

STAFF REPORT

SUBJECT: Valley Express Report

MEETING DATE: February 13, 2006

AGENDA ITEM: 7

RECOMMENDATION:

Receive report from SBMTD on status of Santa Ynez Valley Express intercity transit service and performance standards for 3-year pilot program.

STAFF CONTACT: Michael Powers

SUMMARY:

In October, 2004 the SBCAG board approved \$331,200 in CMAQ funding to MTD to fund three years of operating costs for the Santa Ynez Regional Transit Service project (now called the Valley Express). The board also required MTD to provide annual reports on ridership levels, farebox recovery rate, and service or fare refinements. MTD committed to an aggressive annual fare box recovery standard and will also submit additional system performance data in response to the board's requirement.

DISCUSSION:

In October, 2004 the SBCAG board approved \$331,200 in CMAQ funding to MTD to fund three years of operating costs for the Santa Ynez Regional Transit Service project (now called the Valley Express). The board also required MTD to provide annual reports to the SBCAG Board on ridership levels, farebox recovery rate, and service or fare refinements. It was understood that the selection of performance standards would be subject to further board review.

The MTD board adopted a fare box recovery standard that is unique to the Santa Ynez service. The standard is aggressive, but not unreasonable for a limited service that is concentrated in the peak commuter hours. The projected fare box recovery ratio, a relationship that matches passenger fare revenue returns with operating costs, is set at 34% in Year 1 (2005), 57% in Year 2 (2006), and 85% in Year 3 (2007). The MTD board also adopted two other performance measures, Average number of Passengers per One-Way Trip (ranging from 12 in Year 1 to 30

in Year 3) and Subsidy per Passengers (ranging from \$5.20 in year 1 to \$.50 in year 3). MTD will also collect a variety of other performance standards.

MTD also agreed to provide additional information staff requested. This information includes the following:

- 1) Ridership per route compared to number of seats available. (SBCAG understands the two types of buses MTD plans to use have different seating capacity so this difference has to be considered).
- 2) On-time performance pickup, which should be the same as MTD general system wide performance data; and,
- 3) Rider Satisfaction obtained via annual survey.