

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 3853

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY 2008-09.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 11, 2008.

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

RE: Adoption of FY 2008-09 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3853

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 nine 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 (“RM 2”); and

WHEREAS, RM 2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) 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, RM 2 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 FY 2008-09, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2008.

FY 2008-09 RM-2 Operating Allocation Plan

Project #	Project Name	Operator	Route	Allocation Amount (1)
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,195,925
2	Napa VINE Service	NCTPA	Vallejo Intermodal Express Bus	275,000
3	Express Bus North	Vallejo	Solano County Express Bus	360,226
		Vallejo	Route 80	661,873
		Vallejo	Route 85	201,741
		ECCTA	Route 300	531,835
		CCCTA	Route 980	414,090
		Fairfield/Suisun Transit	Route 40	184,072
		Fairfield/Suisun Transit	Route 90	526,963
		Golden Gate Transit	Route 72	151,264
		Golden Gate Transit	Route 75	145,339
		WestCat	Route 30Z/JPX	249,294
Total				3,426,697
4	Express Bus South	AC Transit	TransBay Bay Bridge Corridor	3,637,657
		AC Transit	Hayward/San Mateo Corridor	1,724,348
		AC Transit	Dumbarton Corridor	311,238
		WestCat	Hercules Transbay	317,950
Total				5,991,193
6	Ferry Service	WETA	South San Francisco Ferry Service	1,000,000
		WETA/Vallejo	Vallejo Ferry Service to S.F.	2,740,500
7	Owl Service	AC Transit	Owl operations	1,138,949
		CCCTA	Owl operations	297,550
		LAVTA	Owl operations	101,500
		MUNI	Owl operations	187,501
		SamTrans	Owl operations	101,500
Total				1,827,000
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	3,053,000
N/A	RM2 Marketing	MTC	Operating/Capital Projects	950,000
N/A	TransLink® Launch (public outreach, fare incentives, kiosk)	MTC	AC Transit, BART, Golden Gate Transit, Muni, Caltrain	1,000,000
Grand Total				27,959,315

Notes: 1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY 2007-08. Escalation is suspended starting in FY 2008-09 until RM2 BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects.

Subject to meeting performance measures

Date: January 26, 2005
W.I.: 1255
Referred by: PAC
Revised: 05/25/05-C
06/25/08-C

ABSTRACT

Resolution No. 3674, Revised

This resolution adopts the policy and program for the Regional Express Bus Program and supersedes the express bus policies and operating subsidies established in MTC Resolution No. 3438.

This resolution was revised on May 25, 2005 to add the Hercules TransBay route to the Regional Express Bus program.

This resolution was revised on May 28, 2008 to adjust the base amounts for AC Transit routes and for Vallejo and Fairfield/Suisun routes in the Express Bus Program.

Further discussion of these actions is contained in the Executive Director's memoranda or Programming and Allocation Summary sheets dated January 12, 2005, May 11, 2005 and June 11, 2008.

Date: January 26, 2005
W.I.: 1255
Referred by: PAC

RE: Adoption of Policy and Program for the Regional Express Bus Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3674

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to 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 nine 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 (“RM 2”); and

WHEREAS, RM 2 establishes the Regional Traffic Relief Plan and identifies specific categories of Regional Express Bus routes eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) 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, RM 2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC had previously approved an operating assistance policy for Regional Express Bus that governed the distribution of State Transit Assistance Population-Based funds and set certain performance expectations for the Traffic Congestion Relief Program (TCRP) Express Bus services; and

WHEREAS, MTC, in consultation with the Bay Area transit operators, has developed guidelines for the programming and use of the RM-2 funds for operating support of both new and existing TCRP express bus routes and the continuation of interim funding for TCRP routes that do not meet the performance measures or other eligibility requirements for RM-2 operating projects, now, therefore be it

RESOLVED, that MTC adopts an operating assistance policy for the Regional Express Bus (REB) program that establishes the requirements for services receiving RM-2 operating revenues and interim funding for TCRP routes, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that MTC adopts a program that establishes sponsors, projects, and first year RM-2 operating subsidy amounts for the REB program, as outlined in Attachment B and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that MTC adopts a program that establishes sponsors, projects, and annual subsidy requirements for the TCRP routes that are not projected to be eligible for RM-2 subsidies, as outlined in Attachment C and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the prior policy governing the use of State Transit Assistance Population Based funds for the Regional Express Bus Program contained in Resolution No. 3438 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 26, 2005.

Date: January 26, 2005
W.I.: 1255
Referred by: PAC

Attachment A
Resolution No. 3674
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Regional Express Bus Policy

Policy to Govern the Programming and Allocation of Regional Measure 2 (RM-2) Funds for Operating Support of the Regional Express Bus Program

1. Eligible services include new or enhanced regional express bus routes and express bus services initiated under the Traffic Congestion Relief Program (TCRP) Regional Express Bus (REB) program.
2. Routes funded with RM-2 must either directly serve a corridor specified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code or have a direct connection with an express service which serves an eligible corridor.
3. The RM-2 Base Subsidy for a route is equal to the RM-2 subsidy provided in the first full fiscal year of service. (RM-2 Subsidy = Operating Cost – Fares – Local/Other Support)
4. The sum of the RM-2 subsidies for the North Pool or South Pool Regional Express Bus projects cannot exceed the available first year RM-2 funding per the relevant Streets and Highways Code.
5. For TCRP routes, the local support base is the amount provided in FY 2004-05
6. The RM-2 subsidy for a route after the first full year of RM-2 operating support can increase a maximum of 1.5% per year; this escalation ceases when the escalated operating amount for all projects totals 38% of the annual RM-2 revenues generated.
7. The RM-2 subsidy is available only to routes that are in compliance with the RM-2 performance standards.
8. Services initiated under the TCRP program that are not projected to meet the performance measures for RM-2 funding will continue to fall under the requirements of the TCRP program (originally established in MTC Resolution No. 3438 and now superseded by this resolution) as outlined below.

Policy to Govern the Operating Support of the Transitional TCRP Regional Express Bus Routes

1. A regional subsidy is provided to the transitional TCRP Regional Express Bus routes for five years of operation, subject to the provisions below and availability of either CMAQ or STA population-based funds.
2. The minimum required local match ratio is 35% for the first two fiscal years of service, as well as the initial partial fiscal year if the service is not implemented at the start of the fiscal year. The required ratio is 50% for years 3 and 4, and 75% for year 5.

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W.I.: 1255
Referred by: PAC

Attachment A
Resolution No. 3674
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3. For subscription bus service, which would normally be self-supporting, the minimum local match ratio would be 75% for the first 2 years (plus any initial partial year), 85% for year 3, and 100% thereafter.
4. The local match can be achieved totally through fares, or through a combination of fares plus other local support.
5. If farebox recovery exceeds anticipated rates so that some or all of the regional subsidy (either CMAQ or STA "population" based increment) is not required to meet operating costs, the subsidy will be ceded back to the region to subsidize other Regional Express Bus program operations.
6. The farebox recovery rate for each operator will be determined by averaging the recovery rates for all buses the operator has in active service for the Regional Express Bus program.
7. Operators requesting a subsidy higher than their original application are required to document the change in circumstances from their original proposal to justify their request.

Regional Express Bus Operating Assistance Program - RM-2 Funding

RM-2 North Pool – Proposed Routes (Carquinez and Benicia Bridge Corridors)	First Full Year of RM-2 Funding - Note 1	Recommended RM-2 Operating Assistance - Note 2
Vallejo Express Bus Service I-80 & I-780 Corridors	FY 2008-09	1,383,353
Fairfield-Suisun Express Bus Service I-80 & I680 Corridors	FY 2007-08	551,522
TCRP Routes		
CCCTA Martinez – Walnut Creek	FY 2006-07	407,970
ECCTA Route 300	FY 2004-05	516,232
GGT Route 72	FY 2005-06	146,827
GGT Route 75	FY 2005-06	141,075
WestCat Route 30Z/JPX	FY 2005-06	241,980
Total RM-2 Proposed for Program		3,388,959
Total RM-2 Available – North Pool		3,400,000
RM-2 Residual – North Pool		11,041

RM-2 South Pool – Proposed Routes (Bay, San Mateo, and Dumbarton Bridge Corridors)	First Full Year of RM-2 Funding	Recommended RM-2 Operating Assistance
Service Proposals		
AC Transit Bay Bridge service enhancements (5)	FY 2006-07	3,637,656
AC Transit Express Bus services Dumbarton & San Mateo Bridge Corridors (5)	FY 2006-07	2,005,503
WestCat Hercules TransBay service (3)(6)	FY 2006-07	317,950
LAVTA I-580 Express service	FY 2009-10	480,836
Total RM-2 Proposed for Program		6,441,945
Total RM-2 Available – South Pool		6,500,000
RM-2 Residual – South Pool		58,055

Notes:

- 1) Operators may be eligible for partial subsidy in an earlier year, but this is the first year that full funding is anticipated.
- 2) The amounts listed reflect the base subsidy level and are subject to a 1.5% annual escalation rate, within the provisions in Attachment A.
- 3) Hercules TransBay project added 5/25/05
- 4) Base amount was adjusted in FY 07-08 per Solano Transportation Authority Intercity Agreement of December 2006; base amount of \$1,900,000 escalated to 1,928,500 in FY 2007-08 for all Solano County Express Bus services funded by RM2.
- 5) AC Transit new base amounts were adjusted in FY 07-08. Includes Transbay routes originally funded through TCRP
- 6) WestCat new base amount adjusted in FY 08-09.

Regional Express Bus Operating Assistance Program - Transitional TCRP Routes

Routes	Funding Detail	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
LAVTA Route 70	Total Operating Cost	76,017	77,989	80,964	83,393		
	Fares	13,683	14,038	14,574	15,011	Five-year	Five-year
	Other Local Support	12,923	24,957	25,908	47,534	subsidy	subsidy
	Subsidy Required	49,411	38,995	40,482	20,848	complete	complete
	Anticipated Source of Subsidy	CMAQ	CMAQ/STA	STA	STA		
SamTrans Millbrae to East Palo Alto*	Total Operating Cost	774,064	920,471	956,297	991,011	1,026,984	1,064,264
	Fares	193,516	230,118	239,074	247,753	256,746	266,066
	Other Local Support	193,602	193,603	193,603	247,753	256,746	532,132
	Subsidy Required	386,946	496,750	523,620	495,505	513,492	266,066
	Anticipated Source of Subsidy	CMAQ	CMAQ	CMAQ	STA	STA	STA

* Route discontinued as of August 19, 2007.

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

ABSTRACT
Resolution No. 3863

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2008-09.

Additional discussion of these allocations is contained in the Summary Sheet dated June 11, 2008.

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2008-09

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3863

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; 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, increasing 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 programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation

criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, MTC staff has reviewed with Federal Highway Administration (FHWA) staff the proposed RM2 funds for specific planning purposes; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding and amounts recommended for RM2 allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC's Staff review of the OAP for each project listed in Attachment A; now, therefore be it

RESOLVED, that MTC approves Attachment C, MTC staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the

Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 25, 2008.

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 3863
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FY 2008-09 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

<u>Implementing Agency</u>	<u>Project Description</u>	<u>Allocation Amount</u>	<u>Allocation Code</u>	<u>Approval Date</u>
MTC	Marketing of Operating and Capital Projects	\$950,000	01	6/25/2008 - DA
Water Transit Authority	Planning and administration	\$3,000,000	02	06/25/08
County Connection	Express Bus Route 980	\$414,090	03	06/25/08
County Connection	Owl Bus Service	\$148,776	04	06/25/08
WestCat	Express Bus Route: LYNX	\$317,950	05	06/25/08 - DA
WestCat	Express Bus Route JPX/30Z	\$249,294	06	06/25/08 - DA
	TOTAL	\$5,080,110		

Date: June 25, 2008
W.I.: 1255
Referred by: PAC

Attachment B
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**REGIONAL MEASURE 2
Project Specific Conditions
Operating and Planning Projects
California Streets and Highway Code 30914(d)**

The allocation and reimbursement of RM2 funds are conditioned upon the following for the projects identified below:

Project: RM2 Marketing Program

Lead Sponsor: MTC

Project Title: RM2 Marketing Program.

- 1) MTC will enter into funding agreements with sponsors to implement the program.

Project # 11

Lead Sponsor: Water Transit Authority (WTA)

Project Title: Planning and administration.

- 1) These funds are limited to planning/administrative expenses consistent with the FY 2008-09 WTA Work Plan submitted to MTC and embodied in the Operating Assistance Proposal.
- 2) This project is not subject to the RM2 operating performance standards.

Project: TransLink® Launch

Lead Sponsor: MTC

Project Title: TransLink® Marketing Program.

- 1) MTC will enter into funding agreements with sponsors to implement the program.

Project # 3.1

Lead Sponsors: CCCTA

Project Title: Express bus service.

- 1) In accordance with MTC's Policies and Procedures, the all-day Express Bus service is subject to a 20% farebox ratio in FY 2008-09.

Project # 7.1

Lead Sponsor: CCCTA

Project Title: Owl bus service.

- 1) In accordance with MTC's Policies and Procedures, this route is subject to a farebox recovery ratio of 10% beginning in FY 2008-09.

Project # 4.1

Lead Sponsor: WestCAT

Project Title: LYNX Service between Hercules to the Transbay Terminal

- 1) In accordance with MTC's Policies and Procedures, this route is subject to the following peak-hour farebox recovery ratio of 30%. This service met the farebox standard as required in FY 2005-06 and is projected to continue meeting the standard.

Project # 3.5

Lead Sponsors: WestCAT

Project Title: Express bus service.

- 1) In accordance with MTC's Policies and Procedures, Express bus all-day service for each operator is subject to a 20% farebox ratio. This service met the farebox standard as required in FY 2006-07 and is projected to continue meeting the standard.

Regional Measure 2 Operating Assistance Proposal Fact Sheet
Legislative Project #: 11
Project Description: Water Transit Authority Planning and Administration

WETA Annual Budget
WTA Annual Budget

	FY 2004-05 Actual	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Projected	FY 2008-09 Proposed
Administration Expense	\$ 1,895,187	\$ 3,039,400	\$ 3,250,000	\$ 3,008,250	\$ 3,015,000
Revenues					
RM2 Planning/Admin.	\$ 1,895,187	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Reserves/Initial State grant				\$ 60,000	\$ 45,000
FTA Sec 5303			\$ -	\$ -	\$ 15,000
Other Govt. grants		\$ 39,400	\$ 277,160	\$ 8,250	\$ -
Total	\$ 1,895,187	\$ 3,039,400	\$ 3,277,160	\$ 3,068,250	\$ 3,060,000

Capital Expense (incl. Planning)	\$ 879,483	\$ 897,000	\$ 6,316,000	\$ 20,693,600	\$ 42,422,400
Revenues					
RM2 Planning/Admin.	\$ 879,483	\$ -	\$ -		
RM2 Capital		\$ 747,000	\$ 6,316,000	\$ 18,359,100	\$ 15,795,900
Reserves/Initial State grant		\$ 150,000	\$ -	\$ -	\$ -
Federal		\$ -	\$ -	\$ 2,334,500	\$ 7,626,500
State Prop 1b					\$ 11,500,000
Local Sales Tax					\$ 7,500,000
Total	\$ 879,483	\$ 897,000	\$ 6,316,000	\$ 20,693,600	\$ 42,422,400

Regional Measure 2 Operating Assistance Proposal Fact Sheet

Legislative Project #: 7.1

Project Description: County Connection - Owl Bus Service

Operating Plan - Request for RM2 Funds

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Operating Budget							
Total Operating Cost	393,564	429,527					
-- Fare Revenue	10,179	42,953					
-- RM 2 Operating Assistance Request	297,551	148,776					
-- Other Subsidy	85,834	89,023					
Total Revenues	393,564	280,751	-				
Surplus/(Deficit)	-	(148,776)	-	-	-	-	-

Service Parameters

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Estimated Annual Ridership	6,059	25,567					
Average Weekday Ridership	11	14					
Annual Revenue Vehicle Hours	4,029	4,029					
Annual Revenue Vehicle Miles	74,809	74,809					

Performance Measures

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	3%	10%					
Passengers/Revenue Vehicle Hour	2	6					
Change in Passenger Per Revenue Vehicle Hour		322%					

Environmental Clearance

County Connection has filed a CEQA Categorical Exemption for this project.

Regional Measure 2 Operating Assistance Proposal Fact Sheet
Legislative Project #: 3.2
Project Description: County Connection Route 980 - Martinez/Walnut Creek Express

Operating Plan - Request for RM2 Funds

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Operating Budget							
Total Operating Cost	792,853	865,912					
-- Fare Revenue	116,651	139,981					
-- RM 2 Operating Assistance Request	414,090	414,090					
-- Other Subsidy	262,112	311,841					
Total Revenues	792,853	865,912	-				
Surplus/(Deficit)	-	-	-	-	-	-	-

Service Parameters

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Estimated Annual Ridership	67,299	80,758					
Average Weekday Ridership	265	318					
Annual Revenue Vehicle Hours	8,123	8,123					
Annual Revenue Vehicle Miles	151,187	151,187					

Performance Measures

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Required Measures Per MTC Resolution 3668							
Farebox Recovery Ratio	15%	16%					
Passengers/Revenue Vehicle Hour	8	10					
Change in Passenger Per Revenue Vehicle Hour		20%					

Environmental Clearance

County Connection has filed a CEQA Categorical Exemption for this project.							
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