



Finance, Administration and Oversight Committee

Information Item IV-A

December 4, 2008

MetroAccess Ridership and Cost Projections

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input type="radio"/> Action <input checked="" type="radio"/> Information	MEAD Number:	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

MACS Ridership and Cost Projections

PURPOSE:

To provide the Board with an update on ridership and cost projections for MetroAccess paratransit service.

DESCRIPTION:

Year-to-date ridership on MetroAccess paratransit service is nearly 20% higher on average than for the previous fiscal year, which is approximately twice the original FY 2008 projection. The growth is due in part to the larger national trend of an increasing senior and disabled population, but is also attributable to improvements in service quality that have been made to the program over the last year. The Authority retained a consulting firm to produce a five-year projection of ridership trends, and the results of the study indicate a potential doubling of current ridership by the end of the five-year period.

FUNDING IMPACT:

No impact on funding

RECOMMENDATION:

N/A



MetroAccess Ridership and Cost Projections 2008-2013

Presented to the Board of Directors:

**Finance, Administration, and
Oversight Committee**

December 4, 2008

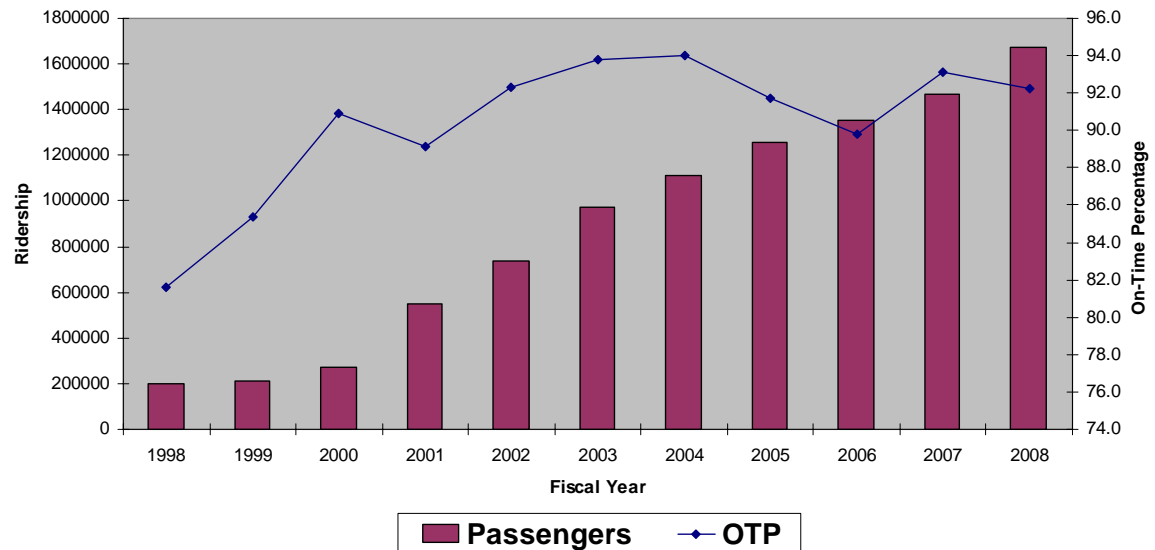




Ridership vs. On-Time Performance 1998-2008

- Prior to current contract, GPS data was not used for OTP calculations and 1/3 of service was provided by taxis
- Ridership has grown 556% over 10 years
- OTP has increased from 82% to 92% during the same period

Starting in 2006, on-time performance (OTP) data supported by GPS and is more accurate *

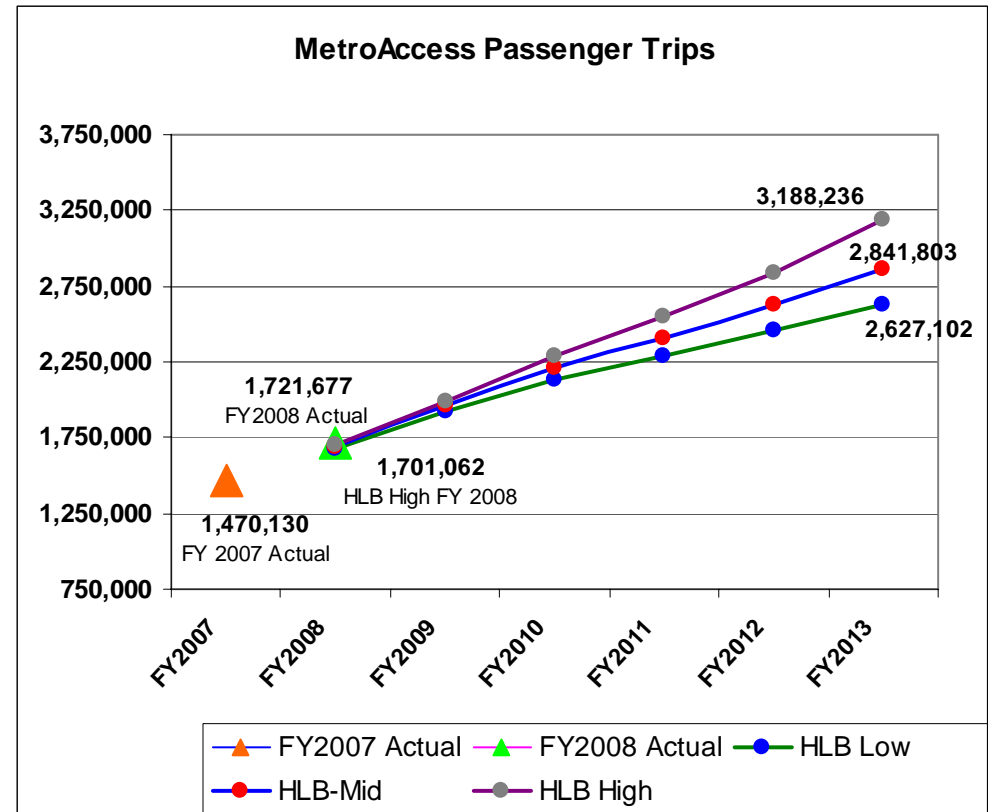


* OTP = on-time pickup within 30-minute window



Current Ridership Trends

- FY 2008 ridership was 16% higher than FY 2007; 1st Qtr FY 2009 is 20% over FY 2008
- Actuarial analysis through FY 2013 shows range of growth between 50% and 100%; will take an increasingly larger share of the operating budget
- Rate of growth decreases with increased demand management techniques





Factors Driving Ridership

- Investments in MetroAccess have produced improved service
 - ✓ Increased contract oversight and staffing
 - ✓ Expanded vehicle fleet
 - ✓ Less reliance on taxis
 - ✓ Technology enhancements
 - ✓ Door-to-door service
- Economic conditions
- Service is required by law (ADA)





Current Financial Impact

- FY 2008 operating budget was \$59.8M; ridership increase and required adjustments to infrastructure resulted in \$6.2M cost overrun
- FY 2009 operating budget is \$62.0M; continuation of FY 2008 trends projected to produce \$8.5M cost overrun
- Despite 16% increase in ridership between FY 2008 and FY 2009, cost per trip remains level at \$38/trip. FY 2010 ridership projected to rise 12.7% to 2.2M passengers
- FY 2009 revenue not tracking with ridership due to one-time payout of \$500K in free rides from legal settlement (\$214K since 8/15/08)



	One-Time	Ongoing
Aug	\$ 69,190	\$ 27,960
Sep	\$ 104,699	\$ 34,960
Oct	\$ 40,110	\$ 37,543
	\$ 213,999	\$ 100,463
YTD Revenue	\$ 1,213,999	\$1,314,462
Avg. Fare (budget \$2.30)	\$ 2.10	\$ 2.27



Contract Status

- Contract base period is four years with two renewable options at two years each; total contract authority is \$540M
- Base period (\$203M) ends 1/14/10
- \$151M expended as of 9/30/08; monthly expenses at nearly \$6M will exhaust contract authority by 6/30/09
- Requires an additional \$44M in contracting authority to continue





Access Services Current Initiatives

- **Metro-provided fuel** will produce a savings of approximately \$500K annually
- **Direct purchase of MetroAccess fleet vehicles** yielded nearly \$1.4M in savings for FY 2008/2009 purchases—to continue per Fleet Plan
- **Metro-provided operating facilities** will reduce deadhead costs in Fairfax County by an estimated \$300K annually; other properties being evaluated for further savings





Access Services Plan of Action

- **Strengthen eligibility certification process**—more emphasis on fixed-route options and less on assessments for those whose eligibility status is unlikely to change
- **Expand regional travel training initiatives for seniors and people with disabilities** through Metro and community resources and grants
- **Promote free ride and reduced fare programs** (145K rides deferred CYTD @ \$38/trip = \$5.51M in savings); participation up by 59% over prior year





Policy Options for Board Consideration

- In conjunction with his direction for the FY 2010 budget, the General Manager will be sharing various policy options for the Board's consideration





Next Steps

- Request for additional contract authority will be submitted in conjunction with the FY 2010 budget