

# Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Item Number 4a

## Regional Measure 2 Operating Performance Report for FY2014-15

**Subject:** FY 2014-15 Regional Measure 2 (RM2) Operating Performance Report for services that did not meet the RM2 performance standards.

**Background:** RM2 provides operating support for certain transit services; these are subject to performance standards and are assessed annually. This item presents the results of the performance review for FY2014-15.

Of the thirty-five RM2 funded routes, there were four routes that did not meet the performance standards as required by the close of FY2014-15, as summarized below:

Agency	Required Farebox Ratio	2012-13 (audited)	2013-14 (audited)	2014-15 (audited)	Year Required	Service Productivity
All-Day						
LAVTA The Rapid	20%	12.8%	15.8%	14.1%	FY2013-14	↔
Peak						
AC Transit - Dumbarton DB1	30%	21.9%	24.0%	26.9%	FY2014-15	↑
Fairfield/Suisun -Transit Route 40	30%	29.7%	30.9%	27.8%	FY2007-08	↔
WETA - South San Francisco Ferry	40%	10.3%	17.3%	20.6%	FY2014-15	↑

LAVTA's Rapid service has increased passengers and improved passenger productivity, but it did not meet the farebox recovery standard of 20 percent for all-day service operations. In FY 2014-15, it achieved a farebox recovery of 14.1 percent. In September 2014, the LAVTA Board approved a scope of work for a Comprehensive Operational Analysis (COA), and recommendations are scheduled to be adopted by the Board in February of 2016. The COA is expected to include recommendations related to the Rapid including a possible realignment or adjustment in service. Funding for this service has been suspended pending Board approval of the COA. Prior to the funding suspension, the Rapid received \$580,000 in RM2 operating funds per year.

AC Transit's Dumbarton Express Route DB1 has continued to increase passengers, but did not meet the farebox recovery standard; it achieved a farebox recovery of 26.9 percent. AC Transit has requested to:

- Convert to all-day service: ridership patterns demonstrate a compelling case for all day service with most passengers taking the last morning trip and the first afternoon trip. AC Transit believes these passengers are shift workers and VA hospital patients and that there is latent demand for midday trips. Shifting to all-day service would also mean a reduced farebox recovery requirement of 20% rather than the 30% the route is subject to now.
- Increase Eco-pass revenue: Dumbarton Express Bridge Consortium partner SCVTA has agreed to increase their contribution per rider from \$1.50 to \$2.10 at their September 2 meeting. This should have the effect of boosting farebox revenue.

- Conduct additional marketing.
- Complete planning study: AC Transit is re-applying for Caltrans funding and also applied for funding from Alameda County Transportation Commission to conduct service planning to see if changes to schedule or routes might be beneficial.

FAST Route 40 achieved a 27.8 percent farebox recovery and passenger productivity for the route remains stable. The route met the farebox standard in prior fiscal years. Solano Transportation Authority coordinates intercity Express Bus service with its operators and is completing an operational analysis of service in the county. FAST Route 40 is part of a comprehensive restructuring of intercity service that will begin to be implemented in this fiscal year. MTC will continue to monitor the process to ensure that the service meets performance standards.

Although WETA South San Francisco Ferry Service has experienced over 200 percent ridership growth, it is still only roughly halfway to meeting the farebox recovery rate of 40 percent. To meet the standard, WETA staff have proposed cutting costs by interlining service with the Alameda and Oakland ferry routes, and they continue to anticipate that growth of the Oyster Point Business Park will result in a need for transporting more workers to the area. WETA has also requested that additional time (up to ten years) be allowed for the service to achieve the farebox recovery standard. While the Commission has granted a brief (1-2 year) to help operators meet their performance standards, it has not granted an extension of such a duration in the past.

Staff will return in the spring with RM2 Operating Program recommendations for FY2016-17.

**Issues:** None

**Recommendation:** Information only.

**Attachments:** None