

Metropolitan Transportation Commission Programming and Allocations Committee

October 9, 2013

Item Number 3b

Regional Measure 2 Operating Program Update

Subject: Regional Measure 2 (RM2) Annual Operating Program Update for FY2012-13

Background: RM2 provides operating support for transit services that are subject to performance standards and are assessed annually. This item presents the results of the performance review for FY2012-13.

Of the thirty-five RM2 funded routes, the following two routes did not meet the performance standards as required by the close of FY2012-13.

Agency	Required Farebox Ratio	2010-11 (audited)	2011-12 (audited)	2012-13 (audited)	Year Required	Service Productivity
All Day						
WestCAT Route 30Z/JPX	20%	17.9%	17.9%	17.2%	FY2006-07	↔
Peak						
FAST -Transit Route 40	30%	22.2%	28.4%	29.7%	FY2007-08	↑

WestCAT Route 30Z/JPX: While this route achieved the farebox standard in the prior two years by using the three-year averaging method per MTC’s RM2 Policies and Procedures, there has been a steady decline since FY2009-10. The Commission approved a corrective action plan that decouples interlined Routes JPX and 30Z. RM2 funds will be used exclusively to operate the more heavily utilized Route JPX between Hercules Transit Center and El Cerrito Del Norte BART station. WestCAT will use other funds to maintain Route 30Z, a critical regional link provided to residents in the City of Richmond to the Contra Costa County seat in Martinez.

Staff believes this change will result in Route JPX meeting RM2 performance standards during the FY2013-14 performance review. If the standards are not met, staff may recommend that RM2 Operating Program funds be discontinued.

FAST Route 40: Route 40 Express Bus service operates between Vacaville and Walnut Creek BART via Pleasant Hill BART station, Benicia, and Fairfield. In May 2013, staff reported that data showed Route 40 meeting the 30% farebox recovery performance standard by achieving a 30.2% farebox recovery during the first two quarters of FY2012-13, and the Commission approved funding through FY2013-14. However, the RM2 performance audit has confirmed that the farebox recovery for the entire fiscal year was 29.7%. Although this is 0.3% below the required ratio, the farebox recovery ratio has steadily increased from 28.4% last year. Based on increased marketing investment and significant improvements made to the service, Route 40 is projected to meet the 30% farebox recovery standard by the close of FY2013-14. Staff will continue to monitor the route closely and will make a funding recommendation in the Spring of 2014 for FY2014-15.

In addition to the routes described above, three routes listed in the table below will require monitoring to ensure that they meet required performance standards in the near future.

Agency	Required Farebox Ratio	2010-11 (audited)	2011-12 (audited)	2012-13 (audited)	Year Required	Service Productivity
All Day						
LAVTA The Rapid	20%	10.5%	11.2%	12.8%	FY2013-14	↑
Peak						
WETA - South San Francisco	40%	*	*	10.3%	FY2014-15	*
Dumbarton Express DB1	30%	*	*	21.9%	FY2015-16	*

* Not part of program in this year, not applicable

** Only received one month of funding in fiscal year; insufficient data

LAVTA Rapid: LAVTA’s Rapid service has through FY2013-14 to meet the performance standards. Staff is working with LAVTA staff to implement changes to the route in order to improve farebox recovery and productivity.

WETA South San Francisco Ferry Service: This ferry route must meet the farebox standard by the end of FY2014-15. The route is building ridership slowly and is showing a increased trend in both farebox and service productivity. Nina Rannels, the Executive Director of WETA, will provide a status report on ferry services at your meeting.

Dumbarton Express DB1: This peak service route has until FY2015-16 to increase ridership to meet the farebox recovery standard.

Issues: None

Recommendation: None; information only.

Attachments: Presentation Handout

Regional Measure 2: Operating Program Update

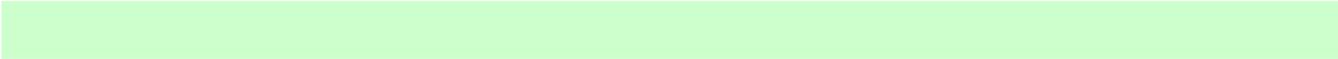
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Programming and Allocations



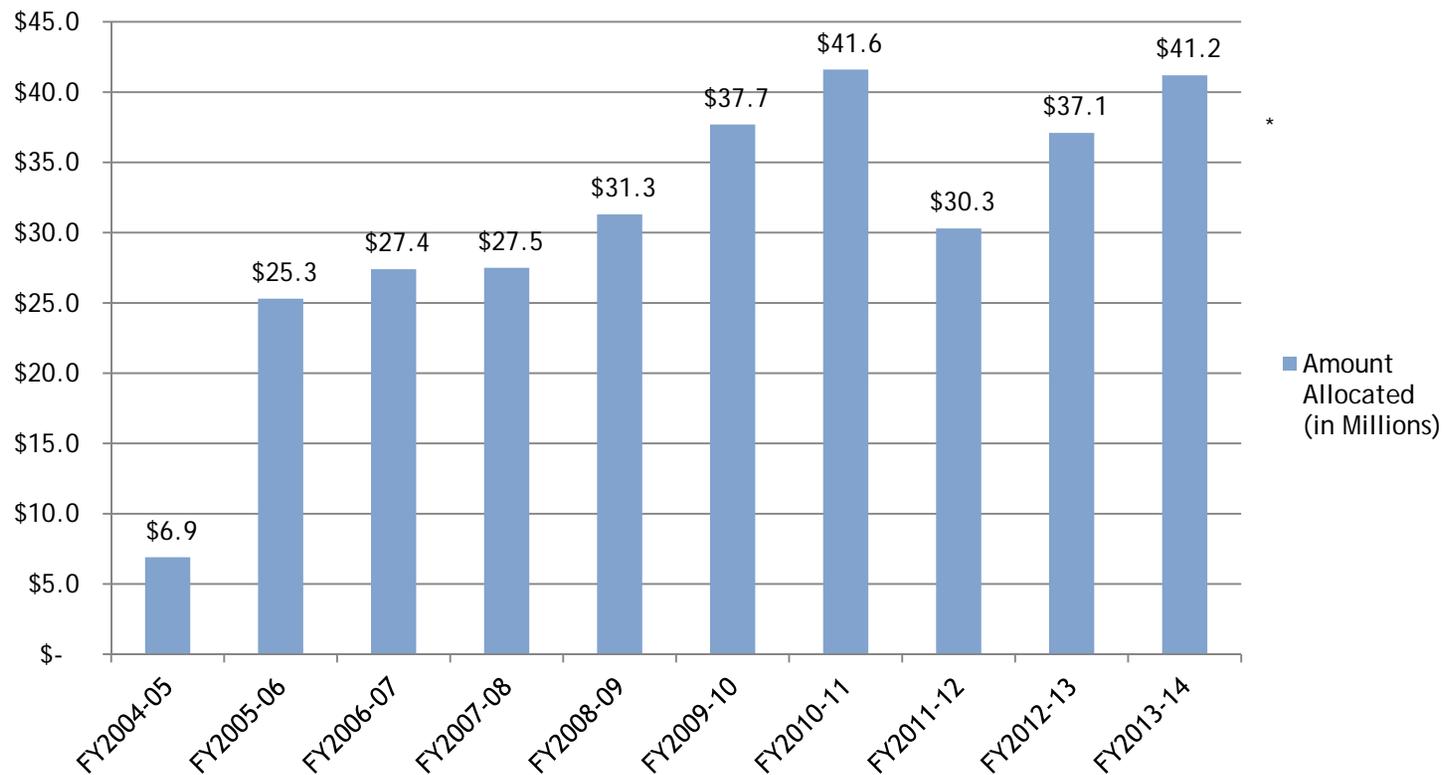
METROPOLITAN TRANSPORTATION COMMISSION

RM2 Operating Program: Overview



- Operating support for 12 projects
- Annual Allocations
- Program cap of 38% of RM2 Revenues
- 1.5% annual escalation for trunkline projects permitted in statute through FY2015-2016.
 - Escalation suspended in FY2007-08 due to lower than projected revenues on toll bridges
- Trunkline projects are required to meet MTC-adopted performance standards

RM2 Operating Program: Annual Allocations



* As of October 2013

RM2 Operating Program

Projects	Mode	Programmed* FY2013-14 (\$ in Millions)
Trunkline		
Dumbarton Bus	Bus	\$2.7
WETA Operations: Alameda/ Oakland/ Harbor Bay; Albany/ Berkeley - S.F.; South S.F. - S.F. ; Vallejo Baylink Ferry	Ferry	\$15.3
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	Bus	\$2.2
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	\$3.0
Owl Bus Service on BART Corridor	Bus	\$1.8
Non Trunkline		
WETA Planning	Misc	\$3.0
MUNI 3rd street	Rail	\$2.5
Clipper® **	Misc	\$0.9
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	Bus	\$3.0
	Total:	\$41.2

* Amount of up to \$2.7 million in additional funds provided to Executive Director, if needed, to address BART strike contingency services.

** Clipper® shall receive a total of \$20 million; \$1.5 million remaining at the start of FY2012-13.

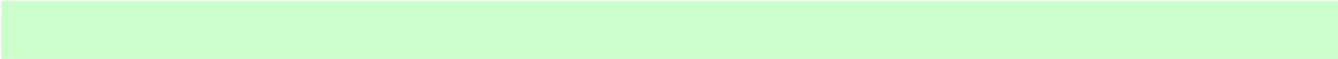
Performance Standards

- 1st standard: farebox ratio by mode and type of service
- 2nd standard: positive trend in service productivity (passengers/hr.)
- Standards must be achieved by 3rd 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 FY2012-13 Services Past Three-year Ramp Up Period

Peak Services

Agency	Required Farebox Ratio	2010-11 (audited)	2011-12 (audited)	2012-13 (audited)	Year Required	Service Productivity
WestCAT Hercules LYNX/JX	30%	53.2%	56.1%	60.4%	FY2005-06	↑
AC Transit - Rte U	30%	33.0%	30.0%	30.0%	FY2007-08	↑
FAST -Transit Route 40	30%	22.2%	28.4%	29.7%	FY2007-08	↑
Golden Gate Transit Route 72X	30%	70.4%	72.3%	66.0%	FY2007-08	↓
AC Transit - Rte NX1	30%	46.8%	39.7%	42.8%	FY2009-10	↑
AC Transit - Rte NX2	30%	43.6%	39.7%	39.5%	FY2009-10	↑
AC Transit - Rte O	30%	43.5%	41.5%	41.2%	FY2009-10	↑
AC Transit - Rte P	30%	40.6%	35.9%	34.5%	FY2009-10	↔
AC Transit - Rte W	30%	32.0%	32.8%	30.6%	FY2009-10	↔

- FAST Route 40 continues to increase ridership, but fell short of the farebox recovery standard.

Green	= Meeting standard
Yellow	= Reason for concern
Pink	= Not meeting standard

Performance Results FY2012-13 Services Past Three-year Ramp Up Period

All Day Services

Agency	Required Farebox Ratio	2010-11 (audited)	2011-12 (audited)	2012-13 (audited)	Year Required	Service Productivity
AC Transit - Route LA	20%	25.8%	31.7%	24.5%	FY2006-07	↓
Golden Gate Transit Routes 40/42	20%	21.5%	21.7%	22.3%	FY2006-07	↑
SoITrans - Route 80	20%	41.0%	44.7%	74.2%	FY2006-07	↑
SoITrans - Route 85	20%	26.8%	32.2%	34.9%	FY2006-07	↓
WestCAT Route 30Z/JPX	20%	17.9%	17.9%	17.2%	FY2006-07	↔
WETA - Vallejo Baylink Ferry	30%	45.0%	48.9%	48.6%	FY2006-07	↑
AC Transit - Route NL	20%	29.5%	28.2%	25.5%	FY2007-08	↔
ECCTA (Tri Delta Transit) Route 300	20%	24.2%	22.8%	27.2%	FY2007-08	↑
FAST -Transit Route 90	20%	45.6%	57.9%	59.9%	FY2007-08	↑
AC Transit - Route F	20%	48.1%	54.8%	51.1%	FY2009-10	↓
CCCTA Express Route 96x	20%	17.3%	20.5%	24.0%	FY2010-11	↑
SoITrans - Route 78	20%	21.9%	21.2%	24.5%	FY2010-11	↑
Golden Gate Transit Route 101 Ops	20%	32.6%	31.7%	35.6%	FY2011-12	↑
WETA - Alameda Oakland Ferry	30%	49%	50.6%	48.5%	FY2012-13	↑
Napa Route 29	20%	10.9%	20.9%	20.6%	FY2011-12	↓

Green	= Meeting standard
Yellow	= Reason for concern
Pink	= Not meeting standard

- WestCAT Route 30Z/JPX's corrective action, approved by the Commission in May 2013, will restrict RM2 funding to the productive Route JPX. Route JPX should meet the performance standard next fiscal year.

Performance Results FY2012-13 Services Past Three-year Ramp Up Period

Owl Services

Agency	Required Farebox Ratio	2010-11 (audited)	2011-12 (audited)	2012-13 (audited)	Year Required	Service Productivity
AC Transit - Owl Service Route 800	10%	21.1%	22.4%	26.0%	FY2007-08	↑
AC Transit - Owl Service Route 801	10%	10.4%	12.5%	10.8%	FY2007-08	↓
MUNI Owl Service Route 14 Mission	10%	9.4%	10.3%	18.6%	FY2007-08	↔
Sam Trans - Owl Service Route 397	10%	20.6%	22.2%	22.4%	FY2007-08	↑

Green	= Meeting standard
Yellow	= Reason for concern
Pink	= Not meeting standard

- All of the Owl services met the farebox recovery standard.
- Muni Route 14 saw a sharp increase in farebox recovery because they now correctly use marginal costs for the farebox recovery calculation as directed in MTC's Regional Measure 2 Policies and Procedures Resolution 3636, Revised.

Performance Results FY2012-13 Must Meet Standard in FY2013-14 and Beyond

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Peak						
WETA - South San Francisco	40%	*	*	10.3%	FY2014-15	*
Dumbarton Express DB1	30%	*	*	21.9%	FY2015-16	*

* Not part of program in this year, not applicable

** Only received one month of funding in fiscal year; insufficient data.

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

- LAVTA's Rapid service has through FY 2013-14 to meet the performance standards; LAVTA has decreased frequency and total cost to increase the farebox recovery.
- WETA's South San Francisco Ferry began in June 2012 and through FY2014-15 to meet performance standards.
- The Dumbarton Express DB1 has three years to meet the farebox recovery standard.

Two Routes Not Meeting Required Standard

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- WestCAT has implemented a corrective action; staff will continue to monitor Route JPX to ensure compliance with farebox recovery standard.
- FAST Route 40 has reduced operating costs, streamlined service, and is very close to meeting the farebox recovery ratio. The route will be monitored closely to ensure the standards are met.

Performance Results: Policy Requirements

October 2013

- Most operators have met the standards for FY2012-13.
- The following are operator actions and next steps for services not meeting the standard:

Not Currently Meeting Standard	Operator Action Plan	Next Step
WestCAT Route JPX	<ul style="list-style-type: none"> ·Apply RM2 funds to JPX only. ·Report farebox recovery for JPX. 	<ul style="list-style-type: none"> ·Confirm funding continuation in Spring 2014.
FAST – Route 40	<ul style="list-style-type: none"> ·Allow FAST to market Route 40 through Solano Transportation Authority. 	

- Continue to monitor the following services and send a warning letter to ensure the three-year standard is met in future years:
 - LAVTA Rapid
 - WETA South San Francisco Service
 - Dumbarton Express DB1

WETA Service Update

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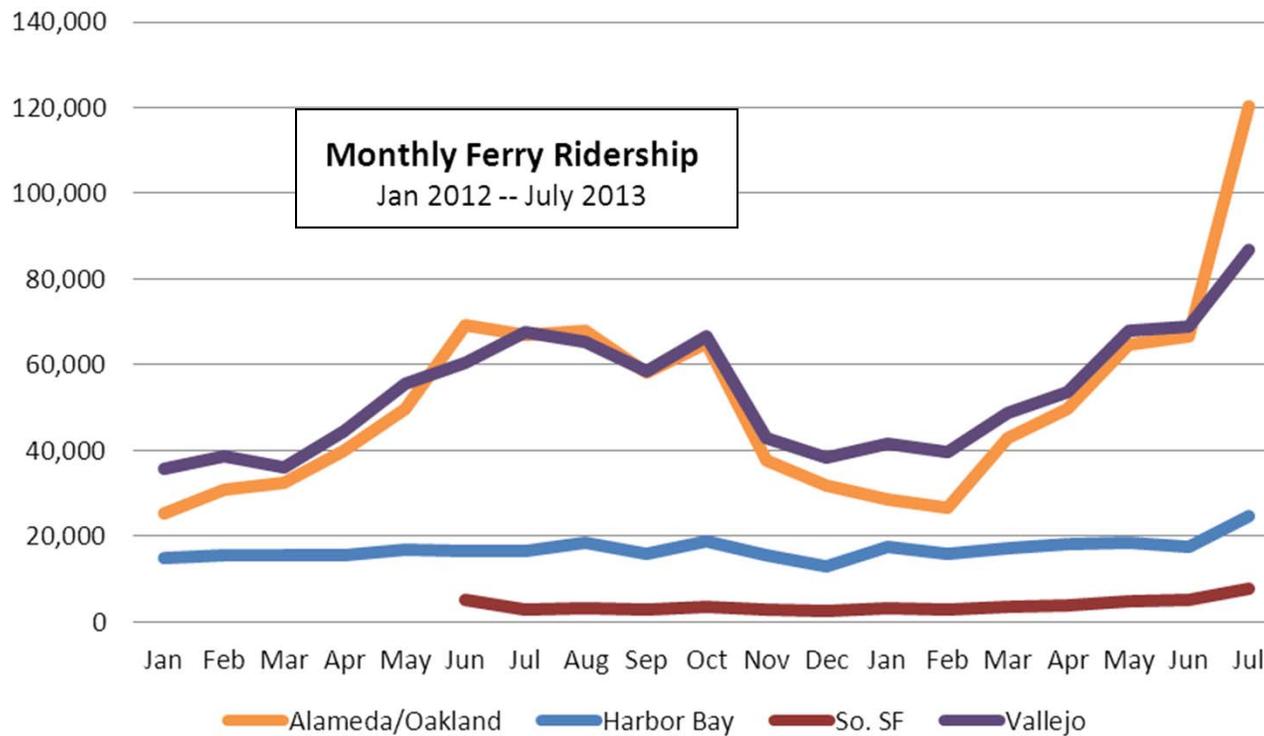
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WETA Services

FY 2012/13 Operating Data

Route	Route Miles	Trip Time (minutes)	Vessel Speed (knots)	Passenger Trips	Operating Cost (millions)	Farebox Recovery
Vallejo to SF	26.9	60	34	713,300	\$13.4	49%
Alameda/Oakland to SF	7.2	25	25	606,960	\$5.7	49%
Alameda Harbor Bay to SF	7.3	25	25	203,110	\$2.1	46%
East Bay to South San Francisco	14.9	40	25	40,500	\$2.6	10%
Overall	56.3			1,563,870	\$23.8	44%

WETA System Ridership Trends



- Four routes
- 1.6M annual passenger boardings
- 12 vessels
- \$23.8M annual budget
- 44% farebox recovery ratio
- 103 boardings per revenue hour
- Average Fare \$6.72

South San Francisco Service Update

- South San Francisco Service Summary

- Initiated June 2012
- East Bay to SSF employment center
- 3AM and 2PM peak trips



- First year farebox recovery - 10%
- Service Changes Made in May 2013 - 1 Year Trial
 - Added a 3rd afternoon SSF departure
 - Adjusted AM and PM schedules
 - Added Wednesday/Friday midday trip between SSF and SF
 - Accompanying marketing campaign

Transbay Disruptions: BART Strike, Bay Bridge Closure

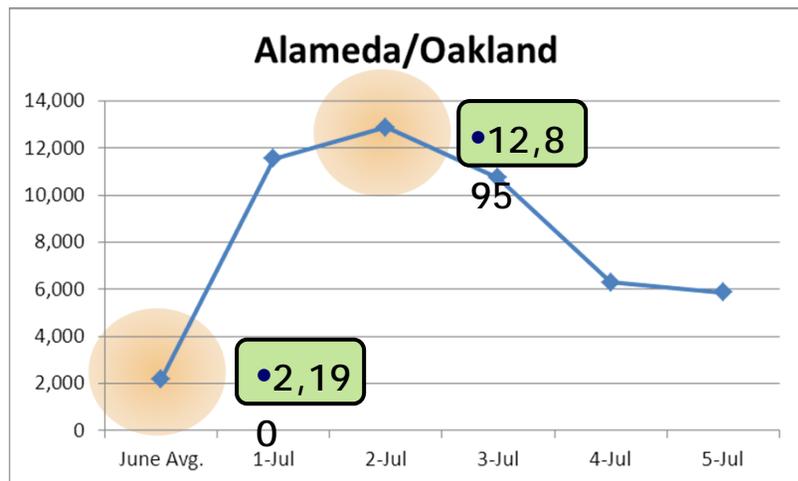


- BART Strike - July 1-5

- 77 landings at SF Ferry Terminal
- Borrowed vessels from Golden Gate, Blue and Gold Fleet
- Tripled ridership to 19,671 on July 2

- Bridge Closure - August 28-September 2

- Sunday 91% above previous week
- Alameda/Oakland up 101% over previous week



12-month Ridership, July 2012 – July 2013

