

Metropolitan Transportation Commission Programming and Allocations Committee

May 9, 2018

Agenda Item 3a

Resolution No. 4333

Subject: FY 2018-19 Regional Measure 2 (RM2) Operating and Marketing Programs

Background: MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service). This item adopts the FY 2018-19 Regional Measure 2 (RM2) Operating and Marketing Assistance Programs and includes programming recommendations for routes at risk of losing funds.

FY 2018-19 RM2 Operating Program

The RM2 Operating Assistance Program for FY2018-19 is proposed at \$48.7 million. In general, the same transit routes and services as last year are proposed for funding. However, there are some service changes of note:

Solano Express: In FY2018-19 there will be comprehensive changes to the Solano Express bus network including consolidation of routes, new schedules, rebranding and a unified fare structure. In past years, RM2 operating funds have supported Routes 40, 78, and 90. These routes will become the Blue Line, Yellow Line, and Green Express, respectively. Routes 80 and 85 will be part of Phase 2 changes.

Tri Delta Route 300: Tri Delta Transit is implementing extensive service changes in conjunction with the opening of the East Contra Costa BART Extension (eBART) expected later this month. Three revisions to Route 300 which receives RM2 operating funds include: 1) The route will be truncated and end at the new Antioch BART station rather than continuing west to Bay Point BART; 2) The route will now only operate during the morning and afternoon peak periods instead of all day, which changes the required farebox recovery standard to 30% instead of 20%; and 3) The fare will change to a local rate instead of an express rate. Staff recommends continued funding of Route 300 as staff works with TriDelta to evaluate the revised service.

WETA Ferry Service: For two fiscal years, WETA received an additional \$1.2 million in RM2 operating funds to offer expanded service through the Bay Bridge Forward project. Staff proposes to maintain this higher funding level in FY2018-19 in order for WETA to continue the expanded service.

AC Transit Route 800: Route 800 is late night service that is funded as part of RM2's Owl Service. For several years BART has been funding additional Friday and Saturday frequency as well as an extension to the Route 800. MTC provided \$177,000 in additional RM2 operating funds to support the expanded route beginning in FY2016-17. BART now plans to discontinue funding for the service and AC Transit will likely reduce service on the route due to lack of an alternative fund source. Staff proposes to continue to provide additional RM2 operating in FY2018-19 to maintain the route extension, but RM2 operating funding is insufficient to maintain the increased frequency. For FY2019-20, staff will reassess if additional RM2 operating funds should continue to be provided to this route or possibly redirected to an alternative late night service.

At-risk Routes: At the February Committee meeting, staff provided information regarding three routes—Dumbarton Express DB1, AC Transit’s Route LA and County Connection’s Route 96x—that are not currently meeting RM2 performance standards. As a follow-up to that report, staff makes the following programming recommendations:

Dumbarton Express DB1: While this route is meeting the RM2-required farebox recovery standard of 20% for all-day service, it is not meeting the cost per passenger performance requirement imposed by the Commission when the route changed from peak-only to all-day in FY 2016-17. MTC is performing a study of the corridor in consultation with numerous corridor stakeholders including the Dumbarton Bridge Regional Operations Consortium (DBROC), and near-term capital improvement recommendations are expected this summer. Funding has also been programmed for capital improvements in the corridor which should increase transit competitiveness and mode share once implemented. In light of pending changes in the corridor, staff recommends deferring the cost per passenger performance standard and continuing to fund the route during the service enhancement implementation.

AC Transit Route LA: AC Transit recently approved Phase Two of their Transbay Tomorrow effort. The service plan, to be implemented starting in August, addresses some long-standing issues with overcrowding, revises the outdated transbay service network, and incorporates operating funds provided by Bay Bridge Forward. Route LA, which currently serves Richmond and then expresses to San Francisco – and which did not meet the RM2 farebox recovery standard in FY2016-17 will be rerouted to serve portions of El Cerrito, Albany, and Berkeley in order to boost ridership and reduce crowding on other transbay routes. Staff recommends continued funding for Route LA and to allow two years (through FY 2019-20) for the restructured route to meet the farebox standard.

CCCTA Route 96x: This route narrowly missed meeting the farebox recovery standard in FY 2017-18 (27.3% vs 30% standard) but did meet the Passenger Productivity standard for RM2 operating funded services. Staff recommends providing an additional year of funding to allow CCCTA to meet the standard through the strategies they have enacted.

FY 2018-19 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$4.5 million for marketing and public information of RM2 projects. Marketing funds will be used for Clipper® and other RM2 projects. Like last year, the marketing budget includes \$500,000 for AC Transit for RM2-funded service such as the Bus Rapid Transit/1R service, Transbay service, and the move to the Salesforce Transit Center. The RM2 marketing support will free up funds for AC Transit to use in support of school bus service. The RM2 operating and marketing program is also included in the proposed FY2018-19 BATA budget and is subject to its approval.

Issues: None.

Recommendation: Refer MTC Resolution No. 4333 to the Commission for approval.

Attachments: MTC Resolution No. 4333

Date: May 23, 2018
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4333

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2018-19.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 9, 2018.

Date: May 23, 2018
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2018-19 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4333

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 66500 et seq.; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2018-19, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 23, 2018.

FY 2018-19 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (notes 1,2)
1	Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
			Total	2,473,725
2	Napa VINE Service	NCTPA	Route 29	426,400
			Total	426,400
3	Express Bus North	SolTrans	Yellow Line	762,567
		SolTrans	Route 80	578,000
		SolTrans	Route 85	201,741
		ECCTA	Route 300	531,835
		Fairfield/Suisun Transit	Blue Line	463,967
		Fairfield/Suisun Transit	Green Express	636,600
		Golden Gate Transit	Route 72x	101,264
		Golden Gate Transit	Route 101	195,339
		WestCat	Route JPX	249,294
		SolTrans	Route 82 Pilot	30,000
			Total	3,750,608
4	Express Bus South	AC Transit	Route F	890,865
		AC Transit	Route LA	146,761
		AC Transit	Route NL/BA	2,678,379
		AC Transit	Route NX1	91,779
		AC Transit	Route NX2	88,191
		AC Transit	Route O	779,077
		AC Transit	Route P	385,034
		AC Transit	Route U - Dumbarton Corridor	311,238
		AC Transit	Route W	56,580
		CCCTA	Route 96X	145,339
		WestCat	Hercules LYNX/JX	869,550
		WestCat	Bay Bridge Forward Service Start-up	50,000
		LAVTA	Rapid	580,836
			Total	7,073,629
5	Dumbarton Bus	AC Transit	Routes DB	1,432,828
		AC Transit	Route DB1	1,534,148
			Total	2,966,976
6	Ferry Service	WETA	Alameda Harbor Bay	1,325,000
		WETA	Alameda/Oakland	4,732,000
		WETA	Vallejo	6,975,000
		WETA	South San Francisco	2,268,000
		WETA	Bay Bridge Forward Service Expansion	1,200,000
			Total	16,500,000
7	Owl Service	AC Transit	Route 800	665,771
		AC Transit	Route 801	667,852
		MUNI	Route 14	187,501
		SamTrans	Route 397	305,876
		AC Transit	Route 800 Service Enhancements	177,000
		TBD	Owl Service	50,000
			Total	2,004,000
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	3,000,000
11	WETA planning	WETA	Planning and operations	3,000,000
12	Clipper	MTC	Operations	2,000,000
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000
			Grand Total	48,695,338

RM2 Marketing Assistance Program (note 3)

Project Name	Operator	Description	Programmed
Clipper®	MTC	Public Information and Marketing	2,600,000
511 Real Time Transit	MTC	Public Information and Marketing	100,000
Seamless Transit Map	MTC	Public Information	710,000
The Hub Regional Resource Center	MTC	Center Operations	165,000
AC Transit Services	AC Transit	Public Information and Marketing	500,000
New or Expanded Transit Services	TBD	Public Information and Marketing	385,000
Grand Total			4,460,000

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2018-19 BATA Budget.
 3. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).