

# Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 4a

## Regional Measure 2 Operating Program Update

**Subject:** Annual program update for FY2016-17 Regional Measure 2 Operating Program including assessment of routes not meeting performance requirements.

**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 FY2016-17.

Of the forty-three RM2 funded routes, there were three routes that did not meet the performance standards as required by the close of FY2016-17, as summarized below:

Agency	Required Farebox Ratio	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity (Passengers per Hour)	
AC Transit - Route LA	30%	24.2%	24.6%	27.7%	FY2006-07	↓	12.8
AC Transit - Dumbarton Service DB1	20%	21.3%	25.9%	26.9%	FY2014-15	↓	10.0
CCCTA Route 96X	30%	27.3%	24.1%	25.0%	FY2010-11	↑	16.1

AC Transit Route LA receives \$145,339, and it provides service between Hilltop Dr. Park & Ride and the Richmond Transit Center to San Francisco. Route LA did not meet the 30% farebox recovery standard required for All-day service, and it saw a decline in passenger productivity. The route is part of AC Transit’s “Transbay Tomorrow” program and is proposed to be rerouted to serve a more productive corridor closer to Richmond. In addition, although AC Transit-managed Route DB1 did meet the minimum farebox ratio requirement, the route did not meet the revised performance standard for passenger productivity set by the Commission for FY2016-17.

County Connection Route 96x receives \$146,761 in RM2 Operating Program funds and serves San Ramon Transit Center and Bishop Ranch Business Park to Walnut Creek BART Station. Route 96x did not meet the 30% farebox recovery standard required for all-day service, though it did see an increase in passenger productivity during the most recent performance review.

Both operators were sent a warning letter about the status of the above-listed routes, and staff is currently working with the operators on corrective action plans. Recommendations for these routes will be provided during the Spring when the RM2 Operating Program of Projects is presented to the Commission for approval.

Additional background for each route is provided in Attachment A.

**Recommendation:** Information Only

**Attachments:** Attachment A – Detail of Routes Not Meeting Performance Standards  
Attachment B – FY 2016-17 RM2 Operating Program Performance Review

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### Additional Information on Routes Not Meeting Performance Standards

The table below summarizes the FY2016-17 route statistics for the operating projects that did not meet performance standards.

**Table 1 – FY2016-17 Route Statistics**

Agency	RM2 Funds Paid	Operating Cost	Fare Revenue	Revenue Hours	Operating Cost per Revenue Hour	Passengers Carried	RM2 Cost Per Passenger	Subsidy Per Passenger
AC Transit - Route LA	\$ 146,761	\$ 1,866,066	\$ 382,418	9,687	\$ 192.64	123,760	\$ 1.19	\$ 11.99
AC Transit - Dumbarton Service DB1	\$ 1,441,669	\$ 1,846,864	\$ 392,874	13,684	\$ 134.97	136,890	\$ 10.53	\$ 10.62
CCCTA Route 96X	\$ 145,339	\$ 1,150,677	\$ 313,704	8,668	\$ 132.75	139,424	\$ 1.04	\$ 6.00

#### AC Transit Route LA

Route LA did not meet the farebox or passenger productivity standards for RM2 Operating Program-funded service. The route carries passengers from the Richmond Parkway Transit Center and areas that surround Hilltop Mall to the San Francisco Temporary Transbay Terminal. The route was an all-day route that met the 20% farebox recovery standard for all-day service until FY2010-11; that year, it became a peak-only service because the midday trips were underutilized. The route last met the 30% farebox recovery in FY2011-12 when it achieved a 31.7% farebox recovery. The most recent performance review confirmed that the route is peak-only, and it has not met the standard for the last five years due to steadily declining ridership (6.6% reduction in passengers per hour in the last year). AC Transit has proposed a corrective action plan that allows the agency to implement its Transbay Tomorrow program, a comprehensive operational analysis (COA) of its Transbay service, which would restructure Route LA; implementation of these changes is currently planned for August of 2018.

MTC staff is working with AC Transit on recommendations for the route in FY2018-19, including consideration of whether to fund the LA or an alternative Transbay route once the COA has been finalized and a comprehensive plan for Transbay services has been developed.

#### Dumbarton Bridge Regional Operations Consortium (DBROC) Route DB1

The DBROC is a regional partnership between AC Transit, Santa Clara Valley Transportation Authority, BART, City of Union City, and SamTrans; AC Transit manages the service for the DBROC. During FY2016-17, DBROC Route DB1 did not meet the performance measure standard for passenger productivity and Routes DB and U are being closely being monitored due to declining passengers and farebox recovery.

The DB1, which runs from the Ardenwood Park n Ride lot to the Stanford Medical Center and Business Park, originally needed to meet the performance measure standards for peak service by FY2014-15 with FY2015-16 being the year the route is evaluated for compliance with RM2 Policies and Procedures. AC Transit, on behalf of the DBROC and with the support of Stanford Medical Center, advocated for all-day service funding because the most utilized trips were the last morning and first afternoon trips. This indicated that there was demand for midday service, and MTC agreed to pilot all-day service of the route for one year contingent upon cost per passenger not increasing. While the DB1 did meet the lower farebox recovery performance standard for all-day service, the cost per passenger has increased.

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Staff is engaging in discussions with public and private partners including AC Transit, Stanford University, and the employers at Stanford Research Park on ways to rationalize and improve transit service in the Dumbarton corridor and to generate greater transit demand. For FY2018-19, staff may recommend continued funding for the DB1, until a successful public-private partnership can be developed and plans for improved service implemented.

**County Connection Route 96X**

Route 96x did not meet the farebox recovery standard but did meet the Passenger Productivity standard for RM2 Operating Program-funded service. The route provides peak-only service between the Walnut Creek BART Station and the Bishop Ranch Business Park. County Connection began this route as an all-day service with funding assistance from Bishop Ranch Business Park, which pays for all fares on the route so that passengers board for free.

All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) are deemed “all day” in the RM2 Policies and Procedures if service is provided at least every two hours during the midday. County Connection removed some of its midday service and kept one trip in the midday, but the service span between the last morning trip and the first midday trip is too long (2 hours and 30 minutes) and the route length is too short for it to qualify as all-day service. County Connection has proposed a corrective action that only applies RM2 funds to the most productive morning trips to the Transit Center and to Bishop Ranch; most of these passengers use the service during the mornings to travel to work and then they carpool to BART or back home.

Route 96x is very close to meeting the farebox recovery standard and is well-utilized by passengers. Staff is working with County Connection to explore ways for the route to meet performance requirements through increasing its Express Bus fare and/or reducing costs by eliminating unproductive trips.

**Attachment B**  
**FY 2016-17 RM2 Operating Program Performance Review**

**Peak Services**

**Required Farebox Recovery: 30% for Express Bus, 40% for Ferry**

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
WETA - Alameda Harbor Bay Ferry	66.9%	59.3%	51.0%	FY2013-14	↑
WETA - Vallejo Ferry	62.2%	68.7%	58.8%	FY2006-07	↓
WETA - Alameda Oakland Ferry	62.0%	63.2%	56.0%	FY2012-13	↓
WestCAT Hercules LYNX	61.1%	55.5%	68.1%	FY2005-06	↓
Golden Gate Transit Route 72X	54.3%	70.6%	74.5%	FY2007-08	↓
AC Transit - Rte P	42.0%	41.9%	41.7%	FY2009-10	↑
AC Transit - Rte NX1	37.6%	40.7%	45.5%	FY2009-10	↓
AC Transit - Rte NX2	36.5%	40.5%	42.7%	FY2009-10	↓
AC Transit - Rte U	30.5%	30.8%	35.7%	FY2007-08	↑
AC Transit - Rte W	30.2%	32.6%	32.0%	FY2009-10	↓
CCCTA Route 96X	27.3%	24.1%	25.0%	FY2010-11	↑
AC Transit - Rte LA	24.2%	24.6%	27.7%	FY2006-07	↓
WETA - South San Francisco Ferry	37.2%	31.1%	20.6%	FY2018-19	↑

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard

## All-Day Services

### Required Farebox Recovery: 20% for Express Bus

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
AC Transit - Rte NL	22.6%	27.6%	30.6%	FY2007-08	↓
AC Transit - Dumbarton Service DB	20.4%	24.2%	27.9%	FY2014-15	↓
AC Transit - Dumbarton Service DB1	21.3%	25.9%	26.9%	FY2014-15	↓
AC Transit - Rte F	41.2%	61.9%	66.7%	FY2009-10	↓
AC Transit - Rte O	37.8%	49.3%	49.2%	FY2009-10	↓
ECCTA (Tri Delta Transit) Express Route 300	39.1%	36.2%	28.9%	FY2007-08	↑
Fairfield/Suisun -Transit Route 40	24.5%	26.2%	27.8%	FY2007-08	↓
Fairfield/Suisun -Transit Route 90	66.4%	68.5%	63.2%	FY2007-08	↓
Golden Gate Transit Route 101 Ops	28.3%	29.2%	33.7%	FY2011-12	↓
Golden Gate Transit Routes 40/40X	23.9%	25.4%	28.7%	FY2006-07	↓
LAVTA Tri-Valley Rapid	14.1%	13.4%	13.7%	FY2018-19	↑
NVTA Route 29	21.4%	23.6%	22.9%	FY2011-12	↑
SolTrans - Route 78	20.1%	22.9%	29.2%	FY2010-11	↓
SolTrans - Route 80/82	70.5%	73.9%	75.6%	FY2006-07	↓
SolTrans - Route 85	24.5%	32.3%	31.7%	FY2006-07	↓
WestCAT Route JPX	23.2%	25.8%	23.0%	FY2006-07	↓

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard

## Owl Services

### Required Farebox Recovery: 10%

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
AC Transit - Owl Service Route 800	29.6%	19.2%	24.0%	FY2007-08	↓
AC Transit - Owl Service Route 801	12.9%	10.6%	11.9%	FY2007-08	↓
Sam Trans - Route 397 Owl Service	17.7%	22.3%	21.3%	FY2007-08	↓
SFMTA Route 14 Mission Owl Service	13.0%	16.1%	17.5%	FY2007-08	↓

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard