

# Metropolitan Transportation Commission Programming and Allocations Committee

October 12, 2011

Item Number 2c

## Regional Measure 2 (RM2) Operating Program Update

**Subject:** Regional Measure 2 (RM2) Annual Operating Program Update for FY2010-11

**Background:** As summarized below, four of the thirty RM2 funded routes did not meet the required performance standards by the end of FY 2010-11. One project is being closely monitored to ensure that it continues to meet RM2 Operating Program performance standards.

Agency	Required Farebox Ratio	10/11 (audited)	Year Required	Service Productivity
WestCAT Route 30Z/JPX	20%	20.1%	FY2006-07	↔
FAST Route 40	30%	26.0%	FY2007-08	↑
NCTPA Route 29	30%	10.9%	FY2011-12*	↑
CCCTA Route 96x	20%	17.3%	FY2011-12	↑
LAVTA Route 10	20%	10.5%	FY2011-12	n/a

\*Route given extra year as service began in last weeks of FY2008-09

The attached presentation summarizes findings for the recently completed RM2 performance review.

**Issues:** FAST Route 40: At its October 2010 meeting, the Commission directed staff to continue funding for Route 40 through the close of FY2011-12 and to work with FAST on a corrective action plan that would improve the routes' performance. Staff was further directed to provide a status report by mid-year of FY2011-12. FAST continues to implement its corrective action plan of marketing the service to large employers in Contra Costa County to build its reverse-commute market, and make service refinements that streamline the route for a faster commute. As shown above, the route is achieving a 26% farebox recovery ratio, which is 4% below the required ratio. Staff will continue to monitor the route's performance and will provide an update to the committee in February.

NCTPA Route 29; CCCTA Route 96X; and LAVTA Route 10: The project sponsors of the remaining three routes shown in the table above will be sent a warning letter and asked to implement corrective action plans to meet the performance standard by FY2011-12. If services do not meet the performance standard during the FY2011-12 performance review, staff may recommend that funding be discontinued for FY2012-13.

**Recommendation:** None; information only.

**Attachments:** Presentation Handout

# Regional Measure 2: Operating Program Update

October 12, 2011

Programming and Allocations



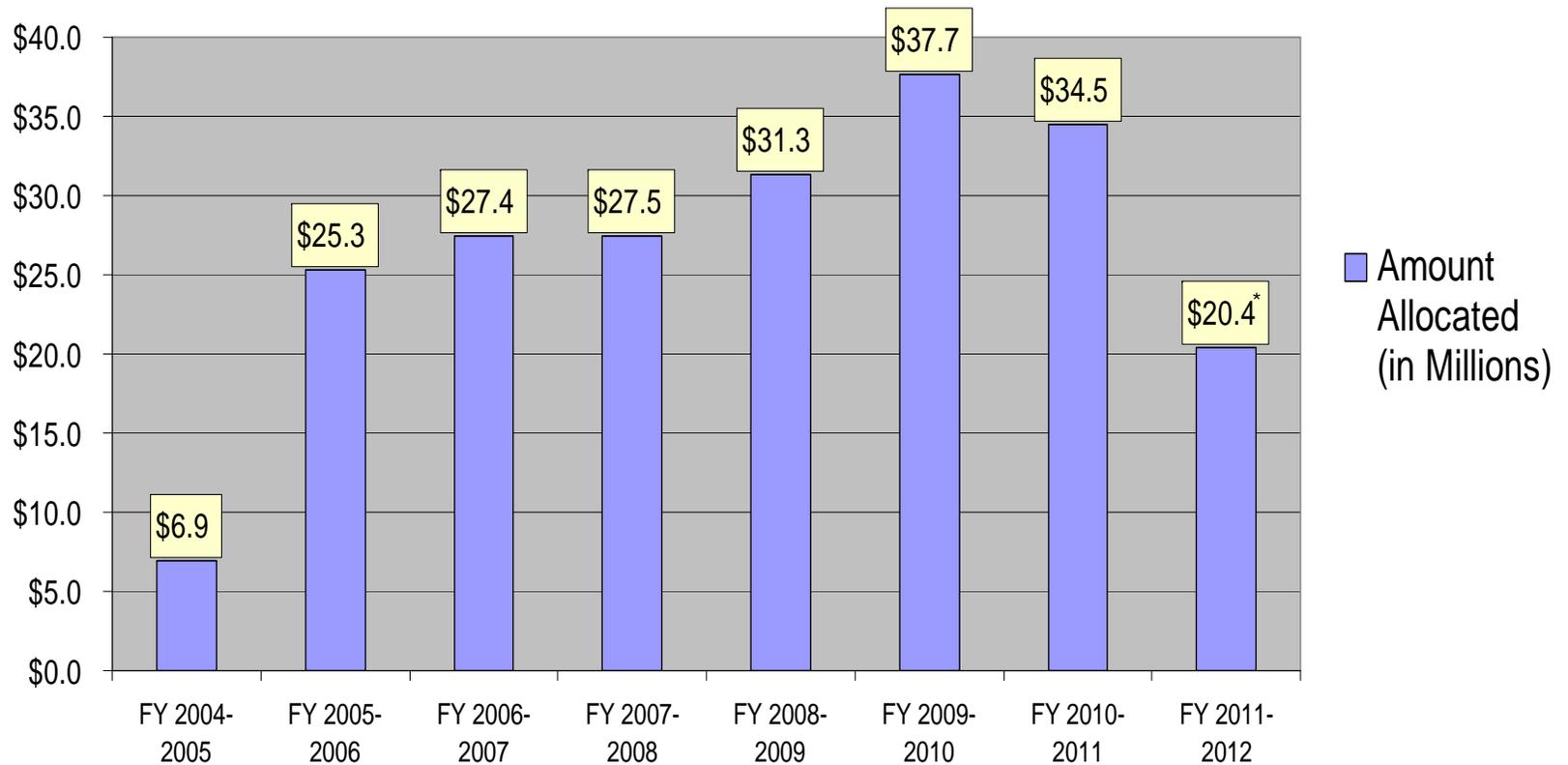
METROPOLITAN TRANSPORTATION COMMISSION

# RM2 Operating Program: Overview



- Operating support for 12 projects
  - 4 ferry projects were combined by SB 976
- Annual Allocations
- Program cap of 38% of RM2 Revenues
- 1.5% annual escalation for trunkline projects permitted in statute
  - RM2 collection less than projected
  - Escalation ended in FY 2007-08 so that the base amount for remaining projects is covered
- Trunkline projects are required to meet MTC-adopted performance standards

# RM2 Operating Program: Annual Allocations



\* As of September 2011

# RM2 Operating Program

Projects	Mode	Annual Amount (\$ in Millions) 1st Year of Funding
<b>Trunkline</b>		
Dumbarton Rail <sup>1</sup>	Rail	\$5.5
WTA: Alameda/ Oakland/ Harbor Bay; Albany/ Berkeley - S.F.; South S.F. - S.F. ; Vallejo Ferry	Ferry	\$15.4
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	Bus	\$2.1
Napa Vine service terminating at Vallejo Intermodal terminal	Bus	\$0.4
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Bus	\$6.5
Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Bus	\$3.4
Owl Bus Service on BART Corridor	Bus	\$1.8
<b>Non Trunkline</b>		
WETA System	Misc	\$3.0
MUNI 3rd street	Rail	\$2.5
TransLink <sup>®</sup> /Clipper <sup>®</sup> <sup>2</sup>	Misc	--
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	Bus	\$3.0
	Total:	\$43.5

1. Not yet operational, discussions ongoing about transitional bus service until rail is operational; no allocation made to date.
2. TransLink<sup>®</sup>/Clipper<sup>®</sup> shall receive a total of \$20 million

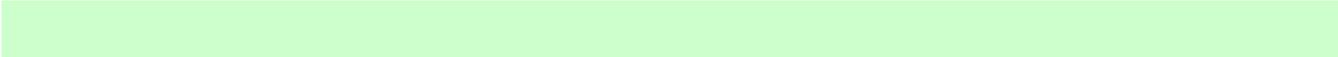
# Performance Standards

- 1<sup>st</sup> standard: farebox ratio by mode and type of service
- 2<sup>nd</sup> standard: positive trend in service productivity (passengers/hr.)
- Standards must be achieved by 3<sup>rd</sup> year of service

Farebox Standard

<i>Service Type</i>	Ferry	Rail	Bus
Peak	40%	35%	30%
All Day	30%	25%	20%
Owl	n/a	n/a	10%

# Performance Standards



If Standards not achieved:

- MTC Staff consults with project sponsor
- Operator prepares Corrective Action Plan for Commission approval including deadline to achieve standards
- If standards still not met, legislation allows MTC to reassign funds to another project
- Commission may vote to modify scope or funding, or reassign funding

# Performance Results FY2010-11 Services Past Three-year Ramp Up Period

## Peak Services

Agency	Required Farebox Ratio	08/09 (audited)	09/10 (audited)	10/11 (audited)	Year Required	Service Productivity
WestCAT Hercules LYNX/JX	30%	48.7%	56.3%	53.2%	FY2005-06	↔
Vallejo Transit - Enhanced Express Bus	30%	51.1%	57.8%	84.2%	FY2006-07	↑
Vallejo Transit - Ferry Operations	30%	62.3%	50.8%	45.0%	FY2006-07	↑
AC Transit Route U	30%	36.4%	30.0%	33.0%	FY2007-08	↑
Fairfield And Suisun Transit Route 40	30%	31.0%	24.7%	26.0%	FY2007-08	↑
Golden Gate Transit Route 72X	30%	57.6%	59.2%	70.4%	FY2007-08	↑
AC Transit Route NX1	30%	(a)	44.9%	46.8%	FY2009-10	↑
AC Transit Route NX2	30%	(a)	50.3%	43.6%	FY2009-10	↑
AC Transit Route O	30%	(a)	44.2%	43.5%	FY2009-10	↑
AC Transit Route P	30%	(a)	43.0%	40.6%	FY2009-10	↑
AC Transit Route W	30%	(a)	38.0%	32.0%	FY2009-10	↑

(a) Not part of program in this year

- Performance check-in for Fairfield/Suisun in February
- WestCAT services saw decreases in passengers per hour but are meeting the productivity standard based on the three year average

Green	= Likely to meet standard
Yellow	= Reason for concern
Pink	= Unlikely to meet standard

# Performance Results FY2010-11 Services Past Three-year Ramp Up Period

## All Day Services

Agency	Required Farebox Ratio	08/09 (audited)	09/10 (audited)	10/11 (audited)	Year Required	Service Productivity
AC Transit Route LA	20%	20.7%	23.6%	25.8%	FY2006-07	↑
Golden Gate Transit Routes 40/42	20%	19.1%	18.2%	21.5%	FY2006-07	↑
Vallejo Route 80	20%	41.1%	38.8%	41.0%	FY2006-07	↑
Vallejo Route 85	20%	26.3%	24.0%	26.8%	FY2006-07	↑
WestCAT Route 30Z/JPX	20%	23.3%	19.0%	20.1%	FY2006-07	↔
AC Transit - Route NL/BA	20%	22.2%	29.2%	29.5%	FY2007-08	↑
ECCTA Route 300	20%	18.9%	23.4%	24.2%	FY2007-08	↑
Fairfield And Suisun Transit Route 90	20%	43.3%	45.4%	45.6%	FY2007-08	↑
CCCTA Express Route 980	20%	12.2%	11.8%	13.3%	FY2008-09	↑
AC Transit Route F	20%	(a)	52.8%	48.1%	FY2009-10	↓
Vallejo Route 78	20%	20.3%	22.7%	21.9%	FY2010-11	↑

(a) Not part of program in this year

Green	= Likely to meet standard
Yellow	= Reason for concern
Pink	= Unlikely to meet standard

- CCCTA Route 980 funding ended in FY2009-10
- WestCAT Route 30Z/JPX working on a plan to increase ridership
- AC Transit Route F saw a decrease in passengers per hour and did not meet the productivity standard based on the three year average

# Performance Results FY2010-11 Services Past Three-year Ramp Up Period

## Owl Services

Agency	Required Farebox Ratio	08/09 (audited)	09/10 (audited)	10/11 (audited)	Year Required	Service Productivity
Sam Trans - Owl Service Route 397	10%	18.7%	17.8%	<b>20.6%</b>	FY2006-07	↑
AC Transit - Owl Service Route 801	10%	8.4%	10.4%	<b>10.4%</b>	FY2007-08	↑
MUNI Owl Service Route 14	10%	12.3%	13.5%	<b>11.7%</b>	FY2007-08	↓
AC Transit - Owl Service Route 800	10%	14.3%	21.6%	<b>21.1%</b>	FY2008-09	↑

Green	= Likely to meet standard
Yellow	= Reason for concern
Pink	= Unlikely to meet standard

- All of the Owl services met the farebox recovery standard
- Muni Route 14 saw a decrease in passengers per hour and is not meeting the productivity standard based on the three year average

# Performance Results FY2010-11 Must Meet Standard in FY2011-12

Agency	Required Farebox Ratio	08/09 (audited)	09/10 (audited)	10/11 (audited)	Service Productivity
<b>All Day</b>					
CCCTA Express Route 96X	20%	(a)	13.2%	17.3%	↑
Golden Gate Transit Route 101	20%	(a)	33.1%	32.6%	(b)
LAVTA Route 10	20%	(a)	(a)	10.5%	(b)
<b>Peak</b>					
Napa Route 29	30%	1.6%	2.8%	10.9%	↑

(a) Not part of program in this year

(b) Not applicable

Green	= Likely to meet standard
Yellow	= Reason for concern
Pink	= Unlikely to meet standard

- CCCTA farebox recovery has increased, but is still below the standard.
- Golden Gate used reallocated funds for new service starting in FY2009-10 from projects that previously did not meet the performance standards.
- LAVTA Route 10 began service in January 2011, but began receiving funds in FY2009-10.
- Napa Route 29 increased passengers, but performed below the farebox recovery standard; route began in the last weeks of FY2008-09, so full three-year ramp-up period reset to<sub>10</sub> FY2011-12.

# Performance Results: Policy Requirements

## October 2011

- Most operators have met the standards for FY2010-11
- Fairfield Route 40 has not met standards for farebox recovery and was given time this year to implement a corrective action plan
- The following operators will receive a warning letter asking that a corrective action plan be implemented to meet the three-year standard:
  - CCCTA Route 96X
  - LAVTA Route 10
  - NCTPA Route 29
- Muni Owl Service did not meet the productivity standard, but continues to meet the farebox recovery standard
- WestCAT Route 30Z/JPX meets standards based on three year averages; staff will continue to monitor closely

# Performance Results: Projects of Concern

## Fairfield Route 40

- Performance check-in with operator in February 2012
- If service does not improve, may recommend that funding be discontinued at the close of FY2011-12

## CCCTA Route 96X; LAVTA Route 10; and NCTPA Route 29 \*

- Send warning letter and work with Project sponsor on a corrective action plan
- If service does not meet performance standard during FY2011-12 performance review, may recommend that funding be discontinued for FY2012-13

## WestCAT Route 30Z/JPX

- Work with project sponsor on corrective action plan to ensure service does not fall below performance standards

\* NCTPA Route 29 operated for two weeks in FY2008-09; recommend that three-year ramp-up begin in FY2009-10 with standards to be met by FY2011-12.