



Alameda-Contra Costa Transit District

STAFF REPORT

TO: AC Transit Board of Directors
FROM: Michael A. Hursh, General Manager
SUBJECT: June Sign-up and Future ACGo Phasing

BRIEFING ITEM

RECOMMENDED ACTION(S):

Consider receiving a report on the service changes associated with the June 2017 Sign-up and the future of ACGo implementation.

BACKGROUND/RATIONALE:

AC Transit conducts four sign-ups each year as required by the Collective Bargaining Agreement (CBA). These occur in March, June, August, and December. The District will implement the upcoming sign-up on June 18, 2017.

The June sign-up is generally reserved for removing Supplementary Service for summer vacation and making minor adjustments to service based on feedback received after the March Sign-up, which included a significant implementation of AC Go service changes in Albany, Berkeley, Emeryville, Oakland, Piedmont and Alameda. One of a number of items that staff will fix is the schedule of the new Line 33 along Park Boulevard through the Glenview neighborhood in Oakland. In response to bus rider complaints, staff will even out the Line 33 schedule, so that there are no gaps in service. In addition, staff will increase the span of service to match the previous Line 18 schedule. These two adjustments will ensure that there is no decrease in service along Park after the implementation of AC Go.

In addition to AC Go modifications, the June Sign-up will include the implementation of the first stage of Bay Bridge Forward – an initiative sponsored by the Metropolitan Transportation Commission that will improve and increase Transbay bus service in the short term (1-2 years). The first stage will include frequency improvements for the summer on lines F, FS, G, J, and H to account for the seasonal increase in demand, primarily generated by student interns commuting to San Francisco.

The complete list of Summer Sign-up modifications are listed below:

- Supplemental school service will be removed for all 600-series lines for the summer.
- Supplemental trips will be removed from Lines 39, 51A, 72M, 76, 94, 95, 97, and 217 for the summer.
- MTC has funded additional trips on Transbay Lines C, F, FS, H, and J through Bay Bridge Forward.
- Running time improvements to improve on-time performance are being made to Lines F, G, LA, NX2, O, P, S, SB, V, and 251.

- Line 33 will have frequency, span, and reliability improved through additional trips.
- Line 29 will have two additional trips.
- Line 45 will have one trip removed.

ACGo Implementation Schedule

While the District has successfully implemented portions of AC Go across three sign ups (June 2016, December 2016 and March 2017), there are key phases of implementation remaining including:

- Remaining frequency and span improvements for Oakland and Berkeley not implemented with the March Sign-up.
- Central County service improvements.
- South County service improvements yet to be approved by the Board and contingent upon the results of the Flex pilot.

At this point in the process, there are a number of factors contributing to the need to re-evaluate the pace of implementation of the remainder of the AC Go changes:

- The strong economy in the region has made it difficult to hire and train operators at a pace sufficient to meet the expanded service levels.
- The availability of revenue vehicles given the lack of regional funding for local fleet expansion.
- Significant training efforts for new systems are placing a strain on multiple critical departments.
- Declining farebox revenues leading to a more constrained operating budget for the next fiscal year than projected during the AC Go planning process.
- The hourly rate to increase service is higher than originally projected due to the larger than anticipated effort and more involvement of departments other than Planning and Operations to implement AC Go than originally anticipated, such as Human Resources and Training.

In discussions at the staff level, there is agreement that the next phase of AC Go implementation – Central Alameda County – will require too much hiring, training and additional expense to be accomplished in August 2017. Staff is exploring implementation of the cost-neutral improvements to lines in Central County in March 2018 when much of the systems training will be complete. To help accomplish this, Staff is looking at all lines in the system to identify possible inefficiencies where extra buses are in service that could be allocated to improved frequencies in North County and better service in Central County. However, as displayed in the original plan approved by the Board, there are a number of improvements that can be made to the route network in Central County that can be implemented without additional cost.

Staff is using the time between now and March 2018 to conduct a comprehensive review of existing processes and develop strategies for improving the efficiency of the system to allow for complete implementation of AC Go.

BUDGETARY/FISCAL IMPACT:

The June Sign-up changes listed previously will cause total weekday vehicle hours to decrease by 184.8 and Saturday and Sunday hours will increase by 15.8 and 8.5, respectively during the Sign-up period. The decrease is primarily due to the temporary elimination of Supplementary Service during the summer since schools are not open. However, there are some increases in service, including \$931,283 annually for improvements to service levels on several lines (most notably Line 33) as well as running time improvements to several local and Transbay lines. It also includes \$1,187,522 annually in added Transbay service that is funded through the Metropolitan Transportation Commission's Bay Bridge Forward Program. The added costs to non-supplementary service that aren't grant funded will be offset through the identification of service efficiencies in the system, particularly inefficient bus schedules. The overall change is included in the District's FY 2016-17 Budget.

ADVANTAGES/DISADVANTAGES:

While there are no specific advantages/disadvantages associated with the June sign-up, there are some considerations associated with postponing future AC Go implementation dates into Calendar Year (CY) 2018.

The advantages of delaying implementation of the remainder of the AC Go improvements until CY2018 include:

- Allows the District to fully hire the number of operators required for existing service
- Allocating sufficient time for the Safety & Training Department to complete training associated with the new CAD/AVL system, Bid Web, and the new operating environment at the Transbay Transit Center
- Allows for more clarity on the future budget outlook so the District does not spend resources on expanding service only to have to cut service to balance the budget in future years.

The primary disadvantage associated with delaying implementation of the rest of AC Go is delaying AC Transit's commitment to roll-out AC Go in 2016 and 2017.

ALTERNATIVES ANALYSIS:

The alternative to delaying the implementation of the remainder of AC Go – particularly Central County – would be to implement those changes in August 2017 as discussed in SR 16-218. Staff does not forecast there being enough bus operators at that time to actually fulfill obligations for any service enhancement, making this alternative infeasible. In addition, the public messaging and training requirements associated with the changes requires significant lead time. This would be on top of the many competing training efforts going on through December 2017. In addition to delaying Central County to early 2018, staff anticipates the need to delay the South County adjustments for two reasons: 1) The South County changes rely heavily upon FLEX service to fill in areas not served by trunk routes and the pilot of that service does not end until March 2018, and 2) Implementing Central County and South County either together or in rapid succession would place significant strain on the organization and customers.

PRIOR RELEVANT BOARD ACTION/POLICIES:

15-218c – Service Expansion Plan Adoption

16-218 – AC Go December 2016 and March 2017 Service Changes

Board Policy 445

ATTACHMENTS:

1. June Sign-up Summary of Adjustments

Approved by: Ramakrishna Pochiraju, Acting Executive Director of Planning & Engineering

Reviewed by: James Pachan, Chief Operating Officer

Denise Standridge, General Counsel

Claudia Allen, Chief Financial Officer

Robert del Rosario, Director of Service Development and Planning

Prepared by: Michael Eshleman, Manager, Service Planning

Eric Harris, Manager, Scheduling

June Service Changes - 1706SU Effective June 18, 2017										
Route(s)	Change	Change in Platform Hours			Change in Vehicles				Annual Platform Hours	Annual Cost Estimates
		Weekday	Sat	Sun	Weekday		Sat	Sun		
					AM	PM				
29	Two Added Trips	0.9	0.0	0.0	0	0	0	0	228	\$24,778
33	Schedule Change 16 added trips	12.2	0.0	0.0	2	0	0	0	3,082	\$335,333
39	One School Bell Timed Trip Removed for Summer	-0.8	0.0	0.0	-1	0	0	0	-213	-\$23,126
45	One Trip Removed	-1.2	0.0	0.0	0	0	0	0	-306	-\$33,313
51A	Three School Bell Timed Trip Removed for Summer	-5.3	0.0	0.0	0	-2	0	0	-1,333	-\$145,091
72M	One School Bell Timed Trip Removed for Summer	-1.5	0.0	0.0	0	-1	0	0	-372	-\$40,471
72R	Improved Running Times for Schedule Adhearance	0.0	7.3	-0.1	0	0	1	0	373	\$40,568
76	Three School Bell Timed Trip Removed for Summer	-6.0	0.0	0.0	-1	-2	0	0	-1,528	-\$166,290
94	Two School Bell Timed Trips Removed for Summer	-1.7	0.0	0.0	0	0	0	0	-435	-\$47,354
95	Two School Bell Timed Trips Removed for Summer	-3.0	0.0	0.0	0	-2	0	0	-762	-\$82,870
97	Two School Bell Timed Trips Removed for Summer	-3.2	0.0	0.0	-1	-2	0	0	-812	-\$88,376
217	Three School Bell Timed Trip Removed for Summer	-3.6	0.0	0.0	0	0	0	0	-916	-\$99,664
251	Minor Schedule Change	-0.9	0.0	0.0	0	0	0	0	-223	-\$24,228
600's	All Service Removed for the Summer	-208.2	0.0	0.0	-46	-50	0	0	-52,662	-\$5,730,673
C	One Added Trip for Summer	2.6	0.0	0.0	0	0	0	0	665	\$72,408
F	Two Weekday Trips Added for Summer and Improved Running Times All Days	4.5	8.5	8.5	1	1	1	1	2,095	\$228,007
FS	Five Added Trips for Summer	8.8	0.0	0.0	1	1	0	0	2,214	\$240,900
G	Improved Running Times for Schedule Adhearance	0.2	0.0	0.0	0	1	0	0	48	\$5,231
H	One Added Trip for Summer	2.8	0.0	0.0	-2	4	0	0	713	\$77,639
J	Five Added Trips for Summer	7.7	0.0	0.0	1	3	0	0	1,943	\$211,442
LA	Improved Running Times for Schedule Adhearance	2.6	0.0	0.0	2	4	0	0	645	\$70,205
NX2	Improved Running Times for Schedule Adhearance	2.9	0.0	0.0	0	4	0	0	726	\$79,015
O	Improved Running Times for Schedule Adhearance	0.9	0.0	0.0	2	1	0	0	228	\$24,778
P	Improved Running Times for Schedule Adhearance	0.2	0.0	0.0	0	0	0	0	43	\$4,680
S	Improved Running Times for Schedule Adhearance	1.7	0.0	0.0	-1	3	0	0	428	\$46,528
SB	Improved Running Times for Schedule Adhearance	1.7	0.0	0.0	0	4	0	0	417	\$45,427
V	Improved Running Times for Schedule Adhearance	1.2	0.0	0.0	0	4	0	0	296	\$32,212
Total		-184.8	15.8	8.5	-43	-29	2	1	-45,417	\$ (4,942,304)