



## COMMISSION AGENDA ITEM 8a

METROPOLITAN  
TRANSPORTATION  
COMMISSION

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### *Memorandum*

TO: Programming and Allocation Committee

DATE: June 12, 2019

FR: Executive Director

RE: MTC Resolution 4378, Revised – Updated Fiscal Year (FY) 2019-20 Regional Measure 2 (RM2) Operating Program Proposal

The Programming and Allocations Committee Summary Sheet included in the June 12, 2019 meeting packet for Item 3a – FY 2019-20 Regional Measure 2 Operating Program, MTC Resolution 4378, Revised – included a staff recommendation to withhold funding for two routes that are not meeting required performance standards: Tri-Delta's Route 300 and Central Contra Costa County's (CCCTA) route 96X. These routes are not meeting the farebox recovery standards set forth in the RM2 Policies and Procedures and staff had proposed suspending funding until route changes could be implemented, or a more appropriate service could be identified to receive the funds.

Staff has recently received further information concerning the routes in question and now propose to continue funding in FY 2019-20 under the following conditions:

- 1) Tri-Delta will work towards expansion of the Route 300 to provide service from additional park and ride lots to the Antioch Bart station and be granted up to two additional years to meet the regional performance measure;
- 2) CCCTA implements route changes to the 96X as proposed to the Board of Directors at their February 2019 meeting, no later than May 1, 2020.

MTC staff will continue to monitor these routes and work with Tri-Delta and CCCTA staff each year to ensure the routes can meet the required performance measures within a reasonable timeframe.

A handwritten signature in blue ink, reading 'Therese W. McMillan', is written over a horizontal line.

Therese W. McMillan

Attachment

Resolution 4378, Revised

# Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 3a

## MTC Resolution No. 4378, Revised

**Subject:** Adopt the FY2019-20 Regional Measure 2 (RM2) Operating Program.

**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 FY2019-20 Regional Measure 2 (RM2) Operating Program and includes programming recommendations for routes at risk of losing funds.

### **FY2019-20 RM2 Operating Program**

The RM2 Operating Assistance Program for FY2019-20 is proposed at \$48.1 million. Most of the same transit routes and services as last year are proposed for funding. However, there are two routes not recommended for funding in FY2019-20 and two routes at risk of losing funding in FY2020-21. More information about these routes is provided below.

**Routes Not Recommended for Continued Funding:** Staff recommends not programming funds for two routes in FY2019-20, and reserving the funds until corrective actions are taken.

*CCCTA Route 96x:* County Connection has received two grace years of funding for this route. During this time, they conducted a comprehensive system analysis of local routes and implemented significant system changes and a fare increase. However, the express fare has remained unchanged and the express routes are currently proposed for changes that have yet to be approved. The farebox recovery standard for the route is 30%. In FY2017-18, the actual farebox recovery rate was 25.8%. Staff recommends holding RM2 funds until service changes are approved for Route 96x.

*Tri Delta Transit, Route 300:* In May 2018, concurrent with the opening of the BART extension to Antioch, Tri Delta Transit implemented a major service change. Route 300, which previously offered express service between Brentwood and the Pittsburg/Bay Point BART station, was modified to end service at the new BART station in Antioch. For FY2018-19, staff recommended continued funding of the route in order to evaluate the new service. As of the end of the third quarter, the restructured route is performing very poorly with 17% farebox recovery compared to the required 30% standard. The route had been a strong performer with a 41% farebox recovery last year. Staff now recommends suspending funding for the route and allowing Tri Delta Transit one year to propose an alternative express service.

**At Risk Routes:** The following routes are not meeting performance standards and are at risk of losing RM2 funding in FY2020-21 per the program policies, if performance does not improve.

*WETA South San Francisco Service:* In May 2016, the Commission approved giving WETA seven years from the start of service, until the end of FY2018-19, to meet the 40% farebox recovery standard required for this route rather than the three years required by the RM2 Policies and Procedures. As of the end of the third quarter, the route is making a 31% farebox recovery ratio and it does not appear that the route will meet the required farebox recovery standard by the end of the fiscal year. Private ferry service provided by Genentech in addition to extensive roadway construction in South San Francisco that is hampering shuttle service to the ferries may be factors impacting ridership on the route. MTC staff will continue to work with WETA to develop corrective actions, however, staff may recommend discontinuing funding in FY2020-21 if the performance does not improve.

*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 FY2016-17. For FY2018-19, staff recommended, and the Commission approved continued funding for the route while the Dumbarton Forward planning efforts were underway. In April 2019, BATA approved funding for Caltrans oversight as the Dumbarton Forward proposed project moves toward implementation with construction planned in 2020. Staff recommends continued funding of the DB1 for FY2019-20 to allow time for the improvements to be implemented. In addition, MTC staff continues to work with AC Transit and Stanford University to rationalize express bus service in the corridor.

The RM2 Operating and Marketing program funds are also included in the proposed FY2019-20 BATA budget and are subject to its approval.

**Issues:**

- In FY2016-17, MTC provided \$1.2 million to increase service on WETA's Oakland, Alameda and Vallejo routes for a two-year period as part of the Bay Bridge Forward program of projects. Staff recommends continued funding for the increased service in FY2019-20 to support this highly utilized expanded service.
- In FY2017-18, MTC began providing \$3 million per year in RM2 operating funds to support operation of the Transbay Transit Center. While staff is recommending continuing this funding in FY2019-20, additional scrutiny will be applied to the use of these funds given the temporary closure of the Transit Center.

**Recommendation:** Refer MTC Resolution No. 4378, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4378, Revised

  
Therese W. McMillan

Date: May 22, 2019  
W.I.: 1255  
Referred by: PAC  
Revised: 06/26/19-C

ABSTRACT

Resolution No. 4378, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2019-20.

This resolution was revised on June 26, 2019 to adopt the RM2 Operating Program for FY2019-20.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 8, 2019 and June 12, 2019.

Date: May 22, 2019  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2019-20 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4378

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 FY2019-20, 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 \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, 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 22, 2019.

**FY 2019-20 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (notes 1,2)</b>
1	Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
			<b>Total</b>	<b>2,473,725</b>
2	Napa VINE Service	NVTA	Route 29	426,400
			<b>Total</b>	<b>426,400</b>
3	Express Bus North	SolTrans	Yellow Line	762,567
		SolTrans	Red Line	809,741
		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
			<b>Total</b>	<b>3,750,608</b>
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	311,238
		AC Transit	Route W	56,580
		CCCTA	Route 96X	145,339
		WestCat	Hercules LYNX/JX	919,550
		LAVTA	Rapid	580,836
			<b>Total</b>	<b>7,073,629</b>
5	Dumbarton Bus	AC Transit	Routes DB	1,482,828
		AC Transit	Route DB1	1,534,148
			<b>Total</b>	<b>3,016,976</b>
6	Ferry Service	WETA	Alameda Harbor Bay	1,448,800
		WETA	Alameda/Oakland	4,536,300
		WETA	Vallejo	7,107,800
		WETA	South San Francisco	2,207,100
		WETA	Bay Bridge Forward	1,200,000
			<b>Total</b>	<b>16,500,000</b>
7	Owl Service	AC Transit	Route 800	842,771
		AC Transit	Route 801	667,852
		MUNI	Route 14	187,501
		SamTrans	Route 397	305,876
			<b>Total</b>	<b>2,004,000</b>
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000
9	AC Transit Rapid Bus Corridor	AC Transit	Route 1/Rapid	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
			<b>Grand Total</b>	<b>48,745,338</b>

**RM2 Marketing Assistance Program (note 2 and 3)**

<b>Project Name</b>	<b>Operator</b>		<b>Programmed</b>
Clipper®	MTC	\$	3,000,000
Bay Area Commute Challenge Pilot	MTC	\$	2,000,000
Regional Map and Wayfinding	MTC	\$	780,000
511 Real Time Transit	MTC	\$	110,000
The Hub Regional Resource Center	MTC	\$	200,000
AC Transit Services	AC Transit	\$	500,000
Bike to Work, Trails, and Transit	MTC		
Week Awareness		\$	50,000
New or Expanded Transit Services	TBD	\$	300,000
<b>Grand Total \$</b>			<b>6,940,000</b>

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 2019-20 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).