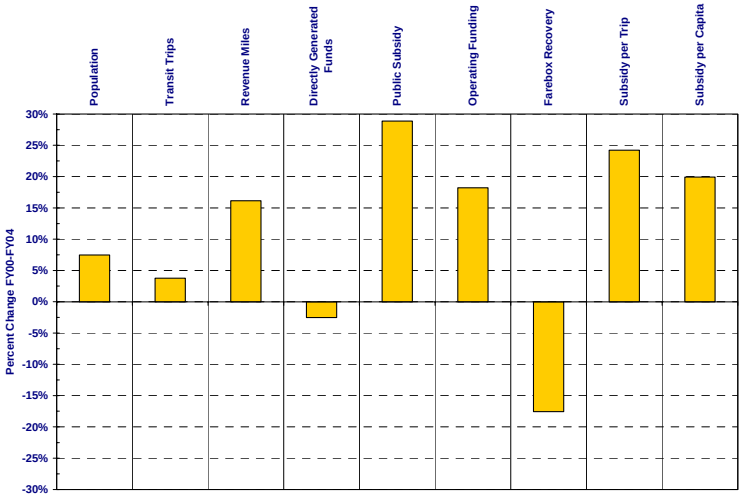
And in FY2004…

County	Population (millions)	Total Annual Transit Trips (millions)	Annual Transit Trips Per Capita	Total Vehicle or Train Revenue Miles (millions)	Directly Generated Funds (millions $)	Total Annual Public Subsidy (millions $)	Total Annual Operating Funding (millions $)	Farebox Recovery	Subsidy per Transit Trip	Subsidy per Capita
LOS ANGELES	10.1	544.0	53.9	175.5	$ 379.5	$ 1,002.5	$ 1,382.0	27%	$1.84	$99.42
ORANGE	3.0	69.0	22.7	32.1	$ 76.8	$ 120.4	$ 197.2	39%	$1.74	$39.65
RIVERSIDE	1.8	11.5	6.3	13.8	$ 9.3	$ 47.6	$ 56.9	16%	$4.13	$26.21
SAN BERNARDINO	1.9	17.4	9.1	13.6	$ 13.5	$ 53.9	$ 67.5	20%	$3.09	$28.31
VENTURA	0.8	4.8	5.9	4.7	$ 3.8	$ 16.4	$ 20.2	19%	$3.44	$20.28
TOTAL SCAG REGION FY2004	**17.6**	**646.7**	**36.6**	**239.6**	**$ 483.0**	**$ 1,240.8**	**$ 1,723.8**	**28%**	**$1.92**	**$70.30**

Difference between FY2004 and FY2000

County	Population (millions)	Total Annual Transit Trips (millions)	Annual Transit Trips Per Capita	Total Vehicle or Train Revenue Miles (millions)	Directly Generated Funds (millions $)	Total Annual Public Subsidy (millions $)	Total Annual Operating Funding (millions $)	Farebox Recovery	Subsidy per Transit Trip	Subsidy per Capita
LOS ANGELES	0.5	10.2	(1.8)	17.5	$ (27.4)	$ 202.1	$ 174.7	-6%	$0.34	$15.84
ORANGE	0.2	11.6	2.7	8.8	$ 11.5	$ 36.2	$ 47.6	-5%	$0.28	$10.23
RIVERSIDE	0.3	0.3	(1.0)	3.7	$ 1.0	$ 13.4	$ 14.5	-3%	$1.10	$3.83
SAN BERNARDINO	0.2	1.3	(0.3)	2.4	$ 1.5	$ 23.3	$ 24.8	-8%	$1.19	$10.24
VENTURA	0.1	(0.0)	(0.4)	0.9	$ 0.8	$ 3.2	$ 4.0	0%	$0.68	$2.90
SCAG REGIONAL DIFFERENCE FY2004 vs. FY2000	**1.2**	**23.4**	**(1.3)**	**33.3**	**$ (12.5)**	**$ 278.1**	**$ 265.6**	**-6%**	**$0.37**	**$11.68**

Performance has clearly declined between FY00 & FY04



Cost effectiveness declined for FY 2004 compared to FY 2000 …

- **Operations Funding increased by almost 20 percent**
  - The increase is higher than inflation, but more or less in line with service miles
- **Revenues actually decreased slightly**
  - Once inflation is taken into account, the decrease is more significant (i.e., more than 10 percent in constant dollars)
- **Farebox Recovery decreased in all counties except Ventura**
  - This decrease reflects that the combination of ridership and fares did not increase sufficiently to keep in line with inflation and operating cost increases
- **As a result, total subsidies increased by almost 30 percent**
  - This increase is likely not sustainable longer term based on current funding. Either the productivity needs to increase significantly (i.e., higher ridership per unit of service) or fares have to increase, or both.