

Metropolitan Transportation Commission Programming and Allocations Committee

January 12, 2011

Item Number 3a

Regional Measure 2 Operating Program Update

Subject: Regional Measure 2 (RM2) Operating Program Update

Background: On October 13, 2010, staff provided an update on the projects in the RM2 Operating Program for FY 2009-10. At that meeting, staff reported that three projects—CCCTA Route 98X, FAST Route 40, and GGBHTD Route 40/42—did not meet the required performance standards by the end of FY 2009-10 (see table below). One of the routes, CCCTA Route 98X, was required to meet the performance standards by the close of FY 2008-09; however, the Commission provided an extension of funds through FY 2010-11.

This month, staff is presenting an update on the corrective action plans for each project and making recommendations that will affect the RM2 Operating Program for FY 2011-12.

	Agency	Route	Standard	FY 09-10 (audited)	Service Productivity
<i>Standards to be met by FY 08-09</i>					
All-Day	CCCTA	98X	20%	11.8%	↑
<i>Standards to be met by FY 09-10</i>					
Peak	FAST	40	30%	26.2%	↓
All-Day	GGBHTD	40/42	20%	19.1%	↔

CCCTA Route 98X: All-day Service between Walnut Creek and Martinez

A public hearing held earlier this year at CCCTA on whether to discontinue Route 98X revealed that transit dependent riders, especially seniors, view the route as a critical direct link from Walnut Creek to the County hospital in Martinez. Many people also use the route to commute to and from work and students use it to travel to Diablo Valley College.

CCCTA’s corrective action plan calls for 45-minute headways all day instead of the current 30-minute peak and 60-minute mid-day frequency. This would reduce the annual revenue hours from roughly 8,200 to 5,500. If current riders are retained, the route should achieve the required 20% farebox recovery. The plan also proposes to increase the average express bus fare. Passengers are currently paying an express bus fare only if they pay by cash. The fare structure will be modified to make sure that passengers who ride using a bus pass also pay a premium to ride express service.

The proposed service changes are expected to take effect in January 2011.

Recommendation: Because the route has already been granted a one-year extension but has not achieved the performance standard, staff recommends discontinuing RM2 funding at the close of FY 2010-11. Route 98X performs in the midrange of

all CCCTA routes, so the CCCTA could continue this route if they discontinued other less effective routes. If the route is continued using CCCTA's local funds and is able to achieve the required farebox standard, the Commission could consider restoring full RM2 funding following the 2011 RM2 Operating Performance Report in Fall 2011. Otherwise, the funds for this route would be reserved for redirection to other services recommended by the Transit Sustainability Project (TSP).

FAST Route 40: Peak-hour Service between Vacaville, Fairfield and Pleasant Hill BART Station

FAST conducted a survey of current riders in December and is analyzing the data to determine what changes need to be made to the route. They have proposed to implement the changes that will be identified through this analysis. In addition to compiling survey data collected directly from current riders, FAST will partner with the Solano-Napa Commuter Information group at the Solano Transportation Authority to meet with major employers and employment centers in Contra Costa County to market the Route 40 service and to identify route modifications that could make the service more attractive.

Recommendation: If after analysis by MTC staff, the corrective action plan is deemed reasonable, staff may recommend that funding remain in place through the end of FY 2011-12. This recommendation will be presented in tandem with the proposed FY 2011-12 RM2 Operating Program.

GGBHTD Route 40/42: All-day Service over the Richmond/San Rafael Bridge

GGBHTD implemented a corrective action for this route in June 2010 by removing seven unproductive trips. This modification has reduced frequency but increased farebox recovery slightly to 20.4% as of the close of December 2010. This route is the only transit service across the Richmond/San Rafael Bridge corridor connecting two communities of concern, and it is performing on the cusp of the farebox standard. Ridership levels have remained relatively stable over the last several years. The TSP is analyzing this route and other bridge corridor routes for possible restructuring.

Recommendation: Maintain funding for Route 40/42 through FY 2011-12 and implement recommendations resulting from the TSP analysis.

Issues: None.

Recommendation:

- 1) Discontinue funds for CCCTA Route 98X at the close of FY 2010-11. Hold funds in reserve pending achieving the standard or recommendations from the TSP.
- 2) Return in April 2011 with a recommendation for the FAST Route 40 service based on the corrective action plans.
- 3) Continue RM2 operating funding for GGBHTD Route 40/42 in FY 2011-12, conditioned upon evaluation for possible restructuring of the service.