

To: Operations and Scheduling Committee

Date: February 20, 2013

From: Laramie Bowron, Manager of Planning

Reviewed by:

Subject: Proposed Service Cuts in Light of the Transit Performance Initiative

Background:

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the Transit Sustainability Project recommendations, including the Transit Performance Initiative (TPI). The TPI is a new funding program rewarding transit agencies that improve ridership and service productivity.

MTC has already programmed the \$60 million in Federal funds over a 4 year period based on the following criteria:

- Year 1(FY13): \$15 million distributed based on annual ridership
- Years 2-4 (FY14-16): 15% of the remaining \$45 million is allocated to small operators based on the following formula:
 - 25% based on passenger increase,
 - 25% based on passenger per hour increase, and
 - 50% for annual passengers

Through this formula, County Connection has been allocated \$103,901 in year 1 and \$335,268 in each of years 2, 3 and 4.

Moving forward, the draft *PlanBayArea* dedicates \$500 million to the TPI. It should be noted that although this is not programmed or committed with an actual funding source, it does illustrate a regional focus on productivity and a commitment to the TPI.

Summary of Issues:

With this in mind, staff analyzed the implications of cutting some of the most unproductive service; trips that averaged less than 4 boardings and those that could be coordinated with existing service so as to maximize savings and productivity.

The following trips were selected and are proposed for cuts:

Route	Trip Start Time	Direction	Avg. Boardings
Route 2 (Walnut Creek BART - Trotter)	8:40 AM	South	1.92
	8:54 AM	North	1.51
	9:40 AM	South	2.45
	9:54 AM	North	1.80
	10:00 AM	South	New
	10:14 AM	North	New
	11:10 AM	South	1.88
	11:24 AM	North	1.10
	6:10 PM	South	5.10
	6:24 PM	North	1.67
	6:55 PM	South	2.00
7:09 PM	North	0.29	
Route 5 (Walnut Creek BART - Creekside)	10:22 AM	South	4.01
	10:40 AM	North	3.21
	11:52 AM	South	3.88
	12:10 PM	North	1.76
	6:25 PM	North	0.42
Route 25 (Walnut Creek BART - Lafayette BART)	10:00 AM	West	1.70
	10:30 AM	East	1.29
	10:50 AM	West	New
	11:00 AM	West	2.97
	11:20 AM	East	New
	11:30 AM	East	1.36
	12:00 PM	West	1.91
	12:30 PM	East	2.15

Since the majority of unproductive service occurs in the mid-day time period and the routes above all operate out of the Walnut Creek BART station, staff is able to reduce the number of vehicles by interlining routes that terminate there.

Because the volume of service being cut is only 2% of the total, significant improvement at the route level has a small effect overall productivity.

Current vs. Proposed Productivity (based on February actual data)

Route	Current			Proposed	
	Revenue Hours	Ridership	Pass/RevHr	Revenue Hours	Pass/RevHr
2	178	1,193	6.70	96	12.43
5	200	1,641	8.21	117	14.03
25	230	1,156	5.02	146	7.93
System	17,003.14	268,665.72	15.80	16,644.48	16.14

Recommendation:

Staff recommends taking small steps to trim unproductive service to remain competitive for future TPI funding. The cuts identified can be made in the Fall without triggering Title VI or public hearing requirements.