



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Select Committee on Transit Sustainability

DATE: October 19, 2011

FR: Executive Director

W.I. 1517

RE: Transit Sustainability Project Update

The Transit Sustainability Project (TSP) is composed of three areas of technical analysis: financial, service and institutional. At your February meeting, staff presented the results of the financial analysis, as well as a general overview of the service analysis that is now nearing completion. At your October meeting, staff will present for your discussion and feedback the draft financial and service performance metrics, the status of sub-regional service analyses, and the remaining work items. (See attached presentation slides.)

Background

As a reminder, the TSP is being informed by significant consultation with the Project Steering Committee (PSC) and Technical Advisory Committees (TACs) focused on the financial, service and paratransit analysis. The PSC is composed of twenty one members and meets approximately every other month in order to secure executive-level input from the transportation agency, government, labor, business, environmental and equity perspectives throughout the course of the project. Material presented today to the Select Committee has been reviewed with the PSC.

In addition, staff has presented information about the project to the MTC Policy Advisory Council, as well as multiple public events and forums sponsored by interested parties. As the technical analysis progresses, more robust public outreach will be coordinated with outreach for Plan Bay Area.

Service Analysis

The service analysis has been underway for a number of months and has three layers of analysis: 1) system-wide, 2) regional services, and 3) sub-regional services. The focus of the discussion at your meeting will be the system-wide and regional components of the project.

System-wide, the analysis is focused on evaluating existing system performance through a set of performance metrics. These metrics are meant to provide a yardstick for measuring progress toward reforming the current system and helping place the region's transit network on a more sustainable footing. Acknowledging that there is a wide diversity in the land uses and service needs of the region, transit services are being differentiated by service type (e.g. regional all-day service, urban trunk, local network, community bus, etc.). The goal is to establish a consistent set of performance metrics for regular reporting that captures both service effectiveness (productivity) and service efficiency (cost effectiveness).

Feedback from the Project Steering Committee reflects the difficulty of using standard metrics to evaluate service effectiveness in the diverse region in which Bay Area transit agencies operate, particularly in the more suburban and rural parts of the region. As a result, staff is considering service performance metrics for the multi-county elements of the system, comprising 28 percent of transit ridership, and on improving performance of the urban trunk system, which carries an additional 53 percent of the region's transit passengers. We are further recommending that, while a single regional standard may not be appropriate to measure local services, that local operators should remain accountable for achieving performance improvements against local standards. These various categories of Bay Area transit service – regional, urban trunk and local – are further illustrated in the attached slides.

At the sub-regional level, we are conducting more detailed analysis in the Inner East Bay (focusing on AC Transit and BART) and the Peninsula. The Inner East Bay analysis includes a comprehensive service and market review of AC Transit and associated BART service, an examination of opportunities to improve connectivity between the two systems, identification of gaps and/or duplication of service coverage, and resource requirements for service improvements.

Schedule

We expect to return to this Committee in February with draft recommendations for all three elements of the TSP work program: financial, service and institutional. Following public outreach in January and February, we hope to present final project recommendations for Commission approval in March.

Milestone	Schedule
Finalize Performance Metrics Recommendations	October – December 2011
Paratransit User Outreach & Final Recommendations	October – December 2011
Institutional Analysis & Recommendations	November 2011 – January 2012
Inner East Bay & Peninsula Recommendations	January/February 2012
Conduct Regional Gas Tax Poll	January/February 2012
Public Outreach	January/February 2012
Draft Recommendations to the Commission	February 2012
Final Recommendations to the Commission	March 2012



Steve Heminger