

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 13, 2008

Item Number 4b

**Regional Measure 2: Operating Program Monitoring Update**

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**Subject:** Regional Measure 2 Operating Program Update

**Background:** Last April, staff provided an update on the operating projects in the Regional Measure 2 program for FY 2005-06. This month, staff is presenting the annual update on the FY 2006-07 operating program.

**Operating Program:**

In FY 2007-08, \$25.9 million of RM2 operating assistance was allocated to eight projects. These operating projects are subject to MTC adopted performance standards; however, these measures do not have to be met until the 3<sup>rd</sup> year of service. The operating projects are monitored on an annual basis and the FY 2006-07 analysis is being presented this month.

The presentation slides are attached for information.

**Issues:** 1) Some RM2 projects are not projected to meet required performance standards by the end of FY 2007-08. Next steps and associated timeline are outlined.

**Recommendation:** Information.

**Attachments:** Presentation Slides

# Regional Measure 2: Operating Program Update

February 13, 2008

Programming and Allocations



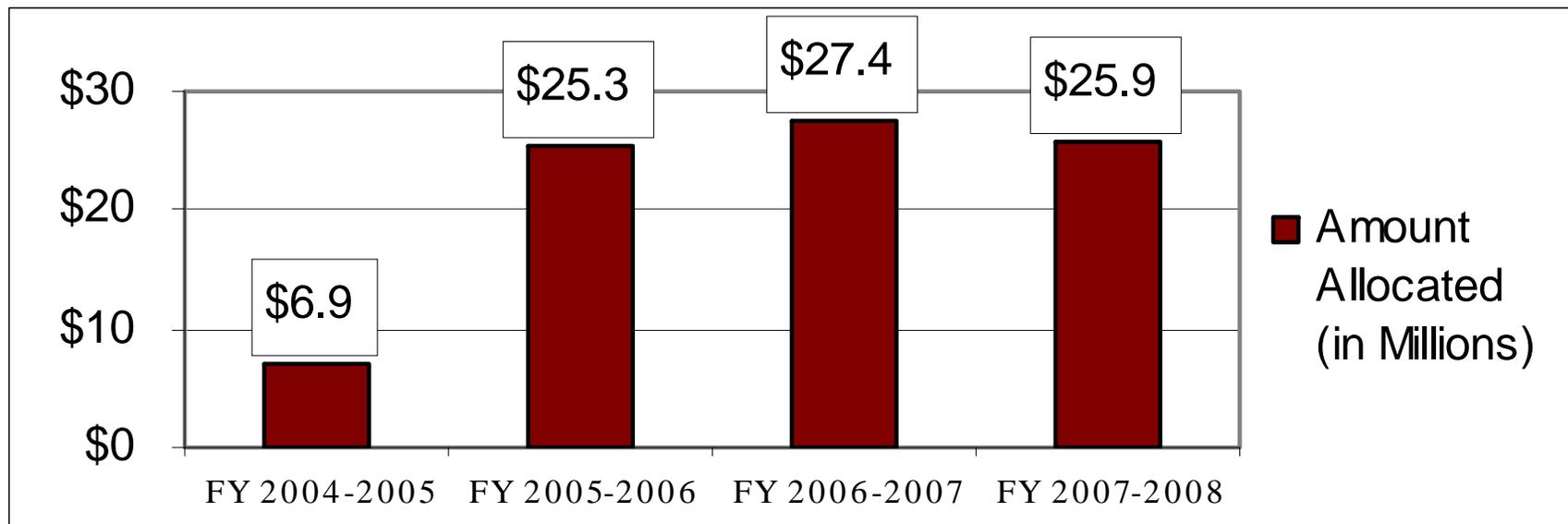
METROPOLITAN TRANSPORTATION COMMISSION

# RM2 Operating Program: Overview



- Operating support for 11 projects
  - 4 ferry projects were combined by SB 976
- Allocations by Fiscal Year
- Program cap of 38% of RM2 Revenues
- 1.5% annual escalation for trunkline projects permitted in statute
  - RM2 collection less than projected
  - Recommend stopping further escalation so that we can cover the base amount for remaining projects
- Trunkline projects are required to meet MTC-adopted performance standards

# RM2 Operating Program: Annual Allocations



# RM2 Operating Program

Projects	Mode	Annual Amount (\$ in Millions) 1st Year of Funding	Escalation Rate
<b>Trunkline</b>			
Dumbarton Rail	Rail	\$5.5	1.5%
WTA: Alameda/ Oakland/ Harbor Bay; Albany/ Berkeley - S.F.; South S.F. - S.F. ; Vallejo Ferry	Ferry	\$15.4	1.5%
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	Bus	\$2.1	1.5%
Napa Vine service terminating at Vallejo Intermodal terminal	Bus	\$0.4	1.5%
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	Bus	\$6.5	1.5%
Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	Bus	\$3.4	1.5%
Owl Bus Service on BART Corridor	Bus	\$1.8	1.5%
<b>Non Trunkline</b>			
WTA System	Misc	\$3.0	0%
MUNI 3rd street	Rail	\$2.5	0%
TransLink® **	Misc	--	0%
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	Bus	\$3.0	0%

Total: \$43.5

\* \*TransLink® shall receive a total of \$20 million in operating funds in non-consecutive years

 Project less than 80% implemented

# Performance Standards

- Farebox ratio, stratified by mode and type of service, is the primary standard
- 2<sup>nd</sup> standard requires 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
- If approved, operator given date certain to achieve standards
- If standards still not met, Commission holds public hearing on the project
- Commission may vote to modify scope or funding, or reassign funding

May need to implement this process for some projects required to achieve standards in FY 2007-08

# Performance Results FY 2006-07 (1)

Agency	Route	Standard	FY 05-06 (audited)	FY 06-07 (audited)	Service Productivity
<i>Standards to be met by FY 06-07</i>					
AC Transit	LA	20%	29.6%	27.4%	↓
Golden Gate	40/42	20%	19.6%	21.6%	↑
Vallejo	85	20%	26.8%	19.1%	↓
Vallejo	80	20%	44.1%	48.2%	↑
WestCat	30Z/JPX	20%	24.2%	22.8%	↑
Vallejo	Ferry	30%	44.4%	58.1%	↑
Green	= Likely to meet standard				
Yellow	= Reason for concern				
Pink	= Unlikely to meet standard				

- Vallejo Route 85 performance was just below the farebox standard; MTC staff beginning consultation process
- All other services met farebox recovery standard
- Not all operators meeting the required increased productivity standard

# Performance Results FY 2006-07 (2)

## Owl Service

Agency	Route	Standard	FY 05-06 (audited)	FY 06-07 (audited)	Service Productivity
<i>Standards to be met by FY 07-08</i>					
AC Transit	800/801	10%	10.0%	23.4%	↑
Muni	14	10%	14.4%	13.3%	↓
SamTrans	397	10%	18.2%	19.4%	↑
CCCTA	820	10%	0.9%	1.8%	↑
LAVTA	810	10%	2.4%	4.8%	↑

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

- CCCTA Owl Ridership is very low - further investigation of alternative service models may be needed
- LAVTA service closer to standard - LAVTA uses local TDA funds to operate route segment from BART station to Livermore

# Performance Results FY 2006-07 (3) All-Day Express Bus Service

Agency	Route	Standard	FY 05-06 (audited)	FY 06-07 (audited)	Service Productivity
<i>Standards to be met by FY 07-08</i>					
AC Transit	NL	20%	36.7%	31.0%	↓
Fairfield	90	20%	N/A	41.9%	N/A
Tri-Delta	300	20%	11.4%	11.7%	↑
AC Transit	M	20%	19.1%	17.3%	↓
(combined 12/07)	MA	30%	12.2%	3.4%	↓
<i>Standards to be met by FY 08-09</i>					
CCCTA	980	20%	N/A	11.7%	↑

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

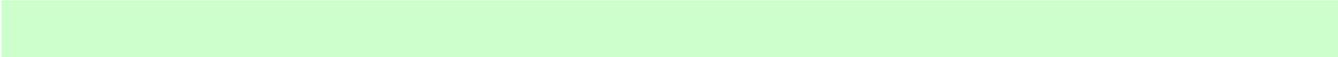
- AC Transit Routes M & MA merged into single route crossing both San Mateo and Dumbarton Bridges
- Tri-Delta Transit considering adopting an express bus fare to improve farebox ratio

# Performance Results FY 2006-07 (4) Peak Hour Express Bus Service

Agency	Route	Standard	FY 05-06 (audited)	FY 06-07 (audited)	Service Productivity
<i>Standards to be met by FY 05-06</i>					
WestCat	LYNX	30%	33.1%	48.8%	↑
<i>Standards to be met by FY 07-08</i>					
Golden Gate	72	30%	56.1%	50.8%	↓
AC Transit	Misc.	30%	10.1%	37.5%	↑
AC Transit	J	30%	10.7%	21.7%	↑
Golden Gate	75	30%	15.7%	15.0%	↓
AC Transit	U	30%	37.1%	26.3%	↓
<i>Standards to be met by FY 08-09</i>					
Fairfield	40	30%	N/A	29.3	N/A
Green	= Likely to meet standard				
Yellow	= Reason for concern				
Pink	= Unlikely to meet standard				

- AC Transit Routes J and U improving - may achieve standard
- Golden Gate Transit Route 75 - GGT working to reduce costs and provide passenger incentives

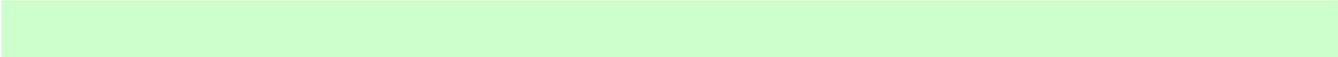
# Performance Measure: Subsidy per Passenger



- Subsidy per passenger not an adopted RM2 performance measure, Commissioners requested information
- In FY 2006-07, the subsidy per passenger for all RM2 services averaged \$5.87. This data measure for individual routes ranged from a low of \$3.10 to a high of \$69.74.
- For comparison, the average subsidy per passenger region wide in FY 2005-06 is estimated at \$2.76.

# Performance Results FY 2006-07

## Next Steps



### February 2008

- Advisory letters sent to project sponsors at risk of not meeting FY 2007-08 performance measures

### June 2008

- RM2 Allocations begin - projects not projected to meet FY 2007-08 performance standard would be allocated 6 months of funding, through December 2008
- Additional funding contingent on improved performance in FY 2007-08

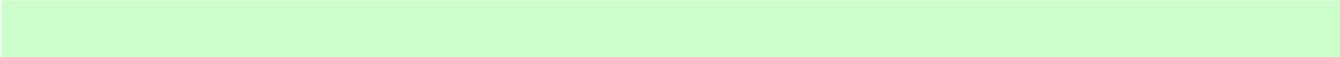
### September 2008

- Report on FY 2007-08 performance data
- For projects not meeting standards:
  - Confirm RM2 funds to end in December
  - OR
  - Recommend extension based on corrective action plan

### December 2008

- RM2 funds end for projects not meeting performance measures

# Contact Information



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Metropolitan Transportation Commission