



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Select Committee on Transit Sustainability

DATE: January 25, 2012

FR: Executive Director

W.I. 1517

RE: Transit Performance Initiative (TPI) Program – Major Bus and Light Rail Corridors

As part of the OneBayArea Grant program, staff has proposed an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future. The title and scope of this program is intended to evoke the Freeway Performance Initiative, which has resulted in major vehicle delay reductions on the region's highways.

Background

The region's urban trunk network of major transit lines carries over half of the total ridership in the region and coincides with where the region is forecasting significant growth. This network includes both bus and light rail operations on heavily traveled, congested urban corridors. Attachments A and B illustrate that despite relatively slow operating speeds these routes nonetheless generate significant ridership. Staff is recommending a pilot program to fund low-cost capital improvements that improve operations and customer experience in this network. These improvements can be implemented quickly, as they build on existing transit agency programs to identify ways to improve service productivity.

Project Selection/ Eligibility

Characteristics of Priority Corridors that are eligible for this program:

- 1) Urban trunk route with high ridership/passenger miles but below system average operating speed (under 15 mph)
- 2) Frequent service (15 minutes or better)
- 3) Selected corridor could be a route, a portion of a route, or a corridor where several services merge
- 4) Investment must result in improved operating speed or frequency using the existing fleet size, not by adding another bus to the route.
- 5) All projects must meet CMAQ eligibility and be able to provide the required 11.5% local match for these federal funds.

With the goal of investing in planned improvements that benefit the most passengers, staff recommends focusing the initial \$30 million on the largest bus and light rail systems with high ridership urban trunk routes: AC Transit, SFMTA, SamTrans, and VTA.

Project Evaluation

The following criteria would be used to evaluate proposals for the grant program.

- Timeliness of implementation and project management capacity
 - Priority given to projects that can be implemented within 12-24 months of grant award
- Cost-effectiveness and Performance Indicators
 - Travel time savings
 - Operating Cost Savings
- Priority given to corridors with more frequent service
- Project Readiness – Evidence of engineering and operational support from local jurisdictions (roadway owner-operators)

Schedule

Based on the evaluation of all projects and funding availability, the evaluation committee will forward a ranked list of projects to the Commission for approval in April.

Milestone	Schedule
Release Call for Projects	January 2012
Deadline for application submittal	March 2012
Recommend Pilot Program of Projects	April 2012
MTC Approval of TPI Pilot Program of Projects	April 2012
MTC Approval of OneBayArea Grant Program	May 2012

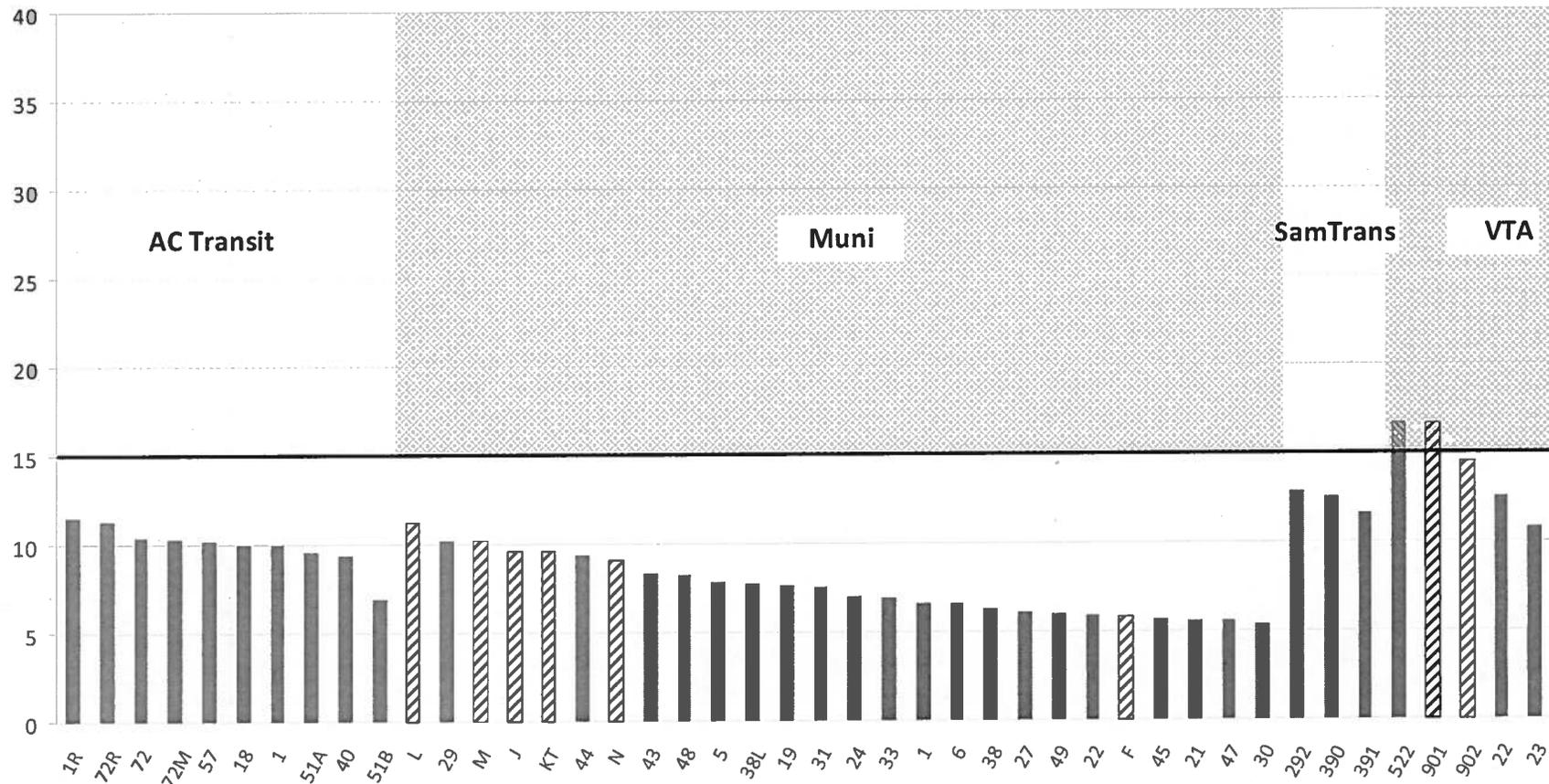
Recommendation

Staff recommends the Select Committee direct staff to issue a call for projects for the TPI Investment program with final adoption of the program subject to Commission approval.



 Steve Heminger

Weekday Revenue Speed (mph) Urban Trunk (UT)



Weekday Passenger Boardings per Revenue Hour Urban Trunk (UT)

