

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 2f

Regional Measure 2 Operating Performance Update

Subject: Regional Measure 2 Operating Performance Update for FY2017-18.

Background: Regional Measure 2 (RM2) established the RM2 Regional Traffic Relief Plan and identified transit operating projects eligible to receive RM2 funding as identified in Section 30914 of the California Streets and Highways Code; it requires MTC to monitor and annually assess operating projects to ensure that they meet performance measure standards adopted through MTC Resolution No. 3636, Revised, Regional Measure 2 Policies and Procedures. Standards established for fixed route services are:

1. Farebox ratio must be met by mode and type of service;
2. Positive trend in service productivity (passengers per hour); and
3. Standards must be achieved by the 3rd year of service.

If an operating program or project cannot achieve its performance goals, MTC staff consults with the project sponsor about changes to increase the productivity of the route and best serve transit needs in the corridor. Based on proposed corrective actions and staff recommendations, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. Projects that did not meet performance measure standards are listed below:

Agency	Required Farebox Ratio	2017-18 (audited)	2016-17 (audited)	2015-16 (audited)	Passenger Productivity	
AC Transit - Rte LA	30%	21.1%	20.5%	24.6%	↓	12.4
AC Transit - Dumbarton Service Peak Line DB1	20%	21.1%	21.3%	25.9%	↓	10.6
CCCTA Route 96X	30%	25.8%	22.5%	24.1%	↓	15.6

This item is for information only, presenting the results from FY2017-18. Any funding recommendation will be brought to the Commission in the spring when the RM2 operation program for FY2019-20 is considered.

AC Transit Route LA

RM2 Funding: \$146,761; achieved 21.1% of required 30% Farebox Recovery
Route LA did not meet the farebox or passenger productivity standards. The route travels from the Richmond Parkway Transit Center and residential areas surrounding the Hilltop Mall to the San Francisco Transbay Terminal. It served 12.4 passengers per hour during the current performance review period compared to 12.8 passengers per hour during FY2016-17. AC Transit is implementing a corrective action plan by restructuring Route LA to pick up passengers in El Cerrito and Albany. The restructured route will begin service in December 2018. Staff may recommend allowing additional time for the restructured route to meet the performance standards.

Dumbarton Bridge Regional Operations Consortium (DBROC) Route DB1

RM2 Funding: \$1,482,198; achieved 21.1% of required 20% Farebox Recovery, not achieving passenger subsidy standard.

The DBROC Route DB1 operates on the Dumbarton Bridge Corridor to carry passengers between the Ardenwood Park & Ride Lot in the East Bay and the Stanford Medical Center and the Stanford Business Park. AC Transit manages the service for the DBROC. While the DB1 met the farebox recovery performance standard for all-day service, it did not meet the subsidy per passenger standard established in FY2016-17 when MTC approved an increase in service from commute-only to all-day. Cost per passenger increased from \$8.48 in FY2015-16 to \$10.53 in FY2016-17, and increased to \$11.05 during FY2017-18.

DBROC Route DB and AC Transit Route U also serve the corridor and are being closely monitored due to passenger and farebox recovery declines. MTC initiated Dumbarton Forward in the fall of 2017, a study of the corridor focused on near-term capital improvements to increase person throughput. MTC recommended \$2.3 million in funding for transit signal priority and queue jump lanes in the corridor from the Innovative Deployments to Enhance Arterials (IDEA) grant program in February 2018 on the condition that the DB routes meet RM2 performance standards. Through the Dumbarton Forward process, MTC, Stanford University, DBROC member agencies, the VA Hospital, and other stakeholders have been meeting to discuss ways to better coordinate transit service in the corridor. Staff may recommend supporting this coordination effort by allowing the project sponsor time to implement a restructured corridor service through continued public/provider partnerships.

County Connection Route 96X

RM2 Funding: \$145,339; achieved 25.8% of required 30% Farebox Recovery
While Route 96x did increase its farebox recovery ratio (from 23.8% in FY2016-17), it did not meet the farebox recovery standard or the passenger productivity standard. The route provides commuter service between the Walnut Creek BART Station and the Bishop Ranch Business Park. County Connection plans to complete a fare change proposal that would increase the express bus fare from \$2.25 to \$2.50, and agency staff have been working with Bishop Ranch over the last several months to restructure Route 96X. The fare proposal and route restructure are planned for implementation in March of 2019. Staff may recommend allowing the service time to implement the changes so that Route 96X may meet the performance standards.

Issues: None.

Recommendation: Information. No action required.

Attachments: Attachment A, RM2 Operating Performance for FY2017-18 for all RM2 Funded Routes.

Attachment A

RM2 Operating Performance for FY2017-18

Peak Services

RM2 Required Farebox Recovery: 30% for Express Bus, 40% for Ferry

Agency	2017-18 (audited)	2016-17 (audited)	2015-16 (audited)	Year Required	Passenger Productivity
AC Transit - Rte LA	21.1%	20.5%	24.6%	FY2006-07	□□
AC Transit - Rte NX1	30.6%	26.5%	40.7%	FY2009-10	□□
AC Transit - Rte NX2	31.8%	26.1%	40.5%	FY2009-10	□□
AC Transit - Rte P	45.9%	42.0%	41.9%	FY2009-10	□□
AC Transit - Rte U	32.1%	22.2%	30.8%	FY2007-08	□□
AC Transit - Rte W	30.6%	30.2%	32.6%	FY2009-10	□□
CCCTA Route 96X	25.8%	22.5%	24.1%	FY2010-11	□□
ECCTA (Tri Delta Transit) Route 300 Express	41.0%	39.1%	36.2%	FY2007-08	□□
Golden Gate Transit Route 72X Express	50.0%	54.3%	70.6%	FY2007-08	□□
WestCAT Route LYNX/JX Express	61.1%	61.1%	55.5%	FY2005-06	□□
WETA - Alameda Oakland Ferry	61.5%	62.0%	63.2%	FY2012-13	□□
WETA - Vallejo Ferry	62.0%	62.2%	68.7%	FY2006-07	□□
WETA - Alameda Harbor Bay Ferry	50.4%	66.9%	59.3%	FY2013-14	□□
WETA - South San Francisco Ferry	33.4%	37.2%	31.1%	FY2018-19	□□

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

- AC Transit LA saw a slight decrease in passengers and did not meet the farebox recovery standard.
- County Connection Route 96X saw declines in passenger productivity, but increased its farebox recovery.

All-Day Services

RM2 Required Farebox Recovery: 20% for Express Bus

Agency	Required Farebox Ratio	2017-18 (audited)	2016-17 (audited)	2015-16 (audited)	Year Required	Passenger Productivity
AC Transit - Dumbarton Service Line DB	20%	21.4%	20.4%	24.2%	FY2014-15	□□
AC Transit - Dumbarton Service Line DB1	20%	21.1%	21.3%	25.9%	FY2014-15	□□
AC Transit - Rte F	20%	30.0%	41.2%	61.9%	FY2009-10	□□
AC Transit - Rte NL	20%	23.0%	22.6%	27.6%	FY2007-08	□□
AC Transit - Rte O	20%	36.2%	37.8%	49.3%	FY2009-10	□□
Fairfield/Suisun - Transit Express Route 40	20%	22.8%	24.5%	26.2%	FY2007-08	□□
Fairfield/Suisun - Transit Express Route 90	20%	58.2%	66.4%	68.5%	FY2007-08	□□
Golden Gate Transit Route 101 Express	20%	23.1%	28.3%	29.2%	FY2011-12	□□
Golden Gate Transit Routes 40/40X Express	20%	21.4%	23.9%	25.4%	FY2006-07	□□
LAVTA Tri-Valley Rapid	20%	20.9%	14.1%	13.4%	FY2013-14	□□
NVTA Route 29 Commuter Express	20%	21.6%	21.4%	23.6%	FY2011-12	□□
SolTrans - Route 78 Express	20%	20.8%	20.1%	22.9%	FY2010-11	□□
SolTrans - Route 80 BRT	20%	63.7%	70.5%	73.9%	FY2006-07	□□
SolTrans - Route 82 BRT	20%	33.6%	(a)	(a)	FY2006-07	N/A
SolTrans - Route 85	20%	28.0%	24.5%	32.3%	FY2006-07	□□
WestCAT Route JPX Express	20%	20.4%	23.2%	25.8%	FY2006-07	□□

(a) Not part of program in prior year(s)

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

- All of the projects meet the farebox recovery standard, though some services saw declines in passenger productivity.
- Dumbarton Service Line DB1 Is not meeting its productivity standard.

Owl Services

RM2 Required Farebox Recovery: 10%

Agency	2017-18 (audited)	2016-17 (audited)	2015-16 (audited)	Year Required	Passenger Productivity
AC Transit - Owl Service Route 800	28.8%	29.6%	19.2%	FY2007-08	□□
AC Transit - Owl Service Route 801	13.9%	12.9%	10.6%	FY2007-08	□□
Sam Trans - Route 397 Owl Service	15.5%	17.7%	22.3%	FY2007-08	□□
SFMTA Route 14 Mission Owl Service	13.5%	13.0%	16.1%	FY2007-08	□□

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

- All of the Owl services met the farebox recovery standard.
- SamTrans Owl service saw a decline in ridership, but it maintained the required farebox recovery standard.