

Metropolitan Transportation Commission Programming and Allocations Committee

October 8, 2014

Item Number 3b

Regional Measure 2 Operating Program Update

Subject: Regional Measure 2 (RM2) Operating Program Annual Program Update for FY2013-14

Background: RM2 provides operating support for certain transit services; these are subject to performance standards and are assessed annually. This item presents the results of the performance review for FY2013-14.

Of the thirty-five RM2 funded routes, there was one route that did not meet the performance standards as required by the close of FY2013-14, as summarized below:

Agency/Service	Required Farebox Ratio	FY 2011-12 (Audited)	FY 2012-13 (Audited)	FY 2013-14 (Audited)	Service Productivity
LAVTA The Rapid	20%	11.2%	12.8%	13.7%	↑

While LAVTA's Rapid service has steadily increased passengers and improved passenger productivity over the three-year ramp-up period, it did not meet the farebox recovery standard of 20 percent for all-day service operations. In FY 2013-14, it achieved a farebox recovery of 13.7 percent. Overall expenses for the system increased in FY2013-14, resulting in a higher cost per hour, which countered the benefit of increased passengers to the farebox recovery ratio. The route receives \$580,000 in RM2 operating funds per year, which covers approximately 18 percent of the cost of its operation.

LAVTA staff submitted a Corrective Action Plan to MTC that includes actions to be taken to improve productivity, ridership and farebox recovery on the route. LAVTA has begun making and planning for the following changes.

- On August 25, 2014, the schedule of the Rapid was adjusted for better connectivity with the BART system.
- On September 8, 2014, the LAVTA Board approved a scope of work for a Comprehensive Operational Analysis (COA), which will launch in early 2015. The COA is expected to include recommendations related to the Rapid including a possible realignment or adjustment in service in 2016.
- Over the next six months, LAVTA plans to address technology issues on the route, including implementing the use of queue-jumps in Livermore and Dublin and re-training operators to make the most of the Traffic Signal Priority (TSP) system and features, thus improving trip travel time.
- Staff has begun to develop marketing materials and an employer toolkit of resources, and will immediately begin outreach to employers along the Rapid line. In 2015, LAVTA intends to also develop an employer-pass program (Eco-Pass) for the entire Wheels system.

- LAVTA will promote unused parking spaces at the Downtown Livermore Parking garage, and at other park-and-ride locations in the Tri-Valley
- Improving economic and development conditions in the area that may positively affect ridership.

Staff hopes these changes will result in the Rapid meeting RM2 performance standards in the near future.

Staff will return in the Spring with RM2 Operating Program recommendations for FY2015-16. Based on the Rapid’s failure to meet the required performance measures and considering any new information related to the adopted corrective action plan, MTC staff may at that time recommend that RM2 Operating Program funds be discontinued for the FY 2015-16 funding year.

In addition to the route described above, two routes listed in the table below will require monitoring to ensure that they meet required performance standards by the end of the current fiscal year. MTC staff will provide the Committee with an update on the performance of these routes in the Spring.

Agency/Service	Required Farebox Ratio	FY 2011-12 (Audited)	FY 2012-13 (Audited)	FY 2013-14 (Audited)	Service Productivity
WETA – South San Francisco Ferry	40%	7.3%*	10.3%	17.3%	↑
AC Transit – Dumbarton Service DB1	30%	N/A**.	21.9%	24.0%	↓

* Represents a partial year of service

** Not part of program in this year, not applicable

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 an increased trend in both farebox and service productivity.

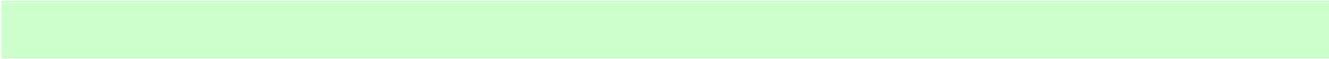
Dumbarton Express DB1: This peak service route has until the end of FY2014-15 to meet the farebox recovery standard.

Issues: None

Recommendation: Information only.

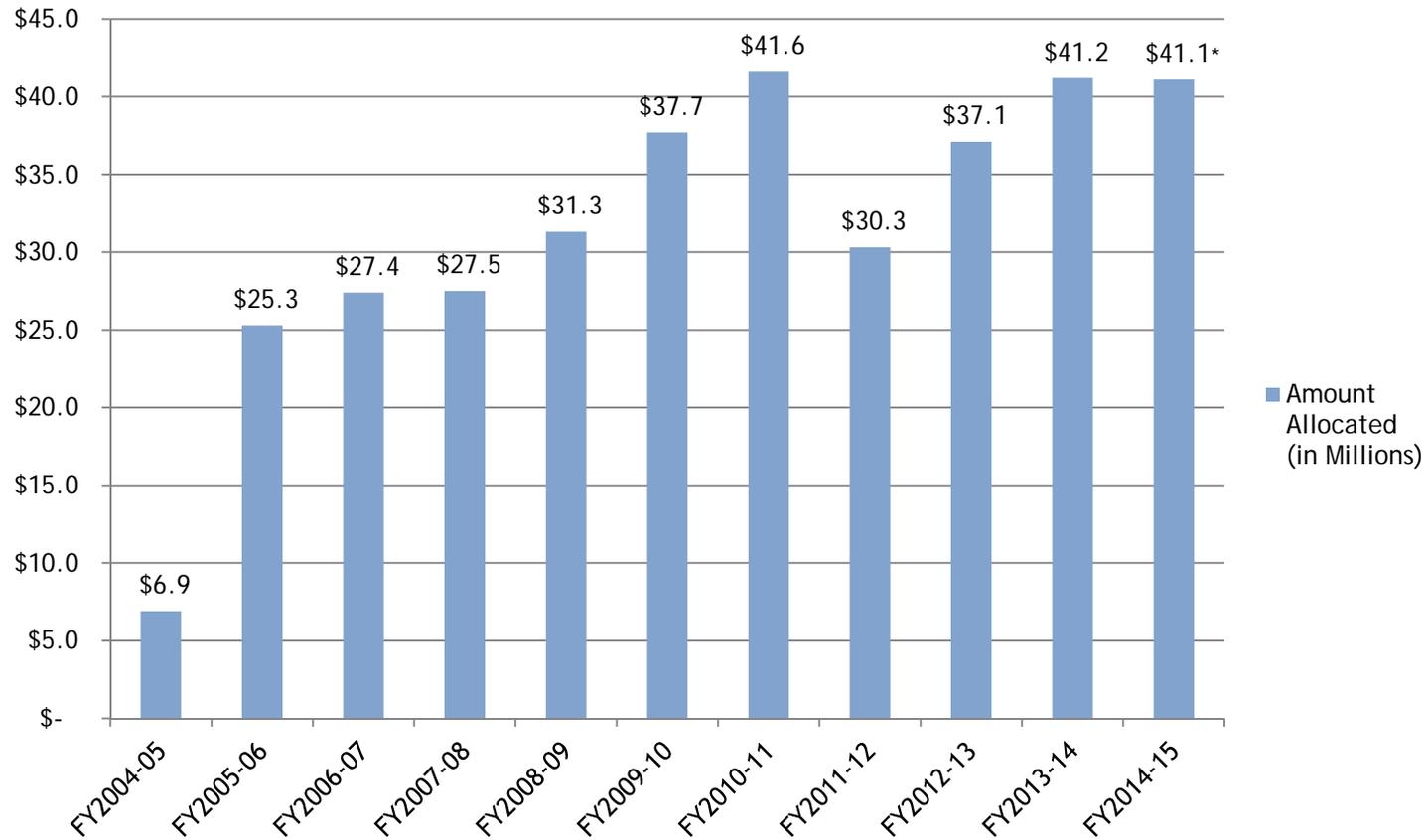
Attachments: Attachment A, Regional Measure 2 Operating Program Annual Program Update Presentation for FY2013-14

Regional Measure 2 Operating Program Annual Program Update for FY2013-14



- Operating support for 11 legislative projects
- Annual Allocations for 35 routes
- 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 2014

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	\$0.0
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	Bus	\$3.0
	Total:	\$40.3

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

** Clipper® received a total of \$20 million through FY2013-14.

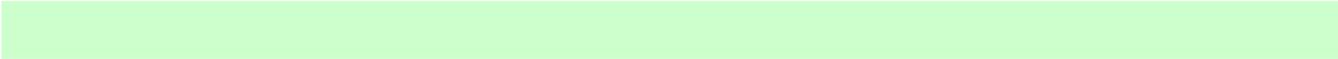
Performance Standards

- 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 consideration 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 FY2013-14

Services Past Three-year Ramp Up Period

Peak Services

Agency	Required Farebox Ratio	2011-12 (audited)	2012-13 (audited)	2013-14 (audited)	Year Required	Service Productivity
AC Transit - Rte NX1	30%	46.8%	42.8%	45.5%	FY2009-10	↑
AC Transit - Rte NX2	30%	43.6%	39.5%	42.7%	FY2009-10	↑
AC Transit - Rte O	30%	43.5%	41.2%	49.2%	FY2009-10	↑
AC Transit - Rte P	30%	40.6%	34.5%	41.7%	FY2009-10	↑
AC Transit - Rte U	30%	33.0%	30.0%	35.7%	FY2007-08	↑
AC Transit - Rte W	30%	32.0%	27.7%	32.0%	FY2009-10	↑
Fairfield/Suisun -Transit Route 40	30%	28.4%	29.7%	30.9%	FY2007-08	↑
Golden Gate Transit Route 72X	30%	72.3%	66.0%	76.1%	FY2007-08	↑
WestCAT Hercules LYNX/JX	30%	56.1%	60.4%	67.2%	FY2005-06	↑
WETA - Alameda Bay Harbor Ferry	40%	(d)	45.7%	46.4%	FY2013-14	↑

- All routes met the passenger productivity and farebox recovery performance standards.

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

Performance Results FY2013-14

Services Past Three-year Ramp Up Period

All Day Services

Agency	Required Farebox Ratio	2011-12 (audited)	2012-13 (audited)	2013-14 (audited)	Year Required	Service Productivity
AC Transit - Rte LA	20%	25.8%	24.5%	27.7%	FY2006-07	↑
AC Transit - Rte NL	20%	29.5%	25.5%	30.6%	FY2007-08	↑
AC Transit - Enhanced Corridor Srv (Route 1R)	N/A	34.9%	26.1%	24.9%	N/A	↔
AC Transit - Rte F	20%	48.1%	51.1%	66.7%	FY2009-10	↑
CCCTA Express Route 96x	20%	20.5%	24.0%	25.2%	FY2010-11	↑
ECCTA (Tri Delta Transit) Express Route 300	20%	22.8%	27.2%	29.9%	FY2007-08	↑
Fairfield/Suisun -Transit Route 90	20%	57.9%	59.9%	56.9%	FY2007-08	↓
Golden Gate Transit Route 101 Ops	20%	31.7%	35.6%	29.1%	FY2011-12	↓
Golden Gate Transit Routes 40/42	20%	21.7%	22.3%	21.2%	FY2006-07	↔
LAVTA The Rapid	20%	11.2%	12.8%	13.7%	FY2013-14	↑
MUNI - 3rd St LRT	N/A	31.8%	26.6%	27.8%	N/A	↑
Napa Route 29	20%	20.9%	20.5%	20.0%	FY2011-12	↑
SolTrans - Route 78	20%	19.0%	24.5%	25.9%	FY2010-11	↑
SolTrans - Route 80	20%	44.7%	74.2%	66.9%	FY2006-07	↑
SolTrans - Route 85	20%	32.2%	34.9%	29.2%	FY2006-07	↓
WestCAT Route JPX	20%	16.9%	17.2%	21.6%	FY2006-07	↑
WETA - Alameda Oakland Ferry	30%	*	48.5%	53.5%	FY2012-13	↑
WETA - Vallejo Baylink Ferry	30%	48.9%	48.6%	57.8%	FY2006-07	↑

* Not part of program in this year, not applicable

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

LAVTA The Rapid:

- Higher expenses cancelled the benefit from increased ridership, so farebox recovery showed only a slight increase.
- While passenger productivity increased, the route did not meet the farebox performance standard.

Performance Results FY2013-14 Services Past Three-year Ramp Up Period

Owl Services

Agency	Required Farebox Ratio	2011-12 (audited)	2012-13 (audited)	2013-14 (audited)	Year Required	Service Productivity
AC Transit - Owl Service Route 801	10%	12.5%	10.8%	11.3%	FY2007-08	↓
MUNI Owl Service Route 14 Mission	10%	8.1%	18.6%	19.5%	FY2007-08	↑
Sam Trans - Owl Service Route 397	10%	22.2%	22.4%	21.9%	FY2007-08	↔
AC Transit - Owl Service Route 800	10%	22.4%	26.0%	27.0%	FY2007-08	↑

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

- All of the Owl services met the farebox recovery standard.
- Passenger productivity dropped for AC Transit Route 801, service between Fremont and Downtown Oakland.

Performance Results FY2013-14 Must Meet Standard in FY2014-15 and Beyond

Agency	Required Farebox Ratio	2011-12 (audited)	2012-13 (audited)	2013-14 (audited)	Year Required	Service Productivity
Peak						
WETA - South San Francisco Ferry	40%	7.3%	10.3%	17.3%	FY2014-15	↑
AC Transit - Dumbarton Service Weekday Peak DB1	30%	*	21.9%	24.0%	FY2014-15	↓
All-Day						
AC Transit - Dumbarton Service Weekday DB	20%	*	25.5%	25.8%	FY2015-16	↓

* Not part of program in this year, not applicable

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

- WETA’s South San Francisco Ferry began in June 2012 and has through FY2014-15 to meet performance standards.
- The Dumbarton Express DB1 has three years to meet the farebox recovery standard.

One Route Not Meeting Required Standard

Agency	Required Farebox Ratio	2011-12 (audited)	2012-13 (audited)	2013-14 (audited)	Year Required	Service Productivity
LAVTA The Rapid	20%	11.2%	12.8%	13.7%	FY2013-14	↑

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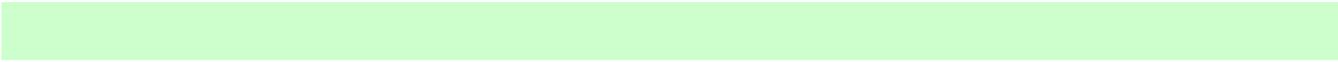
Near Term Improvements:

- On August 25, 2014, the schedule of the Rapid was adjusted for better connectivity with the BART system.
- LAVTA plans to promote SB1339 legislation with an employer outreach pilot program (Stoneridge Mall, Livermore Premium Outlets, Lawrence Livermore Lab); outreach, including marketing materials and an employer toolkit of resources, will begin in late 2014.
- Rapid Operators are not utilizing the queue jumps in Livermore and Dublin; re-training the operators on the queue-jumps is scheduled for 2014.

Long Term Improvements:

- LAVTA plans to perform a comprehensive operational analysis for its entire service area starting in FY2015.

Performance Results: Summary and Next Steps



October 2014

- Most operators have met the standards for FY2013-14.
- The LAVTA Rapid is the only route that did not meet the standard, and near term improvements include better connectivity with BART, employer marketing, operator training. COA in long term.
- Confirm funding continuation in Spring of 2015
- Continue to monitor the following services and send a warning letter to ensure the three-year standard is met in future years:
 - WETA South San Francisco Service
 - Dumbarton Express DB1